



Board Report

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**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016**

SUBJECT: ACTIVE TRANSPORTATION PROGRAM CYCLE 3 METRO GRANT ASSISTANCE POLICY

ACTION: APPROVE METRO'S ACTIVE TRANSPORTATION PROGRAM (ATP) POLICY

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the **Final Statewide and Southern California Association of Government's (SCAG) recommended Active Transportation Program (ATP) Cycle 2 Results Summary for Los Angeles County** (Attachment A);
- B. APPROVING proposed 2016 ATP Grant Assistance Policy (Attachment B); and
- C. AUTHORIZING the CEO to reprogram Call for Projects commitments with reduced amounts to reflect ATP partial awards (Attachment C).

ISSUE

The Southern California Association of Governments (SCAG) presented final recommendations for the 2015 ATP Regional Program to the SCAG Executive Administration Committee (EAC) on January 7, 2016. The final Regional Program awarded \$76 million for the Southern California Region of which \$41 million was awarded to Los Angeles County. Combined with the \$61 million awarded in the Statewide competition, Los Angeles County ATP Cycle 2 awards total \$102 million. The Statewide and Regional Program Los Angeles County awards are detailed in Attachment A.

In February 2014, the Metro Board approved a policy that requires local agencies to resubmit previous Call for Projects grants for the State's Active Transportation Program (ATP) with assistance from Metro-selected grant-writing consultants. The ATP Cycle 3 Call for Projects will be released as early as March 2016. Staff is proposing a new policy to optimize the results of the grant assistance for the ATP in terms of increased funding awards, implementation of Metro policies and plans, and support for the state's ATP goals.

DISCUSSION

Updated SCAG ATP Regional Program

In October 2015, staff presented the 2015 SCAG Draft Regional Program for Los Angeles County ATP applicants. An additional \$238,000 became available to partially fund a high-scoring Los Angeles County project. Following discussion with project sponsors in the threshold range to receive surplus funds, a project sponsor was identified that would be able to deliver its full project with the partial ATP funds. The complete ATP Cycle 2 results for Los Angeles County, including the updated SCAG regional awards, the statewide competitive awards, and the impact to Metro's Call for Projects are detailed in Attachment A.

The grant assistance program has been an integral part of the success of Los Angeles County projects in the ATP. In addition to prior Call projects, Metro also sponsored projects which were put forward for the ATP based on existing Metro Board commitments.

2016 ATP Grant Assistance Policy

Metro staff proposes to update the ATP Policy (Attachment B) to transition to a focus on advancing and implementing Metro's active transportation plans and meeting critical active transportation needs in Los Angeles County. This transition is also integral to more closely align grant assistance with ATP goals, leading to increased awards. Metro's grant assistance program has been a powerful tool which has helped reduce much of the funding shortfall that it was created to address.

In July 2014 the Board directed staff to develop a funding plan for the Active Transportation Strategic Plan (ATSP) which builds upon many of Metro's existing active transportation policies and plans. Staff has identified the ATP as a good fit for the ATSP's goals and funding needs. The proposed ATP policy would enable Metro to begin implementing ATSP projects as well as assist voluntary Call projects.

Attachment D shows the potential projects from the 2015 Call for Projects identified based on funding programmed in Fiscal Years 2019, 2020, and 2021 and funding need over \$1 million. Preliminary assessment of each project's fit with Metro and ATP objectives is also shown. Project sponsors have been invited to participate in reapplication. Sponsors can also offer to apply for other projects with Metro grant assistance if the projects have Metro Board commitment or directly contribute to implementing Metro active transportation plans and policies such as the First/Last Mile Strategic Plan, Complete Streets Policy, Urban Greening Plan, and in the future ATSP.

Metro has the opportunity to employ the 10 points used in the SCAG ranking process to maximize the proportion of funding from the SCAG Regional ATP competition used for Metro active transportation goals. In ATP Cycles 1 and 2, Metro assigned the full 10 points to all projects except any that were clearly not in alignment with regional or local plans. All projects submitted received the 10 points, none were denied.

Just as selecting projects for grant assistance can maximize the amount of Los Angeles County ATP funding, aligning the 10 points for the regional program with Metro policies and plans will maximize the amount of regional ATP funding for projects that implement Metro goals. Staff is recommending assigning 7 points to all projects except any that are clearly not in alignment with regional or local plans, and an additional 3 points to all successful Call projects, projects with Metro Board commitment, and projects which implement Metro active transportation plans and policies. The 10 points are part of an overall strategy that Metro can use to attract and focus both statewide and regional funding toward the implementation of Board adopted active transportation projects, plans, and policies within the environment of the State and regional ATP prioritization process.

Adjusted Call for Projects Commitments

There are a few projects within the Call for Projects funding plan that require adjustments to their original Call Commitment to address partial ATP funding received. In total, approximately \$3.9 million is needed in place of the original \$7.7 million commitment, shown in Attachment C.

DETERMINATION OF SAFETY IMPACT

The recommendations in this report will not have any direct impact on the safety of our customers and employees.

FINANCIAL IMPACT

Funding for consultant grant assistance services is included in the FY 2016 Budget under Cost Center 4420, Project 405510, Task Number 05.04.01.

Impact to Budget

The source of funds for the grant assistance services is Proposition A, C, and TDA Administration which is not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may consider mandatory rather than voluntary reapplication to the ATP for Call projects. This alternative is not recommended as there are few ATP-competitive projects left from the affected period of FY 2014 to 2019 per the original February 2014 mandatory grant assistance policy. Expanding the mandatory policy beyond this period would place a burden specifically on active transportation project sponsors that is not shared with other Call modes, though the funding pressures on the Call for Projects are not specific to individual modes. Staff believes shifting emphasis toward the goals of the ATP itself will result in greater total awards for Los Angeles County.

NEXT STEPS

Discussions are currently taking place regarding a possible delay of ATP Cycle 3. Should Cycle 3 be delayed, staff will return to the Board with updated project lists based on more complete information from the ATSP and project studies. Assuming no delay occurs, the next steps are as follows:

- January 7, 2016 - SCAG Executive Administration Committee (EAC) approves SCAG Regional Program recommendations.
- January 8, 2016 -SCAG submits Regional Program to CTC.
- January 20, 2016 - CTC adopts SCAG Regional Program.
- March 2, 2016 - Project sponsors notify Metro of their interest in grant assistance
- March 16, 2016 - Metro selects and notifies project sponsors receiving grant assistance
- February-March 2016 - Grant Delivery Training Workshop and Project Partnership and Development Workshop
- June 15, 2016 - ATP Cycle 3 Grant Applications Due

ATTACHMENTS

Attachment A - ATP Cycle 2 Results for Los Angeles County

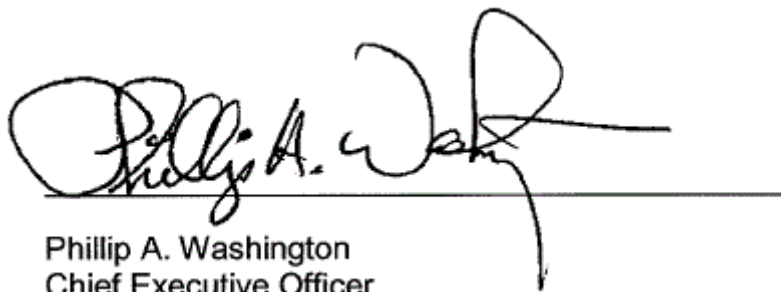
Attachment B - 2016 ATP Grant Assistance Policy

Attachment C - Reprogrammed Call for Projects Commitments

Attachment D - ATP Cycle 3 Projects Evaluation

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Phillip A. Washington
Chief Executive Officer

**Active Transportation Program Cycle 2
Statewide Awards for Los Angeles County**

(\$ in thousands)

	Agency	Project Title	Total Project Cost	Total Funds Awarded	Score
1	Los Angeles County	Los Nietos SRTS- Phase I	1,847	1,601	99.00
2	Los Angeles	Pedestrian and Bicycle Neighborhood Intersection Enhancements	1,883	1,506	97.00
3	Los Angeles County MTA	Willowbrook/Rosa Parks Pedestrian Promenade And Bicycle Mobility Hub	3,662	2,909	97.00
4	Los Angeles County	Rosemead Boulevard Complete Street Improvements Phase 1	1,250	1,000	95.00
5	Los Angeles Unified School District	LAUSD Middle School Bicycle Safety Physical Education Program	1,360	1,360	94.00
6	Culver City	Washington-Culver Pedestrian and Cyclist Safety Project	2,622	2,772	94.00
7	Los Angeles County	West Carson Community Bikeways	531	425	94.00
8	Long Beach	Delta Avenue Bicycle Boulevard	1,335	1,075	93.00
9	Los Angeles County	Hawthorne/Lennox Green Line Station Community Linkages	3,070	2,406	93.00
10	Pico Rivera	Regional Bikeway Project	4,917	3,932	93.00
11	Los Angeles County	Vincent Community Bikeways	4,399	3,519	93.00
12	Lancaster	10th Street West Road Diet and Bikeway Improvements	1,568	785	92.00
13	Santa Monica	Michigan Ace Greenway: Completing Bike/Ped Expo Connection Over the I-10	1,234	987	92.00
14	Whittier	Whittier Greenway Trail East Extension Gap Closure	5,332	4,516	92.00
15	Los Angeles County	Aviation /LAX Green Line Station Community Linkages	2,578	1,941	91.00
16	Los Angeles	Orange Line-Sherman Way Pedestrian Links	1,441	1,153	90.00
17	Lancaster	Pedestrian Gap Closure Improvements	7,824	6,259	90.00
18	Arcadia	Bicycle and Facility Improvements	1,457	1,020	89.00
19	Los Angeles	Boyle Heights Pedestrian Linkages	5,000	5,000	89.00
20	Los Angeles County MTA	Union Station Master Plan: Alameda Esplanade	12,340	12,340	89.00
21	Santa Monica	Expo Station 4th Street Linkages to Downtown and Civic Center	2,016	1,613	88.00
22	South Gate	Long Beach Boulevard Pedestrian Improvements	2,586	2,250	88.00
23	Rosemead	Rosemead SRTS Project	842	702	88.00
Total Los Angeles County Statewide Awards			71,094	61,071	

Active Transportation Program Cycle 2 SCAG Regional Awards for Los Angeles County

(\$ in thousands)

	Agency	Project Title	Total Project Cost	Total Funds Awarded	Score*
1	Los Angeles County MTA	Metro Rail to Rail Active Transportation Corridor Segment A-1	20,278	8,326	98.00
2	La Verne	La Verne Regional Commuter Bicycle Gap Closure Project	18,712	1,552	97.00
3	Port of Long Beach	Coastal Bike Trail Connector-Ocean Blvd, Long Beach	6,660	4,000	96.00
4	Lynwood	Community Linkages to Civic Center and Long Beach blvd Metro Station	2,891	2,319	96.00
5	Torrance	Downtown Torrance Active Transportation Improvement Project	2,533	2,027	96.00
6	Port of Long Beach	South Water Front/Pier j Bike and Pedestrian Path	3,563	2,000	96.00
7	Los Angeles	Broadway Historic Theater District Pedestrian Improvements 4th-6th Streets	7,690	6,862	95.00
8	Cudahy	Wilcox Avenue Complete Streets and SRTS Project	1,371	1,344	95.00
9	Los Angeles	Colorado Bl Pedestrian and Bicycle Active Transportation Improvements	9,843	9,743	94.00
10	Huntington Park	Uncontrolled Crosswalk Pedestrian Safety Enhancement Project	1,793	1,757	93.75
11	Downey	South Downey SRTS**	516	238	93.00
12	Downey	Downey Bike Share and Safety Education**	294	180	92.00
Subtotal Los Angeles County Regional Implementation Awards			76,144	40,348	
13	Santa Clarita	Junior High and High School SRTS Plan	200	160	82.00
14	Downey	Pedestrian Plan	300	300	80.00
15	Bellflower	Bellflower and Paramount Joint Active Transportation Plan	125	100	68.00
16	Irwindale	Citywide Non Motorized Design Guidelines and Active Transportation Action Plan	154	154	67.00
Subtotal Los Angeles County Regional Planning Awards			779	714	
Total Los Angeles County Regional Awards			76,923	41,062	
Total Los Angeles County ATP Cycle 2 Awards			148,017	102,133	

* Scores for Implementation Awards reflect 10 points added for consistency with regional and local plans.

** Downey's South Downey SRTS project received partial funding of \$238,000 upon determination that amongst other LA County projects with the same application score, it could deliver its project using the partial ATP funds and City funds. Downey's Bike Share and Safety Education project received partial funding of \$180,000 following deliberation between two LA County projects. Downey's project was identified as a higher priority project due to its location in a disadvantaged community. The City also confirmed that it would be able to commit to project delivery using the partial ATP funding and City funds.

Active Transportation Program Cycle 2 Impact to the Call for Projects

(\$ in thousands)

CFP ID	Project Sponsor	ATP Project Title	CFP Commitment	ATP Award	ATP Score
1 F7517	Arcadia	Bicycle and Facility Improvements	1,156	1,020	89.00
2 F5509	Lancaster	10th Street West Road Diet and Bikeway Improvements	1,048	785	92.00
3 F7522	Long Beach	Delta Avenue Bicycle Boulevard	1,016	1,075	93.00
4 F5629	Los Angeles	Orange Line-Sherman Way Pedestrian Links	1,093	1,153	90.00
5 F7539	Los Angeles	Pedestrian and Bicycle Neighborhood Intersection Enhancements	2,239	1,506	97.00
6 F7508	Los Angeles County	Vincent Community Bikeways	3,426	3,519	93.00
7 F7512	Los Angeles County	West Carson Community Bikeways	1,070	425	94.00
8 F7609	Los Angeles County	Hawthorne/Lennox Green Line Station Community Linkages	1,787	2,406	93.00
9 F7610	Los Angeles County	Aviation /LAX Green Line Station Community Linkages	1,587	1,941	91.00
10 F7502	Pico Rivera	Regional Bikeway Project	2,309	3,932	93.00
11 F7807	Santa Monica	Expo Station 4th Street Linkages to Downtown and Civic Center	1,613	1,613	88.00
12 F7612	South Gate	Long Beach Boulevard Pedestrian Improvements	1,481	2,250	88.00
Subtotal Statewide Funded Projects			19,825	21,625	
13 F7524	La Verne	La Verne Regional Commuter Bicycle Gap Closure Project	1,123	1,552	87.00
14 F3644	Los Angeles	Broadway Historic Theater District Pedestrian Improvements 4th-6th Streets	2,258	6,862	85.00
15 F7620	Lynwood	Community Linkages to Civic Center and Long Beach blvd Metro Station	2,595	2,319	86.00
Subtotal Regional Funded Projects			5,976	10,733	
Total Call Projects awarded in Statewide and Regional Competitions			25,801	32,358	

**Active Transportation Program Cycle 2
Projects to be Retained in Call for Projects**

(\$ in thousands)

	CFP ID	Project Sponsor	ATP Project Title	CFP Commitment
1	F7634	Bell	Florence Avenue Pedestrian Improvements*	2,159
2	F7506	Burbank	Chandler Bikeway Extension and San Fernando Bikeway GaP Closure	2,639
3	F3510/ F5523	Los Angeles	Regional Bike Share Program Expansion	2,906
4	F7622	Los Angeles	LANI - West Boulevard Community Linkages Project	1,379
5	F7624	Los Angeles	Walk Pico! A Catalyst for Community Vitality and Connectivity	1,841
6	F7636	Los Angeles	Broadway Historic Theater District Pedestrian Improvements 8th-9th Streets	2,385
7	8150	Los Angeles County	San Jose Creek Trail-Phase II	1,243
8	F7512	Los Angeles County	West Athens 110th Street Bicycle Boulevard Gap Closure*	645
9	F7521	Redondo Beach	Regional Commuter Bicycle Gap Closure Project	1,562
10	F1505	San Fernando	Pacoima Wash Bikeway and Pedestrian Path	1,513
Total Call Projects to be Retained in Call for Projects				18,272

* Remaining CFP Commitment reflects balance after partial ATP funding

METRO 2016 ACTIVE TRANSPORTATION PROGRAM GRANT ASSISTANCE POLICY

The Active Transportation Program (ATP) is an important resource to address the serious deficits to the active transportation infrastructure in Los Angeles County and thereby augment affordable mobility options and achieve safety, health, and sustainability goals. Through Cycles 1 and 2 of the ATP, Metro made up more than \$65 million of the \$90 million shortfall in the Call for Projects funding plan caused by the state's creation of the ATP. Metro can now shift to a voluntary Call for Projects reapplication program, while also beginning a new focus on the overall implementation of Metro-adopted projects, programs, and policies. The following points make up the 2016 ATP grant assistance policy.

Voluntary Reapplication for Call for Projects

Sponsors of ATP-eligible projects funded in the 2015 Call for Projects are encouraged to apply for ATP funds. Projects with a Call for Projects commitment of \$1 million or more and Call funding in Fiscal Years (FY) 2019 through 2021 may receive grant writing assistance. These projects are listed on Attachment D.

- A. ATP funds secured by Call projects will be used to address the shortfall and/or augment the capacity of the Metro Call for Projects Funding Plan.
- B. Call for Projects sponsors applying to the ATP with Metro grant assistance may use updated scope of work or cost estimate information as long as the updated scope of work is consistent with or includes the original scope of work. However, should such projects not be awarded ATP funds, Metro is responsible only for the prior Call for Projects commitment amount.
- C. Should a successful Call project receive no ATP award, or an award in an amount less than its original Call commitment, or have its award reduced through Caltrans eligibility reviews, Metro will provide Call funding, as available and applicable, to complete the original Call for Projects Commitment.
- D. Project sponsors will not be required to provide a local match. However local match is encouraged for strategic reasons. Local match earns scoring points and project sponsors may use all or a portion of the overmatch, upon receiving a fully-executed Letter of No Prejudice from Metro, to advance the planning, design, or right-of-way activities for a project in order to ensure timely readiness for construction.

Applications to Implement Metro Board-Adopted Projects, Programs, and Policies

Projects with Metro Board commitment, or which directly contribute to the implementation of Metro Board-adopted policies and programs may also request grant writing assistance through a Letter of Interest. Qualifying Metro plans and policies include:

- Active Transportation Plan*
- Bicycle Transportation Strategic Plan
- Blue Line First/Last Mile Implementation Plan*
- Complete Streets Policy
- First/Last Mile Strategic Plan
- Urban Greening Policy and Toolkit

* Plan applicability is subject to the plan completion date fit with ATP Cycle 3 commencement date. Cycle 3 commencement date is scheduled for mid-March, but a deferral is under discussion.

Process

To assist project sponsors and ensure continuing advantageous outcomes from the ATP, Metro may provide no-cost grant-writing assistance for projects selected according to the following process.

- A. Agencies must confirm in writing that they wish to take advantage of the assistance and that they understand and will commit to putting forth the full effort required for the ATP application process as described below. Metro staff will identify the projects for assistance, and notify project sponsors. Priority will be placed on projects which effectively address ATP and Metro goals and provide a local match. Projects requiring under \$1 million in ATP funds will not be considered.
- B. Sponsors will submit a complete set of project description and project planning and development documents and meet with the consultant to initiate the grant assistance. The ATP application process is rigorous, and requires a significant commitment of local jurisdiction effort, even with the assistance of a consultant. Project sponsors are expected to meet to discuss the project, provide additional materials as necessary, review and comment on two application drafts, sign (including engineer review, stamp and multiple initials), produce several hard and electronic copies, and postmark the application by June 1, 2016

Assignment of Up to 10 Points for SCAG Regional Competition Score

- A. Assign seven points to all projects except any that are clearly not in alignment with regional or local plans.
- B. Assign an additional three points to all successful Call projects, all projects with Metro Board commitment, and all projects which implement Metro active transportation plans and policies. Qualifying plans and policies include any plans and policies for which grant writing assistance is allowable.

Reprogramming to Reduce Call for Projects Commitments

F5509 – City of Lancaster – 10th St W Road Diet and Bike Lane, Av H-Lancaster Blvd

In ATP Cycle 2, the project received only \$785,000 of its \$1,048,000 Call commitment due to items eligible under the Call being ineligible under the ATP.

F7512 – Los Angeles County – West Athens and West Carson Community Bikeways

In ATP Cycle 2, this project was separated into two separate projects for application to the ATP. One of the projects was funded, while the other was not. The project needs \$645,000 for the remaining Call commitment to complete the second part of the project.

F7517 – City of Arcadia – Bicycle Facility Improvements

In ATP Cycle 2, the project received only \$1,020,000 of its \$1,156,000 Call commitment due to items eligible under the Call being ineligible under the ATP.

F7539 – City of Los Angeles – Bicycle Friendly Street Treatments (3)

In ATP Cycle 2, the project received only \$1,506,000 of its \$2,239,000 Call commitment due to items eligible under the Call being ineligible under the ATP.

F7634 – City of Bell—Florence Avenue Pedestrian Improvement Project

In ATP Cycle 1, Bell received a partial award for only the design phase of its project. The City reapplied in ATP Cycle 2, but was unsuccessful in obtaining the remaining Construction project costs. The project needs the remaining Call commitment of \$2.1 million.

Active Transportation Program
Call for Projects Reprogramming to Reflect Partial ATP Funding
(\$ in thousands)

NO	CFP ID	AGENCY	CALL FOR PROJECTS TITLE	ORIGINAL CFP COMMITMENT	ATP AWARD	REPROGRAMMED CFP COMMITMENT	PROPOSED FUND SOURCE	REVISED PROGRAM YEAR
1	F5509	LANCASTER	10TH ST W ROAD DIET & BIKE LANE, AV H-LANCASTER BL	1,048	785	263	LTF	FY 2018
2	F7512	LA COUNTY	WEST ATHENS AND WEST CARSON COMMUNITY BIKEWAYS	1,070	425	645	LTF	FY 2019
3	F7517	ARCADIA	BICYCLE FACILITY IMPROVEMENTS	1,156	1,020	136	LTF	FY 2019
4	F7539	LA CITY	BICYCLE FRIENDLY STREET TREATMENTS (3)	2,239	1,506	733	CMAQ	FY 2019
5	F7634	BELL	FLORENCE AVENUE PEDESTRIAN IMPROVEMENT PROJECT	2,221	62	2,159	LTF	FY 2018
TOTAL				7,734	3,798	3,936		

**Active Transportation Program Cycle 3
Potential Projects Evaluation**

Projects on the following list are eligible to volunteer to apply for Cycle 3 of the Active Transportation Program (ATP) and request Metro grant assistance. Projects from the 2015 Call for Projects (Call) and existing projects with Metro Board commitments are shown. Other projects that implement Metro's active transportation plans and policies are to be determined.

Call project sponsors' requests for grant assistance for the projects shown will be considered along with requests for non-Call projects which have Metro Board commitments or will directly contribute to implementing Metro plans and policies. Metro shall select projects for grant assistance from the complete pool of volunteers.

ACTIVE TRANSPORTATION PROGRAM CYCLE 3									
Potential Projects Evaluation									
		ATP-Specific Criteria			Mutual Criteria				Metro-Specific Criteria
		Safety - project reduces fatalities & injuries & addresses hazards	Health - project improves health outcomes	Benefit to DAC, % of funds spent there, direct meaningful benefits**	Increases usage of bicycle/pedestrian facilities	Consistency with Metro sustainability and active transportation policies	Project readiness	Local Match	Metro Board commitment
POTENTIAL ATP CYCLE 3 PROJECTS FROM 2015 CALL FOR PROJECTS*									
City of Downey	Downey BMP Phase 1 Downtown/Transit Class II Implementation	x	x	x	x	x	TBD	x	x
City of Glendale	Glendale-LA Riverwalk Bridge/Active Transportation Facility	x	x	x	x	x	TBD	x	x
City of Hawthorne	Hawthorne Boulevard Mobility Project - Phase 2	x	x	x	x	x	TBD	x	x
City of Lancaster	Medical Main Street	x	x		x	x	TBD	x	x
City of Long Beach	1st Street Pedestrian Gallery	x	x		x	x	TBD	x	x
City of Long Beach	Artesia - Great Boulevard	x	x	x	x	x	TBD	x	x
City of Long Beach	Atherton Bridge & Campus Connections	x	x		x	x	TBD	x	x
City of Los Angeles	Beverly Boulevard, Vermont Avenue to Commonwealth Avenue Pedestrian Improvements	x	x	x	x	x	TBD	x	x
City of Los Angeles	Complete Streets Project for Colorado Boulevard in Eagle Rock	x	x		x	x	TBD	x	x
City of Los Angeles	LANI - Santa Monica Boulevard Improvement Project	x	x	x	x	x	TBD	x	x
City of Los Angeles	Melrose Avenue-Fairfax Avenue to Highland Avenue Pedestrian Improvements	x	x		x	x	TBD	x	x
City of Pasadena	Lake Avenue Gold Line Station Pedestrian Access Improvements	x	x		x	x	TBD	x	x
City of Pomona	Pomona ATP Phase 2 Bicycle Network for Community Assets	x	x	x	x	x	TBD	x	x
City of Santa Clarita	Dockweiler Drive Gap Closure	x	x		x	x	TBD	x	x
County of Los Angeles	Bike Aid Stations	x	x		x	x	TBD	x	x
POTENTIAL ATP CYCLE 3 PROJECTS WITH EXISTING METRO BOARD COMMITMENT									
City of Los Angeles	Taylor Yard Los Angeles River Bicycle/Pedestrian Community Connector	x	x	x	x	x	x	TBD	x
Metro	Metro Bike Share Expansion, Equity, and TAP Innovation	x	x	x	x	x	TBD	TBD	x
Metro	Rail to River Segment B	x	x	x	x	x	TBD	TBD	x

ACTIVE TRANSPORTATION PROGRAM CYCLE 3										
Potential Projects Evaluation										
		ATP-Specific Criteria			Mutual Criteria				Metro-Specific Criteria	
		Safety - project reduces fatalities & injuries & addresses hazards	Health - project improves health outcomes	Benefit to DAC, % of funds spent there, direct meaningful benefits**	Increases usage of bicycle/pedestrian facilities	Consistency with Metro sustainability and active transportation policies	Project readiness	Local Match	Metro Board commitment	
Metro	Union Station Master Plan Stage 1 Forecourt improvements	x	x	x	x	x	x	TBD	x	
Metro	Union Station Master Plan Stage 1 Los Angeles Crossing	x	x	x	x	x	x	TBD	x	
POTENTIAL PROJECTS THAT IMPLEMENT METRO'S ACTIVE TRANSPORTATION PLANS AND POLICIES										
TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	

*Includes projects from all modes, except for Transit Capital, with \$1 million or greater programmed in Fiscal Years 2019, 2020, and 2021.

** Preliminary assessment of benefit to disadvantaged community (DAC) is based on CalEnviroScreen 2.0 score of project area