



Board Report

File #: 2019-0834, File Type: Program

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 15, 2020

SUBJECT: METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM
CYCLE 1

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Metro Active Transport, Transit, and First/Last Mile (MAT) Program Cycle 1 Solicitation; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to release the Program Solicitation and initiate a project selection process as described therein.

ISSUE

The approval of the MAT Program Cycle 1 Solicitation (Attachment A) is a critical step in programming funding for a discretionary program established by Measure M and prompts strategic investment toward Metro’s adopted Active Transportation Strategic Plan (ATSP). Cycle 1 of the program, as proposed, was shaped through extensive consultation with the Metro Policy Advisory Council (PAC) along with other process and input as described in this report.

BACKGROUND

The passage of Measure M created the MAT Program as a line item in the expenditure plan for \$857 million (2015 \$). The Administrative Procedures (Attachment B) for the program establish a permanent structure and process for allocating funding through periodic cycles as approved by the CEO. Of note, the procedures establish the applicable policies for the program, specify program cycles of 2-5 years in length, and delineate the steps for each program cycle to be executed.

Pursuant to the Administrative Procedures, staff, in consultation with the PAC, has developed this proposal for the first funding cycle. Cycle 1 will commit and program \$75 million in funding for five fiscal years (FYs 21-25).

The Program Solicitation establishes all the necessary program elements for this funding cycle. This includes the following, among other components:

- Identification of current program priorities;
- Detailed project and proposer eligibility definitions specific to this program cycle;
- Detailed project selection process and criteria;
- Timely use of funds provisions; and
- Public participation requirements.

DISCUSSION

The development of the approach for Cycle 1 was guided through extensive process and discussion with the PAC and its Active Transportation Working Group. In total, the PAC process consisted of seven meetings, workshop discussions, and conference calls between October 2018 and December 2019.

Key concepts informing the development of the proposed program structure include:

- **Reinforcing existing Board policies on active transportation and equity**
The MAT Program is an opportunity to align investment with existing policies such as the ATSP, Equity Platform, Vision 2028, and First/Last Mile directives, rather than create a new policy framework unique to this funding source.
- **Targeting to high-need locations**
Given a limited number of projects and limited funding, and interest in piloting funding approaches under the Equity Platform, it was determined that the program should strongly emphasize safety and equity need in prioritizing and directing funding.
- **Streamlined competitive process**
A broad competitive process similar to the Metro Call for Projects was not pursued given the relatively small number of projects that will be funded. Discussions favored a limited, invitation-to-apply model based on a potential project list consistent with established active transportation policy and an empirical analysis of need.

Description of Cycle 1 Proposal

Cycle 1 will allocate \$75 million to two program categories:

- Active Transportation Corridors
- First/Last Mile (FLM) Priority Network

As described in the Program Solicitation (Attachment A), \$37.5 million (50%) is available for each program category. Highlights of the program categories are as follows:

Active Transportation Corridors

It is anticipated that up to eight projects will be selected. Eligible projects originate from corridors identified in the ATSP (186 in total) and were screened for those that are greater than 3 miles in length. This screening yielded 160 total corridors which are considered eligible and subject to consideration for Cycle 1. Cycle 1 will fund selected corridor projects through preliminary design, environmental review and/or construction. In general, Metro anticipates leading and administering work through environmental, including procuring and managing consultants. Project sponsors would lead through subsequent phases. Jurisdictions are expected to have staff participate in project teams

as an in-kind contribution to the project. Project roles may vary from this model and may be considered on a case-by-case basis. At the conclusion of the work funded by Cycle 1, projects will be well positioned to seek other funding for final design and construction and may be considered for future cycles of the MAT program.

FLM Priority Network

It is anticipated that up to 10 projects will be selected. Eligible projects are a subset of the 661 existing transit stations and stops identified as the FLM Priority Network in the ATSP, reduced to the 269 stations for which the Board directed FLM planning activities pursuant to Motion 14.1 (Attachment C), and further screened to 138 based on a ranking of safety and equity need-based factors. Cycle 1 will fund project development through implementation of FLM improvements. For this cycle, Metro encourages FLM projects at a concentrated scale, typically up to 2 blocks, around transit stations, however, improvements up to ½ mile from stations are eligible and will be evaluated based on clear benefit and deliverability. The program as proposed is intended to test implementation approaches and partnerships, to promote early deployment of highly visible safety and user-experience improvements for the transit rider, and to position projects to pursue larger scale build-out in the future. Roles for project delivery are flexible and will be determined on a case-by-case basis. It is Metro's intention to test different partnership and delivery models in different contexts, and as such, ensuring projects in multiple jurisdictions across a diverse geography will be an additional consideration in recommending awards.

Selection Process

As shaped by PAC deliberations, the Program Solicitation follows a streamlined selection process. As noted, the program proposes, and has developed, a list of eligible project corridors and locations and a ranking methodology (included within the Program Solicitation Attachment A as sub-attachment A) based on equity, safety, and mobility/connectivity factors. As described in detail in the Program Solicitation, jurisdictions associated with highly ranked project corridors and locations will be invited to submit a Letter of Interest (LOI). Active Transportation Corridor and FLM Priority Network projects will be selected with points awarded for need-based rank order and additional points for a qualitative evaluation with criteria including, but not limited to, the following:

- Clarity of project description,
- Project support and partnerships,
- Process assurance and reasonableness of schedule,
- Leverage of other funding sources, and
- Other factors contributing to a valuable, compelling project.

A detailed description of the selection and evaluation process for Active Transportation Corridor projects and FLM Priority Network projects is included in the Program Solicitation (Attachment A) on pages 8-9 and pages 13-14, respectively.

Equity Platform

The program, as proposed, is substantially shaped by the Equity Platform. Specifically, the program integrates the four Equity Platform pillars as follows:

- I. Define and Measure: The need-based screening and prioritization methodologies

applied to projects considered a range of established equity metrics as described in (Attachment A, sub-attachment A). Per the Board's recent action adopting Equity Focused Communities (EFCs), staff assessed the screening and prioritization methodologies and determined substantial consistency with EFCs.

- II. Listen and Learn: Program development was informed by a fully participatory process with the PAC as described in this report. Further, the program requires each selected project to pursue robust community engagement and will provide guidance to project recipients to that end.
- III. Focus and Deliver: The projects selected for Cycle 1 are intended to result in visible and impactful implementation as efficiently as possible. They are further intended to inform partnership and project delivery models for future efforts.
- IV. Train and Grow: The MAT Administrative Procedures and Cycle One Program emphasize both program and project evaluation in order to inform future cycles and to incorporate lessons learned related to partnership and project delivery.

DETERMINATION OF SAFETY IMPACT

There is no direct safety impact associated with the recommended action. Note that the implementation of projects subsequent to this action is intended to improve safety conditions for pedestrians, people using bicycles and other rolling modes, and transit riders. Subsequent action related to specific projects will prompt further assessment of any potential safety impacts.

FINANCIAL IMPACT

As described in this report, the recommended action is a precursor to selecting projects with the intent of programming funding for up to \$75 million in Measure M funding for FYs 21-25. Further note that staff will seek additional Board action to formally program funds when projects have been selected.

Impact to Budget

There is no impact to the adopted budget associated with the recommended action. Funds programmed subsequent to this action are for future fiscal years. The Chief Planning Officer is responsible for ensuring that future budgets include funding for project commitments associated with this program.

Staff activities related to program development are included in the current fiscal year budget under Project 100058, Task 01.01.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The program advances several Strategic Plan Goals including:

- *Goal #1*: High-quality mobility options - advances new active transportation corridors and a full suite of first/last mile interventions at selected stations.

- *Goal #2:* Outstanding trip experiences for all - will develop and advance key station access improvements including traveler/transfer information, improved signage and wayfinding among others.
- *Goal #3:* Enhancing communities and lives - includes a clear focus on targeting investment to places that need it most due to safety, socio-economic and other factors.
- *Goal #4:* Transform LA County through collaboration and leadership - prompts new partnership models with agencies to deliver projects.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the Program Solicitation at this time. This option is not recommended as it would depart from recommendations and considerations developed through substantial stakeholder process led by the PAC and would result in delay in allocating and expending Measure M funding.

NEXT STEPS

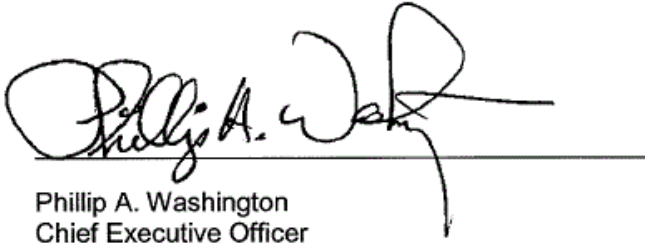
Pending approval by the Board, staff will initiate a solicitation process as described in detail, including specific schedule and milestones, in the proposed Program Solicitation. Subsequent to selection, staff will seek further action from the Board to approve a list of selected projects and to authorize actions to initiate those projects including entering into agreements. Staff anticipates returning to the Board in July 2020.

ATTACHMENTS

Attachment A - MAT Program Cycle One Solicitation
Attachment B - MAT Program Administrative Procedures
Attachment C - Metro Board Motion 14.1, May 2016

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Phillip A. Washington
Chief Executive Officer

Attachment A

http://libraryarchives.metro.net/DB_Attachments/191230_MAT_Program_Cycle_One_Solicitation.pdf



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**METRO ACTIVE TRANSPORT, TRANSIT FIRST/LAST MILE PROGRAM
MEASURE M ADMINISTRATIVE PROCEDURES
SEPTEMBER 2019**

INTRODUCTION

Measure M establishes a regional Metro Active Transport, Transit First/Last Mile (MAT) Program which creates new opportunities to fulfill active transportation policies and objectives. This discretionary funding program exists with other new and on-going funding opportunities that can be used for active transportation-related purposes. These include:

- Measure M Local Return
- Measure M Multi-year Subregional Programs (MSP) geared toward active transportation and related efforts (e.g., Complete Streets);
- California's Active Transportation Program grants, as augmented in 2017 by SB1 and Cap-and-Trade; and
- Other Measure M funding, including the unallocated portion of the 2% Active Transportation Program that is part of Measure M Expenditure Plan, as well as funding committed to specific projects.

The **objectives** of the MAT Program are improving and growing the active transportation network, expanding the reach of transit, and developing a regional active transportation network to increase travel options as established in the Active Transportation Strategic Plan (ATSP, 2016). Metro policy and programs establish active transportation as an integral element to Metro's countywide transportation system and aim to foster greater active transportation usage and safety.

The adopted Measure M Guidelines establish a foundation for the MAT Program by:

- Requiring the development of these Administrative Procedures;
- Providing high level definitions of eligible activities that are further elaborated in these Administrative Procedures;
- Stipulating that the program is to be competitive; and
- Elevating safety by stipulating that projects funded through Measure M should support the protection of pedestrian and bicycle safety in parallel with Vision Zero or equivalent policies.

The MAT Program is intended to be a need-based program, with specific criteria to be determined for each funding cycle. The program will prioritize and emphasize need as demonstrated through socio-economic factors, safety for active mode users, health, and existing conditions of physical infrastructure for active modes.

These procedures apply to the MAT Program (Measure M Expenditure Plan Line 47). The Expenditure Plan identifies \$857 million (2015 dollars) for this program over 40 years.

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The MAT Program will be implemented in cycles of 2-5 years. All considerations specific to each program cycle, including dissemination of a cycle-specific schedule, application process, evaluation criteria, and others are described further below. Cycles will delineate specific focus areas or priorities at the time of development. Metro may further consider areas of focus such as project scale and lead agency, noting that projects that involve partnerships between local agencies and Metro (or other regional agencies) to achieve multiple benefits are anticipated to be an on-going priority.

APPLICABLE POLICY AND USAGE

The following overarching policies are applicable to the MAT Program:

- i. Active Transportation Strategic Plan (ATSP), May 2016
Defines the Regional Active Transportation Network and establishes framework for Metro investment in active transportation. As delineated in the ATSP, the MAT Program will focus investment jointly in: 1) first/last mile networks intended to facilitate transit access; and 2) regional active transportation corridors intended to form a network for active mode travel throughout the County. The ATSP further estimates funding need in implementing a countywide vision, inclusive of first/last mile and corridors. This funding need can be used to inform priorities for each program cycle.
- ii. Equity Platform Framework, February 2018
Establishes equity as an agency priority and defines concepts and approaches for integrating equity considerations into Metro functions. The MAT program places a high emphasis on directing investments to projects prioritized using the need-based project prioritization/selection process developed with each program cycle. Further, the MAT Program will operationalize the "Focus and Deliver" equity policy pillar by placing a strong emphasis on developing and rewarding efficient and innovative delivery of needed improvements.

Supportive Policies/Strategies (listed chronologically):

- i. Countywide Sustainability Planning Policy (CSPP), December 2012
Defines sustainability principles and priorities, key concepts, planning framework, and evaluation metrics.
- ii. First/Last Mile Strategic Plan, April 2014
Defines rationale for first/last mile improvements and provides an approach to plan and design improvements surrounding any transit station.

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- iii. Complete Streets Policy, October 2014
Creates and establishes complete streets commitments and planning process. Of note: requires that local agencies applying for Metro discretionary competitive programs have a complete streets policy in compliance with state law.
- iv. First/Last Mile Motion 14.1, May 2016
Designates 661 station areas from the ATSP as the Countywide First/Last Mile Network and directs several first/last mile planning and implementation activities. Furthermore, requires inclusion of first/last mile implementation as part of new Metro transit projects.
- v. First/Last Mile Motion 14.2, June 2016
Allows locally funded first/last mile improvements to be counted toward the 3% local match requirement for rail transit projects. Policy has been further refined by local match provisions in the adopted Measure M Guidelines and is pending additional provisions in First/Last Mile Guidelines for transit capital projects (to be developed in 2019).
- vi. Design for Safety/Vision Zero
Established by language in Measure M Guidelines (adopted June 2017): "Projects funded through Measure M should support the protection of pedestrian and bicycle safety in parallel with Vision Zero or equivalent policies." Note that this provision does not require adopted vision zero or equivalent policies of fund recipients, but does specify that Measure M funded projects should be designed for safety benefits for active mode users.
- vii. Procurement Policies (various)
Note that any project/procurement led by Metro is subject to Metro's Small Business Enterprise/Disabled Veterans Business Enterprise (SBE/DVBE) and Disadvantaged Business Enterprise (DBE) goals. Non-Metro funding recipients are subject to their own procurement policies, and are strongly encouraged to provide consideration for small, disadvantaged, and veteran-owned firms.
- viii. Other/Future Policies
Any policy adopted by the Metro Board may be applicable to this program by Board action.

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SEPTEMBER 2019**

PROGRAM REQUIREMENTS

1. Eligible Uses

As defined in the Measure M Ordinance, Active Transportation consists of “non-motorized transportation via walking, bicycling, or rolling modes”. Eligible projects are comprised of capital expenditures that achieve these program goals. Projects selected through the MAT Program may be funded for work preceding the environmental phase, but such expenditures are limited to .5% of overall program funding within each cycle. Projects receiving funding from the MAT Program need not be funded by the MAT Program for all phases (e.g. may use MAT funds for design/environmental phases and seek other funds for construction). Project readiness provisions established in adopted Measure M Guidelines apply (pages 14, 26, and 28).

Any project funded through the MAT Program will deliver core active transportation infrastructure, such as: sidewalks, crosswalks, bicycle lanes/paths, pedestrian/bike signal improvements, lighting, and transit amenities. Projects which provide active transportation infrastructure, but for which the primary purpose is an unrelated benefit (e.g. utility relocation) are considered ineligible. Other eligible project components may include: shade structures, landscaping, signage, and other improvements that support the aid and comfort of active transportation users. Each program cycle may establish further requirements or limitations regarding permissible project component expenditures.

2. Eligible Recipients

Cities, County of Los Angeles, Caltrans, and transit agencies are eligible to receive funding through this program. Other transportation-related public joint powers authorities (JPAs) must be sponsored by one of the above public agencies.

3. Program Cycles

Program cycles will occur every 2-5 years, with each cycle initiated by the dissemination of a detailed schedule. The “Process” section below further delineates the steps, required components, and considerations for each program cycle.

4. Performance Evaluation/Metrics

Metro will evaluate the effectiveness of the MAT Program through the application of performance metrics. Metro will develop performance metrics within the first program cycle, and subject to revision in future cycles. Metrics developed for the MAT Program will be informed by Measure M goals, applicable policies as listed herein, subsequent policies (such as the Long Range Transportation Plan), and those identified for other Measure M programs, notably MSP (refer to Measure M Administrative Procedures, page 11). Metro will provide retrospective evaluation of each program cycle. Metro may require recipients of MAT Program funds to submit project performance information to contribute to the program cycle evaluation.

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5. Public Participation Plan

Each MAT Program cycle will be informed by a public engagement process subject to requirements determined by the Measure M Public Participation Plan.

6. Readiness

All Measure M programs strongly emphasize efficient project delivery and timely use of funds. As such, projects or programs will obligate Measure M funds at the time they are ready to use them. It is important that project sponsors provide accurate information for evaluating project readiness. Each program cycle will delineate requirements to demonstrate project readiness and expend funds in a timely manner. Requirements may include:

- Narrative description establishing reasonableness of the project schedule;
- Right-of-way acquisition details (if any);
- Utility relocation details (if any);
- Warranty of permit(s) approval;
- Commitment of local agency and community support for the project;
- Identification of all other agencies or organizations that are active participants in the project. Indicate how and when their involvement is required in order to implement the project.
- Demonstrated support of project sponsor's governing body; and
- Certification that all complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by Metro as available for the phase at the time the funds are needed.
- For projects where phases are programmed separately, phase-specific readiness criteria will apply, and will be further delineated in the program cycle, as applicable.

PROCESS

1. Schedule

To initiate each program cycle, Metro will provide potential applicants/recipients with notification and information regarding the program, including a schedule. This information shall be disseminated no less than 3 months in advance of Board adoption of the program cycle (Step 4).

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SEPTEMBER 2019**

2. Fund Estimate

Metro will provide an estimate of available funding for the program cycle as a subset of the five-year cashflow forecast.

3. Program Development

Metro will develop a program cycle document, subject to Board adoption, that shall include the following elements:

- a. Schedule;
- b. Priorities;
- c. Criteria for project selection;
- d. Criteria for matching grant program, as applicable;
- e. Program sub-categories, as applicable;
- f. Project requirements (e.g. required project elements, design consideration, minimum/maximum size, etc.);
- g. Application requirements;
- h. Program Evaluation Metrics; and
- i. Public Participation Plan

4. Program Cycle Adoption

The Metro Board shall adopt a program for each cycle inclusive of all elements in (3) above, based on recommendations from Metro staff. The program cycle recommendation for adoption may include authorization to conduct a solicitation process to identify and award project funds, along with authorization to enter into funding agreements with selected project sponsors.

5. Solicitation Process (for competitive/match for local projects):

The adopted program cycle shall establish criteria and a process for awarding projects funds through a competitive solicitation. Note that the competitive process described for the program cycle may be a limited competition open to projects/project locations screened and prioritized according to need-based and other criteria. The competitive solicitation process shall be geared to implementing Metro policies/programs and in consideration of other criteria such as leverage, community support, and benefit to disadvantaged communities. The program cycle may further describe criteria for a matching grant program intended to provide matching funds for projects seeking state or federal grant funds. The priorities, process, and requirements for any matching grant effort shall be delineated in the program cycle.

Following project selection, Metro will publish a final project list using criteria based on MAT Program priorities. The project list will include, at a minimum, the following information:

- Project Sponsor;
- Project Description;

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- Cycle Funding Forecast (by year); and
- Other Measure M Funding Forecast (as applicable).

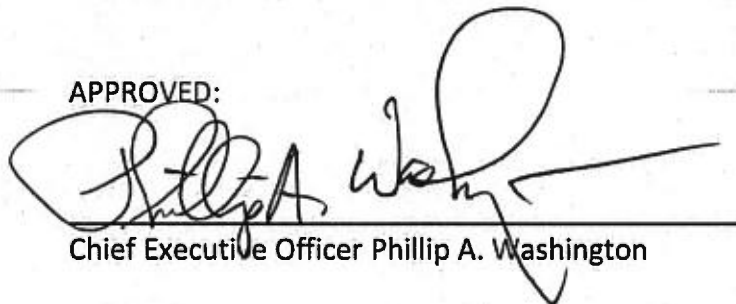
6. Annual Update/Lapsing

Metro staff may propose updates of the project list on an annual basis. Updates are intended to accommodate changes in the project list and/or funding assumptions, including timelines. Projects are expected to expend project phase funds within three years from the date the funding agreement was fully executed. Failure to expend funds as programmed may result in lapsing and Metro may rescind awards. Any project programmed that does not request allocation of funds in the year of programming may, at the discretion of Metro, have its funding deobligated and reprogrammed to other projects either by award to the highest ranked previously unfunded project or through new competitive solicitation. Sponsors may have the opportunity to reapply for funds through these solicitations, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received. Lapsing may also be triggered by additional specific project milestones identified in project funding agreements.

7. Funding Agreement

Metro will enter into funding agreements with awarded agencies. Funding agreements will be authorized as part of the program cycle Board adoption described in (4) above.

APPROVED:



Chief Executive Officer Phillip A. Washington

9/10/2019
Date



Metro

Board Report

File #:2016-0442, **File Type:**Motion / Motion Response

Agenda Number:14.1

**PLANNING AND PROGRAMMING COMMITTEE
MAY 18, 2016**

Motion by:

Directors Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian

May 18, 2016

Item 14, File ID 2016-0108; First-Last Mile

According to MTA data, 76 percent of Metro Rail customers and 88 percent of Metro Bus customers arrive at their station or stop by walking, biking, or rolling. To support these customers, MTA staff prepared an Active Transportation Strategic Plan which contains many First-Last Mile improvements that will connect people to MTA's transit network and maximize the benefits from transit investments being made across Los Angeles County.

First-Last Mile elements include, but are not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, and signage/wayfinding. The Federal Transit Administration considers First-Last Mile infrastructure to be essential to providing safe, convenient, and practical access to public transportation.

So far, MTA has taken important preliminary steps to implement First-Last Mile projects, including the award-winning 2014 Complete Streets Policy, the Wayfinding Signage Grant Pilot Program, providing carshare vehicles at Metro Rail stations, and pilot First-Last Mile infrastructure at Arcadia, Duarte, Expo/Bundy, and 17th Street/SMC stations.

However, more can be done to support First-Last Mile facilities across all of Los Angeles County.

MTA's award-winning Complete Streets Policy stated that MTA would approach every project as an opportunity to improve the transportation network for all users. However, in practice, there is a needlessly narrow approach to major transit projects that has resulted in many missed opportunities to deliver First-Last Mile elements.

Outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means.

File #:2016-0442, **File Type:**Motion / Motion
Response

Agenda Number:14.1

To support regional and local transit ridership across Los Angeles County, it is time for MTA to reaffirm its dedication to the delivery of First-Last Mile facilities across all of Los Angeles County.

APPROVE Motion by Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian that the Board adopt the Active Transportation Strategic Plan (Item 14); and,

WE FURTHER MOVE that the Board direct the CEO to:

- A. Designate streets within the Active Transportation Strategic Plan's 661 transit station areas as the Countywide First-Last Mile Priority Network;
- B. To support regional and local transit ridership and facilitate build-out of the Countywide First-Last Mile Priority Network, including, but not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure (including Class IV and access points for Class I bike infrastructure), and signage/wayfinding:
 1. Provide technical and grant writing support for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network, including providing technical assistance and leadership to jurisdictions to help and encourage the implementation of subregional networks that serve the priority network;
 2. Prioritize funding for the Countywide First-Last Mile Priority Network in MTA grant programs, including, but not limited to, the creation of a dedicated First-Last Mile category in the Call for Projects;
 3. Create, and identify funding for, a Countywide First-Last Mile Priority Network Funding Match Program, separate from existing MTA funding and grant programs, for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network;
 4. To support the Active Transportation Strategic Plan, dedicate funding for the Countywide First-Last Mile Priority Network in the ongoing Long-Range Transportation Plan update, including a review of First-Last Mile project eligibility for all Prop A, Prop C, and Measure R capital funding categories;
 5. Building on MTA's underway effort to conduct First-Last Mile studies for Blue Line stations, conduct First-Last Mile studies and preliminary design for First-Last Mile facilities for all MTA Metro Rail stations (existing, under construction, and planned), all busway stations, the top 100 ridership Los Angeles County bus stops, and all regional rail stations;
 6. Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects ~~starting with the Purple Line Extension~~

File #:2016-0442, **File Type:**Motion / Motion
Response

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Section 2 project. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project; and staff to report back at the June Planning and Programming Committee on the Purple Line Extension Section 2 Project.

C. Report on all the above during the October 2016 MTA Board cycle.

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.



Next stop: access to opportunity.

Metro Active Transport (MAT) Program
Planning and Programming Committee
Legistar 2019-0834
January 15, 2020



Recommendation

1. Approve

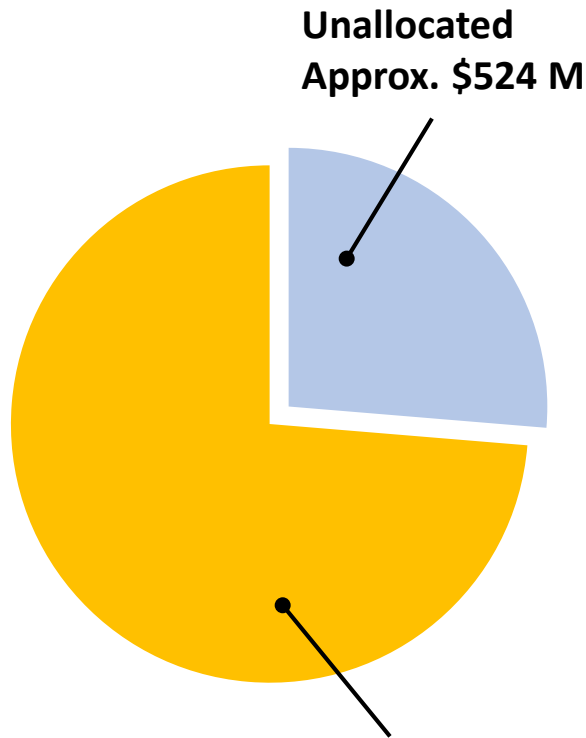
- Metro Active Transport, Transit and First/Last Mile (MAT) Program Cycle 1

2. Authorize

- CEO or designee to initiate a project selection process

Active Transportation Funding

Measure M established a 2% Active Transportation Fund



Specified/Allocated:

- MAT Program Approx. \$1.68 B*
- LA River Path Approx. \$58 M**

Metro Active Transport (MAT) Program

- \$1.68 billion Measure M funding (*adjusted for inflation*)
- Multi-year, competitive program
- Regular cashflow (Cycle 1 - \$75 M through FY25)
- Administrative Procedures (approved Sept. 10)

PAC Guidance

- Streamline process
- Implement existing policies
- Target to need

Cycle 1 Overview: Categories

Active Transportation Corridors

Objectives/Benefits

- Move Active Transportation Strategic Plan (ATSP) regional network vision into action
- Create partnerships for regional scale corridors
- Target high need; prompt complex projects
- Create pipeline for future investment

Cycle 1 Funding

- Up to 8 Projects
- \$4 - 8 M each
- Conceptual development through construction

FLM Priority Network

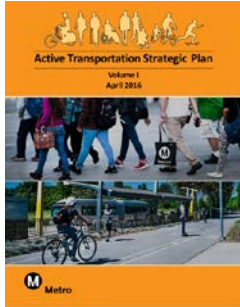
Objectives/Benefits

- Move ATSP vision for station areas into action
- Test FLM Toolkit/Pilot streamlined delivery
- Target high need
- Create highly visible “transit zones”
- Create pipeline for future investment

Cycle 1 Funding

- Up to 10 projects
- \$500 K - 5 M each
- Conceptual development through construction

Cycle 1 Eligible Project List Development



Eligible Projects Originated from ATSP (adopted 2016):

- 186 Active Transportation Corridors
- 661 stations and stops

Active Transportation Corridors

Screening Criteria

- Greater than 3 miles in length
- Identified 160 total corridors
- Ranked by safety, equity, connectivity factors

Eligible Project List

- Top 25 invited to apply

FLM Priority Network

Screening Criteria

- FLM Policy (Board Motion 14.1) identified 269 stations
- Ranked by safety, equity, connectivity factors

Eligible Project List

- Top 138 locations invited to apply

Cycle 1 Timeline

PROGRAM DEVELOPMENT

- **Oct 2018- Jun 2019:** Policy Advisory Council/Working Group (4 meetings)
- **August 26, 2019:** Notice of Cycle Initiation
- **Sept 10, 2019:** Approval of Administrative Procedures
- **Sept 10, 2019:** Program Workshop

UPCOMING

- **Feb 2020:** Solicitation Opens
- **Apr 2020:** Letters of Interest Due
- **May 2020:** Project Selection
- **July 2020:** Board Consideration of Selected Projects
- **Sep 2020:** Agreements / Project Initiation