



Board Report

File #: 2023-0516, File Type: Program

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 15, 2023

SUBJECT: METRO ACTIVE TRANSPORTATION STRATEGIC PLAN UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING the Active Transportation Strategic Plan Update;
- B. AUTHORIZING the CEO to release the solicitation for Cycle 2 of the Metro Active Transport, Transit, and First/Last Mile Grant Program; and
- C. APPROVING Metro's policies for Cycle 7 of the State Active Transportation Program.

ISSUE

The [Active Transportation Strategic Plan \(ATSP\) Update](https://www.dropbox.com/sh/md1lj8rjkqy62s5/AAA6a0_IAFBki1C2jAjqDChWa/2023%20Active%20Transportation%20Strategic%20Plan%20(ATSP)?dl=0&subfolder_nav_tracking=1) ([https://www.dropbox.com/sh/md1lj8rjkqy62s5/AAA6a0_IAFBki1C2jAjqDChWa/2023%20Active%20Transportation%20Strategic%20Plan%20\(ATSP\)?dl=0&subfolder_nav_tracking=1](https://www.dropbox.com/sh/md1lj8rjkqy62s5/AAA6a0_IAFBki1C2jAjqDChWa/2023%20Active%20Transportation%20Strategic%20Plan%20(ATSP)?dl=0&subfolder_nav_tracking=1)) (see Attachment A for Executive Summary) will serve as Metro's overall strategy for planning and funding active transportation infrastructure and programs in Los Angeles County. The ATSP Update demonstrates Metro's ongoing commitment to improving mobility in the region for people who walk, bike, roll, and take transit and creating safer streets that benefit all roadway users. This ATSP Update reflects new agencywide policies, programs, and plans adopted since the 2016 plan and is an opportunity to better address challenges and barriers for the most vulnerable roadway users.

BACKGROUND

Metro's first ATSP was adopted in 2016. The ATSP is aligned to the 5-year funding cycle of the Metro Active Transport, Transit, and First/Last Mile (MAT) Grant Program, which is a key mechanism for the agency to fund and implement the regional active transportation network identified in the ATSP. Cycle 1 of the MAT Program funded improvements in 11 First/Last Mile (FLM) areas and 24 miles of bikeways that are consistent with the 2016 ATSP network (see Attachment B). Cycle 2 of the MAT Program will advance the implementation of projects that are consistent with the updated network identified in the ATSP Update.

In addition to renewing goals and objectives, the ATSP Update develops countywide performance measures and calculates baseline conditions for future assessment. The ATSP Update also refines the regional active transportation network identified in the 2016 ATSP, with the updated network consisting of 602 first/last mile (FLM) areas, over 1,400 miles of regional bikeways, as well as 81 newly identified pedestrian districts. Further, the ATSP Update prioritizes the regional active transportation network to identify areas that should be the focus of early implementation. In addition to the updated plan, three online tools, consisting of the [Interactive StoryMap <https://storymaps.arcgis.com/stories/cd9f96af92f84ab3920b9bdfbe3fd7d8>](https://storymaps.arcgis.com/stories/cd9f96af92f84ab3920b9bdfbe3fd7d8), [First/Last Mile Existing Conditions Dashboard <https://lametro.maps.arcgis.com/apps/webappviewer/index.html?id=31d2b87453ee4b46bd50b66a21b3341e>](https://lametro.maps.arcgis.com/apps/webappviewer/index.html?id=31d2b87453ee4b46bd50b66a21b3341e), and [Bikeway Benefits Dashboard <https://public.tableau.com/app/profile/lametro/viz/MetroATSPDashboard/ATSPBenefits>](https://public.tableau.com/app/profile/lametro/viz/MetroATSPDashboard/ATSPBenefits), were developed to support community members and agency staff on grant proposals and other implementation activities.

DISCUSSION

Effective walking, bicycling, and rolling infrastructure are critical elements to facilitate first/last mile connectivity to Metro's extensive transit network. A high-quality, safe, low-stress regional active transportation network also provides more transportation options and improves mobility. However, Metro often does not own or operate key elements of the public right-of-way associated with pedestrian and bicycle facilities. The ATSP Update develops a cohesive active transportation strategy for Los Angeles County and identifies opportunities for Metro to support local jurisdictions as they build out a high-quality, safe, and well-connected network of regional bikeways, along with active transportation improvements near priority transit facilities that support safe access to the regional transit system. The ATSP Update adds a new designation of pedestrian districts across the county to support projects that will make walking safer and more comfortable for those accessing key destinations.

The ATSP Update emphasizes the efficient management of Measure M resources, which provides Metro's first dedicated, ongoing funding source for active transportation. The ATSP Update also reflects Metro's Equity Platform, which aims to address disparities in access to opportunity. Further, the updated plan improves competitiveness at the local and regional level for grant funding sources such as the state Active Transportation Program.

Implementation Strategy

A significant addition to this updated ATSP is an implementation strategy intended to manage and align Metro activities and resources in support of achieving the overall ATSP vision, while continuously monitoring and adapting activities in response to lessons learned from prior and ongoing active transportation efforts. Of note, the strategy acknowledges and addresses that the 2016 plan predated Measure M, which provided for Metro's first dedicated active transportation funding stream. Key strategy points include:

- Goal setting to measure progress and course-correct, if necessary;

-
- Emphasis on efficiency; and
 - Better alignment with partners, especially municipalities.

The strategy further describes that Metro is most effective in supporting delivery of active transportation infrastructure as a funder and in leading planning and early concept design work. Partner agencies that own and maintain the public right-of-way are better suited to lead project delivery, operations and maintenance. Finally, the strategy describes actions and next steps, including integrating project delivery and partnership models in the upcoming Cycle 2 solicitation for the Metro Active Transport, Transit, and First/Last Mile (MAT) Grant Program.

MAT Program Cycle 2

The recommended action includes authorization for staff to develop and release a solicitation for the second cycle of the MAT Program. The solicitation seeks project proposals for consideration to receive funds from \$75 million in Measure M funds available for programming in fiscal years 2026 to 2030. Staff anticipates releasing the solicitation in mid-2024. Staff will return to the Board to approve and program projects selected for funding.

As with the first funding cycle (fiscal years 2021 to 2025), the ATSP Update guides project eligibility and priorities for Cycle 2 of the MAT Program. Prospective project leads will be invited to submit Letters of Interest based on locations identified as part of the regional network and will be evaluated based on the prioritization in the ATSP. Other factors and selection criteria, including strength of project partnerships and support and alignment with other Metro plans and policies (such as the Street Safety Policy or adopted FLM plans) will be developed in a collaborative process with stakeholders including local agencies, advocacy groups, and others.

ATP Cycle 7 Policies

The recommended action includes approval of Metro's policies for Cycle 7 of the State Active Transportation Program (ATP) (see Attachment C). ATP is a competitive state funding program to encourage increased bicycling and walking. The State will award \$555 million over fiscal years 2026 to 2029 for ATP Cycle 7. The Board's approval of ATP policies for the past six cycles has allowed Metro to provide grant writing services to Metro project managers and local agencies to support the development of strong applications that increase the likelihood of LA County's collective success. In coordination with the Southern California Association of Governments, Metro has selected projects for funding from the Regional MPO Competition. ATP Cycle 7 represents an opportunity to update Metro's grant assistance and regional project selection policies to incentivize the delivery of projects that align with ATP criteria and priorities, as well as Metro plans and priorities adopted since the last ATP cycle, including the ATSP Update.

Community and Stakeholder Engagement

Community engagement was an essential input to defining the active transportation network and ensuring projects were prioritized according to community needs. Community-based organizations (CBOs), elected officials, Metro committee staff and key stakeholders provided an on-the-ground perspective of needed improvements to

walking, biking, and rolling in their community. Community engagement for the development of the ATSP Update began in March 2022 and concluded in August 2023. Subregional agencies and cities were engaged through a Technical Working Group to capture their insight on the unique transportation issues and challenges facing each subregion. The Technical Working Group guided Metro's overall planning approach and reviewed draft plan components at each stage of the process. In alignment with Metro's CBO Partnering Strategy, the outreach program included a robust CBO component to supplement community engagement in regions with higher concentrations of Equity Focus Communities (EFCs) and higher rates of bicycle and pedestrian collisions. The project team developed partnerships with three CBOs, including Streets Are For Everyone, Active SGV, and Healthy Active Streets, to host events and solicit input from community members who are historically underserved and underrepresented. Streets Are For Everyone led two engagement partnerships with churches in South LA, connecting the ATSP Update to an older demographic that is often overlooked in the planning and discussion of active transportation and mobility. Active SGV led two community bike rides in the cities of El Monte and Pomona in which community members rode along the routes on the ATSP Update's regional bike network. These rides allowed community members to give first-hand accounts and feedback on what would help them feel safer at precise points of the route. Healthy Active Streets led mobility visioning workshops in the cities of Paramount and Long Beach. Workshop participants were primarily high school and college-age students who often do not have a driver's license and rely on public transit and active transportation to get to school and other activities.

More than 2,600 residents and stakeholders were engaged through 33 in-person community events across all nine county subregions and more than 10 virtual community meetings. Printed factsheets, surveys, and informational poster boards were available in English and Spanish at the in-person events to inform community members and solicit feedback. The surveys were also distributed virtually via Metro's social media, The Source blog, emailed to the project mailing list, and shared with local agency partners. Community members also identified approximately 100 locations in need of active transportation investments through a virtual mapping tool. To address potential barriers to participation, Spanish speakers were on-site at all events to assist community members and comment cards were available for community members who preferred a non-digital medium to submit comments. Each virtual meeting provided an opportunity for a break-out session organized by subregion to allow for detailed discussion of local concerns. In addition, surveys on prioritization and network development resulted in over 1,800 responses.

DETERMINATION OF SAFETY IMPACT

The ATSP will not have adverse safety impacts on employees and patrons. A key element of the ATSP is to promote a transportation network that improves safety for all travelers. Local jurisdictions are solely responsible for the design and implementation of projects.

FINANCIAL IMPACT

The approval of these recommendations will have a future financial impact once the future MAT Cycle 2 solicitation and project evaluation process is complete. Following the future MAT Cycle 2 solicitation and project evaluation process, staff will bring a recommendation to the Board to program

\$75 million in Measure M funds to projects that are consistent with the 2023 ATSP.

Impact to Budget

Adopting the ATSP Update will have no impact to the budget.

Authorizing the CEO to release the solicitation for Cycle 2 of the MAT Program will have no impact to the budget. The Cycle 2 grants and programming years will be approved by the Board at a later date.

Approving the ATP Cycle 7 policies will have no impact to the budget. Funds for grant assistance have already been budgeted in the FY 2024 budget for Cost Center 4420 under Project 405510, Task 05.05.01. Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

EQUITY PLATFORM

The ATSP Update elevated equity considerations at all stages of development. The goals and objectives of the ATSP Update reflect Metro's recently adopted and relevant plans, as well as input from the Technical Working Group and community outreach. Metro's Equity Platform, adopted after the 2016 ATSP, articulates the agency's commitment to incorporate equity into all facets of its work, while Metro's equity assessment tools, including the pilot Equity Planning and Evaluation Tool (EPET), offer specific guidance on methods and considerations for evaluating impacts on equity. The ATSP Update's goals are centered on Equity, Safety and Comfort, Accessibility, Connectivity and Sustainability, with each goal being supported by two to three objectives. The purpose of the Equity goal is for low-income populations, communities of color and other vulnerable and underserved people to have equitable access to safe and convenient active transportation options. A key objective is to prioritize active transportation interventions in EFCs. As such, Equity is a key criterion for the prioritization of the regional network to target future active transportation investments towards those with the greatest needs in communities that have historically lacked investment.

Metro will advance the implementation of the regional network through discretionary funding dedicated to active transportation, including the MAT Program, and through grant writing assistance for the ATP. Cycle 2 of the MAT Program will continue to include an application process intended to reduce barriers to entry, with targeted outreach and technical assistance planned for EFC areas and small or low-resourced cities. Metro's ATP Cycle 7 policies build upon and refine the ways the existing policies prioritize equity in the selection of projects for technical assistance and ATP funds from the MPO competition. The policies explicitly prioritize projects that will improve safety for people walking, rolling, and riding transit; improve and create alternatives to driving; and support improved health outcomes in EFCs..

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action furthers Strategic Plan Goal #2: Outstanding trip experiences for all. Active transportation projects facilitated by the ATSP will improve customers' experiences by walking, biking, or other rolling modes.

ALTERNATIVES CONSIDERED

The Board could decide to delay or forgo the adoption of the ATSP Update. This alternative is not recommended as it may result in the implementation of active transportation projects that are inconsistent with Metro's latest policies, programs, and plans, as well as jeopardize next steps for grant programs that reference the ATSP Update.

The Board could elect not to adopt Metro's policies for ATP Cycle 7. This alternative is not recommended as it may impact the competitiveness of projects or result in the use of Metro's Cycle 6 policies, which do not prioritize projects that overlap with EFC areas.

NEXT STEPS

Upon approval, staff will seek to advance the buildout of the regional active transportation network in partnership with local jurisdictions through Metro's limited but influential roles in funding and planning. Funding sources for projects identified in the ATSP Update may include Measure M subregional or highway funds, MAT Program, or ATP. Staff will develop a solicitation for Cycle 2 of the MAT Program based on the network and prioritization in the ATSP Update. Staff will bring to the Board a recommended program of projects to be funded through MAT Cycle 2 at the conclusion of that process.

Staff will also release a solicitation for Letters of Interest for grant writing assistance for State ATP Cycle 7 funding. Metro staff will evaluate and select grant assistance recipients on a rolling basis up until February 2024. Grant writing will take place between March and June 2024.

ATTACHMENTS

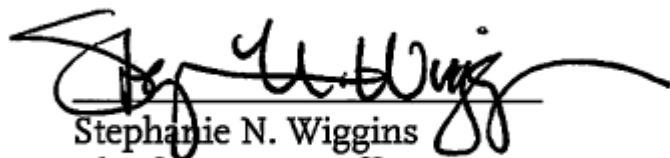
Attachment A - ATSP Update Executive Summary

Attachment B - MAT Program Cycle 1 Project List

Attachment C - ATP Cycle 7 Policies

Prepared by: Cameron Palm, Principal Transportation Planner, Countywide Planning & Development, (213) 547-4276
Shelly Quan, Manager, Countywide Planning & Development, (213) 547-4303
Jacob Lieb, Senior Director, Countywide Planning & Development, (213) 547-4272
Peter Carter, Senior Director, Countywide Planning & Development, (213) 922-7480
Cory Zelmer, Deputy Executive Officer, Countywide Planning & Development, (213) 922-1079
Allison Yoh, Executive Officer, Countywide Planning & Development, (213) 922-4812
David Mieger, Senior Executive Officer, Countywide Planning & Development, (213) 922-3040
Ray Sosa, Deputy Chief Planning & Development Officer, (213) 547-4274

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

Attachment A - ATSP Update Executive Summary



We're planning ways to make it easier
to walk, bike and roll in LA County.



Metro®

2023 Active Transportation Strategic Plan

Executive Summary

Metro is excited to present its updated 2023 Active Transportation Strategic Plan (ATSP) to support the development of a world-class transportation system in LA County. The 2023 ATSP includes proposals for First/Last Mile (FLM) improvement areas, regional bikeways and pedestrian districts. The first ATSP was adopted in 2016 and was prefaced by several Metro Board motions calling for the agency's proactive role in countywide active transportation. This update of the ATSP is an opportunity to advance Metro's and other agencies' policies related to climate, social equity and sustainability that have been adopted in the years since the 2016 ATSP.

The planning process included four key phases – *Goals and Objectives*, *Network Development*, *Implementation Strategies*, and *Draft and Final Plan* – each supported by rich community engagement programs that included a total of seven Zoom webinars and workshops attended by 336 participants, 33 in-person events across the nine LA County subregions, and a community survey that garnered over 1,800 responses. In addition, a Technical Working Group (TWG) was convened to guide Metro's overall planning approach and to review draft plan components at each stage of the process.

Goals and Objectives (Chapter 3): The 2023 ATSP goals and objectives reflect recently adopted and relevant plans, as well as TWG input and outreach to the community. The 2023 ATSP goals are centered on Equity, Safety and Comfort, Accessibility, Connectivity and Sustainability, with each goal being supported by two to three objectives. Finally, a comprehensive set of performance measures is presented and will be tracked periodically to assess the level of plan implementation over time.

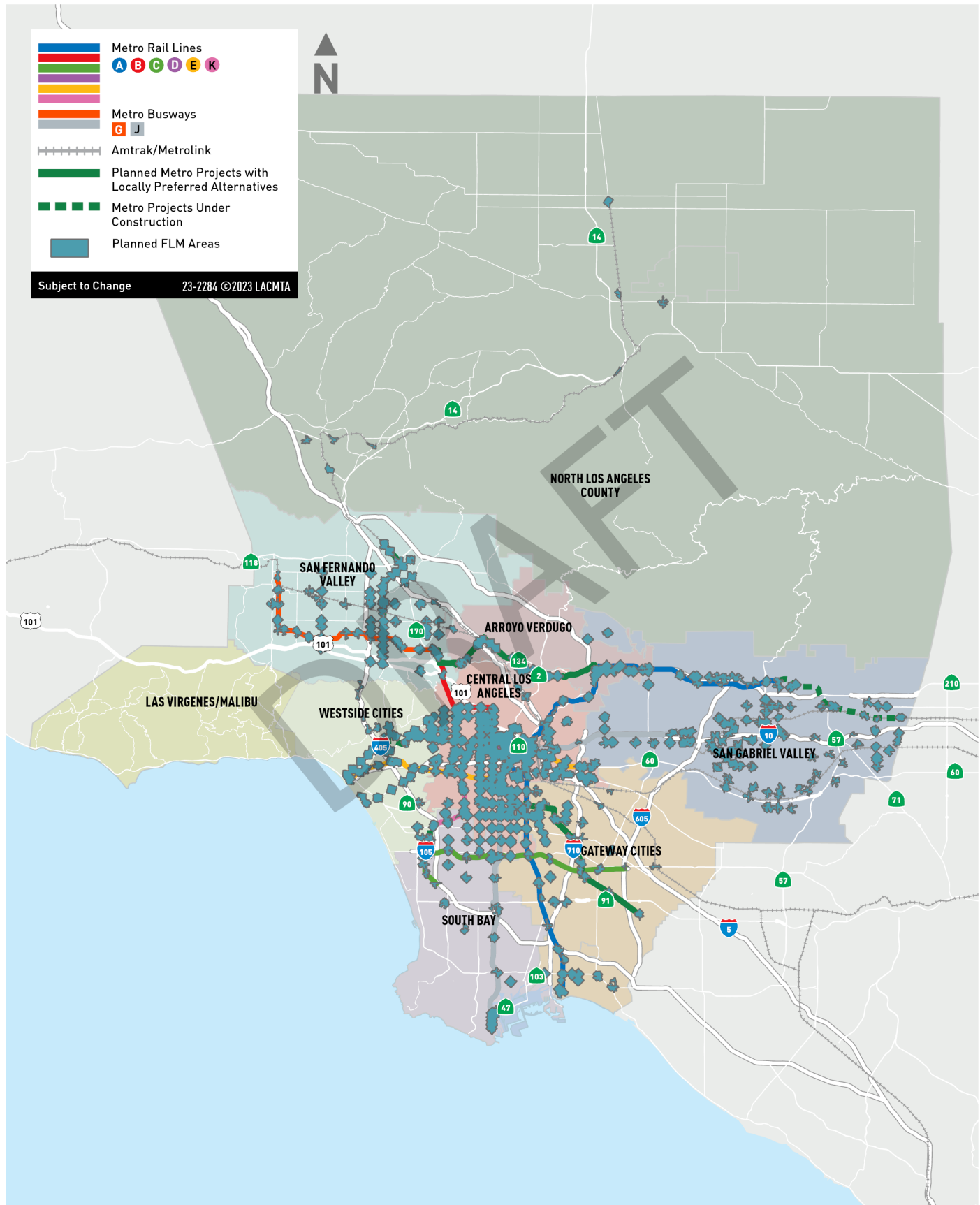
Network Development (Chapter 4): Three pillars of a comprehensive, planned active transportation network for LA County are presented in the 2023 ATSP. The three pillars consist of first/last mile areas, pedestrian districts and regional bikeways. See **Figures E-1** through **E-3** on the following pages.

Implementation Strategies (Chapters 5 - 7): Several important implementation strategies were developed as part of the 2023 ATSP, including prioritizing and phasing each of the three networks, costing the networks, and inventorying grant funding sources available for building the three networks.





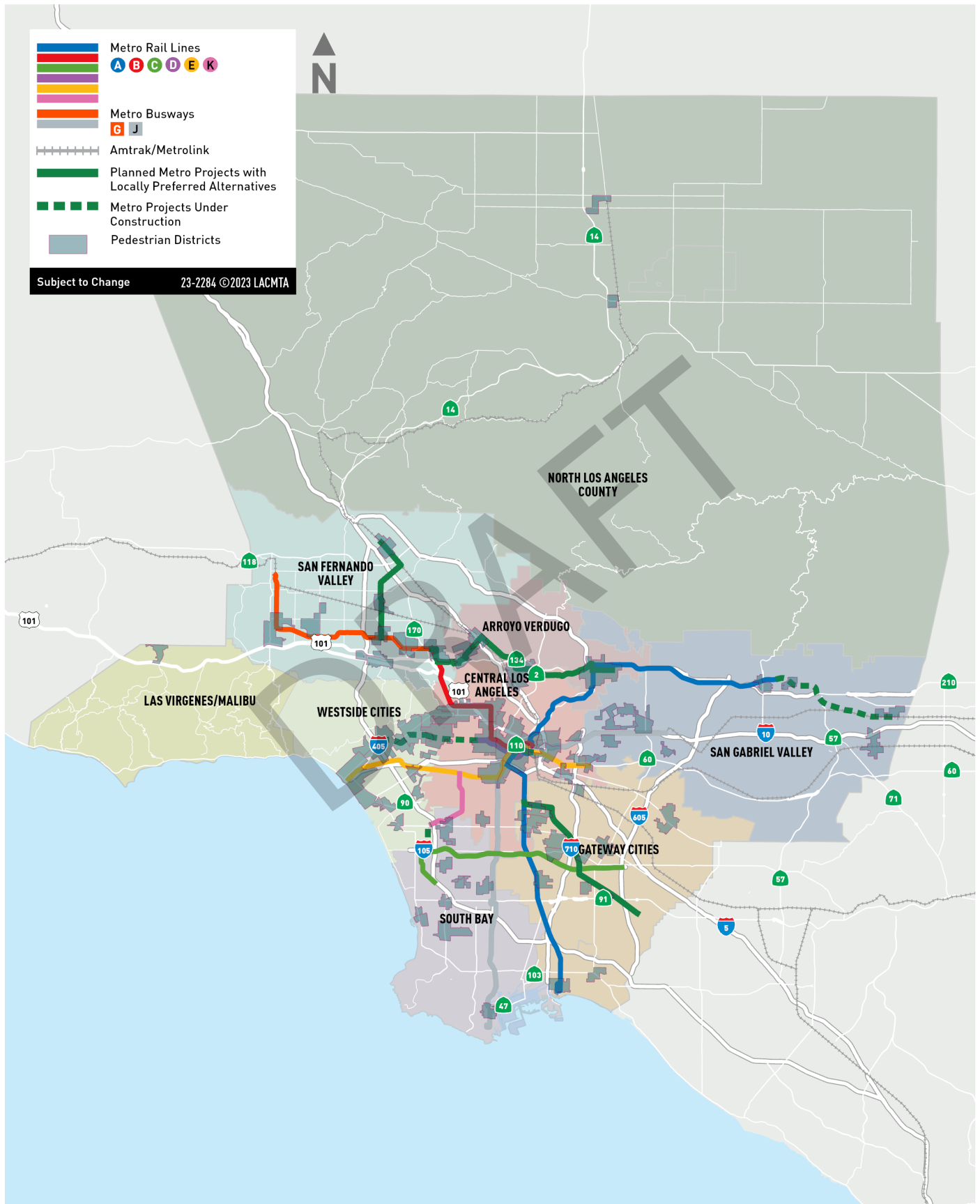
2023 ATSP FLM AREAS



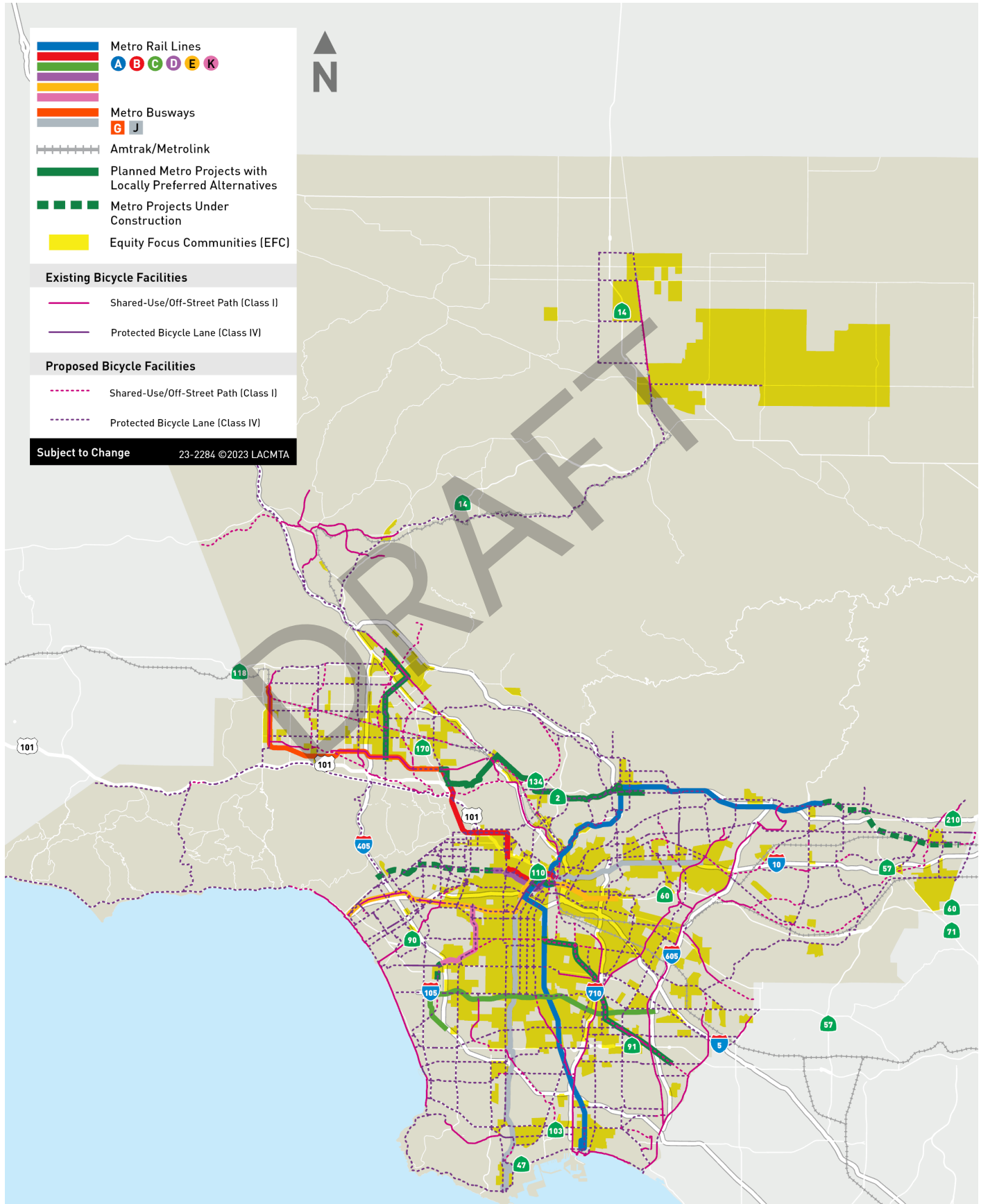
Source: CK Associates, 2023

Figure E-2

2023 ATSP PEDESTRIAN DISTRICTS



2023 ATSP REGIONAL BIKEWAYS



Source: CR Associates, 2023

Although 2022 EFCs are shown in this map, all analyses in this plan used 2019 EFCs, as this was the most recent data available at the time.

The three active transportation networks were prioritized using criteria reflecting the ATSP goals. The table below shows the eight prioritization criteria used to rank the FLM areas, bikeway project segments and pedestrian districts. The prioritized ordering of projects was used to categorize the networks into tier 1, 2 and 3 projects with the first tier projects being recommended for phase one implementation by Metro.

Table E-1

GENERAL DESCRIPTION OF PRIORITIZATION CRITERIA

PRIORITIZATION CRITERIA	GENERAL DESCRIPTION
Equity	Targeting future active transportation investments towards those with the greatest needs in communities that have historically lacked investment
Safety and Comfort	Addressing high-injury locations by creating low-stress, high-quality facilities for safe walking, biking and rolling
Connectivity	Prioritizing projects that close gaps in the existing active transportation networks or that enhance the number of connections between key origins and destinations
Accessibility	Ensuring that future active transportation improvements connect to transit, job centers and recreation spaces
Sustainability	Addressing climate change by improving active transportation options and transit access to lessen transportation emissions in the most polluted communities
Demand	Propensity for existing walking, biking or rolling trips
Community Support	Implementing bikeways and pedestrian improvements that are supported by local stakeholders
Project Readiness	Advancing implementation of bikeway projects that are part of an approved or adopted local plan

Source: CR Associates, 2023

Table E-2

FLM COST ESTIMATES BY PHASED BUILDOUT

PHASE	FLM COST (EXCLUDING PRIOR FLM PLANS)	FLM COST (PRIOR FLM PLANS ONLY)	FLM TOTAL COST BY TIER
Tier I	\$603,985,442	\$120,037,142	\$ 724,022,584
Tier II	\$1,532,261,027	\$307,984,837	\$1,840,245,864
Tier III	\$17,584,925,983	\$1,626,032,160	\$19,210,958,143
Total	\$19,721,172,453	\$2,054,054,139	\$21,775,226,592

Source: CR Associates, 2023

Table E-3

PEDESTRIAN DISTRICT COST ESTIMATES BY PHASED BUILDOUT

PHASE	PED DISTRICT COST (EXCLUDING OVERLAP WITH FLM)	PEDESTRIAN DISTRICT COST (INCLUDING OVERLAP WITH FLM)
Tier I	\$962,383,977	\$1,716,301,771
Tier II	\$655,380,745	\$1,321,877,905
Tier III	\$4,619,313,791	\$7,933,124,252
Total	\$6,237,078,513	\$10,971,303,927

Source: CR Associates, 2023

Table E-4

BIKEWAY COST ESTIMATES BY PHASED BUILDOUT

PHASE	BIKEWAY PROJECT COST (EXCLUDING OVERLAP WITH FLM)	BIKEWAY TOTAL COST BY TIER (INCLUDING OVERLAP WITH FLM)
Tier I	\$86,071,803 - \$170,299,748	\$193,358,527 - \$383,151,156
Tier II	\$224,112,175 - \$445,205,140	\$467,977,790 - \$928,121,303
Tier III	\$3,643,294,421 - \$7,229,078,552	\$5,094,406,749 - \$10,099,810,134
Total	\$3,953,478,399 - \$7,844,583,439	\$5,755,743,066 - \$11,411,082,593

Source: CR Associates, 2023

The total cost to build the entire network of FLM areas across LA County is estimated at roughly \$22 billion, while the total cost to build out the network of roughly 89,000 acres of pedestrian districts is estimated at roughly \$11 billion. Finally, the total cost to build out the complete network of 2023 ATSP regional bikeways is estimated to range from roughly \$3.8 billion to \$7.5 billion.

Chapter 5 concludes with a summary of local, regional and state grants that could be pursued by agencies in LA County to assist with funding the implementation of the 2023 ATSP networks.

In addition to the active transportation network recommendations, two convenient online tools are being made available to community members and agency staff in support of grant proposals and other implementation activities. The tools are 1) the First/Last Mile Dashboard which displays existing condition characteristics for all 602 FLM areas across LA County, and 2) the Active Transportation Benefits Dashboard which calculates important indicators for inclusion in grant proposals like bikeway project VMT reduction potential, induced bike trips, and project related safety improvements.

Chapter 6 of the 2023 ATSP presents programmatic initiatives for consideration by Metro and local agencies in LA County. This chapter concludes with a summary of the estimated benefits of implementing the complete ATSP regional bikeway network.

Finally, Chapter 7 concludes with a discussion of an overarching strategy for implementing the active transportation networks proposed in this plan, with a particular focus on implementation of the highest priority Tier 1 projects in the near-terms which are estimated to cost about \$1.9 billion.

Table E-5

COUNTYWIDE BENEFITS OF 2023 ATSP REGIONAL BIKEWAY IMPLEMENTATION

BENEFIT	DAILY BENEFIT	ANNUAL BENEFIT ESTIMATE
Travel and Safety Benefits		
Bicycle Trips	+123,393	+45,038,493
Bicycle Miles Traveled	+293,676	+107,191,613
Vehicle Miles Travelled	-138,028	-50,380,613
Change in Bicycle Collisions	52%	52%
Environmental Benefits		
Greenhouse Gas Emissions (metric tons CO2e)	-46.71	-17,051
Gallons of Fuel Consumed	-5,250	-1,916,109
Air Pollution Costs	-\$1,932	-\$705,321
Household and Health Benefits		
Total Vehicle Operating Costs	-\$76,396	-\$27,884,457
Health care and Mortality Costs	-\$23,494	- \$8,747,329

Source: Cambridge Systematic, 2023



Metro

One Gateway Plaza
Los Angeles, CA 90012-2952



323.GO.METRO



atsp@metro.net



metro.net/atsp



Metro[®]

Los Angeles County
Metropolitan Transportation Authority

Recommended Program of Projects
MAT Program Cycle 1

Program Category	Number of Submitted	Applications Funded	Total Project Requests		AMOUNT RECOMMENDED	
Active Transportation Corridors	9	5	\$	53,604,075	\$	31,550,000
First/Last Mile Locations	19	11	\$	49,126,131	\$	31,549,999
Total Funding Mark			\$	102,730,206	\$	63,099,999

Recommended Program of Projects - Active Transportation Corridors

Attachment B

MAT Program Cycle 1

Award List

Rank	Sponsor	Co-Sponsor	Corridor						
1	Los Angeles	-	Avalon/MLK/Gage						
	The proposed project would connect South LA residents to jobs and transit through the implementation of safe walking and biking infrastructure on Gage Ave, MLK Blvd, and Avalon Blvd. This pedestrian and bicycle-friendly network of streets would connect one of the City's largest employment hubs, the Goodyear Tract, with Metro's E and J Lines near USC.								
2	Commerce	Huntington Park, Bell, LACPW	Randolph						
	The Randolph Corridor AT Project provides high quality mobility improvements to the residents and businesses of disadvantaged communities within unincorporated Florence-Firestone and the Cities of Commerce, Bell, Huntington Park (HP) and Maywood. The project provides a health benefit via the bicycle lane/trail for 7.03 miles, connecting to the LA River and other destinations. This project will provide improvements via an equitable planning process. The features that are technically & politically feasible, which will be prioritized, and quantified to design and construct, via this funding request.								
3	Redondo Beach	LACPW, Lawndale	Redondo Beach Blvd						
	The Cities of Redondo Beach and Lawndale along with the Los Angeles County Public Works propose to install improved and new Bike and Pedestrian Facilities along Redondo Beach Boulevard/Ripley Avenue from Flagler Lane on the west to the Dominguez Channel Greenway on the east. The total length of this segment is 3.3 miles. The improvements will include a series of access, safety, and infrastructure enhancements for walking and biking. This project will provide a cohesive network that will encourage active transportation modes and allow users to connect to transit facilities, educational facilities, parks, retail stores, job centers and residential neighborhoods. The project supports the goals of the Active Transportation Strategic Plan and will enhance safety by implementing pedestrian improvements by removing barriers to access and correct unsafe conditions by reconstructing curb ramps and sidewalks to meet ADA requirements.								
4	Monterey Park	Montebello, LACPW, Rosemead	1st-Riggin-Portrero Grande						
	The proposed project proposes to expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities. These measures will increase connectivity between homes, jobs, public transit, schools and recreational resources for a variety of road users in unincorporated South San Gabriel, Cities of Monterey Park, Montebello, and Rosemead. The proposed bike facilities will extend and provide continuity and a connection to the existing bicycle facilities along Riggin St and to the future bicycle lanes along 1st St in East Los Angeles part of the Metro Gold Line Eastside Access Phase II project. This project will provide greater accessibility and mobility for pedestrians, cyclists, and transit users providing safe, productive alternative modes of travel.								
5	South Pasadena	-	Huntington-Main/Fremont						
	The proposed project will improve overall circulation for vehicle, pedestrian, bus, and bicycle traffic along two major, high volume corridors, within the City. It will focus efforts on a broad range of individuals, thereby impacting the most diverse array of user groups, to improve overall equity, safety, and mobility, in City transportation solutions. The Huntington-Main Corridor is the focus of this project to improve 1.5 miles of this corridor, along with the connecting, Fremont corridor from Alhambra Road to Columbia Street. The proposed project seeks to upgrade both corridors to better serve the community and eliminate existing and potential conflict areas by; upgrading ADA paths of travel, implementing master-plan bicycle concepts, improving intersection functionality, and providing a safe transition between corridors.								
			TOTAL						\$ 31,550,000

Waitlist

6	Los Angeles	-	Slauson						
	The Slauson Corridor Project will address crucial gaps in infrastructure not currently met by existing projects. Funding the Slauson Corridor Project will leverage improvements from the R2R project that will enhance safety, mobility, and connectivity for jobs, transit, schools, retail and parks providing opportunities for upward mobility in a historically underserved community.								
			TOTAL						\$ 8,000,000

Ineligible Projects

-	Lancaster	-	Sierra Highway
-	Los Angeles	-	Broadway/Manchester/Vermont
-	Paramount	-	WSAB Phase 3

NOTES:

All projects will be led by local sponsors; any changes in project roles will require written concurrence from all project partners.

Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and Measure M funding availability, without changing total programmed amounts for projects.

MAT Program Cycle 1

Attachment B

Award List

[illegible]

Recommended Program of Projects - First/Last Mile

MAT Program Cycle 1

Attachment B

Waitlist

12	Los Angeles County	-	Florence						
	This project would improve pedestrian access and safety within a half mile of the A Line Florence Station, implemeting improvements based on Metro's Blue Line First/Last Mile Plan: A Community-Based Process and Plan (March 2018).								
13	Los Angeles		Van Nuys/Vanowen						
	The project proposes first/last mile improvements such as crosswalks, curb ramps, curb extensions, and bicycle facilities to enhance connections to bus stops at Van Nuys and Vanowen Blvds, as well as the Van Nuys Metrolink rail station. The project would also look to improve safety for riders connecting to the G Line (Orange) at Van Nuys Blvd.								
14	West Hollywood		Fountain (Hayworth-Harper)						
	This project would improve pedestrian safety on Fountain Ave. between Hayworth Ave. and Harper Ave. Treatments include bulb-outs, medians, and crosswalks with in-road warning lights.								
15	West Hollywood		Santa Monica Bl-Greenacre						
	This project would improve pedestrian safety by installing in-road warning lights at the intersection of Santa Monica Bl and Greenacre Ave.								
16	West Hollywood		Fairfax						
	The project would address safety by implementing pedestrian-scale lighting, leading pedestrian intervals at intersections, in-road warning lights, crosswalks, and improved bicycle amenities.								
17	West Hollywood		Santa Monica Bl-Poinsettia						
	This project would improve pedestrian safety by installing in-road warning lights at the intersection of Santa Monica Bl and Poinsettia Place.								
18	West Hollywood		Santa Monica Bl-Hayworth						
	This project would improve pedestrian safety by installing in-road warning lights at the intersection of Santa Monica Bl and Hayworth Ave.								

TOTAL

\$ 8,000,000

Ineligible Projects

-	Los Angeles	-	Lincoln/Cypress
---	-------------	---	-----------------

NOTES:

Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and Measure M funding availability, without changing total programmed amounts for projects. Phase Lead as indicated are tentative and subject to change. Any change from what is shown requires written concurrence from all project partners.

Attachment B - ATP Cycle 7 Policies

ATP Grant Assistance Priorities

Metro has provided grant writing services to Metro project managers and local agencies for the past six cycles to support the development of strong applications that increase the likelihood of LA County's collective success. To date, the California Transportation Commission (CTC) has awarded LA County projects approximately \$1 billion. Almost 50% of the awarded funds are for projects that received Metro grant assistance. In October 2021, the Metro Board adopted the ATP Cycle 6 Priorities Framework to guide the allocation of Metro's grant-writing assistance (File ID 2021-0587). Table 1 shows the existing framework.

Table 1. ATP Cycle 6 Grant Assistance Priorities
Requirement: Project sponsor must have an adopted Complete Streets Policy or other qualifying document
Percentage Set-asides: <ul style="list-style-type: none">• 75% of overall grant assistance directed to first/last mile projects sponsored by Metro and other local jurisdictions• 25% of overall grant assistance to other state ATP-eligible projects that help implement the Metro Active Transportation Strategic Plan
Priorities if requests for grant assistance exceed available resources: <ul style="list-style-type: none">• Priority will first be assigned to projects located within Metro Equity Focus Communities (EFCs)• Second priority to projects that are sponsored by agencies that can clearly demonstrate resource/technical limitations that would hinder submission of a complete and competitive grant application

For ATP Cycle 7 Metro staff proposes a new framework to help implement active transportation-related policies and plans adopted by the Metro Board in the past couple years – including the 2023 Active Transportation Strategic Plan (ATSP) requesting consideration in this board report – while also ensuring selected projects are competitive against state ATP criteria. The proposed framework is shown in Table 2. Major changes between the ATP Cycle 6 and 7 frameworks include:

- Elimination of percentage set-asides for first/last mile projects and other projects that implement the Metro ATSP. Eliminating the percentage set-asides will

simplify the project selection process and provide flexibility to serve broader range of ATP-eligible projects that may not strictly fit into those two set-aside categories. The framework upholds priority for first/last mile projects and projects that implement the ATSP.

- Prioritization for projects that overlap with Metro EFCs. The proposed Cycle 7 framework would evaluate a projects' overlap with EFCs as part of the regular evaluation process, rather than only in the situation that requests for grant assistance exceed capacity.
- Prioritization for projects that overlap with one of the ATP's definitions for disadvantaged communities. This formalizes an evaluation criterion Metro staff has always applied to assess a project's competitiveness for the ATP. The ATP defines disadvantaged communities in the following ways:
 - Median Household Income: less than 80% of the statewide median
 - CalEnviroScreen: top 25% of California communities
 - National School Lunch Program: at least 75% of public-school students in the project area eligible to receive free or reduced-price meals
 - Healthy Places Index: the 25th percentile or less of California communities
 - Native American Tribal Lands: located within Federally Recognized Tribal Lands or submitted by a Federally Recognized Tribal Government
 - Regional Definition: Communities of Concern identified in SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategies
- Prioritization for projects that improve a location identified in an adopted safety plan, policy, or framework such as Vision Zero, High Injury Network, or Local Roadway Safety Plan. The intent is for projects to be informed by safety data and analysis of where death and serious injuries are occurring within the local jurisdiction. This priority is consistent with the objectives of Metro's Street Safety, Data Sharing, and Collaboration Policy adopted by the Board in June 2022 (File #: 2022-0340).
- Addition of ineligible projects. Projects that include Conventional Class III bike routes as the main bike component are not competitive in the ATP and were ineligible in Metro's Call for Projects program.

Table 2. ATP Cycle 7 Grant Assistance Priorities
Requirement: Project sponsor must have an adopted Complete Streets Policy or other qualifying document
<p style="text-align: center;">Priorities:</p> <ul style="list-style-type: none"> • Projects from a Metro Board-adopted First/Last Mile plan • Projects that are within a first/last mile area, pedestrian district*, or regional bikeway identified in the 2023 ATSP • Projects that improve a location identified in an adopted safety plan, policy, or framework such as Vision Zero, High Injury Network, or Local Roadway Safety Plan • Projects overlapping with Metro EFCs • Projects overlapping with ATP-defined disadvantaged communities • Projects that have completed environmental and final design phases <p>*Projects within a pedestrian district must also overlap with Metro EFCs or ATP-defined disadvantaged communities</p>
<p style="text-align: center;">Ineligible:</p> <ul style="list-style-type: none"> • Projects with bike components that are primarily conventional Class III Bike Routes (sharrows and “bike route” signs)

Regional Competition Scoring Method

The CTC administers the ATP in sequential competitions. All LA County candidate projects not awarded funding through the initial Statewide Competition are next considered in the Regional MPO Competition. ATP statute requires the Southern California Association of Governments (SCAG) to select projects in consultation with its member counties, and to select projects that are consistent with local and regional plans. SCAG accomplishes this by combining points assigned by counties through their county-level project selection methods with points from the Statewide Competition score for each ATP project application. The project selection scoring method must outline how a county will augment each project’s Statewide Competition score by up to 20 additional points based on consistency with regional/local plans.

Table 3 shows the ATP Cycle 6 scoring method (File #: 2019-0671).

Table 3. ATP Cycle 6 Scoring Method	Points
Project sponsor must have an adopted Complete Streets Policy or other qualifying document in order to be considered for any points.	
A. Equity Focus Communities	3
B. Consistency with Local/Regional Plans – Regional Plans <ul style="list-style-type: none"> • Leverages Measure M • Implements the Active Transportation Strategic Plan Consistency with Local/Regional Plans – project has robust community support	1 and/or 1
C. Bonus for First/Last Mile	5
Total (Up to)	10

For ATP Cycle 7, Metro staff proposes modifications to the scoring method to clarify criteria for consistency with local and regional plans, including adding active transportation-related policies and plans adopted by the Metro Board in the past couple years – including the 2023 Active Transportation Strategic Plan (ATSP).

The proposed scoring method for ATP Cycle 7 is shown in Table 4.

Table 4. ATP Cycle 7 Scoring Method	Points
Requirement: Project sponsor must have an adopted Complete Streets Policy or other qualifying document in order to be considered for any points.	
A. Project overlaps with Metro Equity Focus Communities	3
B. Consistency with Local/Regional Plans and Policies <ul style="list-style-type: none"> • Project is within a first/last mile area, pedestrian district*, or regional bikeway identified in the 2023 ATSP • Project improves a location identified in an adopted safety plan, policy, or framework such as Vision Zero, High Injury Network, or Local Roadway Safety Plan • Project leverages Measure M Expenditure Plan dollars from a Major Project or Multi-Year Subregional Program 	Up to 3
C. Project has completed or describes a plan for project-specific community engagement	2
D. Project is from a Metro Board-adopted first/last mile plan	2
Total (Up to)	10



Active Transportation Strategic Plan Update

Planning & Programming Committee

File 2023-0516

November 15, 2023

Recommendation

Consider:

- A. Adopting the Active Transportation Strategic Plan Update.
- B. Authorizing the CEO to release the solicitation for Cycle 2 of the Metro Active Transport, Transit, and First/Last Mile Grant Program.
- C. Approving Metro's policies for Cycle 7 of the State Active Transportation Program.

Plan Overview

> **First update of 2016 plan**

- Reflect Metro's latest policies, programs, and plans, including Equity Platform
- Introduce and efficiently manage Measure M resources
- Improve competitiveness for external grant funding



> **Defines and prioritizes regional active transportation network**

- 602 First/Last Mile Areas
- 81 Pedestrian Districts (new element)
- 1,433 mi of Regional Bikeways



> **Defines roles/responsibilities and guides implementation**

- Metro provides technical and planning support
- Local jurisdictions to design, implement, operate, and maintain facilities



Key Plan Elements

- > Goals and Objectives
- > Regional Active Transportation Network
- > Network Prioritization
- > Cost Estimates and Funding
- > Best Practices and Plan Benefits
- > Implementation Strategy



New Content

- > **Pedestrian Districts** for targeted pedestrian improvements near opportunity centers and key destinations
- > **Network Prioritization** to identify highest need areas for near-term implementation of projects
- > **Implementation Strategy** for efficient regional network buildout
- > **Interactive Platforms** to enhance access to plan resources for planning, communications, and grant assistance
 - [StoryMap](#)
 - [First/Last Mile Existing Conditions Dashboard](#)
 - [Bikeway Benefits Dashboard](#)

Next Steps

- > Develop and release Cycle 2 grant solicitation for Metro Active Transport, Transit, and First/Last Mile (MAT) Program
 - Facilitate implementation of ATSP regional network
 - \$75 million to be awarded for programming from FY26-29
- > Administer grant assistance for Cycle 7 of State's Active Transportation Program (ATP)
 - Improve competitiveness in securing funding from \$555 million to be available from FY26-29

