

Proposed Point Assignment Method
ATP Cycle 4 SCAG Regional Program

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

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

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

Methodology Methodology for Assigning Points

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

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

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

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

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