

Grant Assistance Priorities

In October 2017, the Metro Board adopted the ATP Cycle 4 Priorities Framework to guide the allocation of Metro's grant-writing assistance (File ID 2017-0602). The framework provides for:

- 75% of overall grant assistance directed to first/last mile projects sponsored by Metro and other local jurisdictions
- 25% of overall grant assistance directed to other state ATP-eligible projects including but not limited to Call for Projects, LA River Path, Rail to River, Regional Bike Share, I-710 Active Transportation Corridor
- In all cases, if requests for grant writing assistance exceed available resources, priority will be assigned to project sponsors that can clearly demonstrate resource/technical limitations that would hinder submission of a complete and competitive grant application

For ATP Cycle 5 Metro staff proposes to continue applying the approved framework to ensure the selection of projects which are likely to fit well with the State ATP selection criteria, and contribute to implementing Metro plans and priorities. Some degree of modification is needed, however, to improve delivery outcomes. Since the inception of the ATP, funding for 13 projects or project phases in Los Angeles County have either been lapsed or voluntarily returned by project sponsors, affecting ATP awards totaling nearly \$13 million. The obstacles to successful project delivery have generally fallen into four categories: 1) lack of community support for the infrastructure changes, 2) issues arising within the project sponsor jurisdiction after award, 3) unanticipated complexity of environmental clearance process, and 4) insufficient feasibility work prior to application.

Staff plans to address several of these issues by updating the Letter of Interest and project selection process to require a field walk for every project prior to grant assistance. Staff is also working with Caltrans Local Assistance to disseminate information about environmental requirements to prospective applicants. Staff also proposes to strengthen the selection process by evaluating the community outreach completed for the project and the project sponsor's history of successful project completion.

An additional modification will strengthen the implementation of the Metro Complete Streets Policy of 2014 which requires that cities and the County of Los Angeles have an adopted local Complete Streets policy, an adopted City Council Resolution in support of Complete Streets, or an adopted General Plan consistent with the state's Complete Streets Act of 2008 in order to apply for Metro capital grant funding programs. Staff plans to add to the priority for low resource agencies, a secondary priority for agencies who have adopted a complete streets policy or qualifying document.

In the next Cycle of the ATP, Cycle 6, staff plans to make the complete streets policy a requirement for all grant assistance. Deferring the full application of the requirement should give all local jurisdictions the opportunity to adopt the required policy or qualifying document.

For ATP Cycle 5, staff proposes to expand the list of other state ATP-eligible projects to include selected projects and corridors from the Metro Active Transport, Transit First/Last Mile (MAT) Program.

Table 1 summarizes the framework to be used for selecting projects for grant assistance.

Table 1: ATP Cycle 5 Grant Assistance Priorities
<ul style="list-style-type: none"> • 75% of overall grant assistance directed to first/last mile projects sponsored by Metro and other local jurisdictions
<ul style="list-style-type: none"> • 25% of overall grant assistance directed to other state ATP-eligible projects consistent with point assignment criteria, such as: <ul style="list-style-type: none"> ○ Leverages Measure M ○ LA River Path ○ Rail to River ○ Regional Bike Share ○ I-710 Active Transp. Corridor ○ Metro Active Transport, Transit First/Last Mile Program-selected projects and corridors
<ul style="list-style-type: none"> • First priority will be assigned to project sponsors that can clearly demonstrate resource/technical limitations that would hinder submission of a complete and competitive grant application
<ul style="list-style-type: none"> • Secondary priority – should capacity be available to project sponsors without serious resource limitations, priority will be given to project sponsors with an adopted Complete Streets policy or other qualifying document.