

**Regional Active Transportation Program (ATP) - 2% Allocation**

The Regional Active Transportation program is a multimodal program of regionally significant projects that encourage, promote and facilitate environments that promote walking, bicycling, rolling modes and transit use, as part of a robust and integrated countywide transportation system. Through various policies and programs, Metro both leads the development of active transportation infrastructure and programs, and provides local jurisdictions with technical support needed for local planning efforts and implementation. To continue this effort, and in response to stakeholders, Metro has created a 2% portion of the draft Expenditure Plan, which is expected to generate \$17 million annually in the first year and more than \$2.4 billion over the 40-year life of the measure.

Approximately half of the allocated ATP funds would be used to fund Projects that would be consistent with Metro's Active Transportation Strategic Plan. Potentially eligible projects including Safe Routes to Schools, complete streets improvements, and first/last mile connections with public transit such as bicycle facilities including bike hubs, protected bike lanes connecting the transportation network, and the countywide bike share program.

These funds, administered by Metro, will be available for the purposes of implementing the Countywide Active Transportation Network, as identified in Metro's Active Transportation Strategic Plan to improve access to transit; enhance safety; promote clean transportation options; improve public health; and foster healthy, equitable, and economically vibrant communities where all residents and visitors have greater transportation choices and access to key destinations. These funds will be made available by Metro for projects and programs that implement the Countywide Active Transportation Network, as identified in Metro's Active Transportation Strategic Plan and which specifically improve connectivity among rail and bus lines, other active transportation facilities and population centers to employment and educational centers. Outcome expected include the following:

- Increase the number of trips made by people who walk or bicycle, rather than drive alone;
- Enhance safety and improve the physical environment for people who walk, bicycle, and take transit;
- Implement;
- Provide bicycle education and training;
- Demonstrate innovative, creative, and/or technological approaches that may expedite project implementation; build community support; and foster multi-modal policies and long-term infrastructure improvements;
- Improve coordination between jurisdictions for multi-jurisdictional projects;
- Support Safe Routes to Schools;
- Leverage other sources of funding.

It is intended that these funds be used to match federal, state, local, and private funding to maximize the number of improvements to be implemented. Metro will establish specific project eligibility criteria for this program to be approved by the Board.

The draft Expenditure Plan assumes that approximately half of the 2% ATP allocation funds two major Los Angeles River projects ATP projects earmarked in the draft Expenditure Plan as well as a portion of the costs of ATP projects submitted by the COGs and included in the draft Expenditure Plan. All told approximately 4.5 to 5% of the draft Expenditure Plan funds are projected to be utilized for ATP projects. This excludes Local Return Funds used for ATP projects. The 1% or \$1.2 billion Regional ATP fund allocation can leverage and enhance local investments being made through the Local Return allocation from Proposition A, Proposition C, and Measure R. Over the last five years, \$443.8 million of Local Return funds (Prop A, Prop C, & Measure R) have been spent on Active Transportation.