



Board Report

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**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

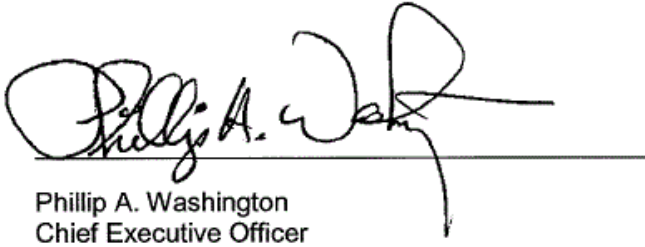
Pending approval by the Board, staff will initiate a solicitation process as described in detail, including specific schedule and milestones, in the proposed Program Solicitation. Subsequent to selection, staff will seek further action from the Board to approve a list of selected projects and to authorize 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

Prepared by: Jacob Lieb, Sr. Director, Countywide Planning & Development, (213) 922-4132
Cory Zelmer, DEO, Countywide Planning & Development, (213) 922-1079
Nick Saponara, DEO, Countywide Planning and Development, (213) 922-4313
David Mieger, Interim SEO, Countywide Planning & Development, (213) 418-3157
Holly Rockwell, SEO, Countywide Planning & Development, (213) 922-5585

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



Phillip A. Washington
Chief Executive Officer