



## Board Report

**File #:** 2017-0602, **File Type:** Policy

**Agenda Number:** 18.

### PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 2017

**SUBJECT: STATE ACTIVE TRANSPORTATION PROGRAM**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

APPROVE the State Active Transportation Program Cycle 4 Priorities Framework.

#### **ISSUE**

With the passage of the Road Repair and Accountability Act of 2017 (SB 1), the State Active Transportation Program (ATP) will receive \$100 million in additional funding capacity each year, bringing the total annual ATP fund estimate to approximately \$220 million. Early discussions for the next ATP funding cycle, Cycle 4, indicate that this cycle will include funding for Fiscal Years 2019-20, 2020-21, 2021-22, and 2022-23. Depending whether any funding is carried over to future cycles, the total funds for Cycle 4 could range from approximately \$680 to \$880 million. In either case, the amount of ATP funds that will be programmed through Cycle 4 will be the largest ATP funding opportunity to date, and there is a need for a strategic approach to maximize funding to Los Angeles County.

#### **DISCUSSION**

The ATP is a competitive funding program created by Senate Bill 99 and Assembly Bill 101 in 2013 to encourage increased use of active modes of transportation such as bicycling and walking. The California Transportation Commission (CTC) administers the ATP as a multi-tiered program with various sub-competitions. Three cycles have been administered to date. As the ATP is a complex competitive program, Metro has provided grant-writing services for Metro project managers as well as local jurisdictions for the past three cycles to ensure that strong applications are developed to secure maximum funding for Los Angeles County.

The guidelines for ATP Cycle 4 have not yet been developed but staff anticipates that they will be similar to the guidelines for ATP Cycle 3. As such, Metro can expect that the same eligibility and project selection criteria will apply to Cycle 4. Key parameters include:

- No limit to the number of applications that can be submitted by a single project sponsor;
- No maximum funding request; and

- At least 25 percent of program funds must benefit disadvantaged communities, as defined under a few different measures.

As Cycle 4 will be the largest ATP funding opportunity to date, there is a need for a strategic approach to maximize funding to Los Angeles County.

#### Recommended Priorities Framework for ATP Cycle 4

With expanded funding capacity, ATP Cycle 4 presents an opportunity to advance Board-adopted priorities that best align with ATP priorities and criteria. Staff recommends the following priority framework for ATP funding.

##### 1. First/Last Mile

In May 2016, the Board passed Motion 14.1 setting a clear priority for first/last mile implementation. A concurrent report on this agenda provides an update on the implementation of those first/last mile directives, including the status of the Blue Line First/Last Mile Plans for 22 Blue Line stations. With the pending completion of the Blue Line station plans, staff recommends that a package of Blue Line first/last mile projects be submitted for ATP Cycle 4, as a Metro sponsored project. There is opportunity to submit individual project applications or bundle projects. We recommend that Metro coordinate this particular proposed submittal, given the work recently completed and the tight timelines, and we would partner with the local jurisdictions in the corridor accordingly. The actual project application of these projects will reflect outcomes of the final Blue Line first mile/last mile plans.

In addition, staff recommends that 75% of the overall grant assistance be directed to first/last mile projects sponsored by Metro and other local jurisdictions, to advance this cycle as a comprehensive response to the overall direction of Motion 14.1.

##### 2. Other Board Priorities

Acknowledging that first mile/last mile related investments are a high profile example of active transportation investments, the State criteria for Active Transportation Projects is fairly broad. Therefore, several other investments across the county will be eligible for state ATP funding. Among other candidates, there are existing Call for Projects programming commitments in the Bicycle, Pedestrian, Regional Surface Transportation Improvements, and Transportation Demand Management modes. As well, Measure M related projects funded under the 2% ATP Metro-sponsored program and ATP targeted multi-year subregional programs could potentially leverage state ATP funds. As the deadline for Cycle 4 applications is anticipated to be June 2018, there may be time to coordinate leveraging opportunities.

Staff recommends that the Measure M Administrative Guidelines for Metro ATP 2% program and subregional program guidelines reinforce and encourage leveraging opportunities with this and future rounds of state ATP funding. Staff also recommends that 25% of the overall grant assistance be directed to other state ATP-eligible projects including but not limited to:

- Call for Projects that would meet outstanding Metro funding commitments
- ATP proposals that clearly advance other Board priorities such as:
  - LA River Bikepath
  - Rail to River
  - Regional Bike Share Implementation
  - I-710 Active Transportation Corridor
- Other eligible projects

In all cases, if requests for grant writing assistance exceed available resources, priority will be assigned to project sponsors that can clearly demonstrate resource and/or technical limitations that would hinder their submission of a complete and competitive grant application.

### **DETERMINATION OF SAFETY IMPACT**

The recommendations in this report will provide a framework to seek funding to improve safety, comfort, and convenience to the 75 to 88 percent of Metro customers accessing major transit facilities via active transportation.

### **FINANCIAL IMPACT**

#### **Impact to Budget**

Approving the staff recommendations will have no impact on the FY 2018 Budget. Funds for grant assistance have already been budgeted in the FY 2018 Budget for Cost Center 4420 under Project 405510, Task 05.05.01. Funds obtained for first/last mile projects will offset the need for resources to implement the Countywide First/Last Mile Priority Network.

### **ALTERNATIVES CONSIDERED**

The Board could consider not using a framework to guide the prioritization of projects. This approach is not recommended due to the competitive nature of the ATP and the opportunity to advance Board priorities in the program.

### **NEXT STEPS**

In November, staff will return to the Board with a related recommendation for the ATP Cycle 4 grant assistance policy and to request the award of a contract for grant-writing services.

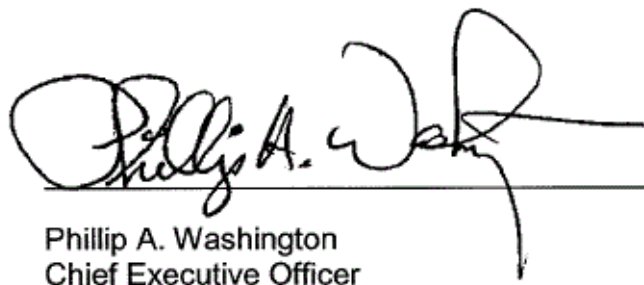
Prepared by: Shelly Quan, Transportation Planner, Countywide Planning & Development, (213) 922-3075

Patricia Chen, Senior Director, Countywide Planning & Development, (213) 922-3041

Wil Ridder, EO, Countywide Planning & Development, (213) 922-2887

---

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



---

Phillip A. Washington  
Chief Executive Officer