


## Active Transportation Program (ATP)

What: State funding for projects to increase bicycling and walking

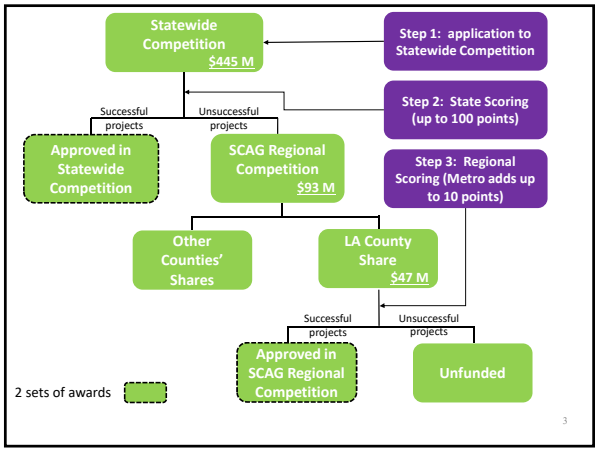
Who: All 88 LA County cities, LA County, and Metro submit applications independently; CTC adopts statewide funding, Metro works with SCAG to develop regional/MPO funding

When: Call for Projects every two years – next Call anticipated Spring 2020

Why: To improve air quality, reduce greenhouse gas emissions, improve safety and health for human-powered transportation, with a focus on disadvantaged communities.

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## Metro's two policies for the ATP

1) **Grant Assistance** – Metro consultant works with local jurisdiction to prepare and submit application. The purpose is to **maximize funding** for LA County projects, and **incentivize** projects that implement **Metro goals**

2) **Assignment of 10 Points** – Metro assigns up to 10 points to add to the statewide score in accordance with SB 99. The purpose is to **incentivize** implementation of **Metro goals.**

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## Grant Assistance Priorities

**Project Selection:**

- How well the project fits ATP criteria
- 75% of applications are for first/last mile projects
- Priority for low-resource project sponsors

**Proposed changes:**

- Add priority for agencies compliant with Complete Streets Policy
- Screening to ensure project deliverability:
  - Community vetting/input
  - History of project delivery

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## Grant Assistance Priorities

**Table 1: ATP Cycle 5 Grant Assistance Priorities**

| |
|---|
| • 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 consistent with point assignment criteria, such as:<br>○ Leverages Measure M<br>○ LA River Path<br>○ Rail to River<br>○ Regional Bike Share<br>○ I-710 Active Transp. Corridor<br>○ Metro Active Transport, Transit First/Last Mile Program-selected projects and corridors |
| • 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 |
| • 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. |

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## 10-Point Assignment

- Metro 10-Point Assignment policy plays a role in project selection for SCAG MPO Component
  - MPO Component adds Metro's (up to) 10 points to the State's score (out of 100) for a total score based on a 110-Point scale
- Continuing from previous cycle:
  - Disadvantaged communities
  - Consistency with local/regional plans
  - First/last mile
- Proposed changes:
  - Complete Streets Policy compliance REQUIRED
  - Screening to ensure project deliverability

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## 10-Point Assignment

| Table 1: ATP Cycle 5 Point Assignment Method | Points |
|---|---|
| Project sponsor must have an adopted Complete Streets Policy or other qualifying document in order to be considered for any points. | |
| A. Disadvantaged Communities | 3 |
| B.<br>a. Consistency with Local/Regional Plans – Regional Plans<br>• Leverages Measure M<br>• Implements Board Priorities, such as:<br>○ LA River Path<br>○ Rail to River<br>○ Regional Bike Share<br>○ I-710 Active Transp. Corridor<br>○ Metro Active Transport, Transit First/Last Mile Program-selected projects and corridors<br>• Implements the Active Transportation Strategic Plan | 1<br>and/or |
| b. Consistency with Local/Regional Plans – project has robust community support | 1 |
| C. Bonus for First/Last Mile | 5 |
| Total (Up to) | 10 |

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