

**Metro**Los Angeles County  
Metropolitan Transportation AuthorityOne Gateway Plaza  
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metro.net**REVISED****PLANNING AND PROGRAMMING COMMITTEE  
APRIL 17, 2013****SUBJECT: 2013 CALL FOR PROJECTS****ACTION: APPROVE PRELIMINARY FUNDING MARKS/FUND ESTIMATE****RECOMMENDATION**

Approve the following actions for the 2013 Countywide Call for Projects:

- A. Preliminary Transportation Modal Category Funding Marks and Preliminary Fund Estimate of \$150 million;
- B. Reprogram \$49.3 million from the 2012 Countywide Call for Projects (Call) Deobligations to the 2013 Call; and
- C. Receive and file report on the response to the February 20, 2013 Board motion regarding active transportation.

**ISSUE**

To allocate transportation funds now available for regionally significant projects that public agencies may implement, we initiated the 2013 Call for Projects. To proceed with project funding recommendations, the Board needs to approve the preliminary transportation modal category marks and the preliminary fund estimate shown in Attachments A and B, respectively, so that the amount of funds per modal category can be determined. We are recommending that the Board reprogram funds from the 2012 Countywide Call for Projects Deobligations to the 2013 Call for Projects.

**DISCUSSION**

The preliminary modal category funding marks (Attachment A) are based on the regional program direction provided in the adopted 2009 Long Range Transportation Plan (LRTP). The fund estimate of \$150 million (Attachment B) is based on the 2011 funding availability and priorities as adopted by the Board. The regional significance and demonstrated mobility benefit of the specific projects that eligible sponsors have proposed will be used to select the projects to be funded. The preliminary fund estimate is based on federal, state, and local funds forecasts used in the adopted 2009

LRTP (as updated in November 2011 and approved by the Board) plus the funds from deobligated projects.

### Background

Federal statute (Title 23 U.S.C. 134 (g) & (h)) and state statute (P.U.C. 130303) require us to prepare a Transportation Improvement Program (TIP) for Los Angeles County. The TIP allocates revenues across all surface transportation modes based on the planning requirements of the federal Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).

We accomplish these mandates, in part, by programming transportation revenues through the Call for Projects process wherein Los Angeles County jurisdictions and transit agencies may apply for funding for regionally significant projects. These regionally significant projects are often beyond the fiscal capabilities of local sponsors, and the Call for Projects process provides an opportunity for these projects to be funded to meet the County's transportation needs. The Call for Projects implements our multi-modal programming responsibilities for Los Angeles County and the Board-adopted 2009 LRTP.

### Funding Marks

The preliminary fund estimate is based on the Board-adopted 2009 LRTP assumptions, as updated in November 2011 and approved by the Board, and includes federal, state, and local funds. Forecasts for the local fund sources in Attachment B are consistent with the LRTP update and our debt policy. Federal funding forecasts are based on historical trends, but are adjusted to reflect federal Highway Trust Fund growth rates and possible downside risks (e.g., possible reductions in amounts of Congestion Mitigation and Air Quality Improvement [CMAQ] Program funds). In accordance with MAP-21, we are working with the Southern California Association of Governments (SCAG), the Regional SCAG CEO Committee, and other County Transportation Commissions to address how the federal Transportation Alternatives (TA) Program funding source impacts the 2013 Call for Projects as well as the projects funded in prior Calls. We are assuming future federal reauthorizations will fund the Transportation Enhancement Activities (TEA) program at levels similar to its historic level and that programming authority for this program will return from SCAG to MTA. State fund forecasts also are based on historical trends, but do not reflect growth assuming higher priority needs such as state highway safety, maintenance, and operating costs. The specific funding sources chosen for the 2013 Call for Projects are subject to change based upon the projects finally selected and other factors, including eligibility and availability.

The modal category funding marks are provided as preliminary minimums (percentage for each mode) and are based on the relative modal shares from the Board-adopted 2009 LRTP, combined with the Board-approved motion on September 16, 2010 with regard to increasing the bicycle modal funding percentage from 7 to 15 percent. The

Board will need to determine the final funding levels for each category based on the regional significance and demonstrated mobility benefit of the specific projects that the eligible sponsors submitted in the 2013 Call for Projects process.

Per the September 2009 motion, the Board directed that a five- to ten-percent reserve be established for all future Calls for meritorious projects that were denied funding. Staff initially created a ten-percent reserve fund for the 2013 Call for Projects. In accordance with the September 2010 Board motion, staff has shifted a portion of the reserve to increase the bicycle improvements funding mark from \$11.1 million to \$22.5 million, leaving a \$4.2 million (2.8%) reserve balance.

#### Reprogramming of Funding from 2012 Deobligations

Through the 2012 Call for Projects Deobligation process, a total of \$49.3 million in funding was approved for deobligation. Staff is preliminarily proposing that the Board approve the reprogramming of funds from the 2012 Countywide Call for Projects Deobligations to the 2013 Call for Projects in the modal categories from where they originated, pending the merit review of each application.

#### Response to Board Motion

Attachment C is both the February 20, 2013 Board motion by Directors Wilson, Huizar, DuBois, and Fasana regarding enhancing active transportation and the receive and file report in response.

#### **DETERMINATION OF SAFETY IMPACT**

The 2013 Call will not have any adverse safety impacts on our employees and patrons.

#### **FINANCIAL IMPACT**

The 2013 Call does not have an impact in the FY13 or FY14 budget. We will include future-year local funding in our annual budget process.

#### Impact to Budget

The sources of funds for these activities are from Proposition C 10%, Proposition C 25%, State Repayment of Capital Projects Loan (LTF), Congestion Mitigation and Air Quality (CMAQ), Regional Improvement Program (RIP), Regional Surface Transportation Program (RSTP) and State Transportation Improvement Program – Transportation Enhancements (STIP-TE). The Proposition C 10%, Proposition C 25% and STIP-TE funds are not eligible for Metro bus and rail operating and capital expenditures.

While CMAQ funds are eligible for operating purposes or transit capital, there are no additional operating expenses eligible under CMAQ funding. CMAQ funds could be used for transit capital purposes.

We have RSTP funds which could be used for our transit capital needs. While these funds cannot be used directly for our bus or rail operating needs, they could free-up other such operating eligible funds by exchanging the funds used for our paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to us. We do not recommend this action.

### **ALTERNATIVES CONSIDERED**

The Board could adjust the preliminary fund estimate or the modal category funding marks, or defer the 2013 Call for Projects entirely. Adjusting the funding marks is not recommended because they are consistent with the adopted 2009 LRTP and Board direction. Deferring the 2013 Call for Projects also is not recommended because funds are expected to be available and some allocation process is necessary, so that we may fulfill our statutory transportation programming responsibilities. For example, we would not be positioned to submit the statutorily required 2014 Regional Transportation Improvement Program (TIP) for Los Angeles County to SCAG and the California Transportation Commission (CTC) by the required December 2013 deadline. Los Angeles County's State TIP funding priorities will be set for the six-year period ending in FY 2018-19 and the Call for Projects is our established process for that purpose.

### **NEXT STEPS**

With Board adoption of the recommended 2013 Call for Projects transportation modal category funding marks and the preliminary fund estimate, we will continue to evaluate projects and present preliminary funding recommendations to the Board in June 2013. The Board will have an opportunity to review and comment on the preliminary funding recommendations as part of the June Planning and Programming Committee meeting.

Preliminary funding recommendations will be released to the public in early July. Applicants will be given an opportunity to appeal their project scores to our Technical Advisory Committee in late July 2013. The Board is scheduled to formally adopt the 2013 Countywide Call for Projects at its September meeting.

## **ATTACHMENTS**

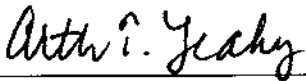
- A. 2013 Countywide Call For Projects Preliminary Transportation Modal Category Funding Marks
- B. 2013 Countywide Call For Projects Preliminary Fund Estimate
- C. February 20, 2013 Active Transportation Board Motion by Directors Wilson, Huizar, DuBois, and Fasana and Response to Board Motion

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Arthur T. Leahy  
Chief Executive Officer

**ATTACHMENT A**

**2013 Countywide Call for Projects  
Preliminary Modal Category Funding Marks  
(\$ in thousands)**

<b>Modal Category</b>	<b>Modal Mark %</b>	<b>Modal Mark</b>
Regional Surface Transportation Improvements	19.4%	\$29,100
Goods Movement Improvements	17.5%	\$26,250
Transit Capital	10.1%	\$15,150
Transportation Enhancement Activities *	1.8%	\$2,700
Signal Synchronization & Bus Speed Improvements	22.1%	\$33,150
Bicycle Improvements *	15.1%	\$22,650
Pedestrian Improvements *	7.5%	\$11,250
Transportation Demand Management	3.7%	\$5,550
Reserve **	2.8%	\$4,200
<b>SUBTOTAL</b>	<b>100%</b>	<b>\$150,000</b>
Approved Deobligations ***		\$49,300
<b>TOTAL FUNDING MARK</b>		<b>\$199,300</b>

- \* Federal, state and regional MAP-21 related legislation and policies may require the transfer of a portion of these modal funds to Caltrans and SCAG
- \*\* Reserve reflects a reduction from 10% to 2.8% to allow for the 15% bicycle improvements modal mark
- \*\*\* Modal allocation to remain in modal categories where funds originated, pending completion of new project review

**ATTACHMENT B**

**2013 Countywide Call for Projects  
Preliminary Fund Estimate \*  
(\$ in thousands)**

	Program Fiscal Years *					TOTAL
	FY14-15	FY15-16	FY16-17	FY17-18	FY18-19	
<b><u>LOCAL PROPOSITION C:</u></b>						
Transit-Related Streets/Highway Imprv. (Prop C 25%)		\$5,000	\$6,000	\$12,000	\$20,000	\$43,000
Commuter Rail, Park and Ride (Prop C 10%)			\$2,000	\$8,000	\$4,600	\$14,600
State Repayment of Capital Projects Loan (LTF)		\$5,000	\$3,500	\$5,000	\$10,500	\$24,000
<b><u>STATE:</u></b>						
2014 State Transportation Improvement Program (STIP)						
Transportation Alternatives (TA) **				\$14,200	\$14,400	\$28,600
<b><u>MAP-21 and Beyond:</u></b>						
Congestion Mitigation Air Quality Prog. (CMAQ)				\$15,300		\$15,300
Regional Surface Transportation Program (RSTP)				\$4,500	\$20,000	\$24,500
<b>SUBTOTAL</b>						<b>\$150,000</b>
<b><u>2012 Deobligation</u></b>						
Deobligated Funds	\$15,000	\$20,000	\$14,300			\$49,300
<b>TOTAL</b>	<b>\$15,000</b>	<b>\$30,000</b>	<b>\$25,800</b>	<b>\$59,000</b>	<b>\$69,500</b>	<b>\$199,300</b>

\* Individual FY total amounts are estimated and are subject to revisions without changing overall programming totals as approved.

\*\* Federal, state and regional MAP-21 related legislation and policies may require the transfer of these funds to Caltrans and SCAG. There are no uncommitted alternative funding sources should this occur. We assume future federal reauthorizations will continue a similar level of funding as the historic TEA program and that programming authority for this program will return from SCAG to MTA.



**ATTACHMENT C - REVISED**

**Motion by directors Wilson, Huizar, DeBois, and Fasana  
Enhancing Active Transportation Planning and Implementation**

**AMENDMENT that the MTA Board direct the CEO to approve the following and report back no later than the April 2013 Board cycle:**

1. Report back on the quality of active transportation projects submitted in the 2013 Call, with a recommendation for funding marks based on determined quality for the 2013 funding cycle.
2. Prepare a report on the current state of all Call for Projects funding cycles, including a measure of effectiveness of each modal category and levels of funding, and work with stakeholders to make recommendations for what should be adjusted for the 2015 Call for Project cycle.
3. Consider including a "complete streets" modal category in the 2015 Call for Projects cycle, or adjusting scoring criteria to give greater weight to projects that integrate all modes of transportation and foster complete streets.
4. Report back on how each MTA transit corridor project currently in design or under construction is working with cities to incorporate robust bicycle and pedestrian improvements to facilitate first mile / last mile transit access.
5. Report back on MTA's existing project initiation checklist for major capital projects and analyze best practices to include any additional active transportation elements.
6. Evaluate and propose changes to MTA's current design criteria to make it easier to incorporate stair channels or ramps so that bicyclists can wheel their bikes safely up and down staircases.
7. Work with cities across Los Angeles County to collect modesplit, economic, safety, and other relevant data to further justify the need for active transportation projects and demonstrate before and after results.
8. Look at reductions in station area parking to fund active transportation linkages and infrastructure around MTA stations.

Response to Motion

**Enhancing Active Transportation Planning and Implementation**

**1. Report back on the quality of active transportation projects submitted in the 2013 Call, with a recommendation for funding marks based on determined quality for the 2013 funding cycles.**

On January 18, 2013 a total of 207 applications were submitted. The preliminary transportation modal category breakdown is as follows:

Regional Surface Transportation Improvements	32
Goods Movement Improvements	11
Signal Synchronization & Bus Speed Improvements	23
Transportation Demand Management	6
Bicycle Improvements	46
Pedestrian Improvements	35
Transit Capital	32
Transportation Enhancement Activities	22
<b>Total</b>	<b>207</b>

Active Transportation projects are often funded in various modal categories including Bicycle Improvements, Pedestrian Improvements, Transportation Enhancement Activities, and Regional Surface Transportation Improvements (e.g., complete street projects).

For the FY 13 Call for Projects, we are currently reviewing the 207 applications. The applications are being evaluated using the performance criteria approved by the Board in October 2012. We are scheduled to present our preliminary scoring and modal funding recommendations to the Board in June 2013, prior to releasing to the public. At that time, we will be able to advise the Board on both the quality of the active transportation applications submitted, as well as the percent of the Call being recommended for active transportation projects in all modes.

**2. Prepare a report on the current state of all Call for Projects funding cycles, including a measure of effectiveness of each modal category and levels of funding, and work with stakeholders to make recommendations for what should be adjusted in the 2015 Call for Projects.**

We have reviewed our records for past Call for Projects funding cycles since the process was formalized in 1995 to respond to the need to program flexible funds provided by new federal, state, and local funding sources in the early 1990s. The Call

for Projects process has been conducted every two years, with the exception of the 2003 and 2005 Calls, which were suspended due to state fund shortfall considerations. For each modal category, a modal application requests the applicant to provide performance data regarding the project's mobility benefits which are considered in project scoring. The amount of funding allocated for a Call in each category is directed by the Board through modal funding amounts identified in the current adopted Long Range Transportation Plan (LRTP), and most recently, as updated and approved by our Board in November 2011. After the completion of each Call for Projects process, we survey cities and work with our Technical Advisory Committee (TAC) through a "lessons learned" process to determine changes that would be beneficial in the next Call cycle two years hence.

Exhibit A to this Attachment contains a chart of past Call for Projects funding cycles and respective levels of funding since 1995. Exhibit B to this Attachment depicts how over the history of the Call for Projects, funding for the active transportation modes has substantially increased in proportion to each new Call total fund estimate. In the 2011 Call, almost 50 percent of the Call was dedicated to Non-Motorized modes, including 25% to Active Transportation modes for Bike and Pedestrian improvements, and "complete streets" represented 7% of the RSTI modal category.

Exhibit C contains the Call Evaluation Criteria and their respective definitions. Each project competes within a modal category and is evaluated against other projects in that modal category. Each modal category also has multi-modal components, and encourages "complete streets" elements and has specific questions with points assigned to each evaluation criteria.

As with all Call for Projects processes, we actively work with our TAC and its Subcommittees in developing each Call for Projects process, schedule and application requirements. We also conduct extensive outreach to cities and Subregional Councils of Governments (COGs). For the 2013 Call for Projects, we met approximately 10 times with the 2013 Call for Projects Working Group, comprised of members of the Streets & Freeways Subcommittee, Bus Operations Subcommittee, Local Transit Systems Subcommittee and Transportation Demand Management/Air Quality Subcommittee, to consider potential technical changes for incorporation into the 2013 Call for Projects Draft Application Package.

**3. Consider including a "complete streets" modal category in the 2015 Call for Projects cycle or adjusting scoring criteria to give greater weight to projects that integrate all modes of transportation and foster complete streets.**

Since the 2011 cycle, the Call for Projects application requires all applicants to complete the Impact Checklist as part of the application submittal. The Impact Checklist is intended to document how the needs of pedestrians and bicyclists were considered in the process of planning and/or designing the proposed project. In addition, the Regional Surface Transportation Improvements (RSTI) modal category currently includes "complete streets" and encourages multimodal projects to improve multimodal

connections and provide improved access for all users, including pedestrians, bicyclists, and transit riders. Additional points are awarded for projects that include multimodal elements.

After completion of the 2013 Call for Projects cycle, we will meet with our TAC to seek their input for any potential enhancements to future Call applications, if needed.

**As part of Metro's Countywide Sustainability Planning Policy, staff is developing a complete streets policy which upon Board adoption will better integrate active transportation into Metro's programs and projects.**

**4. Report back on how each MTA transit corridor project currently in design or under construction is working with cities to incorporate robust bicycle and pedestrian improvements to facilitate the first mile/last mile transit access.**

Transit stations are designed as interface points for rail, bus, bicycles and pedestrians. As part of our transit corridor project development efforts, MTA implements a wide variety of strategies and initiatives to support bicycle and pedestrian access.

To support bicycle infrastructure, MTA design criteria specifies requirements for bicycle parking at new rail stations. These can be configured with bike racks, lockers, and bike rooms. MTA also funds bike paths where right-of-ways exists, such as the new bike path along the Exposition Light Rail Transit (LRT) project and the Metro Orange Line Bike Path. MTA, however, does not operate or maintain a bicycle facility, which is the responsibility of the project sponsor awarded funds through the Call for Projects. MTA funds bicycle and pedestrian improvements that integrate the station into the surrounding communities through the Call for Projects. In the 2013 Call for Projects, MTA strengthened the pedestrian and bicycle criteria to encourage local jurisdictions to apply for project funding that would enhance the pedestrian and bicycle environment for the first and last mile travel.

To support pedestrian access, improvements to sidewalks and crosswalks in the station areas are included in each project's construction program. Typically, improvements have been extended up to 500 feet from the station entrances. These improvements are designed to be consistent with local plans, handle transfer movements, and provide safe access for each mode. MTA actively works with local jurisdictions and other project stakeholders to integrate the station into the surrounding community.

**Metro, in collaboration with SCAG, is conducting the First/Last Mile Strategic Plan which is slated for completion in June 2013. A Technical Advisory Committee has been established which includes public and private stakeholders, advocacy groups and Metro staff. As part of this effort, 12 prototypical rail stations & bus stops have been selected for analysis in an effort to develop guidelines for increasing multimodal access to stations.**

**5. Report on MTA's existing project initiation checklist for major capital projects and analyze best practices to include any additional active transportation elements.**

In developing our major capital corridor projects, MTA follows NEPA and CEQA requirements and guidelines as well as State regulations (SB 375) and MTA policies addressing sustainability. Stations are designed as interface points for rail, bus, bicycle and pedestrians. The alignments are designed to accommodate bicycle facilities where they can be safely implemented. Additionally, the construction mitigation and monitoring program is approved by our Board as part of the environmental certification process. This document as appropriate would address concerns or issues with regard to pedestrian and bicycle access during the construction phase of the project and must be followed by the Transit Service Delivery Department.

**6. Evaluate and propose changes to MTA's current design criteria to make it easier to incorporate stair channels or ramps so that bicyclists can wheel their bikes safely up and down staircases.**

We have been attempting to incorporate stair channels in the MTA Design Criteria for all new station designs since the September 2010 Bicycle Board Directives. The first to receive stair channel treatment was the El Monte Transit Center which opened in late summer 2012. MTA staff is preparing a study evaluating the stair channels at El Monte to be completed in summer 2013.

The Metro Design Criteria initially required stair channels currently included at several stations of the Expo 2 LRT. The National/Palms Expo 2 LRT station will include stair channels while Colorado/4<sup>th</sup> St Station will have ramps. Two more Expo stations are under assessment to assure stations are wide enough to accommodate stair channels and still meet the egress code requirements.

More recently, the stair channel requirement was removed from the design criteria and will not be included in the Westside, Crenshaw, and Regional Connector projects. Per Transit Project Delivery's estimates, there is a \$1 to \$2 million cost per station to include stair channels in all new subway/elevated stations. A cost-benefit analysis is needed to determine if there are operational and safety benefits to adding stair channels in light of growing ridership and demand for station access.

In order to retrofit existing stations, a feasibility study and cost analysis would be needed to evaluate the width of existing stairs to determine if they could accommodate stair channels and meet the egress code requirements.

**7. Work with cities across Los Angeles County to collect mode-split, economic, safety, and other relevant data to further justify the need for active transportation projects and demonstrate before and after results.**

The collection of data can be an expensive endeavor for local jurisdictions who have responsibility for this effort. This can cost in the millions of dollars. Additionally, we

## ATTACHMENT C - REVISED

would expect that given widespread city staff reductions and limited city financial resources, cities across Los Angeles County will have very limited ability to extensively participate in active transportation data collection efforts, unless carefully crafted. This is particularly true of economic data related to active transportation. Given these constraints, we recommend focusing our efforts on a variety of activities currently underway, as described below:

- **California Household Travel Survey.** In conjunction with the 2010 national census, Caltrans is conducting a statewide household travel survey. The survey asks household members to record their travel in 24-hour trip diaries. SCAG has partnered with Caltrans to augment the sample size for Southern California; this effort will provide roughly 10,000 samples for Los Angeles County. It will include trip origin-destination, purpose and mode choice for all modes including walk and bicycle. We are coordinating with SCAG in reviewing the results, and anticipate final results by the end of the year.
- **MTA Bicycle Model Development.** Pursuant to Board direction we are developing state-of-the-art Bicycle Model capabilities (and possible pedestrian modeling capabilities). Part of this work is reaching out to local jurisdictions to obtain street level information as it pertains to auto lane widths, traffic volumes and speeds, smoothness, flat or incline degrees, condition of roadways and sidewalks. This effort will help us calibrate the Model to determine bicycle route choices, bicycle mode split choices, and a viable roadway network available for an extensive countywide efficient and safe bicycle network. Also included will be special surveys to determine bicycle travel behavior data, mode choice for bicycle travel, and choice of routes for bicycle travel in the Los Angeles area. Those surveyed will be cyclists from the Bicycle Coalition representatives from around Los Angeles County, transit riders, auto drivers. At the conclusion of the model development, we will ask our consultant team to recommend a bicycle data collection program that will enhance the use of the bicycle model.
- **Bicycle Data Clearinghouse.** MTA has been partnering with SCAG over the last year in the development of a bicycle data clearinghouse. SCAG is in the process of collecting bicycle counts from available local sources, as well as developing a methodology for conducting future bicycle counts. Bicycle count information collected by cities, COGs, MTA or through the MTA Call for Projects applications are potential data sources for the Bicycle Data Clearinghouse.
- **Bicycle Performance/Data Collection. As part of Metro's Countywide Sustainability Planning Policy, staff will be reporting on a series of Countywide performance metrics including trends in active transportation trips to evaluate the region's progress in implementing sustainability measures.**

**In FY 14, Countywide Planning staff will contract for bicycle and pedestrian counts at key locations within Los Angeles County. The intent is to use this**

data to better inform our active transportation programs and projects as well as provide more current and complete data for the MTA bicycle model under development. Staff has also discussed the possibility of including a requirement for automatic bike and pedestrian counters, as appropriate, for all future Call projects in these modal categories.

- **MTA Performance Measure Study.** We are looking at existing and potential new measures of effectiveness for systemwide plans such as the LRTP as well as program measures that could be used in future Calls for Projects. We are reviewing the state-of-the art of performance measures conducted by leading transportation planning agencies across the nation, and reviewing the direction that performance measures are taking through MAP-21 and anticipated for future federal re-authorizations. We anticipate that these measures will augment existing measures. Active transportation modes are clearly a consideration in the development of performance measures and such measures will assist in recommending modal funding levels in future plans and programs. This work effort is currently underway and expected to be complete by the summer of 2013. Further work is proposed for the FY 14 budget for performance measure implementation, assisting in integrating new performance measures into our Long Range Transportation Plan (LRTP) process.
- **2013 Call for Projects – Lessons Learned.** At the conclusion of the 2013 Call for Projects selection process, we will work with our TAC and survey cities regarding “lessons learned” in order to determine improvements that we can make in preparing for the 2015 Call for Projects process. This will provide us an opportunity to look at performance measures, local data, and other aspects of the Call application to enhance the applications for each mode. We have found this process to be particularly useful in the past, in considering changes for future Call for Projects and providing an opportunity for cities to assist in the continual refinement of the Call process. This will be an invaluable opportunity to update and enhance the Call application for active transportation considerations, and through a collaborative process with cities.

8. Look at reductions in station area parking to fund active transportation linkages and infrastructure around MTA stations.

The cost of providing parking at Metro transit stations can be a significant amount of a project’s budget. However, removing parking to fund other types of station area amenities may not always be the best solution to increase ridership and serve our transit users. Stations such as North Hollywood, Universal City (Metro Red Line), Willow (Metro Blue Line) and Sierra Madre Villa (Metro Gold Line) attract large numbers of auto commuters who leave their cars in the park and ride garages and parking lots. Other stations are designed with no parking since they serve primarily transit users who arrive at the station by bus, bike and walking.

MTA utilizes a multimodal approach to evaluate and implement the best balance of access to stations on fixed guideway (rail and BRT) corridors. At some stations, the level of development and the urban form already suggest that pedestrian and transit access should be emphasized. In these cases automobile parking may, in order to avoid impacts to the existing urban form, be limited or eliminated altogether. Other stations have high demand for automobile access. These are often located near the ends of rail lines or in areas with lower land use densities or which are not as easily served by transit, pedestrian and bike facilities.



**Report on Call for Projects  
Funding Marks by Mode  
(\$ in millions)**

MODES	1995 Call		1997 Call (4 yrs)		1999 Call (5 yrs)		2000 "Abbreviated" Call		2001 Call (6 yrs)	
	Requested	Available	Requested	Available	Requested	Available	Requested	Available	Requested	Available
Freeway	\$ 264.8	\$ 192.5	\$ 600.0	\$ 260.9	\$ 328.7	\$ 189.5	\$ 445.9	\$ 48.2	\$ 639.1	\$ 431.2
RSTI	\$ 459.4	\$ 119.9	\$ 679.6	\$ 277.2	\$ 464.0	\$ 150.9	\$ 359.9	\$ 65.9	\$ 634.0	\$ 195.7
GMI		N/A		N/A		N/A		N/A		N/A
Signal Synch	\$ 274.2	\$ 144.0	\$ 135.4	\$ 61.1	\$ 131.1	\$ 71.2	\$ 56.8	\$ 22.4	\$ 81.0	\$ 62.0
TDM	\$ 43.2	\$ 15.0	\$ 49.5	\$ 20.9	\$ 20.0	\$ 28.4		\$ -	\$ 14.2	\$ 33.8
Bikes*	\$ 83.7	\$ 9.7	\$ 61.9	\$ 19.9	\$ 90.0	\$ 14.4	\$ 23.8	\$ 7.3	\$ 44.2	\$ 21.6
Peds*										
Transit Capital	\$ 50.2	\$ 9.8	\$ 107.4	\$ 26.1	\$ 103.5	\$ 40.7	\$ 78.4	\$ 23.8	\$ 177.3	\$ 66.4
TEA*		\$ 14.5			\$ 43.4	\$ 9.9				\$ 19.1
Transit Security		\$ 1.0								
<b>Totals</b>	<b>\$ 1,175.5</b>	<b>\$ 506.4</b>	<b>\$ 1,633.8</b>	<b>\$ 666.1</b>	<b>\$ 1,180.7</b>	<b>\$ 523.7</b>	<b>\$ 994.6</b>	<b>\$ 176.1</b>	<b>\$ 1,705.3</b>	<b>\$ 851.3</b>

APPLICATIONS	1995 Call	1997 Call	1999 Call	2000 "Abbreviated" Call	2001 Call
Received	426	414	436	243	359
Recommended	153	160	206	55	201

\*These modes are funded with Transportation Enhancement Activities (TA) funding.

**Notes:**

- Final Funding Marks, as adopted by Metro Board.*
- Transit Security was only funded in FY 1995-1996.*
- TEA was not identified as a separate mode until the 1999 Call.*
- Pedestrian Improvements was not identified as a separate mode until the 2000 Call.*
- The Freeway mode was removed in the 2003 CFP.*
- Goods Movement Improvement mode introduced in the 2011 CFP.*
- Requested and Available funds are inflated.*

**Report on Call for Projects  
Funding Marks by Mode  
(\$ in millions)**

MODES	2007 Call (6 yrs)		2009 Call (5 yrs)		2011 Call (2 yrs)		2013 Call (2 yrs)	
	Requested	Available	Requested	Available	Requested	Available	Requested	Available
Freeway	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RSTI	\$ 6,009.7	\$ 218.6	\$ 1,912.7	\$ 141.0	\$ 88.3	\$ 31.4	\$ 130.3	\$ 29.1
GMI	N/A	N/A	N/A	N/A	\$ 48.8	\$ 17.3	\$ 59.0	\$ 26.3
Signal Synch	\$ 179.7	\$ 83.9	\$ 95.2	\$ 71.3	\$ 54.9	\$ 22.5	\$ 47.9	\$ 33.2
TDM	\$ 19.5	\$ 7.1	\$ 31.3	\$ 14.5	\$ 7.7	\$ 3.8	\$ 4.5	\$ 5.6
Bikes*	\$ 92.4	\$ 34.9	\$ 65.7	\$ 26.3	\$ 43.5	\$ 17.3	\$ 89.8	\$ 22.7
Peds**	\$ 135.6	\$ 40.6	\$ 104.0	\$ 36.4	\$ 52.8	\$ 12.8	\$ 58.7	\$ 11.3
Transit Capital	\$ 230.6	\$ 48.4	\$ 174.5	\$ 37.5	\$ 49.0	\$ 15.7	\$ 77.6	\$ 15.2
TEA*	\$ 74.1	\$ 12.8	\$ 73.8	\$ 10.5	\$ 45.1	\$ 2.7	\$ 31.5	\$ 2.7
Transit Security								
<b>Totals</b>	<b>\$ 6,741.6</b>	<b>\$ 446.4</b>	<b>\$ 2,457.2</b>	<b>\$ 337.5</b>	<b>\$ 390.1</b>	<b>\$ 123.5</b>	<b>\$ 499.3</b>	<b>\$ 146.1</b>
								<b>\$ 4.2**</b>

APPLICATIONS	2007 Call	2009 Call	2011 Call	2013 Call
Received	407	303	180	207
Recommended	170	130	72	TBD

\*These modes are funded with Transportation Enhancement Activities (TA) funding.

\*\* Reserve

Notes:

Final Funding Marks, as adopted by Metro Board.

Transit Security was only funded in FY 1995-1996.

TEA was not identified as a separate mode until the 1999 Call.

Pedestrian Improvements was not identified as a separate mode until the 2000 Call.

The Freeway mode was removed in the 2003 CFP.

Goods Movement Improvement mode introduced in the 2011 CFP.

Requested and Available funds are inflated.

**Call for Projects  
Sustainable Modes  
(\$ in millions)**

MODES	1995 Call \$ 505.4M		\$ 666.1M (4 years)		\$ 523.7M (5 years)		\$ 851.3M (6 years)		\$ 446.4M (6 years)		\$ 337.5M (5 years)		\$ 123.5M (2 years)		MODES
	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	
RSTI*															RSTI*
TDM	3.0%	\$15.0	3.1%	\$20.9	5.4%	\$28.4	4.0%	\$33.8	1.6%	\$7.1	4.3%	\$14.5	3.1%	\$8.8	TDM
Bikes	1.9%	\$9.7	3.0%	\$19.9	2.7%	\$14.4	2.5%	\$21.6	7.8%	\$34.9	7.8%	\$26.3	14.0%	\$17.3	Bikes
Peds					3.6%	\$18.7	2.5%	\$21.4	9.1%	\$40.6	10.8%	\$36.4	10.4%	\$12.8	Peds
Transit Capital	1.9%	\$9.8	3.9%	\$26.1	7.8%	\$40.7	7.8%	\$66.4	10.9%	\$48.4	11.1%	\$37.5	12.7%	\$15.7	TC
TEA	2.9%	\$14.5	0.0%	\$0.0	1.9%	\$9.9	2.2%	\$19.1	2.9%	\$12.8	3.1%	\$10.5	2.2%	\$2.7	TEA
Totals	9.7%	\$49.0	10.0%	\$66.9	21.4%	\$112.1	19.1%	\$162.4	32.2%	\$143.9	37.1%	\$125.2	49.4%	\$61.1	Totals

\*Since the 2011 Call for Projects cycle, the Call for Projects application requires all applicants to complete the Impact Checklist as part of the application submittal. The Impact Checklist is intended to document how the needs of pedestrians and bicyclists were considered in the process of planning and/or designing the proposed project. In addition, the Regional Surface Transportation Improvements (RSTI) modal category currently includes "complete streets" and encourages multimodal projects to improve multimodal connections and provide improved access for all users, including pedestrians, bicyclists, and transit riders. Additional points are awarded for projects that include multimodal

\*\*In the 2011 Call, 8 projects in RSTI contained a "complete streets" component. Of the total recommended funding of \$21,897,370 for the 8 projects, 40% was identified as being attributable to a "complete streets" component, i.e., \$8.8M (7.1% of the total \$123.5M awarded).

**PROJECT EVALUATION PROCESS**

Each project will compete within a modal category and will be evaluated against other projects in that modal category. Each modal category has specific questions with points assigned to each evaluation criteria.

**EVALUATION CRITERIA WEIGHTS BY MODE**

CRITERIA	RSTI	GMI	Signal Synch	TDM	BIKES	PEDS	Transit Capital	TEA
Regional Significance & Intermodal Integration	35	35	30	30	30	30	30	30
Project Need & Benefit to Transportation System	30	30	35	35	35	35	35	35
Local Match	5	5	5	5	5	5	5	5
Cost Effectiveness	10	10	10	10	10	10	10	10
Land Use & Sustainability Policies/Principles	20	20	20	20	20	20	20	20
Total	100	100	100	100	100	100	100	100

MTA staff has reviewed the application requirements and evaluation criteria with TAC and the appropriate TAC Subcommittee. The application and evaluation criteria for each modal category have been tailored to enhance the evaluation process. (See Modal Application for additional information about each evaluation criterion and weights.)

In general, each project will be evaluated based on the following types of evaluation criteria:

1) Regional Significance & Intermodal Integration:

- The degree to which the project supports the recommendations and goals for each transportation mode as stated in MTA's adopted LRTP.
- The degree to which the project is part of a regional program to address mobility and reduce traffic congestion.
- The project's connectivity with and ability to complement nearby transit projects.
- The degree to which the project provides access to regional trip generators, regional activity centers, fixed guideway, and Metrolink, and improves access between jurisdictional or community plan area boundaries.

- The degree to which the project promotes improvements among modes and transportation services by different agencies.
- 2) Project Need & Benefit to Transportation System:
- The degree to which the project creates mobility benefits for the region, including improved access for the transit-dependent population.
  - The project's contribution to a balanced and integrated transportation system for the movement of people and goods.
  - The potential for the project to increase transit use, and to improve the transit system.
  - The extent to which the project eliminates or corrects deficiencies in the transportation system, such as existing gaps, bottlenecks, or points of congestion/overcrowding.
  - The importance of the project to the effective operation and management of existing transit facilities and systems.
  - The extent to which the project furthers previous actions supporting the project or area services such as completing partially funded project segments.
- 3) Local Match Requirement:
- Twenty percent (20%) of monetary Local Match (non-MTA funds), except for Transit Capital. For Transit Capital, the 20% Local Match can be cash and/or land.
  - For RSTI and GMI, the required Local Match is 35%, the minimum 20% must be monetary, and the remaining 15% can consist of "in-kind" Local Match contributions.
- 4) Cost Effectiveness:
- The project's cost effectiveness in relationship to the total project cost.
  - The applicant's demonstrated commitment to covering life-cycle operational and maintenance expenses.
- 5) Land Use and Sustainability Policies/Principles:
- The project's ability to advance the goals and priorities of the adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).
  - The jurisdiction/agency demonstrates that the project is complemented by programs or activities that will implement the RTP/SCS, while also increasing the effectiveness of the project.