

**Metro**Los Angeles County
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metro.net**PLANNING AND PROGRAMMING COMMITTEE
APRIL 15, 2015****SUBJECT: 2015 ACTIVE TRANSPORTATION PROGRAM REGIONAL PROJECT
SELECTION PROCESS****ACTION: SUPPORT SCAG'S 2015 ACTIVE TRANSPORTATION PROGRAM
REGIONAL PROJECT SELECTION PROCESS AND APPROVE
METRO'S METHOD FOR EVALUATING CONSISTENCY WITH
REGIONAL AND LOCAL PLANS****RECOMMENDATIONS**

- A. Support Southern California Association of Governments' (SCAG's) Draft 2015 Active Transportation Program (ATP) Regional Project Selection Process (Regional Guidelines) as shown in Attachment A.
- B. Approve the use of the Metro 2014 ATP policy, as shown in Attachment B, for applying up to 10 points to ATP applications to reflect consistency with regional and local plans for the 2015 ATP.

ISSUE

The SCAG 2015 ATP Regional Guidelines will be approved by the SCAG Regional Council by April 2, 2015. SCAG is also seeking approval for their regional guidelines from all Regional Transportation Planning Agencies (RTPAs) in the Southern California region. The RTPAs will also be responsible for creating and applying a method for applying up to 10 points to ATP applications to reflect consistency with regional and local plans.

DISCUSSION

The ATP was created by Senate Bill 99 (SB 99) and Assembly Bill 101 (AB 101) to encourage increased use of active modes of transportation, such as biking and walking. The upcoming ATP call for projects will be the program's second cycle and will program funds for Fiscal Years (FY) 2017 through 2019. Forty percent of the ATP funds will be distributed to the large Metropolitan Planning Organizations (MPOs) located within urban areas with populations greater than 200,000.

The six counties and SCAG have worked together on minor modifications to the Draft 2015 ATP Regional Guidelines to simplify the process for selecting projects and create additional flexibility for county transportation commissions to meet ATP timelines. The Guidelines have also been updated to reflect a change in the state ATP Guidelines adopted by the California Transportation Commission (CTC) on March 26, 2015, lowering the limit on funds for ATP plans from 5% to 3%. Metro staff proposes to continue using the 2014 ATP policy regarding the assessment of consistency with regional and local plans.

SCAG Regional Guidelines

Attachment A is the 2015 SCAG Regional Guidelines. The Regional Guidelines were created through several working meetings in collaboration with SCAG and the six county transportation commissions. Under the Regional Guidelines, SCAG will provide each county with a list of Implementation Project applications submitted within each county. LA Metro will be charged with reviewing Los Angeles County ATP applications for consistency with plans adopted by local and regional governments, and assigning up to 10 points to each project. The ten points will be added to the CTC score for each project. SCAG will then use the augmented scores to select planning projects and program up to 3% of the funds. The county transportation commissions will use the augmented scores to select implementation projects for their population share of the remaining 97% of funds.

The following are the modifications proposed for the 2015 SCAG Regional Guidelines:

- Should the planning projects total to less than 3% of the regional funds, the remainder would be used to fund implementation projects. This element of the guidelines is simpler than in the 2014 guidelines, where non-infrastructure projects would first be considered, followed by infrastructure projects. In the 2015 guidelines both non-infrastructure and infrastructure projects would be considered simultaneously, according to the highest scores.
- The final recommended Regional Program of Projects may be approved by the Chief Executive Officers (CEOs) or Boards of the county commissions. This provides flexibility for the county commissions to delegate the approval of the regional program in case time constraints do not allow for board approval. The option for each board to delegate approval to its CEO is up to the individual county transportation commission.

LA Metro ATP Cycle 2 Scoring Methodology

Attachment B is a copy of the April, 2014 Board action directing staff how to evaluate consistency with regional and local plans under ATP Cycle 1. The method is to assign ten points to all Los Angeles County candidate ATP projects except any that are clearly not in alignment with regional or local plans. The identified regional plan is SCAG's

2012 Regional Transportation Plan and the identified local plan is Metro's 2009 Long Range Transportation Plan.

The final regional program will fund projects in both the Implementation and Planning categories. No less than 97% of the total regional funds will be dedicated to funding Implementation projects. These kinds of projects may include the planning, design, and construction of facilities and/or non-infrastructure projects. Up to 3% of the total regional funds will be dedicated to funding Planning Projects which will include the development of active transportation plans in disadvantaged communities as well as the implementation of non-infrastructure projects.

DETERMINATION OF SAFETY IMPACT

The requested actions will have no impact on the safety of our customers or employees.

FINANCIAL IMPACT

Approving the staff recommendations will have no impact on the FY 2015 Budget.

ALTERNATIVES CONSIDERED

The Board could choose to make new recommendations to SCAG to revise their current Regional Guidelines. Staff does not recommend this option, as the 2014 ATP Regional Guidelines successfully facilitated the regional project selection process and helped Los Angeles County meet its funding mark in the regional competition.

The Board could choose to assign up to ten points only to projects previously selected through Metro's Call for Projects process, as the Bicycle, Pedestrian, and Enhancement models of the Call for Projects serve to implement the active transportation goals of the Metro Long Range Transportation Plan. This option would have resulted in over \$7 million in additional funding to help bridge the gap in the Call for Projects funding plan, as detailed in the report for Item 18 on the October 2014 Metro Board agenda.

NEXT STEPS

April 2, 2015	SCAG Regional Council Approves Regional Guidelines
June 1, 2015	SCAG submits Regional Guidelines to CTC
June 1, 2015	Application deadline
June to August	Staff submits 10 Point Assignments Board Box to Metro Board

September 30, 2015	CTC releases staff recommendations for Statewide and Rural/Small Urban component
October 22, 2015	CTC adopts Statewide and Rural/Small Urban Component
October 22, 2015	Metro Board considers approval of MPO project list
November 15, 2015	Deadline for MPO project programming recommendations
December 10, 2015	CTC adopts MPO programs

ATTACHMENTS

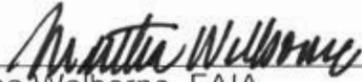
- A. Southern California Association of Governments (SCAG) 2015 Active Transportation Program (ATP) Regional Project Selection Process (Regional Guidelines)
- B. April, 2014 Board Action approving method for applying points to reflect consistency with regional and local plans.

Prepared by:

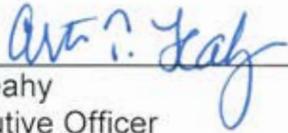
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2015 Active Transportation Program Southern California Association of Governments Regional Guidelines

The intent of this document is to successfully implement the active transportation related programs and funding components of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and California Senate Bill 99 (SB 99). The following Regional Guidelines outline the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2015 California Active Transportation Program (ATP). The SCAG region's annual share is approximately \$25 million, which includes 100% of SCAG's federal Transportation Alternative Program apportionments (approximately \$14 million) plus approximately \$11 million/year from other federal and state funding programs that were consolidated by SB 99 into the ATP. These Guidelines relate to the 2015 California Active Transportation Program only, which includes three years of funding in Fiscal Year 2016/17, FY 2017/18 and FY 2018/19. The Guidelines may be revisited and modified for future rounds of funding.

Background

- The goals of the ATP program are to:
 - Increase the proportion of trips accomplished by biking and walking.
 - Increase the safety and mobility of non-motorized users.
 - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375.
 - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
 - Ensure that disadvantaged communities fully share in the benefits of the program.
 - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The 2015 Active Transportation Program Statewide Guidelines describe the policy, standards, criteria and procedures for the development, adoption and management of ATP.
- Per the requirements of SB 99 and Map-21, 40% of the funds for the ATP program must be distributed by Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Guidelines.
- Per SB 99 and the Statewide Guidelines, the following requirements apply specifically to SCAG:
 - SCAG must consult with the county transportation commission, the California Transportation Commission (CTC), and the State Department of Transportation (Caltrans) in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity, consistent with program objectives;
 - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and
 - SCAG must obtain concurrence from the county transportation commissions.

- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantaged communities as used by the CTC for the statewide competition may defer its project selection to the CTC.
- 25% of the regional funds must benefit disadvantaged communities.
- A large MPO may make up to 3% of its funding available for active transportation plans in disadvantaged communities.
- Non-infrastructure projects are eligible for funding; however, there is not a specific set-aside or cap for this purpose. Non-infrastructure funding is available for start-up or pilot projects that support education, encouragement, and enforcement activities—not ongoing efforts.

Regional Project Selection

In order to expedite the administrative approval process and accelerate project implementation, SCAG intends to build upon the CTC scoring and ranking process and forgo its option to issue a supplemental regional call for projects. This means that an evaluation committee will not be required at the county or regional level within the SCAG region to separately score projects.

- Once projects have been scored and ranked by CTC for the regional program, SCAG and the county transportation commissions will review and, if necessary, recommend modifications to the regional program to ensure specific statutory requirements can be met in a manner that is consistent with the intent of the law and program guidelines.
- Regional Funding Categories
 - Two funding categories will be established for the regional program to support the review and refinement of the regional program by SCAG and the County Transportation Commissions. These categories will include:
 - **Planning Projects** may include the development of active transportation plans consistent with eligibility requirements established by the CTC. Active Transportation planning projects will be funded up to the allotted maximum 3% of the regional program budget. If active transportation plans do not satisfy the 3% maximum allotment of the Regional Program and in consideration of geographic equity, Implementation Projects shall be considered.
 - **Implementation Projects** may include the planning, design, and construction of facilities and/or non-infrastructure projects (e.g., education or traffic enforcement activities).
 - No less than 97% of the total regional funds will be dedicated to funding Implementation Projects.
 - Up to 3% of the total regional funds will be dedicated to funding Planning Projects, consistent with the intent of the ATP to fund a broad spectrum of projects *and* to ensure that disadvantaged communities have resources to develop ATP plans, which will be an eligibility requirement for future funding cycles. If the total request in the Planning Projects Category is less than 3% of the total regional funds, or if applications in this

category fail to meet minimum requirements, then the remaining funds will be allocated to Implementation Projects.

- County Transportation Commission’s Role in Project Selection
 - Prior to scoring by CTC, SCAG will provide each county with a list of **Implementation Project** applications submitted within each county.
 - The county transportation commissions will review the Implementation Project lists and determine which projects “are consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99. If a project is consistent, the county will assign up to 10 points to each project. “Plan” shall be defined by each county transportation commission.
 - If a county transportation commission assigns additional points (up to 10, as noted above) to a project for which they are the lead applicant, an explanation must be provided to SCAG on how the scoring process resulted in an unbiased evaluation of projects.
 - The Board of each respective county transportation commission will approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the final ranking of regional projects.
 - The Board or the Chief Executive Officer of each respective county transportation commission will adopt the final recommended project list as further described in the Recommended Regional Program of Projects section below.

- SCAG’s Role in Project Selection
 - Implementation Projects Category
 - Following the release of the preliminary scores by CTC, SCAG will develop for each county a ranked Implementation Project list reflecting the base score awarded by Caltrans plus any additional point assignments (up to 10 pts as noted above) made by the respective county transportation commission.
 - The ranked list will include a preliminary funding mark, established by the county’s population-based share of no less than 97% of the total regional funds. The projects from each county above the preliminary funding mark will constitute the preliminary regional project list.
 - SCAG will analyze the preliminary regional project list and calculate the total amount of funding to be awarded to disadvantaged communities for **Implementation Projects** across all of the counties.
 - If the total is more than 25%, SCAG will consider the preliminary regional project list as final and include it in the regional program.
 - If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:

- Across all counties, the highest scored disadvantaged communities' project that is below the funding mark will be added to the regional project list. This project will displace the lowest scoring project that is above the funding mark and does not benefit a disadvantaged community, regardless of the county.
- This process will be repeated until the 25% target is met.
- This process may lead to an outcome where a county receives less than its population-based share of the funding, but is necessary to ensure the disadvantaged communities' requirements for the regional program are met.
- As noted in Recommended Regional Program of Projects section below, the CEOs, Caltrans and CTC will have the opportunity to make any final adjustments to the preliminary regional project list to address any inequities that may result from this process.
- Planning Projects Category
 - SCAG will create a ranked list of **Planning Projects** reflecting Caltrans' selection process and scores, and delineating those projects that are above and below the funding mark.
 - SCAG will quantify the percentage of funding dedicated to disadvantaged communities within the Planning Category and determine the amount of funding that needs to be dedicated to disadvantaged communities to ensure requirements are met.
 - SCAG will largely defer to the ranking of CTC in the selection of the planning projects, however, slight adjustments may be made to the ranking to ensure planning projects are supported in all counties.
- Recommended Regional Program of Projects
 - SCAG will combine the projects selected from the Planning and Implementation Projects Categories to create a preliminary Regional Program of Projects (Program).
 - The final recommended Regional Program of Projects will be reviewed by the CEOs of the county commissions, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Program to SCAG's Regional Council and the Boards or Chief Executive Officers of the county transportation commissions for approval and submission to the CTC.

- Technical Adjustments: The SCAG CEO, the CEO of each County Transportation Commission, and their designees may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

BONIN AND MOLINA AMENDMENT

Metro Board Meeting

April 24, 2014

item 8: Active Transportation Program

1. Direct staff to assign ten points to all Los Angeles County candidate Active Transportation Projects (ATP) except any that are clearly not in alignment with regional or local plans; and
2. Report to the Board following the November 2014 CTC ATP programming action with information about the results of the statewide and SCAG processes and the financial impact to the Metro Call for Projects funding plan.