



## MAT Cycle One: Q&A

The questions below were submitted in writing to [MATProgram@metro.net](mailto:MATProgram@metro.net) between February 18, 2020 and March 3, 2020.

### AT Corridors

- 1. Some corridors include up to 9 jurisdictions. Once applications are submitted, will additional coordination be done to make sure all potential partnering jurisdictions are involved?**

Multi-jurisdictional corridor projects must have at least two sponsors and they must have direct authority to implement the improvements proposed in the Letter of Interest. Therefore, some level of coordination done by the lead project sponsors is expected prior to submittal. Once the funds are awarded, then all parties would enter into an agreement(s) to establish roles and responsibilities for the project.

- 2. If an applicant does not have an adopted Complete Streets Policy, what examples show a General Plan is consistent with the Complete Streets Act of 2008?**

Metro's adopted Complete Streets Policy, guidance and resources can be found online at: <https://www.metro.net/projects/countywide-planning/metros-complete-streets-policy-requirements/>

For examples of General Plan consistency with Complete Streets, please review the "Resources" bullet and link to *LA County jurisdictions with Complete Streets Policy or Updated General Plan adopted or in progress* at:

[http://media.metro.net/projects\\_studies/sustainability/images/cp\\_la\\_county\\_jurisdictions.pdf](http://media.metro.net/projects_studies/sustainability/images/cp_la_county_jurisdictions.pdf).

Note that awarded applicants must meet Metro's Complete Streets Requirements upon award of MAT funding.



**3. Why are some streets not listed on the corridor name on the priority list?**

The Active Transportation Corridor name does not include all the names of the streets due to text space limits. More detailed corridor information can be referenced on a map of the top 25 corridors as well as individual corridor project profiles that are now posted on the website.

**4. If a city is added to a corridor list will that cause a recalculation of the corridor?**

The corridor ranking score may be recalculated if the majority of the modified corridor is outside of the ½ mile buffer. Projects will be considered as long as a portion of the modified corridor is within the ½ mile buffer of the prioritized corridor and the proposed project must cumulatively amount to at least 3 miles in length.

## FLM Priority Network

**1. In order to apply, does the transit station need to be within the jurisdiction of the applicant? For example, if a station is located in City A, but there are FLM improvements in City B, can City B apply to the MAT program?**

No, the eligible station location does not need to be within the jurisdiction of the applicant. However, Metro encourages applicants to coordinate with adjacent jurisdictions where applicable. Metro simply requires first/last mile projects be constructed within a ½ mile radius of the transit/rail station.

**2. If FLM improvements involve Caltrans jurisdiction, could Caltrans be the lead applicant?**

Yes, as long as the lead applicant (project proposer) has the direct authority to implement the improvements proposed in the letter of interest (e.g., ownership of the public right-of-way). If a project spans multiple jurisdictions, all jurisdictions are required to be partners.