



Metro

Los Angeles County
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April 21, 2014

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *AL*
CHIEF EXECUTIVE OFFICER

FROM: MARTHA WELBORNE, FAIA *MW*
CHIEF PLANNING OFFICER

SUBJECT: ACTIVE TRANSPORTATION PROGRAM

ISSUE

The following information is in response to Motion #8.1 made at the April 16, 2014 Ad Hoc Sustainability Committee meeting, requesting that Metro staff report back prior to the Board's April 24, 2014 meeting with an analysis of the possible impacts of the following approaches to the ATP program:

1. Assigning the ten points to all Los Angeles County projects except any that are clearly not in alignment with regional or local plans; and
2. Allocating funds to projects based on multi-county competition rather than using population targets.

DISCUSSION

Bicycle, pedestrian, recreational trails and safe routes to school projects throughout Los Angeles County will be able to compete for ATP funding through both the statewide ATP process (50% of total statewide ATP funds) and the SCAG ATP process (SCAG's population based share of 40% of the total statewide ATP funds). The SCAG ATP Guidelines stipulate that SCAG will base its evaluation on the California Transportation Commission's (CTC) adopted project scores and allow each county in the SCAG region to assign up to ten additional points to projects in their county that are consistent with "local and regional" plans. Consistent with the Metro Board's adopted ATP transition policy to seek ATP funds to address the \$90 million ATP-related shortfall in the Call for Projects funding plan, Metro staff is recommending that the ten additional points be assigned to those projects with existing funding commitments through prior Metro Call for Projects cycles.

The Metro staff recommendation also provides ten points to two pilot projects identified to implement the First-Last Mile Strategic Plan which is also agendaized for April consideration. Ten points may be assigned to projects outside of the prior Call for

consideration. Ten points may be assigned to projects outside of the prior Call for Projects if these projects are recommended by the Chief Planning Officer and approved by the Board at its May 22, 2014 meeting.

Call for Projects Shortfall Created by ATP

The potential impacts of not prioritizing the assignment of the additional ten points on projects awarded funding through prior Call for Projects range from simply cancelling these funding commitments entirely to delaying the projects (or others) by up to five years until funding identified for the 2015 Call for Projects would be available to backfill these commitments. The delay of projects would have several additional impacts. While not only adding to the project cost through normal construction cost escalation, it is likely that many project sponsors that have already completed environmental and design will have to redo portions of this work, such as federal environmental certification. In the event of a shortfall, we would return to the Board with a recommendation as to how to resolve the problem.

For example, the use of funding from the 2015 Call for Projects would decrease the amount of funding to new projects that would be ready to deliver in that funding period. Metro staff recognizes that there is no guarantee that sufficient funding will come from the statewide and SCAG ATP competitions to fully fund the \$90 million deficit in the prior Call for Projects commitments, and that some of these impacts may still occur. The prioritization of the additional ten points on prior Call for Projects commitments, however, is likely to reduce these impacts and provide additional time for Metro to work with project sponsors to mitigate the negative impacts on Future Calls for Projects.

Adding Ten Points to All Projects Has No Financial Advantage

It has been suggested that the assignment of the additional ten points to all projects from the Los Angeles region in the SCAG ATP process might be advantageous. This suggestion assumes that SCAG will be conducting a regionwide competition. In fact SCAG adopted instead a county level competition on April 3, 2014 as follows:

“Geographic equity will be achieved by establishing a preliminary recommended funding list that dedicates no less than 95% of the total regional funds to Implementation Projects proportionate to the population of each county.”

The SCAG Board of Directors adopted the above SCAG ATP Guidelines language on April 3, 2014 with the inclusion of population based funding targets to address the geographic equity requirement of statewide ATP statute. A schematic diagram of this project selection methodology can be found in Attachment A on Page 2.

If SCAG adopted a multi-county competition for ATP funds in a future ATP cycle, there could be a competitive advantage to adding ten points to Los Angeles County projects. A schematic diagram of this project selection methodology can be found in Attachment

A on Page 3. However, it is not known what the SCAG guidelines may look like in future ATP cycles and how Los Angeles County would fare in a SCAG-administered competition rather than through the current formula distribution. At this future point in time SCAG will need to work with its member agencies to develop a different way to receive input on the consistency of candidate projects with local plans: if all counties award ten points to all projects, the points then have no real meaning.

Call for Projects Likely to Benefit Disadvantaged Communities

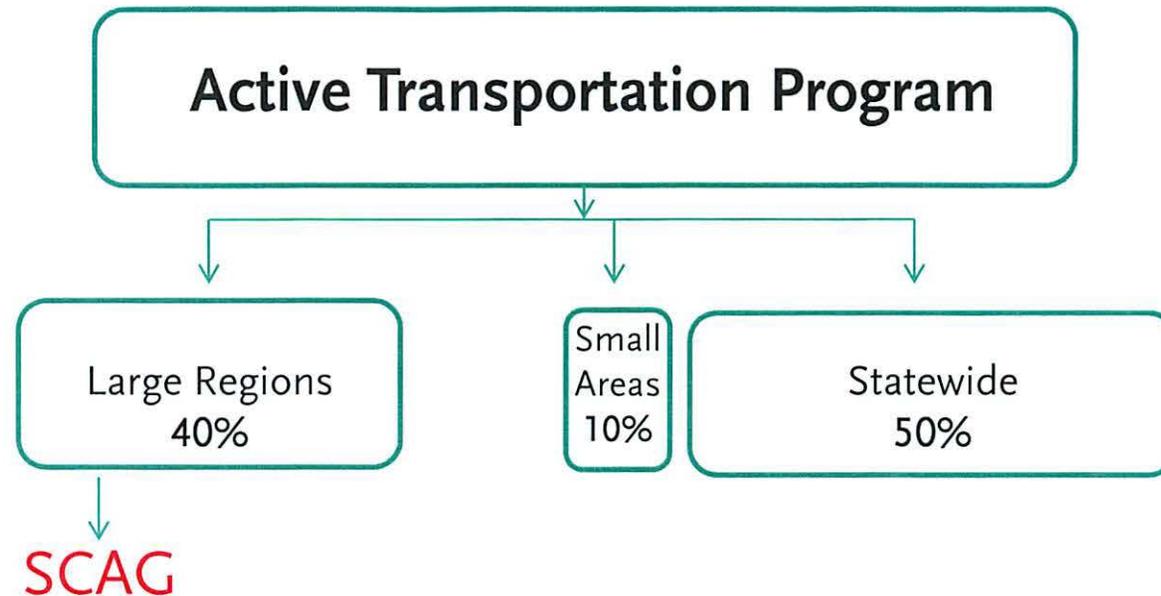
With respect to new projects providing greater benefit to disadvantaged communities, Metro staff has analyzed the projects from the prior Calls for Projects which are currently identified for grant assistance using the three statewide criteria used to identify disadvantaged communities. Based on this analysis, seventy-five percent (75%) of these projects appear to benefit disadvantaged communities. As a share of the total cost of Call projects, this analysis indicates that these projects would also far exceed the 25% minimum requirement of funding projects with benefit to disadvantaged communities. Metro does not know the number and types of new projects which the local jurisdictions and other eligible agencies plan to submit for ATP funding, thus it is difficult to determine whether new projects will provide greater benefit to disadvantaged communities over those from the Call for Projects. Our analysis indicates this is unlikely.

NEXT STEPS

Metro staff is communicating with local agencies as possible before the April Board meeting to seek feedback on the recommended assignment of the ten points in the SCAG ATP process. The results of this communication will be reported to the Board at the April meeting.

ATTACHMENT

- A. Multi-County Competition Scenario
- B. Motion #8.1



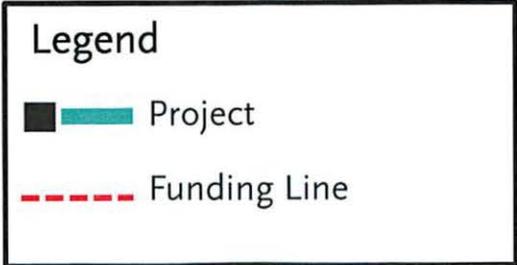
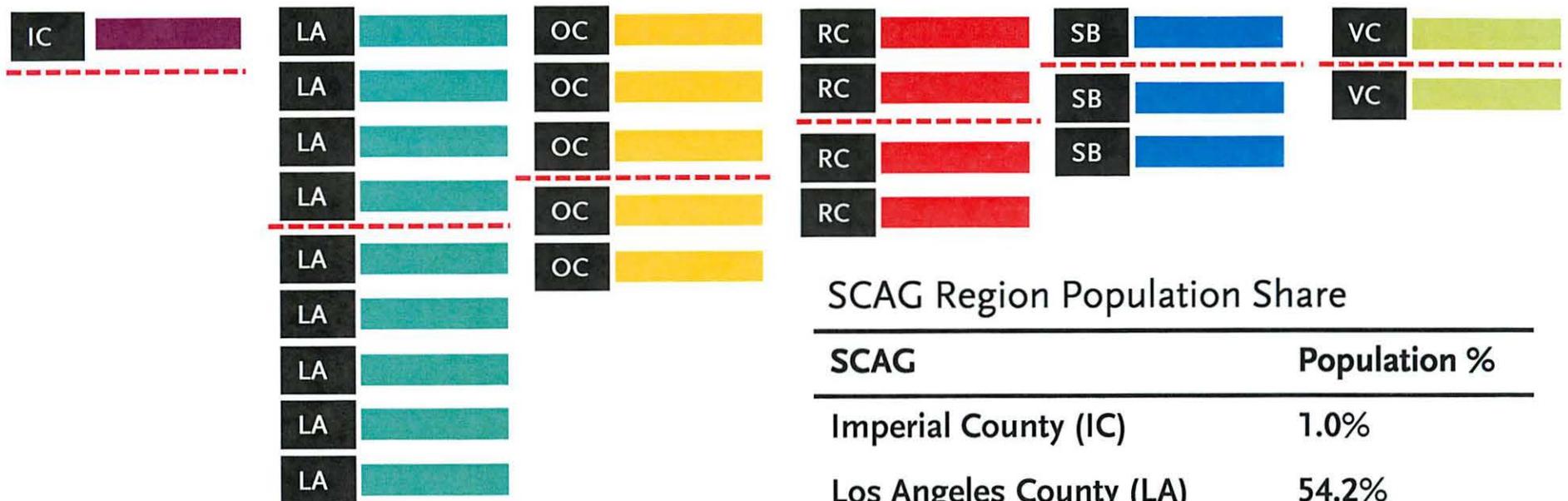
Active Transportation Program

**SCAG 40% Regional Share
Multi-County Competition Scenario**



Competition within Counties

Potential Scenario of Multi-County Competition Project Submittals



SCAG Region Population Share

SCAG	Population %
Imperial County (IC)	1.0%
Los Angeles County (LA)	54.2%
Orange County (OC)	16.8%
Riverside County (RC)	12.3%
San Bernardino County (SB)	11.3%
Ventura County (VC)	4.5%



Based on 2013 Population from the Department of Finance

Multi-County Competition

Potential Distribution of Regional Share

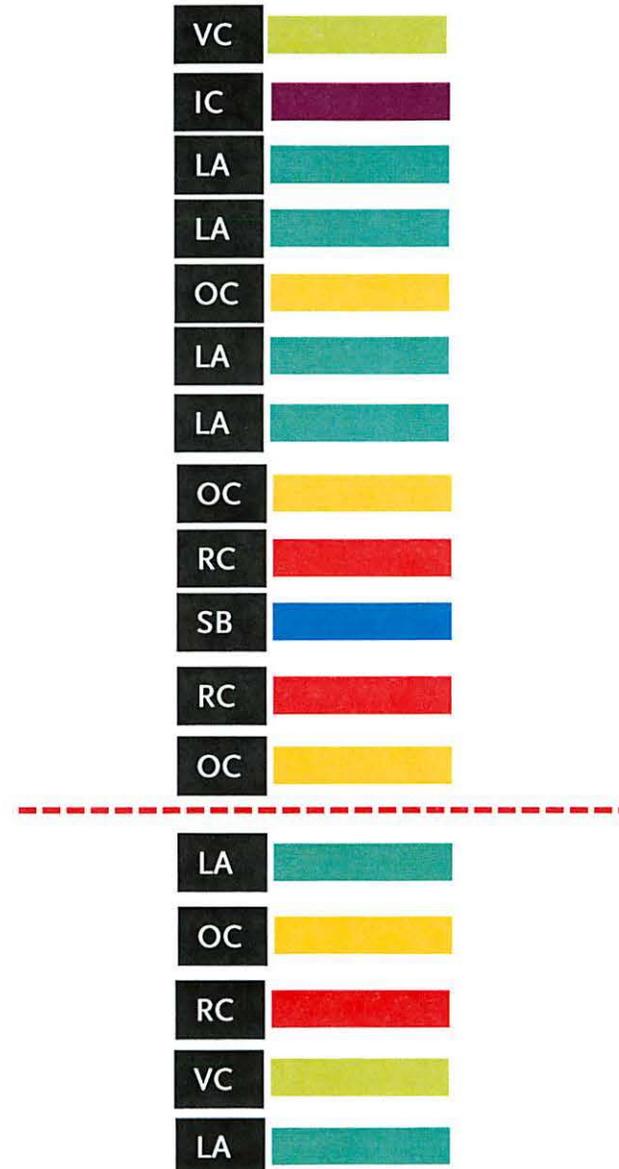
SCAG	Projects Awarded
Imperial County (IC)	1
Los Angeles County (LA)	4
Orange County (OC)	3
Riverside County (RC)	2
San Bernardino County (SB)	1
Ventura County (VC)	1

Note: Number or Projects Awarded to each county is hypothetical

Legend

Project

Funding Line



**Active Transportation Program
Ad Sustainability Committee Recommendation
April 16, 2014**

Report back prior to the Board's April meeting with an analysis of the possible impacts of the following approaches to the ATP program:

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