

Los Angeles County
Metropolitan Transportation Authority



Metro®



GENERAL PROVISIONS

Introduction

The Metro Active Transport, Transit and First/Last Mile (MAT) is a multi-year discretionary program within Measure M. This Cycle 1 Program establishes goals, process, and criteria for the five-year cycle of the MAT Program for Fiscal Years 2021-2025. The MAT Program Administrative Procedures were developed in consultation with the Policy Advisory Council (PAC) Active Transportation Working Group. The Working Group includes representatives from government agencies and active transportation stakeholder organizations with expertise in pedestrian and bicycle issues.

Program Purpose and Goals

The overarching purpose of the MAT Program is to encourage increased use of active modes of transportation, such as biking and walking, and enhance pedestrian and bicycle safety. Specific Cycle 1 goals include:

- Advancing key Metro policies, with a focus on the Active Transportation Strategic Plan (ATSP), First/Last Mile (FLM) policy, and the Equity Platform Framework;
- Initiating implementation of ATSP-identified first/last mile projects and active transportation corridors;
- Jump-starting action and building momentum for future efforts; creating visible, tangible results; and setting the ground work for implementation at the broad scale envisioned by ATSP;
- Encouraging, testing, and refining project partnerships and innovative delivery approaches; and
- Targeting investments in high need areas.

Program Schedule

The schedule below lists the major milestones for the development and adoption of the Cycle 1 program.

#	Milestone	Date
1	Policy Advisory Council Meeting <i>Present and seek concurrence on Administrative Procedures, Screening & Prioritization Methodologies, & Cycle 1 Solicitation.</i>	June 11, 2019
2	Notice of Cycle Initiation/Circulate Schedule to Eligible Recipients	August 26, 2019
3	Workshop with Potential Applicant/Proposers	September 10, 2019
4	CEO Approval of Administrative Procedures	September 10, 2019
5	Metro Board Meeting <i>Metro staff present Administrative Procedures and Screening & Prioritization Methodologies, and seeks approval for Cycle 1 Solicitation.</i>	December 5, 2019
#	Milestone	Date

6	MAT Program Project Solicitation	Board Action + 30 days
7	MAT Program Letters of Intent Due	Board Action + 90 days
8	MAT Program Project Selection	Board Action + 120 days
9	Metro Board Meeting <i>Metro staff seek approval of programming recommendations and authorization to execute agreements with grantees.</i>	Board Action + 180 days
10	MAT Program Agreements/Project Initiation <i>Metro staff work with grantees to execute agreements and initiate projects.</i>	Board Action + 240 days

Programming Cycle

The MAT Program is a multi-year discretionary program, with a projected total of \$857 million available through 2057. The first cycle of the MAT Program will commit and program funds for Fiscal Years 2021-2025 (Cycle 1), according to the process described in the MAT Program Administrative Procedures and further delineated in this Cycle 1 program. The Measure M Ordinance, Guidelines and Administrative Procedures, as well as the specific MAT Program Administrative Procedures apply to this program, establishing definitions, eligible activities, and process. The programming capacity for the MAT Program for this time period is approximately \$15 million per year, or \$75 million over the full five-year period.

Programmatic Categories

As detailed in the ATSP, and established in the MAT Program Administrative Procedures, the MAT Program will feature two major categories of activity:

- Development of a First/Last Mile priority network around major transit stations; and
- Development of a regional active transportation corridor priority network supporting travel by active modes countywide.

Cycle 1 will include a funding target of 50% of available funds for each programmatic category. More specifically, the First/Last Mile programmatic category will commit approximately \$37.5 million to a program of projects at the time of this solicitation. The active transportation corridor programmatic category will commit approximately \$37.5 million to a program of projects at the time of this solicitation.

Funding at this level will allow each programmatic category to fund a significant subset of projects and project partners from which to test and refine project delivery techniques. Throughout the life of the MAT Program, the distribution of funds between the programmatic categories may vary.

Matching and Leveraging Funds

Metro does not require a funding match for Cycle 1. Project support will be required from all jurisdictions for any project in the form of an in-kind match of staff time. For FLM projects, Metro encourages the leveraging of additional funds for a project by considering leveraging in the evaluation criteria (see page 11 – “Selection Criteria”).

Funding Restrictions

MAT funds shall not supplant other committed funds and are not available to fund cost increases. Projects that are already fully funded or projects that are a capital improvement required as a condition for private development approval or permits are not eligible for MAT Program funding.

Ownership, Maintenance and Liability

Project proposer/local jurisdiction agrees to own, maintain, and retain liability over all improvements delivered through the program, unless improvements are located on Metro property and Metro maintenance role is specifically agreed to.

Measure M Recognition Requirement

Projects and services funded by Measure M will publicly acknowledge the use of Measure M funds through websites, flyers, or other promotional and marketing materials. The form of recognition will be left to the discretion of Metro in consultation with the project sponsor.

Complete Streets Requirement

Project sponsors awarded funding through Cycle 1 must have an adopted Complete Streets Policy, an adopted City/County Resolution supporting Complete Streets, or an adopted General Plan consistent with the California Complete Streets Act of 2008 at the time they are awarded MAT funding. For more information and resources, please visit Metro's website: <https://www.metro.net/projects/countywide-planning/metros-complete-streets-policy-requirements/>

ELIGIBILITY

Eligible Recipients

Cities, County of Los Angeles, Caltrans, and transit agencies are eligible to receive funding through this program. Other transportation-related public joint powers authorities (JPAs) must be sponsored by one of the aforementioned public agencies.

Funding of Metro Activities

As described further below, Cycle 1 of the MAT Program may include significant Metro staff and contractor efforts, in partnership with project sponsors and other entities. Metro-led activities may vary by project as well as by phase within individual projects. Metro's efforts associated with MAT-funded projects will be funded through MAT Program funds, unless otherwise determined at Metro's sole discretion. The program of projects developed for Board approval will specify funding that is allocated to Metro staff time associated with the project as well as Metro consultant/contractor time associated with the project. Similarly, project funds to be granted to recipients, for both staff and consultant/contractor costs, will be specified in the program of projects.

Project Eligibility

Projects must be consistent with Metro's First/Last Mile Strategic Plan (2014) or Active Transportation Strategic Plan (2016).

First/Last Mile locations eligible for Cycle 1 funding are listed in Attachment A. These locations were identified using screening and prioritization criteria that took into account equity, safety, and mobility/connectivity factors. Attachment A describes the methodology in full. In brief, the First/Last Mile Priority Network defined in this program stems from Metro Board Motion 14.1 (May 2016). This motion directed first/last mile planning activities for the existing transit

network, including Metro Rail, Busway, and Metrolink stations, as well as the top 100 ridership bus stops in the county. These categories collectively yield 269 station areas, which form the universe of eligible project locations for Cycle 1. Consistent with ATSP methodology, a station area is defined by a 300-foot buffer around the closest major intersection to the actual station or stop and is inclusive of adjacent (e.g. bus-to-rail transfer) stops.

Active transportation corridor projects eligible for Cycle 1 funding are listed in Attachment A. These projects were identified using screening and prioritization criteria that took into account equity, safety, and mobility/connectivity factors. Attachment A describes the methodology in full. In brief, the ATSP identified 186 corridor projects. Corridors were screened for those that were longer than three miles and those traversing more than one jurisdiction. The resulting list contained 120 corridor projects. These projects were then prioritized using a variety of factors corresponding to equity, safety, and mobility/connectivity.

Eligible Project Expenditures and Limitations

MAT funds are eligible for capital projects on any public road or publicly owned bicycle or pedestrian pathway or trail. Projects shall not require the acquisition of significant rights-of-way (not more than 10% of the MAT-funded construction cost). Similarly, projects shall not use more than 10% of the MAT-funded project construction cost on utility relocation or landscaping elements. Examples of eligible project elements are listed in the table that follows. The list is not intended to be exhaustive. FLM projects must be constructed within a half-mile radius of the transit/rail station. For Cycle 1, it is generally anticipated that FLM project improvements will be directed to a substantially smaller radius of one to two blocks. Improvements up to ½ mile from stations are eligible and can be funded provided they both demonstrate high value in improving connectivity and/or safety and that there are not foreseeable complicating factors or likely delays in implementation.

Project elements or costs considered ineligible for MAT funding include, but are not limited to: non-infrastructure elements such as education, operational costs, and maintenance. The aforementioned list is not intended to be exhaustive.

Projects selected through the MAT Program may be funded for work preceding the environmental phase, but such expenditures are limited to .5% of overall program funding within each cycle. As Measure M active transportation funds are capital only, MAT-funded projects will lead to the construction of bike and/or pedestrian improvements.

Table 1: Examples of Eligible Project Elements

Bicycle Elements	Pedestrian Elements
Bicycle detection loops	Sidewalks
Rumble strips with consideration for bicyclists	Crosswalks
Bicycle-friendly drainage grates	High Visibility Crosswalks
Bicycle rails on bridges	ADA Compliant Curb Ramps
Bicycle-friendly track crossings	Pedestrian-activated control devices (PCS, APS)
Bike boxes	Crossing islands
Bike parking	Curb bulb-outs/extensions

Class I, II, III, IV bike paths	Leading pedestrian interval
Green colored pavement for bikeways	Accommodating pedestrians at interchanges
Bike signals/bicycle signal priority	Pedestrian wayfinding/signage
Roundabouts	Bridge access for pedestrians
Accommodating bicyclists at interchanges	Overpass/underpass for pedestrians
Bicycle signage	Street furniture/seating
Bridge access for bicyclists	Pedestrian scale lighting
Overpass/underpass for bicyclists	Landscaped areas (including trees)
Transit Related Elements*	Traffic Calming Elements
Bus pull out or bulb	Speed humps
Transit stop improvements	Speed cushions
Transit shelters	Speed tables
Boarding islands	Raised crosswalks
Transit signage	Median islands
Transit traveler information	Traffic circles

*Transit Related Elements eligible only in FLM program category

PROGRAMMATIC CATEGORIES

ACTIVE TRANSPORTATION CORRIDORS

Program Objectives

Objectives specific to active transportation corridors include:

- Supporting the expansion of the active transportation network through the creation of multi-jurisdictional corridors;
- Encouraging new or strengthened partnerships across jurisdictional boundaries; and
- Advancing projects that can effectively compete for additional funding for future phases of work.

Selection Process

Projects will be selected for funding based on a competitive process. The ATSP (2016) identified approximately 186 corridor projects. Of these, 120 were longer than three miles and traversed more than one jurisdiction. Jurisdiction is defined for purpose of identifying eligible projects as a municipality. These 120 active transportation corridor projects are eligible for Cycle 1 of the MAT Program. These projects have been prioritized using equity, safety, and mobility/connectivity criteria. Attachment A describes the methodology in full. Project sponsors associated with the highest-ranking projects up to the level of MAT funding available for active transportation corridor projects (\$37.5 million in Cycle 1) will be invited to submit a Letter of Interest (LOI) (Attachment B).

Metro staff will reach out to all jurisdictions along the length of a proposed active transportation corridor to evaluate interest in proceeding with a prioritized project. Project support will be required from all jurisdictions along a corridor. If a jurisdiction along a corridor is not interested in being a part of the project, Metro will evaluate whether a modified version of the corridor could proceed (i.e., is the corridor still multi-jurisdictional, longer than three miles, and continuous?).

In such case the modified corridor would be evaluated and re-ranked based on prioritization criteria.

Note: Metro will provide funding for active transportation corridor projects through the environmental phase. Depending on funding availability, Metro may provide limited funds for the final design and/or construction phases. Active transportation corridor projects are expected to compete for additional funding for future phases of work from a variety of sources. Metro intends to offer grant assistance to assist MAT funded projects in seeking State Active Transportation Program (ATP) and other competitive grants, pending future Board consideration on Grant Assistance Program criteria.

Project Proposers

Metro will request that jurisdictions nominate a lead jurisdiction (Project Proposer) to prepare an LOI for the prioritized project. All project sponsors shall have direct authority to implement the improvements contemplated by the project in their particular jurisdiction (e.g., ownership of the public right-of-way). At time of LOI, all project sponsors shall agree and certify their ability and willingness to carry out the project improvements, and agree that any necessary reviews, permit processes, or other discretionary functions will be streamlined to the greatest extent possible, and that key project milestones will be met including construction completion/installation of improvements and initiation of operation in accordance with the terms established in Cycle 1 and the scope of each project.

Project support will be required from all jurisdictions along a corridor in the form of an in-kind match of staff time. Each jurisdiction shall identify and commit a specific project liaison/coordinator who is responsible for working with Metro and other jurisdictions to implement the project. This requirement applies to all entities with ROW control for the project, including special districts, utilities, and other non-municipal entities as applicable. The LOI must clearly identify these persons and describe the decision-making authority of the liaison/coordinator, with the expectation that they will be able to make decisions regarding the delivery of the project and that they will be able to confer directly with elected and other decision makers as needed.

To the extent that program funds are granted to project sponsors, funding is made available through a project Funding Agreement, carrying specific requirements for adherence to law, regulation and policy. For active transportation corridor projects, Funding Agreements will be executed in advance of the final design and construction phases. Where funding is not granted to project sponsors (i.e., prior to final design and construction), Metro will enter into Cooperative Agreements or Memorandums of Understanding with project sponsors to specify roles and responsibilities for the project.

Metro's Role

Metro anticipates it will lead the active transportation corridor projects through the environmental phase, while working in close collaboration with the relevant project sponsors- in particular, those staff designated as project liaisons/coordinators. Metro anticipates it will lead the project initiation phase, including location-specific studies, community engagement, feasibility reviews and other activities resulting in a refined scope, specific improvements to be delivered, and budget for the project. Metro anticipates it will lead the environmental review, including any required environmental studies, documentation, and public review to comply with applicable laws and regulations. Note: Any Metro activities associated with a MAT funded project

will be fully paid for as part of the MAT Program project award, unless otherwise determined at Metro's sole discretion.

Project Delivery

Metro anticipates it will lead active transportation corridor projects through the environmental phase, while working in close collaboration with the relevant project sponsors. Consultant support will be sought to support this work, including developing 15% and 30% design drawings. Refer to sample flow chart provided in Attachment C.

Upon completion of the environmental phase, Metro will allocate funding to the lead project sponsor for the final design and construction phases according to the established scope and budget for the project. Additional project sponsors will be required to enter into a Cooperative Agreements for the duration of the project.

Projects for which MAT funds will be allocated will be expected to result in a complete work product or deliverable. Table 2 identifies the products expected.

Table 2: Expected Work Products/Deliverables by Phase

Phase	Expected Work Product/Deliverable
Design Engineering (PS&E)	Final design package including contract documents; environmental documentation as applicable
Construction	Constructed improvement

Letters of Interest

Project sponsors invited to submit an LOI will be required to include the following information in their submission:

1. Lead Project Sponsor Contact Information.
2. Any Additional Project Sponsors - Contact Information.
3. Project Description, including: project name; project location and extents; project scope, including improvements/components; and any anticipated project goals, objectives, outcomes, and deliverables.
4. Background Information. Please reference any local plans the project is included in, project history, and any community engagement that has already occurred. Please note whether any community-based organizations, business groups, or other associations have demonstrated any support or opposition to the project.
5. Project Milestone Schedule. Describe steps to ensure adherence with schedule. Please note any anticipated review/approvals/permit processes and note any anticipated challenges and plans for how they will be addressed. More specifically, note any anticipated right-of-way acquisition or utility relocation, or other known project impediments or complicating factors.
6. Description of Proposed Partner Roles and Responsibilities. Please identify agencies, organizations, and/or property owners that will be active partners in the project. Indicate

how and when their involvement is required in order to implement and/or maintain the project.

7. Funding Strategy. Please note if leveraging is anticipated.
8. Letters of Support – Project Partners. Within each letter, please outline the types of activities each jurisdiction or stakeholder would undertake to support the project. Please also attach any general letters of support from institutional or community interests.

LOI submittals, including all required elements, are due to Metro before 5 p.m. on (DATE TO BE ADDED SUBSEQUENT TO BOARD APPROVAL). LOIs shall be submitted electronically to MATProgram@metro.net.

Prior to entering into any agreement to initiate the project (Cooperative Agreement or Memorandum of Understanding), project sponsors will be required to provide evidence of demonstrated support of governing bodies (e.g., resolutions, City Manager letters of support, funding commitments) with authority for public realm and right-of-way affected by the project agreeing to carry out the project as proposed, and further agreeing to terms as established in the program Administrative Procedures and this cycle program. A sample resolution is provided in Attachment D.

FIRST/LAST MILE PROGRAM

Program Objectives

Objectives specific to First/Last Mile projects include:

- Seeding projects at a readily deployable scale to demonstrate results quickly;
- Focusing efforts on the existing transit network, prioritizing equity and safety;
- Testing specific planning and design concepts including those embedded in Metro’s Transfers Design Guide (others including National Association of City Transportation Officials (NACTO) complete streets, and NACTO micro mobility), and leveraging a suite of public and private opportunities to improve access to transit and deliver outstanding trip experiences for all users of a multi-modal transportation system;
- Fostering new partnerships and collaboration opportunities with local jurisdictions, JPAs, non-profits, community-based organizations, and the business community in project visioning, permit expediting, construction and long-term maintenance; and
- Building momentum and prompting opportunities for projects to compete for additional funding for future phases of work.

Eligible Project Locations/Invitation to Submit

Projects will be selected for funding based on a competitive process. A total of 269 transit station/stop locations are eligible for Cycle 1 of the MAT Program, and are included as Attachment A. These locations are those for which the Metro Board directed (Motion 14.1 – May 2016) FLM planning activities, and represent all existing Metro rail and busway stations, commuter rail stations, and top 100 ridership bus stops. The 269 locations represent the highest priority subset of the 661 transit station/stop locations identified in the ATSP.

The 269 station/stop locations are ranked according to equity, safety, and connectivity/mobility indicators (refer to Methodology, Attachment A). The highest **138** ranked (rank of 129 including

ties) projects will be given an invitation to submit a letter of interest. Selection criteria and review process are described further below.

Project Proposer

The Project Proposer should be the eligible recipient with most direct authority to implement the improvements contemplated by the project (typically a local jurisdiction with ownership/authority of the public right-of-way to be improved). At time of application, the project proposer agrees and certifies their ability and willingness to carry out the project improvements (noting optional roles for Metro spelled out below), agrees that any necessary reviews, permit processes, or other discretionary functions will be streamlined to the greatest extent possible, and that key project milestones will be met including construction completion/installation of improvements and initiation of operation in accordance with the terms established in Cycle 1 and the project scope. Timely use of funds provisions are described further below. Given the emphasis of Cycle 1 on rapid deployment of improvements, these provisions will be strictly enforced.

The Project Proposer will identify and commit a specific project liaison/coordinator who is responsible for coordinating among functional departments or groups within the jurisdiction and serves as a single point of contact for Metro. The proposal shall describe the decision-making authority of the liaison/coordinator, with the expectation that they are able to make decisions regarding the delivery of the project and that they are able to confer directly with elected and other decision makers as needed.

To the extent that the eligible project location includes multiple jurisdictions, a single jurisdiction must be identified as the lead entity at the time an LOI is submitted. The lead entity has primary responsibility for project delivery and compliance with the terms of the program. Support for the project as proposed is required from all jurisdictions. Prior to entering into a Funding Agreement for the construction phase of any multi-jurisdictional projects, the jurisdictions must demonstrate an agreement between partnering jurisdictions describing roles, responsibility and coordination for the project.

To the extent that program funds are granted to the project proposer, funding is made available through a project Funding Agreement, carrying specific requirements for adherence to law, regulation and policy. Where funding is not granted to project sponsors, Metro will enter into a Memorandum of Understanding to specify roles and responsibilities for the project.

Metro Role

Metro, in addition to overseeing the MAT Program and serving as grantor, may support individual project development and delivery in a number of ways. At the time of solicitation, Project Proposers may request Metro to be involved in the project according to the menu below. It should be clearly understood that while Project Proposers may suggest a Metro role at the time of submittal, Metro's commitment to any of the functions below is subject to project-specific discussion and determination in the project development phase. Note: Any Metro activities associated with a MAT funded project will be fully paid for as part of the MAT Program project award, unless otherwise determined at Metro's sole discretion.

Metro roles may, in partnership with a Project Proposer, include:

- Project scoping – includes location-specific study, community engagement, feasibility review and other activities resulting in a defined scope, specific improvements to be delivered, and budget for the project.
- Environmental review – includes any required environmental study, documentation, and public review to comply with applicable law and regulation.
- Design and engineering – includes preparation of project design drawings and construction documents suitable to develop a refined budget and secure permits.
- Construction – includes contracting for and overseeing delivery of capital improvements associated with the project. Any construction activity in local right-of-way led by Metro is subject to specific requirements intended to insure streamlined delivery and clear roles. Further guidance on any potential Metro construction role will be provided during the project development stage.

As a complement to proposed project improvements, Metro intends to leverage other ongoing initiatives on Metro Property and right-of-way in the vicinity of the eligible project locations, to improve customer safety, comfort and overall transit journey, with particular emphasis on the transfer experience. All complementary components will be considered to the extent feasible as determined by Metro, but may include any number of multi-mobility, traveler convenience and information, and safety/security enhancements.

Project Size Categories

In order to facilitate programming of funds and to move readily into the project development phase, Project Proposers are required at the time of solicitation to select a project size category. The size categories listed below differentiate the anticipated scale of improvement to be delivered.

Table 3: FLM Project Size Categories

First/Last Mile Projects		
Size	Ranges	
Small	\$ 500,000	\$ 1,000,000
Medium	\$ 1,000,001	\$ 3,000,000
Large	\$ 3,000,001	\$ 5,000,000

Project Development and Delivery

Following selection, an initial project development phase will be programmed. This phase is intended to develop a refined scope of work and budget for project delivery, including identifying ongoing roles and responsibilities among the proposer, Metro, and other partners over the duration of the project. This phase of the project will further include any necessary design and environmental work. The project development phase is a component of the MAT funded work for awarded projects, should be considered in determining the initial scope and project size category at the time of LOI, and will be funded as a part of the Cycle 1 funding cycle. Refer to sample flow chart provided in Attachment C.

Upon completion of the project development phase, Metro will program a construction phase according to the scope and budget established in the project development phase. Following completion of MAT funded work, Metro intends to support delivery of additional improvements

to station areas, including but limited to providing grant assistance in seeking State Active Transportation Program (ATP) and other competitive grants. Grant assistance commitment is pending future Board consideration on Grant Assistance Program criteria.

Letter of Interest

Project sponsors invited to submit an LOI (Attachment B) will be required to include the following information in their submission:

1. Project Sponsor Contact Information. If project is multi-jurisdictional, include identification of lead entity.
2. Project Description, including: project name; project location and extents; and project scope, including improvements/components. Note: First/Last mile projects are not expected to have a refined scope and budget at the time of submission.
3. Background Information. Please reference any project history (including whether its inclusion any existing/adopted plans) and any community engagement that has already occurred. Please note whether any community-based organizations, business groups, or other associations have demonstrated any support or opposition to the project.
4. Identification of project size category.
5. Project Milestone Schedule. Describe steps to ensure adherence with schedule. Please note any anticipated review/approvals/permit processes and any anticipated challenges and plans for how they will be addressed- specifically, any anticipated right-of-way acquisition or utility relocation or other known project impediments or complicating factors.
6. Description of Proposed Partner Roles and Responsibilities. Please identify agencies, organizations, and/or property owners that will be active partners in the project. Indicate how and when their involvement is required in order to implement and/or maintain the project. Please note the anticipated role for Metro.

The following are optional components of the LOI submission:

7. Letters of Support. General letters of support from institutional or community interests, separate and apart from identification of partners/roles described in #6 above.
8. Funding Strategy. Description of any complementary/additive (non-MAT funded) project improvements affecting the project location, including applicable funding sources and timelines.

LOI submittals, including all required elements, are due to Metro before 5 p.m. on (DATE TO BE ADDED SUBSEQUENT TO BOARD APPROVAL). LOIs shall be submitted electronically to MATProgram@metro.net.

Prior to entering into a Funding Agreement, project sponsors will be required to provide evidence of demonstrated support of governing bodies (e.g., resolutions, City Manager letters of support, funding commitments) with authority for public realm and right-of-way affected by the project agreeing to carry out the project as proposed, and further agreeing to terms as established in the program Administrative Procedures and this cycle program. A sample resolution is provided in Attachment D.

Selection Criteria

Projects will be selected according to their total score consisting of up to 30 points based on the Metro-established needs-based ranking (refer to Attachment A for project list, point allocation,

and methodology) and up to 50 points through qualitative review based on the evaluation criteria described below.

- **Clear and compelling project description/ Demonstrated efficacy of proposed project scope components to achieve program outcomes.** (*up to 15 points*): Proposal provides a clear description of the project location, extent, and characteristics affecting safety and access for transit riders. The proposal clearly describes the intent of proposed improvements, along with a generalized description of likely project elements pending the project development phase.
- **Project Support/Partnerships** (*up to 10 points*): Proposal provides evidence of support from key decision makers and stakeholders. Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities. The proposed projects inclusion in or consistency with an adopted plan may be used to evidence project support and commitment.
- **Process assurances and reasonableness of schedule** (*up to 10 points*): Proposal describes any likely/necessary review, approvals, and permit processes, along with a description of steps and assurances to streamline processes. Project describes an overall schedule along with a realistic description of how the schedule can be met and what steps will be taken to mitigate schedule impacts of any unforeseen circumstances.
- **Leverage** (*up to 10 points*): Leverage score to be assigned based on a clear and compelling description of the synergy and value added from complementary investments in the project area (as opposed to scoring by the dollar value of those investments).
- **Other factors** (*up to 5 points*): Proposers are encouraged to suggest other considerations as to why their project/project location is particularly compelling or valuable per the program goals and objectives.

Selection Process:

Each LOI will be evaluated and scored by a panel of at least three (3) people. Metro may include PAC members in evaluation panels, provided those individuals certify that they have no stake or interest in any project under consideration. A proposed list of selected projects will be presented to the Board according to the program schedule above for approval. No more than four (4) projects will be awarded to any individual jurisdiction.

PROJECT AND PROGRAM EVALUATION

Project Evaluation/Reporting Requirements

Ongoing Project Reporting

Project sponsors will submit Quarterly Progress Reports within 60 days after the close of each quarter on the last day of the months November, February, May and August. Annually with the 4th quarter Progress Report, project sponsors also will submit photos of key components and milestones demonstrating project progress or completion.

Project Closeout Reporting

Metro will require all project sponsors to establish project goals and to identify basic performance indicators (refer to Performance Metrics at the Project Level in the ATSP) to be collected in order to measure the effectiveness of the projects. Project sponsors will be asked to collect and submit data and an overall report to Metro upon completion of the project. Evaluations will need to be completed before and after projects are constructed. The costs for project evaluation shall be included in the project budget. At minimum, projects will be evaluated for their effectiveness in

improving pedestrian and bicyclist safety and enhancing connectivity and mobility. Additionally, projects will be evaluated against the specific goals and objectives established in this program, including those related to innovative partnership and project delivery. Examples of the methods of evaluation are detailed below.

- **Safety:** Projects will aim to reduce the occurrence and severity of vehicle-pedestrian and vehicle-bicyclist crashes. Progress towards this goal can be measured by evaluating collisions and the details surrounding them, including where they occurred, when they occurred, who was involved, and what precipitating actions took place. Progress towards this goal also can be evaluated qualitatively through user interface surveys (e.g., assessing perceived safety of walking and bicycling). Resources: [Transportation Injury Mapping System](#) and [Statewide Integrated Traffic Records System \(SWITRS\)](#).
- **Connectivity/Mobility:** Projects will aim to increase the number and percent of people walking or bicycling, and/or accessing transit on foot or bike. Progress towards this goal can be measured by counting the number of pedestrians and bicyclists using the constructed facilities. Bicycle and pedestrian counts should be taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project. Bicycle and pedestrian count data should be uploaded to the [SCAG/Metro Bike Count Data Clearinghouse](#). Progress towards this goal also can be measured by counting the number of households within a quarter-mile of a low-stress bicycle facility, the number of jobs within a quarter-mile of a low-stress bicycle facility, and the number of destinations (e.g., schools, medical centers, parks, etc.) within a quarter-mile of a low-stress bicycle facility. Progress towards this goal also can be evaluated qualitatively through user interface surveys.
- **Project Partnerships and Delivery Approaches:** Cycle 1 places a strong emphasis on innovative/experimental project partnerships and delivery. This priority can be evaluated through the assessment of project delivery timelines, as well as compiling and analyzing qualitative input from project sponsors and participants.

Post-Cycle Program Evaluation Process and Metrics

Following the conclusion of Cycle 1, Metro staff will submit a Cycle 1 Program Evaluation Report to the Measure M Independent Taxpayer Oversight Committee and the Policy Advisory Council, on the effectiveness of the program. The report will be utilized to inform subsequent cycles of the MAT Program. Metro staff will evaluate the program in terms of its ability to achieve the program's Cycle 1 goals, as described above. Metro will additionally provide annual updates to the Measure M Independent Taxpayer Oversight Committee describing progress in accomplishing the program objectives.

Metro staff also will evaluate the program's timely use of funds. The report will include a summary of program activities relative to the administration of MAT, including projects programmed, projects allocated, projects completed to-date by project type, projects completed to-date by geographic distribution, and projects completed to-date by benefit to disadvantaged communities.

PUBLIC PARTICIPATION

Requirements for Project Sponsors

Project-Specific Public Participation Plan (PPP)

As part of the project development phase, recipients will develop a project-specific PPP (Attachment E), which will demonstrate an inclusive and extensive outreach process and is representative of a wide variety of stakeholders. The PPP shall be comprehensive, with a description of the full range of participatory activities, including, but not limited to the following:

- Overall strategic vision;
- Schedule;
- Anticipated audiences;
- Roles and responsibilities of project partners;
- Potential local partners (e.g., community-based organizations);
- Event type (e.g., workshops, focus groups, surveys, telephone calls); and
- Format for soliciting input.

The Plan will ensure projects are vetted and supported by the community through a robust and credible process. The Plan will identify specific touch-points and opportunities for the public to provide input to help shape the project. The Plan will further delineate how public participation is to be documented.

For projects led by Metro, the Public Participation Plan will be developed in collaboration with the project team, inclusive of all project partners with roles and responsibilities clearly delineated in the Plan.

Application Documentation

It is not expected that project sponsors will have engaged in broad based outreach at the time of submission. To the extent that there may have been prior public, stakeholder involvement, and/or established partnerships, project sponsors must provide evidence within the LOI submittal pursuant to the project readiness requirements.

PROJECT READINESS

At the time of LOI submittal, all proposed projects will be evaluated for their demonstrated readiness to begin the work and ability to complete the project, noting that it is not required that Cycle 1 MAT projects will have prior planning work at the time of solicitation. Any known impediments to completing the project will be taken into consideration, including, but not limited to, failure to provide evidence of necessary inter- and/or intra-agency coordination, issues with community support, anticipated issues with securing approvals for work relating to right-of-way acquisition and utility relocation, or any pending or threatened litigation.

Prior to the execution of a Cooperative Agreement, Memorandum of Understanding (MOU), or Funding Agreement (FA), project sponsors will be required to provide certification that any complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by Metro as available at the time the funds are needed.

Programming of MAT funds for project phase work will be contingent on evidence of prior phase completion (e.g., completion of final design to advance to construction). Exceptions will be considered on a case-by-case basis. Note: No prerequisite work is required for programming for work on the project initiation phase, including location-specific studies, community engagement, feasibility reviews and other activities resulting in a refined scope, specific improvements to be delivered, and budget for the project.

Table 4: Milestones for Allocation

Phase	Prerequisite Milestone(s) for Allocation
Scoping/Planning/ Conceptual Engineering/ Environmental Review	None
Design Engineering (PS&E)	Inclusion in 5-Year Program of Projects (if applicable) Conceptual Engineering Report
Construction	Inclusion in 5-Year Program of Projects (if applicable) Approved environmental document Right-of-way certification (if applicable) 100% PS&E All applicable permits

TIMELY USE OF FUNDS

MAT funds will be programmed on a phase-by-phase basis (vs. for the project in its entirety).

Project sponsors must demonstrate timely use of funds and effective implementation of each project phase by:

- Executing an Agreement or Funding Agreement (FA) within 60 days of receiving formal transmittal of the Agreement or FA from Metro.
- Meeting the project milestone and deliverable due dates as stated in the project schedule and budget, and scope of work.
- Timely submitting of the quarterly progress/expense reports.
- Procuring contract/consultant to complete project phase scope of work within six months of Agreement or FA execution with Metro.
- Expending at least a portion of MAT funds within 12 months of the date of Agreement or FA execution. Use of funds includes issuance of an award of a consultant contract, or encumbrance of staff labor charges by project sponsor.
- Expending project phase funds granted within 36 months from the date the Agreement or FA was fully executed.

For projects or project phases led by Metro, project sponsors are required to ensure that they will facilitate timely implementation by adhering to the following milestones:

- Executing a Cooperative Agreement or MOU within 60 days of receiving formal transmittal of the Cooperative Agreement or MOU from Metro.

- Maintaining a staff liaison and adequate staff capacity as described in the project proposal and MOU.
- Adhering to any other terms in the MOU.

Failure to comply with these requirements may result in deobligation of project funding.

A sample project timeline is included below.

Table 5: Sample Project Timeline

Phase	Duration	
Planning/Conceptual Engineering	6	months
Environmental Studies	6	months
ROW Activities/Acquisition		
Design Engineering	6	months
Advertise Construction	1	months
Award Construction Contract	5	months
Construction	12	months
	36	months

If a project is inactive (no expenditures for 12 months for a project phase from the date of Agreement or FA execution), projects may have their funds deobligated and reprogrammed to the next priority project in the appropriate programmatic category in the current cycle (i.e., First/Last Mile and Active Transportation Corridors). Projects experiencing deobligation may compete in future MAT funding cycles or they may pursue alternative funding sources.

The Cycle 1 MAT Recommended Project Funding List will include Tier 1 and Tier 2 project priorities. Tier 2 projects (a contingency list) may receive funding in the event of Tier 1 project deobligations and reprogramming, or in the event of Tier 1 project cost savings. Tier 2 projects will only remain eligible for Cycle 1 funding until the next programming cycle, when project priorities may be adjusted to reflect updated regional needs.

Metro may extend the deadlines for expenditures of funds if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months per project phase. No deadline may be extended more than once for each project phase.

It is imperative to the success of the MAT program that project sponsors work with Metro representatives in a cooperative process. It is the project sponsor's responsibility to keep Metro apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Metro policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.

ATTACHMENTS

- Attachment A: Screening and Prioritization Methodology
- Attachment B: Letter of Interest Form
- Attachment C: Project Development Process Flow Charts
- Attachment D: Sample Resolution
- Attachment E: Public Participation Plan Worksheet

Attachment A:
Screening and Prioritization
Methodology

Measure M Metro Active Transport (MAT) Program Cycle One Screening and Prioritization Methodology

Background

Project selection builds on the framework of Metro's First/Last Mile Strategic Plan (2014) and Active Transportation Strategic Plan (ATSP, 2016). The ATSP includes a roughly 2,000-mile regional network of active transportation facilities (all classes of bikeways) and 661 existing and under construction transit station locations.

Note that equity is a key factor in prioritizing potential projects and a number of metrics are used within this methodology. The Metro Board acted to adopt Equity Focused Communities on June 27, 2019. This methodology accounts for a variety of equity metrics. EFCs will be utilized in Cycle 1 of the MAT program as part of the project selection process, as detailed in the Cycle 1 solicitation. The project listing attached to this methodology denotes which project locations are located in or traverse EFCs.

Screening Process

Regional Active Transportation Corridor

The screening involved identifying projects greater than three miles and traversing multiple municipal jurisdictions (i.e., more than one). The ATSP corridor list initially included 180 corridors. Once corridors less than three miles were eliminated, 160 corridors remained. Once corridors only traversing one jurisdiction were eliminated, 120 corridors remained. The median distance of a corridor on the resulting list is 11 miles.

First/Last Mile Priority Network

The First/Last Mile Priority Network defined in this program stems from Metro Board Motion 14.1 (May 2016). The motion directed first/last mile planning activities for the existing transit network, including Metro Rail, Busway, and Metrolink stations, as well as the top 100 performing bus stops in the county. These categories collectively yield 269 station areas which form the universe of eligible project locations for cycle one of the MAT program. Consistent with ATSP methodology, a station area is defined by a ½ mile buffer around the closest major intersection to the actual station or stop and is inclusive of adjacent (e.g. bus-to-rail transfer) stops.

Prioritization Process

Regional Active Transportation Corridor

A prioritization methodology was then applied to the list of 120 corridors. The prioritization methodology took into consideration the following specific factors:

1. Equity
 - [Disadvantaged Community \(DAC\) Scores](#)
Data Calculation: To calculate the Disadvantaged Community (DAC) score for each ATSP corridor, we first created a three-mile buffer around each corridor and identified the census tracts that were within or that intersected the buffer. We then multiplied the DAC score for each identified census tract by its population and summed the resulting scores.

These scores were then divided by the sum of the total population of all the identified census tracts.

- [Healthy Places Index \(HPI\) Scores](#)

Data Calculation: To calculate the HPI score for each ATSP corridor, we first created a three-mile buffer around each corridor and identified the census tracts that are within or that intersect the buffer. We then multiplied the HPI score for each identified census tract by its population and summed the resulting scores. These scores were then divided by the sum of the total population of all the identified census tracts. To facilitate an easier sorting process, the resulting scores were multiple by negative one.

- [Communities of Concern \(CoC\) Scores](#)

Data Calculation: To calculate the CoC score for each ATSP corridor, we first created a three-mile buffer around each corridor and identified the census tracts that were within or that intersected the buffer. We then multiplied the CoC score for each identified census tract by its population and summed the resulting scores. These scores were then divided by the sum of the total population of all the identified census tracts.

2. Safety

- [Safety Data Scores \(rates of bike/pedestrian collisions\)](#)

Data Calculation: To calculate the safety score for each ATSP corridor, we first created a three-mile buffer around each corridor and identified the census tracts that were within or that intersected the buffer. We then summed: (1) the total number of pedestrian- and bicyclist-related collisions (in which a pedestrian or bicyclist was either injured or killed) and (2) the total population for all the identified census tracts. Finally, we divided the total active transportation-related collisions by the total population.

- Intersection with SCAG's Los Angeles County High Injury Network (HIN) or the City of Los Angeles' HIN

Data Calculation: The High Injury Network (HIN) was mapped with the ATSP corridors. If the HIN intersected with a corridor in any way, the corridor was noted as having HIN interaction.

3. Mobility/Connectivity

- Intersection with Metro's First/Last Mile (FLM) 273 Prioritized Stations/Stops

Data Calculation: The 273 transit stop dataset was mapped with the ATSP corridors. A half-mile buffer was drawn around each corridor and the transit stop data was overlaid on top of the buffer to identify any intersections between the two datasets.

- Intersection with SCAG’s Regional Bikeway Network (RBN)
Data Calculation: The RBN was mapped with the ATSP corridors. If the RBN intersected with a corridor in any way, the corridor was noted as having RBN interaction.
- Intersection with Measure M Planned Rail/Transit Project Alignments
Data Calculation: Measure M planned rail/transit project alignments were mapped with the ATSP corridors. If the Measure M project alignments intersected with a corridor in any way, the corridor was noted as having a Measure M interaction.

Staff divided the distribution of DAC, CoC, HPI, and Safety composite scores into quintiles with associated ranges/bins. Quintile scores of one to five (1-5) were assigned for a range of scores. Intersection scores (Yes=1, No=0) were assigned for HIN, FLM Connectivity, RBN, and Measure M Planned Rail/Transit scores. Staff then tabulated aggregate scores for all corridors (24 points possible) as detailed in the following table.

Prioritization Criteria	Total Possible
EQUITY	
Disadvantage Communities (DAC)	5.00
Healthy Places Index (HPI)	5.00
Communities of Concern (CoC)	5.00
SAFETY	
Safety (Bike/Ped Crash Rates)	5.00
Safety (HIN Intersection)	1.00
MOBILITY/CONNECTIVITY	
FLM Connectivity	1.00
RBN	1.00
Measure M Projects	1.00
	24.00

First/Last Mile Priority Network

As first/last mile plans typically address the area within a half-mile of a station, station areas were examined using half-mile buffers around the closest major intersection to the station. Using intersections also allows the process to group adjacent stations and stops, consistent with the data and analysis approach for the ATSP. The prioritization methodology took into consideration the following specific factors:

1. Equity
 - [Disadvantage Communities \(DAC\) Scores](#)
Data Calculation: The CalEnviroscreen scores of all census tracts within and intersecting the half-mile buffer were multiplied by their populations, the resulting score summed, and ultimately divided by the total population of those tracts.
 - [Healthy Places Index \(HPI\) Scores](#)

Data Calculation: The HPI scores of all census tracts within and intersecting the half-mile buffer were multiplied by their populations, the resulting score summed, and ultimately divided by the total population of those tracts.

- [Communities of Concern \(CoC\) Scores](#)

Data Calculation: The CoC scores of all census tracts within and intersecting the half-mile buffer were multiplied by their populations, the resulting score summed, and ultimately divided by the total population of those tracts.

2. Safety

- [Transportation Injury Mapping System/Statewide Integrated Traffic Records System](#)

Data Calculation: Collisions involving bicyclists and pedestrians within the last five years of available data were summed within the half-mile buffer of each of the station intersections and were weighted by their populations.

3. Mobility/Connectivity

- [ATSP Strategic Plan 2016](#)

Data Calculation: Following the existing ATSP methodology, ridership data is a sum of all average daily latest available MTA ridership (2018 Metro data and 2016 municipal operator data) collapsed at an intersection that captures all stops and stations within a 300-foot radius of the intersection.

Stations are sorted into quintiles by their rank in each data source, and allotted points based on the resulting quintile, which were then multiplied by the respective weight for each of the criteria. Stations with the most points rank the highest.

Prioritization Criteria	Weight	Total Possible
EQUITY		
Disadvantage Communities (DAC)	10	50
Healthy Places Index (HPI)	10	50
Communities of Concern (CoC)	10	50
SAFETY		
Safety (Bike/Ped Collisions)	30	150
MOBILITY/CONNECTIVITY		
Ridership	15	75

MAT Program
First/Last Mile Ranked Locations List

Name	Primary Route Type	Rail/ Busway Name	Subregion	City	Total Weighted Points	Rank	Selection points	Contains EFCs
El Monte Busway	Bus	Silver	San Gabriel Valley	El Monte	345	1	30	X
Grand	LRT	Blue	Central Los Angeles	Los Angeles	345	1	30	X
LAX / Aviation	LRT	Crenshaw	Westside Cities	Los Angeles	345	1	30	
23rd	LRT	Blue	Central Los Angeles	Los Angeles	340	4	29	X
Expo Park / USC	LRT	Expo	Central Los Angeles	Los Angeles	340	4	29	X
Jefferson / USC	LRT	Expo	Central Los Angeles	Los Angeles	330	6	27	X
Central / 6th	Bus		Central Los Angeles	Los Angeles	325	7	26	X
Union Station	HRT / BRT / Commuter	Red/Purple/Silver/Gold	Central Los Angeles	Los Angeles	325	7	26	X
1st / Central - Little Tokyo	LRT	Gold	Central Los Angeles	Los Angeles	320	9	25	X
Avalon / Vernon	Bus		Central Los Angeles	Los Angeles	320	9	25	X
San Pedro	LRT	Blue	Central Los Angeles	Los Angeles	320	9	25	X
Avalon / Florence	Bus		Central Los Angeles	Los Angeles	315	12	23	X
Civic Center	HRT	Red/Purple	Central Los Angeles	Los Angeles	315	12	23	X
Expo / Vermont	LRT	Expo	Central Los Angeles	Los Angeles	315	12	23	X
Figueroa / 7th	BRT	Silver	Central Los Angeles	Los Angeles	315	12	23	X
Hill / 1st	BRT		Central Los Angeles	Los Angeles	315	12	23	X
Pershing Square	HRT	Red/Purple	Central Los Angeles	Los Angeles	315	12	23	X
Pico	LRT	Expo/Blue	Central Los Angeles	Los Angeles	315	12	23	X
6th / San Pedro	Bus		Central Los Angeles	Los Angeles	310	19	22	X
Alameda / 7th	Bus		Central Los Angeles	Los Angeles	310	19	22	X
110 HOV / Adams	BRT	Silver	Central Los Angeles	Los Angeles	305	21	21	X
Aliso / Pico	LRT	Gold	Central Los Angeles	Los Angeles	305	21	21	X
Broadway / Vernon	Bus		Central Los Angeles	Los Angeles	300	23	20	X
Figueroa / 23rd	BRT	Silver	Central Los Angeles	Los Angeles	300	23	20	X
Pacific / Slauson	Bus		Gateway Cities	Huntington Park	300	23	20	X
4th / Colorado	LRT	Expo	Westside Cities	Santa Monica	295	26	18	
Central / 7th	Bus		Central Los Angeles	Los Angeles	295	26	18	X
Cypress Park / Lincoln Heights	LRT	Gold	Central Los Angeles	Los Angeles	295	26	18	X
Daly / Broadway	Bus		Central Los Angeles	Los Angeles	295	26	18	X
Flower / Washington	BRT	Silver	Central Los Angeles	Los Angeles	295	26	18	X
Harbor Transitway / 37th	BRT	Silver	Central Los Angeles	Los Angeles	295	26	18	X
Hollywood / Western	HRT	Red	Central Los Angeles	Los Angeles	295	26	18	X
Olive / 5th	BRT	Silver	Central Los Angeles	Los Angeles	295	26	18	X
San Pedro / 7th	Bus		Central Los Angeles	Los Angeles	295	26	18	X
Washington	LRT	Blue	Central Los Angeles	Los Angeles	295	26	18	X
Boyle Heights / Mariachi Plaza	LRT	Gold	Central Los Angeles	Los Angeles	290	36	17	X
Broadway / Florence	Bus		Central Los Angeles	Los Angeles	290	36	17	X
Crenshaw / Adams	Bus		Central Los Angeles	Los Angeles	290	36	17	X
LAX City Bus Center	Bus		Westside Cities	Los Angeles	290	36	17	
Expo / La Brea	LRT	Expo	Central Los Angeles	Los Angeles	285	40	16	X
Hollywood / Highland	HRT	Red	Central Los Angeles	Los Angeles	285	40	16	X
Hollywood / Vine	HRT	Red	Central Los Angeles	Los Angeles	285	40	16	X
Long Beach Transit Mall	LRT	Blue	Gateway Cities	Long Beach	285	40	16	X
Union / Olympic	Bus		Central Los Angeles	Los Angeles	285	40	16	X
Anaheim St	LRT	Blue	Gateway Cities	Long Beach	280	45	14	X
Colorado / 17th	LRT	Expo	Westside Cities	Santa Monica	280	45	14	
El Segundo	LRT	Green	South Bay	El Segundo	280	45	14	
Harbor Transitway / Slauson	BRT	Silver	Central Los Angeles	Los Angeles	280	45	14	X
Vermont / Pico	Bus		Central Los Angeles	Los Angeles	280	45	14	X
Vermont / Venice	Bus		Central Los Angeles	Los Angeles	280	45	14	X
2nd St/Broadway (New)	LRT	Regional Connector	Central Los Angeles	Los Angeles	275	51	13	X
2nd St/Hope (New)	LRT	Regional Connector	Central Los Angeles	Los Angeles	275	51	13	X
Artesia	LRT	Blue	Gateway Cities	Compton	275	51	13	
Compton	LRT	Blue	Gateway Cities	Compton	275	51	13	X
El Monte	Commuter Rail	San Bernardino	San Gabriel Valley	El Monte	275	51	13	X
Firestone	LRT	Blue	Gateway Cities	Unincorporated	275	51	13	X

MAT Program

First/Last Mile Ranked Locations List

Name	Primary Route Type	Rail/ Busway Name	Subregion	City	Total Weighted Points	Rank	Selection points	Contains EFCs
Sepulveda	BRT	Orange	San Fernando Valley	Los Angeles	275	51	13	X
Soto / Olympic	Bus		Central Los Angeles	Los Angeles	275	51	13	X
Vermont / Vernon	Bus		Central Los Angeles	Los Angeles	275	51	13	X
Avalon / Manchester	Bus		Central Los Angeles	Los Angeles	270	60	12	X
Chinatown	LRT	Gold	Central Los Angeles	Los Angeles	270	60	12	X
Fairfax Hub / Washington	Bus		Westside Cities	Los Angeles	270	60	12	X
Figueroa / Washington	BRT	Silver	Central Los Angeles	Los Angeles	270	60	12	X
Olympic / 26th	LRT	Expo	Westside Cities	Santa Monica	270	60	12	
Slauson	LRT	Blue	Gateway Cities	Unincorporated	270	60	12	X
Vermont / Adams	Bus		Central Los Angeles	Los Angeles	270	60	12	X
Vermont / Florence	Bus		Central Los Angeles	Los Angeles	270	60	12	X
Witmer / 6th	Bus		Central Los Angeles	Los Angeles	270	60	12	X
Avalon	LRT	Blue	Central Los Angeles	Los Angeles	265	69	10	X
Aviation / Century (New)	LRT	Crenshaw	Westside Cities	Los Angeles	265	69	10	X
Central / Vernon	Bus		Central Los Angeles	Los Angeles	265	69	10	X
Del Amo	LRT	Blue	Gateway Cities	Unincorporated	265	69	10	
Figueroa / Vernon	Bus		Central Los Angeles	Los Angeles	265	69	10	X
Florence	LRT	Blue	Gateway Cities	Unincorporated	265	69	10	X
Flower / Olympic	BRT	Silver	Central Los Angeles	Los Angeles	265	69	10	X
Harbor Beacon Park	BRT	Silver	South Bay	Los Angeles	265	69	10	X
Hoover / Venice	Bus		Central Los Angeles	Los Angeles	265	69	10	X
Mariposa	LRT	Green	South Bay	El Segundo	265	69	10	
Pacific / Clarendon	Bus		Gateway Cities	Huntington Park	265	69	10	X
Van Nuys Metrolink	Commuter Rail	Ventura	San Fernando Valley	Los Angeles	265	69	10	X
Vermont / Slauson	Bus		Central Los Angeles	Los Angeles	265	69	10	X
Vernon	LRT	Blue	Central Los Angeles	Los Angeles	265	69	10	X
Alvarado / Sunset	Bus		Central Los Angeles	Los Angeles	260	83	9	X
Western / Venice	Bus		Central Los Angeles	Los Angeles	260	83	9	X
1st	LRT	Blue	Gateway Cities	Long Beach	255	85	8	X
Beverly / Vermont	HRT	Red	Central Los Angeles	Los Angeles	255	85	8	X
Culver City	LRT	Expo	Westside Cities	Los Angeles	255	85	8	
Expo / Western	LRT	Expo	Central Los Angeles	Los Angeles	255	85	8	X
Harbor Freeway	LRT	Green	South Bay	Los Angeles	255	85	8	X
La Brea / Santa Monica	Bus		Westside Cities	West Hollywood	255	85	8	X
MacArthur Park / Westlake	HRT	Red/Purple	Central Los Angeles	Los Angeles	255	85	8	X
Pomona - Downtown	Commuter Rail	San Bernardino	San Gabriel Valley	Pomona	255	85	8	X
Vermont / Olympic	Bus		Central Los Angeles	Los Angeles	255	85	8	X
Western / Santa Monica	Bus		Central Los Angeles	Los Angeles	255	85	8	X
5th	LRT	Blue	Gateway Cities	Long Beach	250	95	7	X
East L.A. Civic Center	LRT	Gold	Central Los Angeles	Unincorporated	250	95	7	X
Figueroa / Sunset	Bus		Central Los Angeles	Los Angeles	250	95	7	X
Normandie / Olympic	Bus		Central Los Angeles	Los Angeles	250	95	7	X
Spring / 1st	BRT	Silver	Central Los Angeles	Los Angeles	250	95	7	X
Van Nuys / Vanowen	Bus		San Fernando Valley	Los Angeles	250	95	7	X
Western / Slauson	Bus		Central Los Angeles	Los Angeles	250	95	7	X
Beacon St/1st St	BRT	Silver	South Bay	Los Angeles	245	102	5	X
Expo / Crenshaw	LRT	Expo	Central Los Angeles	Los Angeles	245	102	5	X
Expo / Farmdale	LRT	Expo	Central Los Angeles	Los Angeles	245	102	5	X
La Cienega / 3rd	Bus		Central Los Angeles	Los Angeles	245	102	5	
PCH	LRT	Blue	Gateway Cities	Long Beach	245	102	5	X
Vermont / Athens	Bus		South Bay	Unincorporated	245	102	5	X
Vermont / Santa Monica	HRT	Red	Central Los Angeles	Los Angeles	245	102	5	X
Vermont / Washington	Bus		Central Los Angeles	Los Angeles	245	102	5	X
Vine / Santa Monica	Bus		Central Los Angeles	Los Angeles	245	102	5	X
Western / Washington	Bus		Central Los Angeles	Los Angeles	245	102	5	X
Wilshire / Normandie	HRT	Purple	Central Los Angeles	Los Angeles	245	102	5	X
Cadillac / Venice	Bus		Westside Cities	Los Angeles	240	113	4	X
Douglas	LRT	Green	South Bay	El Segundo	240	113	4	
Expo / Sepulveda	LRT	Expo	Westside Cities	Los Angeles	240	113	4	

MAT Program

First/Last Mile Ranked Locations List

Name	Primary Route Type	Rail/ Busway Name	Subregion	City	Total Weighted Points	Rank	Selection points	Contains EFCs
Fairfax / 3rd	Bus		Central Los Angeles	Los Angeles	240	113	4	
Fairfax / Beverly	Bus		Central Los Angeles	Los Angeles	240	113	4	
Glendale	Commuter Rail	Antelope/Ventura	Arroyo Verdugo	Glendale	240	113	4	X
Highland / Santa Monica	Bus		Central Los Angeles	Los Angeles	240	113	4	X
Normandie / Venice	Bus		Central Los Angeles	Los Angeles	240	113	4	X
Soto	LRT	Gold	Central Los Angeles	Los Angeles	240	113	4	X
Soto / Whittier	Bus		Central Los Angeles	Los Angeles	240	113	4	X
Western / Olympic	Bus		Central Los Angeles	Los Angeles	240	113	4	X
Hawthorne / Lennox	LRT	Green	South Bay	Hawthorne	235	124	3	X
La Brea / Venice	Bus		Central Los Angeles	Los Angeles	235	124	3	X
Watts Towers / 103rd	LRT	Blue	Central Los Angeles	Los Angeles	235	124	3	X
Willowbrook	LRT	Blue/Green	Gateway Cities	Unincorporated	235	124	3	X
Wilshire / Western	LRT	Purple	Central Los Angeles	Los Angeles	235	124	3	X
Crenshaw / Venice	Bus		Central Los Angeles	Los Angeles	230	129	1	X
Crenshaw / Washington	Bus		Central Los Angeles	Los Angeles	230	129	1	X
Del Mar	LRT	Gold	Arroyo Verdugo	Pasadena	230	129	1	X
Expo / Bundy	LRT	Expo	Westside Cities	Los Angeles	230	129	1	
Fairfax / Santa Monica	Bus		Westside Cities	West Hollywood	230	129	1	X
Harbor Transitway / Manchester	BRT	Silver	Central Los Angeles	Los Angeles	230	129	1	X
La Cienega / Beverly	Bus		Central Los Angeles	Los Angeles	230	129	1	
Sunset / Vermont	HRT	Red	Central Los Angeles	Los Angeles	230	129	1	X
Vermont / 120th	Bus		South Bay	Unincorporated	230	129	1	X
Vermont / Manchester	Bus		Central Los Angeles	Los Angeles	230	129	1	X
Brand / Broadway	Bus		Arroyo Verdugo	Glendale	225	139		X
Cal State L.A.	BRT/Commuter	Silver/San Bernardino	Central Los Angeles	Los Angeles	225	139		
Crenshaw	LRT	Green	South Bay	Hawthorne	225	139		X
Echo Park / Sunset	Bus		Central Los Angeles	Los Angeles	225	139		X
Harbor Gateway Transit Center	Bus		South Bay	Los Angeles	225	139		
La Cienega / Jefferson	LRT	Expo	Central Los Angeles	Los Angeles	225	139		X
North Hollywood	HRT/BRT	Red/Orange	San Fernando Valley	Los Angeles	225	139		X
USC Medical Center	BRT	Silver	Central Los Angeles	Los Angeles	225	139		X
Wilshire / Vermont	HRT	Red/Purple	Central Los Angeles	Los Angeles	225	139		X
Fairfax / Venice	Bus		Westside Cities	Los Angeles	220	148		X
Heritage Square / Arroyo	LRT	Gold	Central Los Angeles	Los Angeles	220	148		X
Memorial Park	LRT	Gold	Arroyo Verdugo	Pasadena	220	148		X
Western / Martin Luther King Jr.	Bus		Central Los Angeles	Los Angeles	220	148		X
Benton Way / Beverly	Bus		Central Los Angeles	Los Angeles	215	152		X
Central / Colorado	Bus		Arroyo Verdugo	Glendale	215	152		X
Crenshaw / Slauson	Bus		Central Los Angeles	Los Angeles	215	152		X
Long Beach	LRT	Green	Gateway Cities	Lynwood	215	152		X
Maravilla	LRT	Gold	Central Los Angeles	Unincorporated	215	152		X
Ocean / Wilshire	Bus		Westside Cities	Santa Monica	215	152		
Pacific / Florence	Bus		Gateway Cities	Unincorporated	215	152		X
Pacific/15th St	BRT	Silver	South Bay	Los Angeles	215	152		X
Pacific/1st St	BRT	Silver	South Bay	Los Angeles	215	152		X
Pacific/3rd St	BRT	Silver	South Bay	Los Angeles	215	152		X
Atlantic / Cesar E. Chavez	Bus		San Gabriel Valley	Monterey Park	210	162		X
Atlantic / Whittier	Bus		Central Los Angeles	Unincorporated	210	162		X
Azusa / Citrus	LRT	Gold	San Gabriel Valley	Glendora	210	162		X
Bundy / Santa Monica	Bus		Westside Cities	Los Angeles	210	162		
Rampart / 3rd	Bus		Central Los Angeles	Los Angeles	210	162		X
Van Nuys / Roscoe	Bus		San Fernando Valley	Los Angeles	210	162		X
Wilshire / 4th	Bus		Westside Cities	Santa Monica	210	162		
Alvarado / Beverly	Bus		Central Los Angeles	Los Angeles	205	169		X
Burbank	Commuter Rail	Antelope/Ventura	Arroyo Verdugo	Burbank	205	169		X

MAT Program

First/Last Mile Ranked Locations List

Name	Primary Route Type	Rail/ Busway Name	Subregion	City	Total Weighted Points	Rank	Selection points	Contains EFCs
Expo / Westwood	LRT	Expo	Westside Cities	Los Angeles	205	169		
Figuroa St/190th St	BRT	Silver	South Bay	Los Angeles	205	169		
Pacific/11th St	BRT	Silver	South Bay	Los Angeles	205	169		X
Pacific/7th St	BRT	Silver	South Bay	Los Angeles	205	169		X
Sepulveda / Santa Monica	Bus		Westside Cities	Los Angeles	205	169		X
Universal City	HRT	Red	San Fernando Valley	Los Angeles	205	169		
Western / Pico	Bus		Central Los Angeles	Los Angeles	205	169		X
Western / Vernon	Bus		Central Los Angeles	Los Angeles	205	169		X
Atlantic / Florence	Bus		Gateway Cities	Cudahy	200	179		X
Balboa	BRT	Orange	San Fernando Valley	Los Angeles	200	179		
Cherry / Pacific Coast Hwy	Bus		Gateway Cities	Long Beach	200	179		X
Commerce / Montebello	Commuter Rail	Riverside	Gateway Cities	Montebello	200	179		X
Crenshaw / Pico	Bus		Central Los Angeles	Los Angeles	200	179		X
Lake	LRT	Gold	Arroyo Verdugo	Pasadena	200	179		X
Redondo Beach	LRT	Green	South Bay	Redondo Beach	200	179		
Van Nuys / Sherman Way	Bus		San Fernando Valley	Los Angeles	200	179		X
Atlantic / Olympic	Bus		Central Los Angeles	Unincorporated	195	187		X
Commerce	Commuter Rail	Orange Co.	Gateway Cities	Commerce	195	187		X
Manchester / Aviation (New)	LRT	Crenshaw	South Bay	Inglewood	195	187		X
Northridge	Commuter Rail	Ventura	San Fernando Valley	Los Angeles	195	187		
Pacific/17th St	BRT	Silver	South Bay	Los Angeles	195	187		X
Reseda	BRT	Orange	San Fernando Valley	Los Angeles	195	187		X
Van Nuys / Chase	Bus		San Fernando Valley	Los Angeles	195	187		X
Vermont / 92nd	Bus		South Bay	Unincorporated	195	187		X
Western / Adams	Bus		Central Los Angeles	Los Angeles	195	187		X
Wilshire/La Cienega (New)	HRT	Purple	Westside Cities	Beverly Hills	195	187		
Azusa / Alameda	LRT	Gold	San Gabriel Valley	Azusa	190	197		X
Pacific	LRT	Blue	Gateway Cities	Long Beach	190	197		X
Claremont	Commuter Rail	San Bernardino	San Gabriel Valley	Claremont	185	199		
Fillmore	LRT	Gold	Arroyo Verdugo	Pasadena	185	199		
Indiana	LRT	Gold	Central Los Angeles	Unincorporated	185	199		X
La Brea / Florence (New)	LRT	Crenshaw	South Bay	Inglewood	185	199		X
Leimert Park (New)	LRT	Crenshaw	Central Los Angeles	Los Angeles	185	199		X
Veteran / Federal Building	Bus		Westside Cities	Unincorporated	185	199		X
Western / Melrose	Bus		Central Los Angeles	Los Angeles	185	199		X
Collegian / Cesar E. Chavez	Bus		San Gabriel Valley	Monterey Park	180	206		X
Highland Park	LRT	Gold	Central Los Angeles	Los Angeles	180	206		X
National / Palms	LRT	Expo	Westside Cities	Los Angeles	180	206		
Allen	LRT	Gold	Arroyo Verdugo	Pasadena	175	209		
Chatsworth	Commuter Rail / BRT	Ventura / Orange	San Fernando Valley	Los Angeles	175	209		
Crenshaw / Martin Luther King Jr. (New)	LRT	Crenshaw	Central Los Angeles	Los Angeles	175	209		X
Harbor Fwy/Pacific Coast Hwy	BRT	Silver	South Bay	Los Angeles	175	209		X
Harbor Transitway / Rosecrans	BRT	Silver	South Bay	Los Angeles	175	209		X
Lancaster	Commuter Rail	Antelop	North Los Angeles County	Lancaster	175	209		X
Canoga	BRT	Orange	San Fernando Valley	Los Angeles	170	215		X
Hoefner / Whittier	Bus		Gateway Cities	Unincorporated	170	215		X
Van Nuys / Nordhoff	Bus		San Fernando Valley	Los Angeles	170	215		X
Norwalk	LRT	Green	Gateway Cities	Norwalk	165	218		X
Westwood / Wilshire	Bus		Westside Cities	Los Angeles	165	218		X
Wilshire/La Brea (New)	HRT	Purple	Central Los Angeles	Los Angeles	165	218		
Lakewood	LRT	Green	Gateway Cities	Downey	160	221		X
Pomona - North	Commuter Rail	San Bernardino	San Gabriel Valley	Pomona	160	221		

MAT Program

First/Last Mile Ranked Locations List

Name	Primary Route Type	Rail/ Busway Name	Subregion	City	Total Weighted Points	Rank	Selection points	Contains EFCs
Santa Fe Springs / Norwalk	Commuter Rail	Orange Co./Perris Valley	Gateway Cities	Norwalk	160	221		X
Sierra Madre Villa	LRT	Gold	Arroyo Verdugo	Pasadena	160	221		
Woodley	BRT	Orange	San Fernando Valley	Los Angeles	160	221		X
Baldwin Park	Commuter Rail	San Bernardino	San Gabriel Valley	Baldwin Park	155	226		X
Goodrich / Louis	Bus		Gateway Cities	Commerce	155	226		X
Hyde Park (New)	LRT	Crenshaw	Central Los Angeles	Los Angeles	155	226		X
Sherman Way	BRT	Orange	San Fernando Valley	Los Angeles	155	226		X
South Pasadena	LRT	Gold	Arroyo Verdugo	South Pasadena	155	226		
West / Florence (New)	LRT	Crenshaw	South Bay	Inglewood	155	226		X
Willow	LRT	Blue	Gateway Cities	Long Beach	155	226		X
Duarte / Highland	LRT		San Gabriel Valley	Duarte	150	233		
Industry	Commuter Rail	Perris Valley	San Gabriel Valley	Industry	150	233		
Southwest Museum	LRT	Gold	Central Los Angeles	Los Angeles	150	233		X
Channel / 7th	Bus		Gateway Cities	Long Beach	145	236		
Harbor Fwy/Carson St	BRT	Silver	South Bay	Unincorporated	145	236		
Oakford / Whittier	Bus		Central Los Angeles	Unincorporated	145	236		X
Wilshire/Fairfax (New)	HRT	Purple	Central Los Angeles	Los Angeles	145	236		
Motor / Venice	Bus		Westside Cities	Los Angeles	140	240		
Sepulveda / Slauson	Bus		Westside Cities	Culver City	140	240		
Pacific/19th St	BRT	Silver	South Bay	Los Angeles	135	242		X
Pacific/21st St	BRT	Silver	South Bay	Los Angeles	135	242		X
Palmdale	Commuter Rail		North Los Angeles County	Palmdale	135	242		X
San Fernando / Sylmar	Commuter Rail		San Fernando Valley	Los Angeles	135	242		X
Overland / Venice	Bus		Westside Cities	Los Angeles	130	246		
Burbank Airport	Commuter Rail	Antelope	Arroyo Verdugo	Burbank	125	247		X
McBean Regional Transit Center	Bus		North Los Angeles County	Santa Clarita	125	247		
Pierce College	BRT	Orange	San Fernando Valley	Los Angeles	125	247		
Covina	Commuter Rail	San Bernardino	San Gabriel Valley	Covina	120	250		
Westwood / Weyburn	Bus		Westside Cities	Los Angeles	120	250		X
Acton / Vincent Grade	Commuter Rail	Antelope	North Los Angeles County	Unincorporated	115	252		
De Soto	BRT	Orange	San Fernando Valley	Los Angeles	115	252		X
Myrtle / Duarte	LRT		San Gabriel Valley	Monrovia	115	252		
Santa Clara / 1st	LRT		San Gabriel Valley	Arcadia	115	252		
Van Nuys	BRT	Orange	San Fernando Valley	Los Angeles	115	252		X
Wardlow	LRT	Blue	Gateway Cities	Long Beach	115	252		
Laurel Canyon	BRT	Orange	San Fernando Valley	Los Angeles	110	258		X
Newhall	Commuter Rail	Antelope	North Los Angeles County	Santa Clarita	110	258		
Roscoe	BRT	Orange	San Fernando Valley	Los Angeles	110	258		X
Warner Center Transit Hub	BRT	Orange	San Fernando Valley	Los Angeles	105	261		
West Campus / State University	Bus		Gateway Cities	Long Beach	105	261		
Nordhoff	BRT	Orange	San Fernando Valley	Los Angeles	100	263		X
Woodman	BRT	Orange	San Fernando Valley	Los Angeles	100	263		X
Santa Clarita	Commuter Rail	Antelope	North Los Angeles County	Santa Clarita	95	265		
Tampa	BRT	Orange	San Fernando Valley	Los Angeles	95	265		X
Valley College	BRT	Orange	San Fernando Valley	Los Angeles	90	267		X
Via Princessa	Commuter Rail	Antelope	North Los Angeles County	Santa Clarita	90	267		
Ximeno / Pacific Coast Hwy	Bus		Gateway Cities	Long Beach	90	267		

MAT Program
Regional Active Transportation Corridors Ranked List

Corridor	From	To	Total Miles	SUBREGIONS & CITIES		QUINTILE OR Y/N SCORES									Total Score (24 max)	Rank
						EQUITY		HEALTH	SAFETY		MOBILITY/CONNECTIVITY					
						DAC (1-5)	COC (1-5)	HPI (1-5)	Bike/Ped Crashes (1-5)	HIN Intersect (0-1)	FIM Intersect (0-1)	RBN Intersect (0-1)	MM Proj Intersect (0-1)			
CENTRAL AVE-COMPTON CREEK	E 1ST ST	E ARTESIA BLVD	13.05	Central Los Angeles, Gateway Cities	Compton, Los Angeles, Unincorporated	5	5	5	5	1	1	1	1	24	1	
RANDOLPH AVE RAIL ROW	E SLAUSON AVE	LA RIVER	7.03	Gateway Cities	Bell, Commerce, Huntington Park, Unincorporated	5	5	5	5	1	1	1	1	24	1	
WHITTIER BLVD	CENTRAL AVE	WASHINGTON BLVD	12.86	Central Los Angeles, Gateway Cities	Los Angeles, Montebello, Pico Rivera, Unincorporated, Whittier	5	5	5	5	1	1	1	1	24	1	
AVALON BLVD	E IMPERIAL HWY	HARRY BRIDGES BLVD	11.06	Central Los Angeles, Gateway Cities, South Bay Cities	Carson, Los Angeles, Unincorporated	5	5	5	5	1	1	1	0	23	2	
CENTURY-MLK-PE ROW	ALAMEDA ST	SALT LAKE- UP-PE RR ROW	4.44	Gateway Cities	Lynwood, South Gate, Unincorporated	5	5	5	4	1	1	1	1	23	2	
ALAMEDA	SPRING ST	LA RIVER	16.12	Central Los Angeles, Gateway Cities, South Bay Cities	Carson, Compton, Huntington Park, Long Beach, Los Angeles, Lynwood, Unincorporated, Vernon	5	5	5	4	0	1	1	1	22	3	
FIRESTONE-MANCHESTER	CULVER BLVD	LA RIVER	16.41	Central Los Angeles, Gateway Cities, South Bay Cities, Westside Cities	Inglewood, Los Angeles, South Gate, Unincorporated	5	5	5	3	1	1	1	1	22	3	
GARVEY-RAMONA	WHITTIER BLVD	SP RR	12.04	Central Los Angeles, San Gabriel Valley	Alhambra, El Monte, Monterey Park, Rosemead, South El Monte, Unincorporated	5	5	5	5	1	1	0	0	22	3	
1ST-2ND-GLENDALE	FLETCHER DR	EASTERN AVE	8.51	Central Los Angeles	Los Angeles, Unincorporated	5	5	5	2	1	1	1	1	21	4	
FLORENCE AVE	BNSF RAILROAD	ALAMEDA ST	5.92	Central Los Angeles, Gateway Cities, South Bay Cities	Inglewood, Los Angeles, Unincorporated	5	5	5	3	1	1	0	1	21	4	
HUNTINGTON-MAIN	E HUNTINGTON DR	E IMPERIAL HWY	23.42	Arroyo Verdugo, Central Los Angeles, San Gabriel Valley	Arcadia, Los Angeles, San Marino, South Pasadena	5	5	4	3	1	1	1	1	21	4	
IMPERIAL HWY	COAST	ORANGE COUNTY LINE	27.19	Central Los Angeles, Gateway Cities, LAX, South Bay Cities, Westside Cities	Downey, Hawthorne, Inglewood, La Mirada, Los Angeles, Lynwood, Norwalk, South Gate, Unincorporated	5	5	5	2	1	1	1	1	21	4	
REDONDO BEACH BLVD	FLAGLER LN	SALT LAKE- UP-PE RR ROW	13.74	Gateway Cities, South Bay Cities	Compton, Gardena, Lawndale, Los Angeles, Redondo Beach, Unincorporated	5	4	4	5	0	1	1	1	21	4	
RIO HONDO	PECK RD	LA RIVER	18.65	Gateway Cities, San Gabriel Valley	Arcadia, Bell Gardens, El Monte, Montebello, Pico Rivera, Rosemead, South El Monte, South Gate, Unincorporated	5	4	5	3	1	1	1	1	21	4	
SALT LAKE- UP-PE RR ROW	LA RIVER	COYOTE CREEK	14.78	Gateway Cities	Artesia, Bell, Bellflower, Cerritos, Cudahy, Downey, Paramount, South Gate, Vernon	5	5	5	3	1	0	1	1	21	4	
SLAUSON	SEPULVEDA BLVD	LA RIVER	12.47	Central Los Angeles, Gateway Cities	Huntington Park, Los Angeles, Maywood, Unincorporated, Vernon	5	5	5	3	1	1	0	1	21	4	
CRENSHAW-ARDEN	HIGHLAND AVE	PCH	22.74	Central Los Angeles, South Bay Cities	Gardena, Hawthorne, Inglewood, Los Angeles, Torrance, Unincorporated	4	4	4	4	1	1	1	1	20	5	
GLENOAKS BLVD	FOOTHILL FWY	VERDUGO WASH	17.09	Arroyo Verdugo, San Fernando Valley	Burbank, Glendale, Los Angeles, San Fernando	4	4	4	4	1	1	1	1	20	5	
HILLCREST-HAWTHORNE	SLAUSON BLVD	PALOS VERDES DR	15.95	Central Los Angeles, South Bay Cities	Hawthorne, Inglewood, Lawndale, Los Angeles, Rolling Hills Estates, Torrance, Unincorporated	4	5	3	4	1	1	1	1	20	5	
WESTERN AVE	IMPERIAL HWY	W ANAHEIM ST	9.93	South Bay Cities	Gardena, Los Angeles, Torrance, Unincorporated	4	5	5	4	1	0	1	0	20	5	
CHAVEZ-SUNSET-RIGGIN	N FAIRFAX AVE	ALHAMBRA WASH	18.37	Central Los Angeles, Gateway Cities, San Gabriel Valley	Los Angeles, Monterey Park, Rosemead, Unincorporated	4	4	5	2	1	1	1	1	19	6	
EL SEGUNDO BLVD	COAST	ALAMEDA ST	11.97	Gateway Cities, South Bay Cities, Westside Cities	Compton, El Segundo, Hawthorne, Los Angeles, Unincorporated	5	5	5	3	0	1	0	0	19	6	
MISSION-VALLEY	E CESAR E CHAVEZ AVE	LA PUENTE CREEK	16.80	Central Los Angeles, San Gabriel Valley	Alhambra, El Monte, Industry, Los Angeles, Rosemead, San Gabriel, Unincorporated	4	5	5	2	1	1	1	0	19	6	
SOTO	MISSION ROAD	LA RIVER	5.04	Central Los Angeles, Gateway Cities	Los Angeles, Vernon	5	5	5	2	0	1	1	0	19	6	
TELEGRAPH RD	GARFIELD AVE	IMPERIAL HWY	8.99	Gateway Cities	Montebello, Pico Rivera, Santa Fe Springs, Unincorporated	5	3	4	4	1	1	1	0	19	6	
TOWNE AVE	BASE LINE RD	SAN BERNARDINO COUNTY LINE	7.11	San Gabriel Valley	Claremont, Pomona	4	5	4	3	1	0	1	1	19	6	
WALNUT CREEK	SAN GABRIEL RIVER	FAIRPLEX DR	14.47	San Gabriel Valley	Baldwin Park, Covina, San Dimas, West Covina	4	4	4	5	1	0	1	0	19	6	
WILSHIRE-SAN VICENTE	OCEAN AVE	CENTRAL AVE	20.14	Central Los Angeles, Westside Cities	Beverly Hills, Los Angeles, Santa Monica, Unincorporated	4	4	4	3	1	1	1	1	19	6	
BEVERLY-TEMPLE	SANTA MONICA BLVD	LA RIVER	9.70	Central Los Angeles, Westside Cities	Beverly Hills, Los Angeles, West Hollywood	4	4	4	2	1	1	1	1	18	7	
FREMONT-PASADENA	E UNION ST	WHITTIER BLVD	9.28	Arroyo Verdugo, Central Los Angeles, San Gabriel Valley	Alhambra, Monterey Park, Pasadena, South Pasadena, Unincorporated	3	5	3	5	1	1	0	0	18	7	
LA RIVER	CANOVA AVE	COYOTE CREEK	57.31	Central Los Angeles, Gateway Cities, San Fernando Valley	Bell, Compton, Cudahy, Long Beach, Los Angeles, Paramount, South Gate, Unincorporated, Vernon	5	4	4	1	1	1	1	1	18	7	
LANCASTER-SANTA CLARITA-SFV	AVE H	SP RR BURBANK	61.09	Arroyo Verdugo, North Los Angeles, County, San Fernando Valley	Burbank, Lancaster, Los Angeles, Palmdale, San Fernando, Santa Clarita, Unincorporated	2	3	4	5	1	1	1	1	18	7	

**MAT Program
Regional Active Transportation Corridors Ranked List**

Corridor	From	To	Total Miles	Subregion	Jurisdiction	DAC (1-5)	COC (1-5)	HPI (1-5)	Bike/Ps Crashes (1-5)	HIN Intersect (0-1)	FLM Intersect (0-1)	RBN Intersect (0-1)	MM Proj Intersect (0-1)	Total Score (24 max)	Rank
PECK RD	HUNTINGTON DR	WHITTIER BLVD	11.73	Gateway Cities, San Gabriel Valley	Arcadia, El Monte, Industry, Irwindale, Monrovia, South El Monte, Unincorporated	4	3	2	5	1	1	1	1	18	7
SAN FERNANDO	VERDUGO AVE	FIGUEROA ST	8.29	Arroyo Verdugo, Central Los Angeles	Burbank, Glendale, Los Angeles	4	4	4	2	1	1	1	1	18	7
VERMONT	LOS FELIZ BLVD	W ANAHEIM ST	22.82	Central Los Angeles, South Bay Cities	Los Angeles, Unincorporated	5	5	5	1	1	1	0	0	18	7
ARROW-BONITA	LIVE OAK AVE	SAN ANTONIO WASH	17.16	San Gabriel Valley	Azusa, Claremont, Covina, Irwindale, La Verne, Pomona, San Dimas, Unincorporated	3	3	3	4	1	1	1	1	17	8
ARTESIA-HERONDO	COAST	ORANGE COUNTY LINE	22.95	Gateway Cities, South Bay Cities	Artesia, Bellflower, Carson, Cerritos, Compton, La Mirada, Long Beach, Los Angeles, Redondo Beach, Torrance	4	3	3	3	1	1	1	1	17	8
BADILLO-RAMONA	MISSION-VALLEY SPRR	W BONITA AVE	13.35	San Gabriel Valley	Baldwin Park, Covina, El Monte, San Dimas, Unincorporated, West Covina	3	3	4	4	0	1	1	1	17	8
DUARTE-EL MONTE	W HUNTINGTON DR	RIO HONDO	3.35	San Gabriel Valley	Arcadia, El Monte, Temple City	3	4	3	5	1	0	1	0	17	8
FAIRPLEX-RIDGEWAY	BONITA AVE	SAN JOSE WASH	3.78	San Gabriel Valley	La Verne, Pomona	3	5	2	4	1	0	1	1	17	8
FIRESTONE-SPRR	LA RIVER	ARTESIA BLVD	12.27	Gateway Cities	Downey, La Mirada, Norwalk, Santa Fe Springs, South Gate	5	4	4	1	1	0	1	1	17	8
PICO-GATEWAY-OCEAN PARK	BARNARD WAY	CENTRAL AVE	15.58	Central Los Angeles, Westside Cities	Los Angeles, Santa Monica	3	4	3	4	0	1	1	1	17	8
ALAMEDA-UPRR	LA RIVER	HARRY BRIDGES BLVD	8.31	Gateway Cities, South Bay Cities	Carson, Los Angeles, Unincorporated	5	3	5	1	0	1	1	0	16	9
ALTADENA-LONG BEACH	LOMA ALTA DR	LA RIVER	32.12	Arroyo Verdugo, Central Los Angeles, Gateway Cities, San Gabriel Valley	Alhambra, Bell Gardens, Commerce, Lakewood, Long Beach, Montebello, Monterey Park, Paramount, Pasadena, San Marino, Signal Hill, South Gate, South Pasadena, Unincorporated	4	4	4	1	0	1	1	1	16	9
ARROYO SECO	SAN PASCUAL AVE	AVE 19	4.85	Arroyo Verdugo, Central Los Angeles	Los Angeles, South Pasadena	4	5	3	2	0	1	1	0	16	9
BLOOMFIELD AVE	WHITTIER-UPRR	CARSON ST	9.86	Gateway Cities	Cerritos, Hawaiian Gardens, Lakewood, Norwalk, Santa Fe Springs, Whittier	3	1	3	5	1	1	1	1	16	9
BNSF-CARSON	AVALON BLVD	W SEPULVEDA BLVD	4.73	South Bay Cities	Carson, Los Angeles	4	3	4	4	1	0	0	0	16	9
DOMINGUEZ CHANNEL	S VERMONT AVE	PCH	7.14	South Bay Cities	Carson, Los Angeles	5	3	4	2	0	1	1	0	16	9
EATON WASH	NEW YORK DR	RIO HONDO	8.28	Arroyo Verdugo, San Gabriel Valley	El Monte, Pasadena, Temple City, Unincorporated	2	3	3	5	1	1	1	0	16	9
LOS ANGELES-LOWER AZUSA	ROSEMEAD BLVD	BIG DALTON WASH	7.60	San Gabriel Valley	Baldwin Park, El Monte, Irwindale, Rosemead, Temple City, Unincorporated	3	3	3	4	1	1	1	0	16	9
MANHATTAN BEACH BLVD	COAST	CRENSHAW BLVD	4.95	South Bay Cities	Lawndale, Manhattan Beach, Redondo Beach, Unincorporated	3	4	4	2	1	1	0	1	16	9
MISSION-SPRR-UPRR	SAN GABRIEL RIVER	SAN ANTONIO WASH	20.21	San Gabriel Valley	Industry, Pomona, Unincorporated	4	4	3	3	0	1	1	0	16	9
SPRR-BURBANK WESTERN	LASSEN ST	LA RIVER	20.03	Arroyo Verdugo, Central Los Angeles, San Fernando Valley	Burbank, Glendale, Los Angeles	4	2	4	2	1	1	1	1	16	9
PLUMMER-VALLEY CIRCLE	VENTURA BLVD	WOODMAN AVE	17.49	San Fernando Valley	Los Angeles, Unincorporated	3	4	2	4	0	1	1	1	16	9
AVIATION-BNSF-LAX	W MANCHESTER AVE	MANHATTAN BEACH BLVD	5.94	South Bay Cities	El Segundo, Inglewood, Los Angeles, Manhattan Beach	2	3	2	5	1	1	0	1	15	10
BNSF-SOUTH BAY	BNSF RR	CRENSHAW BLVD	6.04	South Bay Cities	El Segundo, Hawthorne, Lawndale, Redondo Beach, Torrance	2	3	3	3	1	1	1	1	15	10
BRAND-GLENDALE-HYPERION-HIGHLAND-REDOONDO	VERDUGO WASH	RODEO RD	13.68	Arroyo Verdugo, Central Los Angeles	Glendale, Los Angeles	3	4	3	1	1	1	1	1	15	10
Del Amo Blvd	COAST	COYOTE CREEK	19.44	Gateway Cities, South Bay Cities	Carson, Cerritos, Lakewood, Long Beach, Los Angeles, Redondo Beach, Torrance, Unincorporated	2	2	3	5	1	1	1	0	15	10
MELROSE AVE	SANTA MONICA BLVD	W SUNSET BLVD	7.10	Central Los Angeles, Westside Cities	Los Angeles, West Hollywood	3	3	2	3	1	1	1	1	15	10
PACQIMA WASH/CHANNEL	GAVINA AVE	LA RIVER	14.65	San Fernando Valley	Los Angeles, San Fernando	4	4	2	3	0	0	1	1	15	10
223RD-WARDLOW	VERMONT AVE	LONG BEACH BLVD	5.91	Gateway Cities, South Bay Cities	Carson, Long Beach, Los Angeles, Unincorporated	4	2	4	2	0	1	1	0	14	11
ALHAMBRA WASH	SPRR SAN GABRIEL	RIO HONDO	4.63	San Gabriel Valley	Rosemead, San Gabriel, Unincorporated	3	3	3	4	1	0	0	0	14	11
ARROYO-VERDUGO	VAN NUYS BLVD	YORK BLVD	23.81	Arroyo Verdugo, Central Los Angeles, San Fernando Valley	Glendale, La Canada Flintridge, Los Angeles, Pasadena, South Pasadena	3	4	1	3	0	1	1	1	14	11
CARSON ST	N LONG BEACH BLVD	BLOOMFIELD AVE	7.47	Gateway Cities	Hawaiian Gardens, Lakewood, Long Beach	3	1	3	5	1	0	1	0	14	11
CHANDLER	LA RIVER	E VERDUGO AVE	13.17	Arroyo Verdugo, San Fernando Valley	Burbank, Los Angeles	3	2	3	3	0	1	1	1	14	11
CULVER-JEFFERSON	S SEPULVEDA BLVD	COAST	4.50	Westside Cities	Culver City, Los Angeles	2	2	2	4	1	1	1	1	14	11
MAIN ST	HUNTINGTON DR N	ARROW HWY	12.30	Central Los Angeles, San Gabriel Valley	Alhambra, Arcadia, Irwindale, Los Angeles, San Gabriel, Temple City, Unincorporated	3	4	2	4	0	0	1	0	14	11
RIVERSIDE-VERDUGO	VAN NUYS BLVD	VAN NUYS BLVD	8.77	Arroyo Verdugo, San Fernando Valley	Burbank, Los Angeles	3	1	2	4	1	1	1	1	14	11
SAN GABRIEL RIVER	OLD SAN GABRIEL CYN	COYOTE CREEK	33.93	Gateway Cities, San Gabriel Valley	Azusa, Baldwin Park, Cerritos, Downey, Industry, Irwindale, Lakewood, Long Beach, Pico Rivera, Unincorporated	4	2	1	3	1	1	1	1	14	11

**MAT Program
Regional Active Transportation Corridors Ranked List**

Corridor	From	To	Total Miles	Subregion	Jurisdiction	DAC (1-5)	COC (1-5)	HPI (1-5)	Bike/Ped Crashes (1-5)	HIN Intersect (0-1)	FLM Intersect (0-1)	RBN Intersect (0-1)	MM Proj Intersect (0-1)	Total Score (24 max)	Rank
SPRR-SAN GABRIEL	FREMONT AVE	EATON WASH	5.32	San Gabriel Valley	Alhambra, San Gabriel, Temple City, Unincorporated	3	4	3	4	0	0	0	0	14	11
VENTURA-CALABASAS	VENTURA COUNTY LINE	N CAHUENGA BLVD	30.73	Central Los Angeles, Las Virgenes/Malibu, San Fernando Valley	Agoura Hills, Calabasas, Los Angeles, Unincorporated, Westlake Village	2	5	2	2	0	1	1	1	14	11
WOODRUFF AVE	FIRESTONE BLVD	E WILLOW ST	8.90	Gateway Cities	Bellflower, Downey, Lakewood, Long Beach	3	2	3	4	0	0	1	1	14	11
30TH ST	AVE H	AVE P	8.06	North Los Angeles County	Lancaster, Unincorporated	1	1	5	5	1	0	0	0	13	12
BIG DALTON WASH	BIG DALTON DEBRIS DAM	WALNUT CREEK	10.84	San Gabriel Valley	Azusa, Baldwin Park, Covina, Glendora, Irwindale, Unincorporated, West Covina	3	2	4	1	0	1	1	1	13	12
FAIRFAX	HOLLYWOOD BLVD	BALLONA CREEK	4.46	Central Los Angeles, Westside Cities	Los Angeles, West Hollywood	2	3	3	2	0	1	1	1	13	12
FOOTHILL-SUNLAND-VINELAND	VENTURA BLVD	VERDUGO WASH	18.39	Arroyo Verdugo, San Fernando Valley	Glendale, La Canada Flintridge, Los Angeles, Unincorporated	2	2	4	2	0	1	1	1	13	12
HIGH DESERT CORRIDOR	ELIZABETH LAKE RD	SAN BERNARDINO COUNTY	31.22	North Los Angeles County	Palmdale, Unincorporated	1	1	5	5	0	0	0	0	13	12
LAKEWOOD-ROSEMEAD	E ORANGE GROVE BLVD	PCH	27.08	Arroyo Verdugo, Gateway Cities, Los Beach Municipal Airport, San Gabriel Valley	Bellflower, Downey, Lakewood, Long Beach, Pasadena, Pico Rivera, Rosemead, South El Monte, Temple City, Unincorporated	4	2	3	1	0	1	1	1	13	12
PASADENA-YORK	OAK GROVE	EAGLE ROCK BLVD	11.70	Arroyo Verdugo, Central Los Angeles	La Canada Flintridge, Los Angeles, Pasadena, South Pasadena, Unincorporated	2	3	2	2	1	1	1	1	13	12
WHITTIER-UPRR-SPRR	SAN GABRIEL RIVER	ORANGE COUNTY LINE	7.80	Gateway Cities	Pico Rivera, Unincorporated, Whittier	3	1	3	5	0	0	1	0	13	12
BALLONA CREEK	PACIFIC AVE	VENICE BLVD	8.55	Central Los Angeles, Westside Cities	Culver City, Los Angeles	2	3	2	1	1	1	1	1	12	13
COLIMA RD	TELEGRAPH RD	ORANGE COUNTY LINE	15.09	Gateway Cities, San Gabriel Valley	Diamond Bar, Industry, Unincorporated, Whittier	2	1	2	5	1	1	0	0	12	13
CULVER-ROBERTSON	SANTA MONICA BLVD	LINCOLN BLVD	8.82	Central Los Angeles, Westside Cities	Beverly Hills, Culver City, Los Angeles, West Hollywood	1	2	1	4	1	1	1	1	12	13
JEFFERSON-WESTWOOD	LE CONTE AVE	S FIGUEROA ST	10.99	Central Los Angeles, Westside Cities	Culver City, Los Angeles	4	4	3	1	0	0	0	0	12	13
SAN JOSE-THOMPSON-LA PUENTE	PUENTE CREEK	SAN ANTONIO DAM	26.46	San Gabriel Valley	Claremont, Industry, La Puente, Pomona, Unincorporated, Walnut	3	3	2	1	0	1	1	1	12	13
SEPULVEDA	RINALDI ST	VENICE BLVD	20.74	San Fernando Valley, Westside Cities	Los Angeles, Unincorporated	2	2	2	2	1	1	1	1	12	13
SUNSET AVE	FOOTHILL BLVD	PUENTE CREEK	8.44	San Gabriel Valley	Azusa, Industry, Irwindale, Unincorporated, West Covina	4	2	4	1	0	0	1	0	12	13
ARTESIA BLVD	COAST	S VERMONT AVE	6.65	South Bay Cities	Gardena, Hermosa Beach, Manhattan Beach, Redondo Beach, Torrance	3	3	3	1	1	0	0	0	11	14
AVE P	30TH ST W	50TH ST E	8.11	North Los Angeles County	Palmdale, Unincorporated	1	1	5	2	1	0	1	0	11	14
AZUSA AVE	SAN GABRIEL RIVER	COLIMA RD	12.30	San Gabriel Valley	Azusa, Covina, Industry, Unincorporated, West Covina	2	2	2	3	0	1	1	0	11	14
BROADWAY-FOUNTAIN-SANTA MONICA	OCEAN AVE	W SUNSET BLVD	14.24	Central Los Angeles, Westside Cities	Beverly Hills, Los Angeles, Santa Monica, West Hollywood	2	2	1	3	0	1	1	1	11	14
COASTAL ROUTE	VENTURA COUNTY LINE	LA RIVER	63.99	Las Virgenes/Malibu, South Bay Cities, Westside Cities	El Segundo, Hermosa Beach, Long Beach, Los Angeles, Malibu, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Santa Monica, Torrance, Unincorporated	1	2	1	5	0	1	1	0	11	14
COLORADO-FOOTHILL	LA RIVER	SAN ANTONIO WASH	34.58	Arroyo Verdugo, Central Los Angeles, San Gabriel Valley	Arcadia, Azusa, Claremont, Duarte, Glendale, Irwindale, La Verne, Los Angeles, Monrovia, Pasadena, Pomona, San Dimas, Unincorporated	2	3	1	1	1	1	1	1	11	14
GOLDEN VALLEY	THE OLD ROAD	SIERRA HWY	9.25	North Los Angeles County	Santa Clarita, Unincorporated	1	1	2	5	1	0	1	0	11	14
HUBBARD-RINALDI	INDEPENDENCE AVE, LASSEN ST	PACOIIMA WASH	13.71	San Fernando Valley	Los Angeles, San Fernando	2	3	2	1	0	1	1	1	11	14
LINCOLN BLVD	SAN VICENTE BLVD	W MANCHESTER AVE	7.22	Westside Cities	Los Angeles, Santa Monica	1	1	1	4	1	1	1	1	11	14
MOTOR-SPRR-COLORADO	OCEAN AVE	VENICE BLVD	6.31	Westside Cities	Los Angeles, Santa Monica	1	2	1	3	1	1	1	1	11	14
SEPULVEDA-WILLOW	TORRANCE BLVD	COYOTE CREEK	17.81	Gateway Cities, South Bay Cities	Carson, Long Beach, Los Angeles, Redondo Beach, Signal Hill, Torrance, Unincorporated	2	2	2	2	1	1	1	0	11	15
WASHINGTON BLVD	WOODBURY RD	WOODLYN RD	5.23	Arroyo Verdugo	Pasadena, Unincorporated	1	1	5	2	1	0	1	0	11	14
ANAHEIM ST	S WESTERN AVE	PCH	10.26	Gateway Cities, South Bay Cities	Long Beach, Los Angeles	2	2	2	1	1	1	1	0	10	15
AVE S	TOVEY AVE	70TH ST E	7.86	North Los Angeles County	Palmdale, Unincorporated	1	1	1	5	1	0	1	0	10	15
PALOS VERDES DRIVE	PALOS VERDES BLVD	S FIGUEROA ST	7.79	South Bay Cities	Lomita, Los Angeles, Palos Verdes Estates, Rolling Hills Estates	1	3	1	2	1	1	1	0	10	15
PCH	ESPLANADE	SAN GABRIEL RIVER	18.52	Gateway Cities, South Bay Cities	Lomita, Long Beach, Los Angeles, Redondo Beach, Torrance	2	2	2	1	1	1	1	0	10	15
SAN GABRIEL-SIERRA MADRE	EATON WASH	VALLEY BLVD	6.71	Arroyo Verdugo, San Gabriel Valley	Pasadena, Rosemead, San Gabriel, San Marino, Unincorporated	2	2	1	4	0	0	1	0	10	15
SEPULVEDA-PCH	SANTA MONICA BLVD	PALOS VERDES BLVD	17.10	South Bay Cities, Westside Cities	Culver City, El Segundo, Hermosa Beach, Los Angeles, Manhattan Beach, Redondo, Beach	1	3	1	1	1	1	1	1	10	15
BUNDY-CENTINELA-INGLEWOOD	SAN VICENTE BLVD	S CENTINELA AVE	6.35	San Fernando Valley, Westside Cities	Culver City, Los Angeles	1	2	2	1	1	1	1	0	9	16

**MAT Program
Regional Active Transportation Corridors Ranked List**

Corridor	From	To	Total Miles	Subregion	Jurisdiction	DAC (1-5)	COC (1-5)	HPI (1-5)	Bike/Ped Crashes (1-5)	HIN Intersect (0-1)	FLM Intersect (0-1)	RBN Intersect (0-1)	MM Proj Intersect (0-1)	Total Score (24 max)	Rank
GLENDORA-GRAND	LITTLE DALTON WASH	SP RR	8.80	San Gabriel Valley	Covina, Glendora, Industry, Unincorporated, Walnut, West Covina	1	2	1	3	0	0	1	1	9	16
LITTLE DALTON WASH	LITTLE DALTON WASH	E ALOSTA AVE	4.07	San Gabriel Valley	Azusa, Glendora	1	2	1	1	1	1	1	1	9	16
MALIBU CANYON	MUREAU RD	PCH	9.82	Las Virgenes/Malibu	Calabasas, Malibu, Unincorporated	1	1	1	4	1	0	1	0	9	16
MONTANA AVE	OCEAN AVE	SAN VICENTE BLVD	3.15	Westside Cities	Los Angeles, Santa Monica	1	1	1	5	1	0	0	0	9	16
SAN VICENTE BLVD	SANTA MONICA BLVD	VENICE BLVD	4.45	Central Los Angeles, Westside Cities	Beverly Hills, Los Angeles	2	1	2	1	0	1	1	1	9	16
THE OLD ROAD	LAKE HUGHES RD	SIERRA HWY	14.43	North Los Angeles County, San Fernando Valley	Los Angeles, Unincorporated	1	1	1	4	1	0	1	0	9	16
OCEAN-MAIN-VENICE	SAN VICENTE BLVD	BALLONA CREEK	6.73	Westside Cities	Los Angeles, Santa Monica, Unincorporated	1	1	1	2	1	1	1	0	8	17
ALLEN AVE	E ALTADENA DR	ORLANDO RD	3.99	Arroyo Verdugo, San Fernando Valley, San Gabriel Valley	Pasadena, San Marino, Unincorporated	1	1	1	1	1	1	1	0	7	18
AVE L	70TH ST W	50TH ST E	12.14	North Los Angeles County	Lancaster, Palmdale, Unincorporated	1	1	1	3	0	0	1	0	7	18
AVE N	50TH ST	SIERRA BIKE PATH	5.34	North Los Angeles County	Palmdale, Unincorporated	1	1	1	2	1	0	1	0	7	18
COYOTE CREEK	TELEGRAPH RD	OCEAN AVE	15.16	Gateway Cities	Santa Fe Springs, Unincorporated	2	1	2	1	0	0	1	0	7	18
COYOTE CREEK EAST	IMPERIAL HWY	ARTESIA BLVD	4.37	Gateway Cities	La Mirada, Unincorporated	1	1	1	3	0	0	1	0	7	18
SANTA CLARA RIVER	VENTURA COUNTY LINE	SIERRA HWY	15.76	North Los Angeles County	Santa Clarita, Unincorporated	1	1	1	2	0	1	1	0	7	18
LA MIRADA CREEK	ORANGE COUNTY LINE	COYOTE CREEK	4.89	Gateway Cities	La Mirada, Santa Fe Springs, Unincorporated, Whittier	2	1	1	1	0	0	1	0	6	19

Attachment B:
Letter of Interest Form

**Los Angeles County Metropolitan Transportation Agency
Measure M Active Transport (MAT) Program
2019 Letters of Interest Solicitation**



Programmatic Category:

For First/Last Mile (FLM), Project Size Category:

Lead Agency Name: _____

Project Name: _____

Project Information

A. Project Sponsor Contact Information

Project Name: _____

Lead Agency Name: _____

Street Address: _____

City: _____

State: _____

Zip: _____

Project Manager: _____

Title: _____

Email: _____ Phone: _____

Any Involved Subregions or COGs: _____

For Active Transportation Corridors, other participating partner jurisdictions*:

Agency #1: _____

Title: _____

Email: _____

Phone: _____

Agency #2: _____

Title: _____

Email: _____

Phone: _____

Agency #3: _____

Title: _____

Email: _____

Phone: _____

Agency #4: _____

Title: _____

Email: _____

Phone: _____

Agency #5: _____

Title: _____

Email: _____

Phone: _____

*Other participating partner jurisdictions include entities with ROW control for the project, including special districts, utilities, and other non-municipal entities as applicable

Agency #6: _____

Title: _____

Email: _____

Phone: _____

Agency #8: _____

Title: _____

Email: _____

Phone: _____

Agency #7: _____

Title: _____

Email: _____

Phone: _____

B. Project Details

Project Location (for ATC, include limits): _____

Estimated Range of Total Project Cost: _____

Project Funding Request: _____

Project Phases Requiring Funding: _____

C. Project Description

Provide a short summary of your project that includes an anticipated scope and any anticipated goals, objectives, outcomes, and deliverables. Note: FLM projects are not required to have a refined scope and budget at the time of submission. (1500 Character Limit)

D. Background Information

Reference any local or regional plans the project is included in, project history, and any community engagement that has already occurred. (1500 Character Limit)

Please note whether any community-based organizations, business groups, or other associations have demonstrated any support or opposition to the project. To attach letters, please see Section H (1500 Character Limit)

E. Project Milestone Schedule

*Completing the table is optional for FLM projects.

Task	Start Date		End Date		Duration (months)
	Month	Year	Month	Year	
Planning/Conceptual Engineering					_____
Environmental Studies (PA&ED)					_____
Right-of-Way Acquisition (including utility relocation) *Limited to 10% of total costs					_____
Design Engineering (PS&E)					_____
Start Construction					_____
Project Completion					_____

Describe the steps you will take to ensure adherence with the schedule. Please note any anticipated review/approvals/permit processes and any anticipated challenges and plans for how they will be addressed- specifically, any anticipated right-of-way acquisition or utility relocation or other known project impediments or complicating factors. (1500 Character Limit)

F. Proposed Partner Roles and Responsibilities

Identify agencies, organizations, and/or property owners that will be active partners in the project. Indicate how and when their involvement is required in order to implement and/or maintain the project. For FLM projects, please note the anticipated role for Metro. (1500 Character Limit)

G. Proposed Funding Strategy

Please note if leveraging is anticipated. If none, write "N/A." For FLM only: Describe any complementary/additive (non-MAT funded) project improvements affecting the project location, including applicable funding sources and timelines. (1500 Character Limit)

H. Optional:

A. Letters of Support

Please attach any general letters of support from institutional or community interests, separate and apart from identification of partners/roles described earlier in the Letter of Interest.

B. Other Supporting Information (e.g. plans, photos, etc.)

I. Signature Page

The undersigned affirms that their agency is committed to and agrees to the following:

Prior to the execution of a Cooperative Agreement, Memorandum of Understanding (MOU), or Funding Agreement (FA), project sponsors will provide certification that any complementary fund sources are committed to the project.

Terms specified in the program Administrative Procedures.

The project demonstrates readiness to begin work and the ability to be completed at the time of LOI submittal, noting that it is not required that Cycle 1 MAT projects have prior planning work at the time of solicitation.

Any review and permitting processes required by the local jurisdiction to implement the project will be facilitated by jurisdiction staff to ensure timely project completion at no added cost.

Project will adhere to the project milestone schedule and deadlines agreed upon and put forth by Metro.

The undersigned also affirms that no recent audit findings have rendered your agency ineligible to receive state or federal funding.

The undersigned also affirms that the statements contained in this application are true and complete to the best of their knowledge.

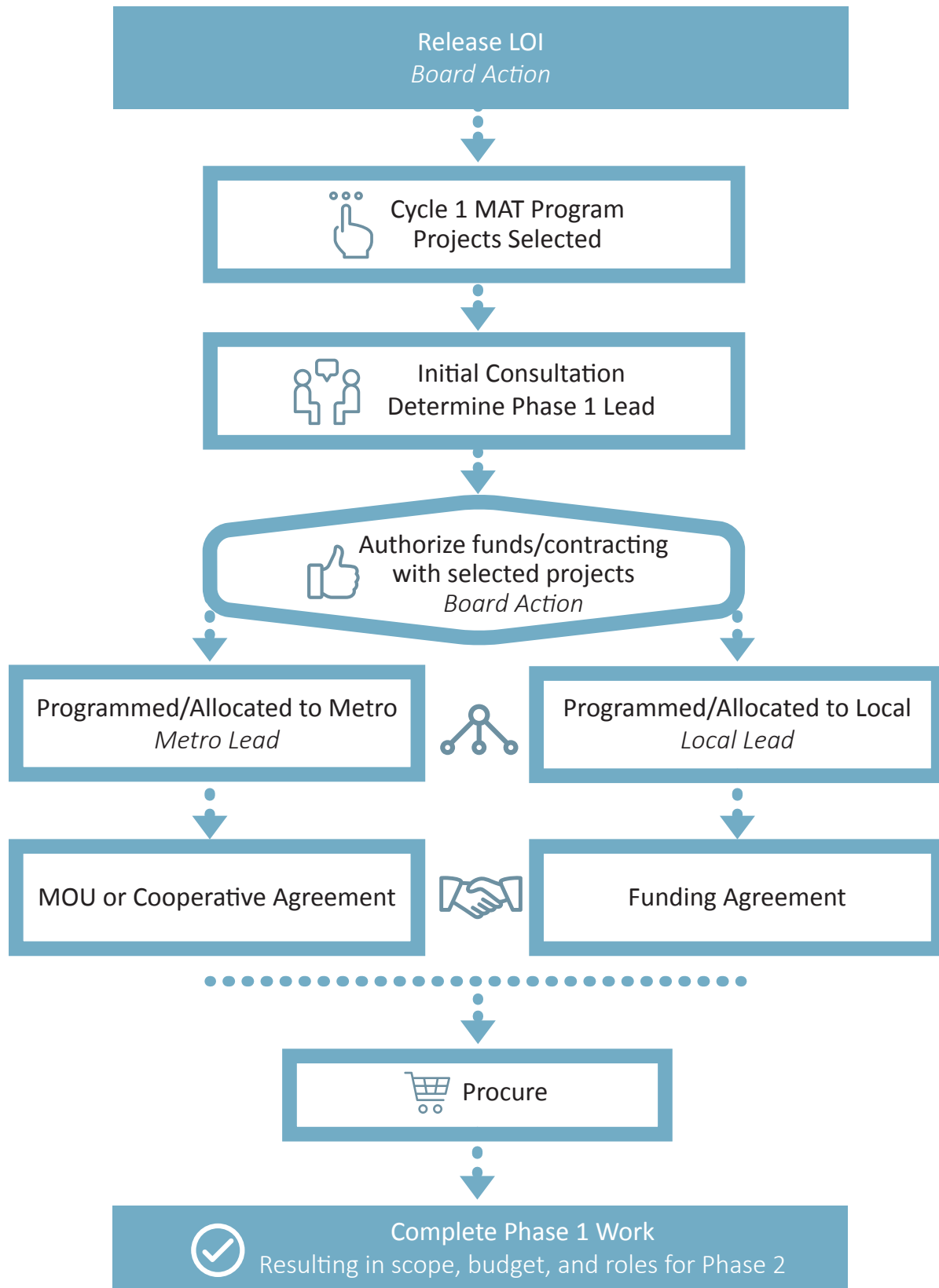
Signature _____ Date _____

Print Name _____

Attachment C:
Project Development
Process Flow Charts

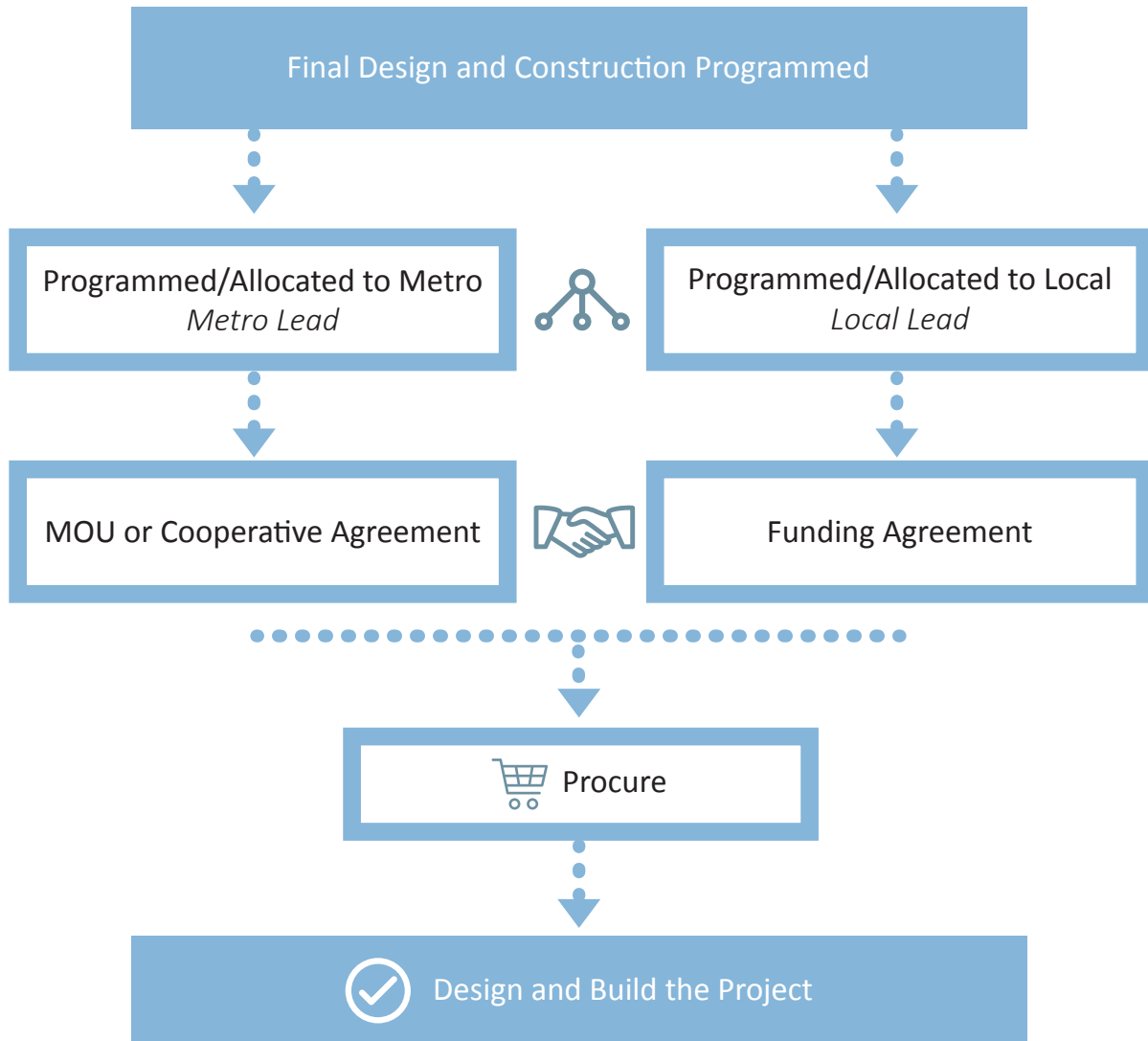
MAT Program Project Flow

Phase 1 - Pre-Construction



MAT Program Project Flow

Phase 2 - Final Design and Construction



Attachment D:
Sample Resolution

Sample
Los Angeles County Metropolitan Transportation Authority
Metro Active Transport Resolution

for Los Angeles County Jurisdictions

Resolution No.

A RESOLUTION OF THE [City Council/Board of Supervisors] OF THE [Jurisdiction]
AUTHORIZING THE EXECUTION OF AN AGREEMENT WITH METRO
FOR WORK ON X PROJECT

WHEREAS, Los Angeles County Metropolitan Transportation Authority (LACMTA) is committed to advancing active transportation policies and objectives for First/Last Mile improvements and Active Transportation Corridor projects as detailed in the Board-adopted First/Last Mile Strategic Plan (2014) and Active Transportation Strategic Plan (2016);

WHEREAS, the Measure M sales tax measure was approved by voters in 2016 for Los Angeles County's comprehensive plan to improve transportation and ease traffic congestion;

WHEREAS, the Measure M Expenditure Plan (**Attachment X**) describes the types of projects and programs that are eligible for funds, including both specific projects and programmatic categories;

WHEREAS, Measure M establishes a regional Metro Active Transport, Transit First/Last Mile (MAT) Program, which creates new opportunities to fulfill active transportation policies and objectives;

WHEREAS, MAT Administrative Procedures (**Attachment X**) establish the framework for the program, which will invest more than \$857 million (in 2015 dollars) in active transportation infrastructure throughout Los Angeles County;

WHEREAS, the MAT Program's Cycle 1 will provide up to \$75 million in funding over Fiscal Years 2021-2025 for projects from need-based prioritized lists of First/Last Mile and Active Transportation Corridor projects, including **X PROJECT**;

WHEREAS, the MAT Program's Cycle 1 will fund capital projects consistent with Metro's First/Last Mile Strategic Plan (2014) or Active Transportation Strategic Plan (2016);

WHEREAS, **[Jurisdiction] X PROJECT** will improve (**brief project description**);

WHEREAS, the MAT Program requires a resolution certifying the approval of the execution of an Agreement (Cooperative Agreement or Memorandum of Understanding) between Metro and **[Jurisdiction]** for work on **X PROJECT** by the applicant's governing body before execution of said Agreement; and

WHEREAS, **[Jurisdiction]** will engage and involve its resources in all appropriate, related jurisdiction functions to achieve the goals of the MAT Program, including, but not limited to implementing First/Last Mile improvements and Active Transportation Corridor projects; encouraging testing and refining of project partnerships and innovative delivery approaches; and targeting investments in high need areas;

WHEREAS, [Jurisdiction] is willing and able to conform to each of the stated terms, conditions, and limitations imposed upon any such agreement (Attachment X) executed between Metro and the [Jurisdiction].

NOW, THEREFORE, BE IT RESOLVED, by the [City Council/Board of Supervisors] of [Jurisdiction], State of California, as follows:

1. The [City Council/Board of Supervisors] of [Jurisdiction] hereby agrees to, and by this resolution, does accept the execution of an Agreement (Cooperative Agreement or Memorandum of Understanding) between the Los Angeles County Metropolitan Transportation Authority (LACMTA) and [Jurisdiction] for work on X PROJECT
2. [Jurisdiction] is willing and able to conform to each of the stated terms, conditions, and limitations imposed upon any such agreement (Attachment X) executed between Metro and the [Jurisdiction].

PASSED AND ADOPTED by the [City Council/Board of Supervisors] of the [Jurisdiction], State of California, on _____, 201_, by the following vote:

Attachments:
X

Attachment E:
Public Participation
Plan Worksheet



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Metropolitan Transportation Authority

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**Metro Active Transport (MAT) Program Cycle 1
Public Participation Plan (PPP) Worksheet**

Project	<u>Project</u>		
Sponsoring Agency(ies)	<u>Agency</u>	Project Category	<u>Choose an item.</u>
Project Location	<u>Project Location</u>		
Fiscal Year	<u>Fiscal Year</u>	Submission Date	<u>Date</u>
Contact Name	<u>Last Name</u>	<u>First Name</u>	
Mailing Address	<u>Address</u>		
City, State ZIP	<u>City</u>	<u>State</u>	<u>ZIP</u>
Email	<u>Email</u>	Phone	<u>Phone</u>

Purpose

The purpose of this PPP worksheet is to generate a thoughtful community engagement approach and ensure community participation throughout the project. Once completed, we suggest using this form as a guide to develop a stand-alone PPP for the project.

Instructions

Please complete this worksheet by filling in responses in the boxes below. Provide tables, graphs, maps, and graphics as appropriate at the end of this form. This form includes the following required sections and guiding questions to aid in the responses:

- Overall strategic vision
- Project History
- Schedule
- Anticipated audiences
- Roles and responsibilities of project partners
- Potential local partners
- Event type
- Format for soliciting input
- Equity Considerations

Metro encourages agencies to deploy innovative community engagement techniques and to reach community members who may not have been engaged previously through traditional outreach methods. For more ideas on innovative community engagement techniques, please see the References and Helpful Resources section at the end of this form.

Documentation

If changes to the PPP are needed, written approval from Metro is required. Once approved, please revise and resubmit this PPP worksheet to Metro. Please document ongoing public participation activities in the quarterly reports to Metro using narrative description, photos of events, sign-in sheets,



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boards and materials, etc. Further, a summary of public participation is required at the completion of each phase of work and will be validated against the completed PPP form for the project.

1. Overall Strategic Vision

Describe the public participation goals you intend to achieve through the public participation process.

Guiding Questions:

- Who are the intended users of the facility/project?
- How will community support for the project be demonstrated? What are critical measures of support for your community?

2. Project History

Describe relevant completed public participation and public process for this project.

Guiding Questions:

- Have there been prior public participation activities associated with the project? Who in the community was engaged and how did they receive the project?
- Have there been prior planning activities associated with the project? What was the outcome (e.g. city council adoption, grant submittal, etc.)?



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3. Schedule

Provide a draft timeline of public participation activities. Ensure that community engagement activities occur throughout all phases of the project including construction.

4. Anticipated Audiences

What audiences are you planning to reach throughout the public participation process for this project? How will groups and individuals be identified?



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5. Roles and Responsibilities of Project Partners

What are the roles and responsibilities of the project partners (i.e. other agencies that will have an active role in delivering the project)?

6. Potential Local Partners

Describe which local stakeholders will be impacted by the project and how they will be engaged directly in the project.

Guiding Questions:

- Who are the relevant or impacted groups, such as community organizations, schools, major employers, key destinations, etc.?
- What processes or procedures will be followed to meaningfully involve these groups?
- Is there a community-based organization that can help advise on community engagement techniques?



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7. Event Type

What are the proposed events for this project?

Guiding Questions

- Will people who work non-traditional work hours be able to participate on the days, times, and at the locations of the events?
- What locations or existing fairs or festivals will reach a diverse cross section of the local community?
- Are there unique incentives or giveaways that will draw in community members and encourage more extensive comments?

8. Format for soliciting input

Describe the materials and techniques that will be utilized to reach community members. Indicate how you will reach people who have been hard to reach with traditional outreach methods.

Guiding Questions:

- How will you reach members of disadvantaged communities and non-English speaking populations? For example, the availability of community members should be considered when determining the time and day of an event.
- Are the materials and presentations in languages (written and oral) that participants can read and understand?
- Will parents be able to bring their children or find childcare?

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Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**9. Equity Considerations**

In 2018, Metro adopted the [Equity Platform](#) to address transportation inequities throughout Los Angeles County. Access to opportunity is a core concept of decision-making, public investment, and public service. The adopted Equity Platform is built around four pillars: Define and Measure, Listen and Learn, Focus and Deliver, and Train and Grow. How will the public participation process and the project address each pillar listed below?

- a. Define and Measure: “Pursuing an inclusive conversation that commits to: (1) establish meaningful goals around a shared definition of equity – and actions to achieve those goals; (2) define metrics to evaluate outcomes, including investment decisions; (3) ensure consideration at the front end, not the back end; and (4) seek out and involve the diverse range of voices that must collaborate on above.”
- b. Listen and Learn: “Establishing comprehensive, multiple forums to engage the community meaningfully and actively in defining, measuring, and acting on equitable outcomes.”
- c. Focus and Deliver: “Unifies activity with two major crosscutting equity areas: where Metro leads and where Metro partners. This includes leading roles in performance-based investment decisions that advance outcomes to promote and sustain opportunities and avoid outcomes that aggravate disparities in opportunity and partnering roles to tackle issues such as gentrification, displacement, and affordable housing.”
- d. Train and Grow: “Training ourselves and others in two important areas associated with equity: (1) methods to evaluate equity including data collection, measurement and analysis and (2) approaches to effectively communicate and work with communities with priority and respect for equity issues.”



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10. Tables, graphs, maps, and graphics

Please insert tables, graphs, maps, and graphics here.

References and Helpful Resources

Metro has completed plans that piloted innovative community engagement techniques that you may find useful. We suggest reviewing the community engagement chapters or sections of the following plans. Please click the links below.

- a. [Active Transportation Strategic Plan \(https://www.metro.net/projects/active-transportation-strategic-plan/\)](https://www.metro.net/projects/active-transportation-strategic-plan/)
- b. [Blue Line First/Last Mile Plan \(https://www.metro.net/projects/transit-oriented-communities/blue-line-flm/\)](https://www.metro.net/projects/transit-oriented-communities/blue-line-flm/)
- c. [Foothill Gold Line Phase 2B First/Last Mile Plan \(https://www.metro.net/projects/foothill-gold-line-phase-2b-flm/\)](https://www.metro.net/projects/foothill-gold-line-phase-2b-flm/)
- d. [Inglewood First/Last Mile Plan \(https://www.metro.net/projects/inglewood_flm/\)](https://www.metro.net/projects/inglewood_flm/)