

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: April 21, 2020

To: The Honorable City Council
c/o City Clerk, Room 395
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: Seleta J. Reynolds, General Manager 
Department of Transportation

Subject: **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (Metro)
METRO ACTIVE TRANSPORT (MAT) CYCLE 1 CALL FOR PROJECTS**

SUMMARY

The Los Angeles Department of Transportation (LADOT) reviewed Metro's prioritized projects and identified three active transportation corridors and eight First Last Mile stations for funding consideration. LADOT will submit Letters of Interest (LOI) to compete in the MAT Cycle 1 solicitation process by the April 30th deadline.

RECOMMENDATIONS

That the City Council RECEIVE and FILE this report.

BACKGROUND

On February 18, 2020, Metro released its Program Solicitation for Measure M Metro Active Transport (MAT) Program Cycle 1 and asked interested, eligible jurisdictions including Caltrans and all cities and transit operators in Los Angeles County, to submit a Letter of Interest for candidate projects to Metro by Thursday, April 2. Given the circumstances surrounding the Covid-19 pandemic and ensuing safer at home orders, Metro extended the deadline to **no later than 5:00 PM on Thursday, April 30, 2020**. The MAT Program is a multi-year discretionary program within Measure M. Cycle 1 establishes goals, processes, and criteria for the five-year cycle of the MAT Program for Fiscal Years 2021-2025.

The MAT Program funds projects to increase the use of active modes of transportation (such as biking and walking) and expand the reach of transit. Cycle 1 commits \$75 million divided into two separate project categories: First/Last Mile projects and Active Transportation Corridors. Eligible projects for the First/Last Mile category are limited to 138 locations pre-ranked by Metro in the solicitation. Similarly, for the Active Transportation Corridors category, Metro pre-ranked 25 corridors for potential Cycle 1 funding.

DISCUSSION

The overarching purpose of the MAT Program is to encourage increased use of active modes of transportation, such as bicycling and walking, and enhance pedestrian and bicycle safety. Metro's stated

Cycle 1 goals include:

- Advance key Metro policies, with a focus on the Active Transportation Strategic Plan (ATSP), First/Last Mile (FLM) policy, and the Equity Platform Framework,
- Initiate implementation of ATSP-identified first/last mile projects and active transportation corridors,
- Build momentum for future efforts; creating visible, tangible results; and set the groundwork for implementation at the broad scale envisioned by the ATSP,
- Test and refine project partnerships and innovative delivery approaches, and
- Target investments in high need areas.

To achieve these goals, Cycle 1 includes a funding target of 50% of available funds across two programmatic categories:

Active Transportation (AT) Corridors Funding

Cycle 1 appropriates \$37.5 million in Fiscal Years 2021-2025 for Active Transportation (AT) Corridor projects. Metro ranked 160 corridors based on socio-economic factors, safety, health benefits, and existing conditions of physical infrastructure. Metro will prioritize the top 25 ranked corridors for Cycle 1 funding. Funding can go towards environmental, final design, and/or construction phases, with a maximum fund limit of \$8 million per project.

First Last Mile (FLM) Stations Funding

Cycle 1 appropriates \$37.5 million in Fiscal Years 2021-2025 for improvements within a half-mile radius of stations. Metro ranked each station through an equity, safety, and connectivity lens. Not all stations were eligible for funding. Based on that ranking, Metro will accept proposals for first and last mile improvements within two blocks to a half-mile of the top 138 eligible stations. Funding can go towards environmental, final design, and/or construction phases, with a maximum fund limit of \$5 million per project.

MAT Selection Criteria

Metro will select projects according to their total score out of 100 points, as follows:

- Up to 30 points based on the project ranking established by Metro
- Up to 70 points based on qualitative review of the proposals, with the breakdown as follows:
 - Project description/clear proposal of project scope and components to achieve program outcomes (*up to 20 points*)
 - Project Support/Partnerships (*up to 20 points*)
 - Process assurances and reasonableness of schedule (*up to 15 points*)
 - Funding Strategy (*up to 10 points*)
 - Other factors (*up to 5 points*)
 - Equity Focused Communities (EFCs) (*up to 5 bonus points*)

Local Match/Leveraging Requirements

Metro requires an in-kind match of staff time from all applicants but does not require a funding local match for Cycle 1. For both project categories, Metro considers leveraging favorably in the evaluation criteria.

LADOT Project Selection

LADOT recommends the candidate projects in Attachment A based on Metro's adopted project prioritization with further evaluation by LADOT's Mobility Investment Program project prioritization tool. The LADOT Mobility Investment Program tool captures and plans for the City's mobility investments based on Los Angeles' values and vision for transportation. The Mobility Investment Program provides a detailed look at LADOT's planned transportation infrastructure improvements, operation of mobility services, and other specific initiatives (plans, educational programs, research projects) that enhance the safety, sustainability, and reliability of our transportation system. Our analysis confirms that all proposed projects are consistent with the city's policies.

The attached list (Attachment A) reflects the three AT corridors and eight FLM station areas that LADOT will submit for funding in MAT Cycle 1. Staff prioritized this project list to align with existing planning efforts, unmet funding needs, and Measure M guidelines.

FISCAL IMPACT

There is no impact to the City's General Fund. No local match is required for these projects. There is no immediate impact on special funds; however, future appropriations by the Mayor and City Council will require a final memorandum of understanding for grant awards and to deliver the projects (i.e., design, project management, construction and inspection). For projects awarded grant funding, LADOT, in conjunction with the CAO, will identify the recommended appropriations from available and appropriate funding sources during the development of each fiscal years' budget or as needed throughout future fiscal years.

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ATTACHMENT A

CITY OF LOS ANGELES METRO ACTIVE TRANSPORTATION PROGRAM (MAT) CYCLE 1
STAFF RECOMMENDATIONS

	PROJECT NAME	CD	LEAD DEPT	PROJECT TYPE	REQUEST AMOUNT
1	LAX / Aviation Station	11	StreetsLA	First/Last Mile Station	Up to \$5,000,000
2	Cypress Park / Lincoln Heights Station	1	LADOT	First/Last Mile Station	Up to \$5,000,000
3	Hollywood / Highland Station	13	BOE	First/Last Mile Station	Up to \$5,000,000
4	Hollywood / Vine Station	13	BOE	First/Last Mile Station	Up to \$5,000,000
5	Sepulveda / OL Station	6	StreetsLA	First/Last Mile Station	Up to \$5,000,000
6	Culver City Expo Line Station*	5	LADOT	First/Last Mile Station	Up to \$5,000,000
7	Van Nuys / Vanowen Station	6	StreetsLA	First/Last Mile Station	Up to \$5,000,000
8	Western / Slauson Station	8	StreetsLA	First/Last Mile Station	Up to \$5,000,000
9	Avalon / Martin Luther King Jr. / Gage Corridor	9	LADOT	Active Transportation Corridor	Up to \$8,000,000
10	Slauson Corridor	8 / 9	StreetsLA	Active Transportation Corridor	Up to \$8,000,000
11	Manchester / Broadway / Vermont Corridor	8	StreetsLA	Active Transportation Corridor	Up to \$8,000,000

* Culver City will submit LOI with support from LADOT