

REPORT FROM

OFFICE OF THE CITY ADMINISTRATIVE OFFICER

Date: June 12, 2023

CAO File No. 0220-06109-0000

Council File No. None

Council District: All

To: The City Council

From: *Ylenda Chavez*
for Matthew W. Szabo, City Administrative Officer

Subject: **RETROACTIVE AUTHORITY TO APPLY FOR THE 2023 COUNTY
TRANSPORTATION COMMISSION PARTNERSHIP PROGRAM GRANT (CTCP)**

RECOMMENDATIONS

That the Council, subject to approval of the Mayor:

1. Authorize the General Manager of the Los Angeles Department of Transportation (LADOT), or designee, to prepare grant applications for the proposal outlined in the Attachment 1; and,
2. Instruct the General Manager of the LADOT, or designee, to report back if the City is awarded the grants, to request authority to accept the grant awards, and to identify front funding.

SUMMARY

On April 12, 2023, the Southern California Association of Governments (SCAG) issued a Notice of Funding Availability (NOFA) for the 2023 County Transportation Commission Partnership (CTCP) Program Grant, with an application due date of May 9, 2023. Los Angeles Administrative Code Section 14.6b, allows departments to submit applications for competitive grants if the NOFA was published less than 61 days from the application deadline.

In partnership with the LADOT, Metro submitted the following two grant applications:

- Connecting Communities with Stress Free Connections; and,
- First/Last Mile Revolution: Transforming Metro Connections to Housing.

Retroactive approval is now requested. Should awards be received, additional approval to accept the award(s) will be requested. Award announcements are expected in July 2023. This reimbursable grant will require front funding and invoices can be submitted for reimbursement through December 31, 2025.

Eligible Applicants and Eligible Project Uses

Eligibility in this program is limited to County Transportation Commissions within the SCAG region. SCAG anticipates \$80 million to be available for CTC Partnership Program. One application is required per project and entities may submit multiple project applications. A local match is not required.

The CTCP Program prioritizes projects that integrate and align Southern California’s mobility and housing opportunities, with the region’s adopted Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS). Funds shall be used on planning or implementation efforts that can establish a strong nexus to housing and infrastructure to support new housing. It is also important to demonstrate a reduction in Vehicle Miles Travelled (VMT) to meet the climate commitments, advance equity and improve underlying social and health vulnerabilities.

The following are the eligible activities and uses that meet the CTCP grant goals:

- Realizing Multimodal Communities;
- Shifting Travel Behavior Through Reducing Driving;
- Increasing Transit Ridership;
- Transit Recovery;
- Mobility Integration and Incentives;
- Shared Mobility and Mobility Hubs; and
- VMT Bank and Exchange Programs.

Scoring Criteria

The scoring criteria (Attachment 2) for all projects funded through the CTCP Grant Program are as follows:

Scoring Criteria – 50 points max	
SCAG Goals & SCS Implementation	20 Points
Supports Connect SoCal Implementation	5 points
Stakeholder Engagement	5 points
Project Readiness	5 points
Project Feasibility	5 points
Project Location	10 Points
Geographic Impact	5 points
Connection to State Priorities	5 points
Project Priorities	10 Points
Connection to Local Priorities	5 points
Connection to State Priorities	5 points
Project Performance Evaluation	10 Points
Performance Measurement Plan	5 points
Performance Metrics	5 points

The above table is extracted from the 2023 County Transportation Commission Partnership Program Guidelines.

The maximum score for each project is 50 points, with a minimum of 35 points to qualify. All projects must meet all grant goals and objectives; any project that receives 0 points in any section will be deemed ineligible for funding.

This Office met with LADOT to discuss and evaluate the grant proposals and they meet the purposes, eligibility, and all four of the scoring criteria and the proposed projects are likely to score high.

FISCAL IMPACT STATEMENT

Approval of the report recommendations will not result in a General Fund impact.

FINANCIAL POLICIES STATEMENT

The recommendation in this report complies with the City's Financial Policies.

MWS:JSL:06230142

ATTACHMENT 1 - PROPOSED GRANT PROJECTS

Grant Administrator: Southern California Association of Governments (SCAG)
 Name of Grant: 2023 County Transportation Commission Partnership Program Grant
 NOFO Release Date: April 12, 2023
 Due date: May 9, 2023
 Award Date: July, 2023
 Performance Period: Final work and invoices submitted through December 31, 2025

Lead Department	Project Name	Project Description	Total Project (Budget)	Total Grant Request	Planned Completion Date
Department of Transportation (DOT)	First/Last Mile Revolution: Transforming Metro Connections to Housing	<p>The project invests in critical transit-supportive infrastructure to support Metro's transit customers and growing transit network. Ninety percent of Metro's riders walk, bike, or roll to and from transit stations. The average Metro rider's annual household income is approximately \$19,000, compared to \$76,000 for the average person in LA County. Investing in first last mile transit connections is a life raft for millions of the most burdened residents in the County who depend on safe, connected, reliable transportation to access jobs, schools, and opportunities.</p> <p>Metro, in partnership with the City of Los Angeles, adopted FLM (first and last mile) plans for the Purple Line Extension (PLE) Sections 2 & 3 and the East San Fernando Valley Light Rail Transit Corridor, which include priority comprehensive access and safety improvements for each new station along these transit lines. This project proposes to advance those conceptual projects through the design phase for up to 10 high-priority stations areas. Infrastructure planned for the half mile walkshed and 3-mile bike shed around station areas includes new/repared sidewalks, bus shelters, protected bike lanes, and new signalized crossings.</p> <p>The majority of the 10 high-priority station areas are in underinvested communities that lack safe active transportation infrastructure. A portion of the 10 high-priority station areas are located in job-rich areas of the region, to connect transit riders on both ends of their trip.</p> <p>This project will prepare LADOT and Metro to seek out infrastructure funding to implement permanent FLM investments. The projected budget of \$1,050,000 facilitates engagement, design and preliminary engineering, and prepares station areas to seek capital investment funding prior to the LA28 summer games.</p>	\$ 1,050,000	\$ 1,050,000	December 2025
Department of Transportation (DOT)	Connecting Communities with Stress Free Connections	<p>The project will deliver safety and connectivity investments in the Central City subregion, covering Mid City West, South LA, and Central LA by designing and constructing up to 10 Toucan traffic signals. This project will connect more than 20 miles of streets that currently are bisected by high-stress intersections without safe crossing points. For example, adding a Toucan to the intersection of Arlington Ave and 30th St would connect 2 miles of low-stress bike route east of the intersection with 1.6 miles of low-stress conditions west of the intersection, which if combined would unlock 3.6 miles of low-stress continuity. In addition to enabling safe, accessible crossings, Toucan signals have other benefits like turn restrictions for cars that reduce cut-through traffic and can be programmed to include Leading Pedestrian Intervals (LPIs) that give pedestrians a headstart on crossing the street before a light turns green for cars, a proven safety countermeasure per the Federal Highway Administration (FHWA).</p>	\$ 5,250,000	\$ 5,250,000	December 2025

**ATTACHMENT 2
COUNTY TRANSPORTATION COMMISSION PARTNERSHIP PROGRAM GRANT - PROJECTS SCORING CRITERIA**

Scoring Criteria	Name of Projects	
	Connecting Communities with Stress Free Connections	First/Last Mile Revolution: Transforming Metro Connections to Housing
<p>SCAG Goals & SCS Implementation:</p> <ul style="list-style-type: none"> - Supports Connect SoCal Implementation - Stakeholder Engagement - Project Readiness - Project Feasibility 	<p>Stress Free Connections (SFC) advances the following Connect SoCal Core Visions strategies:</p> <ul style="list-style-type: none"> - Sustainable community strategies; - Demand and systems management; and - Green hours Gas Reduction. <p>Stakeholder Engagement: In 2020 and 2021, LADOT conducted engagement activities for SFC, including the following:</p> <ul style="list-style-type: none"> - Presentation to 14 neighborhood councils (NCs), and numerous community organizations; - Hosting 5 street audits within the project geography; - Conducting focus group discussions with community-based organizations (CBOs); - Partnership with CBOs to receive input from area residents; and - Posting multilingual poster boards at intersections resulting in over 500 responses. <p>Project is ready to implement as various planning documents are in place.</p>	<p>By advancing strategic, transit supportive first last mile investments for planned transit station areas, the project helps implement several Connect SoCal strategies, goals, and key connections.</p> <p>The planned First/Last Mile (FLM) improvements were identified by stakeholders, and local jurisdictions who were engaged throughout the development of the Purple Line Extension and FLM Plans.</p> <p>The project is shovel ready. Work plans such as the Mobility Plan, Purple Line Extension Metro First Last Mile Plan, First Last Mile Guidelines, First/Last Mile Project Prioritization, and Metro Draft Active Transportation Strategic Plan have been established.</p>
<p>Project Location:</p> <ul style="list-style-type: none"> - Geographic Impact - Connection to State Priorities 	<p>The project area includes Mid City West, South LA and Central LA. These areas have key network gaps or barriers along low stress corridors and tens-of-thousands of daily trips as people move through to get to destinations. The proposed improvements will unlock multiple modes of mobility beyond the project area by increasing the number of stress-free connections that people can take between neighborhoods and connect to transit for longer journeys. The benefits of the project are both local and regional. The project areas connect State priorities and overlap with several South California Association of Government and Tax Credit Allocation Committee and California Department of Housing Community Department's priority areas.</p>	<p>Capital infrastructure improvements will be concentrated within a ½ mile radius of each station, ensuring that all residents have access to high quality transportation. The project areas overlap with several of Southern California Association of Governments' indicator layers. Investments in the San Fernando Valley will be impactful for historically disadvantaged areas with low-moderate levels of resource access. By investing in strategic active transportation networks in East San Fernando Valley (ESFV), residents will have greater access to infrastructure, increasing access to opportunity areas. The Purple Line Extension station areas have a high level of resources, and are also home to various low-income communities. As a major job center in a well-resourced area, investing in mobility connections will increase active and transit mobility Countywide, providing greater access to education and job opportunities. The UCLA campus and job centers in Century City and Westwood are key destinations.</p>

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<p>Project Priorities:</p> <ul style="list-style-type: none"> - Connection to Local Priorities - Connection to State Priorities 	<p>The project supports local and regional transportation priorities and goals. Closing high stress neighborhood network gaps to enable several miles of uninterrupted low-stress neighborhood bikeways supports LA City Mobility Plan objectives, LADOT's Strategic Plan and Metro's Active Transportation Strategic Plan, which draws on regional and State plans to establish focus priorities of Equity, Safety and Comfort, Accessibility, Connectivity, and Sustainability. Through strategic deployment of toucan signals along low-stress bikeway corridors, the project could materialize miles of new continuous, low-stress bicycling routes in historically marginalized communities and Equity Focus Communities and provides connections to opportunity zones and transit. The project will expand the City's bikeway network and make biking a more viable means of travel, reducing emissions and increasing access to affordable transportation.</p>	<p>The project is a direct response to the City's and Metro's FLM goals, which aim to improve walking, biking, and other forms of transportation to and from the nearest station. Through extensive community engagement around East San Fernando Valley and Purple line stations, challenges were identified, including inadequate shade, narrow sidewalks, unsafe vehicle speeds, and difficult freeway underpasses. Detailed conceptual plans were developed to improve safety and accessibility, including enhancing bus stops, creating high-visibility crosswalks, connecting streets and bike facilities, and enhancing landscaping around each station.</p>
<p>Project Performance Evaluation:</p> <ul style="list-style-type: none"> - Performance Measurement Plan - Performance Metrics 	<p>LADOT developed a SFC Implementation Guide that outlines criteria necessary to create a low-stress environment for bicycling. The Guide identifies access criteria that should be met in order to achieve an acceptable level of travel stress. Various performance metrics have been developed for the project such as VMT reduced per capital, number of internal and surrounding connections to the active transportation and transit networks, number of new pedestrian and bicycle pathways, etc.</p>	<p>LADOT plans to measure the benefits of the project through various strategies. The primary goal is to develop up to 10 implementable transportation plans through their 30% pre-design and engineering phase, in order to secure future funding for capital project implementation. Performance Metrics have been established including Vehicles Mile Travelled (VMT) reduced per capital, new or enhanced public service and community asset, the number of new pedestrian and bicycle pathways, etc.</p>