

REPORT FROM

OFFICE OF THE CITY ADMINISTRATIVE OFFICER

Date: July 28, 2023

CAO File No. 0220-06130-0000

Council File No. None

Council District: All

To: The City Council

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

Subject: **AUTHORITY TO APPLY FOR THE METRO OPEN STREETS PROGRAM CYCLE FIVE AND THE METRO EXPRESS LANES GRANT FUNDING ROUND THREE**

RECOMMENDATIONS

That the Council, subject to approval of the Mayor:

1. Authorize the Director of the Bureau of Street Services (BSS) and the General Manager of the Los Angeles Department of Transportation (LADOT), or designees, to prepare grant applications for the proposal outlined in the Attachment 1; and,
2. Instruct the Director of the BSS and the General Manager of the LADOT, or designees, 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 June 8, 2023, the Los Angeles County Metropolitan Transportation Authority (Metro) released a notice of funding availability for Open Streets Program Grant Cycle Five. Open Streets initiatives temporarily close streets to automobile traffic and open them to cyclists, pedestrians, and other modes of non-motorized transportation. The application due date is August 29, 2023. This Office received one project proposal from LADOT – City of Los Angeles Open Streets Program.

On June 26, 2023, Metro released a notice of funding availability for the Express Lanes Grant Round Three. The Express Lanes Grant aims to increase mobility through a series of integrated strategies (transit operations, transportation demand management, transportation systems management, active transportation, and capital investments) in the I-10 and I-110 corridors. The application due date is August 7, 2023. This Office has received three project proposals from BSS and LADOT:

- BSS - Wayfinding and Transit Amenities in Downtown LA (apply under the Transit Use category);
- LADOT - South LA Electric On-Demand Community Shuttle (apply under the Transit Use category); and
- LADOT - Downtown LA and South LA Bicycle Network Investments (apply under the System Connectivity category).

OPEN STREETS PROGRAM CYCLE FIVE

Applicant Eligibility and Availability of Funding

Open Streets Program Cycle Five applications are open to Los Angeles County city and county jurisdictions as well as Councils of Government. Funding may be distributed to more than one event per city/jurisdiction until the maximum funding allocation is reached. Applicants shall rank applications for 2 or more events in order of priority with 1 being the most important, 2 being the second most important, etc.

There is \$5 million available for distribution under Cycle Five. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, or a combined multi-jurisdictional team, can apply for a maximum of \$500,000 per single event.

Cost Sharing or Matching Fund Requirements

There is a 20 percent in-kind or local fund match requirement for the Open Streets Program Cycle Five. For the City of Los Angeles Open Streets Program, LADOT is proposing to apply for a \$5 million grant with a local or in-kind match requirement of \$1.25 million. The 2023-24 Adopted Budget appropriates \$1 million in the Local Transportation Fund and \$500,000 in the Mobile Source Air Pollution Reduction Trust Fund for this project.

Scoring Criteria (Attachment 2)

Each project will be evaluated on a 100-point score with a minimum of 70 points to be eligible for funding:

- General Event Information: 10 Points;
- Project Feasibility: 20 Points;
- Route Setting: 46 points; and
- Transit and Community Connectivity: 24 Points.

EXPRESS LANES GRANTS ROUND THREE

Applicant Eligibility and Availability of Funding

Eligible applicants include public agencies that provide transportation facilities or services within Los Angeles County. These include cities, transit operators, the County of Los Angeles, and the Los Angeles County Metropolitan Transportation Authority. Transportation-related public joint powers authorities and non-profit agencies must partner with a public agency serving as lead to be eligible. Total funding availability for the program is estimated to be \$72,550,000.

Cost Sharing or Matching Fund Requirements

There is no matching fund requirement for the Express Lanes Grants Round Three.

Scoring Criteria (Attachment 2)

Below are the evaluation criteria for the Express Lanes Funding Round Three:

Transit Uses and Roadway Improvements:
A. Mobility Benefits (up to 25 points) *Up to 10 points given for projects that demonstrate a significant benefit to EFCs
B. Innovative Transportation Technology, Practices and Strategies (up to 15 points) *5 points will be given to those applicants that partner with a non-profit agency.
C. Implementation of Regional and Local Sustainability Plans and Policies (up to 15 points)
D. Local Match (up to 10 points)
E. Cost Effectiveness (up to 10 points)
F. Safety (up to 10 points)
G. Project Implementation Readiness (up to 15 points)
System Connectivity/Active Transportation:
A. Mobility Benefits (up to 20 points) *Up to 10 points given for projects that demonstrate a significant benefit to EFCs
B. Innovative Transportation Technology, Practices and Strategies (up to 15 points)
C. Implementation of Regional and Local Sustainability Plans and Policies (up to 10 points)
D. Local Match (up to 10 points)
E. Cost Effectiveness (up to 10 points)
F. Safety (up to 10 points)
G. Project Implementation Readiness (up to 15 points)
H. Non-profit Partnership (up to 10 points)

The above table is extracted from the MetroExpress Net Toll Grant Guidelines.

This Office met with the BSS and LADOT to discuss and evaluate the grant proposals And found that the projects meet the purposes, eligibility, and the scoring criteria of the grant opportunities and the proposed projects are likely to score high.

FISCAL IMPACT STATEMENT

There will not be any impact on the General Fund as the 20 percent local or in-kind funding match for the Open Streets Program Cycle Five will be funded by \$1 million in the Local Transportation Fund and \$500,000 in the Mobile Source Air Pollution Reduction Trust Fund in the 2023-24 Adopted Budget and \$250,000 in-kind City staff cost associated with planning, permitting, safety and traffic control.

FINANCIAL POLICIES STATEMENT

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

ATTACHMENT 1 - PROPOSED GRANT PROJECTS

Grant Administrator: Los Angeles Metropolitan Authority (Metro)

Name of Grants: Metro Express Lanes Funding Round Three and Open Streets Grant Program Cycle Five

NOFO Release Dates: Metro Express Lanes Funding Round Three (June 8, 2023)

Metro Open Streets Program Cycle Five (June 26, 2023)

Due dates: Metro Express Lanes Funding Round Three (August 7, 2023)

Metro Open Streets Program Cycle Five (August 29, 2023)

Award Date: Metro Express Lanes Funding Round Three - October 2023.

Metro Open Streets Program Cycle Five - January 2024.

Performance Periods: Metro Express Lanes Funding - Project schedules must demonstrate that the project can be completed within 36 months of award.

Metro Open Streets Program Cycle Five - Events must be staged by December 31, 2025.

Lead Department	Project Name	Metro Express Lanes Funding Round Three Project Description	Total Project (Budget)	Total Grant Request	Planned Completion Date
Bureau of Street Services (BSS)	Wayfinding and Transit Amenities in Downtown LA	The project will construct wayfinding signs and transit amenities along key transit corridors in Downtown LA, encouraging use of our transit system and reducing vehicle dependency. The project proposes improvements along Flower St, Grand Ave, Olive St and other corridors that will provide pedestrians/transit users with safe and walkable linkages to key destinations within Downtown LA and future LA 2028 Olympics venues.	\$ 8,500,000	\$ 8,500,000	January, 2027
Los Angeles Department of Transportation (LADOT)	South LA Electric On-Demand Community Shuttle	The South LA Electric On-Demand Community Shuttle Project will fund an on-demand electric shuttle pilot in South LA. This effort is part of the South Los Angeles Universal Basic Mobility Pilot Program and would contribute additional funding for the transit element of the pilot that is currently only partially funded. This project will facilitate safe, connected trips to key destinations, job centers, and transit.	\$ 2,200,000	\$ 2,200,000	November, 2025
Los Angeles Department of Transportation (LADOT)	Downtown LA and South LA Bicycle Network Investments	The Downtown LA and South LA Bicycle Network Investments project will fund active transportation investments to facilitate safe and connected trips. The project will invest in high quality bicycle infrastructure facilities along key corridors in South Los Angeles that could include Gage Ave., Avalon Blvd., Martin Luther King Jr. Blvd, 42nd St., and 42nd Place. The project will invest in high quality bicycle infrastructure facilities along key corridors in Downtown Los Angeles that could include upgrades to Main St.	\$ 5,600,000	\$ 5,600,000	October 2027

Lead Department	Project Name	Metro Open Streets Grant Program Cycle Five Project Description	Total Project (Budget)	Total Grant Request	Planned Completion Date
Los Angeles Department of Transportation (LADOT)	City of Los Angeles Open Streets Program	LADOT leads planning and delivery for Open Streets programs in collaboration with CicLAvia, contracted delivery partners and community-based organizations. Open Streets events bring together Angelenos to enjoy City streets by transforming them into car-free public places or activating more space to bike, walk, skate, and roll. The events promote community exploration, active transportation, public health, and social and civic engagement.	\$ 6,250,000	\$ 5,000,000	December 2025

ATTACHMENT 2 - PROJECT SCORING CRITERIA

Scoring Criteria	Metro Express Lanes Funding Round Three		
	Wayfinding and Transit Amenities in Downtown LA	South LA Electric On-Demand Community Shuttle	Downtown LA and South LA Bicycle Network Investments
Mobility Benefits	The project will improve wayfinding and district identity in Downtown, while at the same time enhancing transit stops in order to provide pedestrians/transit users with safe and walkable linkages to key destinations.	The project is part of the South Los Angeles Universal Basic Mobility Pilot Program and will facilitate safe, connected trips to key destinations, job centers, and transit.	The project will install new bicycle infrastructure along the I-110 and I-10 corridors to enhance mobility for the nearby neighborhoods.
Innovative Transportation Technology, Practices and Strategies	The project will improve pedestrian connectivity to regional destinations in downtown LA with construction of wayfinding signage and transit amenities. Improvements at transit facilities will encourage increased usage of our transit system, thereby reducing vehicle dependency and promoting non-motorized active transportation.	The project invests in safe connections in historically disadvantaged communities to job centers and transit (Metro A, B, D, E, and J lines). The project implements regional and local plans, such as the City's Mobility Plan 2035 Bicycle Enhanced Network, and Southern California Association of Governments' (SCAG) Livable Corridors.	The project enhances sustainable transportation by installing green transportation elements along the I-110 and I-10 corridors such as new bicycle infrastructure.
Implementation of Regional and Local Sustainability Plans and Policies	The project will increase the use of our public transit system, as well as, improving pedestrian walkability, reducing vehicular dependency and reducing greenhouse gas emissions.	The project implements the Mobility Plan 2035, including the Bicycle Enhanced Network Resiliency and Sustainability.	The project implements regional and local plans, such as the City's Mobility Plan 2035 Bicycle Enhanced Network, and Southern California Association of Governments' (SCAG) Livable Corridors.
Local Match	Local match funds for the Sidewalk and Transit Amenities Program (STAP) can be used; however a local match is not required as part of the grant.	California Air Resources Board, Sustainable Transportation Equity Project (CARB STEP) Grant of \$1.04 million is secured for this project; however a local match is not required as part of the grant.	A local match is not required as part of the grant.

Scoring Criteria	Metro Express Lanes Funding Round Three		
	Wayfinding and Transit Amenities in Downtown LA	South LA Electric On-Demand Community Shuttle	Downtown LA and South LA Bicycle Network Investments
Cost Effectiveness	The funding request for this grant is for construction cost only to install the wayfinding and transit amenities in downtown LA.	The funding request for this grant is for design and construction cost. Since Metro allows leveraging of existing grant funds and staff time as in kind local match, staff time cost is included in the funding request.	The funding request for this grant is for design and construction cost. Since Metro allows leveraging of existing grant funds and staff time as in kind local match, staff time cost is included in the funding request.
Safety	Installing wayfinding and transit amenities in downtown LA will help to improve the overall safety for public transit users.	The project will facilitate safe, connected trips to key destinations, job centers, and transit	Downtown Los Angeles and South Los Angeles are disproportionately affected by impacts of freeways with low accessibility resulted from man-made physical barriers between neighborhoods. Traffic safety issues are of high concern because of high speed and congested freeway connecting roadways. The project will reduce impacts that freeways have on residents, workers, bicyclists and transit riders in the neighborhood.
Project Implementation Readiness	The project is ready to move forward with the help of the Bureau of Contract Administration to oversee the contract, the Bureau of Street Lighting to install lighting components on transit shelters and the Department of Water and Power to assist with power connections.	The project is ready to move forward with coordination internally within LADOT.	The project is ready to move forward with coordination internally within LADOT.
Non-profit Partnership (only for projects applying under the category of System Connectivity/Active Transportation)	N/A	N/A	The project does not require a non-profit partnership. All project coordination will be within LADOT.

ATTACHMENT 2 - PROJECT SCORING CRITERIA

Scoring Criteria	Metro Open Streets Grant Program Cycle Five
	City of Los Angeles Open Streets Program
General Event Information	Los Angeles communities continue to experience high rates of traffic violence and other adverse impacts from car-focused community planning and environmental inequity. Open Streets programming and events aim to free neighborhood streets from vehicular traffic which helps to improve traffic safety and reduce emissions in communities highly impacted by both traffic violence and air pollution. The City's Open Streets programs provides safe, accessible, and equitably deployed opportunities to bicycle, walk, and play on public roadways temporarily closed to vehicles and opened to people. The City of LA's open streets programs also work with community partners to address lack of parks and open space with targeted opportunities to improve mental health, increase physical activity, and support vibrant communities.
Project Feasibility	LADOT has previous experience in planning and implementing the Open Streets Program. LADOT will partner with CicLAvia, contracted delivery partners, and community-based organizations to plan and delivery the Open Streets Program.
Route Setting	Consistent with the Metro Cycle 5 program goals, LADOT is proposing events with a strong focus on equity and connectivity to existing and planned transit and transportation services. These events will uplift community identity and ideas in the programming process. LADOT works with our delivery partners and collaborators to prioritize programming and events in resource-challenged communities and/or to support engagement with transportation and mobility initiatives.
Transit and Community Connectivity	Each proposed event is developed to meet Metro eligibility criteria of route innovation, inclusion of disadvantaged communities, proximity and access to commercial and retail corridors, connections to community destinations, intersections with existing transit and active transportation infrastructure.