

TRANSPORTATION COMMITTEE REPORT relative to the First/Last Mile Program.

Recommendations for Council action, pursuant to Motion (Yaroslavsky – Krekorian – Blumenfield – Park):

1. DIRECT the Los Angeles Department of Transportation (LADOT) in coordination with the Bureau of Engineering (BOE) and in consultation with the Los Angeles County Metropolitan Transportation Authority (Metro), to report to the City Administrative Officer (CAO) on approaches to properly account for City-identified first/last mile (FLM) improvements implemented or funded by large private developments toward the City's 3 percent obligation.
2. DIRECT the CAO, LADOT, BOE, Bureau of Street Services (BOSS), Department of City Planning (DCP), and any other relevant Departments to establish accounting mechanisms to begin quantifying staff and consultant resources, project development and implementation costs, and developer implemented first last mile investments spent that would be eligible to count toward the City's 3 percent contribution in accordance with the terms set forth in the Metro's Letter of No Prejudice dated May 11, 2023.
3. DIRECT the LADOT, in consultation with the BOE and BOSS, to report to the CAO in 60 days with a proposed program structure, roles and responsibilities, and process for identifying and scoping projects to be funded and delivered via this program with said report to include:
 - a. Consideration of equitable allocation of program resources to various project types and station types along each line.
 - b. Consideration of public engagement at appropriate points in program and project development.
4. DIRECT the CAO, in consultation with LADOT, BOE, BOSS, and DCP to report in 90 days with:
 - a. Financial and staff resources needed to identify, scope, and deliver eligible projects to include planning, engagement, engineering, construction resources.
 - b. Status of Metro negotiations.
 - c. Identify options that assume up to 100 percent of the City's \$182,530,552 funding contribution will be delivered as FLM projects to include:
 - i. Timing of funding and staffing needed, especially for project scoping.

- ii. Potential sources of funding.
- d. Comparing the scale of this FLM program to other street capital programs to ensure sufficient staff for successful project delivery.

Fiscal Impact Statement: Neither the CAO nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: Yes

For:
Palms Neighborhood Council

Summary:

On December 6, 2023, your Committee considered a Motion (Yaroslavsky – Krekorian – Blumenfield – Park) relative to the First/Last Mile Program. According to the Motion, in 2016, over 76% of Los Angeles voters decisively passed Measure M to transform mobility in the City and the surrounding region. Since its passing, the Metro has already delivered a suite of capital investments that have reshaped public transit in Los Angeles, and will continue to do so for years to come, with a large portion of investments expected to be delivered in time for the 2028 Olympic and Paralympic Games.

In addition to large capital projects, Measure M laid the groundwork for a partnership between LA County cities and Metro to ensure the door-to-door transit experience is seamless through "first/last mile" (FLM) improvements. Since most transit trips begin or end on foot, these first/last mile connections are essential to ensure the public investment in new transit is maximized. The City, as the owner of the streets and sidewalks, is absolutely integral to enabling high ridership on Measure M funded transit investments.

The Measure M Ordinance stipulates the local jurisdictions through which new rail lines are built must contribute 3 percent of the project's total cost back to Metro proportional to the percentage of total track mileage in that jurisdiction. To fulfill this obligation, Metro and the local government must negotiate a 3 percent Agreement. The City has several projects currently subject to the 3 percent Contribution: East San Fernando Valley, Purple Line Extension (Segments 2 & 3), and Airport Connector.

According to Metro correspondence, the City's 3 percent contribution for these projects totals \$182,530,552. As part of the First/Last Mile program, the Metro, in partnership with City staff, has conducted planning and community engagement at station areas, resulting in the adoption of FLM plans for 49 stations either wholly or in part within the City. The planning areas cover about 167 square miles of the City, touching 14 council districts. Even when looking narrowly at the pedestrian-focused aspects of the FLM plans (up to 1/2-mile), the plans cover 12.8 square miles, touching 11 council districts. In total, these plans address over one-third of the City's land surface area. Metro has established FLM policies that allow 3 percent funding contribution for rail projects to be directed toward

eligible First/Last Mile improvements. In the absence of delivering projects from the adopted FLM plans, the City would be obligated to pay the full 3 percent contribution to the Metro.

After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the Motion. This matter is now submitted to Council for its consideration.

Respectfully Submitted,
Transportation Committee

COUNCILMEMBER VOTE

HUTT:	YES
PARK:	ABSENT
HERNANDEZ:	YES
RAMAN:	YES
YAROSLAVSKY:	YES

ARL
12/6/23

-NOT OFFICIAL UNTIL COUNCIL ACTS-