

TRANSPORTATION

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, 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% 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% Agreement. The City of Los Angeles has several projects currently subject to the 3% Contribution: East San Fernando Valley, Purple Line Extension (Segments 2 & 3), and Airport Connector. According to Metro correspondence, the City’s 3% contribution for these projects totals \$182,530,552. BB

Metro has established FLM policies that allow 3% 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% contribution to Metro.

As part of the First/Last Mile program, 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 of LA. 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 ½-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.

In October 2022, the Metro Board approved Metro’s FLM priority project lists for the East San Fernando Valley transit corridor (ESFV), the Purple Line extension (PLE 2/3),

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and the 96th/Aviation station. According to Metro's adopted FLM Guidelines, Board approval of the priority project list sets into motion new phases of FLM project development, which include Metro sharing a draft cooperative agreement with the City of Los Angeles and initiating 3% negotiation discussions. In May 2023, Metro issued a Letter of No Prejudice (LONP) to allow the City of Los Angeles to use funds under the City's control to begin aspects of FLM Project development as described in the LONP, and to have the option to seek credit for associated expenses toward their 3% local contribution which will be memorialized in a future Measure M 3% Contribution Agreement.

It is to the benefit of the City that as much as possible of the 3% funding contribution for these new rail stations be delivered as first/last mile improvements, not as cash. If fully leveraged, this program offers the potential to achieve the City's mobility, safety, and sustainability goals at scale across a broad swath of Los Angeles. The City should take immediate steps to establish a program that can aggressively deliver walking, biking, and safety improvements in every eligible neighborhood, as promised to voters.

I THEREFORE MOVE that the City Council direct LADOT in coordination with BOE and in consultation with Metro, to report back to the City Administrative Officer on approaches to properly account for City-identified FLM improvements implemented or funded by large private developments toward the City's 3% obligation.

I FURTHER MOVE that the City Council direct the City Administrative Officer (CAO), Department of Transportation (LADOT), Bureau of Engineering (BOE), Bureau of Street Services (StreetsLA), 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% Contribution in accordance with the terms set forth in Metro's Letter of No Prejudice dated May 11, 2023.

I FURTHER MOVE that the City Council direct LADOT, in consultation with BOE and StreetsLA, to report to the City Administrative Officer 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. This report should include consideration of equitable allocation of program resources to various project types and station types along each line. This report should also include consideration of public engagement at appropriate points in program and project development.

I FURTHER MOVE that the City Council direct the CAO, in consultation with LADOT, BOE, StreetsLA, and DCP to report in 90 days with the financial and staff resources needed to identify, scope, and deliver eligible projects, including planning, engagement, engineering, construction resources, and the status of Metro negotiations. This report should identify options that assume up to 100% of the City's \$182,530,552 funding contribution will be delivered as FLM projects, including the timing of funding and staffing needed, especially for project scoping, and potential sources of funding. This report should compare the scale of this FLM program to other street capital programs to ensure sufficient staff for successful project delivery.

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PRESENTED BY: Paul Kerkorian
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PRESENTED BY: Bob Blumenfeld
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SECONDED BY: Joan Park

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