


CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: April 15, 2025

To: The Honorable City Council
c/o City Clerk, Room 395
Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager 
Department of Transportation

Subject: **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ACTIVE
TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) CYCLE 2 CALL FOR PROJECTS**

SUMMARY

The Los Angeles Department of Transportation (LADOT) and Bureau of Engineering (BOE) reviewed the Los Angeles County Metropolitan Transportation Authority's (Metro) Active Transport, Transit and First/Last Mile (MAT) Cycle 2 Program guidelines and identified four eligible projects for funding consideration. LADOT and BOE are seeking retroactive authorization for the submission of letters of interests to request grant funding.

RECOMMENDATIONS

That the City Council:

1. AUTHORIZE the previous submission of grant applications by the General Manager of LADOT and/or Director of the respective lead City department to the MAT Cycle 2 Program for the four projects included in this report;
2. AUTHORIZE the respective lead City department to execute any necessary funding, cooperative agreement, or contractual documents, subject to the approval of the City Attorney as to form and legality, for accepting the funding;
3. DIRECT the General Manager of LADOT and/or Director of the respective lead City department to identify any additional resource needs, including staff, and/or overtime funding, for the successful implementation of the projects if awarded funding;
4. DIRECT the General Manager of LADOT and/or Director of the respective lead City department to report back on which projects were awarded funding; and
5. ADD funding and position authorities for staffing resources for design and construction support of the proposed MAT Cycle 2 projects, if awarded grant funding:

10 Department of Public Works positions:

Design Support: 1 Civil Engineer, 2 Civil Engineering Associate IIIs
Construction Support: 1 Civil Engineer, 3 Civil Engineering Associate IIIs
Construction Inspection: 3 Senior Construction Inspectors

BACKGROUND

In 2016, Los Angeles County voters approved a portion of revenues generated by Measure M to fund the Metro Active Transport, Transit and First/Last Mile (MAT) Program, a multi-year competitive grant program open to jurisdictions within Los Angeles County. The MAT Program funds projects that facilitate the use of active modes of transportation, such as bicycling and walking, and expand the reach of transit. In 2021, the City received over \$25 million in MAT Cycle 1 funds for six First/Last Mile projects, including a joint project with Culver City, and one Active Transportation Corridor project (Council File 20-0504).

On February 6, 2025, Metro released its program solicitation for MAT Cycle 2, which commits \$75 million for the five-year cycle of Fiscal Years (FY) 2026-2030. Letters of interest for Cycle 2 candidate projects were submitted to Metro on April 7, 2025. In accordance with the City's grant guideline (L.A.M.C. 14.6) staff are requesting retroactive authority considering the short period of time between program solicitation and application due date and since local match is not required per Metro's guidelines.

DISCUSSION

MAT Eligibility and Project Categories

The purpose of the MAT Program is to fund projects that encourage active transportation and increase access to transit, especially within high-need areas that have a critical safety nexus. The application guidelines prioritize projects that align with Metro's Active Transportation Strategic Plan (ATSP), First/Last Mile Policy, and the Equity Platform Framework.

As in Cycle 1, MAT Cycle 2 Program guidelines specify a pre-ranked list of eligible project area boundaries throughout the County under each category type. Funding requests for all three categories can not exceed \$10 million per project. Applications may request funding for the construction phase only, the design engineering phase and construction phase, or for all phases of project development including project scoping, engagement and environmental review. However, applications cannot only request funding for design engineering or planning/scoping phases, without including a construction phase.

1) First/Last Mile (FLM) Projects will fund improvements within a half-mile radius of the 100 highest ranked Metro stations.

2) Pedestrian District Projects will fund improvements to the top 25 percent of Metro-defined pedestrian districts.

3) Active Transportation (AT) Corridors Projects will fund improvements to any of 160 top ranked priority corridors in the County.

A fourth category, Quick-Build Projects, must meet the requirements of one of the three programmatic categories and also have completed design plans. Quick Build projects must be ready to construct and completed within 18 months from the funding agreement execution date. The maximum construction request for a Quick-Build project is \$1 million and local match funds are required.

In the Metro Board's initial Cycle 2 programming action, they may only commit funding to the first phases of a project. Funding for construction may be contingent upon successful completion of the early phases in a timely fashion.

MAT Selection Criteria

Per the Cycle 2 guidelines, projects will be selected according to their total score out of 100 points. Up to 30 points are awarded based on a project's ranking in the Metro Active Transportation Strategic Plan and up to 70 points are awarded through the qualitative review of the proposals.

Additionally, projects that align with the 2028 Olympic and Paralympic Games Mobility Concept Plan, and commit to completing construction by FY 27/28 will be awarded 10 bonus points. Projects that receive these bonus points will not be eligible for future schedule extensions. Metro will deobligate funding if projects are not implemented prior to the Games.

LADOT Project Selection

With a maximum allowable request of \$10 million per application and only \$75 million available for countywide awards, MAT Cycle 2 is an extremely competitive grant opportunity. Candidate projects were thoughtfully considered. Metro prioritized eligible projects, which LADOT further prioritized through the Mobility Investment Program (MIP) project prioritization criteria. The LADOT MIP represents the Department's efforts to capture and plan for the City's mobility investments based on Los Angeles' adopted values and vision for transportation. The MIP provides a detailed look at LADOT's planned transportation infrastructure improvements, operation of mobility services, transportation initiatives, and transportation plans that enhance the safety, sustainability, and reliability of our transportation system. Based on LADOT's evaluation, the proposed projects advance the City's mobility policy goals.

The four projects recommended for MAT Cycle 2 consideration are listed in Attachment A. Staff ensured these projects advance LADOT's highest priorities and are competitive under Metro's program guidelines. LADOT and BOE carefully reviewed the Valley LA RiverWay project identified in ([CF 25-0204](#)), and determined that the project would likely not have been competitive under Metro's MAT guidelines. Because the project is not in an advanced stage, it would require substantial planning, engagement, and design funding. Based on the criteria outlined in the Mobility Investment Program, the project ultimately did not meet the City's project prioritization goals.

Staffing and Resource Needs

In the context of new requirements pursuant to Measure HLA and the City's commitment to ADA, every project LADOT advances must rely heavily on dedicated staff resources for implementation of civil engineering elements by the Department of Public Works. If awarded funding, projects will need to be adequately resourced by BOE and Bureau of Contract Administration (BCA) in order to enter into funding agreements and meet deadlines for each project phase. The City departments coordinating on these applications recommend an interdepartmental work plan with requested staff and budget to jointly design and deliver priority safety and mobility projects.

Delivery of the City's proposed MAT Cycle 2 projects is contingent upon the necessary staff resources as outlined in Table 1 below. To support design and implementation of these corridors, BOE and BCA require: one Civil Engineer, and two Civil Engineering Associates IIIs for design support services; one Civil Engineer and three Civil Engineering Associate IIIs for construction management support services and three Construction Inspectors for construction inspection services.

Table 1: Department of Public Works Staffing Requests to Support Proposed Projects

Position (Qty)	Position Description	Funding
Civil Engineer (2)	Bureau of Engineering <i>a. Design Support/Project Management:</i> Oversee and provide design support by reviewing and commenting on the plans, and specifications, and estimate of the Design Consultant for compliance to City design standards ; supervises Civil Engineering Associate IIIs <i>b. Construction Management:</i> Oversees the construction administration, reviews and processes requests for information, change orders, project schedules, resolves complex construction issues on the field, and coordinates with various agencies during construction; supervises Civil Engineering Associate IIIs	Salary: \$139,183 per position Total: \$696,545
Civil Engineering Associate III (5)	Bureau of Engineering <i>a. Design Support:</i> Provides design support by reviewing and commenting on the plans, and specifications, and estimate of the Design Consultant for compliance to City design standards <i>b. Construction Management:</i> Oversees the construction administration, reviews and processes requests for information, change orders, project schedules, resolves complex construction issues on the field, and coordinates with various agencies during construction;	Salary: \$132, 315 per position Total: \$793,890
Senior Construction Inspectors (3)	Bureau of Contract Administration: Oversees the construction contract administration for compliance of the project to the plans and specifications, inspects the quality of the work, as well as approves payments,	Salary: \$128,182 per position Total: \$865,229

Local Match/Leveraging Requirements

Local match funding is only required for MAT Cycle 2 applications pursuing the Quick Build category. The four proposed projects were not submitted under the Quick-Build category; therefore, a match commitment is not required.

FISCAL IMPACT

Local match is neither required nor proposed for these projects. City staff resources are required to ensure timely design and delivery of projects, and to ensure continued funding of future project phases by Metro. Summaries of requested funding needed for Department of Public Works positions are included in Table 2. If awarded, grant funding acceptance is contingent upon dedicated staffing to design and deliver projects.

Table 2: Requested Funding by Fiscal Year for Department of Public Works Positions

Position (Qty)	FY 25-26	FY 26-27	FY 27-28	Total
Civil Engineer (2)	\$139,183	\$278,366	\$278,366	\$696,545
Civil Engineering Associate III (5)	\$264, 630	\$396,945	\$396,945	\$793,890
Senior Construction Inspectors (3)	\$0	\$384,546	\$480,683	\$865,229
Total	\$403,813	\$1,059,857	\$1,252,130	\$2,619,664

LRC:TC:rg/rj

Attachments

- Attachment A: List of Proposed MAT Cycle 2 Projects

Attachment A: List of Proposed MAT Cycle 2 Projects

	Project Name	Project Limits	CD	Lead Dept	Project Type	Requested Amount	Local Match
1	Pico Blvd First-Last Mile Improvements Project*	Pico Blvd (Normandie to Figueroa)	1, 9	LADOT	First/Last Mile	\$15.4M	\$0
2	Grand Ave/Cesar Chavez Ave First-Last Mile Improvements Project	Cesar Chavez/Sunset (Beaudry to Alameda), Alameda (College to Los Angeles)	1, 14	LADOT	First/Last Mile	\$10M	\$0
3	Koreatown to Pico-Union Neighborhood Active Transportation Corridor Project	New Hampshire / Berendo (Wilshire to Washington)	1, 10	LADOT	AT Corridor	\$5.4M	\$0
4	Los Angeles River Segments 1 and 2	Vanalden Ave / Balboa Blvd	3, 6	BOE	AT Corridor	\$10M	\$0

* Per Metro's recommendation, four individual applications were submitted for the Pico Blvd project for each of the First-Last Mile areas adjacent to the Vermont/Pico, Alvarado/Pico, Union/Pico, and Pico Metro Stations.