


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: December 5, 2019

To: Honorable City Council
c/o City Clerk, Room 395, City Hall
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: Seleta J. Reynolds, General Manager 
Department of Transportation

Subject: **CENTRAL CITY SUBREGION MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM FUNDS: SCORING CRITERIA and PUBLIC PARTICIPATION ELEMENT (CF 19-1098)**

SUMMARY

As directed by the Los Angeles City Council on October 8, 2019, this report responds to Council File (CF) 19-1098 and describes: LADOT's process to prioritize and advance project candidates that are eligible and ready to execute funding agreements for Measure M Central City Multi-year Subregional Program (MSP) Funds, Metro's required Public Participation Element, and LADOT's assessment for using program funding for future project development.

RECOMMENDATION

RECEIVE and FILE this report.

BACKGROUND

Per [Metro's Measure M Final Guidelines](#), projects considered for funding within the Central City Subregion fall into the three Multi-year Subregional Programs (MSP) described below:

1. *Mobility Hubs* – Project examples include operational “mobility hub” facilities that accommodate secure bicycle storage, bikeshare, carshare, electric vehicle charging stations, bicycle repair stations, and/or electronic signs of real-time transit arrival and departure information.
2. *First / Last Mile* – Project examples include crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, signage/wayfinding, crossing enhancements and connections, safety and comfort, and allocation of street space.
3. *Active Transportation* – Project examples include capital improvements that further the goals outlined in the Metro Board-adopted Active Transportation Strategic Plan that improve access, safety, and network connectivity for non-motorized transportation.

As outlined in LADOT's report dated September 19, 2019, funding is limited to \$12,744,264 for the first five-year allocation, and projects must satisfy Metro's program nexus and project readiness criteria described in the Measure M Guidelines. As directed by Council, LADOT will first coordinate an internal

review to identify and filter planned and unfunded projects from LADOT's project inventory that best align with the MSP program categories, focusing on areas within the Central City Subregion that achieve a high degree of program nexus, such as proximity to planned and existing transit stations and major bus stops.

In addition, LADOT will prioritize projects with a high level of project-readiness, mainly projects where the Central City MSP can close a funding gap. LADOT staff will confirm candidate projects with the respective council districts within the Central City Sub-region before pursuing City Council adoption of the first five-year funding cycle. When LADOT presents the final list for City Council for approval, we will request authority to execute funding agreements and forward the City's project list in the Central City MSP five-year allocation plan to Metro for Board approval.

DISCUSSION

Project Prioritization

LADOT plans to use its capital planning tool, the Mobility Investment Program (MIP), to score and prioritize projects. The MIP is an agency-wide effort to institute a comprehensive project development process and direct investments where they most support the City's policy framework, as expressed in the Mobility Plan 2035, the Green New Deal, and the Plan for Healthy Los Angeles. Applying methods developed under the MIP, LADOT further advances this policy framework by providing a map-based project scoring platform to select the highest performing mobility investments that align with the City's mobility goals and policies relative to safety, health, access, sustainability, and equity. Specific metrics that advance the City's mobility policies include proximity to jobs, schools and neighborhood destinations, completion of the Mobility Plan enhanced transit and bicycle networks, locations on or near the High Injury Network, public health deficiencies, improving access from disadvantaged communities, and other measures that reflect areas of high need and policy priorities.

Funding sources and program objectives vary in policy priorities. LADOT builds flexibility into the project scoring platform by adjusting the weights to achieve outcomes relative to LADOT's core values of:

- Equity and Inclusivity
- Accessibility and Affordability
- Safety and Health
- Sustainability and Resiliency

Where Metro's Measure M MSP program and project readiness criteria are met, LADOT will score projects within each City Council district that is wholly contained within the Central City Sub-region. LADOT will rank projects by assigning the greatest scoring weight to the Accessibility and Affordability and Equity and Inclusivity core values within the MIP's project scoring platform, since these core values best align with the Measure M MSP program nexus of first last mile solutions and Metro's Equity Platform Framework. Following this screening, additional but lesser weight will be assigned to Safety and Health and Sustainability and Resiliency core values. Projects that achieve these outcomes have dedicated funding in other programs. See Table 2 in Attachment 1 for the list of Project Scoring Attributes as organized by each LADOT External Core values that they advance.

Once LADOT identifies and scores projects, staff will meet with each council district within the Central City Sub-region to present and confirm the final project list. After these briefings, LADOT will finalize the first five-year allocation with projects that best ensure that the MSP resources are funding improvements that meet the greatest need and achieve the intended policy outcomes.

Public Participation Element

Metro requires agencies to include a Public Participation Element when the sub-regional agency adopts each MSP five-year allocation plan. Metro does not prescribe how agencies conduct public participation and offers that agencies may build on successful engagement already in place. However, the Public Participation Element needs to, at a minimum, identify their engagement processes and describe how the agency involves interest groups in the development and approval of the MSP five-year Allocation Plan.

LADOT continues to build on public engagement best practices to empower communities to inform project scopes. To satisfy project readiness for this first five-year cycle, LADOT staff chose to draw from existing planning efforts that meaningfully engage interested parties such as Active Streets LA and the Safe Routes to School Program. For all projects in the inventory, LADOT will document how the City involved key stakeholders in informing project scopes and outcomes. In addition, LADOT will meet with each Council Office to find concurrence that the projects reflect the priorities of their office and stakeholders.

To ensure the City is expending funds that reflect Measure M Guidelines requirements and performance metrics, LADOT will present the project selection and prioritization process to members of Metro's Policy Advisory Council (PAC) and solicit feedback to verify that the scoring methodology achieves the objectives of Metro's Equity Platform Framework and the Measure M Qualitative Performance Measures. LADOT staff will also solicit the PAC's feedback on how the City selects projects for MSP funding for future funding cycles. LADOT will present the public participation element and final project list to the City Council for adoption prior to submittal to the Metro Board for final approval. For more details on how the City will comply with Metro's Administrative Guidelines on public participation, see the Draft Public Participation Element included as Attachment 1.

Eligible Funding for Project Development

According to Measure M Guidelines, no more than 0.5% of MSP funds can be allocated toward project development and planning in a single year. Since the Central City MSP includes \$12,744,264 for the first five-year cycle, the maximum amount eligible for project development is approximately \$69,000. This amount is insufficient to develop plans while satisfying Metro's and LADOT's respective public engagement requirements. LADOT staff does not see the need to allocate project development and planning funds since the initial funding cycle recommends the selection of existing projects with unmet funding needs that are in advanced stages of development.

Caltrans awarded LADOT a \$700,000 transportation planning grant to fund technical planning and public outreach that will identify projects that close critical active transportation network gaps on neighborhood streets in the Central City Sub-region. The results of this study can inform future MSP funding allocation plans. LADOT will also leverage existing Safe Routes to Schools, Mobility Hubs Program, and Metro's First and Last Mile planning efforts for future project funding.

FISCAL IMPACT STATEMENT

No impact to the General Fund is anticipated with this action.

SJR:ds

Attachment 1: The Draft Public Participation Element.



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Attachment 1 Measure M – MSP Public Participation Element

Project	City of Los Angeles Central City Multi-Year Subregional Program		
Sponsoring Agency	City of Los Angeles	Subregional Entity	Central City COG
MSP Name	Central City Active Transportation, 1st/Last Mile, & Mobility Hubs		
Fiscal Year	FY 19/20	Submission Date	TBD
Contact Name	Somers	David	
Mailing Address	LADOT Planning and Policy, 100 S. Main St., 9th Floor		
City, State ZIP	Los Angeles	CA	90012
Email	David.Somers@lacity.org	Phone	(213) 972-5966

1.) Who has interest in MSP development (by program)?

The following include the possible interested parties and stakeholders that should be involved in the public participation efforts for the MSP program:

- Elected decision makers in the Central City Subarea including:
 - City of Los Angeles Mayor's Office
 - City of Los Angeles City Councilmembers (CD 1, CD 4, CD 5, CD 8, CD 9, CD 10, CD 13, CD 14, and CD 15)
 - Los Angeles County Supervisor's Office (District 1, District 2, and District 3)
- LA City Departments: Los Angeles Department of Transportation, Bureau of Engineering, Streets LA, Department of City Planning
- LA County Departments: Los Angeles County Department of Public Works, Los Angeles County Public Health Department
- Transportation service providers: LA Metro, Metrolink
- Metro Policy Advisory Council constituent organizations:
 - AARP
 - Investing in Place
 - Enterprise Community Partners
 - LA THRIVES
 - TRUST South LA
 - FAST
 - LACBC
 - etc.
- Community stakeholders involved in identifying program needs including those involved in developing plans for Safe Routes to School, Active Streets LA, Metro First Last Mile Plans, and the Great Streets program
- Neighborhood Councils within the Central City Subarea
- Business organizations (BIDs, local chambers, etc.) within the Central City Subarea



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Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
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2.) What process/procedures will be followed to meaningfully involve these groups?

- a. Define who takes the lead for developing/implementing public information and community outreach processes and/or procedures.

LADOT continues to build on public engagement best practices to empower communities to inform project scopes. To satisfy project readiness for this first five-year cycle, LADOT Planning & Policy staff draw from existing planning efforts that meaningfully engage interested parties such as Active Streets LA and the Safe Routes to School Program. The project managers that developed each project were responsible for community outreach (such as group led walk audits, workshops or demonstration events), and incorporating meaningful feedback into the project design.

LADOT will conduct additional outreach to stakeholders by presenting the project selection process to Metro's Policy Advisory Committee members, and City Council.

- b. How are the processes/procedures documented and communicated?

For all projects included in the final Five-Year Allocation Plan, LADOT will document how the City involved key stakeholders in informing project scopes and outcomes. LADOT staff document the project selection process in reports to City Council that are on file with the City Clerk. In addition, LADOT staff will make public presentations to Metro's Policy Advisory Committee members, and will keep the meeting minutes on file.

3.) How will the range of interests outlined in (1) above be engaged in development of the following MSP Plan components?

Identification of candidate projects

On a semi-annual basis, LADOT Policy and Planning will review active unfunded projects in the project inventory and consult project managers to receive engagement history as documented in the Project Charter. Staff will prioritize projects that are shown to involve the public in defining project needs and informing design decisions as it indicates that the project is ready for funding. LADOT staff will consult project managers to determine if further engagement on each project is necessary to commit funding.

Selection of candidate projects

LADOT staff will engage Council Offices to determine that the projects in the list reflect the priorities of their districts.

In addition to vetting for program nexus and project readiness, including City Council support, LADOT staff screens the projects using the Project Scoring Platform to ensure that projects advance LADOT's external core values, and the City's Mobility Plan 2035 policies.

Review and approval of overall 5-Year Program

LADOT staff will present the five-Year Allocation Plan to City Council for final review and approval. LADOT staff will work with project managers to maintain a Central City MSP



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stakeholder list to notify stakeholders involved in project development of key decision dates when the MSP Allocation Plan will be considered by City Council.

Stakeholders consulted during plan development

LADOT staff will periodically present to members of the Metro Policy Advisory Committee to inform them of updates to the project selection process, and any changes to project scoring methodology. Metro Policy Advisory Committee members will be added to the Central City MSP stakeholder list so they are made aware of key decision dates when the MSP Allocation Plan will be considered by City Council.

4.) What is the timing of the Public Participation Element?

2017-2018: LADOT Planning & Policy staff developed the Project Scoring Platform to help implement the Mobility Plan 2035.

2018: LADOT Planning & Policy staff identified eligible projects in the Project Inventory and verified project readiness, which considered past project engagement.

Fall-Winter 2019: LADOT Planning & Policy staff reports to City Council on the project selection process.

Winter 2019-2020: LADOT Planning & Policy staff present the project selection methodology to members of Metro's Policy Advisory Council.

LADOT staff consult the Council offices within the Central City MSP to verify support for funding priority for projects in their districts.

Spring/Summer 2020: LADOT Planning & Policy staff present the final list of projects in the Five Year Allocation Plan to City Council to seek action to recommend approval by the Metro Board.

5.) The Public Participation Element must reference if, and to what extent, the subregion addresses performance measurement as part of the MSP 5-Year Plan, per the Measure M Administrative Procedures section.

Performance Measures

LADOT Planning & Policy assesses each eligible project in the inventory through our Project Scoring Platform. LADOT developed the Project Scoring Platform to assess project propensity to advance LADOT's External Core Values and the City's Mobility Plan 2035 policies. **Table 1** below demonstrates how LADOT External Core Values overlap with Metro's Quality Performance Measures. **Table 2** lists the Project Scoring Platform Attributes as they are seen to advance LADOT External Core Values and Mobility Plan 2035.

Table 1: Subregional Qualitative Performance Measures as aligned with LADOT External Core Values



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Theme	Subregional Qualitative Performance Measures	LADOT External Core Values and Mobility Plan 2035 Alignment
Mobility	<ul style="list-style-type: none">• Relieve congestion• Increase travel by transit, bicycle, and pedestrian modes• Improve travel times• Improve effectiveness & reliability for core riders	Accessible and Affordable Mobility Plan Network Concept Alignment
Economic Vitality	<ul style="list-style-type: none">• Increase economic output• Support job creation and retention• Support goods movement• Reduce household transportation costs• Extend useful life of facilities	Equitable and Inclusive Accessible and Affordable
Accessibility	<ul style="list-style-type: none">• Improve transportation options• Improve service to transit dependent, low-income, and disadvantaged populations• Improve first-last mile connections to transit	Accessible and Affordable Mobility Plan Network Concept Alignment
Safety	<ul style="list-style-type: none">• Reduce incidents• Improve personal safety	Safe & Healthy
Sustainability & Quality of Life	<ul style="list-style-type: none">• Improve environmental quality• Improve public health• Improve quality of life	Sustainable and Resilient Safe & Healthy Accessible and Affordable

Table 2: Project Scoring Platform Attributes as aligned with LADOT External Core Values

LADOT External Core Values and Mobility Plan 2035 Alignment	Project Scoring Platform Attributes
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Mobility Plan Network Concept Alignment	<ul style="list-style-type: none">• MP 2035 Transit Enhanced Network• MP 2035 Bicycle Enhanced Network• MP 2035 Neighborhood Enhanced Network• MP 2035 Pedestrian Enhanced Districts• MP 2035 Green Network
Safe & Healthy	<ul style="list-style-type: none">• Vision Zero High Injury Network• Schools Safe Routes to School Program Target Area• Public Health Improvement need indicator from California Health Disadvantage Index (HDI)
Equitable and Inclusive	<ul style="list-style-type: none">• Economic need indicator from California Health Disadvantage Index (HDI)
Accessible and Affordable	<ul style="list-style-type: none">• Critical Connections from Trust for Public Land Climate Smart Cities• First Last Mile Station areas• Latent Active Transportation Demand
Sustainable and Resilient	<ul style="list-style-type: none">• Stormwater Infiltration Features Feasibility Score from Trust for Public Land Climate Smart Cities• Urban Heat Island Reduction Need Score from Trust for Public Land Climate Smart Cities