



Metro

## Board Report

Los Angeles County  
Metropolitan Transportation  
Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA

**File #:** 2020-0562, **File Type:** Program

**Agenda Number:** 16.

### PLANNING AND PROGRAMMING COMMITTEE JANUARY 20, 2021

**SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING project selection and programming of \$63,100,000 in Measure M Metro Active Transport, Transit and First/Last Mile program (MAT Program) funding;
- B. AUTHORIZING the Chief Executive Officer (CEO) or his designee to negotiate and execute all necessary agreements for approved projects; and
- C. APPROVING a wait list process for all non-awarded eligible projects.

#### **ISSUE**

The MAT Program is included in the Measure M Expenditure Plan and allocates \$857 million (2015 dollars) for investment in active transportation infrastructure over 40 years. On January 23, 2020, the Board of Directors approved the first funding cycle for this program and authorized a project selection process.

Staff has solicited, received, and evaluated project submittals and is recommending projects for award. The first funding cycle includes Fiscal Years (FY) 2021-2025. Staff recommends a total of 16 project awards as described in this report, with the remaining eligible submittals (8 projects) recommended to be established on a waiting list.

The solicitation as approved by the Board anticipated awarding a total of \$75 million for this funding cycle based on cash flow estimates at that time. In light of reduced sales tax revenue, staff is recommending awards of \$63.1 million, consistent with cash flow adjustments for comparable Measure M programs. The Board can approve revised Cycle 1 programming amounts in future annual updates should funding availability improve.

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## **BACKGROUND**

### Project Selection

The MAT Program as approved in January 2020 called for a streamlined Letter of Interest submittal available to a predetermined list of project locations in two program categories. Program categories, Active Transportation Corridors (ATC) and First/Last Mile (FLM), are based on Metro's vision for active transportation investment established in the adopted Active Transportation Strategic Plan (ATSP, April 2016). A total of 163 (25 ATC and 138 FLM) project locations across 51 jurisdictions were eligible to apply.

Twenty-eight Letters of Interest (LOI) were submitted on April 30, 2020, noting time extensions granted in light of local agency limitations caused by the COVID-19 pandemic. Metro assembled an evaluation team composed of 14 agency staff from multiple departments and two representatives from the Policy Advisory Council. Each LOI was scored by three independent evaluators assigned at random. The evaluators' average score was combined with a predetermined need-based quantitative analysis score to arrive at a total. Funding recommendations are based on the order of total score and limited by the amount of available funds (Attachment A). Sixteen LOIs comprise the recommended award lists and 8 LOIs exceed available funding and comprise the waitlist. As part of the evaluation process, LOIs were screened to ensure eligibility requirements were met. As a result of this screening, three ATC applications and one FLM application were found not to meet various eligibility requirements. Agencies proposing these projects have been notified.

### Programming

MAT submittals did not require prior planning effort, as is typical in other competitive funding programs. As such, most projects will require an initial scoping phase to arrive at reliable funding amounts for the full project. The programming table included as Attachment A reflects the best not-to-exceed estimates and are subject to further refinement. Staff intend to return to the Board annually to seek approval on program funding amendments as project scopes are developed and refined and to allow for other adjustments in programming. Pending approval, staff will program funds for each fiscal year as shown in Attachment A.

The LOIs are listed in rank order in Attachment A with the highest-scoring proposals constituting the award list. The remainder of proposals are recommended as a waitlist of potential projects eligible for award contingent on future fund availability. This may include funds made available from awarded projects becoming de-obligated or funded at lower amounts. Should funding become available, projects on the waitlist will be programmed according to rank order except in instances where there is not sufficient funding to accommodate the highest-ranked project, but a smaller, lower-ranked project can be awarded. Pending approval, staff will assume this process for programming funds to waitlisted projects accordingly.

### Project Roles

The MAT Program allows flexibility for projects to be treated as direct grants, for Metro to retain awarded funds and lead work, or combinations of Metro-led and local-led work depending on project phase. As such, the funding table indicates a project be led either for specified phases or over the entirety of the project. Note that Cycle 1, as adopted in January, calls for projects led by Metro to be programmed with Metro as the recipient. For projects led by Metro, staff will prepare and execute

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Cooperative Agreements with project sponsors while projects led locally will require Funding Agreements.

Project roles as shown in Attachment A are preliminary and subject to change. Any change in project roles from what is shown will require written concurrence from all project partners.

### Equity Platform

The MAT Program of projects will support implementation of the Equity Platform pillars.

- Define and Measure - Eligible projects were invited to apply for the MAT program based on a screening and ranking process intended to target high need locations based on indexes of socio-economic and environmental disadvantage. Projects within Equity Focus Communities (EFCs) were assigned additional points as part of the evaluation process.
- Listen and Learn -The MAT program was developed with substantial guidance from the Policy Advisory Council (PAC). The overarching goal of MAT is to implement the ATSP which was based on an inclusive outreach process. Furthermore, project selection was based on the level of community support for the projects. MAT projects will be required to prepare a Public Participation Plan to ensure meaningful stakeholder engagement throughout all phases of project development.
- Focus and Deliver - The proposed program of projects will be subject to timely use of funds to ensure efficient use of Measure M funds for affordable and sustainable transportation, and were evaluated for process assurances and reasonableness of schedule.
- Train and Grow - MAT projects are required to perform a project evaluation which will include equity considerations alongside other program objectives. Further, staff is conducting evaluation of the need-based program setup and resultant project selection. This evaluation is pilot testing tools and approaches being developed by the Executive Officer, Equity and Race and will be used to guide the development of future program cycles

### **DETERMINATION OF SAFETY IMPACT**

There is no direct safety impact associated with the recommended action. Note that the implementation of projects subsequent to this action is intended to improve safety conditions for pedestrians, people using bicycles and other rolling modes, and transit riders. Subsequent action related to specific projects will prompt further assessment of any potential safety impacts.

### **FINANCIAL IMPACT**

In FY21, \$4,237,500 is budgeted in Cost Center 0441, Project #473001 (Metro Active Transportation Program) for reimbursement payments to MAT Projects being implemented by local jurisdictions. Additionally, \$1,128,414 is budgeted in Cost Center 4360 and \$100,000 in Center 4340 for the initial project phases of MAT projects that will be completed by Metro staff. Since these are multi-year projects, the Cost Center managers, and Chief Planning Officer will be responsible for budgeting in future years.

### Impact to Budget

The source of funds for these projects is Measure M Active Transportation 2%. This fund source is not eligible for Metro bus and rail operating and capital expenditures.

### IMPLEMENTATION OF STRATEGIC PLAN GOALS

The program advances several Strategic Plan Goals including:

- *Goal #1:* High-quality mobility options - advances new active transportation corridors and a full suite of first/last mile interventions at selected stations.
- *Goal #2:* Outstanding trip experiences for all - will develop and advance key station access improvements including traveler/transfer information, improved signage and wayfinding among others.
- *Goal #3:* Enhancing communities and lives - includes a clear focus on targeting investment to places that need it most due to safety, socio-economic and other factors.
- *Goal #4:* Transform LA County through collaboration and leadership - prompts new partnership models with agencies to deliver projects.

### ALTERNATIVES CONSIDERED

The Board could elect not to approve selected projects and the programming of funds; however, this is not recommended as the MAT Program is a funding commitment in the Measure M Expenditure Plan. Without approval and programming of funds for elected projects under the MAT Program, advancement of key corridors and connections to transit that have been prioritized as part of the ATSP would be impeded. This is not recommended as the proposed projects were selected according to Board-adopted criteria.

### NEXT STEPS

Upon Board approval, respective implementing agencies will be notified, and Funding and/or Cooperative Agreements will be executed. Staff will continue to work with the selected projects as described in this report. Annual updates will be provided to the Board.

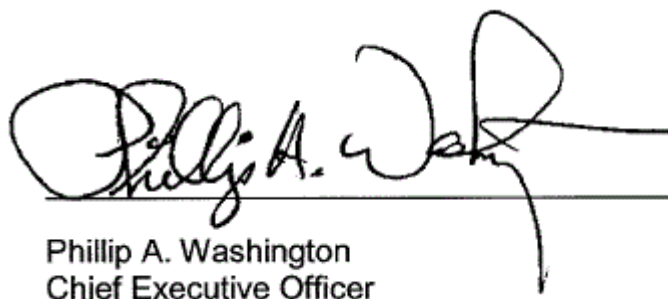
### ATTACHMENTS

Attachment A - MAT Program Cycle 1 - Recommended Program of Projects

Attachment B - MAT Program Cycle 1 - Recommended Program of Projects Map

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Phillip A. Washington  
Chief Executive Officer

**Recommended Program of Projects**  
**MAT Program Cycle 1**

Program Category	Number of Submitted	Applications Funded	Total Project Requests		AMOUNT RECOMMENDED	
Active Transportation Corridors	9	5	\$	53,604,075	\$	31,550,000
First/Last Mile Locations	19	11	\$	49,126,131	\$	31,549,999
Total Funding Mark			\$	102,730,206	\$	63,099,999

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# Recommended Program of Projects - Active Transportation Corridors

Attachment A

## MAT Program Cycle 1

### Award List

Rank	Sponsor	Co-Sponsor	Corridor	FY21	FY22	FY23	FY24	FY25	Total
						Funding Up To Stated Amount			
1	Los Angeles	-	Avalon/MLK/Gage		\$284,000	\$1,011,000	\$2,264,362	\$2,264,362	\$ 5,823,724
	The proposed project would connect South LA residents to jobs and transit through the implementation of safe walking and biking infrastructure on Gage Ave, MLK Blvd, and Avalon Blvd. This pedestrian and bicycle-friendly network of streets would connect one of the City's largest employment hubs, the Goodyear Tract, with Metro's E and J Lines near USC.								
2	Commerce	Huntington Park, Bell, LACPW	Randolph		\$150,838	\$301,675	\$6,251,378	\$ -	\$ 6,703,891
	The Randolph Corridor AT Project provides high quality mobility improvements to the residents and businesses of disadvantaged communities within unincorporated Florence-Firestone and the Cities of Commerce, Bell, Huntington Park (HP) and Maywood. The project provides a health benefit via the bicycle lane/trail for 7.03 miles, connecting to the LA River and other destinations. This project will provide improvements via an equitable planning process. The features that are technically & politically feasible, which will be prioritized, and quantified to design and construct, via this funding request.								
3	Redondo Beach	LACPW, Lawndale	Redondo Beach Blvd		\$33,000	\$507,000	\$2,850,000	\$3,210,000	\$ 6,600,000
	The Cities of Redondo Beach and Lawndale along with the Los Angeles County Public Works propose to install improved and new Bike and Pedestrian Facilities along Redondo Beach Boulevard/Ripley Avenue from Flagler Lane on the west to the Dominguez Channel Greenway on the east. The total length of this segment is 3.3 miles. The improvements will include a series of access, safety, and infrastructure enhancements for walking and biking. This project will provide a cohesive network that will encourage active transportation modes and allow users to connect to transit facilities, educational facilities, parks, retail stores, job centers and residential neighborhoods. The project supports the goals of the Active Transportation Strategic Plan and will enhance safety by implementing pedestrian improvements by removing barriers to access and correct unsafe conditions by reconstructing curb ramps and sidewalks to meet ADA requirements.								
4	Monterey Park	Montebello, LACPW, Rosemead	1st-Riggin-Portrero Grande		\$405,480	\$5,397,525	\$563,220	\$ -	\$ 6,366,225
	The proposed project proposes to expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities. These measures will increase connectivity between homes, jobs, public transit, schools and recreational resources for a variety of road users in unincorporated South San Gabriel, Cities of Monterey Park, Montebello, and Rosemead. The proposed bike facilities will extend and provide continuity and a connection to the existing bicycle facilities along Riggin St and to the future bicycle lanes along 1st St in East Los Angeles part of the Metro Gold Line Eastside Access Phase II project. This project will provide greater accessibility and mobility for pedestrians, cyclists, and transit users providing safe, productive alternative modes of travel.								
5	South Pasadena	-	Huntington-Main/Fremont		\$912,600	\$4,977,660	\$165,900	\$ -	\$ 6,056,160
	The proposed project will improve overall circulation for vehicle, pedestrian, bus, and bicycle traffic along two major, high volume corridors, within the City. It will focus efforts on a broad range of individuals, thereby impacting the most diverse array of user groups, to improve overall equity, safety, and mobility, in City transportation solutions. The Huntington-Main Corridor is the focus of this project to improve 1.5 miles of this corridor, along with the connecting, Fremont corridor from Alhambra Road to Columbia Street. The proposed project seeks to upgrade both corridors to better serve the community and eliminate existing and potential conflict areas by; upgrading ADA paths of travel, implementing master-plan bicycle concepts, improving intersection functionality, and providing a safe transition between corridors.								
			<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 1,785,918</b>	<b>\$ 12,194,860</b>	<b>\$ 12,094,860</b>	<b>\$ 5,474,362</b>	<b>\$ 31,550,000</b>

### Waitlist

6	Los Angeles	-	Slauson		\$ 40,000	\$ 560,000	\$ 7,400,000		\$ 8,000,000
	The Slauson Corridor Project will address crucial gaps in infrastructure not currently met by existing projects. Funding the Slauson Corridor Project will leverage improvements from the R2R project that will enhance safety, mobility, and connectivity for jobs, transit, schools, retail and parks providing opportunities for upward mobility in a historically underserved community.								
			<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 40,000</b>	<b>\$ 560,000</b>	<b>\$ 7,400,000</b>	<b>\$ -</b>	<b>\$ 8,000,000</b>

### Ineligible Projects

-	Lancaster	-	Sierra Highway
-	Los Angeles	-	Broadway/Manchester/Vermont
-	Paramount	-	WSAB Phase 3

#### NOTES:

All projects will be led by local sponsors; any changes in project roles will require written concurrence from all project partners.

Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and Measure M funding availability, without changing total programmed amounts for projects.

# Recommended Program of Projects - First/Last Mile

Attachment A

## MAT Program Cycle 1

### Award List

Rank	Sponsor	Co-Sponsor	Project Location	FY21	FY22	FY23	FY24	FY25	Total
						Funding Up To Stated Amount			
1	City of Los Angeles	-	Hollywood/Highland	\$ 529,476	\$ 824,625	\$ 2,193,600	\$ 50,000	\$ -	\$ 3,597,701
	<i>Phase Lead</i>			<i>City of LA</i>	<i>City of LA</i>	<i>City of LA</i>	<i>City of LA</i>		
This project aims to improve pedestrian and bicycling connections to the Hollywood/Highland B Line Stations in Hollywood. The project proposes improvements to the Hollywood Walk of Fame, one of the world's most well-known and frequented destinations, into a more vibrant, pleasant, and pedestrian-friendly boulevard that provides for better connectivity and a safer experience for all users. Potential treatments include bus shelters, wayfinding, raised crosswalks, streets furniture, and more near the Highland station. The project will also fund design development for a larger portion of the Hollywood Walk of Fame Concept Plan.									
2	City of Los Angeles	-	Hollywood/Vine	\$ 529,476	\$ 824,625	\$ 2,193,600	\$ 50,000	\$ -	\$ 3,597,701
	<i>Phase Lead</i>			<i>City of LA</i>	<i>City of LA</i>	<i>City of LA</i>	<i>City of LA</i>		
Same project description as above, for the Hollywood/Vine B Line station area.									
3	Los Angeles County	-	East LA Civic Center	\$ 4,600	\$ 181,150	\$ 112,500	\$ 176,875	\$ 426,875	\$ 902,000
	<i>Phase Lead</i>			<i>LA County</i>	<i>LA County</i>	<i>LA County</i>	<i>LA County</i>	<i>LA County</i>	
This project will improve access for pedestrians and cyclists to the L Line East Los Angeles Civic Center station. The project includes designing and implementing pedestrian and bicycle facility enhancements within a half mile of the station.									
4	City of Los Angeles	-	LAX-Aviation	\$ 4,797	\$ 53,820	\$ 493,291	\$ 1,453,838	\$ 1,575,943	\$ 3,581,689
	<i>Phase Lead</i>			<i>Metro</i>	<i>Metro</i>	<i>City of LA</i>	<i>City of LA</i>	<i>City of LA</i>	
LAX/Aviation MAT projects will improve pedestrian and wheeled access to the C Line (Green) and future LAX/Crenshaw Line transfer station. These improvements will include possible projects such as enhanced crosswalks, bulb-outs, wayfinding, and bicycle facilities.									
5	Santa Monica	-	Olympic/26th	\$ 99,000	\$ 794,510	\$ -	\$ -	\$ -	\$ 893,510
	<i>Phase Lead</i>			<i>Santa Monica</i>	<i>Santa Monica</i>	<i>Santa Monica</i>			
This project, located at the intersection adjacent to and the blocks immediately north of the 26th St/Bergamot Station on the E Line (Expo), will improve missing crosswalk facilities for riders traveling to and from the station. In addition, the project will add and enhance a partial bike route to the station that will connect to a key east-west bicycling corridor.									
6	City of Los Angeles	-	Sepulveda OL	\$ 4,797	\$ 53,820	\$ 493,291	\$ 1,453,838	\$ 1,575,943	\$ 3,581,689
	<i>Phase Lead</i>			<i>Metro</i>	<i>Metro</i>	<i>City of LA</i>	<i>City of LA</i>	<i>City of LA</i>	
This project will improve safety, access, and mobility to the Sepulveda station on the G Line (Orange). Potential improvements may include but are not limited to, the sidewalk, crosswalks, curb ramps, curb extensions, street trees, bike facility, bike signal, bike parking, bus shelter, safety lighting, and wayfinding.									
7	Los Angeles County	-	Slauson		\$ 293,845	\$ 408,637	\$ 1,949,995	\$ 1,857,521	\$ 4,509,998
	<i>Phase Lead</i>			<i>LA County</i>	<i>LA County</i>	<i>LA County</i>	<i>LA County</i>	<i>LA County</i>	
This project will construct access, safety, and infrastructure enhancements for pedestrians within a half mile of the A Line Slauson Station based on Metro's Blue Line First/Last Mile Plan: A Community-Based Process and Plan (March 2018). The goal of this project is to improve pedestrian access to and from the station and to encourage active modes of transportation and the use of public transit.									
8	City of Los Angeles	-	Western/Slauson	\$ 4,797	\$ 53,820	\$ 496,944	\$ 1,463,823	\$ 1,586,659	\$ 3,606,043
	<i>Phase Lead</i>			<i>Metro</i>	<i>Metro</i>	<i>City of LA</i>	<i>City of LA</i>	<i>City of LA</i>	
This project will improve safety and access to bus stops at the intersection of Western Ave. and Slauson Ave. Improvements may include, but are not limited to, crosswalks, curb ramps, sidewalk extensions and bulbouts, street trees, lighting, wayfinding, and bicycle facilities. The project site overlaps with part of the Active Transportation Rail to River Corridor, providing an opportunity to also safely connect more riders to active transportation options.									
9	Culver City	Los Angeles	Culver City	\$ 65,000	\$ 1,825,000	\$ 231,529	\$ 160,000	\$ -	\$ 2,281,529
	<i>Phase Lead</i>			<i>CC, Metro</i>	<i>CC, Metro</i>	<i>City of LA</i>	<i>City of LA</i>		
This project, jointly developed with Culver City and the City of Los Angeles, will improve pedestrian and bicycle access to the Culver City E line station. Elements include a physically separated cycle track and pedestrian improvements along Washington Blvd, and other facilities along Venice, Robertson, and National Blvds.									
10	Long Beach	-	Downtown LB (6th Street)	\$ 80,998	\$ 1,094,000	\$ 3,335,000	\$ -	\$ -	\$ 4,509,998
	<i>Phase Lead</i>			<i>Long Beach</i>	<i>Long Beach</i>				
The 6 St project will reconfigure an existing through street to add a protected bike lane and pedestrian safety features, such as cross walks and bulb-outs. The project extent leads directly to the 5th Street Station on the A Line (Blue), and is blocks from the nearby Pacific Station.									
11	West Hollywood	-	Santa Monica/La Brea	\$ 40,000	\$ 448,141	\$ -	\$ -	\$ -	\$ 488,141
	<i>Phase Lead</i>			<i>City of WH</i>	<i>City of WH</i>				
This project will improve pedestrian safety and access to bus stops near the intersection of Santa Monica Blvd and La Brea Avenue. Some elements include pedestrian-level lighting, bulbouts, median islands, crosswalk enhancements, and in-road warning lights.									
			<b>TOTAL</b>	<b>\$ 1,362,941</b>	<b>\$ 6,447,356</b>	<b>\$ 9,958,392</b>	<b>\$ 6,758,369</b>	<b>\$ 7,022,941</b>	<b>\$ 31,549,999</b>



# Recommended Program of Projects - First/Last Mile

Attachment A

## MAT Program Cycle 1

### Waitlist

12	Los Angeles County	-	Florence						\$ 5,000,000
	This project would improve pedestrian access and safety within a half mile of the A Line Florence Station, implementing improvements based on Metro's Blue Line First/Last Mile Plan: A Community-Based Process and Plan (March 2018).								
13	Los Angeles		Van Nuys/Vanowen						\$ 4,000,000
	The project proposes first/last mile improvements such as crosswalks, curb ramps, curb extensions, and bicycle facilities to enhance connections to bus stops at Van Nuys and Vanowen Blvds, as well as the Van Nuys Metrolink rail station. The project would also look to improve safety for riders connecting to the G Line (Orange) at Van Nuys Blvd.								
14	West Hollywood		Fountain (Hayworth-Harper)						\$ 750,000
	This project would improve pedestrian safety on Fountain Ave. between Hayworth Ave. and Harper Ave. Treatments include bulb-outs, medians, and crosswalks with in-road warning lights.								
15	West Hollywood		Santa Monica Bl-Greenacre						\$ 750,000
	This project would improve pedestrian safety by installing in-road warning lights at the intersection of Santa Monica Bl and Greenacre Ave.								
16	West Hollywood		Fairfax						\$ 750,000
	The project would address safety by implementing pedestrian-scale lighting, leading pedestrian intervals at intersections, in-road warning lights, crosswalks, and improved bicycle amenities.								
17	West Hollywood		Santa Monica Bl-Poinsettia						\$ 750,000
	This project would improve pedestrian safety by installing in-road warning lights at the intersection of Santa Monica Bl and Poinsettia Place.								
18	West Hollywood		Santa Monica Bl-Hayworth						\$ 750,000
	This project would improve pedestrian safety by installing in-road warning lights at the intersection of Santa Monica Bl and Hayworth Ave.								
<b>TOTAL</b>									<b>\$ 8,000,000</b>

### Ineligible Projects

-	Los Angeles	-	Lincoln/Cypress
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### NOTES:

Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and Measure M funding availability, without changing total programmed amounts for projects. Phase Lead as indicated are tentative and subject to change. Any change from what is shown requires written concurrence from all project partners.

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Recommended Program of Projects Map  
MAT Program Cycle 1



Active Transportation  
Corridor Projects

- 1 Avalon-MLK-Gage  
City of Los Angeles
- 2 Randolph  
City of Commerce
- 3 Redondo Beach Blvd  
City of Redondo Beach
- 4 1st-Riggin-Potrero Grande  
City of Monterey Park
- 5 Huntington-Main/Fremont  
City of South Pasadena

First/Last Mile Projects

- 1 Hollywood/Highland  
City of Los Angeles
- 2 Hollywood/Vine  
City of Los Angeles
- 3 East LA Civic Center  
Los Angeles County
- 4 LAX/Aviation  
City of Los Angeles
- 5 Olympic/26th  
City of Santa Monica
- 6 Sepulveda OL  
City of Los Angeles
- 7 Slauson Station  
Los Angeles County
- 8 Western/Slauson  
City of Los Angeles
- 9 Culver City  
City of Culver City
- 10 Downtown LB (6th St)  
City of Long Beach
- 11 Santa Monica/La Brea  
City of West Hollywood



# Next stop: access to opportunity.

**Metro Active Transport (MAT) Program  
Planning and Programming Committee  
Legistar 2020-0562  
January 20, 2021**



# Recommended Action

- APPROVE project selection and programming of \$63,100,000 in Measure M Metro Active Transport, Transit and First/Last Mile program (MAT Program) funding;
- AUTHORIZE the Chief Executive Officer (CEO) or his designee to negotiate and execute all necessary agreements for approved projects; and
- AUTHORIZE a wait-list process for all non-awarded, eligible projects.



# Background

- *January 2020:* Board approves criteria/process for Cycle 1 (FY21-25)
  - Screened/Ranked project locations based on: Equity, Safety, Mobility/Connectivity
  - Invitation to Apply
  - Streamlined Letter of Interest application process
- Discretionary, competitive program created by Measure M
- \$857m over 40 years
- Dedicated funding for active modes

# Cycle 1 Overview

- 28 total submittals (\$102.7M)
- Selection process complete per Board-approved process
  - Qualitative evaluation PLUS points for equity-based ranking and Equity-Focused Communities (EFCs)
- 16 projects recommended for award (\$63.1M)
  - 5 Active Transportation Corridors
  - 11 First/Last Mile
- 8 recommended for wait list (\$16M)
- COVID-19 Impacts

# Cycle 1 Projects Map



## Active Transportation Corridor Projects

- 1 Avalon-MLK-Gage  
City of Los Angeles
- 2 Randolph  
City of Commerce
- 3 Redondo Beach Blvd  
City of Redondo Beach
- 4 1st-Riggin-Potrero Grande  
City of Monterey Park
- 5 Huntington-Main/Fremont  
City of South Pasadena

## First/Last Mile Projects

- 1 Hollywood/Highland  
City of Los Angeles
- 2 Hollywood/Vine  
City of Los Angeles
- 3 East LA Civic Center  
Los Angeles County
- 4 LAX/Aviation  
City of Los Angeles
- 5 Olympic/26th  
City of Santa Monica
- 6 Sepulveda OL  
City of Los Angeles
- 7 Slauson Station  
Los Angeles County
- 8 Western/Slauson  
City of Los Angeles
- 9 Culver City  
City of Culver City
- 10 Downtown LB (6th St)  
City of Long Beach
- 11 Santa Monica/La Brea  
City of West Hollywood

# Next Steps

- Execute agreements
- Initiate projects
- Annual updates to adjust programming as needed