



## Board Report

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**File #:** 2023-0285, **File Type:** Agreement

**Agenda Number:** 12.

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**PLANNING AND PROGRAMMING COMMITTEE  
JULY 19, 2023**

**SUBJECT: SCAG CTC PARTNERSHIP PROGRAM GRANT AWARDS**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute an agreement with the Southern California Association of Governments to claim funds awarded in the amount of \$41,279,497 through the County Transportation Commission Partnership Program; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute pass-through agreements with the agencies who will implement projects awarded through the County Transportation Commission Partnership Program

**ISSUE**

On May 9, 2023, Metro staff submitted applications to the Southern California Association of Governments (SCAG) County Transportation Commission (CTC) Partnership Program for Metro-led and Metro-partnered transportation plans, programs, and infrastructure projects. The SCAG Regional Council approved awards on July 6, 2023. The Program guidelines require that Metro enter into an agreement with SCAG prior to initiating reimbursable work on awarded projects. In addition, agreements are necessary for Metro to pass through funds to the external agencies who will implement awarded projects.

**BACKGROUND**

The 2021 Regional Early Action Planning Grants Program (REAP) established by AB 140, funded from the State General Fund, and administered by the California Department of Housing and Community Development provides funds for planning and implementation activities within infill areas that have significant geographic or regionwide benefit towards three objectives:

1. Accelerate infill development that facilitates housing supply, choice, and affordability
2. Affirmatively further fair housing

### 3. Reduce vehicle miles traveled (VMT)

The 2021 REAP sets aside 85 percent of funds for direct allocation to Metropolitan Planning Organizations (MPOs). SCAG received \$246 million and designated \$80 million for the CTC Partnership Program (Program). The six CTCs in the SCAG region are the only eligible applicants, however, CTCs can submit applications in partnership with stakeholders such as Councils of Governments (COGs). The Program guidelines require that funded projects not only meet the state's 2021 REAP objectives and eligibilities but also align with the Key Connection Strategies in SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which focus on innovative policies and/or technologies together with expanded mobility offerings to realize regional planning goals.

SCAG opened the Call for Applications on April 12, 2023 with an application deadline of May 9, 2023. Metro submitted 11 applications for Metro-led and Metro-partnered (COG-led) planning, program, and infrastructure projects. On July 6, 2023, the SCAG Regional Council approved awards totaling \$41.3 million for ten projects in Los Angeles County. This total includes \$31.9 million for six Metro-led projects and \$9.3 million for four COG-led projects. A list of funded projects is shown in Attachment A.

### **DISCUSSION**

The Program is an opportunity to advance innovative, multimodal, and shovel-ready transportation planning and implementation activities. The funded projects meet the Program's objectives and eligibility criteria as outlined in Attachment B, and importantly, are expected to be complete by the Program's deadline of December 31, 2025. To meet the Program's firm project completion deadline, Metro must execute an agreement with SCAG that establishes the projects and activities that may be reimbursed. SCAG will not reimburse costs prior to the execution of the agreement.

Although CTCs like Metro are the only eligible applicants for the Program, Metro staff aimed to meet the Program's collaborative and partnership goals by working with interested COGs to identify projects for this opportunity. Metro staff met with each COG applicant to explain roles and responsibilities for the application process and grant administration activities associated with Program funds. Metro submitted the COG projects as a partnership between Metro and the respective COG, however, SCAG will not enter into agreements with any other parties besides the eligible applicant. Therefore, Metro must enter into separate agreements with COGs to establish the terms for passing through the Program funds for the COG-led projects. Entering into these agreements expediently is also necessary to ensure the COG-led projects can meet the project completion deadline.

### **DETERMINATION OF SAFETY IMPACT**

This Board action will not have any adverse safety impacts on Metro's employees or patrons.

### **FINANCIAL IMPACT**

Adoption of the recommendations would allow Metro to take actions to secure \$41.3 million for Metro and subregional projects. Since the Program operates on a reimbursement basis, the cost centers

implementing the Metro projects will be responsible for budgeting the costs in future years. Subregional project costs will be budgeted by the respective subregion.

### Impact to Budget

The fund source is 2021 REAP funds distributed by SCAG through the CTC Partnership Program. These funds are not eligible for Metro's bus and rail operating expenditures.

## **EQUITY PLATFORM**

The Board action will help secure funding from a program that is intended to advance transit and other multimodal plans, programs, and infrastructure improvements within and for lower resourced communities, areas of concentrated poverty, historically disadvantaged communities, and/or areas with lost or reduced service. Metro staff selected projects for application and SCAG selected projects for funding in accordance with the Program objectives and requirements.

The Program guidelines require that funded projects meet all three 2021 REAP objectives: accelerating infill development that facilitates housing supply, choice, and affordability; affirmatively furthering fair housing; and reducing VMT. In addition, projects must satisfy location criteria associated with each objective such as: areas with transit supportive densities, lower resources coupled with measures to promote equitable quality of life and access to opportunities and Disadvantaged and Historically Underserved communities. The 2021 REAP defines Disadvantaged and Historically Underserved Communities as including concentrated areas of poverty; areas of high segregation and poverty and areas of low to moderate access to opportunity per the state's Opportunity Area Maps; Communities of Concern, Disadvantaged Communities, and Low Income Communities per SB 535 and AB 1550; areas of high housing cost burdens; areas with high vulnerability of displacement; areas related to Tribal Entities, and other areas experiencing disproportionate impacts of California's housing and climate crisis. Metro staff evaluated all projects for application on these objectives and criteria aided by the Indicator Mapping Tool developed by SCAG to identify whether project locations are consistent with 2021 REAP and SCAG objectives. Nearly all Metro Equity Focus Communities (EFCs) overlap with one or more of the indicators included in SCAG's mapping tool. All 11 projects that Metro submitted will serve EFCs as they are either fully or partially located within EFCs and create connections, services, or programs that target or provide disproportionate benefit to EFCs residents. Each project sponsor was required to describe how it would advance equity by benefiting disadvantaged and historically underserved communities, discuss existing and planned partnership and stakeholder engagement in project development and throughout the project lifecycle, identify location criteria satisfied by the project, and propose metrics for tracking the performance of the project in each of the three 2021 REAP objectives. SCAG evaluated and ranked projects based on responses to these application questions.

The projects' outcomes and desired impacts will be measured and shared through regular and annual progress reports as required by SCAG's Program guidelines.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Approval of these recommendations will support the following Strategic Plan Goals:

Goal 3: Enhance communities and lives through mobility and access to opportunity by securing funding that will conduct planning, create and enhance programs, and build infrastructure that accelerate infill development that facilitates housing supply, choice, and affordability, affirmatively further fair housing, and reduce VMT.

Goal 4: Transform LA County through regional collaboration and national leadership by facilitating partnerships to deliver transportation projects with significant geographic or regionwide benefit.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve one or both of the recommended actions. Staff does not recommend this alternative because Metro and our subregional partner agencies cannot be reimbursed for work on awarded projects without an executed agreement with SCAG. Metro could lose out on receiving \$41.3 million targeted to improve mobility and increase access to opportunity. The Board may also choose to delay approval of one or both of the recommended actions until a later date. Staff does not recommend this alternative because beginning reimbursable work as soon as possible upon agreement execution is necessary to ensure projects are completed by the December 31, 2025 deadline.

### **NEXT STEPS**

Upon Board approval of these recommendations, Metro staff will work with SCAG and COG staff to enter into agreements.

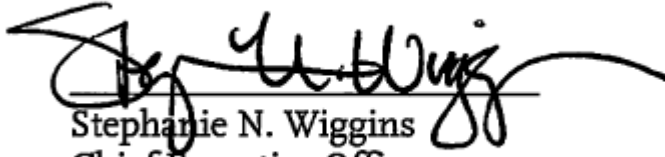
### **ATTACHMENTS**

Attachment A - CTC Partnership Program Awards

Attachment B - Objectives and Eligibility Criteria

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Stephanie N. Wiggins  
Chief Executive Officer

**ATTACHMENT A**

**County Transportation Commission Partnership Program Awards**

| <b>Project Sponsor</b>                    | <b>Project</b>  | <b>Project Description</b>  | <b>Request</b>      | <b>Award</b>        |
|---|---|---|---------------------|---------------------|
| City of LA                                | Connecting Communities with Stress Free Connections   | Construction of low stress active transportation improvements in Mid City West, South LA, and Central LA neighborhood corridors.  | \$5,250,000         | \$5,250,000         |
| City of LA                                | First Last Mile Revolution: Transforming Metro Connections to Housing                             | Planning and 30% design to advance implementation of Purple Line Extension Section 2 and 3 and East San Fernando Valley LRT FLM plans.  | \$1,050,000         | \$1,050,000         |
| Metro                                     | Countywide Signal Priority Cloud Based Solution   | Purchase and install cloud-based transit signal priority at intersections countywide with older technology.   | \$4,004,028         | \$4,004,028         |
| Metro                                     | Metro Bike Share In-fill Expansion  | Update the Metro Bike Share Plan to identify bike share service gaps and areas where bike share can be expanded and deploy service to fill gaps.  | \$12,075,000        | \$7,550,000         |
| Metro                                     | Mobility Wallets Pilot 2.0: Challenge and Low-Income  | Fund expansion of mobility wallets including different wallet types.  | \$10,000,000        | \$4,023,750         |
| Metro                                     | North Hollywood Transit Center  | Construct a consolidated transit center to vacate a parcel that will be developed into mixed-use development including affordable housing.  | \$15,000,000        | \$15,000,00         |
| Metro                                     | Traffic Reduction Study   | Conduct additional modeling to help plan a pilot(s) that incorporates public input into pilot design.   | \$1,000,000         | \$1,000,000         |
| Metro                                     | Urban Wilderness Access Feasibility Plan  | Planning study to increase access to Griffith Park and surrounding parklands in the Hollywood Hills   | \$945,000           | \$372,000           |
| San Gabriel Valley Council of Governments | Enhanced GoSGV E-Bike Share Program   | Subsidize GoSGV (regional e-bike subscription program) membership for affordable housing residents, purchase e-cargo and e-trike bikes, and upgrade existing bikes.   | \$2,625,469         | \$2,625,469         |
| South Bay Cities Council of Governments   | Developing Neighborhood Mobility Hub Pilot Projects in Disadvantaged Communities in the South Bay | Analyze, assess, and create an inventory of existing buildings that could be used as a mobility hub in the cities of Carson, Hawthorne, Gardena, and the unincorporated community of West Athens-Westmont in LA County. | \$404,250           | \$404,250           |
| <b>Grand Total</b>                        |   |   | <b>\$52,353,747</b> | <b>\$41,279,497</b> |

## Objectives and Eligibility Criteria

This attachment describes the 2021 REAP objectives and requirements which all projects must meet, and the eligible activities and project priorities which are identified by SCAG for the CTC Partnership Program.

### Objectives and Requirements

Objectives and requirements described in the Department of Housing and Community Development's *Regional Early Action Planning Grants (REAP) of 2021 Guidelines for Metropolitan Planning Organizations*<sup>1</sup>:

All projects must demonstrate a nexus to all three 2021 REAP objectives:

1. Accelerating infill development that facilitates housing supply, choice, and affordability
2. Affirmatively furthering fair housing
3. Reducing Vehicle Miles Traveled (VMT)

All projects must also:

- Have significant geographic or regionwide benefit
- Meet the definition of a transformative planning or implementation activity<sup>2</sup>
- Meet the infill definition<sup>3</sup>

### Eligible Activities

Eligible activities that meet the 2021 REAP objectives as described in SCAG's *2023 CTC Partnership Program Guidelines*<sup>4</sup>:

1. Realizing multimodal communities
  - a. Establishing and implementing a vision-zero policy and program, a safety plan, and a slow streets program.

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<sup>1</sup> <https://www.hcd.ca.gov/docs/grants-and-funding/mpo-reap-2-0-final-guidelines.pdf>

<sup>2</sup> "Transformative planning and implementation activities" means housing, planning, infrastructure investments supporting infill housing, and other actions that enable meeting housing goals that also result in per capita VMT reductions, including accelerating infill development, supporting residents through realizing Multimodal Communities, shifting travel behavior through reducing driving, and increasing transit ridership.

<sup>3</sup> "Infill", for the purposes of the 2021 REAP, means areas where all the following apply: (1) the area consists of unused or underutilized lands (2) within existing development patterns (3) that is or will be accessible to destinations and daily services by transit, walking, or bicycling and located in either:

- a. An urban center, urban corridor, or area with transit-supportive densities, or
- b. An established community that meets all the following criteria:
  - a. The area consists or previously consisted of qualified urban uses
  - b. The area is predominantly surrounded (approximately 75 percent of the perimeter) by parcels that are developed or previously developed with qualified urban uses. In counting this, perimeters bordering navigable bodies of water and improved parks shall not be included, and
  - c. No parcel within or adjoining the area is classified as agricultural or natural and working lands
- c. Under unique circumstances, applicants may propose an alternative definition of "Infill" subject to approval by the Department of Housing and Community Development and State Collaborative Partners.

<sup>4</sup> [https://scag.ca.gov/sites/main/files/file-attachments/ctc\\_call\\_for\\_projects\\_guidelines\\_04112023\\_final.pdf?1681314989](https://scag.ca.gov/sites/main/files/file-attachments/ctc_call_for_projects_guidelines_04112023_final.pdf?1681314989)

- b. Developing bicycle and pedestrian infrastructure plans and other multimodal plans or policies.
  - c. Investing in infrastructure projects and other programs to expand active transportation and implement bicycle or pedestrian plans.
  - d. Producing multimodal corridor studies associated with developing specific planning documents or implementation actions.
2. Shifting travel behavior by reducing driving
    - a. Studying roadway pricing feasibility and implementing road pricing programs.
    - b. Funding the establishment of a local VMT impact fee or catalyzing a regional VMT mitigation bank.
    - c. Funding and implementing parking and transportation demand management programs or ordinances.
  3. Increasing transit ridership
    - a. Funding and implementing actions to establish more seamless regional transit systems between and across communities, including establishing common fares systems, sync transit routing systems and schedules, service design, and wayfinding to connect residential neighborhoods with employment centers and other key destinations.
    - b. Developing and implementing multimodal access plans to and from transit facilities
    - c. Planning for additional Housing near transit.

### Priority Projects

Priority projects to implement Key Connection strategies included in *Connect SoCal 2020*<sup>5</sup> as described in SCAG's *2023 CTC Partnership Program Guidelines*:

1. Transit Recovery – examples include capital improvements to increase bus speed and reliability and improve customer experience.
2. Mobility Integration & Incentives – examples include mobility wallets, pricing, universal basic mobility, and fare integration.
3. Shared Mobility & Mobility Hubs – examples include micromobility programs, mobility hubs, first/last mile services, wayfinding systems, and multimodal access plans.
4. VMT Bank & Exchange Programs – examples include studies, pilot programs, and plans.

### Indicator Mapping Tool

Interactive map prepared by SCAG to help identify project locations that are consistent with 2021 REAP and SCAG objectives:

<https://maps.scag.ca.gov/portal/apps/webappviewer/index.html?id=94a15b4f502d44c6941e6c0b71818823>

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<sup>5</sup> <https://scag.ca.gov/read-plan-adopted-final-connect-social-2020>





# Next stop: access to opportunity.

**Item 12 - SCAG CTC Partnership Program Grant Awards**  
**Planning and Programming Committee**  
**File No. 2023-0285**



# Recommendation

## Consider:

- A. AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute an agreement with the Southern California Association of Governments to claim funds in the amount of \$41,279,497 awarded through the County Transportation Commission Partnership Program
  
- B. AUTHORIZING the CEO or their designee to negotiate and execute pass-through agreements with the agencies who will implement projects awarded through the County Transportation Commission Partnership Program

# CTC Partnership Program

SCAG\* received \$246M from HCD\* Regional Early Action Planning Grants (REAP) 2.0

SCAG-created programs:

- Programs to Accelerate Transformative Housing
- Subregional Partnership Program 2.0
- Sustainable Communities Program
- **County Transportation Commission (CTC) Partnership Program**



## CTC Partnership Program

**Funding:** \$80 million competitive

**Eligible applicants:** CTCs only, partnerships encouraged

**Eligible projects:** Plans, programs, and capital improvements

**Application period:** April 12 – May 9, 2023

**Awards approved:** July 6, 2023

**Expenditure deadline:** December 30, 2025

*\*SCAG is the Southern California Association of Governments*

*\*HCD is the California Department of Housing and Community Development*

# Review Criteria

## HCD REAP 2.0 Objectives & Location Constraints



- Accelerate infill development that facilitates housing supply, choice, and affordability
- Affirmatively further fair housing
- Reduce VMT



Projects with significant geographic or regionwide benefit in *infill areas*

## HCD REAP 2.0 Eligible Activities/Uses



- Realizing multimodal communities
- Shifting travel behavior by reducing driving
- Increasing transit ridership

## SCAG CTC Partnership Program Priorities



- Transit Recovery
- Mobility Integration & Incentives
- Shared Mobility & Mobility Hubs
- VMT Bank & Exchange Programs

## Metro Priorities



- Advance Metro Board directives
- Project readiness
- Feasibility



# Awards

## Metro-led Projects

| Project  | Request             | Award               |
|--|---------------------|---------------------|
| Countywide Signal Priority Cloud Based Solution      | \$4,004,028         | \$4,004,028         |
| Metro Bike Share In-fill Expansion                   | \$12,075,000        | \$7,550,000         |
| Mobility Wallets Pilot 2.0: Challenge and Low-Income | \$10,000,000        | \$4,023,750         |
| North Hollywood Transit Center                       | \$15,000,000        | \$15,000,00         |
| Traffic Reduction Study                              | \$1,000,000         | \$1,000,000         |
| Urban Wilderness Access Feasibility Plan             | \$945,000           | \$372,000           |
| <b>Total Metro-led Projects</b>                      | <b>\$43,024,341</b> | <b>\$31,949,778</b> |

## COG-led Projects

| Project Name  | Request            | Award              |
|---|--------------------|--------------------|
| First/Last Mile Revolution: Transforming Metro Connections to Housing                             | \$1,050,000        | \$1,050,000        |
| Connecting Communities with Stress Free Connections   | \$5,250,000        | \$5,250,000        |
| Developing Neighborhood Mobility Hub Pilot Projects in Disadvantaged Communities in the South Bay | \$404,250          | \$404,250          |
| Enhanced GoSGV E-Bike Share Program   | \$2,625,469        | \$2,625,469        |
| <b>Total COG-led Projects</b>   | <b>\$9,349,719</b> | <b>\$9,329,719</b> |