REPORT FROM

OFFICE OF THE CITY ADMINISTRATIVE OFFICER

Date: November 9, 2026

CAO File No. 0150-13222-0000
Council File No. 22-0659
Council District: 1, 8, 9, 10

To: The Mayor
The City Council

From: Matthew W. Szabo, City Administrative Officer *for*

Reference: Letter from Department of Transportation to Mayor's Office dated June 25, 2026

Subject: **AUTHORITY TO AMEND PARTNERSHIP AGREEMENT AND SUBAWARD AGREEMENT WITH COMMUNITY PARTNERS FOR THE SOUTH LA ECO-LAB**

RECOMMENDATION

That the City Council, subject to approval by the Mayor:

1. Authorize the General Manager, or designee, of the Department of Transportation (LADOT) and the President of the Board of Public Works (Board), or two members of the Board, on behalf of the Bureau of Street Services to execute Amendment One to the Stakeholder Structure and Partnership Agreement with Community Partners for the South LA Eco-Lab (C.F. 22-0659) to update roles, language, and organizational structures, including removing LADOT's Project Partner role on Project 5 EV Carshare Expansion, subject to form and legality by the City Attorney; and

2. Authorize the General Manager, or designee, of LADOT to execute Amendment One to the Subaward Agreement with Community Partners for the South LA Eco-Lab (C-145397) to reduce Grant Funds to $4,141,362.03, to reduce Leverage Funds to $1,617,223.00, and to remove LADOT's deliverables for Project 5 EV Carshare Expansion, subject to form and legality by the City Attorney.

SUMMARY

In accordance with Executive Directive 3, the Los Angeles Department of Transportation (LADOT) and the Bureau of Streets Services (BSS) request authority to execute the proposed amendment to the Stakeholder Structure and Partnership Agreement with Community Partners for the South LA Eco-Lab, a Transformative Climate Communities (TCC) Implementation Grant project. The purpose of the amendment is to update roles, language, and organizational structures, including to remove LADOT's role implementing EV carshare expansion. Concurrently, LADOT requests authority to execute the proposed amendment to the Subaward Agreement with Community Partners for the same project, which updates the grant and leverage fund amounts to reflect

LADOT's change in responsibilities.

In October 2022, Community Partners was awarded $35 million from the Strategic Growth Council as the lead grantee for a TCC Implementation Grant for the South LA Eco-Lab, a community-driven project to improve environmental conditions and reduce pollution in the region. Several government and community organizations signed subaward agreements to implement project deliverables, including LADOT and BSS. LADOT's responsibilities are to expand EV carshare and e-bike library programs, implement EV charging infrastructure, and install street improvements; and BSS's responsibilities are to provide safe and comfortable access to the Western/Slauson Transit Station and install 15 lane miles of Cool Pavement.

To implement the EV carshare program expansion project, LADOT planned to use its existing contractor, BlueLA Carsharing LLC (C-128717). On July 23, 2026, LADOT reported to the City Council that BlueLA was unable to complete the program expansion due to operational challenges during and after the COVID-19 pandemic (C.F. 19-0131-S2). BlueLA has since ceased operations and agreed to transfer its EV supply equipment charge points to the City to maintain.

Because of budget and time constraints, LADOT decided to relinquish the project instead of contracting another EV carshare operator. The TCC Steering Committee transferred the project and related funding to People for Mobility Justice and Mobility Development Operations. The proposed amendment to the Subaward Agreement between Community Partners and LADOT reflects this transfer by decreasing the grant funds amount by $2,085,825.97, to a new total of $4,141,362.03, and decreasing the leveraged funds amount by $1,468,475, to a new total of $1,617,223.

LADOT incurred $11,334.03 in staff time administering the project, which will be reimbursed to the General Fund from the grant. The 2026-27 Budget includes one Management Analyst to manage the EV carshare program, which is funded by the Mobile Source Air Pollution Reduction Fund. This position works to repurpose the BlueLA stations into public charging stations and to establish the regulatory framework to enable EV carshare companies to operate successfully in the city. These duties will continue for the remainder of 2026-27 after relinquishing the grant funding for the project. The 2026-27 Budget included full funding for this position outside the grant and did not include revenues from this grant, and thus relinquishing this grant funding will not impact the 2026-27 Budget.

In addition to the project changes described above, the following changes are also included in Amendment One to the Stakeholder Structure and Partnership Agreement:

- Formally acknowledge the dissolution of SLATE-Z as a Co-Lead and Strategic Advisor;
- Update roles and responsibilities to replace SLATE-Z with T.R.U.S.T. South LA and Coalition for Responsible Community Development (CRCD) as appropriate;
- Refine the Mayor's Office's role and responsibilities;
- Update governance structure of the South LA Eco-Lab Network to add T.R.U.S.T. South LA and CRCD as Co-Chairs, to add UCLA as a non-voting member, and to correct the count of members on Steering Committee;

- Update meeting procedures and process evaluation to transition documents from SLATE-Z to South LA Eco-Lab management; and

- Replace $80,000 of leveraged funding from LADWP rebates with LADOT staff time for EV charging infrastructure implementation.

This Office reviewed the agreements and determined, in consultation with the City's Attorney's Office, that typical City contract compliance requirements are not applicable. Community Partners is not a contractor in this instance, rather it is the lead grantee. The City is responsible for abiding by the terms of the grant agreement signed by Community Partners as a subrecipient of the funding.

Pursuant to Section 14.8 of the Los Angeles Administrative Code, the amendment to the Subaward Agreement is a 33 percent reduction in grant funding, which is above the 25 percent threshold allowed at the discretion of General Managers. Thus, approval by the City Council is required.

FISCAL IMPACT STATEMENT

There is no impact to the General Fund from the recommendations of this report. The grant will reimburse $11,334.03 in staff costs for the EV carshare project, and these revenues will be recognized upon receipt in the General Fund. The leveraged funding is budgeted from the General Fund and the Mobile Source Air Pollution Reduction Fund. Continuation of the staff positions relevant to this grant project will be considered through the annual budget process, based on workload and available funding.

FINANCIAL POLICIES STATEMENT

The recommendations in this report comply with the City Financial Policies in that the City financial obligation is limited to funds budgeted for this purpose and future expenditures are limited to appropriation of funds provided in the budget.

MWS:AMW:06270030C

Attachment

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: June 25, 2026

To: Honorable Karen Bass, Mayor
Office of the Mayor
Attention: Mayor's Legislative Coordinator

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

Subject: **PARTNERSHIP AGREEMENT AMENDMENT AND CONTRACT AMENDMENT BETWEEN COMMUNITY PARTNERS AND LOS ANGELES DEPARTMENT OF TRANSPORTATION FOR TRANSFORMATIVE CLIMATE COMMUNITIES GRANT**

SUMMARY

The Los Angeles Department of Transportation (LADOT) and the Bureau of Street Services (StreetsLA) seek to amend the partnership agreement and contract with Community Partners for South LA Eco-Lab, Transformative Climate Communities (TCC) implementation grant in South Los Angeles (South LA) to remove the electric (EV) car share project from the agreement and contract.

RECOMMENDATIONS

That the Council, subject to approval to the Mayor:

1. AUTHORIZE LADOT and StreetsLA to execute Amendment One to the Stakeholder Structure and Partnership Agreements (CF 22-0659) with TCC Implementation Grant lead grantee, Community Partners, to remove Project 5 EV Car Share Expansion from LADOT's roles and responsibilities under the South LA Eco-Lab projects, subject to agreement from the City Attorney.

2. AUTHORIZE LADOT to execute Amendment One to Contract C-145397 with Community Partners, LLC to remove all remaining tasks and funds from Project 5 EV Carshare and reduce total funding amount to $4,141,362.03 from the TCC Implementation Grant program through lead grantee, Community Partners, and reduce total leverage funding to $1,617,223.00.

3. NOTE Project 4 EV Chargers of the TCC Implementation Grant has completed the project planning phase and elected to install streetlight EV chargers over pedestal chargers due to a lack of sufficient utility infrastructure in project area parks. An estimated $80,000 in leverage funds through LADWP rebates for pedestal charges is converted to $80,000 in LADOT staff time.

BACKGROUND

LADOT adopted a Universal Basic Mobility (UBM) approach to transportation to eliminate the barriers people experience while traveling that are due to systemic marginalization, transportation affordability, and other forms of exclusion. LADOT's UBM pilot in South LA is focused on reducing these barriers by implementing mobility projects and services that support communities in increasing transportation

accessibility. The UBM Pilot program Phase I is funded by a CARB STEP grant and Phase II is funded by the Transformative Climate Communities grant as a partner to the South LA Eco Lab project.

On February 24, 2022, the California Strategic Growth Council (SGC) adopted Round 4 TCC Program Guidelines. On March 8, 2022 they released a Notice of Funding Availability of approximately $105 million for three implementation grant awards. On June 15, 2022, City Council authorized LADOT to

execute a Stakeholder Structure and Partnership Agreement with Community Partners, the lead applicant on a TCC implementation grant in South LA. In October 2022, Community Partners was awarded $35 million by SGC under Round 4 of the TCC Implementation Grant program as the lead grantee for the South LA Eco-Lab project.

On December 21, 2023, City Council (CF 22-0659) authorized LADOT and StreetsLA to execute an Agreement with lead grantee, Community Partners, and to accept a total of $9,1610,816 to extend the e-bike library program, expand electric vehicle (EV) car share, implement publicly-accessible EV charging infrastructure, and implement transportation safety and sustainability improvement such as active transportation improvements, first/last mile improvements, and cool pavement installation. These investments are concentrated in the grant-defined project area within Council Districts 8 and 9.

In December 2025, LADOT and Bureau of Streetlights (BSL) entered into a memorandum of understanding (MOU) for the implementation of Project 4 EV Charging Infrastructure. LADOT requested and received authorization from the South LA Eco-Lab grantor to modify the scope of the EV Charging Infrastructure project from 16 pedestal EV chargers in City parks to 16 streetlight chargers in close proximity to City parks.

In April 2025, TCC project partner SLATE-Z dissolved resulting in the need to redistribute their TCC grant-related roles and responsibilities to Coalition for Responsible Community Development (CRCD) and T.R.U.S.T. South LA. Community Partners selected People for Mobility Justice to implement Project 5 EV Carshare.

In August 2025, LADOT relinquished the EV Carshare project back to Community Partners after it was determined that the model of operation was no longer compatible with the parameters of the TCC grant, namely the mandated timelines needed for operation. Community Partners sought a new operations model through local community-based organizations and presented a proposal from People for Mobility Justice to manage the EV Carshare project moving forward.

DISCUSSION

Both LADOT and StreetsLA are signatories to the TCC Partnership Agreement, as a requirement of the TCC implementation agreement funding South LA Eco-Lab. This agreement was originally signed in June 2022 (CF 22-0659) and is proposed to be amended to memorialize changes in partners. Per the terms of the TCC implementation grant, an amendment to the Partnership Agreement is required to memorialize changes in project partners.

<u>Addition of Partners to Partnership Agreement</u>

Following the dissolvement of SLATE-Z in April 2025, TRUST South LA and Coalition for Responsible Community Development (CRCD) have assumed a portion of their responsibilities, including strategic advisor with critical oversight of project implementation and strategy. Additionally, TRUST South LA will provide support with external relationship building and visibility engagement and CRCD will provide support with strategic alignment to and collaboration with regional infrastructure and community development initiatives that will increase project impact.

The steering committee is now composed of 17 members. A representative of TRUST South LA, a representative of CRCD, and an annually rotating individual from a co-applicant organization serve as the three Co-Chairs. SLATE-Z is no longer a participating partner and LATTC voluntarily left the Steering Committee, but will continue to participate in South LA Eco-Lab activities as an implementation partner for the Workforce Development and Economic Opportunities Plan. Additionally, People for Mobility Justice joined the steering committee as a Project Partner and UCLA joined as a non-voting member.

Proposed Removal of EV Carshare Expansion from LADOT's Responsibilities

On August 4, 2025, LADOT relinquished this project as a result of ending the BlueLA carshare operator contract and subsequently not having a provider to provide the service within the budget and timeline required by the grant (Attachment E). As a result, the South LA Eco-Lab's steering committee voted to transfer the project to People for Mobility Justice (PMJ) and Mobility Development Operations (MDO).

Summary of other City-Led Efforts Funded by this Grant

LADOT will continue to lead the following projects as part of the South LA Eco-Lab Partnership Agreement:

- E-bike library program: This project will expand on the active South LA E-Bike Lending Library by adding up to 250 e-bikes to the current 250 e-bike fleet to address transportation, economic, and equity disparities. The proposed expansion will extend the program for two years until 2027.
- Electric Vehicle Charging Infrastructure: This project will include 16 charging stations affixed to streetlights in the vicinity of 4 neighborhood parks. Specific locations will be determined based on forthcoming research and analysis. Originally, traditional pedestal chargers in the parking lots were considered. However, due to a lack of utility infrastructure and limited grant funds, streetlight chargers were selected as the most cost efficient option.
- Stress Free Connections/Neighborhood Enhanced Network development: This project advances safety and mobility improvements along residential streets, including approximately 50 new speed humps, bike boxes at 14 intersections along 51st St and Budlong Ave, and an enhanced bikeway connection on Hoover St between 51st St and 50th Pl.

StreetsLA will support this grant by implementing the following:

- Western/Slauson Transit Station First/Last Mile Improvements: This project will provide safer and more comfortable access to the Western/Slauson Transit Station. The project will consist of curb ramp upgrades, sidewalk improvements, tree planting, and pedestrian-level lighting along Western Avenue within a half mile of the Western/Slauson Transit Station (51st Street to the north, 62nd Street to the south, Western Ave to the west, and Normandie Ave to the east).
- Cool Pavement: This project will install 15 lane miles (approximately 40 City blocks) of cool pavement on local neighborhood streets to create a network of Cool Streets that will provide

urban heat island mitigation, encourage walking, and create connections to local parks and schools. The project will also provide community education and training on the urban heat island effect and mitigation strategies.

These LADOT and StreetsLA led grant-funded investments are on track to be completed by December 2028.

FISCAL IMPACT

There is no impact to the General Fund. Prior to relinquishment, LADOT submitted invoices to Community Partners for all reimbursable staff time associated with Project 5 EV Carshare in the amount of $11,334.03. As of March 2026, Community Partners has reimbursed LADOT for $6,327.45, with $5,006.58 pending. For Project 4 EV Charging Stations, LADOT shifted the leverage funding source for the $80,000 leverage commitment from LADWP rebates to LADOT staff time. Streetlight EV Chargers are not eligible for LADWP rebates. Attachment A outlines the revised project elements, costs, and funding sources for the five South LA Eco-Lab projects that LADOT and StreetsLA are responsible for implementing. All unfulfilled commitments of the EV Carshare project, including the previously committed leveraged funding, were deobligated. Attachment B revises the leveraged funding and sources for each project. Grant awards and committed leverage funding totals for the other project components remain the same.

LC:TC:rg/ss

Attachments:
- Attachment A Revised Summary of Revenue Sources and Projected Use of Grant Funds
- Attachment B Revised Summary of Leveraged Funding Sources
- Attachment C Amendment One to Stakeholder Structure and Partnership Agreements
- Attachment D Amendment One to C-145397
- Attachment E Letter of Relinquishment

Attachment A: Revised Summary of Revenue Sources and Projected Use of Grant Funds

Project Component	TCC Grant Funding	LADWP Rebate	Leveraged Funding	Summary of Component Scope and Leveraged Funding Sources
EV Car Share Expansion	~~$ 2,097,160.00~~ *Reduced to $11,334.03	~~$200,000~~	~~$1,268,475.00~~	Add 5 to 8 stations and 24 electric vehicles. Leveraged funding source is from the General fund. **Note this project was relinquished while still in the planning phase. No further work will be completed.*
E-bike Library	$ 2,568,460.00		$ 1,417,775.00	Provide 250 e-bikes to the South LA e-bike library program (CF 20-1041) and extend the length of the program for an additional 2 years. Leveraged funding source is CARB STEP grant and funding from Measure R.
EV Charging Infrastructure	$ 503,690.00	~~$80,000.00~~ *Streetlight chargers are not eligible for LADWP rebates	~~$52,235.00~~ $132,235.00	Install 16 charging stations in 4 of the project area parks. Locations will be identified upon conducting research and analysis. Leveraged funding source is LADOT staff time (Measure M).
Stress Free Connections /Neighborhood Enhanced Network	$1,057,878.00		$67,213.00	Installation of new speed humps, bike boxes, and bikeway connection. Leveraged funding includes City staff time to develop, design, and conduct engagement for the proposed elements.
LADOT Total	**~~$6,227,188.00~~ $4,141,362.03**	**~~$280,000.00~~**	**~~$2,805,698~~ $1,617,223.00**	**Previous leverage + LADWP rebates = $3,085,698.00**
Western/ Slauson First/ Last Mile Improvements	$1,986,558.00		$1,773,713.00	Provide safer and more comfortable access to the Western/Slauson Transit station. The project will consist of curb ramp upgrades, sidewalk improvements, tree planting, and pedestrian-level lighting along Western Avenue, near the Western/Slauson Transit Station. Leveraged funding is through the Metro Active Transport (MAT) First/Last Mile Program.
Cool Pavement	$947,070.00		$155,625.00	Install 15 lane miles (approximately 40 city blocks) of cool pavement on local neighborhood streets and provide

				community education and training on the urban heat island effect and mitigation strategies. Leveraged funding source includes StreetsLA staff time.
StreetsLA Total	**$2,933,628.00**		**$1,929,338.00**	
Total Project Cost	**~~$9,160,816.00~~ 7,074,990.03**	**~~$280,000.00~~**	**~~$5,015,036.00~~ $3,546,561.00**	

Attachment B: Summary of Leveraged Funding Sources

Project Component	Leveraged Funding Totals	Leveraged Funding Source
Los Angeles Department of Transportation (LADOT)		
EV Car Share Expansion (2025-2027 funding distribution)	~~**$1,468,475.00**~~	
	~~$1,468,475.00~~	LADOT Staff Time (General Fund)
E-bike Library (2024-2026 funding distribution)	**$ 1,417,775.00**	
	$67,775.00	LADOT Staff Time (Prop A)
	$1,100,000.00	STEP grant
	$250,000.00	Measure R (Bicycle Plan)
EV Charging Infrastructure (2025-2026 funding distribution)	**$ 132,235.00**	
	~~$52,235.00~~ $132,235.00	LADOT Staff Time (Measure M)
	~~$80,000.00~~	~~LADWP Rebates~~
Stress Free Connections/Neighborhood Enhanced Network	**$67,213.00**	
	$67,213.00	LADOT Staff Time (General Fund)
Bureau of Street Services (StreetsLA)		
Western/Slauson First/Last Mile Improvements	**$1,773,713.00**	
	$1,773,713.00	Metro Active Transport (MAT) First/Last Mile (FLM)
Cool Pavement	**$155,625.00**	
	$155,625.00	StreetsLA Staff Time (General Fund)
Total Leveraged Funds	~~**$5,015,036.00**~~ **$3,546,561.00**	

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PARTNERSHIP AGREEMENT
AMENDMENT ONE
FOR
South LA Eco-Lab: Collaborative Stakeholder Structure
Roles, Responsibilities, and Memorandum of Understanding

Amendment One to the Partnership Agreement for the **South LA Eco-Lab: Collaborative Stakeholder Structure Roles, Responsibilities, and Memorandum of Understanding,** made and entered into by and between Community Partners (acting as Grantee) and the undersigned Partner(s) (collectively referred to herein as the "Parties") is issued to reflect the following changes **effective upon the date of execution of this Amendment ONE.**

1. **Purpose of Amendment:** This Amendment modifies certain sections of the South LA Eco-Lab Partnership Agreement originally signed by the Parties, in order to reflect updated roles, language, or organizational structures as detailed below. These changes align with the Strategic Growth Council's TCC Program goals, maintain fidelity to community engagement practices, and ensure accurate project implementation and administration.

2. **Description of Changes**:

    a. **Section Reference: 2. Roles and Responsibilities – T.R.U.S.T. South LA**

    Original Text: T.R.U.S.T. South LA – Project Partner with Implementation Partners CicLAvia and SCOPE
    Direct management of Community Engagement Plan, including ongoing coordination with CicLAvia and SCOPE on community engagement activities and with community groups, and performing community engagement efforts directed toward community members in the project area, including tenants and small businesses. Additional responsibilities include coordinating with the South LA Eco-Lab TCC Steering Committee, Network Manager, and grant administrator.

Revision*:* T.R.U.S.T. South LA – Strategic Advisor and Project Partner with Implementation Partners CicLAvia and SCOPE

Direct management of Community Engagement Plan, including ongoing coordination with CicLAvia and SCOPE on community engagement activities and with community groups, and performing community engagement efforts directed toward community members in the project area, including tenants and small businesses.

Strategic Advisor with critical oversight of project implementation and strategy to ensure projects and key activities are in alignment with South LA community priorities and ongoing or planned infrastructure projects. Provide support with external relationship building and visibility engagement. Use T.R.U.S.T. South LA's reach and position in the community to engage in amplifying and leveraging the projects and resources.

Additional responsibilities include coordinating with the South LA Eco-Lab TCC Steering Committee, Network Manager, and grant administrator.

Reason for Change: SLATE-Z has dissolved as of April 18, 2025; TRUST South LA has assumed a portion of their responsibilities, as outlined above, as of this date.

b. Section Reference: 2. Roles and Responsibilities – Coalition for Responsible Community Development (CRCD)

Original Text: Coalition for Responsible Community Development (CRCD) – Project Partner with Implementation Partner Los Angeles Trade Technical College (LATTC) and GRID Alternatives
Direct management of the Workforce Development Plan, including providing participants with a menu of workforce development training options including: Home Builders Institute (HBI) certification, MC3 certified Apprenticeship Readiness Training in partnership with the Los Angeles Orange County Building Trades Union, Solar installation basics training (IBT) certificate offered by GRID Alternatives and clean energy vocational pathways offered by Los Angeles Trade Technical College. Up to One Hundred (100) individuals will participate in training and earn two certifications. Additional responsibilities include coordinating with the South LA Eco-Lab TCC Steering Committee, Network Manager, and grant administrator.

Revision: Coalition for Responsible Community Development (CRCD) – Strategic Advisor and Project Partner with Implementation Partner Los Angeles Trade Technical College (LATTC) and GRID Alternatives
Direct management of the Workforce Development Plan, including providing participants with a menu of workforce development training options including: Home Builders Institute (HBI) certification, MC3 certified Apprenticeship

Readiness Training in partnership with the Los Angeles Orange County Building Trades Union, Solar installation basics training (IBT) certificate offered by GRID Alternatives and clean energy vocational pathways offered by Los Angeles Trade Technical College. Up to One Hundred (100) individuals will participate in training and earn two certifications. Additional responsibilities include coordinating with the South LA Eco-Lab TCC Steering Committee, Network Manager, and grant administrator.

Strategic Advisor with critical oversight of project implementation and strategy to ensure projects and key activities are in alignment with South LA community priorities and ongoing or planned regional infrastructure projects. Provide support with strategic alignment to and collaboration with regional infrastructure and community development initiatives that will increase project impact. As a founding member of SLATE-Z, provide guidance on maintaining fidelity to SLATE-Z vision and intention.

Additional responsibilities include ongoing coordination with the South LA Eco-Lab TCC Steering Committee, Network Manager, the LA Mayor's Office, and grant administrator. CRCD will serve as a designated Steering Committee Co-Chair for the duration of the grant performance period.

Reason for Change: CRCD is assuming a portion of the role previously filled by SLATE-Z.

c. Section Reference: 2. Roles and Responsibilities: Los Angeles Mayor's Office

Original Text: Los Angeles Mayor's Office – Implementation and Strategic Partner

The LA Mayor's Office supports the implementation of the Grant, ensuring the City's alignment with the South LA Eco-Lab grant goals and objectives. The Mayor's Office communicates across pertinent City Departments to facilitate project delivery. This partnership harnesses collective expertise and City resources to maximize the impact of the grant performance period. Additional responsibilities include, but are not limited to, coordinating with the South LA Eco-Lab TCC Steering Committee, Network Manager, and Grant Administrator.

Revision:
The LA Mayor's Office supports the implementation of the Grant, ensuring the City's alignment with the South LA Eco-Lab grant goals and objectives. The Mayor's Office is the primary governmental liaison on behalf of the City of Los Angeles. The Mayor's Office communicates across pertinent City Departments to facilitate project delivery and provides support with government and local elected official outreach and coordination. This partnership harnesses collective expertise and City resources to maximize the impact of the grant performance period.

Additional responsibilities include, but are not limited to, engaging in high-level strategic discussions, critical oversight of project implementation and strategy to ensure projects and key activities are in alignment with South LA community priorities, ongoing or planned regional infrastructure projects, and coordination with the South LA Eco-Lab TCC Steering Committee, Network Manager, and Grant Administrator.

Reason for Change: Mayor's Office is restating the same or similar role and responsibilities it had before the dissolution of SLATE-Z.

d. Section Reference: 2. Roles and Responsibilities <u>City of Los Angeles Department of Transportation (LADOT) – Project Partner with Implementation Partner</u> <u>Los Angeles Cleantech Incubator (LACI)</u>

Original Text: Provides direct management of *Project 6 E-Bike Library Expansion* with LACI to expand on the LA E--Bike Lending Library by adding e-bikes to the current e-bike fleet to address transportation, economic, and equity disparities; *Project 4 EVSE Expansion,* including charging stations in project area parks; *Project 5 EV Car Share Expansion* to expand car sharing services to disadvantaged communities in South LA by adding stations in the project area. The Program will continue facilitating essential trips to access employment, medical appointments, school, and groceries by adding electric vehicles beyond the planned Phase II scale of Three Hundred (300) vehicles; and *Project 2 Stress Free Connections*, to implement traffic calming and access enhancements along 51st St and Budlong Ave to develop the City's Neighborhood Enhanced (Bicycle) Network (NEN). Additional responsibilities include, but are not limited to, coordinating with the South LA Eco-Lab TCC Steering Committee, Network Manager, and Grant Administrator.

Revision: Provides direct management of *Project 6 E-Bike Library Expansion* with LACI to expand on the LA E--Bike Lending Library by adding e-bikes to the current e-bike fleet to address transportation, economic, and equity disparities; *Project 4 EVSE Expansion,* including charging stations in project area parks; and *Project 2 Stress Free Connections*, to implement traffic calming and access enhancements along 51st St and Budlong Ave to develop the City's Neighborhood Enhanced (Bicycle) Network (NEN). Additional responsibilities include, but are not limited to, coordinating with the South LA Eco-Lab TCC Steering Committee, Network Manager, and Grant Administrator.

Reason for Change: LADOT relinquished Project Partner role on Project 5 EV Car Share Expansion.

e. **Section Reference: 2. Roles and Responsibilities**

Addition of text: People for Mobility Justice (PMJ) – Project Partner with Implementation Partner Mobility Development Operations (MDO)

Direct management of Project 5 South LA EV Car Share Expansion program including program planning, program, marketing, community outreach, and establishment of eight host sites in project area. Will oversee implementation partner, MDO in procuring a fleet of twenty-four (24) electric cars, program operations, and fleet management. Additional responsibilities include managing relationships with local stakeholders such as CBO's, commercial landlords, and city departments to establish host sites for the car share program, as well as participation in the South LA Eco-Lab TCC Steering Committee.

f. **Section Reference: 3. Governance of the South LA Eco-Lab Network – A. South LA Eco-Lab TCC Steering Committee**

Original Text: The Steering Committee is composed of sixteen (16) members and includes two Co-Chairs.

Revision: The Steering Committee is composed of seventeen (17) members and includes three Co-Chairs. UCLA, as evaluator, participates as a non-voting member.

Reason for Change: SLATE-Z is no longer a participating partner. LATTC voluntarily left the Steering Committee, but will continue to participate in South LA Eco-Lab activities as an implementation parter for WDEOP. UCLA joined as a non-voting member in their role as evaluator. People for Mobility Justice joined as Project Partner. LA Mayor's Office was inadvertently not counted in the original agreement. Community Members were inadvertently not counted in the original agreement.

g. **Section Reference: 3. Governance of the South LA Eco-Lab Network – B. Co-Chairs**

Original Text: Two members of the TCC Steering Committee will serve as Co-Chairs. These positions will rotate on an annual basis. One Co-Chair position will always be a representative of SLATE-Z. The second Co-Chair will be another individual from a Co-applicant organization and will be selected using a consensus process by the TCC Steering Committee.

Revision:
Three members of the TCC Steering Committee will serve as Co-Chairs. One Co-Chair position will always be a representative of T.R.U.S.T. South LA in the Strategic Advisor role. A second Co-Chair will always be a representative of CRCD in the Strategic Advisor role. The third Co-Chair will be another individual from a Co-applicant organization and will be selected using a consensus process by the TCC Steering Committee.

Reason for Change: SLATE-Z is no longer a participating partner; governance reflects T.R.U.S.T. South LA and CRCD stepping into the Strategic Advisor role. The third co-chair will still rotate on an annual basis.

h. Section Reference: 7. Meeting Procedures and Process Evaluation

Original Text: The meetings will be open to the public once a quarter and those meetings will be publicized through the South LA-Eco-lab website, membership meetings, and other outreach activities. Dates for public meetings will be selected in advance to help residents plan their attendance. The agenda for the public meetings will be provided in the two most dominant languages in the South LA Eco-Lab area (e.g., English and Spanish) and will be posted on the SLATE-Z website, social media platform(s), as well as through the social media accounts and communications channels of partner organizations, four days prior to the meeting.

Revision: The meetings will be open to the public once a quarter and those meetings will be publicized through the South LA Eco-Lab website, T.R.U.S.T. South LA's membership meetings, and other outreach activities. Dates for public meetings will be selected in advance to help residents plan their attendance. The agenda for the public meetings will be provided in the two most dominant languages in the South LA Eco-Lab area (e.g., English and Spanish) and will be posted on the South LA Eco-Lab website, social media platform(s), as well as through the social media accounts and communications channels of partner organizations, four days prior to the meeting.

Original Text: Agendas will be posted on the SLATE-Z website in a portable document format (PDF). Furthermore, the CEP Work Group will share an evaluation survey at the end of each quarterly meeting to adapt to ongoing community feedback. A feedback form will live on the SLATE-Z website and other spaces as appropriate, and will be reviewed by the CEP Work Group as delivered by the Community Partners Network Partners.

Revision: Agendas will be posted on the South LA Eco-Lab website. Furthermore, the CEP Work Group will share an evaluation survey at the end of

each quarterly meeting to adapt to ongoing community feedback. A feedback form will live on the South LA Eco-Lab website and other spaces as appropriate, and will be reviewed by the CEP Work Group as delivered by the Community Partners Network Partners.

Reason for Change: SLATE-Z is no longer a participating partner; publications and notifications reflect this change.

i. **Addition of Footnote:**

Please Note: SLATE-Z, a former Co-Lead and Strategic Advisor on the South LA Eco-Lab project, dissolved in April 2025. All references to SLATE-Z in this agreement reflect their historical contributions. Their responsibilities have since been reassigned or retired as appropriate.

3. All other terms and conditions remain the same.

4. By signing below, each Party agrees to the terms and changes set forth in this Amendment One (may be signed in counterparts).

Amendment One - SOUTH LA ECO-LAB Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

Community Partners, a 501(c) 3 non-profit corporation

Signature:

Name: Alicia Lara

Title: President & CEO

Date:

Amendment One - SOUTH LA ECO-LAB Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

Bureau of Street Services (StreetsLA), a public works bureau within the municipality of the City of Los Angeles

Signature:

Name: Shirley Lau

Title: Executive Director

Date:

Amendment One - SOUTH LA ECO-LAB Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

CicLAvia, a California non-profit public benefit corporation

Signature:

Name: Romel Pascual

Title: Executive Director

Date:

Amendment One - SOUTH LA ECO-LAB Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

Climate Resolve, a California non-profit public benefit corporation

Signature:

Name: Jonathan Parfrey

Title: Executive Director

Date:

Amendment One - SOUTH LA ECO-LAB Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

Coalition for Responsible Community Development (CRCD), a California non-profit public benefit corporation

Signature:

Name: Mark Wilson

Title: CEO & President

Date:

Amendment One - SOUTH LA ECO-LAB Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

GRID Alternatives-Greater Los Angeles, a California non-profit public benefit corporation

Signature:

Name: Jaime Alonso

Title: Executive Director

Date:

Amendment One - SOUTH LA ECO-LAB Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

Los Angeles Cleantech Incubator, a 501(c)3 non-profit corporation

Signature:

Name: Matt Petersen

Title: Executive Director

Date:

Amendment One - SOUTH LA ECO-LA'8 Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

Los Angeles County Metropolitan Transportation Authority (LA Metro), a public transportation and planning agency under the jurisdiction of the State of California

Signature:

Name: Stephanie Wiggins

Title: CEO

Date:

Amendment One - SOUTH LA ECO-LAB Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

Los Angeles Department of Transportation, a department within the municipality of the City of Los Angeles

Signature:

Name: Laura Rubio-Cornejo

Title: General Manager

Date:

Amendment One - SOUTH LA ECO-LAB Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

Los Angeles Neighborhood Land Trust, a California non-profit public benefit corporation

Signature:

Name: Tori Kjer

Title: Executive Director

Date:

Amendment One - SOUTH LA ECO-LAB Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

SAJE, a California non-profit public benefit corporation

Signature:

Name: Cynthia Strathmann

Title: Executive Director

Date:

Amendment One - SOUTH LA ECO-LAB Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

Strategic Concepts in Organizing and Policy Education (SCOPE), a California non-profit public benefit corporation '

Signature:

Name: Gloria Medina

Title: Executive Director

Date:

Amendment One - SOUTH LA ECO-LAB Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

T.R.U.S.T. South LA, a California non-profit public benefit corporation

Signature:

Name: Oscar Monge

Title: Executive Director

Date:

Amendment One - SOUTH LA ECO-LAB Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

TreePeople, a California non-profit public benefit corporation

Signature:

Name: Daniel Berger

Title: Executive Director Operations

Date:

Amendment One- SOUTH LA ECO-LAB Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

People for Mobility Justice, a California non-profit public benefit corporation

Signature:

Name: Andres Ramirez

Title: Executive Director

Date:

Amendment One - SOUTH LA ECO-LAB Stakeholder Structure Memorandum of Understanding Signature Pages (may be signed in counterparts):

City of Los Angeles, Office of the Mayor

Signature:

Name: Karen Bass

Title: Mayor

Date:

Community PARTNERS®

www.CommunityPartners.org

SUBAWARD AGREEMENT
AMENDMENT 1
FOR
Strategic Growth Council - Transformative Climate Communities Program – Round 4

Subrecipient: Los Angeles Department of Transportation (LADOT)
Grant: SGC23109
Subaward Amount (Grant Funds): $6,227,188.00
Subaward Amount (Leverage Funds): $3,085,698.00
Subaward Period: July 24, 2023 – March 31, 2029

Amendment 1 to the Subaward for the Los Angeles Department of Transportation (LADOT) for Strategic Growth Council - Transformative Climate Communities Program Implementation Grant – Round 4 is issued to reflect the following changes **effective December 1, 2025**:

1. Subaward Amount (Grant Funds) is decreased by **$2,085,825.97** from **$6,227,188.00** to a new total of **$4,141,362.03.**

2. Subaward Amount (Leverage Funds) is decreased by **$1,468,475.00** from **$3,085,698.00** to a new total of **$1,617,223.00.**

3. Deliverables: Project 5, LADOT EV Car Sharing Expansion and all related tasks and deliverables is hereby relinquished. $11,334.03 in expenses were incurred against Task 2, Project Management and Administration, prior to relinquishment of the project.

   All other terms and conditions remain the same.

Subrecipient Signature	Print Name and Title	Date
	Alicia Lara, President and CEO Community Partners	
Grantor Signature	Print Name	Date

Attachment E: Letter of Relinquishment

CITY OF LOS ANGELES
CALIFORNIA

Laura Rubio-Cornejo
GENERAL MANAGER

DEPARTMENT OF TRANSPORTATION
100 South Main Street, 10th Floor
Los Angeles, California 90012
(213) 972-8470
FAX (213) 972-8410

KAREN BASS
MAYOR

August 4, 2025

Neel Kasliwal
Department of Conservation
neel.kasliwell@conservation.ca.gov

Dear Mr. Kasliwal,

The Los Angeles Department of Transportation (LADOT) is committed to building a portfolio of clean mobility options in South Los Angeles through the Transformative Climate Communities (TCC) grant administered by Community Partners. One project under LADOT's portfolio is EV carshare which would work with a permitted third party to manage charging infrastructure and operate the service.

As LADOT works to create a more sustainable form of carshare throughout the CIty of Los Angeles, it has determined that its model of operation is incompatible with the parameters of the TCC grant, and in particular, the mandated timelines needed for the successful operation of the TCC grant.

With this in mind, LADOT is aware that Community Partners is presenting a proposal from People for Mobility Justice (PMJ) and Mobility Development to assume the carshare project for the area located within the TCC grant boundary, including procurement of electric vehicles and charging infrastructure. PMJ and Mobility Development have proposed that they can meet the timeline of the grant as early as the first quarter of 2026.

With the Department of Conservation's approval, LADOT will return the funds to Community Partners to disburse directly to the operator, with oversight provided by Community Partners and with support from the TCC Steering Committee. It is LADOT's understanding that with the relinquishment of this project, all commitments to this project cease, including the leveraged funding, LADOT will continue to administer the other TCC projects per the grant agreement.

LADOT is developing the regulatory framework for EV carshare and other shared mobility options to establish and flourish throughout the City. While LADOT would relinquish the direct administration of the TCC EV Carshare project to Community Partners and its operator, we would support this path forward to help bring EV carshare to the community.

Sincerely yours,

Jarvis Murray
Director
Bureau of Commercial Rideshare and Mobility
Los Angeles Department of Transportation