Title

TRACtion: Transformative Transportation An Introduction

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UCLA Institute of Transportation Studies
UCLA Sustainable LA Grand Challenge

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TRACtion

Transformative Research and Collaboration

About the UCLA Sustainable LA Grand Challenge

The Sustainable LA Grand Challenge is an interdisciplinary universitywide initiative aimed at applying UCLA research, expertise and education to help transform Los Angeles into the world's most sustainable megacity by 2050 — making it the most livable, equitable, resilient, clean and healthy megacity, and an example for the world.

About the UCLA Institute of Transportation Studies

The UCLA Institute of Transportation Studies supports and advances cutting-edge research, the highest-quality education, and meaningful and influential civic engagement on the many pressing transportation issues facing our cities, state, nation and world today. The institute is part of the University of California Institute of Transportation Studies, a four-campus consortium that includes UC Berkeley, UC Davis and UC Irvine. .

Acknowledgments

The Sustainable LA Grand Challenge and Institute of Transportation Studies at UCLA acknowledge the Gabrielino/Tongva peoples as the traditional land caretakers of Tovaangar (the Los Angeles basin and So. Channel Islands). As a land grant institution, we pay our respects to the Honuukvetam (Ancestors), 'Ahiihirom (Elders) and 'Eyoohiinkem (our relatives/ relations) past, present and emerging.

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Moving Los Angeles Toward Sustainable Transportation

Transportation connects people with opportunities. Whether those opportunities are to further one's economic livelihood, develop and maintain social connections, acquire goods, learn new subjects and skills, participate in recreation and entertainment, seek healthcare, or pursue other activities: transportation is key in facilitating the connection. This is one reason why freedom of mobility is a UN-recognized human right.

However, in the U.S. we grapple with a significant legacy of forced mobility, transportation systems with inequitably distributed harms, and widespread mismatch between where people can afford to live the American Dream and where they make a living. **Simultaneously, scientists, policymakers, and the public increasingly agree that significant shifts must be made in our transportation habits and systems if we are to preserve climate stability, reduce transportation-related fatalities and health impacts, and meet the access needs of people who do not drive.**

Why *TRACtion*?

Transformative Research and Collaboration (*TRACtion*) is a new approach to community-researcher collaboration being pioneered by the UCLA Sustainable LA Grand Challenge (SLAGC) in partnership with the Institute of Transportation Studies (ITS). Key to this approach is matching the University's academic expertise with the wisdom and perspectives of community groups and advocacy organizations, derived from working to transform transportation on a daily basis. By bringing together external partners and UCLA researchers into a series of five working group meetings and public events, *TRACtion* aims to create a deeper, shared understanding of transportation sustainability and equity challenges facing Los Angeles and the opportunities to address them. This shared understanding will inform future work and funding from the Institute of Transportation Studies and Sustainable LA Grand Challenge.

***TRACtion* seeks to narrow community-academia gaps through an intentional, proactive effort to systematically and productively engage local nonprofits and CBOs to encourage cross-sector knowledge transmission; inspire the co-development of use-inspired research agendas; and mobilize UCLA knowledge and innovations to accelerate impact in the region.**

This proactive, systematic approach is a necessary foundation for productive future collaborations. It's rare for academia and community groups to focus on the same priorities at the same times without prior coordination. Even when researchers seek to work with communities, they may engage those groups on issues of interest to researchers but of marginal interest to the community group. And community groups sometimes come to researchers with interesting questions, but at times when the researchers are ill-resourced to address them. There are power dynamics at play here too; needs for funding may push community groups into research collaborations that ultimately require more capacity than they have available. *TRACtion* aims to establish patterns for collaboration that go beyond extraction.

Transportation Unsustainability

In addition to the many benefits afforded by mobility, the transportation system also creates adverse impacts ranging from the inconvenience of traffic congestion or parking to increased mortality and morbidity. According to the 2019 American Time Use Survey, respondents in the Los Angeles Metropolitan Area spent an average of 71 minutes per day traveling. Greenhouse gasses from transportation made up 38% of emissions statewide in 2020 (1).

Motor vehicle crashes are the 4th leading cause of premature death in Los Angeles (2). Between 2011 and 2020, 6,944 people were killed and 46,335 were seriously injured in transportation-related crashes in Los Angeles County (TIMS).

According to the 2017 Sustainable LA Grand Challenge's Energy and Air Quality Report Card for Los Angeles County (3), petroleum refineries in Los Angeles are the top emitters of 10 of 25 toxic chemicals identified in the report.

Government agencies at all levels have no shortage of aspirations for transportation, reflected in the over 450 goals, strategies, objectives, aspirations and targets for transportation statewide, in Southern California, and in Los Angeles County collected from applicable laws, plans, and policies. Six of these plans are summarized in the section ***Planning for Transportatoin Sustainability***.

Governments have a great capacity to affect transportation because they plan, fund, build, operate, and regulate the transportation system used by both private and shared-use vehicles. However, much of this capacity for change is unutilized, either due to competing priorities or disagreement about whether the government's adopted vision should be implemented.

The research community has a critical role in shaping these visions and their implementation. Most obviously, government agencies turn to research to inform technical questions on modeling, technologies, and policy effectiveness. But researchers have a much deeper role through helping to set the policy agenda, framing issues, and revealing the structural constraints to a sustainable transportation system. Because it is so ingrained in the daily activities of people, households, and firms, transportation research involves nearly every academic field: psychology and neuroscience, sociology and anthropology, law and policy, economics and business, public health and clinical medicine, in addition to civil engineering and urban planning.

Because transportation affects nearly everyone, and researching problems and solutions spans many academic fields, the subject of transportation provides an opportunity to develop a community-informed, transformative interdisciplinary research agenda. Such an agenda will inform academia, communities, and government in acting on transformative change toward sustainable transportation.

Partnering to Bridge Gaps to Sustainable Transportation

Before embarking on a new research program, a foundational question is "what are the gaps in our understanding of the field?" **Researchers, policymakers, and community groups are likely to have different views as to what constitutes a gap in transportation research.** And the nature of the gap informs the appropriate way to bridge it – in some cases, a major research study, but in other cases, a simple telephone call or a briefing for policymakers. The first phase of *TRACtion*, therefore, seeks to identify and assess the gaps between current systems and practices and sustainable transportation systems and practices in Los Angeles County.

Knowledge Gaps

Knowledge gaps in policymaking occur when decision-makers lack relevant knowledge that would inform their decision. Not every policy issue results from a knowledge gap, and not all knowledge gaps require new research to address – there may be an existing body of evidence with which policymakers are unfamiliar. Some knowledge gaps can be closed with education: a productive conversation between decision-makers and UCLA experts. The challenge is relational and logistical: connecting the right people at the right time. Other knowledge gaps can be closed with limited new work: an issue brief that synthesizes existing literature or the translation of prior research to a current context. **A sustainable community-academia infrastructure is vital to bringing community knowledge into research and resulting policy recommendations, so *TRACtion's* work in that area will be relevant here.**

Some policy challenges include epistemological uncertainty that requires new research to address. Identifying critical knowledge gaps impacting policymaking is attractive to funders and the resulting work can be high-impact to academics and civic partners.

Political and Values Gaps

Many gaps in policy development and implementation don't result from knowledge gaps. Addressing such gaps with new academic research without acknowledging the political and social dimensions often leads to frustration by both academics and external parties. Values gaps occur when people lack consensus over the government's adopted goals and objectives. Political gaps occur when decision-makers agree on values but think the economic or political costs of a course of action are too high.

Advocacy groups and community-based organizations are on the front lines of addressing political and values gaps. Academics can still play a role in addressing gaps that don't arise from knowledge deficits: by educating advocates, taking a public position through an Op-Ed or media engagement, or teaching content related to contentious issues. And research based in political science, sociology, psychology and other fields can illuminate these gaps and a path forward.

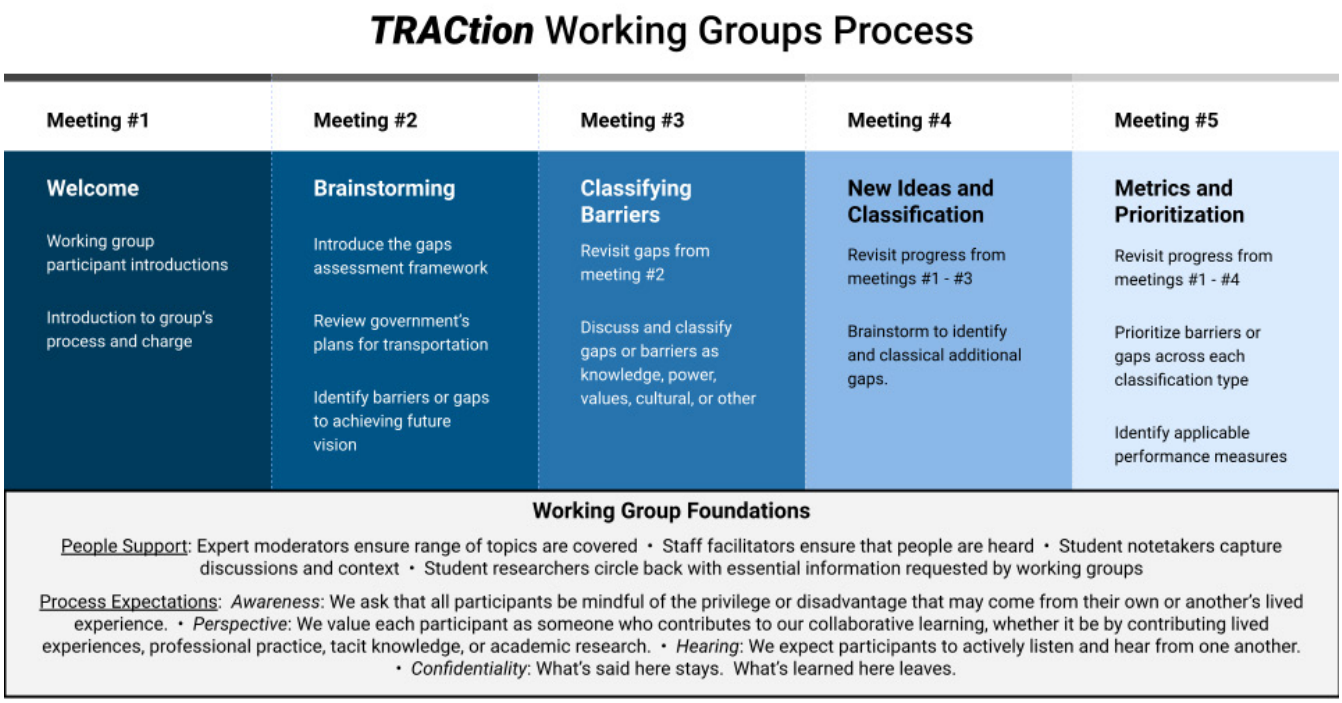
The *TRACtion* Process

Community-Academic Working Groups Assessing Gaps and Co-Creating a Research Agenda

***TRACtion* will bring individuals from community-based organizations and advocacy organizations together with academics to assess transportation sustainability gaps through a just transition lens that integrates equity and climate outcomes.** Through a series of **five working group meetings** participants will share knowledge across disciplines and sectors, aimed at **co-framing challenges and co-developing additional studies** or interventions to confront the prioritized challenges.

Each working group will:

1. Engage in discussion to determine what are the important factors within their working group's theme for a just transportation transition in Los Angeles.
2. Review previously-collected information on existing applicable government goals, strategies, and targets to assess their sufficiency.
3. Identify applicable performance metrics deemed important by the working group and assess government's ability to track progress toward implementation.
4. Identify knowledge, political, and values gaps or barriers between the current baseline and the adopted or proposed targets/goals.
5. Assess and prioritize these gaps or barriers.



The working groups will meet five times to participate in semi-structured activities that promote collaborative brainstorming and introduction of new ideas. Each working group will be moderated by UCLA ITS transportation research staff, professionally facilitated by SLAGC research development staff, and supported by student researchers and notetakers.

TRACtion staff and student note takers will share proceedings for each of the 25 working group meetings. TRACtion staff and student researchers will develop a summary report based on the proceedings for each working group, and a combined Synthesis that notes common themes and calls out priorities shared by multiple groups. This Synthesis will be released during a Spring Colloquium that will draw hundreds to UCLA to learn the results of the working group process and where TRACtion leadership will introduce the initiative's next phase.

To create an environment supportive of sharing ideas between working group members with diverse professional experiences, TRACtion will ask participants to meet expectations adapted from UCLA ITS's Arrowhead Symposium:

- Awareness: We ask that all participants be mindful of the privilege or disadvantage that may come from their own or another's lived experience.
- Perspective: We value each participant as someone who contributes to our collaborative learning, whether it be by contributing lived experiences, professional practice, tacit knowledge, or academic research.
- Hearing: We expect participants to actively listen and hear from one another.
- Confidentiality: We ask that working group members do not attribute what was said in a meeting to any participant. What's said here stays. What's learned here leaves.

Five Working Groups

ITS and SLAGC staff organized working groups based on transportation challenges rather than academic discipline to encourage interdisciplinary interactions. Each group's focus is intended to be broad enough to allow for the meaningful participation of researchers from a variety of academic disciplines.

Group	Group's Focus	Group's Themes
Phasing out fossil fuels	Reducing or eliminating greenhouse gas emissions from mobility for people and goods	• Increasing adoption of zero-emissions vehicles adoption, with an emphasis on reducing emissions exposures in most-impacted communities • Labor impacts of transition from fossil fuels and internal combustion engines
Access to opportunities	Enhancing people's ability to access jobs, services, and other needs and doing so equitably	• Equitable distribution of mobility and access benefits and investments • Incorporating accessibility measures into transportation decision-making • Reducing combined housing + transportation costs for the most cost-burdened Angelenos • Equitable access to parks, medical care, social opportunities, and other benefits of mobility

Reimagining transportation	Understanding and/or steering socio-political values through which decision-makers approach transportation plans and investments	• Transportation user safety as a political or values issue • Elevating the basic needs of those who do not drive • A transportation system that supports a regenerative economy • Assessing the capacity of the bureaucratic state to transform transportation planning, policy, and funding
Resilient transportation	Enhancing transportation system resilience in a climate-impacted Los Angeles	• Adapting infrastructure for climate and biodiversity • Cascading climate and non-climate impacts • Climate-impacted use of the transportation system Mobility in disasters
Healthy transportation	Mitigating life-cycle physical and mental health impacts of transportation	• Transportation-related emissions and impacts • Ultrafine particulate (UFP) effects on human health • Transportation user safety as a public health issue, including gender dimensions • Aggressive driving, car culture, and safety impacts

Planning for Transportation Sustainability

Governments formulate plans to publicly communicate their goals and objectives and to align their actions with those goals and objectives. While dozens if not hundreds of transportation plans are relevant to Los Angeles, this section introduces six of the most comprehensive planning documents from state, regional, and local agencies relevant to transportation sustainability in Los Angeles County. These adopted goals generally include safety, public health quality of life, equity, environmental stewardship, and support for a vibrant economy.

These plans were developed in response to legal requirements, political objectives, and, in many cases, extensive public outreach. These six planning activities varied in their level of community involvement in shaping the goals and objectives. Some plans included extensive multi-year development processes with extensive outreach. Others represent the internal priorities of an office or organization and are not directly shaped by public input or formally adopted by a governing board.

For purposes of *TRACtion*, these plans introduce the formally-adopted aspirations and planned actions of those government agencies responsible for envisioning and achieving a sustainable transportation future for Los Angeles.

California Transportation Plan 2050

The California Department of Transportation (Caltrans) began drafting the California Transportation Plan 2050 in 2018. The Department and Secretary of Transportation adopted the plan in February 2021. The Plan envisions "creating a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health" for California. By law, the plan is updated every five years and required to demonstrate how the state will achieve its greenhouse gas targets.

Community engagement for developing the statewide plan involved several components over two years:

1. Eight focus groups aimed at discussing the state's transportation strengths, weaknesses and opportunities.
2. Four tribal listening sessions to identify tribal transportation needs and challenges.
3. Two visioning sessions involving, public, private, and community based organizations on the future of California transportation.
4. Four stakeholder workshops with 82 participating organizations.
5. A public webinar, combined with social media outreach allowed for 700,000 general public comments.

The California Transportation Plan is notable because it is directly responsive to changes in state law and Gubernatorial Executive Orders. The State government is the primary authority charged with funding and regulating transportation and implementing actions to achieve California's legally-adopted greenhouse gas targets.

The plan's actions are categorized into eight areas:

1. **Safety: Provide a safe and secure transportation system**
    a. Eliminate fatalities and serious injuries on the transportation system
    b. Improve personal security and infrastructure security on the transportation system
    c. Improve emergency preparedness, response, and recovery on the transportation system

2. **Climate: Achieve statewide GHG emissions reductions targets and increase resilience to climate change**
    a. Advance a clean, carbon neutral transportation system
    b. Increase climate resiliency
3. **Equity: Eliminate transportation burdens for low income communities of color, people with disabilities, and other disadvantaged groups**
    a. Improve transportation-related economic, environmental, and public health outcomes for disadvantaged communities
    b. Improve access to a range of high-quality, safe, and affordable mobility options within disadvantaged communities
    c. Support disadvantaged communities in playing an active and direct role in transportation decision making
4. **Accessibility: Improve multimodal mobility and access to destinations for all users**
    a. Increase access to destinations
    b. Increase the competitiveness of transit, shared mobility, and active transportation options
    c. Provide integrated and seamless travel connections
    d. Optimize system performance for all modes
5. **Quality of life and public health: Enable vibrant, healthy communities**
    a. Expand access to healthy transportation options
    b. Reduce household transportation costs
    c. Improve transportation-related public health outcomes
    d. Support enjoyable trip experiences and vibrant public spaces
6. **Economy: support vibrant, resilient economy**
    a. Support diverse, equitable, and sustained economic growth
7. **Environment: Enhance environmental health and reduce negative transportation Impacts**
    a. Improve air quality and minimize pollutants from transportation
    b. Protect and enhance California's natural resources and ecosystems
    c. Protect and enhance California historic and cultural resources
8. **Infrastructure: Maintain a high quality, resilient transportation system**

Our County: Los Angeles Countywide Sustainability Plan

Our County is Los Angeles County's regional sustainability plan adopted by the five-member Board of Supervisors in 2019. The plan covers a broad scope, including but not limited to transportation, and focuses on community-driven outcomes. The plan centers equity, with an intentional definition at the top of the report that references procedural, distributional, structural, and transgenerational equity.

The planning process began in 2016, led by the County Chief Sustainability Office, stakeholders, and an interdisciplinary team of consultants including support from UCLA's Sustainable LA Grand Challenge. Over a period of 18 months the county held more than 200 meetings to ask what stakeholders wanted to see in the plan. This engagement consisted of:

- A kickoff event in November 2017
- Two parallel workshop series - one convening nonprofit sector leaders, another bringing together public and private sector stakeholders with eleven total workshops focused on different sustainability topics
- Two Draft Review Sessions organized by UCLA that reconvened stakeholders from all sectors who participated in earlier workshops
- A series of publicly accessible environmental fairs, titled "Our Voice Our County" Expos, organized by Liberty Hill and a community-based organization in each of the five Supervisorial Districts in Los Angeles County.

Transformative Transportation-related goals adopted in the plan are:

1. Resilient and healthy community environments where residents thrive in place
2. Buildings and infrastructure that support human health and resilience
3. Equitable and sustainable land use and development without displacement
4. A prosperous LA County that provides opportunities for all residents and businesses and supports the transition to a green economy
5. Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities
6. A fossil fuel-free LA County
7. A convenient, safe, clean, and affordable transportation system that enhances mobility and quality of life while reducing car dependency

Key *TRACtion*-related strategies are:

1. Minimize the exposure of vulnerable populations to pollution and reduce health disparities
2. Increase housing density and limit urban sprawl
3. Implement transit-oriented development
4. Promote walkable, mixed-use neighborhoods
5. Ensure that public investments do not facilitate displacement, particularly of disadvantaged communities
6. Promote inclusive growth across the changing economy
7. Improve access to parks, beaches, recreational waters, public lands, and public spaces
8. Reduce vehicle miles traveled by prioritizing alternatives to single-occupancy vehicles
9. Improve transportation health and safety outcomes

LA Metro's Long Range Transportation Plan

The 2020 Long Range Transportation Plan is Metro's legally-required, funding-oriented planning document to complement its longer term goals. The plan is a key implementation document for four local funding measures that grant Metro 2% of county-wide sales tax receipts. The 13-member Metro Board of Directors adopted the plan in September 2020.

Community engagement for the plan consisted of 77 community events, 38 public meetings, 20,000 survey responses, and 48,000 completed priority rankings.

The plan's actions fit into five categories: Better Transit, Complete Streets, Less Congestion, Access to Opportunity, and Funding.

Key strategies include:

- Improve the frequency, speed and reliability of the bus and rail transit network
- Enable easier fare payment
- Enhance transportation system security and build public trust
- Improve the resiliency of Metro's transportation system
- Improve safety for all users
- Enhance access to transit stations
- Establish active transportation improvements as integral elements
- Reduce regional GHG and criteria air pollutant emissions
- Advance equity through institutional transformation to eliminate disparities
- Reduce household expenses on transportation
- Build affordable housing near transit
- Invest in the regional workforce
- Expand opportunities for small businesses
- Maximize our local investments.

LA Metro's Vision 2028 Strategic Plan

The Metro Vision 2028 Plan is the agency-wide strategic plan that creates the foundation for internal changes within Metro over the next 10 years. It sets a broad mission, vision, performance outcomes, and goals for Metro and puts in motion specific initiatives and performance outcomes for Metro to strive for. The plan was created by the Metro Department of Extraordinary Innovation and adopted by the Board of Directors in 2018. The strategic plan informed the 2020 Long Range Transportation Plan.

Goals are:

1. Provide high-quality mobility options that enable people to spend less time traveling
2. Deliver outstanding trip experiences for all users of the transportation system
3. Enhance communities and lives through mobility and access to opportunity
4. Transform LA County through regional collaboration and national leadership
5. Provide responsive, accountable, and trustworthy governance within the Metro organization

Metro engaged in 18 months of stakeholder engagement including:

- A comprehensive customer satisfaction survey of transit riders and non-riders in the County with over 18,000 responses.
- Focus groups for those with limited English proficiency, as well as low-income, elderly, and minority populations.
- More than 130 meetings and interviews with key external and internal stakeholders.
- An agency-wide survey of employees to assess staff's readiness to implement planned initiatives, with 4,700 responses.

Los Angeles City Sustainability Plan

The LA Green New Deal (pLAn), prepared by the Office of Mayor Eric Garcetti in 2019, is a local contextualization of international climate goals; specifically, the UN Sustainable Development Goals and the Paris Agreement. It is largely an internal, technical document without community engagement. The document does not have any legally binding commitments.

Selected strategies related to transportation sustainability include:

- Improve travel time on L.A. County's bus network by 30 percent
- Complete three BRT projects
- Implement Vision Zero safety improvements
- Inspect and repair 200 crosswalks on the High-Injury Network
- Implement 50 Safe Routes to School safety plans
- Pilot sensing and monitoring technology to increase pedestrian safety
- Enhance and maintain all bikeways on the High-Injury Network
- Work with Metro on a congestion pricing study
- Adopt a Mobility First policy
- Update the Transportation Demand Management (TDM) ordinance
- Develop and implement first/last mile infrastructure improvements around transit stations, including integration of existing and emerging mobility services (e.g. bikeshare, e-scooters, carshare, etc.)
- Expand Metro Bike Share to at least three new neighborhoods

Los Angeles Mobility Plan 2035

The LA Mobility Plan 2035 was prepared by the City of Los Angeles Department of City Planning and Department of Transportation beginning in 2011. The Mobility Plan is required by state law as an element of the City of Los Angeles' General Plan elements. The public process for the Mobility Plan spanned 3 years and involved over 100 community meetings throughout the city, four "think lab" workshops, two scoping meetings, an online town hall, and seven community forums and public hearings. The plan was approved by the City Planning Commission and then adopted by the Los Angeles City Council in 2015 and has since been amended three times.

The plan notably laid the foundation for a network of complete streets and established new complete street standards that will provide safe and efficient transportation for pedestrians (especially for vulnerable users such as children, seniors and the disabled), bicyclists, transit riders, and car and truck drivers, and more.

The slow implementation of the plan frustrated the Healthy Streets LA consortium, a group of community advocates that developed and funded a citizen initiative to bind the city to implementing the plan whenever the city repaves or works on a street. City of Los Angeles voters will vote on the initiative in 2024.

Selected strategies from the Mobility Plan include:

- Vision Zero: Decrease transportation related fatality rate to zero by 2035
- Increase pedestrian safety improvements in the design and implementation of complete streets projects within the top 25% SB565 disadvantaged communities
- Design and plan streets to prioritize the safety of the most vulnerable roadway user
- Prioritize the safety of school children on all streets regardless of highway classifications
- Establish the Complete Streets Design Guide as the City's document to guide the operations and design of streets and other public rights-of-way
- Improve the performance and reliability of existing and future bus service

- Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities
- Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way
- Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services
- Support "first-mile, last-mile solutions" such as multi-modal transportation services
- Improve transit access and service to major regional destinations, job centers, and inter-modal facilities
- Decrease VMT per capita by 5% every five years, to 20% by 2035
- Meet a 9% per capita GHG reduction for 2020 and a 16% per capita reduction for 2035 (SCAG RTP)
- Reduce the number of unhealthy air quality days to zero by 2025
- Establish an off-peak 5 minute bus frequency on 25% of the Transit Enhanced Network by 2035

Funding Research and Academic Activities to Address Critical Knowledge Gaps

TRACtion's organizers intend for these **collaborative working groups to be foundational in defining priorities for research and academic activities that can be conducted in partnership with working group participants and their organizations.** SLAGC and ITS are pulling together resources and will begin investing in projects that are responsive to the gaps and challenges identified through the collaborative working group process in the '23-24 academic year, through planning, seed and translational grants, but also with dedicated research development and partnership support from the SLAGC team. The planning grants, seed grants and translational grants are discussed in more detail below.

The Research Development and Partnership support from the SLAGC team is an important complement to the financial investments made by ITS and SLAGC. The SLAGC team acts as an incubator for sustainability efforts by identifying and resolving expertise and partnership gaps, then socializing and refining concepts, increasing their visibility and ultimately developing and executing strategies to secure the needed influence and resources to successfully confront urban sustainability challenges in the Los Angeles region.

Planning Grants

The SLAGC team, in partnership with ITS will support the planning grant teams in socializing their ideas with stakeholders in the region and refining their efforts; developing funding strategies; and competitively positioning them for strategic partnerships and funding with eyes on competing for TRACtion supported seed grant(s), or other next phase funding. To be competitive for a TRACtion seed grant, a compelling case will need to be made about how the concept has been vetted with regional stakeholders and partners to ensure the outcomes of the effort may be adopted or implemented, and also how the seed funding investment will position the team for next phase funding and accelerate impact in the region.

Seed Grants

In the fall of 2023, TRACtion will seek applications for seed grants. In the interest of inclusivity, the seed grants will be open to the UCLA community, regardless of participation in the working groups, or being part of a successful planning grant team. The most competitive applications will have a funding strategy, established strategic partners, cross-sector (non-academic) representation in the team composition, and meet other criteria that is formed through the working groups gaps analysis (to be announced in the spring, at a colloquium, and also in the Request for Proposals). Other criteria may include community engagement, equity components, etc. Seed grant applicants will need to develop a pitch for their ideas, along with a companion proposal document that allows for more details about the project to support decisions about investments. Seed grants will be awarded for project start dates in the Winter quarter of 2024.

Research Translation Grants

Every year since 2017, UCLA ITS has solicited proposals responsive to themes in the Statewide Transportation Research Program. This RFP includes calls for two policy-engaged academic activities. Applied Research Syntheses collect existing academic knowledge and present it in a form useful for present decisions. Research Translational Projects support the application of extension of prior research to produce a practice- or policy-oriented work product. UCLA ITS will prioritize funding for proposals that address knowledge gaps identified by TRACtion working groups.

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