

REPORT FROM

OFFICE OF THE CITY ADMINISTRATIVE OFFICER

Date: October 28, 2024

CAO File No. 0220-06253-0000
Council File No. None
Council District: All

To: The City Council

From: Matthew W. Szabo, City Administrative Officer 

Reference: Request from the Bureau of Engineering received on October 18, 2024

Subject: **AUTHORITY TO APPLY FOR THE CALIFORNIA TRANSPORTATION COMMISSION
2024 LOCAL PARTNERSHIP COMPETITIVE PROGRAM**

RECOMMENDATIONS

That the Council, subject to approval of the Mayor:

1. Authorize the City Engineer of the Bureau of Engineering (BOE), or designee, to collaborate with Metro to prepare and submit a grant application for the proposal outlined in Attachment 1 ;and,
2. Instruct the City Engineer of BOE, or designee, to report back if the City is awarded the grant, to request authority to accept the grant award, and confirm any additional required match and/or front funding.

SUMMARY

The Road Repair and Accountability Act of 2017 created the Local Partnership Program and continuously appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional transportation agencies such as counties, cities, and districts for transportation improvements.

The CTC established the initial 2018 Local Partnership Competitive Program as a three-year \$300 million (Fiscal Years 2017-18 through 2019-20) program. The 2020 Competitive Program includes three years of funding, totaling \$216 million for Fiscal Years 2020-21 through 2022-23. The 2022 Competitive Program includes two years of funding, totaling \$144 million for fiscal years 2023-24 and 2024-25. New Cycles will be programmed every two years.

This grant application is under the 2024 Program for fiscal years 2025-26 and 2026-27. Applications for this grant cycle must be submitted by November 20, 2024. Grant recipients can anticipate award announcements by June 6, 2025.

There is no restriction on the number of projects that each agency can submit. This Office received one project proposal – the State Route 710 Eastern Ave Multi Modal Transportation Improvements

Project - from BOE for Council consideration. The project is in the City of Los Angeles specifically in the El Sereno neighborhood in CD 14. BOE will collaborate with Metro to submit the application for the grant.

Cost Sharing and Matching Fund

Projects funded by the Local Partnership Competitive Program will require at a one-to-one match of private, local, federal, or state funds. The total cost of the project is \$28,093,000 with a grant request of \$11,788,000. Matching funds of \$11,788,000 are available through Metro's State Route 710 Funding program.

Evaluation Criteria (Attachment 2)

Applications will be evaluated according to the following criteria:

- Performance Metrics;
- Accessibility;
- Air Quality and Greenhouse Gases;
- Community Engagement;
- Cost Effectiveness;
- Deliverability;
- Leveraged Funds;
- Safety;
- System Preservation;
- Transportation, Land Use, and Housing Goals; and,
- Vehicle-Miles Traveled.

This Office convened meetings with the BOE and Metro to assess whether the grant proposal aligns with the evaluation criteria established for the grant. Upon evaluation, it has been determined that the project satisfies the intended purposes, eligibility requirements, and the specified evaluation criteria of the grant.

FISCAL IMPACT STATEMENT

There is no General Fund impact from the recommendations in this report.

FINANCIAL POLICIES STATEMENT

The recommendation in this report complies with the City's Financial Policies as the requested grant funds, if awarded, will cover the cost of the improvements and the matching funds are being provided by Metro.

MWS:JSL:06250041

Attachments

ATTACHMENT 1 - PROPOSED GRANT PROJECT

Grant Administrator: California Transportation Commission
 Name of Grant: The California Transportation Commission 2024 Local Partnership Competitive Program
 NOFO Release Date: 8/15/2024
 Due date: 11/20/2024
 Award date: 6/6/2025
 Performance Period: After award of the construction phase contract(s), the implementing agency has up to 36 months to complete (accept) the contract(s)

Lead Department	Project Name	Project Description	Total Project (Budget)	Total Grant Request	Completion Date
Metro/Bureau of Engineering (BOE)	State Route 710 Eastern Ave Multi Modal Transportation Improvements Project	The Eastern Ave Multi-Modal Transportation Improvement Project will implement pedestrian, bicycle, and transit infrastructure improvements to increase safety and improve mobility and access to key destinations along 1.5-miles of Eastern Avenue in the El Sereno neighborhood of the City of Los Angeles.	\$ 28,176,000	\$ 11,788,000	October 2027

ATTACHMENT 2 - PROJECT EVALUATION CRITERIA

Evaluation Criteria	State Route 710 Eastern Ave Multi Modal Transportation Improvements Project
Performance Metrics	Performance Metrics will be set up using the California Department of Transportation (Caltrans) Benefit Cost (Cal B/C) Model. Example of metrics in this mode are: Level of Transit Delay, Change in Daily Vehicle Mileage Traveled, Air Quality, Jobs Created, Number of Fatalities and Number of Injuries, Emissions, Vehicle Operation Costs, etc.
Accessibility	Improving accessibility for all modes along the corridor will enable people in the disadvantaged communities to reach key destinations, including education, healthcare, and recreational facilities. These include Farmdale Elementary School, El Sereno Middle School, Woodrow Wilson Senior High School, El Sereno Recreation Center, El Sereno Park, Los Angeles Christian Presbyterian Church, and Ascot Hills Northern Trailhead. All of these destinations are located in the disadvantaged communities.
Air Quality and Greenhouse Gases	Providing new active-transportation and transit stop improvements will encourage a shift fossil fueled passenger vehicles, which would result in a reduction in overall GHG emissions and pollutants. The project will implement a Class II bicycle facility that transitions into a Class IV bicycle facility along Eastern Avenue with new bicycle crossings and bicycle boxes. The project will also enhance 16 existing bus stops along Eastern Avenue by adding transit stop seating and amenities and a new transit plaza. In addition, EV charging stations will be installed. As a result of the project, exposure to carbon dioxide, volatile organic compounds, and other pollutants will be reduced over a 20-year period.
Community Engagement	As of June 14, 2023, the engagement process has included three community webinars, ten stakeholder meetings, and a survey. The City has dedicated itself to listening to community concerns throughout the engagement process. In meetings and webinars, the City has actively engaged with attendees through question and answer and comment sessions. Many community members are supportive of multimodal improvements including public transit, traffic calming, reducing vehicle/bicycle collisions, street lighting, and the preservation of parking including driveway access. Stakeholder meetings have included meetings with the LA 32 Neighborhood Council, three schools, the El Soreno Recreation Center, the El Soreno Historical Society, citizens in the neighborhoods, the local business community, Metro and Caltrans, and all levels of government including Los Angeles County and the cities of Alhambra and Los Angeles.

ATTACHMENT 2 - PROJECT EVALUATION CRITERIA (CONT)

Evaluation Criteria	State Route 710 Eastern Ave Multi Modal Transportation Improvements Project
Cost Effectiveness	The total construction cost of this project is \$28.176 million. Through this grant, the department will apply for \$11.788 million grant fund and the Metro will provide 1:1 matching fund through their State Route 710 Funding Program. In addition, the City received a Regional Early Action Planning (REAP) grant to support the implementation of the Housing Element. REAP funding was utilized to conduct outreach for the development of the Citywide Housing Rezoning (CHIP) program.
Deliverability	Design for the project is over 90% complete. On December 4, 2023, the Bureau of Engineering issued the Preliminary Design Plans (90% Design Plans) for review and anticipates the Project will enter the “Bid and Award” phase in June 2025. The estimated work period will take approximately 24 months between October 2025 and October 2027
Leveraged Funds	The Project will leverage the required 1:1 funding match.
Safety	<p>The projects to be implemented along the corridor are designed to improve pedestrian safety. High-Intensity Activated Crosswalk (HAWK) signals will reduce collisions at unsignalized crosswalks by signaling to drivers that they need to come to a stop. The additional lighting throughout the corridor will improve visibility of pedestrians – a key upgrade considering half of the pedestrian-involved collisions occurred at night. Data for non-motorized crashes also found that half of the victims are under the age of 19. The design includes safety benefits for students traveling to and from Farmdale Elementary School and El Sereno Middle School. In addition the schools are on the LADOT High Injury Network (HIN), which is the 6% of city streets that account for 70% of deaths and severe injuries for people walking.</p> <p>The multi-modal approach to the roadway redesign also ensures safety benefits for bicyclists. The 5’ one-way, Class II bike lane in each direction will provide dedicated space to bicyclists; in some areas of the roadway, the transition of the Class II bike lanes to Class IV bike lanes will provide extra protection. Bicyclists will also be given dedicated space at certain intersections with the inclusion of green bike crosswalks separate from the pedestrian crosswalks, as well as bike boxes at Valley Boulevard and Lombardy Boulevard that allow bikes to queue ahead of vehicles.</p> <p>The design will deliver safety benefits to motorists as well. In its current configuration, Eastern Avenue has two vehicle lanes in both directions. The new configuration will keep two southbound lanes between Druid Street and Valley Boulevard but will reduce to one lane north of Druid Street. This road diet is supported by existing traffic levels. Reducing lanes and, in turn, the width of the road, will have traffic calming benefits.</p>
System Preservation	The Pavement Condition Index (PCI) along Eastern Avenue ranges from fair to poor. Per Streets LA Pavement Preservation data, several segments along Eastern Avenue have a PCI below 30. The highest PCI is 67.35, between Zella Place and McPherson, and the lowest PCI is 20.63, located between Klamath Street and Klamath Place. The entire roadway on Eastern Ave between Valley and Huntington will be repaved. The traveling lanes will be reconstructed, and the parking and bike lanes will be repavement by grind and overlay.

ATTACHMENT 2 - PROJECT EVALUATION CRITERIA (CONT)

Evaluation Criteria	State Route 710 Eastern Ave Multi Modal Transportation Improvements Project
Transportation, Land Use, and Housing Goals	<p>The project has a variety of land uses along the corridor with a mix of residential, industrial, and commercial uses, and is home to over 23,000 residents with a diverse demographic makeup. The project supports the four goals outlined in the Southern California Association of Governments (SCAG) 2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal): Mobility, Communities, Environment and Economy.</p> <p>Local land use policy documents, such as the Northeast Community Plan, describe the goals of creating complete neighborhoods, where residents can access goods, services, and public amenities. The bikeway and greenway enhancements directly align with this long-term land use vision, by contributing to the creation of complete neighborhoods where individuals can access goods, services, and recreational amenities by walking or biking.</p> <p>The Department of City Planning's Transit Oriented Communities (TOC) Affordable Housing Incentive Program, the State's Density Bonus Program, and CHIP program are housing incentive programs that further support the subject Project's expected benefits. Zoning along Eastern Avenue between Huntington Drive and Norelle Street would permit future development projects to utilize these programs to increase a project's development potential in exchange for providing set-aside affordable housing units. In March 2021, SCAG adopted its sixth cycle Regional Housing Needs Allocation plan, which covers the planning period from October 2021 through October 2029, and identified the following housing needs for the city:</p> <p>Very low income (<50% area median income [AMI]): 115,978 units Low income (50-80% AM): 68,743 units Moderate income (80-120% AMI): 75,091 units Above moderate income (>120% AMI): 196,831</p> <p>The project supports the City's housing objectives by enhancing the pedestrian realm, providing new active transportation modes, and improving access to transit which will accommodate existing and future residential development in the area. The expected benefits of this project are aligned with the City's Housing Element and the Northeast Los Angeles Community Plan.</p>
Vehicle-Miles Traveled	<p>Providing new active transportation and transit stop improvements will encourage a shift from vehicle travel, which would result in a reduction in vehicle miles traveled (VMT). The roadway modifications proposed by the project will reshape the street to support the active transportation improvements. These modifications will prioritize pedestrians, bicyclists, and transit users over the high-speed passing drivers, to encourage walking or biking along the corridor and will contribute to a reduction in VMT. Though the Project will result in a reduction in travel lanes along Eastern Avenue, in order to reprioritize the roadway, it will maximize person throughput by implementing continuous two-way left turn lanes. and new traffic signals to support the flow of vehicle travel along the corridor.</p>