

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: May 29, 2024

To: The Honorable City Council
c/o City Clerk, Room 395
Honorable Heather Hutt, Chair, Transportation Committee

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

Subject: **AUTHORITY TO SUBMIT GRANT APPLICATIONS TO THE STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION TO COMPETE FOR THE ACTIVE TRANSPORTATION
PROGRAM (ATP) CYCLE 7 CALL FOR PROJECTS**

SUMMARY

The Los Angeles Department of Transportation (LADOT) requests authority to submit four grant applications to the State of California Department of Transportation (Caltrans) by June 17, 2024 to compete for the State's 2024 Active Transportation Program (ATP) Cycle 7 Call for Projects for the projects included in this report.

RECOMMENDATION

That the City Council:

1. AUTHORIZE the General Manager of LADOT and/or Director of the respective lead City department to submit grant applications to the Caltrans Active Transportation Program (ATP) Cycle 7 for the four projects included in this report;
2. AUTHORIZE the City Engineer to enter into an agreement with the City of Culver City, subject to the approval of the City Attorney, and include a project contribution of up to \$150,000 from Fund No. 840/Department No. 94/Appr Unit No. 94WE37;
3. AUTHORIZE the respective lead City department to execute any necessary funding, cooperative agreement, or contractual documents, subject to the approval of the City Attorney as to form and legality, for accepting the funding;
4. DIRECT the General Manager of LADOT and/or Director of the respective lead City department to identify any additional resource needs, including staff, and/or overtime funding, for the successful implementation of the projects awarded funding;
5. AUTHORIZE leveraging of City staff salaries through the annual budget of the Transportation Grant Fund Annual Work Program in the Proposition C Fund for LADOT and Public Works Bureaus; and
6. DIRECT the General Manager of LADOT and/or Director of the respective lead City department to report back on which projects were awarded funding and related staffing and fiscal impacts.

BACKGROUND

California State Senate Bill 99 established the Active Transportation Program (ATP) to provide funding opportunities for projects that promote active modes of transportation, such as bicycling and walking. The California Transportation Commission (CTC) administers ATP funding. ATP consolidated various transportation programs into a single program with an estimated allocation of \$123 million per year from a combination of state and federal funds. This is the seventh application cycle, and the program will fund up to \$568 million in projects.

There have been six previous cycles of ATP, programmed every two years starting in 2012. The City of Los Angeles received grant funding in each of those rounds, which spurred key active transportation projects and initiatives across the City. Some examples include a planning grant that funded the Safe Routes to School planning effort that identified the Top 50 schools, as well as infrastructure funding awards in subsequent years for safe routes to school projects like Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project, Carver Middle, Ascot Avenue and Harmony Elementary Schools, and Berendo Middle and Elementary Schools Safety Project. ATP funding also funded major infrastructure projects like the Connecting Canoga Park Through Safety and Urban Cooling and Mission Mile: Sepulveda Visioning for a Safe and Active Community. Most recently, in ATP Cycle 6 submitted in June 2022, the City was successful in securing funding for eight of the nine submitted projects, receiving funding for approximately \$271M in infrastructure funding for initiatives like Western Our Way: Walk and Wheel Improvements, Osborne Street: Path to Park Access Project, LA River Greenway, East San Fernando Valley Gap Closure, Wilmington Safe Streets: A People First Approach, and Normandie Beautiful.

In May 2021, Council approved recommendations for a Citywide coordinated project selection process for transportation grant applications (Council File (CF) 14-0499-S5). Following this approach, LADOT uses the Mobility Investment Program (MIP) - the City's tool to inventory and plan for mobility investments - to identify, evaluate, and prioritize candidate projects. The MIP provides a detailed look at the City of Los Angeles' planned transportation infrastructure improvements, operation of mobility services, and specific initiatives that increase equity, safety, sustainability, and reliability of the transportation system. Department of Public Works (DPW) Bureaus can also identify and propose projects that address Mobility Plan 2035 Citywide transportation policy goals, which are evaluated with a shared eligibility checklist (Attachment C). This improved coordination was a key success factor for ATP Cycle 6, and was replicated for ATP Cycle 7.

The Metropolitan Planning Organizations (MPOs) administer the regional competition of the Active Transportation Program. The CTC will announce project awards in the statewide competition in December 2024. Candidate projects unsuccessful in the statewide competition will be eligible for the MPO portion of the competition. MPO funding awards will be available in June 2025. In Los Angeles County, the Southern California Association of Governments (SCAG) is the MPO that selects projects in consultation with its member counties. The ATP is a key source of funding for large cities like Los Angeles. To date, the City of Los Angeles received about \$500 million in ATP funding over the past six cycles for active transportation projects.

DISCUSSION

On March 21, 2024, the CTC adopted the 2024 ATP Program Guidelines and announced \$568 million available funding for ATP Cycle 7. The application deadline for interested jurisdictions is June 17, 2024.

ATP awards funding for infrastructure projects, non-infrastructure projects, planning projects, and quick-build projects. The funding comes from both state and federal sources including State SB1 and State Highway Account (SHA). ATP programming years extend from Fiscal Year 25/26 to 28/29. The distribution of ATP funds are as follows:

- 50 percent to statewide competition
- 40 percent to MPOs in urban areas with large populations
- 10 percent to small urban and rural areas

In Fall 2023 and Winter 2024, CTC staff organized nine public workshops aimed at refining the Cycle 7 program guidelines. The finalized guidelines closely resemble those of past cycles, with minor adjustments that align application and scoring rubric language, eliminate direct mentions of COVID-19, and introduce additional questions for non-infrastructure components.

ATP Cycle 7 guidelines

In ATP Cycle 7, grant evaluators will score project applications using a 100 point scoring rubric and judge multiple categories. Categories include: community-based public participation project; appropriateness of project solutions for the local context; and specific benefits to disadvantaged communities. One category in the rubric scores projects based on the community-based public participation process that shaped the project proposal and appropriateness of the project solutions for the local community context. Another category considers whether the project scope presents benefits to disadvantaged communities, and transformative improvements to safety, mobility and equity for non-motorized users. Scoring criteria consider whether the project application, scope, and plan layout are consistent and accurate, and the plan for post-project evaluation.

The ATP Cycle 7 Guidelines do not require applicants to provide a local match. However, the Guidelines encourage leveraging funds for medium and large infrastructure projects to increase project competitiveness. Large MPOs may require an additional funding match for projects selected through their competitive process, but this does not apply to cities within the SCAG region.

To increase the project's competitiveness, the City of Los Angeles will provide a local match/leveraging of additional funds for City staff salaries through the annual budget of the Transportation Grant Fund Annual Work Program in the Proposition C Fund for LADOT and the Public Works Bureaus. Funding sources for projects that commit non-salary leveraging funds as the local match are identified in Attachment A. The provided figures are preliminary estimates. Project managers expect to refine the final project costs and leverage/local match amounts in the final applications due June 17, 2024. After project award announcements, LADOT staff will present the list of funded projects, awarded funding, and local match.

ATP Cycle 7 project list

The project list for ATP Cycle 7 includes fewer proposals than in recent cycles, mainly due to the increase in transportation funding opportunities outside of ATP that the City has been awarded. Over the past five years, staff who plan and develop projects applied to and received funding from various different sources, given the unprecedented amount of transportation funding availability. Some key examples include at regional level through Measure M; at the State level through the Affordable Housing Sustainable Communities, Transformative Climate Communities, Sustainable Transportation Equity

Program, and more; and at the Federal level through the introduction of the Infrastructure Investment Jobs Act. Given the increase in funding availability and our past successes, project delivery staff across agencies are already committed to designing and delivering the many priorities funded through previous successful cycles of ATP and other transportation funding opportunities over the past five years. With limited staff capacity to plan, engage, design, deliver, and maintain projects, LADOT and DPW will prioritize project delivery on these previously awarded projects.

All four proposed projects listed in Attachment A meet the criteria outlined in the Council-approved transportation grant project selection and prioritization process, as well as the core criteria of the grant eligibility checklist including policy consistency, project readiness, grant eligibility, and competitiveness, timeline requirements, and project implementation and resource needs assessment. These projects were also evaluated to ensure compliance with the Healthy Streets LA (HLA) ballot measure, approved by City of Los Angeles voters on March 5, 2024. This ballot measure requires the City of Los Angeles to implement the Mobility Plan 2035's proposed enhanced mobility networks as part of the project planning and development process.

LA Metro is supporting the four proposed projects with technical assistance by reviewing and providing feedback on local agency project applications and providing a letter of support. In previous ATP funding cycles, City of Los Angeles ATP applications that received Metro technical assistance had a 70 percent success rate, resulting in \$215 million dollars for active transportation projects in the City of Los Angeles.

In addition to these four projects, the City of Culver City is pursuing the Better Overland & Safer Fox Hills Project, with City of Los Angeles support. This project will improve Overland Avenue, which the Westside Cities Council of Governments (COG) identified as a regionally significant corridor in the Westside Mobility Study. The project connects to the Palms neighborhood in the City of Los Angeles and improves access to regionally-significant destinations, including Ballona Creek. This project will construct a protected intersection at Overland Boulevard and Venice Boulevard in the City of Los Angeles, for which the City would contribute up to \$150,000.

Similarly, Culver City is financially contributing to the Ballona Creek Bike Path extension project, led by the Bureau of Engineering. This project extends an existing bike path through the eastern end of Culver City in order to reach the Los Angeles neighborhoods of Mid-City, P.I.C.O., and West Adams. Overall, the project is 85 percent within the City of Los Angeles boundaries and 15 percent within Culver City. Culver City is contributing up to \$250,000, a proportional share of local match funding, to advance this project.

FISCAL IMPACT

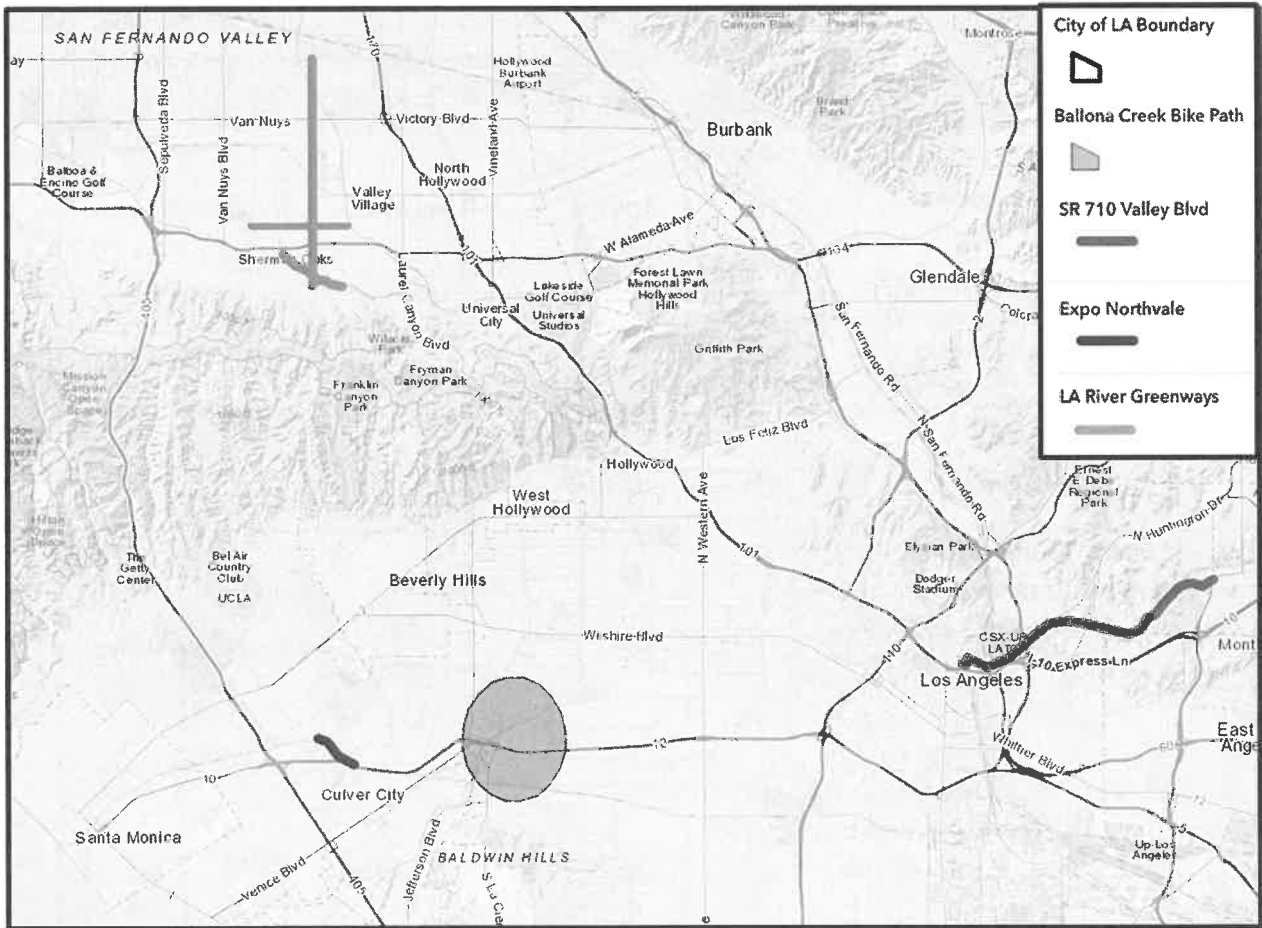
There is no impact to the City's General Fund. There is also no immediate impact on special funds; however, for projects awarded grant funding, City agencies, in conjunction with the CAO, will identify the recommended front funding appropriations from available and appropriate funding sources in that current fiscal year to deliver the projects (i.e., design, project management, construction, and inspection). Funding in subsequent budget years will be determined by the Mayor and Council each year as part of the annual budget process.

LRC:DM:cr
Attachments

Attachment A: List of Proposed ATP Cycle 7 Projects

Project Name	Proposed Project Limits	Project Lead	Council Office	Total Project Cost (TPC)	Funding Request	Local Match Amount	Local Match Funding Source
LA River Greenways Bike Path Segment 7	Woodman to Coldwater Canyon	BOE	4, 2	\$45 million	\$35 million	\$10M	Measure M + FY 22-23 State of CA Allocation
Ballona Creek Bike Path	Extend bike path to Baldwin Hills & West Adams	BOE	10	\$46 M	\$8 million	\$1.6 M	Council District 10 AB1290 and General funds from Culver City
SR 710 Valley Bl Multi Modal Transportation Improvements	North Mission Road at Union Station and the 710 Freeway along Valley Blvd	BOE	14	\$102 million	\$70 million	\$41.9M	RSTP Block Grant (710 Project Grant Awards)
Exposition Bike Path: Northvale Segment	The project begins approximately 300 east of Putney Road to Motor Avenue, 100 ft north of the I-10 Fwy.	LADOT	5	\$39 million	\$10.6 million	\$15.2M	TDA/LTF, Prop C, Expo II Returns, CC Reallocation

Attachment B: Map of Proposed ATP Cycle 7 Projects



Attachment C: Grant eligibility checklist for reference purposes

CITYWIDE TRANSPORTATION PLANNING AND PROJECT GRANT APPLICATION STRATEGY						
Project Eligibility Checklist for Mobility Projects						
PROJECT NAME:	Item/Category	Reference Link(s)	Yes	No	Action Item	Notes
A	Policy Consistency					
1	Is the project compliant with the Mobility Plan 2035?	Mobility Plan 2035	•	•		
2	Is the project compliant with the Complete Streets Act?	Complete Streets Act	•	•		
3	Does the project adhere to the Mobility Plan 2035 settlement agreement (as applicable and if on a MP35 designated network)?	Mobility Plan 2035 Settlement Agreement	•	•		
4	Does the project adhere to the LADOT Lane Reconfiguration Guidelines (as applicable and if there is repurposing of travel lanes)?	Lane Reconfiguration Guidelines	•	•		
B	Project Readiness					
1	Is the project classified as Development in Phase 3-6 using the LADOT Planning & Development Guide?	Planning & Development Guide	•	•		
2	Is the Council Office consultation completed?		•	•		
3	Has the project met minimum community engagement requirements, per department guidelines?	Planning & Development Guide	•	•		
C	Grant Eligibility and Competitiveness					
1	Have you submitted a Concept Nomination Form and/or a Project Initiation Form at least 60 calendar days before a grant application deadline?	Concept Nomination Form Project Initiation Form	•	•		

2	Does the project meet grant eligibility criteria?		•	•		
3	Is the project ranked as 'competitive' for the subject funding source?		•	•		
D	Timeline Requirements					
1	Have you consulted with LADOT Advanced Planning staff to review proposed project concept, scope, and budget at least the following business days in advance of grant deadline? ■ Planning & Capital Projects*: 50 days ■ Grant on Unexpected Cycle**: 40 days		•	•		
2	Have you submitted the grant eligibility checklist and project application for LADOT review at least the following business days in advance of grant deadline? ■ Planning & Capital Projects*: 35 days ■ Grant on Unexpected Cycle**: 25 days		•	•		
E	Project Implementation Assessment					
1	Are adequate resources available to implement the project if grant funding is received? If 'NO' consider identifying staff support needs in staff reports OR reconsider applying.		•	•		
2	Is the project interdepartmental in nature? If 'YES', identify which departments and/or agencies would be affected in the notes section. ■ LADOT ■ StreetsLA ■ BOE ■ Bureau of Street Lighting (BSL)		•	•		
F	Project Benefits					
	Does the project have opportunities for co-benefits? If 'YES', identify the co-benefits in the notes section. ■ Stormwater ■ Shade ■ Cooling ■ Economic Development ■ Other		•	•		