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PUBLIC WORKS**

**BUREAU OF
ENGINEERING**

TED ALLEN, PE
CITY ENGINEER

1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

<http://engineering.lacity.gov>

December 4, 2024

The Honorable City Council
c/o Holly L. Wolcott
City Clerk
Room 360, City Hall

COUNCIL FILE NO. 21-1015 FEDERAL GRANT APPLICATION: APPROVAL AND STATUS REPORT - LA BREA AVENUE COMPLETE STREETS PROJECT

SUMMARY

This report authorizes the acceptance of a federal Safe Streets and Roads for All (SS4A) Program grant for the La Brea Avenue Complete Streets Project. It further redirects existing Complete Streets Program funding to serve as required local match.

RECOMMENDATIONS

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

1. AUTHORIZE the City Engineer, or designee, to execute the Project Grant Agreement, submitted September 2022, and accept the Safe Streets and Roads for All (SS4A) Program grant award of \$9,000,000 for the La Brea Avenue Complete Streets project (the Project).
2. APPROVE the reallocation of \$1,625,000 in remaining funding, previously designated to complete the balance of the design for the "Culver Boulevard, La Brea Avenue and Highland Avenue - Second Round of Corridors, Complete Streets Program (CSP), First Three Projects", as matching funds for the SS4A Program grant for the Project.
3. INSTRUCT the Bureau of Engineering (BOE), with support from the Los Angeles Department of Transportation (LADOT), the Bureau of Street Services (StreetsLA), the Bureau of Street Lighting (BSL), and the Bureau of Sanitation (LASAN), to proceed with the Project.

4. AUTHORIZE the City Engineer, or designee, to make any technical or accounting corrections, revisions, or clarifications, as needed, to the above recommendations in order to effectuate the intent of the City Council.

BACKGROUND

On October 2, 2019, the City Council authorized the pre-design of three new Complete Street Projects: Culver Boulevard, La Brea Avenue, and Highland Avenue, C.F. 17-0950-S2, consistent with parameters outlined in the Complete Streets Project Planning, Pre-design and Design Checklist (CSP Checklist), with instructions to report to Council relative to the recommended design, construction budgets and schedules for those three projects based on the pre-design findings.

On August 9, 2021, a report was brought to Council relative to the recommended scope and budget for the Second Round of Corridors, Culver Boulevard, La Brea Avenue, and Highland Avenue, C.F. 17-0950-S2, however, no funding was allocated from the FY 2022/2023 proposed budget.

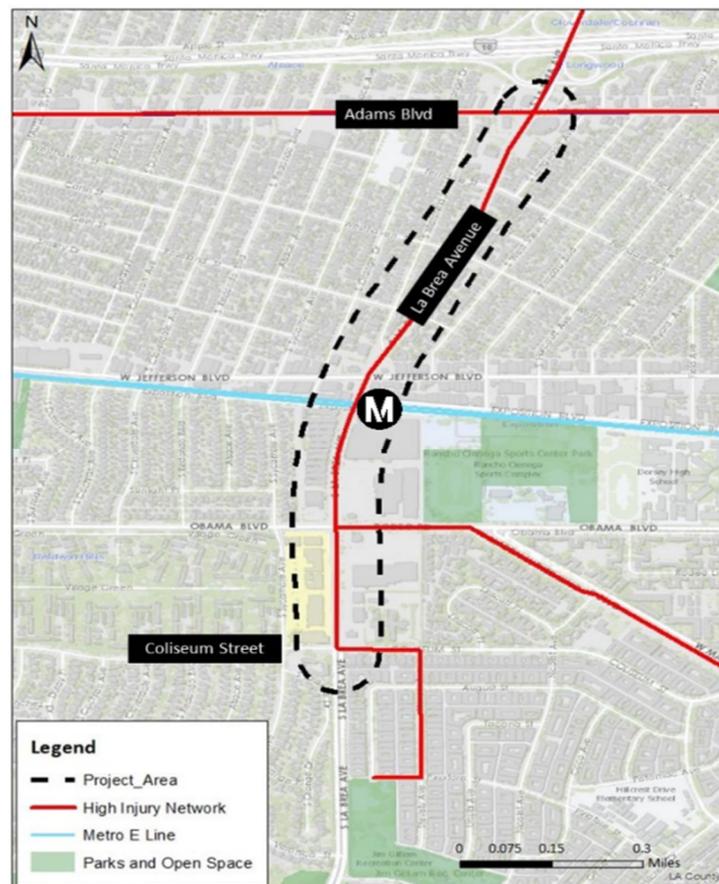


Figure 1: Proposed Project Location

The proposed Project is located along La Brea Avenue between Coliseum Street and Adams Boulevard (see Figure 1). The Project area has a mix of residential and commercial zones with a connection to the Los Angeles County Metropolitan Transportation Authority (Metro) Expo Line, the new K Line, and several bus routes. The corridor passes through the following neighborhoods: Village Green, West Adams, and Baldwin Hills. The Project, located within Council District 10, is 1.1 centerline-miles long and consists of 7.7 lane-miles of pavement area.

DISCUSSION

The BOE, in collaboration with the LADOT, applied for the SS4A discretionary Program in September of 2022. The Bipartisan Infrastructure Law established the SS4A Program with \$5,000,000,000 in appropriated funds over 5 years, 2022-2026.

The SS4A Program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A Program supports the U.S. Department of Transportation's (USDOT's) National Roadway Safety Strategy and the City's goal of zero roadway deaths using a Safe System Approach.

In December 2022, limited scope from the Project was selected as part of the first cycle of the SS4A Program awarded funding. In order to be competitive during the grant application process, the Street Reconstruction element of the Project was not included in the grant application. In 2023, BOE applied for the remaining Round 2 projects on Culver Boulevard and Highland Avenue, however, they were not awarded funding and further work on the projects was suspended.

The SS4A Program grant requires a 20% local match, or \$2,250,000. If approved, BOE will meet this requirement by redirecting \$1,625,000 in existing CSP design funding, combined with \$625,000 previously allocated for the Project in the Capital & Technology Improvement Expenditure Program (CTIEP).

Table 1: Project Funding Summary - Grant Funded Scope	
Federal Funds (SS4A Program)	\$9,000,000
Remaining CSP Funds	\$1,625,000
<u>CTIEP Funds</u>	<u>\$ 625,000</u>
Total Local Match Funds	\$2,250,000
Total Funding	\$11,250,000

The grant-funded scope provides the community with safety measures in a High-Injury Network corridor while covering initiatives in the Mobility 2035. The implementation of selective objectives from the initially recommended scope for the Project reduces the cost

from approximately \$18,000,000 to \$11,250,000. The prioritized scope will focus on implementing initiatives that provide the widest impact to the community; Vision Zero Safety and Sidewalk Repair. BOE will seek to deliver the balance of scope items relating to state of good repair via coordination with regular maintenance programs. See Attachment A for a breakdown of the grant-funded scope.

FISCAL IMPACT

Approval of the recommendations in this report will have no fiscal impact. The 20% local match requirement for the \$9,000,000 SS4A Program grant will be fulfilled by a combination of the remaining funds for the Second Round of Complete Streets, \$1,600,000 (C.F. 17-0950-S2) and Funds allocated for the Project in FY 23/24. The funds discussed in this report are anticipated to cover City staff and consultant costs for the Project. However, the grants will be on a reimbursement basis and, therefore, will require front-funding by the City to cashflow the Project until sufficient grant reimbursements have been received. The Office of the City Administrative Officer (CAO) is coordinating the request for front funding for the USDOT grant from the Transportation Grants Fund (Fund No. 655).

Respectfully submitted,

for

Ted Allen, P.E.
City Engineer

TA/JF/NM:am

Attachments

1. Attachment A: Table 2: Grant Funded vs CSP Scope Summary
2. Attachment B: Notice of Award and Draft Grant Agreement

ATTACHMENT A

Table 2: Grant Funded vs Complete Streets Program Scope Summary

Grant-Funded Scope (Current)		Complete Streets Scope (Previous)	
Street Reconstruction/Resurfacing			
• Resurfacing/Reconstruction/Slurry Seal	✓ Full width 4" resurfacing – 20-yr. design	• Resurfacing/Reconstruction/Slurry Seal	✓ Full width 4" resurfacing – 20 yr. design
• Broken Curb and Gutter	✓ New C&G throughout, 4-ft gutter Mansfield Ave to Adams Boulevard	• Broken Curb and Gutter	✓ New C&G throughout, 4-ft gutter Mansfield Ave to Adams Boulevard
• Concrete Bus Pads Missing	✓ 13 Bus stops, 4 bus pads missing	• Concrete Bus Pads Missing	✓ 13 Bus stops, 4 bus pads missing
• ADA Crosswalk Improvement Compliance	✓ ADA non-compliant crosswalks slopes will be brought into compliance where possible	• ADA Crosswalk Improvement Compliance	✓ ADA non-compliant crosswalks slopes will be brought into compliance where possible
• ADA Curb Ramp Improvement Compliance	✓ 63 ADA-compliant Curb Ramps	• ADA Curb Ramp Improvement Compliance	✓ 63 ADA compliant Curb Ramps
• Utility Relocations	✓ Relocate 3 Power Poles, 2 Fire Hydrants & Relocate/Adjust 176 pull-box units	• Utility Relocations	✓ Relocate 3 Power Poles, 2 Fire Hydrants & Relocate/Adjust 176 pull-box units
• Localized Drainage Mitigation Known	✓ Partially mitigated by the pavement resurfacing and curb & gutter improvements	• Localized Drainage Mitigation Known	✓ Partially mitigated by the pavement resurfacing and curb & gutter improvements

Vision Zero Safety Elements			
• Striping, Signage, and Traffic Signals	✓ Continental Crosswalk Marking, Stop Bar, Bikeway Striping, 2-New HAWK signals	• Striping, Signage, and Traffic Signals	✓ Continental Crosswalk Marking, Stop Bar, Bikeway Striping, 2-New HAWK signals
• Pedestrian Islands	✓ 2- Ped. Islands at Coliseum/Obama & Obama/Expo	• Pedestrian Islands	✓ 2- Ped. Islands at Coliseum/Obama & Obama/Expo
Sidewalk Repair			
• Repair Areas of Severe Uplift	✓ ~9,000 sq ft of sidewalk	• Repair Areas of Severe Uplift	✓ ~9,000 sq ft of sidewalk
• Tree Removal and Replacement	✓ 8 Tree removals/ 16 replacements	• Tree Removal and Replacement	✓ 8 Tree removals/ 16 replacements
• Eliminate Tripping Hazards (cutting/grinding)	✓ where practicable	• Eliminate Tripping Hazards (cutting/grinding)	✓ -where practicable
• Adjacent ADA Curb Ramp Improvements	✓ ~1,200 sq ft associated w/ ADA curb ramps	• Adjacent ADA Curb Ramp Improvements	✓ ~1,200 sq ft associated w/ ADA curb ramps
Green Infrastructure			
• New Trees and Tree Wells	✓ 46 New Trees, 11 canopy pruning, 98 tree wells (new & upgrades)	• New Trees and Tree Wells	✓ 46 New Trees, 11 canopy pruning, 98 tree wells (new & upgrades)

ATTACHMENT B

1. Award No.

693JJ32540136

2. Effective Date

See No. 17 Below

3. Assistance Listings No.

20.939

4. Award To

City of Los Angeles,
Bureau of Engineering,
Street Improvement Division-
Complete Streets
1149 S. Broadway, Ste 800
Los Angeles, CA 90015

5. Sponsoring Office

U.S. Department of Transportation
Federal Highway Administration
Office of Safety
1200 New Jersey Avenue, SE
HSSA-1, Mail Drop E71-117
Washington, DC 20590

Unique Entity Id.: RNA2HUB4ZBK4
TIN No.: 95-6000735

6. Period of Performance

Effective Date of Award to 5 years
from Date of Award

7. Total Amount

Federal Share:	\$9,000,000
Recipient Share:	\$2,250,000
Other Federal Funds:	\$0
Other Funds:	\$0
Total:	\$11,250,000

8. Type of Agreement

Grant

9. Authority

Section 24112 of the Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021; also referred to as the “Bipartisan Infrastructure Law” or “BIL”)

10. Procurement Request No.

HSSP230025PR

11. Federal Funds Obligated

Base Phase: \$1,012,500

12. Submit Payment Requests To

See article 20.

13. Payment Office

See article 20.

14. Accounting and Appropriations Data

15X0173E50.0000.055SR20500.5592000000.41010.61006600

15. Description of Project

La Brea Avenue Complete Streets Project

RECIPIENT

16. Signature of Person Authorized to Sign

FEDERAL HIGHWAY ADMINISTRATION

17. Signature of Agreement Officer

Signature Date
Name: Ted Allen, P.E.

Signature Date
Name: Robin K. Hobbs

Title: City Engineer

Title: Agreement Officer

U.S. DEPARTMENT OF TRANSPORTATION

**GRANT AGREEMENT UNDER THE
FISCAL YEAR 2022 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM**

This agreement is between the [United States Department of Transportation (the “USDOT”)] [Federal Highway Administration (the “FHWA”) and the City of Los Angeles (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All (“SS4A”) Grant for the La Brea Avenue Complete Streets Project.

The parties therefore agree to the following:

**Article 1
GENERAL TERMS AND CONDITIONS**

1.1 General Terms and Conditions.

(a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2022 Safe Streets and Roads for All Grant Program,” dated August 1, 2023, which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements>. Articles 7–30 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.

(b) The Recipient states that it has knowledge of the General Terms and Conditions. Recipient also states that it is required to comply with all applicable Federal laws and regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (BIL, div. G §§ 70901-27).

(c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, termination of the SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

Article 2
APPLICATION, PROJECT, AND AWARD

2.1 Application.

Application Title: La Brea Avenue Complete Streets Project.

Application Date: September 15, 2022.

2.2 Award Amount.

SS4A Grant Amount: \$9,000,000

2.3 Federal Obligation Information.

Federal Obligation Type: Multiple

Obligation Condition Table		
Phase of the Project	Allocation of the SS4A Grant	Obligation Condition
Base Phase: Preliminary Design and Environmental Documents	\$1,012,500	
Phase 1: Final Design & Bid and Award	\$112,500	

Obligation Condition Table		
Phase of the Project	Allocation of the SS4A Grant	Obligation Condition
Phase 2: Construction	\$7,875,000	<p>The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the construction or final design and construction of an Implementation Project unless and until:</p> <p>(1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other applicable environmental laws and regulations have been met; and</p> <p>(2) FHWA, or a State with applicable NEPA Assignment authority, has approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and</p> <p>(3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA’s notification. Recipient shall not proceed with any such activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3) as described in this section are met are not allowable costs under this agreement.</p> <p>Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.</p>

2.4 Award Dates.

Period of Performance End Date:	See Section 6 on Page 1
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2.5 Budget Period

Base Phase Budget Period End Date: 2/2/2030

Option Phase 1 Budget Period End Date: [reserved]

Option Phase 2 Budget Period End Date: [reserved]

2.6 Action Plan Grant or Implementation Grant Designation.

Designation: IMPLEMENTATION

Federal Award Identification Number. The Federal Award Identification Number is listed on page 1, line 1.

**Article 3
SUMMARY PROJECT INFORMATION**

3.1 Summary of Project’s Statement of Work.

This project will rehabilitate pedestrian facilities along the La Brea Avenue corridor, which currently poses safety and mobility issues due to sidewalk cracking and uplift, limited accessibility, and heavy traffic flow at multiple intersections. This project will construct new pedestrian crosswalks and signals, sidewalk repairs, upgraded markings, and upgrades to the transit user experience to support the City of Los Angeles’s Vision Zero goals. The project will implement these safety features using proposed Public Rights-of-Way Accessibility Guidelines to ensure accessibility for all road users, including pedestrians with disabilities. The improvements will deliver safety benefits by helping to reduce collisions and improve pedestrian facility accessibility.

The project will be completed in THREE phases as follows:

Base Phase: Pre-NEPA: Preliminary Design & Environmental Documents

Phase 1: Final Design & Bid and Award

Phase 2: Construction

3.2 Project’s Estimated Schedule.

IMPLEMENTATION SCHEDULE INVOLVING CONSTRUCTION

Milestone	Schedule Date
Planned NEPA Completion Date:	5/20/2026
Planned Construction Start Date	8/3/2027
Planned Construction Substantial Completion and Open to Public Use Date:	8/2/2029

IMPLEMENTATION SCHEDULE NON-CONSTRUCTION

Milestone	Schedule Date
Planned NEPA Completion Date:	5/20/2026
Planned Activity Completion Date:	8/2/2027

3.3 Project’s Estimated Costs.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$9,000,000
Other Federal Funds:	0
State Funds:	0
Local Funds:	\$2,250,000
In-Kind Match:	0
Other Funds:	0
Total Eligible Project Cost:	\$11,250,000

(b) Supplemental Estimated Budget

Cost Element	Federal Share	Non-Federal Share	Total Budget Amount
Direct Labor	\$1,319,000	\$329,792	\$1,648,792
Fringe Benefits	\$1,016,400	\$254,058	\$1,270,458
Travel	\$0.00	\$0.00	\$0

Equipment	\$0.00	\$0.00	\$0
Supplies	\$0.00	\$0.00	\$0
Contractual/Consultant	\$0.00	\$0.00	\$0
Construction	\$6,664,600	\$1,666,150	\$8,330,750
Other	\$0.00	\$0.00	\$0
Indirect Costs	\$0.00	\$0.00	\$0
Total Budget	\$9,000,000	\$2,250,000	\$11,250,000

(c) Cost Classification Table -Implementation Grants Only

Cost Classification	Total Costs	Non-SS4A Previously Incurred Costs	Eligible Costs
Administrative and legal expenses	\$733,106.00	\$0.00	\$733,106.00
Architectural and engineering fees	\$2,186,144.00	\$0.00	\$2,186,144.00
Project inspection fees	\$166,615.00	\$0.00	\$166,615.00
Construction	\$7,331,060.00		\$7,331,060.00
Contingency	\$833,075.00	\$0.00	\$833,075.00
Project Total	\$11,250,000	\$0.00	\$11,250,000

Article 4

RECIPIENT INFORMATION

4.1 Recipient's Unique Entity Identifier.

RNA2HUB4ZBK4

4.2 Recipient Contact(s).

Armando Medina, P.E.
Civil Engineer, Project Manager
Street Improvement Division - Complete Streets Program
1149 S. Broadway, Los Angeles CA 90015
213-847-1210
armando.medina@lacity.org

4.3 Recipient Key Personnel.

Name	Title or Position
Nur Malhis	Principal Engineer
Gerardo Hernandez	Senior Engineer
Aron Sordan	Senior Management Analyst
Renz Soriano	Project Engineer

4.4 USDOT Project Contact(s).

Darren Thacker
Safe Streets and Roads for All Program Manager
Federal Highway Administration
Office of Safety
HSSA-1, Mail Stop: E73-425
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(202)731-7471
Darren.thacker@dot.gov

and

Agreement Officer (AO)
Federal Highway Administration
Office of Acquisition and Grants Management
HCFA-40, Mail Stop E65-324
1200 New Jersey Avenue, S.E.
Washington, DC 20590

and

Agreement Specialist (AS)
Office of Acquisition and Grants Management
HCFA-33, Mail Stop E62-204
1200 New Jersey Avenue, S.E.
Washington, DC 20590

and

Elissa Konove
Agreement Officer's Representative (AOR)
Division Administrator
Federal Highway Administration - California
650 Capitol Mall, Suite 4-100
(916)498-5014
Elissa.konove@dot.gov

and

Peter Pangilinan
California Division Office Point of Contact
Discretionary Grants and Emergency Relief Program Manager
Sr. Transportation Engineer - District 1, 2, 6, 10
Project Delivery Team
FHWA – California Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916)498-5886
peter.pangilinan@dot.gov

Article 5 USDOT ADMINISTRATIVE INFORMATION

5.1 Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition
and Grants Management

SUBAWARDS AND CONTRACTS APPROVAL

Note: See 2 CFR § 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the AO are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327.

In accordance with 2 CFR 200.308(f)(6), the recipient or subrecipient shall obtain prior written approval from the USDOT agreement officer for the subaward, if the subaward activities were not proposed in the application or approved in the Federal award. This provision is in accordance with 2 CFR 200.308 (f) (6) and does not apply to procurement transactions for goods and services. Approval will be issued through written notification from the AO or a formal amendment to the Agreement.

The following subawards and contracts are currently approved under the Agreement by the AO. This list does not include supplies, material, equipment, or general support services which are exempt from the pre-approval requirements of this clause.

None

5.2 Reimbursement Requests

- (a) The Recipient may request reimbursement of costs incurred in the performance of this agreement if those costs do not exceed the funds available under section 2.2 and are allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E. The Recipient shall not request reimbursement more frequently than monthly.
- (b) The Recipient shall use the DELPHI eInvoicing System to submit requests for reimbursement to the payment office. When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit supporting cost detail with the SF 271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.
- (c) The Recipient's supporting cost detail shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, travel, etc., and the Recipient shall identify the Federal share and the Recipient's share of costs. If the Recipient does not provide sufficient detail in a request for reimbursement, the AO may withhold processing that request until the Recipient provides sufficient detail.
- (d) The USDOT shall not reimburse costs unless the Agreement Officer's Representative (the "AOR") reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.
- (e) The USDOT may waive the requirement that the Recipient use the DELPHI eInvoicing System. The Recipient may obtain waiver request forms on the DELPHI eInvoicing website (<http://www.dot.gov/cfo/delphi-einvoicing-system.html>) or by contacting the AO. A Recipient who seeks a waiver shall explain why they are unable to use or access the Internet to register and enter payment requests and send a waiver request to:

Director of the Office of Financial Management
US Department of Transportation,
Office of Financial Management B-30, Room W93-431
1200 New Jersey Avenue SE
Washington DC 20590-0001

or

DOTElectronicInvoicing@dot.gov.

If the USDOT grants the Recipient a waiver, the Recipient shall submit SF 271s directly to:

DOT/FAA
P.O. Box 268865
Oklahoma City, OK 73125-8865
Attn: Agreement Specialist

- (f) The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for Recipients.

Article 6 SPECIAL GRANT TERMS

- 6.1** SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds, which is the budget period end date in section 10.3 of the Terms and Conditions and section [wherever the date it is in this agreement].
- 6.2** Not used for Implementation Plans
- 6.3** The Recipient demonstrates compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements.
- 6.4** The Recipient acknowledges that it is required to conduct certain environmental analyses and to prepare and submit to FHWA, or State with applicable NEPA Assignment authority, documents required under NEPA, and other applicable environmental statutes and regulations before the Government will obligate funds for Option Phase 1 under this agreement and provide the Recipient with a written notice to proceed with Option Phase 1.
- 6.5** The Government's execution of this agreement does not in any way constitute pre-approval or waiver of any of the regulations imposed upon Recipient under the applicable Federal rules, regulations and laws regarding SS4A projects undertaken in accordance with the terms and conditions of this agreement. The Recipient shall comply with all applicable Federal requirements before incurring any costs under this agreement.

**ATTACHMENT A
PERFORMANCE MEASUREMENT INFORMATION**

Study Area:

La Brea Avenue from
Coliseum Street to Adams Boulevard in the City of Los Angeles,

Baseline Measurement Date: November 1, 2026, or when construction begins

Baseline Report Date: November 1, 2026

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Safety Performance	Fatalities: Total annual fatalities in the project location(s)	Annually and at the end of the period of performance
Safety Performance	Serious Injuries: Total annual serious injuries in the project location(s) [if available]	Annually and at the end of the period of performance
Safety Performance	Crashes by Road User Category: Total annual crashes in the project location(s) broken out by types of roadway users involved (e.g., pedestrians, bicyclists, motorcyclist, passenger vehicle occupant, commercial vehicle occupant)	Annually and at the end of the period of performance
Equity	Percent of Funds to Underserved Communities: Funding amount (of total project amount) benefitting underserved communities, as defined by USDOT	End of period of performance
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	End of period of performance

Measure	Category and Description	Measurement Frequency
Outcomes and Benefits	<p>Quantitative Project Benefits: Quantification of evidence-based projects or strategies implemented (e.g., miles of sidewalks installed, number of pedestrian crossings upgraded, etc.)</p>	End of period of performance
Outcomes and Benefits	<p>Qualitative Project Benefits: Qualitative description of evidence-based projects or strategies implemented (e.g., narrative descriptions, testimonials, high-quality before and after photos, etc.)</p>	End of period of performance
Outcomes and Benefits	<p>Project Location(s): GIS/geo coordinate information identifying specific project location(s)</p>	End of period of performance
Lessons Learned and Recommendations	<p>Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects of strategies to prevent death and serious injury on roads and streets.</p>	End of period of performance

**ATTACHMENT B
CHANGES FROM APPLICATION**

INSTRUCTIONS FOR COMPLETING ATTACHMENT B: Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, and budget described in Article 3. The purpose of this attachment B is to document the differences clearly and accurately in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See section 10.1.

Scope: No Change

Schedule:

Milestones	Phases	Start	End	Duration (Months)
Design	Design	1/31/2025	1/31/2027	30
	Environmental	1/31/2025	5/20/2026	
	Outreach	2/5/2026	1/31/2027	
	Bid & Award	2/1/2027	8/2/2027	
Construction	Construction	8/3/2027	8/2/2029	24
Close out	Post Construction	8/3/2029	2/2/2030	6
TOTAL =				60

**ATTACHMENT C
RACIAL EQUITY AND BARRIERS TO OPPORTUNITY**

1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.

The Recipient states that rows marked with “X” in the following table are accurate:

	A racial equity impact analysis has been completed for the Project. (Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)
	The Recipient or a project partner has adopted an equity and inclusion program/plan, or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. (Identify the relevant programs, plans, or policies in the supporting narrative below.)
X	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. (Identify the relevant investments in the supporting narrative below.)
X	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. (Identify the new or improved access in the supporting narrative below.)
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. (Identify the new or improved access in the supporting narrative below.)
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity, as described in the supporting narrative below.
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the project, will take relevant actions described in the supporting narrative below
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

2. Supporting Narrative.

The Project will implement safety features designed and implemented using proposed Public-Rights-of-Way Accessibility Guidelines in order to ensure accessibility for all road users. With a focus on pedestrian facility improvements, the Project strategies will benefit all users, including pedestrians with disabilities who will be provided increased accessibility. It also includes the installation of traffic signal improvements that include new crosswalks and access ramps, which will further enhance safety for these users. The suite of Project improvements will bring much needed investment to a historically disinvested community and create safer and more dignified transportation options with improved access to jobs and transit.

The City's Vision Zero Plan prioritizes human life in the design of City streets and identify strategies how government and the public can partner to reduce traffic deaths to zero through engineering, enforcement, education, and evaluation—all with a commitment to equity and engagement. The social equity component of the Plan integrates community health outcomes as identified in the City's Plan for a Health Los Angeles Community Health and Equity Index.

ATTACHMENT D
CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS

1. Consideration of Climate Change and Environmental Justice Impacts.

The Recipient states that rows marked with “X” in the following table are accurate:

	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. (Identify the plan in the supporting narrative below.)
X	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. (Identify the plan in the supporting narrative below.)
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. (Identify the plan in the supporting narrative below.)
X	The Recipient or a project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities. (Identify the tool(s) in the supporting narrative below.)
X	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. (Describe that shift in the supporting narrative below.)
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. (Describe those strategies in the supporting narrative below.)
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. (Describe the incorporated infrastructure in the supporting narrative below.)
	The Project supports the installation of electric vehicle charging stations. (Describe that support in the supporting narrative below.)
	The Project promotes energy efficiency. (Describe how in the supporting narrative below.)
	The Project serves the renewable energy supply chain. (Describe how in the supporting narrative below.)
	The Project improves disaster preparedness and resiliency (Describe how in the supporting narrative below.)

	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. (Describe how in the supporting narrative below.)
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. (Describe that infrastructure in the supporting narrative below.)
	The Project supports or incorporates the construction of energy- and location-efficient buildings. (Describe how in the supporting narrative below.)
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. (Describe the materials in the supporting narrative below.)
X	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project, as described in the supporting narrative below.
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in the supporting narrative below.
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

2. Supporting Narrative.

The Climate-Smart Los Angeles tool for ranking Urban Heat Island Mitigation Needs was used to understand the corridor’s need for increased shade trees, reductions in asphalt surface area, and changes to the albedo of paved surfaces. By using this innovative tool, the project team can increase efficiency and focus on areas to provide increased shade to alleviate and improve pedestrian conditions along the corridor to support an increase in pedestrian activity.

The project improves equity and safety while addressing climate and sustainability issues by enhancing the safety of access to low-carbon light-rail transit and supporting sustainable land uses and improving green infrastructure. By supporting low-carbon transportation, economic and business activity in this underserved community will be supported.

This Project area includes proactive transit-oriented development through the La Brea /Farmdale Expo Line TOD Subarea of the West Adams-Baldwin Hills-Leimert community Plan Implementation Overlay (CPIO). The CPIO is the City’s ministerial tool to direct growth and accommodate new development near transit stations to reduce greenhouse gas emissions by facilitating alternative modes of transportation and decreasing automobile dependence.

**ATTACHMENT E
LABOR AND WORKFORCE**

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with “X” in the following table are accurate:

	The Recipient demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of high labor standards. (Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)
X	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project. (Describe the relevant provisions in the supporting narrative below.)
	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. (Describe the use of registered apprenticeship in the supporting narrative below.)
	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. (Describe the training programs in the supporting narrative below.)
	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. (Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. (Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)
	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. (Identify the relevant agreements and describe the scope of activities they cover in

	the supporting narrative below.)
X	<p>The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <p>affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law;</p> <p>proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements and meet the requirements as outlined in the Notice of Funding Opportunity to make good faith efforts to meet the goals of 6.9 percent of construction project hours being performed by women and goals that vary based on geography for construction work hours and for work being performed by people of color;</p> <p>no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements;</p> <p>efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin;</p> <p>training on anti-harassment and third-party reporting procedures covering employees and contractors; and</p> <p>maintaining robust anti-retaliation measures covering employees and contractors.</p> <p>(Describe the equal opportunity plan in the supporting narrative below.)</p>
	The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. (Describe those actions in the supporting narrative below.)
	The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the project, will take relevant

	actions described in the supporting narrative below.
	The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.

Supporting Narrative.

The Project will observe the terms and conditions of a Project Labor Agreement (PLA). PLA's serve in the best interest of public safety, community involvement and participation through local hiring and apprenticeship training. Under a PLA contractors and subcontractors are required to comply with all applicable federal and state laws, ordinances and regulations requiring the payment of prevailing wages.

PLAs promote workforce development through establishing local hiring and disadvantaged worker employment opportunities, require all contractors and subcontractors to be bound to the Agreement, whether they are union or non-union and establish standard work rules, prevailing wage, hours and fringe benefits payment and dispute resolution procedures.

**ATTACHMENT F
CRITICAL INFRASTRUCTURE SECURITY AND RESILIENCE**

1. Efforts to strengthen the Security and Resilience of Critical Infrastructure against both Physical and Cyber Threats.

The Recipient states that rows marked with “X” in the following table are accurate:

	The Recipient demonstrates, prior to the signing of this agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the activities.
	The Recipient appropriately considered and addressed physical and cyber security and resilience in the planning, design and oversight of the project, as determined by the Department and the Department of Homeland Security.
X	The Recipient complies with 2 CFR 200.216 and the prohibition on certain telecommunications and video surveillance services or equipment.
	For projects in floodplains: The Recipient appropriately considered whether the project was upgraded consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law, in Executive Order 14030, Climate-Related Financial Risk (86 FR 27967), and Executive Order 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Solicit and Considering Stakeholder Input (80 FR 6425).

2. Supporting Narrative.

N/A