


CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: May 11, 2022

To: The Honorable City Council
c/o City Clerk, Room 395
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: Seleta J. Reynolds, 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 6 CALL FOR PROJECTS (CF XX)**

SUMMARY

The Los Angeles Department of Transportation (LADOT) requests authority to submit nine grant applications to the State of California Department of Transportation (Caltrans) by June 15, 2022 to compete for the State's 2023 Active Transportation Program (ATP) Cycle 6 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 6 for the nine projects included in this report; and
2. 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; and
3. 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; and
4. AUTHORIZE 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 Public Works Bureaus.

BACKGROUND

The California legislature created California's Active Transportation Program (ATP) in Senate Bill 99 as a competitive funding opportunity 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 at an original funding level of \$123

million a year from a combination of state and federal funds. This is the sixth application cycle, and the program will fund up to \$650 million in projects.

The ATP has a Statewide Competition managed by Caltrans and a regional competition administered by Metropolitan Planning Organizations (MPOs). Caltrans will announce statewide funding awards on December 7, 2022. If candidate projects do not receive funding through the Statewide Competition, they become eligible for MPO funding. The MPO will announce MPO funding awards in June 2023. In the Los Angeles region, the Southern California Association of Governments (SCAG) is the MPO that will select projects in consultation with its member counties. The ATP is a key source of funding for Los Angeles City and County. To date, the City of Los Angeles received \$287 million and the other jurisdictions within Los Angeles County received \$164 million in ATP funding over the past five cycles for active transportation projects. In total, the Los Angeles County region (inclusive of the City of Los Angeles) received a total of \$451 million over this period.

DISCUSSION

On March 16, 2022, the CTC adopted the 2023 ATP Program Guidelines and announced \$651 million available funding for ATP Cycle 6. The application deadline for interested jurisdictions is June 15, 2022. ATP includes 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. ATP programming years extend from Fiscal Year 23/24 to 26/27. The CTC distributes ATP funds with the following split:

- 50% to projects competitively awarded on a statewide basis
- 40% to MPOs in urban areas with large populations
- 10% to small urban and rural areas

In Fall 2021 and Winter 2022, CTC staff conducted nine public workshops to shape the Cycle 6 program guidelines. The adopted guidelines mirror previous cycles, with minimal changes. Those changes include a new requirement that any project proposed within 500 feet of a freeway or high-traffic roadway must describe any mitigations taken to minimize exposure to air pollution and explain why that location is unavoidable. This new addition is meant to bring attention to the tie between pollution sources and public health outcomes, but it will not be part of the overall project score. The guidelines also expand minimum and maximum project cost bounds, giving projects of varying scales and needs more flexibility.

ATP Cycle 6 Selection Criteria

Grant evaluators score project applications using a 100 point scoring rubric and judging multiple categories. Categories include: community-based public participation project; appropriateness of project solutions for the local context; and specific benefits to disadvantaged communities. Other scoring factors include whether the project application, scope, and plan layout are consistent with one another and depict what is being proposed, and if there is a plan for the evaluation of the project after completion. Demonstrating that the project leverages non-ATP funds contributes additional points to the overall score.

Local Match & Leveraging Requirements

The ATP Cycle 6 Guidelines do not require applicants to provide a local match. However, the Guidelines do 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 SCAG does not.

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. Attachment A identifies funding sources for projects that commit non-salary leveraging funds as the local match.

LADOT Project Selection, Prioritization, and Development

LADOT used the Mobility Investment Program (MIP) project inventory to identify, evaluate, and prioritize candidate projects for this grant opportunity. The LADOT MIP is the City's tool to inventory and plan for mobility investments that realize the City's transportation policy vision. The MIP provides a detailed look at the City of Los Angeles' planned transportation infrastructure improvements, operation of mobility services, and other specific initiatives that enhance the equity, safety, sustainability, and reliability of our transportation system.

All nine proposed projects listed in Attachment A meet the criteria outlined in the Council-approved transportation grant project selection and prioritization process (Council File 14-0499-S5). Proposed projects meet 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 (Attachment C).

LA Metro is supporting five of the nine 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 64% success rate, resulting in \$183 million dollars for active transportation projects in the City of Los Angeles.

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). Once the City learns which projects, if any, receive funding, LADOT will return to request the appropriate staff positions to implement the projects as needed. The Mayor and Council will determine funding in subsequent budget years as part of the annual budget process.

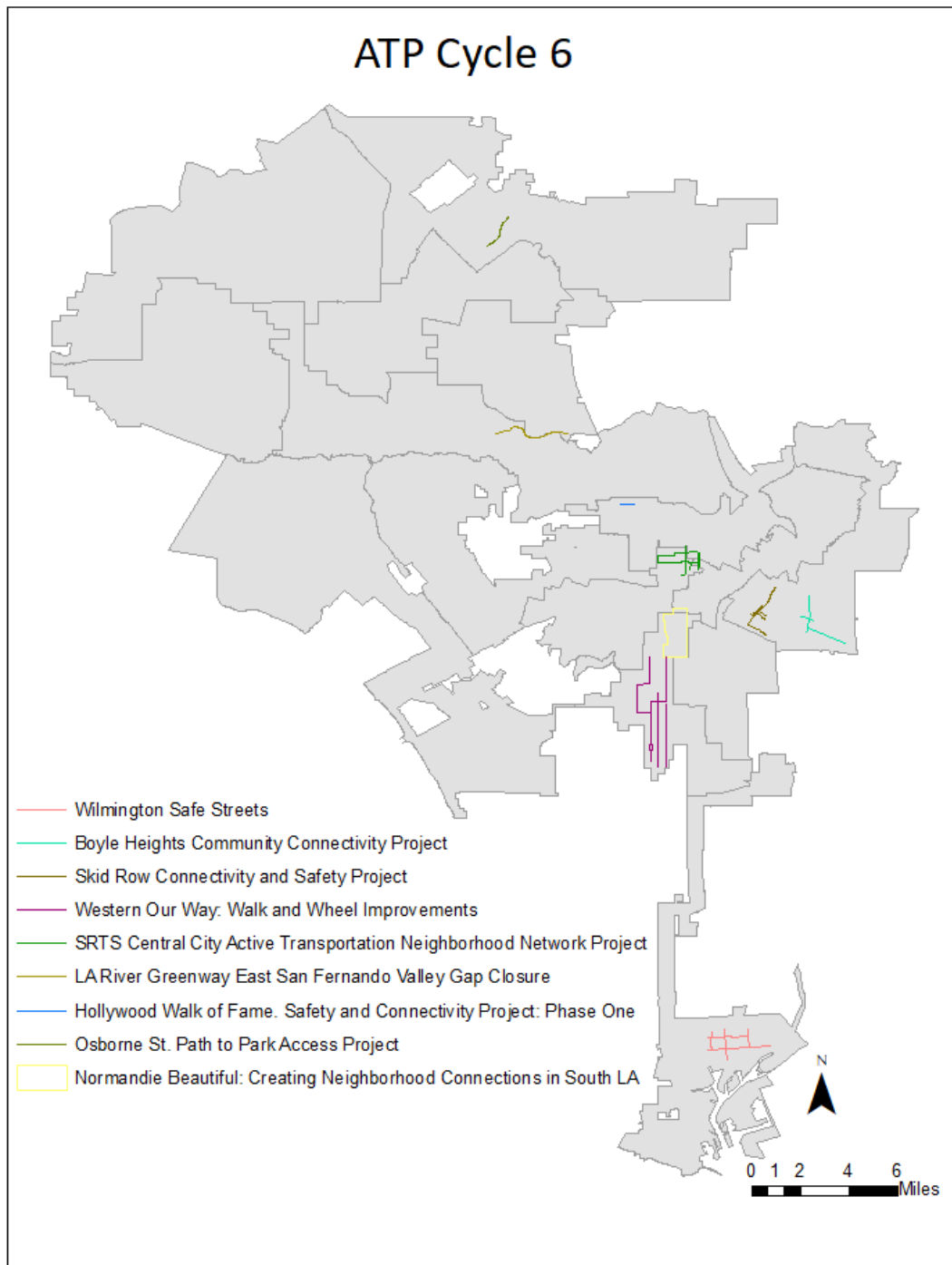
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Attachment A: List of Proposed ATP Cycle 6 Projects

Project Name	Proposed Project Limits	Project Lead	Council Office	Total Project Cost (TPC)	Local Match Amount	Local Match Funding Source
Osborne Street: Path to Park Access Project	Osborne St.: San Fernando Rd. to Foothill Blvd.	StreetsLA	7	\$40M-\$50M	Up to 7% of TPC	Prop C Local Returns (Staff Salaries)
Western Our Way: Walk and Wheel Improvements	Western Ave. (MLK Blvd. - Century Blvd.) (West of Western): Gramercy (Slauson - Century Blvd.) (East of Western): Denker (MLK Blvd. - Century Blvd.)	StreetsLA	8	\$25M-\$30M	Up to 20% of TPC	13% from VZ appropriations and 7% from Prop C Local Returns (Staff Salaries)
SRTS Central City Active Transportation Neighborhood Network Project	Build out safety improvements for 22 school zones, and 5 MP2036 corridor segments: North: Beverly Blvd. West: Western Ave. (btw Beverly - 4th St.) and Catalina (btw 4th St. - 7th St.) East: Lafayette Park Pl. (btw Beverly - Wilshire) and Shatto Pl. (btw Wilshire - 7th St.) South: 4th St. (btw Western - Catalina) and 7th St. (btw Catalina - Shatto Pl.)	LADOT/BOE	13, 1, 10	\$29 - \$34M	Up to 15% of the TPC	Prop C Local Returns (Staff Salaries)
Normandie Beautiful: Creating Neighborhood Connections in South LA	Normandie Ave (to Martin Luther King Jr) (West of Normandie): Halldale Ave. (Adams to Jefferson; 36th Pl. to Exposition Blvd.) Denker Ave (Jefferson to 36th Pl.; Exposition to Martin Luther King Jr Blvd.) 36th Pl. (Denker to Halldale Ave.) (East of Normandie): Budlong Ave. (Washington Blvd to Adams Blvd.; Adams to 36th Pl.; Exposition to Martin Luther King Jr Blvd.) 36th Pl. (Budlong to Raymond) Raymond (36th Pl. to Exposition)	StreetsLA	8	\$25-\$30M	\$3.1M	CRA Excess Bond Fund (\$1,044,819? / and Prop C Local Returns (Staff Salaries)
Wilmington Safe Streets: A People-First Approach	Anaheim St. between Figueroa and Henry Ford. Neighborhood Network - Frigate between I St. and PCH; Hawaii between I St. and Anaheim; I St. between Hawaiian and Frigate; L St. between Figueroa Pl. and Eubank; Neptune between C St. and L St.;	StreetsLA	15	\$25-\$30M	Up to 20% of TPC	13% from VZ appropriations and 7% from Prop C Local Returns (Staff Salaries)

	Eubank between Anaheim and PCH					
Hollywood Walk of Fame Safety & Connectivity Project: Phase One	Hollywood Blvd. between Wilcox and Gower	BOE	13	\$30-40M	\$5.8 M	CRA/LA Excess Non Housing Bond \$4.0M (Design) Hollywood Redevelopment Project Area Special Fund: \$1.8M (Design)
LA River Greenway East San Fernando Valley Gap Closure	LA River: Whitsett to Lankershim	BOE	2,4,6	\$40-50M	\$10M	Metro Measure M (Construction)
Skid Row Connectivity and Safety Project	Judge John Aiso St. from E. Temple St. continue on San Pedro to 16th St. 16th St. east to Hopper Ave. San Julian St. from 7th to 11th St.	StreetsLA	14	\$40-50M	Up to 7% of TPC	Prop C Local Returns (Staff Salaries)
Boyle Heights Community Connectivity Project	Boyle Ave. from 1st St. to Olympic Blvd. 8th St. from Boyle Ave. to Olympic Blvd. 7th St. to Boyle Heights Sport Center	StreetsLA	14	\$30-35M	Up to 7% of TPC	Prop C Local Returns (Staff Salaries)

Attachment B: Map of Proposed ATP Cycle 6 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:						
	<i>Item/Category</i>	<i>Reference Link(s)</i>	<i>Yes</i>	<i>No</i>	<i>Action Item</i>	<i>Notes</i>
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		•	•		