

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

Date: August 12, 2020

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 5 CALL FOR PROJECTS**

**SUMMARY**

The Los Angeles Department of Transportation (LADOT) requests authority to submit thirteen (13) grant applications to the State of California Department of Transportation (Caltrans) to compete for the State's 2021 Active Transportation Program (ATP) – Cycle 5 Call for Projects for the projects included in the attachment (Attachment A) to this report.

**RECOMMENDATIONS**

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

1. AUTHORIZE the General Manager of LADOT and/or Director of the respective lead city department to submit thirteen (13) grant applications to Caltrans on behalf of the City for all recommended projects for possible funding through this grant; and
2. AUTHORIZE the General Manager and/or Director of the respective lead city department to execute any necessary funding and contractual documents, subject to the approval of the City Attorney as to form and legality, for projects that are awarded funding through this grant opportunity; and
3. DIRECT the General Manager and/or Director of the respective lead city department to identify any additional resource needs, including staff, and/or overtime funding, for the implementation of the projects that are awarded funding through this grant opportunity, and to seek approval for any additional staffing from the City Council prior to accepting the grant funds.

**BACKGROUND**

On March 25, 2020, the California Transportation Commission (CTC) adopted the 2021 ATP Program Guidelines, announced funding availability for the fifth cycle of ATP, and asked interested eligible jurisdictions to submit funding applications by June 15, 2020. Given the circumstances surrounding the Covid-19 pandemic and ensuring safer at home orders, the CTC extended the deadline for quick-build projects to Wednesday, July 15, 2020, and for non quick-build projects to **Tuesday, September 15, 2020.**

The 2021 ATP includes funding for infrastructure projects, non-infrastructure projects, project plans, and has added a new pilot of quick-build projects into the program. Cycle 5 of this program will provide \$440 million in ATP funding made up of Federal funding, State SB1 and State Highway Account (SHA) funding. The funding/programming years include the 21/22, 22/23, 23/24 and 24/25 fiscal years. The distribution of ATP funds are follows:

- 50% to projects competitively awarded by the CTC on a statewide basis
- 40% to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000
- 10% to small urban and rural areas with populations of 200,000 or less

This report covers non-Quick-Build projects. Pursuant to CF # 14-0499-S5, LADOT's Safe Routes to School team submitted one funding application for a Quick Build Project on July 15, 2020.

## DISCUSSION

The overarching purpose of the ATP program is to encourage increased use of active modes of transportation, such as bicycling and walking, and to enhance pedestrian and bicycle safety. The CTC's ATP Cycle 5 goals include:

- Increase the proportion of trips accomplished by biking and walking
- Increase the safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009)
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

### CTC's Project Selection Process

There are five different categories available for applicants to complete depending on the project type and size:

- Large Project (projects with a total cost greater than \$7 million)
- Medium Project (projects with a total cost greater than \$2 million, and up to \$7 million)
- Small Project (projects with a total cost of \$2 million or less)
- Non-infrastructure only
- Project plans

CTC staff will select projects according to their total score out of 100 points, based on the project type:

- Benefit to Disadvantaged Communities (up to 10 points, 30 points for Planning projects)
- Need (20 - 52 points based on the project type and size)
- Safety (10 - 25 points based on the project type and size)
- Public Participation and Planning (10 - 25 points based on the project type and size)

- Scope, Plan Layout Consistency & Cost Effectiveness (3 - 10 points based on the project type and size)
- Context Sensitive & Innovation (up to 5 points - large, medium and non-infrastructure projects only)
- Transformative Projects (up to 5 points - large projects only)
- Evaluation and Sustainability (up to 10 points - only non-infrastructure projects)
- Leveraging (up to 5 points - medium and large projects only)
- Implementation & Plan Development (up to 25 points - planning projects only)

#### Local Match/Leveraging Requirements

The ATP Cycle 5 grant does not require applicants to provide a local match for funding consideration. The City uses various local return proceeds (e.g. Local Proposition C and Measure R funds) to fund salaries of employees on local return-eligible projects, such as projects funded through this grant opportunity. In order to increase the project's competitiveness, the City will provide a local match with local return-funded staff salaries. The Commission encourages the leveraging of additional funds for a project by considering leveraging in the evaluation criteria for the medium and large infrastructure projects; however, applicants are not required to leverage funds.

#### Project Selection Process

LADOT recommends the candidate projects in Attachment A based on their competitiveness using the overall program's goals and objectives to encourage an increased use of active modes of transportation, such as walking and biking. In consultation with LADOT's Transportation Planning and Policy team that manages the department's Mobility Investment Program (MIP), all candidate projects help advance the goals of the Mobility Plan 2035 (transportation element of the General Plan) including safety first, world class infrastructure, access for all Angelenos, collaboration coordination and informed choices, and clean environments and healthy communities. The candidate projects also advance the Department's external core values of equity and inclusivity, safety and health, accessibility and affordability, and sustainability. Collectively, LADOT's MIP benchmarks better position the City and LADOT to leverage funding opportunities to implement transportation investments that enhance the safety, sustainability, and reliability of the transportation system for all users. Our analysis confirms that all proposed projects are consistent with the City's policies and meet the guidelines of the statewide funding source.

#### Safe Routes to School Projects

LADOT proposes to submit five (5) Safe Routes to School (SRTS) funding applications:

- Four (4) infrastructure SRTS projects will support improvements around nine schools. These schools are part of the SRTS Top 50 Schools with most need, a prioritization of LAUSD schools adopted by City Council in 2014. LADOT sought funding in the inaugural ATP Cycle 1 in 2014 and received a Planning Grant to develop engineering countermeasure recommendations to customize SRTS Plans for the Top 50 schools. The Planning Grant has served as a "down payment," delivering SRTS Plans to submit for subsequent ATP Infrastructure Grant applications. To date, SRTS received over \$17 million (ATP Cycle 1) to construct improvements for nine schools, and over \$30 million (ATP Cycle 4) to build out improvements for eight schools. For ATP

Cycle 5, SRTS wishes to submit infrastructure applications for nine schools.

- One (1) Non-Infrastructure SRTS project includes institutionalizing active transportation (cycling and walking) skills and safety education and student safety leadership programs through a hybrid of in-class curriculum, instructional assistance and paid professional development training for LAUSD teachers and contractor-supported safety assemblies/activities. Weaving safety education into LAUSD's existing pedagogy/classroom instruction model will provide a more cost-efficient, learning impactful, and sustainable program.

#### Non Safe Routes to School / Active Transportation Projects

The City proposes to submit an additional seven (7) capital infrastructure projects that support active transportation and vision-zero transportation goals, and one (1) transportation planning grant to support infrastructure engagement efforts in Warner Center. The City's Bureaus of Engineering and StreetsLA in coordination with the affected Council Offices have developed these projects with extensive community engagement efforts. These projects also align with the City's sustainability, equity and safety goals.

#### **FISCAL IMPACT**

There is no impact to the City's General Fund. No local match is required for these projects. There is also no immediate impact on special funds; however, future appropriations by the Mayor and City Council will require a final memorandum of understanding or notice of award to deliver the projects (i.e. design, project management, construction and inspection). For projects awarded grant funding, LADOT with the CAO and CLA will identify the recommended appropriate sources of funds from available revenues during the development of each fiscal year's budget as well as multi-year schedules for transportation special funds.

SJR:dm

Attachment

**ATTACHMENT A - CITY OF LOS ANGELES 2021 ATP CYCLE 5 PROJECT CANDIDATES**

No	Project Name	Project Scope	Project Manager (PM)	PM's Dept	CD	Total Project Budget	Estimated Grant Funding Request	Estimated Local Match				
								City Staff Salaries	Other Local Match	Funding Source (Other Local Match)	Total	
1	SRTS Active Transportation Education Program	Scope includes institutionalizing active transportation (cycling and walking) skills and safety education and student safety leadership programs through a hybrid of in-class curriculum, instruction assistance and paid professional development training for LAUSD teachers coupled with contractor-supported safety assemblies/activities. Weaving safety education into LAUSD's existing pedagogy / classroom instruction model will provide a more cost-efficient, learning impactful and sustainable program.	Margot Ocanas	LADOT	Citywide	\$ 2,000,000	\$ 1,800,000	\$ 200,000	10%	\$ -		\$ 200,000
2	SRTS Cabrillo Ave Elementary School Project	The SRTS Plan project scope includes improvements to enhance walking experience for students: upgraded crosswalks, accessible pedestrian signal push buttons, bike boxes, bike loop detectors, curb extensions, edgelines, new ramps, Rectangular Rapid Flashing Beacons, flexible delineators, and traffic circles.	Margot Ocanas Michael Hunt	LADOT (partnering with StreetsLA)	15	\$ 6,000,000	\$ 5,400,000	\$ 600,000	10%	\$ -		\$ 600,000
3	SRTS Carver Middle and Ascot Avenue and Harmony Elementary Schools Project	The SRTS Plan project scope includes improvements to enhance walking and cycling experiences for students and the school community. Specific treatments include accessible pedestrian push buttons, curb extensions, raised crosswalks, striped crosswalks, ramps, speed feedback signs, stop signs, sign relocations, turn radius reductions, and pedestrian flashing beacons.	Margot Ocanas Michael Hunt	LADOT (partnering with BOE)	9	\$ 8,000,000	\$ 7,200,000	\$ 800,000	10%	\$ -		\$ 800,000
4	SRTS Berendo Middle and Leo Politi, Hoover Street, and Magnolia Avenue Elementary Schools Project	The SRTS Plan project scope includes improvements to enhance connectivity and mobility of students and families using active transportation in the neighborhoods of one middle school and its 3 feeder elementary schools. Specific treatments include accessible pedestrian push buttons, bike boxes, bike loop detectors, crosswalks, curb extensions, signal timing adjustments, pedestrian scale lighting, stop signs, edgelines, pedestrian flashing beacons, midblock crossings, a pedestrian space, ramps, sharrows, sidewalks, speed feedback signage, a transit stop relocation, truncated domes, turn radius reductions, and traffic circles.	Margot Ocanas Michael Hunt	LADOT (partnering with StreetsLA)	1	\$ 12,000,000	\$ 10,800,000	\$ 1,200,000	10%	\$ -		\$ 1,200,000
5	SRTS Panorama City Elementary School Project	The SRTS Plan project scope includes improvements to enhance walking experience for students including accessible pedestrian signals, bike loop detectors, bus bulbs, curb extensions, signal timing adjustments, pedestrian scale lighting, bike boxes, bike paths, bike lanes (Class II), pedestrian-activated flashing beacons, pedestrian spaces, ramps, traffic control signage, sidewalks, street bollard removal, and traffic circles.	Margot Ocanas Michael Hunt	LADOT (partnering with BOE)	6	\$ 6,900,000	\$ 6,210,000	\$ 690,000	10%	\$ -		\$ 690,000
6	Hollywood Walk of Fame Safety and Connectivity Project Phase 1	First phase of the Hollywood Walk of Fame Master Plan. The goal of the Master Plan is to focus on pedestrian safety features and amenities, sustainable mobility, and to move the Hollywood Walk of Fame into the 21st Century. Limits of Phase 1 are on Hollywood Blvd between Wilcox Ave and Gower Street.	Gus Malkoun	BOE	13	\$ 20,000,000	\$ 20,000,000	\$ -	0%	\$ -		\$ -
7	LA River Way- San Fernando Valley Completion (Whitsett to Lankershim)	The project would construct approximately 3.25 miles of bike facilities (including Class I, Class II and Class IV bike facilities), and pedestrian path, as feasible, along the LA River on streets adjacent to the LA River, from Whitsett Ave to Lankershim Blvd, in the community of Studio City. This will be part of an in-progress plan to connect all 51 miles of the Los Angeles River with active transportation facilities. Major work items would include asphalt paving and striping, installation of river crossing bridges, at grade signalized street crossings, landscaping, lighting, fencing, wayfinding signage, and other amenities. Additionally, this project will include Class III bike route connections for neighborhood communities.	Nur Malhis	BOE	2	\$ 43,000,000	\$ 28,000,000	\$ -	0%	\$ 15,000,000	Metro Measure M	\$ 15,000,000
8	Telfair Avenue Multimodal Bridge Over Pacoima Wash	Construct pedestrian/bicycle bridge along Telfair Avenue, connecting the disadvantaged communities separated by the Pacoima Wash and improve public safety and non-motorized accessibility.	Shirley Lau	BOE	7	\$ 7,000,000	\$ 6,800,000	\$ 200,000	3%	\$ -		\$ 200,000

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9	Normandie Beautiful: Creating Neighborhood Connections in South L.A.	Active transportation improvements in West Exposition Park and West Adams neighborhoods, with Normandie Ave between Adams Bl and MLK as key connector. Key improvements include: Improved pedestrian crossings and traffic signal modifications along Normandie Avenue, Bicycle facilities along adjacent low-stress streets that connect residents to schools, neighborhood parks, public facilities, and other key community resources, Traffic safety improvements such as neighborhood traffic circles, speed humps, and curb extensions to reduce vehicle speeds, as well as greatly improve pedestrian and bicycle experiences in the neighborhood, Pedestrian safety beacons, crosswalk treatments, and signal modifications that increase pedestrian visibility and calm vehicle speeds to improve student safety along key routes to schools, particularly Vermont Ave Elementary School --- a Top 50 Schools with the Most Need as identified by LADOT's Safe Routes to School (SRTS) Plan and falls within the project's catchment area, Tree planting and pedestrian-level lighting along Normandie	Kevin Minne Ana Tabuena-Ruddy	StreetsLA	8	\$ 18,791,644	\$ 14,939,353	\$ 3,852,291	21%	\$ -		\$ 3,852,291
10	Mission Mile: Sepulveda Visioning for a Safe and Active Community	Project limits is on Sepulveda from Rinaldi to Rayen Streets, Brand Blvd. from Sepulveda to Memory Park Ave., and San Fernando Mission Blvd. mid-block crossing between Brand Park and the San Fernando Mission. Project scope includes lane reconfiguration, Class I Bike Paths and walking paths in underutilized medians along most of Sepulveda, Class IV Cycle Track on Sepulveda north of Brand Blvd., bus bulb outs, mid-block crossings with pedestrian hybrid beacons, upgraded and new curb ramps, upgraded and new sidewalks, flexible delineators, high visibility crosswalks, tree planting, pedestrian-level lighting, signal modifications, new traffic signal, and slip lane closure.	Kevin Minne Ana Tabuena-Ruddy	StreetsLA	7	\$ 49,900,000	\$ 39,670,500	\$ 10,229,500	21%	\$ -		\$ 10,229,500
11	Connecting Canoga Park Through Safety and Urban Cooling Improvements	Project limits are Topanga Canyon Blvd (west), Cohasset St (north), Brown's Canyon Wash (east) and Vanowen St (south) Project scope includes transformation of 7 miles of streets in the heart of the Canoga Park community adjacent to the Orange (G) Line Rapid Bus Corridor and Orange Line Pedestrian and Bike Trail in the west San Fernando Valley. Class IV Cycletrack on Sherman Way and on Owensmouth Avenue, speed humps, mini roundabouts, upgraded and new sidewalks on Valerio St and Variel Ave; and urban cooling features will be added to the Orange Line Trail to address impacts from extreme heat days; address gaps in connectivity between the Orange Line trail and the LA River Greenway Trail.	Kevin Minne Ana Tabuena-Ruddy	StreetsLA	3	\$ 38,996,663	\$ 31,001,663	\$ 7,995,000	21%	\$ -		\$ 7,995,000
12	Warner Center Active Transportation Planning	The plan area is bound by Sherman Way to north, Ventura Boulevard to the south, De Soto and Winnetka to the east, and Shoup Avenue to the west, with corridors along Victory Boulevard, Oxnard Street, and Ventura Boulevard. It encompasses the Canoga Park, Winnetka, Woodland Hills, and West Hills neighborhoods of the City of Los Angeles. The development of an active transportation plan for Warner Center addressing connectivity issues between the Warner Center area and adjacent neighborhoods, future mobility technology, and active transportation improvements on Caltrans R/W. Key elements of the plan development will include: • Identification of current barriers to the implementation of active transportation programs • Proposal of active transportation networks and the development of prioritization criteria for future projects • Creation of active transportation design treatments for typical intersections, roadway configurations, and trails within the plan area • Framework for efficient application and implementation of active transportation projects and programs • Integration of mobility technologies and solutions	Kevin Minne Ana Tabuena-Ruddy	StreetsLA	3	\$ 500,000	\$ 397,500	\$ 102,500	21%	\$ -		\$ 102,500

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13	Melrose Avenue Active Transportation Project	The project area is the 22 blocks of Melrose Ave. between Fairfax Ave. and Highland Ave. Project features include: Lane reconfiguration, Class I Bike Path at sidewalk grade, Curb extensions to reduce pedestrian crossing lengths for increased safety, Raised east/west crosswalks on Melrose Ave. for pedestrians walking and on bicycles, Scramble diagonal pedestrian crossings at major intersections (Fairfax, La Brea, and Highland), New pedestrian lighting throughout the corridor, new wayfinding specific to bicycling, and other new pedestrian amenities	Kevin Minne Ana Tabuena-Ruddy	StreetsLA	5	\$40,000,000	\$ 31,800,000	\$ 4,684,858	12%	\$ 3,515,142	2015 Call for Projects-PC25	\$ 8,200,000
<b>Total</b>						<b>\$ 253,088,307</b>	<b>\$ 204,019,016</b>	<b>\$ 30,554,149</b>		<b>\$ 18,515,142</b>		<b>\$ 49,069,291</b>