


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

Date: June 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 ONE GRANT APPLICATION TO THE STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION TO COMPETE FOR THE ACTIVE TRANSPORTATION  
PROGRAM (ATP) - CYCLE 5 - QUICK BUILD CALL FOR PROJECTS**

**SUMMARY**

The Los Angeles Department of Transportation (LADOT) requests authority to submit one grant application to the State of California Department of Transportation (Caltrans) to compete for the State's 2021 Active Transportation Program (ATP) – Cycle 5 - Quick Build Call for Projects.

**RECOMMENDATIONS**

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

1. AUTHORIZE the General Manager of LADOT to submit one grant application to Caltrans; and
2. AUTHORIZE the General Manager of LADOT to execute any necessary funding and contractual documents, subject to the approval of the City Attorney as to form and legality, for accepting the grant; and
3. DIRECT the General Manager of LADOT to identify any additional resource needs, including staff, and/or overtime funding, for the implementation of the projects 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 and announced funding availability for the fifth cycle of ATP, and asked interested eligible jurisdictions to submit funding applications by June 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.

Given the circumstances surrounding the COVID-19 pandemic and ensuring safer at home orders, the CTC extended the application deadlines as described below:

- Quick Build Project applications to no later than Wednesday, July 15, 2020.

- Infrastructure projects, non-infrastructure projects, and project plan applications no later than September 15, 2020.

This report covers Quick-Build project applications. LADOT will provide a subsequent report for non-Quick-Build projects in anticipation of the September 15, 2020 application deadline.

## DISCUSSION

The overarching purpose of the ATP program is to encourage increased use of active modes of transportation, such as biking and walking. The goals of the ATP are to:

- 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

The 2021 ATP introduced a pilot program for quick-build projects. Quick-build projects are interim capital improvement projects that further the goals of the ATP. The Commission anticipates dedicating a maximum of \$7,000,000 in the first programming year of the 2021 ATP to quick-build projects. The Commission may select several quick-build projects, or none. These projects require minor construction typically built with durable, low to moderate cost materials, and last from one year to five years. The purpose of a quick-build project is to implement safety needs immediately, allowing a community to benefit quickly from improvements made, and/or allow the people of a community affected by the project to provide input and test the project improvements before they are permanently constructed.

### Commission's Project Selection Process

Commission staff will use the following criteria to evaluate the quick-build project submittals:

- Need: Is there an immediate need that requires a response? Is there an immediate safety concern that requires a response?
- Evidence of community engagement.
- Evidence of planned continuous community engagement for the duration of the project.
- Evidence of how this quick-build project will provide the foundation for a potential permanent infrastructure project.
- Interagency Support: Evidence of support from critical partners such as public works departments, transportation departments, transit agencies, emergency services, community groups, and business associations.
- Schedule and Project Readiness: For example, shovel ready projects with environmental clearance.

- Evidence of how the quick-build project's progress and performance will be measured.
- Evidence of a long-term funding strategy in place.
- Evidence of a maintenance strategy in place.

#### Local Match/Leveraging Requirements

The ATP Cycle 5 grant does not require applicants to provide a local match for funding consideration. 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.

#### LADOT Project Selection Process

LADOT recommends the following candidate project for application submittal:

- **SRTS Shatto Place (Wilshire to 6th) Quick Build Project (Project cost of \$250,000)**

Under the Safe Routes to School Initiative, LADOT continues to develop projects that promote safe passageways for the schools in most need. This project meets the ATP program goals by improving infrastructure connectivity to bolster safety and use of active transportation for students and families, while enhancing students' physical activity and school zones' environmental quality.

This 2-phase quick build project, envisioned in collaboration with the Los Angeles Unified School District and partner City departments, will include as part of the Phase 1 a pop-up event to test, evaluate and collect data, and garner community feedback as the first phase. The 2nd phase will include a transformative redesign which will install low-cost and/or interim treatments to implement a lane reconfiguration, install placemaking elements, install intersection tightening, curb extensions, and high-visibility crosswalks to calm speeds along Shatto Place. These measures will increase driver's visibility of pedestrian and cyclists, and reduce pedestrian and bicycle crashes.

The project area is home to more than 900 students in one of the City's most underserved communities, with 96 percent enrollment in the free and reduced meal program, and a third of its students living within close walking and bicycling proximity of their school. In addition, the City selected this location for the quick-build funding consideration due to the following:

- Middle school students, as opposed to elementary school, are more independent travelers using more varied modes of travel: Walking, rail transit, bus transit, scooters, bicycles, and travel in family cars. This will allow the project team to observe and design for more varied modes.
- In the Top 50 Schools of Most Need (candidates for ATP capital project applications), there are four middle schools: One received funding from the 4<sup>th</sup> Cycle of ATP and two to be evaluated for ATP Cycle 5 infrastructure funding. This application will address the 4<sup>th</sup> school in this vicinity: Young Oak Kim Middle School.
- Shatto Place and its one block area is dense with commercial, retail and medical facilities, and is located around the corner from a light rail station and multiple bus stops on Wilshire, such that the innovative street design will be "tested" by varied land use and transportation mode stakeholders.

LADOT envisions using this funding opportunity as a pilot for possible program expansion in subsequent ATP funding cycles.

**FISCAL IMPACT**

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

SJR:dm