


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: June 6, 2018

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 4 CALL FOR PROJECTS**

SUMMARY

The Los Angeles Department of Transportation (LADOT) is requesting authority to submit grant applications to the State of California Department of Transportation (Caltrans) to compete in the State's fourth cycle of ATP Call for Projects grant award process.

RECOMMENDATIONS

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

1. APPROVE the final list of projects (Attachment A) as the City's priorities for pursuing this funding opportunity; and
2. AUTHORIZE the General Manager of LADOT or Director of the respective lead city department to submit grant applications to Caltrans on behalf of the City for all recommended projects for possible funding through this grant; and
3. AUTHORIZE the General Manager 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 accepting the grant; and
4. DIRECT the General Manager 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

The Active Transportation Program (ATP) was created by Senate Bill 99 and Assembly Bill 101 to encourage increased use of active modes of transportation. The ATP consolidated various transportation programs into a single program and was originally funded at about \$123 million a year from a combination of state and federal funds. Most recently, the Road Repair and Accountability Act of 2017 Senate Bill 1 (SB1) added approximately \$100 million per year in available funds for the ATP, which nearly doubled the amount of available funds for this grant opportunity.

The California Transportation Commission (CTC) adopted new guidelines in this cycle that separate candidate projects into five different categories, based on their form and size of the capital investment:

- Small Infrastructure Projects (less than \$1.5 Million)
- Medium Infrastructure Projects (between \$1.5 Million and \$7 Million)
- Large Infrastructure projects (over \$7 Million)
- Planning Projects (no amount designation)
- Non-infrastructure Projects (no amount designation)

The points for each criterion vary depending on the category, but are generally described below:

1. Benefit to disadvantaged communities
2. Potential for increase walking and bicycling
3. Potential for improved traffic safety and collision reduction
4. Level of public participation and planning
5. Evidence that the scope and plans are consistent with one another
6. Project's context sensitivity and innovation elements
7. Project's transformative elements
8. Plans for evaluation and sustainability after project completion
9. Leveraging non-ATP funding
10. Cost effectiveness

Opportunity

This is the fourth year that Caltrans is soliciting projects to compete for this grant opportunity that has been provided by the ATP program. On May 16, 2018 the California Transportation Commission (CTC) approved the ATP Cycle 4 guidelines and made available \$446 million statewide, 25% of which shall be allocated to disadvantaged communities. The funding/programming years are expected to include fiscal years 2019-20, 2020-21, 2021-22 and 2022-23.

The \$446 million made available through this grant opportunity will be distributed as follows:

- \$223 million (fifty percent) will be competitively awarded by CTC on statewide basis;
- \$44.6 million (ten percent) will be competitively awarded by CTC to the projects that are in small urban and rural areas of 200,000 populations or less;
- \$178.4 million (forty percent) awarded through Metropolitan Planning Organizations (MPO) in urban areas with population over 200,000

Once Caltrans has identified their recommended projects for funding, the rankings of unsuccessful projects will be shared with the Metropolitan Planning Organizations (MPO) across the State. The MPOs will then make funding recommendations of the projects in their respective jurisdictions. **The project sponsors are required to submit their applications to Caltrans by July 31, 2018.**

DISCUSSION

Notice of Funding Availability (NOFA)

On November 21, 2017, LADOT sent out a NOFA to the Mayor's Office, all Council Offices, and all interested City Departments advising them of this funding opportunity. It was requested that if there was any interest for nominating projects for consideration for this grant opportunity, to contact LADOT by December 31, 2017, and to provide following information to the department:

- Project Title
- Detailed project description and project limits
- Project sponsor (i.e. City Department that will lead the application and implementation efforts)
- Detailed project budget (including sources for front-funding and any over match)
- Detailed community engagement efforts

This internal deadline to submit projects for consideration was extended to January 31, 2018 after the CTC revised the application deadline from June 8, 2018 to July 31, 2018.

Project Evaluation Process

Between February and May 2018, LADOT worked with each project nominator to ensure all relevant project information was completed. Through this process, LADOT received 22 eligible project nominations, which included 18 infrastructure projects and 4 planning/non-infrastructure projects. An evaluation committee was formed to review and evaluate proposed projects. This technical committee was comprised of members from LADOT, Public Works and Harbor Department/Port of Los Angeles that have had experiences in past ATP and other funding opportunities, and have experience in identifying competitive projects for grant solicitation purposes.

The committee considered both the City's adopted departmental policies, as well as Caltrans' evaluation criteria. In addition to the ATP's scoring rubrics, the technical committee also considered the following departmental criteria when evaluating each project:

- Project's Readiness
- Project's consistency with LADOT's Vision Zero and other City Departments' Goals & Objectives
- Project's Feasibility
- Potential of right-of-way, utility relocation, and/or federal environmental issues.

The thorough evaluation and analysis, based on the criteria above, revealed that all 22 candidate projects are competitive under ATP evaluation criteria and valid to compete for this ATP grant. All recommended projects reflect the consensus view of the evaluation committee and were advised to move forward with application preparation process. These projects are shown in Attachment A.

There is no requirement for ranking agency-sponsored ATP projects. As such, the projects identified in the attached list are sorted in alphabetical order.

Mobility Investment Program (MIP)

Between October 2017 and February 2018, the LADOT Planning and Policy team developed and tested recommendations for project prioritization and alignment with values with the following key actions:

- Developed LADOT project life cycle protocols to clarify required documentation and milestones by size of project influence
- Built a department project information database to inform a strategic and policy-driven capital planning process called the Mobility Investment Program (MIP)

The LADOT MIP represents the Department's efforts to capture and plan for the City's mobility investments based on our City's values and vision for transportation. The MIP will provide a detailed look at LADOT's planned transportation infrastructure improvements, operation of mobility services, and other specific initiatives (plans, educational programs, research projects) that enhance the safety, sustainability, and reliability of our transportation system.

The candidate projects considered for this grant opportunity were run through the MIP tool and all recommended projects were determined to be consistent with the city's policies.

Local Match/Leveraging Requirements

The ATP Cycle 4 grant opportunity does not require an agency to provide a local match for funding consideration. However, an agency that provides local match/leveraging on the medium and large infrastructure projects can get up to five additional points in the selection process. The City uses various local returns proceeds (e.g. Local Proposition C and Measure R funds) to fund salaries of employees that work on local return - eligible projects, such as projects funded through this grant funding opportunity. Given this, it has been determined that in order to increase the project's competitiveness, any project that intends to utilize existing City staff that is funded by local returns, can count the these proposed expenditures as local match.

Metro's Blue Line First Mile / Last Mile Projects

The Los Angeles County Metropolitan Transportation Authority (Metro) conducted the Blue Line First Mile / Last Mile Station Area planning process. As part of this process and subsequent project development phase for station area improvements within the City, the City was asked to undertake the implementation role for the specific projects that were developed and are seeking funding through this grant opportunity. These projects are referenced in Attachment A as projects #21 and #22.

FISCAL IMPACT

There is no impact to the City's General Fund. 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.

Historically, Proposition C funds have been used as front funding because the State transfers funding on a reimbursement basis only. The specific future funding needs will not be known until the State makes their final funding recommendations.

Attachment

Attachment A - City's 2018 ATP Cycle 4 Candidate Projects

No	Project Title	Council District	PM / Dept.	Estimated Total Project Cost (Budget)	ATP Request Amount	Local Match (Staff Salaries)	Funding Source (Staff Salaries)	Local Match (Other Fund)	Funding Source (Other funds)	ATP Funding Category	Scope of Work
1	Avalon Promenade and Gateway Infrastructure Project	15	Guillermo Martinez Hugo Cisneros / POLA	\$19,000,000	\$19,000,000	\$0	N/A	\$0	N/A	Infrastructure - Large (>\$7M)	The project is located in the community of Wilmington bounded by Harry Bridges Boulevard to the north, the future realigned Water Street to the south and generally along Avalon Boulevard. The project will construct a pedestrian/cycling bridge over active freight rail road tracks connecting the Port of Los Angeles with the Alameda Corridor, as well as the future realigned Water Street. In addition, this project will construct approximately 12 acres of public open space adjacent to the pedestrian bridge. The open space and bridge will include walking/cycling paths, benches, trash cans, and lighting. The open space will also include shade trees, bike racks, green space, landscaping/hardscaping, and parking. The Port is also funding the Public Access Investment Plan. Through that plan, the Port has allocated approximately \$400 million for capital and non-capital dollars for the next ten years. Of that total, an estimated \$200 million will go to capital projects and an additional \$200 million for public benefits like operations, management, programming, and outreach.
2	Central Ave Pedestrian Improvements in Watts Phase 2 *	15	Kevin Minne / BSS	\$2,413,000	\$1,930,400	\$482,600	Prop C	\$0	N/A	Infrastructure - Medium (\$1.5M - \$7M)	Watts Central Avenue Phase II builds on Phase I's goal to improve pedestrian safety and access along the 1 mile corridor. Similar to the previous phase, improvements include more widened sidewalks, ramp upgrades, landscaped median island, street trees, furniture, and bus stop enhancements. New for Phase II, is a proposed mid-corridor pedestrian refuge crossing and removing barriers to achieve an accessible corridor from Century Boulevard to Lanzit Avenue.
3	Eagle Rock Boulevard Infrastructure Improvements *	14	Kevin Minne / BSS	\$15,000,000	\$12,000,000	\$3,000,000	Prop C	\$0	N/A	Infrastructure - Large (>\$7M)	Installation of cycle tracks, curb extensions, median modifications, trees, upgraded curb ramps, flashing beacons, and sidewalk extensions to improve non-motorized transportation along Eagle Rock bl between Colorado Bl and York Bl.
4	Eastern Avenue Infrastructure Improvements *	14	George Huang / BOE	\$15,000,000	\$12,000,000	\$3,000,000	Prop C	\$0	N/A	Infrastructure - Large (>\$7M)	Pedestrian improvements on Eastern Ave between Huntington Dr and Druid St. Improvements include pedestrian access ramps, sidewalks, curb extensions, lighting, signals/crosswalks, and refuge medians.
5	Exposition Bike Path Northvale Gap Closure Infrastructure Improvements *	5	Abbass Vajar - Charlie Ho / LADOT	\$24,919,000	\$19,398,000	\$0	N/A	\$5,521,000	Metro 2009 Call for Project (\$4.4 million in CMAQ funding with additional \$1.1 million in local match)	Infrastructure - Large (>\$7M)	The Expo Bike Path Northvale Gap Closure project will connect the two sections of Expo bikeways that were recently completed. At the east end of the project, it will connect to the existing bike lanes along Motor Avenue, and the project will install a traffic signal at Motor Avenue just north of the I-10 freeway to ensure safe crossing of pedestrians and bicyclists. From Motor Avenue to just east of Dunleer Drive, the project is planned as an off-street bike path running along an existing easement north of the I-10 freeway and the Expo light rail line. The project will join Northvale Road just east of Dunleer Drive. The segment between Dunleer Avenue and Putney Road will run along the south side of Northvale Road as a two-way protected bike lane, with physical barriers (bollards, concrete curb, or planters) separating bicyclists from vehicle travel lanes. The project will remove the existing parking on the south side of Northvale Road, and it will connect to the existing stub of Expo bike path at Putney Road on the west end. The project has received \$4.4 million in CMAQ funding with additional \$1.1 million in local match through Metro 2009 Call for Project process, which is more than 20% of the project cost.
6	Harbor Blvd. from Miner St. to SP Slip Roadway Infrastructure Improvements	15	Melissa Harne / POLA	\$4,300,000	\$4,300,000	\$0	N/A	\$0	N/A	Infrastructure - Medium (\$1.5M - \$7M)	As part of the San Pedro Waterfront Program, the Harbor Boulevard from Miner Street to SP Slip Roadway Improvements project will realign and expand Harbor Blvd. (formerly known as Sampson Way) starting at the new intersection at Miner St. approximately 1,500 feet and ending at the SP Slip, transforming it into a scenic boulevard along the west perimeter of the new San Pedro Public Market (formerly known as Port O' Call Village). This project will improve public access throughout the waterfront area to better connect the waterfront with downtown San Pedro and the surrounding community. The project will improve motorized and non-motorized mobility and access to/from the following major regional destinations: community of San Pedro, downtown San Pedro, the Catalina Ferry/Freight facility, World Cruise Center, Battleship USS Iowa Museum, San Pedro Public Market, AltaSea facility, and Cabrillo Beach/Marina.
7	LA Riverway West San Fernando Infrastructure Project *	3,5,6	Nur Malhis / BOE	\$60,000,000	\$45,000,000	\$0	N/A	\$15,000,000	Metro and other funds	Infrastructure - Large (>\$7M)	Implementation of approximately 3 miles of LA River Bike Path and 6 grade separations from the Reseda area into the Sepulveda Basin Recreation Area. The project has approximately \$15 million in matching funds in cooperation from Metro and other funds.
8	Manchester/Broadway Infrastructure Improvements *	8	Kevin Minne / BSS	\$50,000,000	\$49,500,000	\$500,000	Prop C	\$0	N/A	Infrastructure - Large (>\$7M)	The project is on Manchester from Vermont to Broadway, and on Broadway from Manchester to Imperial Hwy. Streetscape design efforts aim to transform Manchester into a thriving transit-oriented community, and Broadway into an active street with safe transportation and recreational space. Project elements include cycle tracks, street trees, pedestrian lighting, new sidewalks, median modifications and upgraded curb ramps.
9	Safe Routes to Parks	Citywide	Lauren Ballard / LADOT	\$1,500,000	\$1,500,000	\$0	N/A	\$0	N/A	Non-Infrastructure	This non-infrastructure project establishes a Safe Routes to Parks program through the creation of an action plan, prioritization methodology, and 5 pilot engagement and planning projects (in 1/4-1/2 mile zones around 3 recreation centers, 1 pocket park, and 1 park). The initial pilot parks will be selected based on the surrounding communities' health challenges, limited park access, and proximity to the High Injury Network. Safe Routes to Parks strives to ensure safe and comfortable access via active trips to local parks. This project is informed by and developed in consultation with the Department of Recreation and Parks.
10	Safe Routes for Seniors - Non Infrastruracting Grant	1, 8, 10, 14	Destiny Thomas / LADOT	\$1,850,000	\$1,850,000	\$0	N/A	\$0	N/A	Non Infrastructure	This project will initiate program start-up for the puposes of establishing an action plan that includes the development of concepts, design tools, strategies, and ideal methodologies for creating and implementing neighborhood plans for Safe Routes for Seniors. The project will roll-out an innovative sequence of community engagement and leadership development components with the purpose of achieving a sustainable, transformative planning and implementation program geared toward the unique needs of aging adults citywide. Education and engagement efforts will include working directly with aging adults to build awareness and to address needs for street furniture, shading, and lighting as well as first/last mile connections with rail and bus transit, senior centers, kinship care, activity centers, healthy food options, and key destinations identified by stakeholders, resident leaders, and advocacy groups in 5 pilot areas. The eventual implementation of the action plan would reduce the likelihood of isolation amongst the aging adult population in project areas while encouraging the use of public spaces, increasing pedestrian comfort and accessibility, and enhancing accessibility for pedestrians and bicyclists using assistive aids/devices. The initial 5 Safe Routes for Seniors pilot areas are all situated in low-income, severely disadvantaged neighborhoods, immediately adjacent to our high injury network and within .5 miles of a senior living center: Santa Rosalia/Baldwin Hills west of Crenshaw and east of LaBrea (CD 10), Westmont (CD 8), East Los Angeles (CD 14), Elysian Park (CD 1/14), and Skid Row (CD 14). This project will test 3 community-based planning methodologies across 5 neighborhoods in order to assess sustainability and scalability of a citywide Safe Routes for Seniors program.

Attachment A - City's 2018 ATP Cycle 4 Candidate Projects

No	Project Title	Council District	PM / Dept.	Estimated Total Project Cost (Budget)	ATP Request Amount	Local Match (Staff Salaries)	Funding Source (Staff Salaries)	Local Match (Other Fund)	Funding Source (Other funds)	ATP Funding Category	Scope of Work
11	SRTS Infrastructure: Alexandria ES	13	Margot Ocanas / LADOT	\$6,900,000	\$5,520,000	\$1,380,000	Prop C	\$0	N/A	Infrastructure - Medium (\$1.5M - \$7M)	To implement a traffic-calming SRTS Plan that will create low-stress pedestrian and bicycle linkages along streets serving the ¼ mi. area around the schools that are situated on Mobility Plan 2035 streets designated as the "Neighborhood Enhanced Network (NEN), and on/adjacent to Vision Zero High Injury Network corridors.
12	SRTS Infrastructure: Berendo Middle School (MS) / Los Angeles ES / Hobart ES / Mariposa-Nabi PC	1,10	Margot Ocanas / LADOT	\$16,600,000	\$13,280,000	\$3,320,000	Prop C	\$0	N/A	Infrastructure - Medium (\$1.5M - \$7M)	To implement a traffic-calming SRTS Plan that will create low-stress pedestrian and bicycle linkages along streets serving the ¼ mi. area around the schools that are situated on Mobility Plan 2035 streets designated as the "Neighborhood Enhanced Network (NEN), and on/adjacent to Vision Zero High Injury Network corridors.
13	SRTS Infrastructure: Esperanza ES / Leichty MS / Gratts Academy for Young Scholars ES / Gratts Early Education Center / 10th Street ES	1	Margot Ocanas / LADOT	\$23,150,000	\$18,520,000	\$4,630,000	Prop C	\$0	N/A	Infrastructure - Medium (\$1.5M - \$7M)	To implement a traffic-calming SRTS Plan that will create low-stress pedestrian and bicycle linkages along streets serving the ¼ mi. area around the schools that are situated on Mobility Plan 2035 streets designated as the "Neighborhood Enhanced Network (NEN), and on/adjacent to Vision Zero High Injury Network corridors.
14	SRTS Infrastructure: Flournoy ES / 112th Street ES	15	Margot Ocanas / LADOT	\$5,700,000	\$4,560,000	\$1,140,000	Prop C	\$0	N/A	Infrastructure - Medium (\$1.5M - \$7M)	To implement a traffic-calming SRTS Plan that will create low-stress pedestrian and bicycle linkages along streets serving the ¼ mi. area around the schools that are situated on Mobility Plan 2035 streets designated as the "Neighborhood Enhanced Network (NEN), and on/adjacent to Vision Zero High Injury Network corridors.
15	SRTS Infrastructure: Grant ES	13	Margot Ocanas / LADOT	\$2,590,000	\$2,072,000	\$518,000	Prop C	\$0	N/A	Infrastructure - Medium (\$1.5M - \$7M)	To implement a traffic-calming SRTS Plan that will create low-stress pedestrian and bicycle linkages along streets serving the ¼ mi. area around the schools that are situated on Mobility Plan 2035 streets designated as the "Neighborhood Enhanced Network (NEN), and on/adjacent to Vision Zero High Injury Network corridors.
16	SRTS Infrastructure: Lockwood Elementary School (ES)	13	Margot Ocanas / LADOT	\$5,830,000	\$4,664,000	\$1,166,000	Prop C	\$0	N/A	Infrastructure - Medium (\$1.5M - \$7M)	To implement a traffic-calming SRTS Plan that will create low-stress pedestrian and bicycle linkages along streets serving the ¼ mi. area around the schools that are situated on Mobility Plan 2035 streets designated as the "Neighborhood Enhanced Network (NEN), and on/adjacent to Vision Zero High Injury Network corridors.
17	SRTS Non-Infrastructure/Planning Grant: SRTS Plans for Schools with Most Need, #51 - 100	Citywide	Margot Ocanas / LADOT	\$2,345,000	\$2,345,000	\$0	N/A	\$0	N/A	Planning	Develop SRTS Plans for the schools with highest need ranked 51 through 100 (SRTS Plans for schools 1 - 50 completed via ATP Cycle 1 Planning Grant). SRTS Plans will incorporate recommendations to create low-stress pedestrian and bicycle linkages along streets serving the ¼ mi. area around schools that are situated on Mobility Plan 2035 streets designated as the "Neighborhood Enhanced Network (NEN), and on/adjacent to Vision Zero High Injury Network corridors.
18	Valley Glen Community 1st/Last Mile Improvements to Orange Line *	2	Kevin Minne / BSS	\$2,702,000	\$2,161,600	\$540,400	Prop C	\$0	N/A	Infrastructure - Medium (\$1.5M - \$7M)	1st/Mile Improvements from the Orange Line to the Valley Glen Community and Community College. This project will install sidewalk and functional landscape improvements along Ethel Ave between Victory Blvd and Oxnard St and along Erwin St between Ethel Ave and Longridge Ave. Additional work includes curb ramps, street trees and crosswalks.
19	Vision Zero / Safe Routes to School Education Programs (Non-Infrastructure)	Citywide	Margot Ocanas / LADOT	\$4,500,000	\$4,500,000	\$0	N/A	\$0	N/A	Non-Infrastructure	Vision Zero is the city's foundational safety initiative of which Safe Routes to School is a core strategy as traffic deaths are the leading cause of death for youth ages 5 - 14. The long term success of eliminating traffic deaths requires individual and collective shifts in behavior and attitudes. Collective will for Vision Zero and Safe Routes to School can inspire political, legislative, and organizational shifts to support our efforts. Individual behavior change can have an immediate impact on traffic safety. Members of the public may have varying degrees of public awareness and attitudes toward our initiatives. Our goal is to bring members of the public through each of the following stages of communication: 1) Brand Awareness, 2) Issue Familiarity, 3) Issue Contemplation, and 4) Calls to Action. The key strategies of this project include: promoting responsible driving with messaging this values-based, fostering safety and mobility value among families and students, building support for projects in disadvantaged communities, and partnering with media companies.
20	Wilmington Waterfront Promenade Infrastructure Project	15	Hugo Cisneros / POLA	\$42,000,000	\$42,000,000	\$0	N/A	\$0	N/A	Infrastructure - Large (>\$7M)	The project is located at southern terminus of Avalon Boulevard in the community of Wilmington. The development extends from Berth 183 to Berth 186 at the head of Slip 5, adjacent to the existing Banning's Landing Community Center. This project will add approximately 10-acres of parkland to the Wilmington neighborhood by reclaiming industrial brownfield and open a valuable connection point to the water. This project includes the construction of a waterfront promenade, pedestrian plaza, open green space with landscape and hardscape, parking courts, and the realignment of Water Street. The Port has also funding the Public Access Investment Plan. Through that plan, the Port has allocated approximately \$400 million for capital and non-capital dollars for the next ten years. Of that total, an estimated \$200 million will go to capital projects and an additional \$200 million for public benefits like operations, management, programming, and outreach.
21	Metro Blue Line First/Last Mile Connections: Washington, Vernon, and Slauson Stations *	9,14	BOE/DOT/TBD	\$12,000,000	\$9,600,000	\$2,400,000	Prop C	\$0	N/A	Infrastructure - Large (>\$7M)	Pedestrian and bicycle infrastructure and non-infrastructure programming to support first/last mile connections to the Metro Blue Line Washington, Vernon, and Slauson Stations.
22	Metro Blue Line First/Last Mile Connections: 103rd / Watts and Willowbrook / Rosa Parks Stations *	15	BOE/DOT/TBD	\$12,000,000	\$9,600,000	\$2,400,000	Prop C	\$0	N/A	Infrastructure - Large (>\$7M)	Pedestrian and bicycle infrastructure and non-infrastructure programming to support first/last mile connections to the Metro Blue Line 103rd / Watts and Willowbrook / Rosa Parks Stations
				\$330,299,000	\$285,301,000	\$24,477,000		\$20,521,000			

* Metro provide grant writing