

TRANSPORTATION COMMITTEE REPORT relative to submitting applications to the California Department of Transportation (Caltrans) for State of California's 2018 Highway Safety Improvement Program (HSIP) Cycle 9 Call for Projects grant funding.

Recommendations for Council action:

1. APPROVE the Los Angeles Department of Transportation (LADOT) proposed project selection and prioritization methodology as described in the LADOT report dated August 13, 2018 for HSIP grant fund opportunities.
2. AUTHORIZE the General Manager, LADOT, to submit grant applications to Caltrans for the most competitive projects identified through this prioritization methodology, as amended to reflect the project descriptions contained in Attachment A of the LADOT presented at the Transportation Committee meeting held August 22, 2018.
3. AUTHORIZE the Director, Bureau of Street Services, to submit grant applications to Caltrans to compete for the guardrail upgrades set-aside.
4. DIRECT the General Manager, LADOT, or the Director or General Manager of respective lead City departments to:
 - a. 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 needs from Council prior to accepting the grant funds.
 - b. Execute any funding and contractual documents necessary for accepting the grant, subject to the approval of the City Attorney as to form and legality.

Fiscal Impact Statement: The LADOT reports that this action will not impact the General Fund. The HSIP reimburses 90 - 100 percent of the project's cost depending on the proposed countermeasure. The required 10 percent local match will come from Local Proposition C funds, if needed. Per the HSIP guidelines, the City can receive a maximum of \$11 million in grant funding; therefore, the maximum local match contribution needed would not exceed \$1.1 million.

The LADOT also reports that there is also no immediate impact on special funds. However, future appropriations by the Mayor and Council will be required to deliver the projects. For projects awarded grant funding, the LADOT, in conjunction with the City Administrative Officer and the Chief Legislative Analyst, will identify the recommended appropriation source(s) of funds from available revenues during the development of each fiscal years' budget, as well as multi-year schedules for transportation special funds.

Community Impact Statement: None submitted.

SUMMARY

In a report to Council dated August 13, 2018, LADOT requests authority to establish guidelines

for prioritizing projects and to submit applications for grant funding from Caltrans HSIP Cycle 9 Call for Projects. According to LADOT the Fixing America's Surface Transportation Act established HSIP as a core federal-aid program. The goal of this program is to achieve significant reduction in fatalities and serious injuries on all public roads. Caltrans allocates HSIP funds to local agencies for infrastructure-related safety improvements, traffic calming measures on public roads, public surface transportation facilities, and public-owned bicycle or pedestrian pathways or trails. Funds are used to assist local agencies improve safety by eliminating and reducing the number and severity of traffic collisions at critical and high concentration locations. HSIP projects are most competitive based on crash experience, crash potential, crash rate, or other related data-supported means.

For a project to be eligible for HSIP funding, specific safety problems and the proposed countermeasure(s) must substantially address the conditions. All proposed projects must lead to and complete the construction of safety improvements and must be consistent with the California's Strategic Highway Safety Plan. The City of Los Angeles is eligible to seek grant funding under two categories: Common benefit to cost ratio (CBR) projects (\$10,000,000) and guardrail upgrade projects (\$1,000,000).

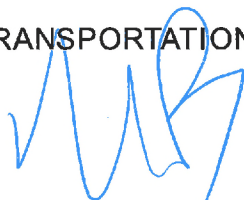
LADOT selected a sub-group of 40 priority corridors from the HIN based on clusters of high incidence locations. These priority corridors are where the City will initially focus to achieve the greatest reduction in severe and fatal injuries. LADOT implemented temporary, short term improvements, such as intersection tightening treatments, at select key intersections along some of these priority corridors and now wishes to use this HSIP funding opportunity to make these temporary improvements permanent.

LADOT will determine which projects will yield the highest BCRs and prepare HSIP funding applications that are most competitive under this funding program. Applying this methodology will help meet the City's goals as identified in the Vision Zero Action Plan and enhance the competitiveness of the City's applications. LADOT anticipates submitting applications to seek funding for up to the maximum \$10 million cap set for any individual agency.

At its meeting held August 22, 2018, the Transportation Committee discussed this matter with LADOT staff. The Department representative presented Attachment A which lists two candidate projects for CBR funding and a proposal for upgrading existing guardrails throughout the City. It was stated that projects are prioritized based on State guidelines. The estimated cost of the two highest ranked projects meet the HSIP CBR funding cap of \$10 million. Committee recommended that Council approve LADOT's recommendations to apply for HSIP 9 Call for Projects, as amended to add Attachment A to the LADOT report.

Respectfully Submitted,

TRANSPORTATION COMMITTEE



<u>MEMBER</u>	<u>VOTE</u>
BONIN:	YES

MARTINEZ: YES

KORETZ: YES

jaw

-NOT OFFICIAL UNTIL COUNCIL ACTS-