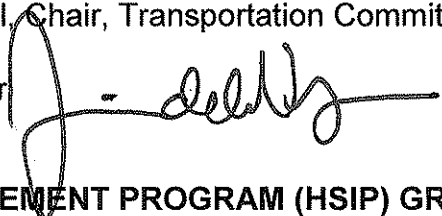


**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL MEMORANDUM

Date: June 19, 2013

To: Honorable City Council  
c/o City Clerk, room 395, City Hall  
Attention: Honorable Bill Rosendahl, Chair, Transportation Committee

From: Jaime de la Vega, General Manager  
Department of Transportation 

Subject: **2013 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) GRANT**

**SUMMARY**

The Los Angeles Department of Transportation (LADOT), in cooperation with the Bureau of Street Services (BSS), is recommending eight projects for the City of Los Angeles to submit to the State of California Department of Transportation (Caltrans) to compete for the Highway Safety Improvement Program (HSIP) Cycle 6 grant funds.

**RECOMMENDATIONS**

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

1. AUTHORIZE the General Manager of LADOT on behalf of the city, to submit grant applications to Caltrans on or before the July 26, 2013 deadline for possible funding of the projects included in the attached City of Los Angeles HSIP project list;
2. AUTHORIZE the General Manager of LADOT and the Director of BSS to execute and submit the necessary funding and contractual documents as part of accepting this funding to Caltrans, subject to the approval of the City Attorney as to form and legality; and
3. DIRECT the general managers/directors of the responsible departments, to submit to LADOT, for inclusion in the Transportation Grant Fund Report/Proposition C budget, any resource needs, including match and front-funding, for the implementation of the funded HSIP projects.

**DISCUSSION**

A technical evaluation team, comprised from staff from LADOT and BSS, was formed to develop strategies to compete for this grant. Due to the technical nature of the HSIP grant applications, and the complexity in calculating the project value and its competitiveness, the evaluation team was limited to the technical staff.

The Council offices, Mayor's office, neighborhood councils, and advocacy groups were also notified of the availability of the HSIP funds through emails, and have submitted project proposals to LADOT for evaluation. The Bureau of Engineering and the Bureau of Street Lighting also were advised of the availability of grant funds.

The technical team reviewed a number of intersections and corridors throughout the city with a high crash frequency. The locations were reviewed for their merit and the feasibility to be successful in securing the grant and in accordance with the published scoring criteria posted by Caltrans.

Caltrans' primary rating factor is the benefit to cost ratio, which takes into consideration the number and severity of collisions that the countermeasures may reduce, the crash reduction capabilities of the selected countermeasures, and the cost of the countermeasures. Caltrans' rating process assigns the most benefit to the crashes involving fatalities, and then severe injuries.

The recommended projects (attached) reflect the best professional judgment of the evaluation team and are those projects that the team expects will be most competitive and most likely to receive HSIP grants.

## **BACKGROUND**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was signed into the law on August 10, 2005, established HSIP as a core Federal-aid program. The Moving Ahead for Progress in the 21st Century Act (MAP-21) went into effect on October 1, 2012 and continued the HSIP as a core Federal-aid program. Caltrans allocates HSIP funds to local agencies in California for infrastructure-related safety improvements and traffic calming measures on public roads, public surface transportation facilities and public-owned bicycle or pedestrian pathways or trails. These funds assist local agencies in improving safety by eliminating and reducing the number and severity of traffic collisions at critical and high concentration locations. Because of the time sensitivity in safety related issues, it is the intent of the HSIP that federal funds be expended on projects that can be designed and constructed expeditiously. Projects should not require the acquisition of significant rights-of-way, nor should they require extensive environmental review and mitigation.

On April 29, 2013, Caltrans announced the availability of the HSIP funds and their solicitation of candidate projects to compete for Cycle 6 of those funds. The application due date to Caltrans is July 26, 2013. This year, the amount of federal-aid highway safety funds available is expected to be \$150 million for the entire state. A maximum amount awarded to a single project is \$1.5 million and a maximum reimbursement ratio is 90%.

**FISCAL IMPACT STATEMENT**

The HSIP program reimburses 90% of the project cost and requires a local contribution of 10% as a local match. Local Proposition C funds are expected to be used to provide matching and front funds for projects awarded through HSIP grant funding. If all the proposed projects are funded, then the Mayor and City Council would need to budget and appropriate a maximum of \$800,000 in Proposition C funds in future years. The exact amount and cash flow needs by fiscal year would depend on the number and particular projects funded through HSIP.

JTV:am

Attachment

c: Borja Leon, Office of the Mayor  
Jim Clarke, Office of the Mayor  
Maria Souza-Rountree, CLA  
Nazario Saucedo, BSS  
Ida Rubio, CAO

**ATTACHMENT 1**

Ref. #	City's Proposed projects for 2013 Highway Safety Improvement Program (HSIP) Call for Projects	Council Districts	Dept.	Estimated Project Cost
1	Traffic Signal and Signal Modifications at 7 Locations	2,5,6,11	DOT	\$1,340,000
2	Traffic Signals and Signal Modifications at Various Locations at 6 Locations	4,8,14	DOT	\$1,350,000
3	Burbank Blvd. bet Vineland Ave. & Lankershim Blvd. -Pedestrian Crossing Safety Enhancements	2	DOT	\$450,000
4	Olympic Blvd. bet Lorena St. & Soto St. -Pedestrian Crossing Safety Enhancements	14	DOT	\$1,100,000
5	Main St Safety Improvements: Roadway diet, bike lane, and median islands in selected locations between 92nd St to Slauson Av	9	DOT	\$1,110,000
6	Traffic Signals and Pedestrian Warning Devices at 6 Locations	4,8,13,15	DOT	\$1,500,000
7	Pedestrian Crossing Safety Enhancements-Rectangular Rapid Flashing Beacons & Median Islands	CW	DOT	\$1,500,000
8	92nd St. and Bandera St. Pedestrian Safety Enhancements	15	BSS	\$400,000
	<b>TOTAL</b>			<b>\$8,750,000</b>