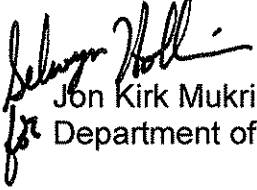


CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: April 23, 2014

To: The Honorable City Council
c/o City Clerk, Room 395
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From:  Jon Kirk Mukri, General Manager
for 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 1 CALL FOR PROJECTS**

SUMMARY

The Los Angeles Department of Transportation (LADOT) is requesting authority to submit grant applications for (a) projects previously funded by the Los Angeles County Metropolitan Transportation Authority ("Metro"), (b) projects recommended by the Active Transportation Division of LADOT, and (c) projects recommended by an inter-departmental ATP working group committee ("committee"), to the State of California Department of Transportation (Caltrans) for the Active Transportation Program (ATP) Cycle 1 Call for Projects.

RECOMMENDATIONS

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

1. APPROVE the final list of projects (attached) as the city's priorities for funding in the ATP Cycle 1, pending approval of City Administrative Office (CAO) Report dated November 25, 2013, Former CRA Street Projects Without an Identified Match (Council File 12-0014- S20), identifying local matching funds for former Community Redevelopment Agency (CRA) Projects (projects #4, 5, 8, 14, 16, and 17 of the attached)
2. DIRECT the general manager of LADOT, on behalf of the city to submit grant applications for all recommended projects above in the final list of projects (attached) to Caltrans for possible funding.
3. AUTHORIZE the general manager of LADOT or director or general manager of the 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 grants to the city approved in the ATP Cycle 1.

4. DIRECT the general manager of LADOT or general manager or director of the lead city department for each project to submit to LADOT, for inclusion in the Transportation Grant Fund Report, any resource needs (including but not limited to match funding, front funding, staff, and overtime funding) for the implementation of projects funded through the ATP Cycle 1, with a potential total local match commitment of \$12,762,439, as described in the attachment.

DISCUSSION

Opportunity

An estimated \$360 million in new funding is expected to be available for qualified active transportation projects in the State of California through the Active Transportation Program Cycle 1 Call for Projects. The City of Los Angeles should submit competitive applications to secure the most funding possible.

Deadline

Caltrans requires applications to be submitted (not postmarked) no later than 3:00 p.m. on Wednesday, May 21, 2014. LADOT is seeking approval as soon as possible so that LADOT and other city departments can complete all required submittal materials to Caltrans before the deadline.

Recommended Projects

The recommended projects (attachment) are divided into (a) projects that previously had received funding commitments from Metro (further described in the "Brief History" section of this report), (b) SRTS Projects, and (c) non-Safe Routes to School (SRTS) Projects.

The projects that previously received funding commitments from Metro are required to submit new grant applications as discussed later in this report. The previous scores that were given by Metro to these projects are identified in the attachment.

The SRTS projects reflect a data-driven prioritization of schools with the most needs in terms of crash frequency and density of student population within walkable/bike-able distance of the school, which in fact align with the ATP evaluation criteria. The final selection of nine schools for ATP applications also reflects further screening based on the full set of ATP criteria, to ensure that the most competitive school proposals are submitted.

The non-SRTS projects reflect the consensus view of the committee after conducting a technical assessment of candidate projects. The committee considered adopted city

policies as well Caltrans' evaluation criteria when scoring and ranking candidate projects. The candidate projects determined to be most consistent with city policies and most competitive under Caltrans' evaluation criteria are recommended for submittal to Caltrans for the ATP Cycle 1 grant opportunity and are identified as the projects above the cut-off line. A more detailed discussion of the evaluation process is below in the "Background" section of this report.

Alternatives

The City Council may modify the recommended project list by motion. This could include adding, deleting, and/or re-prioritizing projects. While re-prioritizing projects may better reflect policy makers priorities, it will also reduce the likelihood that the city will secure maximum funding. Adding projects is not recommended because city staff will have insufficient time to evaluate those projects or to prepare a quality application. The final project list already included the participation of City Council offices. Finally, the City Council could reject the recommended project list, which would provide insufficient time for city staff to develop another list, secure City Council approval, and submit before Caltrans' deadline.

Fiscal Impact

There will be 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 memoranda of understanding and to deliver the projects (i.e. design, project management, construction, and inspection).

For projects awarded grant funding through this process, LADOT – in conjunction with the CAO and CLA – will identify required matching funds up to \$12,762,439 (if all projects are approved for funding), and recommend appropriate sources of funds from available revenues during the development of each fiscal year budget as well as multi-year schedules for transportation special funds.

Historically, city matching funds for similar grant opportunities have come from the following sources:

- Proposition A Local Return
- Proposition C Local Return
- Measure R Local Return
- Private developer fees
- Community Development Block Grants (CDBG)

In addition, Proposition C funds have been used as front funding because grantors transfer funding on a reimbursement basis only.

The specific future funding needs will not be known until the successful grant announcements have been made.

Background

Brief History

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program in the State Department of Transportation (Senate Bill 99). SB-99 consolidated existing federal and state transportation programs, including the Transportation Alternative Program (TAP), Bicycle Transportation Account (BTA), and the Safe Routes to School (SRTS), into a single program. This inaugural Call for Projects has accumulated three years of funding for a total of \$360 million available statewide.

Because of the changes brought about by the passage of Moving Ahead for Progress in the 21st Century (MAP-21), Metro has identified an approximate \$90 million shortfall in the Metro Transportation Improvement Program (TIP) Call for Projects. The \$90 million gap includes funding for projects previously programmed in the Bicycle, Pedestrian, and TEA modal categories of Metro's 2013 and prior Calls for Projects. In February 2014, the Metro Board adopted a motion which presents a strategy to maximize the availability of ATP funds to complement Metro-programmed funds for the purpose of maintaining their commitments and now is seeking to fill its \$90 million funding gap by competing in the ATP funding award process. The first section of attached list represents seventeen (17) city projects (including six former CRA projects) totaling \$45 million in grant requests that have been required to re-submit funding applications in the ATP CFP. Due to the time limitation and the burden imposed on the city, Metro has retained grant-writing consultants to assist the city in the preparations of these applications.

Schedule

On March 21, 2014, Caltrans published the final ATP application and its guidelines on their website and started ATP's first funding opportunity process.

Available Revenue/Distribution

The total available revenue (statewide) is estimated at \$360 million. The fund distribution is as follows:

1. Fifty percent (\$180 million) for projects competitively awarded by the California Transportation Commission (CTC) on a statewide basis.
2. Ten percent (\$36 million) for projects in small urban and rural areas with populations of 200,000 or less competitively awarded by the CTC.
3. Forty percent (\$144 million) to Metropolitan Planning Organizations (MPO) selected through a competitive process by the MPOs.

There will only be one ATP grant application process with applicants required to submit applications to Caltrans by the specified application deadline. Once Caltrans has identified their recommended list of projects for funding, the rankings of the non-funded

projects will be shared with all MPOs across the State. The Southern California Association of Governments (SCAG), this region's MPO, along with Metro, have proposed motions that will allow Metro to assign an additional ten points to the non-funded list of projects. The MPO's will then make their funding recommendations.

Of the \$180 million available from the 50% apportionment described above, a minimum of \$72 million has been earmarked for SRTS projects.

Fund Availability

Awarded funds are expected to become available by the end of calendar year 2014, and ATP guidelines stipulate that construction contracts for successful applications must be awarded by no later than December 31, 2016.

Caltrans Evaluation Criteria

Caltrans has established the following criteria and weights as identified below:

1. Potential for increase walking and bicycling (30 points)
2. Potential for reducing the number and/or rate of pedestrians and bicyclist fatalities and injuries (25 points)
3. Public participation and planning (15 points)
4. Cost effectiveness (10 points)
5. Improved public health (10 points)
6. Benefit to disadvantaged communities (10 points)

City evaluation approach (new non-SRTS projects and SRTS Projects)

On March 13, 2014, LADOT sent out a citywide email sharing this funding opportunity for non-SRTS projects with the offices of the Mayor, CAO, CLA and all Council Offices. This email provided a brief background on this ATP funding opportunity and requested that if there are any new ATP projects that the Mayor's Office and/or Council Offices desire to submit for evaluation, nomination forms would need to be prepared and submitted to LADOT by April 1, 2014. It was advised that the new projects will be compared to the existing 18 projects that the city is re-applying for, and if deemed competitive, the recommendation would be to have applications for projects that made it above the cut-off line be prepared. A list of city's past un-successful pedestrian, bike and enhancement projects was also shared to solicit any interest for re-applying for those projects.

Due to the lack of adequate time to create a Citywide Interdepartmental Task Force Committee as has been the past practice for Metro's CFP, a smaller committee was established with representatives from the Bureau of Engineering (BOE), Bureau of Street Services (BoSS), Department of City Planning (DCP) and LADOT. The representatives that made up the committee have participated in the past Metro Call for Projects and Highway Safety Improvement Program (HSIP) project development and

selection process, and have extensive experience and expertise in selecting competitive projects for grant solicitation purposes.

The committee met on April 7, 2014 to review and evaluate proposed projects and establish a project ranking. The projects were ranked based upon the city's priorities and Caltrans' stated evaluation criteria in their grant application. These project scores and rankings were compared to the scores given to the 18 projects that are being submitted for funding consideration, and a cut-off line was established to replicate the lowest score of the 18 aforementioned projects.

The SRTS project prioritization for the ATP call for projects is an outcome of the ongoing strategic planning effort initiated by several Council motions (CF 08-1751-S1, 11-033 and 11-1872), and discussed in the recent SRTS Strategic Plan interim status report back to the Council (CF 14-0348). The goal of the SRTS Plan is to create an overall program that ensures thoughtful and coordinated recommendations for transforming the pedestrian and bicycling infrastructure in Los Angeles. The core strategies of the plan are:

- Creating a data driven, comprehensive SRTS Plan
- Increasing communication and building strong partnerships between City agencies, LAUSD, and stakeholders for SRTS projects and programs
- Aligning, dedicating and organizing the City workforce for increased efficiency and effectiveness in developing and implementing SRTS School projects
- Formulating a funding strategy to enhance the City's competitiveness in seeking transportation or non-transportation funds to implement SRTS Plan and related projects.

The school prioritization methodology already comports with these ATP criteria: potential for increased walking and bicycling, potential for reducing the number and/or rate of pedestrians and bicyclist fatalities and injuries, and benefit to disadvantaged communities. To ensure our proposals are most competitive, nine schools were selected by screening the citywide prioritized school list based on the expanded criteria from the ATP guidelines: public participation and planning, and cost effectiveness. We have identified proximate schools with high crash frequency and student density and the potential low-stress neighborhood street network, already called out as bicycle friendly streets by the 2010 Bicycle Plan. By doing so, we would create low-stress streets for the home to school or other neighborhood walk/bike trips, by implementing traffic control devices, speed-reducing traffic calming measures (curb extensions, traffic circles, speed humps), and crosswalk enhancements, as well as innovative bicycle treatments for crossing arterials at jogged intersections.

Matching Funds

Projects must include at least 11.47% in matching funds except for projects predominantly benefiting a disadvantaged community, stand-alone non-infrastructure projects and safe routes to school projects. Projects that Metro has identified to re-

submit funding applications as described in the "Brief History" section above will be required to provide the minimum 20% local match.

CR:am

Attachment

c: Borja Leon, Office of the Mayor
Nat Gale, Office of the Mayor
Deborah Weintraub, Bureau of Engineering
Nazario Saucedo, Bureau of Street Services
Michael LoGrande, City Planning Department
Maria Souza-Rountree, Office of the Chief Legislative Analyst
Ida Rubio, Office of the City Administrative Officer
Paul Backstrom, Council District 11

**STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION (CALTRANS) ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 1 CALL FOR PROJECTS
CITY OF LOS ANGELES' FINAL LIST OF PROPOSED PROJECTS**

Proj No.	Project Title	Project Description	Council District	Lead City Department	Est. Cost	Grant Request	Grant Request %	City's Local Match	Overmatch	City's Local Match %	Metro Score ** (B) Bikeways; (P) Pedestrian	Comments
Previously funded projects that are required to re-submit funding applications through the Active Transportation Program (ATP)												
1	IMPERIAL HWY BIKE LANES	Modification of median island and widening of Imperial Hwy. along 1000' just east of Pershing Dr. to accommodate bike lanes.	11	DOT	\$1,882,500	\$1,506,000	80%	\$376,500	\$0	20%	72 (B) **	Score given by Metro in previous CFP
2	SAN FERNANDO RD BIKE PATH, PHASE 3A (10S-049)	Construction of bike path along San Fernando Rd. from Branford St. to Tuxford St.	6	DOT	\$10,462,500	\$8,370,000	80%	\$2,092,500	\$0	20%	82 (B) **	Score given by Metro in previous CFP
3	LA RIVER BIKE PATH, PHASE 4, RIVERSIDE - FOREST LAWN	Construction only of bike path along the LA River from Forest Lawn to Riverside/Zoo.	4	DOT	\$2,283,172	\$1,826,538	80%	\$456,634	\$0	20%	71 (B) **	Score given by Metro in previous CFP
4	BOYLE HEIGHTS CHAVEZ AV STREETScape/PED IMPROV. (FORMER CRA PROJECT)	The Chavez Avenue streetscape/pedestrian improvements initiative in Boyle Heights will enhance use of public transit, provide new pedestrian amenities and safe access to Metro gold line stations on 1st Street by making pedestrian improvements along Cesar Chavez Avenue between Warren Street and Evergreen Street.	14	DOT	\$5,226,889	\$4,181,511	80%	\$1,045,378	\$0	20%	94 (P) **	Score given by Metro in previous CFP
5	CENTRAL AV PED/TRANSIT IMPROVEMENTS, SLAUSON-WASH. (FORMER CRA PROJECT)	Install pedestrian/transit improvements along Central Avenue between Washington Blvd. and Slauson Avenue, at high volume intersections and at transit stops, providing wider landscaped sidewalk areas and enhanced pedestrian street crossings.	9	DOT	\$2,587,666	\$2,070,133	80%	\$517,533	\$0	20%	78 (P) **	Score given by Metro in previous CFP
6	BEVERLY BL PED/TRANSIT IMPROVEMENTS, VERMONT-BEAUDRY	Installation of streetscape and transportation enhancements along Beverly Bl between Vermont Ave and Beaudry Ave.	1,13	BSS	\$1,240,000	\$992,000	80%	\$248,000	\$0	20%	77 (P) **	Score given by Metro in previous CFP
7	LA RIVER BIKE PATH, HEADWATERS, OWENSMOUTH-MASON	Construct Class 1 bike/pedestrian path (1.25 miles) at LA River headwaters in West San Fernando Valley from Owensmouth to Mason along South bank of river. Path crosses under 3 bridges: Canoga, Metro Orange Line, and De Soto.	3	DOT	\$3,518,750	\$2,815,000	80%	\$703,750	\$0	20%	77 (B) **	Score given by Metro in previous CFP
8	HOLLYWOOD/WESTERN PED & STREETScape IMPROVEMENTS (FORMER CRA PROJECT)	Proposed project is to improve safety, appearance, and walkability on Hollywood Boulevard and Western Avenue, by upgrading street furniture, sidewalks, landscaping, and pedestrian amenities. The project area is located in Hollywood within the boundaries of the Community Redevelopment Agency's Hollywood Redevelopment Project Area as well as Council Districts 4 and 13. The project encompasses pedestrian improvements on approximately .75 miles of Hollywood Boulevard from Gower Street to Western Avenue as well as approximately 360 foot section of Western Avenue from Hollywood Boulevard to Carlton Way.	13	DOT	\$3,922,932	\$2,288,346	58%	\$1,634,586	\$850,000	42%	84 (P) **	Score given by Metro in previous CFP; Additional \$850,000 in local match is being provided by CD 13.
9	EXPO LINE PED IMPROVEMENTS, CRENSHAW-CITY LIMIT	Installation of pedestrian safety improvements in the vicinity of the new Expo Line, between La Cienega Bl and Crenshaw Bl.	8,9	BSS	\$2,888,750	\$2,311,000	80%	\$577,750	\$0	20%	77 (P) **	Score given by Metro in previous CFP
10	CESAR CHAVEZ TRANSIT CORRIDOR (110 FWY TO ALAMEDA)	Installation of streetscape and transportation enhancements along Cesar Chavez Bl.	1,14	BSS	\$1,761,250	\$1,409,000	80%	\$352,250	\$0	20%	71 (P) **	Score given by Metro in previous CFP
11	MAIN STREET PEDESTRIAN ENHANCEMENTS	Enhance walkability for pedestrians and transit users by installing curb and pedestrian enhancements along Main St. between 2nd St. and 4th St. in Downtown LA.	14	DOT	\$1,033,750	\$827,000	80%	\$206,750	\$0	20%	61 (P) **	Score given by Metro in previous CFP
12	WESTERN AVE EXPO LINE STATION LINKAGE PROJECT (SOUTH)	Installation of streetscape and transportation enhancements along Western Ave between MLK Bl to Exposition Bl.	8	BSS	\$857,500	\$686,000	80%	\$171,500	\$0	20%	79 (P) **	Score given by Metro in previous CFP
13	MENLO AVE/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS	The project is to improve pedestrian access to the new Expo station on Vermont Avenue by installing sidewalks, landscaping, and lighting along Menlo Ave. and MLK Jr. Blvd. plus a median on MLK Boulevard.	9	DOT	\$3,302,055	\$2,641,644	80%	\$660,411	\$0	20%	89 (P) **	Score given by Metro in previous CFP
14	EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGES, PHASE II (FORMER CRA PROJECT)	Pedestrian improvements to enhance multi-modal access to the Mariachi & Soto Gold Line Stations, focusing on First St. & intersecting corridors of Boyle, St. Louis, State, and Soto Streets.	14	BSS	\$1,697,338	\$1,357,870	80%	\$339,467	\$1,074,925	20%	81 (P) **	Score given by Metro in previous CFP; overmatch provided my Metro via Measure R funds
15	SAN FERNANDO RD. BIKE PATH PH. IIIB CONSTRUCTION	Construction of bike path along San Fernando Rd. from Tuxford St. to Cohasset St.	6	DOT	\$10,713,750	\$8,571,000	80%	\$2,142,750	\$0	20%	77 (B) **	Score given by Metro in previous CFP
16	ARTS DISTRICT/LITTLE TOKYO GOLD LINE STATION LINKAGES (FORMER CRA PROJECT)	This Project is focused on establishing and enhancing pedestrian links between the new Little Tokyo Gold Line Station at 1st & Alameda Streets, and the regional employment and visitor centers in the Civic Center, located along 1st and Temple Streets, and important cultural, commercial, institutional and developing residential uses within the adjacent Little Tokyo neighborhood.	9	DOT	\$1,269,275	\$1,015,420	80%	\$253,855	\$868,946	20%	75 (P) **	Score given by Metro in previous CFP; overmatch provided my Metro via Measure R funds
17	BROADWAY HIST THEATRE (4TH TO 6TH) - (FORMER CRA PROJECT)	Enhance pedestrian and transit experience with pedestrian- and info-oriented intermodal curb extensions, nonstandard furniture and paving, ped-scale lighting, and wayfinding.	14	BOE	\$2,823,563	\$2,258,850	80%	\$564,713	\$0	20%	73 (P) **	Score given by Metro in previous CFP
Previously funded projects that are required to re-submit funding applications through the Active Transportation Program (ATP) Sub-Total:					\$57,471,640	\$45,127,312		\$12,344,328	\$2,793,871			
New Safe Routes to School Projects												
18	Safe Routes to Schools Infrastructure Improvements for Hollywood High School and Selma Avenue Elementary School	Safe Routes to School, pedestrian, and bicycle infrastructure improvements with focus on 2010 Bicycle Plan's Bicycle Friendly Network Streets, including enhancements of key arterial street crossings.	13	DOT	\$2,500,000	\$2,500,000	100%	\$0	\$0	0%		SRTS does not required local match

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19	Safe Routes to Schools Infrastructure Improvements for Breed Street Elementary School and Sheridan Street Elementary School	Safe Routes to School, pedestrian, and bicycle infrastructure improvements with focus on 2010 Bicycle Plan's Bicycle Friendly Network Streets, including enhancements of key arterial street crossings.	14	DOT	\$2,500,000	\$2,500,000	100%	\$0	\$0	0%		SRTS does not required local match
20	Safe Routes to Schools Infrastructure Improvements for Menlo Avenue Elementary School and West Vernon Avenue Elementary School	Safe Routes to School, pedestrian, and bicycle infrastructure improvements with focus on 2010 Bicycle Plan's Bicycle Friendly Network Streets, including enhancements of key arterial street crossings.	9	DOT	\$2,500,000	\$2,500,000	100%	\$0	\$0	0%		SRTS does not required local match
21	Safe Routes to Schools Infrastructure Improvements for 28th Street Elementary School, Quincy Jones Elementary School, Dolores Huerta Elementary School	Safe Routes to School, pedestrian, and bicycle infrastructure improvements with focus on 2010 Bicycle Plan's Bicycle Friendly Network Streets, including enhancements of key arterial street crossings.	9	DOT	\$2,500,000	\$2,500,000	100%	\$0	\$0	0%		SRTS does not required local match
22	Safe Routes to School Non-Infrastructure 5E's Pilot Programs for Nine Schools	Safe Routes to School pilot programs for safety education, enforcement, encouragement, enhancement, and evaluation to complement the infrastructure applications for the nine schools: Hollywood HS, Selma Avenue ES, Breed Street ES, Sheridan ES, Menlo Avenue ES, West Vernon Avenue ES, 28th Street ES, Quincy Jones ES, and Dolores Huerta ES.	9, 13, 14	DOT, LAPD, LAUSD	\$3,750,000	\$3,750,000	100%	\$0	\$0	0%		SRTS does not required local match
23	Safe Routes to School Assessment Plans	Prepare SRTS assessment plans for 50 needs-prioritized schools, including recommendations for infrastructure and non-infrastructure strategies.		DOT	\$1,500,000	\$1,500,000	100%	\$0	\$0	0%		SRTS does not required local match
New Safe Routes to School Projects (Sub-Total):					\$15,250,000	\$15,250,000						
New non-Safe Routes to School Projects submitted for consideration												
24	6th St. Viaduct Improvements	Through an international design competition for the bridge, the winning design (see HNTB renderings) is known to include \$25 million of active transportation amenities which are beyond the scope of the existing \$401 million of funded Highway Bridge Program bridge project (see High Cost HBP Agreement). The city is seeking ATP funds to augment the bridge project and help implement the full scope of the plan. Specific amenities that would be implemented with the ATP funding include bike and pedestrian ramps from the bridge deck to the area below, bike and pedestrian walkways connecting the ramps to the surrounding streets, and improved lighting.	14	BOE	\$435,000,000	\$15,000,000	3%	\$0	\$420,000,000	0%	74	Overmatch coming from BOE Bridge Program
25	LANI - Santa Monica Blvd./Virgil Village Improvement Project	This project will transform Virgil Ave. between Santa Monica Blvd. and Melrose Ave., and Santa Monica between Hoover and the 101 Fwy into a multi-modal, mixed-use thoroughfare by implementing complete street strategies designed to improve the transit experience, safety and access for pedestrians, transit users and cyclists.	13	DOT	\$2,145,260	\$1,899,199	89%	\$246,061	\$0	11%	70	
26	Castelar Elementary School	Location - Yale Street in front of the school in Chinatown from College Street to Alpine Street; at the intersection of Alpine Street and Cleveland Street; and at L-intersection of Yale and Ord Streets. Infrastructure improvements include: new landscaped median with speed table at stop-sign controlled mid-block crosswalk with zebra striping, and curb extensions sidewalk improvements, pedestrian, ADA, and bicyclist safety improvements, enhanced crosswalks, curb ramps, pedestrian lighting, and pedestrian-activated hybrid beacon; bicycle parking and fix-it station amenities, Noninfrastructure element will develop an education, training and volunteer coordination program to implement a "Walking School Bus" program and improved drop-off and pick-up zone operations that currently threaten students in their walk to and from school. Provide traffic cones, flags and volunteer vests and other equipment to operate the drop-off area.	1	BSS	\$986,203	\$985,203	100%	\$0	\$0	0%	68	Project in dis-advantaged community; no local match required
27	Expo/Bundy Station Connectivity Enhancements	Bike lanes, bulb outs, enhanced crosswalks, new trees, new concrete sidewalks and roundabouts.	11	BSS	\$1,500,000	\$1,327,950	89%	\$172,050	\$0	11%	66	
←----- Cut-Off line ----->					\$439,631,463	\$19,212,352		\$418,111	\$420,000,000			

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28	Westwood Neighborhood Greenway	This "rails with trails" concept will improve water quality, showcase the Exposition light rail line, encourage ridership, and provide a unique transit experience in the City of Los Angeles. The project proposes to provide public amenities and transit enhancements complementary to the Westwood Expo Light Rail Station. The project elements include: • Stormwater pump station and diversion structure (Overland drain) • Catchbasin and diversion structure (Westwood Blvd alley) • Return flow structure for treated water and site irrigation system. • Two vegetated swales with native plants, river boulders, and trees. • Two lateral culverts to connect the north and south swales. • Interpretive signs and display boards, and. • Decomposed granite walkway.	5	BOS	\$3,163,000	\$2,313,000	73%	\$632,600	\$217,400	20%	52	Look for other funds/not a good candidate for ATP
29	Living Streets Boyle Heights: Whittier Blvd. improvements	Develop prototype 'Living Street' for Whittier Boulevard across Boyle Heights, from Boyle Avenue to Lorena Street. Within this major arterial corridor: significantly enhance transit service while increasing pedestrian safety and quality of life. Major project elements include: new pedestrian refuge medians at 3 key crossings of the Boulevard linking schools, parks and other resources; corner bulb-outs and/or bus landings at 5 intersections; high-visibility crosswalk treatments (with appropriate signage and lighting) at 15 intersections, adding bus shelters and lighting at 15 or more locations; and re-striping throughout the +/- 20-block-long corridor to dedicate curb lane in each direction to bus/bike only travel. Bioretention will be integrated into bulb-outs, to treat street run-off water.	14	DOT	\$5,765,000	\$4,612,000	80%	\$1,153,000	\$0	20%	51	Look for other funds/not a good candidate for ATP
30	Oakridge Estate Historic Park Ped. Access Improvements	Pedestrian improvements at the entrance of Oakridge Estate Historic Park at 18650 Devonshire St., Northridge, CA 91324. The proposed improvements will be made in the City of Los Angeles, Council District 12, within the public right-of-way on Devonshire St, from 1200 ft east of Wilbur Ave to approximately 1400 ft east of Wilbur Ave	12	BSS	\$1,100,000	\$880,000	80%	\$220,000	\$0	20%	46	Look for other funds/not a good candidate for ATP
31	Pico St. Greening	This project will transform a 1/2-mile section of Pico Blvd., between Barrington Ave. and Sawtelle Blvd. in West Los Angeles, into a green street through the planting of green solutions for stormwater management and aesthetic improvements. Measures such as canopy trees, movable planters, a raised median with drought-tolerant plantings, and permeable paving will be incorporated as part of a green street project. The stormwater management elements include small-scale BMPs, such as infiltration swales with California drought-tolerant vegetation and permeable pavement to divert and infiltrate street runoff.	11	BOS	\$1,250,000	\$1,000,000	80%	\$250,000	\$0	20%	36	Look for other funds/not a good candidate for ATP
32	Ventura Place Event Space	Install bollards at the entrance and exit points of Ventura Pl. for safety measures at the community's Farmer's Market.	2	BOE	\$237,500	\$190,000	80%	\$47,500	\$0	20%	N/A	Look for other funds/not a good candidate for ATP
33	Lankershim/ Vineland/ Camarillo Intersection	Re-configure the Lankershim/Vineland/Camarillo Intersection for safety improvements.	2	DOT					\$0		N/A	Potential HSIP Candidate
34	Studio City River Greenway	Project will re-shape the landscape of the Studio City Greenway, located adjacent to river from Laurel Canyon to Whitsett.	2	BSS	\$30,000	\$24,000	80%	\$6,000	\$0	20%	N/A	Look for other funds/not a good candidate for ATP
35	Keswick Pedestrian Walkway	Enhance an empty vacant lot on the west side of Laurel Canyon and Keswick in North Hollywood to create a pedestrian walkway.	2	BOE					\$0		N/A	Look for other funds/not a good candidate for ATP
Grand Total (excluding projects #28 - 35)					\$512,353,103	\$79,589,664		\$12,762,439				