

REPORT FROM

OFFICE OF THE CITY ADMINISTRATIVE OFFICER

Date: January 25, 2023

CAO File No. 0220-06062-0000

Council File No. None

Council District: All

To: The City Council

From: *for* Matthew W. Szabo, City Administrative Officer 

Subject: **AUTHORITY TO APPLY FOR THE REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANTS PROGRAM**

RECOMMENDATIONS

That the Council, subject to approval of the Mayor:

1. Authorize the General Managers for the Port of Los Angeles (POLA), Bureau of Street Services (BSS), Bureau of Engineering (BOE), or designees, to prepare grant applications for the proposals outlined in the Attachment 1; and,
2. Instruct the General Managers of the POLA, BSS, BOE, or designees, to report back if the City is awarded the grants, to request authority to accept the grant awards, and confirm any additional required match and/or front funding.

SUMMARY

The RAISE Grants Program, a competitive program, administered by the U.S. Department of Transportation (USDOT), provides grants to eligible public section agencies for surface transportation infrastructure projects that improve equity and environmental justice by addressing transportation related disparities and climate change related consequences. These disparities can be because of greater vulnerability to environmental hazards, lack of opportunity for public participation/transportation, accumulation of negative environment, health, economic, or social conditions within the low-income communities, disadvantaged communities, and communities underserved by affordable transportation.

The Infrastructure Investment and Jobs Act of 2021 ("Bipartisan Infrastructure Law," or "BIL") authorized and appropriated \$1.5 billion to the RAISE grants program in Fiscal Year (FY) 2023. The USDOT issued the Notice of Funding Opportunity (NOFO) and called for eligible applicants to apply for the grants. The City is an eligible applicant. Cost sharing and matching funds are required by the RAISE grants. The Federal share of the costs will not exceed 80 percent unless the project is in a rural area, a historically disadvantaged community, or an area of persistent poverty. A project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area that had a population greater than 200,000 in the 2010 Census. If a project is located outside a Census-designated urbanized area with population greater than 200,000, it is designated as a rural project.

Each applicant is limited to three requests for funding. This Office received three project proposals from POLA, BSS, and BOE for Council consideration:

- The National Highway Freight Network (NHFN) Improvement Program - State Route 47-Seaside Avenue & Navy Way Interchange Improvement Project;
- The Sidewalk and Transit Amenities Program; and,
- The LA River Way-San Fernando Valley Completion Project (Hazeltine to Coldwater Canyon)

Eligible projects under the RAISE grants program include both capital and planning projects.

- Capital projects can be highway, bridge, or other road projects, public transportation projects, passenger and freight rail transportation projects, port infrastructure investments, the surface transportation components of an airport, intermodal projects, projects to replace or rehabilitate a culvert or prevent stormwater runoff, projects investing in surface transportation facilities that are located on Tribal land and airport improvement projects.
- Planning grants are related to the planning, preparation, or design - for example environmental analysis, equity analysis, community engagement, feasibility studies, benefit-cost analysis, and other pre-construction activities.

Evaluation of the grants is based on merit criteria: safety, environmental sustainability, quality of life, improving mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration and innovation. The quality-of-life merit criterion focuses on increased affordable transportation choices and access to housing, jobs, opportunities, and recreation to achieve equity for the disadvantaged communities. For each merit criterion, the USDOT will consider whether the anticipated benefits are clear, direct, data-driven, and significant, which will result in a rating of “high,” “medium,” “low,” or “non-responsive.”

This Office met with the Departments to discuss and evaluate if the grant proposals met the selection merit criteria of the grant. All three projects submitted by the Departments help to achieve equity for disadvantaged communities. Below is the table outlining the equity objectives of each of the three projects:

Project Name	Transportation and Climate Change Equity
National Highway Freight Network (NHFN) Improvement Program - State Route 47-Seaside Avenue and Navy Way Interchange Improvement Project	This project helps to reduce emissions and travel time resulting in improved health and reduced health care costs for the adjacent communities of Wilmington and San Pedro communities in the City, which are also two of the most disadvantaged/low-income communities in the City designated by the State of California.
Sidewalk and Transit Amenities Program (STAP)	This project addresses equity by placing transit shelters along the disadvantaged communities throughout the City.
LA River Way-San Fernando Valley Completion Project (Hazeltine to Coldwater Canyon)	The project addresses equity by reducing GHG emissions and provides 500 construction job opportunities for communities including disadvantaged communities along the LA river.

Based on the criterial ratings of this grant, this Office has determined that the project criteria listed in Attachment 2 are substantively and comprehensively responsive (likely to score high) to the RAISE Grants Program's selection criteria. The Departments have a portion of the funding committed for each project, which provides the funding match requirement under the grant.

FISCAL IMPACT STATEMENT

Approval of the report recommendations will not result in a General Fund impact.

FINANCIAL POLICIES STATEMENT

The recommendation in this report complies with the City's Financial Policies.

Attachments

MWS:JSL:06230061

ATTACHMENT 1 - PROPOSED GRANT PROJECTS

US Department of Transportation - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants Program

NOFO Release Date: December 15, 2022

Due date: February 28, 2023

Performance Period: FY 2023 RAISE grant funds must be expended by September 30, 2032.

Lead Department	Project Name	Project Description	Total Project (Budget)	Total Grant Request	Planned Completion Date
The Port of Los Angeles (POLA)	National Highway Freight Network (NHFN) Improvement Program - State Route 47- Seaside Avenue and Navy Way Interchange Improvement Project	<p>This project is to enhance the trade corridor at an existing partial interchange at State Route 47 (SR47) between Seaside Avenue and Navy Way. SR 47 and Seaside Avenue carry 10% of all US waterborne containers and Navy Way is also a USDOT designated Primary Highway Freight System route. The scope of work includes the following:</p> <ul style="list-style-type: none"> - Remove the last traffic signal and at-grade intersection on Terminal Island/SR47 between I-110 and I-710; - Install a new westbound auxiliary lane on SR47 between Pier S Avenue and Navy Way; - Install a new eastbound 2-lane collector-distributor road between Ferry Steet and Pier S Avenue; - Improve restriping at Navy Way/Terminal Way intersection, and new 5th-leg westbound off-ramp termini. 	\$ 59,700,000	\$ 25,000,000	June, 2028
Bureau of Street Services	Sidewalk and Transit Amenities Program (STAP)	This project will construct new transit shelters and amenities along transit locations on key corridors within disadvantaged, underserved, and high transit-dependent communities throughout the City. Approximately 400 new shelters will be built with this grant funding.	\$ 30,000,000	\$ 24,000,000	September, 2025
Bureau of Engineering	LA River Way-San Fernando Valley Completion Project (Hazeltime to Coldwater Canyon)	This project will construct at least 1.65 miles of high-quality bicycle infrastructure and pedestrian enhancements along the LA River and through the mid-San Fernando Valley, providing a safe and continuous active transportation network that will expand non-auto commute options, increase access to high-quality transit lines and employment hubs, and improve access to recreation for LA residents and visitors. This project will include a Class I bike path, greenway, and pedestrian path along the LA river between Hazeltime Avenue and Coldwater Canyon Avenue, from Hazeltime to Woodman and from Woodman to Coldwater Canyon, which includes four (at grade crossings) at Woodman, Moorpark, Fulton, and Coldwater Canyon. Other features include lighting, fencing, landscaping and pedestrian amenities such as bike racks and benches.	\$ 38,000,000	\$ 25,000,000	December, 2029

ATTACHMENT 2 - PROJECTS EVALUATION CRITERIA

US Department of Transportation - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants Program

NOFO Release Date: December 15, 2022

Due date: February 28, 2023

Performance Period: FY 2023 RAISE grant funds must be expended by September 30, 2032.

	Name of Projects		
Evaluation Criteria	National Highway Freight Network (NHFN) Improvement Program - State Route 47- Seaside Avenue and Navy Way Interchange Improvement Project	Sidewalk and Transit Amenities Program (STAP)	LA River Way-San Fernando Valley Completion Project (Hazeltine to Coldwater Canyon)
Safety	This project reduces accidents via improved geometry, signal removal, and reduced delays.	This project will focus on corridors with transit stop locations at high transit-dependent and disadvantaged communities. By installing and upgrading transit shelters and associated amenities, this makes it safer for the riders to utilize public transportation.	This project contributes to safety by completing a separate path of travel adjacent to the LA River instead of on the busy street. This will reduce minor crashes, serious injuries and fatalities.
Environmental Sustainability	This project reduces 34,251 metric tons of emissions (including green-house gasses) cumulatively over 20 years at the centroid of the largest port complex in the western hemisphere, which is directly adjacent to the Wilmington and San Pedro communities. These two communities are two of the most "Disadvantaged/Low Income Communities" as designated by the State of California.	This project reduces greenhouse gases by promoting increased transit use with new shelters/amenities placed at high-transit dependent locations within the City.	This project will reduce GHG emissions, improve natural habitat, provide ecological restoration along the LA River, enhance shade coverage for resilience and addressing urban heat effect. In addition, the contractor will recycle material (concrete, asphalt, steel), use locally sourced goods, solar lighting, as well as drought tolerant plants to help to protect the environmental by reducing landfill usage and fight climate change.
Quality of Life	This project reduces 34,251 metric tons of emissions cumulatively over 20 years and reduces travel time delays by 3,386 vehicle-hours annually in Year 2047.	This project will enhance the transit rider experience and coordinate the shared use of the sidewalk, improve access and mobility, improve transit information and public service delivery.	This project improves quality of life by creating new bike trips, recreation trips, expanded access to safe, healthy, affordable mobility, and increase access to recreation and physical activity areas.
Mobility and Community Connectivity	This project reduces travel time delays by 3,386 vehicle-hours annually in Year 2047 and provide greater connectivity and mobility for the community and commuters in the area.	This project will enhance mobility and community connectivity by carefully planning the placement of transit shelters through the following focus: <ul style="list-style-type: none"> • High Transit Ridership • Exposure to Heat • Metro's Equity Focus Communities (minority populations, low-income households, and zero- vehicle households) • Proximity to Trip Generator, Key Destinations, and Service Facilities • "Low Frequency" Bus Route that indicate long wait times • Specific Site Condition Criteria developed by Metro and STAP to guide and determine which bus stops have enough space for new shelters 	Separate bike path provides mobility and connects to an existing bike path from Coldwater Canyon to Whitsett. Adjacent communities can easily connect to the bike path.
Economic Competitiveness and Opportunity Including Tourism	This project accommodates 10% of all US waterborne containers. Overall freight cost is lowered by reducing delay for these containers, improving freight velocity, travel time reliability, and predictability.	The STAP has a goal of ensuring 75% of bus riders in the City will be able to board buses where there is a shelter. Selected corridors in the STAP's first and second year roll-out will exceed grant requirements as it relates to underserved and disadvantaged communities the cannot afford a car. Providing transit stop improvements will promote public transit ridership, job opportunities seeking and tourists visiting. In addition, the work will be completed by both City forces and contractors. Approximately 25 full time positions will be needed to implement this program.	The \$38 million project expenditure is expected to create short term jobs in development and construction phases, and maintenance throughout the project lifetime. U.S. DOT guidance specifies that for every \$76,900 invested in transportation, one job-year is created, which means one job for one year. The \$38 million invested in LA BRAVE is anticipated to generate nearly 500 construction jobs. These construction jobs span a mix of occupational categories such as paving, surfacing, and tamping equipment operators.

		Name of Projects	
Evaluation Criteria	National Highway Freight Network (NHFN) Improvement Program - State Route 47- Seaside Avenue and Navy Way Interchange Improvement Project	Sidewalk and Transit Amenities Program (STAP)	LA River Way-San Fernando Valley Completion Project (Hazeltine to Coldwater Canyon)
State of Good Repair	New modernized infrastructure augments existing partial interchange and removes signalized intersection. The project is estimated to have a residual asset value of \$6.76 million at the end of the 20-year analysis period.	The City's transit stop locations have not been upgraded in many years, with thousands of locations either with outdated shelters or no shelters. Communities underserved by affordable transportation, or overburdened communities have been impacted, especially since these communities may be highly transit dependent. In addition, lack of shade and shelter causes a high risk of heat exhaustion for those who are waiting for transit in the hot summer months of Los Angeles. The project will install approx. 400 new shelters at the most needed areas.	This project will reduce wear and tear on local roads by providing travelers with an alternative to driving.
Partnership and Collaboration	The local community has been engaged for many years on transportation and environmental improvements for this project. The Port of Los Angeles coordinates with the City of Los Angeles community advisory councils ("Neighborhood Councils") in disadvantaged areas of Wilmington and San Pedro. The POLA interacts regularly with community groups, Coalition for Clean Air, and City of Los Angeles San Pedro and Wilmington Communities to inform these communities about air quality and transportation projects that reduce emissions, delay, and improve safety. This project is fully supported by the adjacent communities and complements the POLA-POLB Clean Air Action Plan that improve safety and mobility.	StreetsLA has worked closely with all the transit agencies that utilize the transit stops within the City of Los Angeles such as Los Angeles County Metropolitan Transportation Authority (Metro), Santa Monica Big Blue Bus, and LADOT. StreetsLA has conducted interviews and surveys to ensure new program elements are equitably distributed according to need. StreetsLA has conducted over 55 community meetings to engage constituents on the program.	Bureau of Engineering will coordinate with LADWP, LADOT, LA Sanitation, Streets LA, LA Lights, RAP and GSD for the implementation of this project.
Innovation	The new traffic signal at the intersection of Navy Way and the Seaside Avenue collector-distributor road will be connected to the City of Los Angeles Transportation Department's Advanced Traffic Surveillance and Control system via fiber optic (FO) cables. Conduit will be installed to enable the possible installation of FO cables to serve on-ramp metering if in the future Caltrans seeks formal Route Adoption for this segment of SR 47 from the CTC.	Innovation is a significant part of this program. STAP will be working towards expansion of current program amenities such as hydration stations, hand sanitizing dispensers, the introduction of a suite of new amenities not offered through the current program, such as digital capable "Smart" amenities providing real-time transit information, WIFI, smart phone charging stations, emergency call features, and cooling device options plus new elements such as scooter or bicycle docks and e-lockers.	This project will use cutting edge technologies in air quality monitoring and bike sensors.