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# CITY OF LOS ANGELES

CALIFORNIA



**KAREN BASS**  
MAYOR

**DEPARTMENT OF  
PUBLIC WORKS  
BUREAU OF  
ENGINEERING**

**TED ALLEN, PE**  
CITY ENGINEER

1149 S. BROADWAY, SUITE 700  
LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

November 21, 2024

The Honorable City Council  
c/o Holly L. Wolcott  
City Clerk  
Room 360, City Hall

## **COUNCIL FILE NO. 23-1011 – RECONNECTING COMMUNITIES AND NEIGHBORHOODS (RCN) GRANT / USDOT – RECONNECTING MACARTHUR PARK PROJECT GRANT AWARD**

### **SUMMARY**

Per the request of the City Council (23-1011) the City Engineer has applied for the Reconnecting Communities and Neighborhoods (RCN) Community Planning Grant from the U.S. Department of Transportation (USDOT) for the Reconnecting MacArthur Park project (Project) and now seeks authorization to receive grant funds and execute the grant agreement.

### **RECOMMENDATION**

Approve this report and forward it to the City Council for consideration:

1. AUTHORIZE the City Engineer to execute the grant agreement with the U.S. Department of Transportation (USDOT) for \$2,000,000 to complete the concept design for the Reconnecting MacArthur Park project (Project).
2. AUTHORIZE the Bureau of Engineering (BOE), or designee, to accept the USDOT grant funds and deposit the grant funds into a new account in the Engineering Special Services Fund No. 682, Department No. 50, entitled “Reconnecting MacArthur Park”, to provide the BOE with funding for Project related expenditures, including City staff costs.
3. AUTHORIZE the City Engineer, or designee, to make any technical or accounting corrections, revisions, or clarifications, as needed, to the above recommendations in order to effectuate the intent of the City Council.



## **BACKGROUND**

On September 26, 2023, the City Council adopted a motion (C.F. 23-1011) authorizing the City Engineer to apply for a Reconnecting Communities and Neighborhoods (RCN) Community Planning Grant from the U.S. Department of Transportation (USDOT) for the Project. On March 13, 2024, USDOT awarded the Reconnecting MacArthur Park project \$2,000,000 in RCN community planning grant funds, as part of the Reconnecting Communities Pilot (RCP) program. The deadline to obligate funds is September 30, 2026 and the deadline to expend funds is September 30, 2031.

As the applicant, Bureau of Engineering (BOE) will be the lead agency to deliver the grant and will do so in partnership with the LA Department of Transportation (LADOT), Department of Recreation and Parks (RAP), and Council District 1 (CD1). The \$2,000,000 USDOT grant requires a 20% local match, which will be fulfilled by a \$500,000 Southern California Association of Governments (SCAG) Civic Engagement, Equity and Environmental Justice (CEEEJ) grant (C.F. 23-0465), awarded October 2023 to LADOT. The USDOT grant will fund Phase II (Conceptual Design) of the Reconnecting MacArthur Park project; Phase I (Pre-Design) of the Reconnecting MacArthur Park project will be delivered by LADOT and is funded by the \$500,000 SCAG CEEEJ grant.

## **DISCUSSION**

On March 13, 2024, USDOT awarded the Reconnecting MacArthur Park project \$2,000,000 in RCN community planning grant funds, as part of the Reconnecting Communities Pilot (RCP) program. The USDOT grant will be used to deliver Phase II (Conceptual Design) of the Reconnecting MacArthur Park project. Phase I (Pre-Design) of the Reconnecting MacArthur Park project will be delivered by LADOT and is funded by a Southern California Association of Governments (SCAG) Civic Engagement, Equity and Environmental Justice (CEEEJ) Grant (C.F. 23-0465).

### Reconnecting MacArthur Park

MacArthur Park is a 35-acre park located at 2230 W. 6th St. in the Westlake neighborhood of Council District 1. Reconnecting MacArthur Park will explore the feasibility of permanently closing Wilshire Boulevard between Parkview Street and Alvarado Street to vehicle travel. The project aims to explore how to correct for the legacy of environmental injustice, which included the construction of Wilshire Boulevard through MacArthur Park in the 1930's, bifurcating a thriving local community. This planning and design project will take place in two phases, as described below. Funding for further technical design development and construction is not yet secured. The deliverables from Phase I and Phase II will be used to pursue additional funding opportunities.

#### *Phase I – Pre-Design*

Phase I is funded by a \$500,000 SCAG Civic Engagement, Equity & Environmental Justice (CEEEJ) Grant and will be delivered by LADOT in partnership with Central City Neighborhood Partners (CCNP). Phase I scope includes a transportation study as well as a community visioning, engagement, and planning effort. The transportation study will assess how a permanent open street design can support residents in accessing housing, jobs, and park space through policy-aligned

mobility investments. The SCAG grant was awarded in October 2023 and will be completed by December 31, 2025.

*Phase II – Conceptual Design*

Phase II is funded by the \$2,000,000 USDOT RCN grant. Phase II will include the preparation of conceptual designs, cost estimates, and an environmental analysis for the preferred scope of work identified in Phase I (Pre-Design). Phase II will continue the Community Advisory Task Force to guide project development and explore strengthening pedestrian connections to adjacent open spaces. BOE is implementing the grant in partnership with LADOT, RAP, and CD1. The \$2,000,000 grant was awarded in March 2024 and is expected to be completed in 2028.

**FISCAL IMPACT**

The 20% local match requirement for the \$2,000,000 USDOT grant will be fulfilled by a \$500,000 SCAG CEEEJ grant (C.F. 23-0465). The grants discussed in this report are anticipated to cover the city staff and consultant costs for the Project. However, the grants will be on a reimbursement basis and therefore will require front-funding by the City to cashflow the Project until sufficient grant reimbursements have been received. The CAO is coordinating the request for \$2,000,000 in front funding for the USDOT grant from the Transportation Grants Fund (Fund No. 655), which is pending Council approval (C.F. 24-1419).

Respectfully submitted,



ENGINEERING  
Electronically signed by Ted Allen  
on 11/21/2024 2:54 PM

Ted Allen, P.E.  
City Engineer

TA/DW/SF/JPM:bh

Box\EXE\Ready for Signature\TSA\Outbox\Archived\2024McCarthur Park Project Grant Award

Attachment

1. Attachment A: USDOT Notice of Funding Award
2. Attachment B: USDOT Draft Grant Agreement

cc: Randall Winston, Office of the Mayor  
Vahid Khorsand, Board of Public Works



**U.S. Department of Transportation**

1200 New Jersey Avenue SE  
Washington, DC 20590

## Reconnecting Communities and Neighborhoods Grant Program

**Project Name:** Reconnecting MacArthur Park

**Applicant:** City of Los Angeles

**Award Amount:** \$2,000,000.00

**Program:** Reconnecting Communities Pilot

**Estimated Total Project Costs:** \$2,500,000.00

**Project Description:** The targeted goal of the proposal is to permanently close Wilshire Blvd. to vehicular traffic from Alvarado St. to Carondelet St. to cede 1.7 acres of park land back to the local community, remove a high injury arterial adjacent to a high concentration of elementary schools, and create new open space in the most park poor and disadvantaged areas of the City and US. Doing so would uniquely enhance the transit, bike and pedestrian connectivity for community members in the surrounding area to safely access schools, jobs, amenities and resources, create opportunities to improve their physical and mental health and would enhance the ability for users to visit the Westlake and MacArthur Park community from across the region.

**Congratulations!** The U.S. Department of Transportation (USDOT) selects the above project to receive a Fiscal Year 2023 Reconnecting Communities and Neighborhoods (RCN) Program grant.

Importantly, projects receiving RCN grant funding cannot be used for additional through travel lanes for single-occupant passenger vehicles or highway expansion.

The USDOT Operating Administration overseeing your project will be contacting you soon with next steps, including execution of a grant agreement. You will also receive a follow up invitation to attend a webinar to welcome you to this grant program and provide an overview of next steps and an opportunity for discussion.

This letter DOES NOT authorize the applicant to incur costs to carry out the project. The execution of the grant agreement will obligate RCN grant funding, making it available to reimburse eligible expenses for the awarded project. Unless authorized by USDOT in writing, any costs incurred prior to that obligation of funds for a project (i.e., "pre-award costs") are ineligible for reimbursement and may be ineligible to count towards non-Federal match requirements. This letter DOES NOT authorize pre-award costs to be eligible.

If you have any questions about this award, please contact the RCN Grants Team at

[ReconnectingCommunities@dot.gov](mailto:ReconnectingCommunities@dot.gov)

Sincerely,

A handwritten signature in black ink that reads "John Augustine".

John Augustine

Director, Office of Infrastructure Finance and Innovation Office of the Secretary

ATTACHMENT B - USDOT DRAFT GRANT AGREEMENT

- 1. Award No.**  
693JJ32540286
- 2. Effective Date**  
See No. 17 Below
- 3. Assistance Listings No.**  
20.940
- 4. Award To**  
City of Los Angeles  
Department of Public Works  
Bureau of Engineering  
1149 S. Broadway, Suite 830  
Mail Stop 507  
Los Angeles, CA 90015
- 5. Sponsoring Office**  
U.S. Department of Transportation  
Federal Highway Administration  
Office of Acquisition & Grants Management  
1200 New Jersey Avenue, SE  
HCFA-32, Mail Drop E62-204  
Washington, DC 20590
- Unique Entity Id.: WCG9G7LWYLR9  
TIN No.:
- 6. Period of Performance**  
[insert Effective Date of Award] –  
December 31, 2028
- 7. Total Amount**  
Federal Share: \$2,000,000  
Recipient Share: \$500,000  
Total: \$2,500,000
- 8. Type of Agreement**  
Grant
- 9. Authority**  
Infrastructure Investment and Jobs Act (Pub. L. No. 117-58, div. A § 11509 & div. J, tit. VIII, “Department of Transportation—Federal Highway Administration—Highway Infrastructure Programs” ¶ 7, Nov. 15, 2021)
- 10. Procurement Request No.**  
HEPP250006PR
- 11. Federal Funds Obligated**  
\$2,000,000
- 12. Submit Payment Requests To**  
See Article 13 of the General Terms and Conditions.
- 13. Payment Office**  
See Article 13 of the General Terms and Conditions.
- 14. Accounting and Appropriations Data**  
15X0578B50.0000.060V392500.6601000000.41010.61006600.0000000000.0000000000.0000000000.00.0000000000

**15. Description of Project**

The Reconnecting MacArthur Park project aims to reconnect MacArthur Park across Wilshire Blvd. from Alvarado St. to Carondelet St., with the goal of ceding 1.7 acres of park land back to the local community, removing a high injury arterial adjacent to a high concentration of elementary schools, and creating new open space in the most park poor and disadvantaged areas of the City and US. This planning grant will fund conceptual design of the community’s preferred method for reconnecting MacArthur Park. This project aims to uniquely enhance the transit, bike and pedestrian connectivity for community members in the surrounding area to safely access schools, jobs, amenities and resources, create opportunities to improve their physical and mental health, and enhance the ability for users to visit the Westlake and MacArthur Park community from across the region. Funding for construction is not yet secured and will be pursued using the planning grant deliverables.

**RECIPIENT**

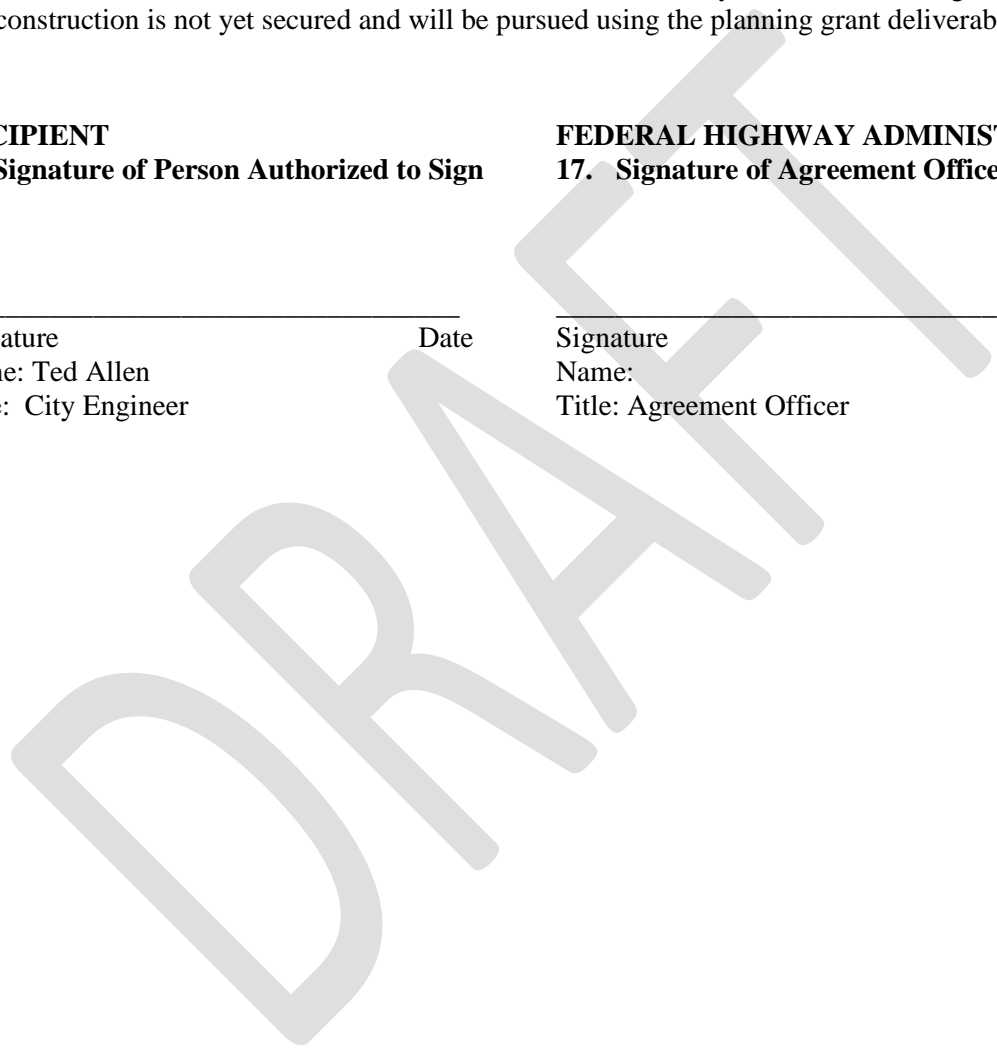
**FEDERAL HIGHWAY ADMINISTRATION**

**16. Signature of Person Authorized to Sign**

**17. Signature of Agreement Officer**

\_\_\_\_\_  
Signature  
Name: Ted Allen  
Title: City Engineer

\_\_\_\_\_  
Signature  
Name:  
Title: Agreement Officer



**U.S. DEPARTMENT OF TRANSPORTATION**

**GRANT AGREEMENT UNDER THE  
FISCAL YEAR 2023 RECONNECTING COMMUNITIES PILOT (RCP) PROGRAM**

This agreement is between the United States Department of Transportation (the “USDOT”) and the [City of Los Angeles] (the “Recipient”).

This agreement reflects the selection of the Recipient to receive an RCP Grant for the [Reconnecting MacArthur Park].

If schedule A to this agreement identifies a Designated Subrecipient, that Designated Subrecipient is also a party to this agreement, and the parties want the Designated Subrecipient to carry out the project with the Recipient’s assistance and oversight.

The parties therefore agree to the following:

**ARTICLE 1  
GENERAL TERMS AND CONDITIONS.**

**1.1 General Terms and Conditions.**

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2023 Reconnecting Communities Pilot (RCP) Program Notice of Funding Opportunity: FHWA Projects,” dated May 29, 2024, which is available on the RCN [website](#). The General Terms and Conditions reference the information contained in the schedules to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the RCP Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the RCP Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

**ARTICLE 2  
SPECIAL TERMS AND CONDITIONS.**

There are no special terms for this award.

**SCHEDULE A  
ADMINISTRATIVE INFORMATION**

**1. Application.**

Application Title: Reconnecting MacArthur Park

Application Date: 9/28/2023

**2. Recipient's Unique Entity Identifier.**

See section 24.3 of the General Terms and Conditions; also see page 1, item 4.

**3. Recipient Contact(s).**

Jennifer McDowell  
Project Manager  
Bureau of Engineering, Department of Public Works  
City of Los Angeles  
1149 S. Broadway, Suite 830  
(213) 215-0623  
Jennifer.p.mcdowell@lacity.org

**4. Recipient Key Personnel.**

Name	Title or Position
Jennifer McDowell	Project Manager, BOE Architectural Division
Ivet Madatyan	Senior Management Analyst II, BOE

**5. USDOT Project Contact(s).**

Elissa K. Konove  
Agreement Officer Representative (AOR)  
Division Administrator  
Federal Highway Administration  
California Division  
650 Capitol Mall, Suite 4-100  
Sacramento, CA 95818  
(916) 498-5001  
Elissa.Konove@dot.gov



And

Kenneth N. Petty II  
Director, Office of Planning  
Federal Highway Administration  
Office of Planning, Environment, and Realty  
1200 New Jersey Avenue SE  
Room E72-330  
Washington, DC 20590

and

Ryan Buck  
Agreement Officer (AO)  
Federal Highway Administration  
Office of Acquisition and Grants Management  
HCFA-43, Mail Stop E62-310  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590  
[Ryan.Buck@dot.gov](mailto:Ryan.Buck@dot.gov)

and

Vincent C Speaks  
Agreement Specialist (AS)  
Office of Acquisition and Grants  
Management HCFA-43, Mail Stop E62-204  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590  
202-366-7799  
[Vincent.speaks@dot.gov](mailto:Vincent.speaks@dot.gov)

and

Antonio Johnson  
Director – Planning, Environment, & Right of Way  
Federal Highway Administration  
California Division  
650 Capitol Mall, Suite 4-100  
Sacramento, CA 95818  
(916) 498-5889  
[Antonio.Johnson@dot.gov](mailto:Antonio.Johnson@dot.gov)

**6. Payment System.**

USDOT Payment System: DELPHI eInvoicing

**7. Office for Subaward and Contract Authorization.**

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

**8. Federal Award Identification Number.**

See section 24.2 of the General Terms and Conditions; also see page 1, item 1.

**9. Designated Subrecipient(s).**

Designated Subrecipient: None

DRAFT

## **SCHEDULE B PROJECT ACTIVITIES**

### **1. General Project Description.**

The Reconnecting MacArthur Park project aims to reconnect MacArthur Park across Wilshire Blvd. from Alvarado St. to Carondelet St., with the goal of ceding 1.7 acres of park land back to the local community, removing a high injury arterial adjacent to a high concentration of elementary schools, and creating new open space in the most park poor and disadvantaged areas of the City and US. This planning grant will fund conceptual design of the community's preferred method for reconnecting MacArthur Park. This project aims to uniquely enhance the transit, bike and pedestrian connectivity for community members in the surrounding area to safely access schools, jobs, amenities and resources, create opportunities to improve their physical and mental health, and enhance the ability for users to visit the Westlake and MacArthur Park community from across the region. Funding for construction is not yet secured and will be pursued using the planning grant deliverables.

### **2. Statement of Work.**

The scope of work will be conducted in two phases:

#### Pre-Design: Community Engagement & Transportation Analysis

Pre-Design scope includes the development of a project Transportation Assessment to study the closure of Wilshire Blvd that bisects MacArthur Park as well as a range of alternatives informed by the community. The community engagement will include development of a Community Advisory Task Force, online survey, and a summary of community priorities for reconnecting MacArthur Park.

#### Design: Conceptual Design & Environmental Analysis

The Design Phase scope of work will produce conceptual designs based on the Transportation Analysis and community priorities identified during the Pre-Design phase. These concepts will include the desired transformation of the portion of Wilshire Blvd bisecting MacArthur Park, from Alvarado St. to Carondelet St. (Phase I), and the adjacent segment of Wilshire Blvd, between Parkview St. and Carondelet St. into a greenway or other pedestrian pathway (Phase II). The scope of work will include environmental analysis that accounts for limitations of completing conceptual/preliminary designs to support CEQA and NEPA for the Phase I and II conceptual designs, as described above. This task will also include the development of cost estimates for project design, engineering, and construction based on the conceptual design, and ongoing community engagement and Community Advisory Task Force meetings. Funding for construction is not yet secured and will be pursued using the planning grant deliverables.

**SCHEDULE C  
AWARD DATES AND PROJECT SCHEDULE**

**1. Award Dates.**

Budget Period End Date: December 31, 2028

Period of Performance End Date: See section 4.5 of the General Terms and Conditions; also see page 1, item 6.

**2. Estimated Project Schedule.**

<b>Milestone</b>	<b>Schedule Date</b>
Planned Project Completion Date	June 30, 2028

**3. Special Milestone Deadlines.**

None.

**4. Prerequisite Dates.**

<b>Milestone</b>	<b>Date</b>
Added to Unified Planning Work Program (UPWP)	5/2/2024
Added to Statewide Planning Work Program	N/A

**SCHEDULE D  
AWARD AND PROJECT FINANCIAL INFORMATION**

**1. Award Amount.**

RCP Grant Amount: \$2,000,000

**2. Federal Obligation Information.**

Federal Obligation Type: Single

**3. Approved Project Budget.**

<b>Eligible Project Costs</b>		
	<b>[Component 1]</b>	<b>Total</b>
RCP Funds:	[\$2,000,000]	[\$2,000,000]
Other Federal Funds:	\$0.00	\$0.00
Non-Federal Funds:	[\$500,000]	[\$500,000]
<b>Total:</b>	<b>[\$2,500,000]</b>	<b>[\$2,500,000]</b>

**4. Approved Pre-award Costs**

**None.** The USDOT has not approved under this award any pre-award costs under 2 C.F.R. 200.458.

**SCHEDULE E**  
**CHANGES FROM APPLICATION**

**INSTRUCTIONS FOR COMPLETING SCHEDULE E:** Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, budget described in schedules B–D. The purpose of this schedule E is to clearly and accurately document the differences in scope, schedule, and budget to establish the parties’ knowledge and acceptance of those differences. If there are notable changes in aspects of the Project other than scope, schedule, and budget (*e.g.*, recipient changes), those changes should also be described. See section 3.1 of the General Terms and Conditions.

**Scope:** No changes

**Schedule:** No changes

**Budget:** No changes

**Other:** No changes

**SCHEDULE F  
RCP PROGRAM DESIGNATIONS**

**1. Capital Construction or Planning Designation.**

Capital-Planning Designation: Planning

**2. Economically Disadvantaged Community Designation.**

Economically Disadvantaged Community Designation: Yes

**3. Funding Source.**

Funding Source: General Fund

**4. Security Risk Designation: Low**

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**SCHEDULE G**  
**RCP PERFORMANCE MEASUREMENT INFORMATION**

**Reserved.**

DRAFT



**SCHEDULE H**  
**CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS**

**1. Consideration of Climate Change and Environmental Justice Impacts.**

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Project is a planning project and incorporates consideration of climate change and environmental justice impacts. <i>(Identify how the planning project incorporates consideration of climate change and environmental justice impacts in the narrative below.)</i>
	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Recipient or a project partner used environmental justice tools, such as the Climate & Economic Justice Screening Tool (CEJST), USDOT’s Equitable Transportation Community (ETC) Explorer, or the EPA’s EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>
	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>

	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.
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**2. Supporting Narrative.**

Consideration of climate change and environmental justice are central to this planning project. Related to environmental justice, the project seeks to improve the health of the surrounding community by proposing to close a section of street that bisects this public park, expanding the amount of park space, and increasing park access for the region. Closing this section of street that is part of the City’s High Injury Network would directly improve pedestrian safety and reduce transportation-related pollution. In partnership with the city’s Department of Transportation, project managers are studying mitigations and remedies to resolve the impacts of car trips and emissions traveling through the area. The project also proposes a robust transit priority demonstration component to make taking the train, bus or non-automotive modes of transportation safer and more convenient. Several metrics and rankings have illustrated the significant need for environmental justice and additional green space in this community. Reconnecting MacArthur Park will once again bring a seamless green space to the community, reduce exposure to diesel particulate matter, and undoubtedly cool the area as much needed tree canopy is added to this area.

Related to climate change, the project involves an urban greening strategy in a centrally located and highly urbanized environment that will positively impact the air quality, heat index, water quality, and stormwater capture for the neighborhood. The project will reduce Greenhouse Gas (GHG) and Vehicle Miles Traveled (VMT) by providing new open space easily accessible to regional transit users from the MacArthur Park/Westlake station located across the street from the park as well as enhancing accessibility to several major bus and transit options that serve as convenient first/last mile connections between existing networks. The removal of vehicle lanes on Wilshire Blvd would coincide with the opening of the nine-mile subway extension of the "D" line to West Los Angeles, reducing traffic impacts and encouraging alternative modes of transportation. The project will also explore the community's appetite for other GHG and VMT reducing services such as rideshare, dockless mobility, EV car share and EV charging.

**SCHEDULE I  
EQUITY AND BARRIERS TO OPPORTUNITY**

**1. Efforts to Improve Equity and Reduce Barriers to Opportunity.**

The Recipient states that rows marked with “X” in the following table are accurate :

X	The Project is a planning project and incorporates consideration of racial equity and barriers to opportunity. <i>(Identify how the planning project incorporates consideration of racial equity and barriers to opportunity in the narrative below.)</i>
	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted an equity and inclusion program/plan, or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

**2. Supporting Narrative.**

This planning project incorporates consideration of racial equity and barriers to opportunity through targeting environmental justice benefits to the diverse immigrant community of Westlake. The Westlake neighborhood ranks in the 99th US percentile for linguistic isolation, 95th in poverty, and is comprised of over 60% people over 25 who lack a high school education. This neighborhood has witnessed the emergence of a strong creative entrepreneurship, most notably in the form of a vibrant street vending culture. This project will study opportunities to engage and incorporate the local entrepreneur community where appropriate. The project will also consider incorporating local

opportunities within the park such as concessions, park restoration, and green ambassadors. The intent is to produce a set of high-quality jobs that will provide employment options for the most vulnerable population groups in the local area.

### **3. Community Engagement Activities.**

The City of Los Angeles will enlist contracting services to establish a community advisory committee and a public agency task force to guide this project, conduct a survey targeting 2,000 community members, and prepare a report codifying the community vision. The outreach will strategically focus on engaging community members to permanently close the portion of Wilshire Blvd bisecting MacArthur Park, as well as develop a ground up vision to permanently close Wilshire Blvd between Parkview St. and Carondelet St. to eventually connect to LaFayette Park, which is also bisected by Wilshire Blvd. The Community Advisory Task Force will be a group of 12-15 community members, business owners, and school and organization representatives. It will meet on a regular basis to ensure timely completion of deliverables and be collaborative, interdisciplinary and equipped with the necessary technical expertise, political acumen and trusted community connections to meaningfully shape the scope of work and ensure for a transparent decision-making process. The advisory group provides the ability to leverage the collective knowledge base to build trust among partners and solve problems collaboratively. The activities of the group will elevate the history and current state of MacArthur Park, the importance of supporting community-building initiatives that address long-term and systemic challenges for the vulnerable members of the community, a better understanding of the impacts of traffic and public transit projects that may result from the permanent closure of the Wilshire Blvd. through the park, and develop a long-term vision for the reconnected open space.

### **4. Activities to Safeguard Affordability.**

This area ranks in the 98th percentile nationwide for unaffordable housing costs and has a 36% overcrowding rate in Pico Union/Westlake area, which is 11 times the National rate. The State and City have incentivized the development of transit-oriented housing through density bonuses and the Transit Oriented Communities Program (TOC), which risk displacing current residents. New State laws such as SB 8, have made it a policy for existing housing units containing low-income residents to be replaced in new development at comparable affordable levels. However, the local housing crisis has made it difficult for displaced residents to find an affordable place to live during the 3-7 year construction period. Council District 1 is working on the development of new policies to ameliorate this gap while incentivizing deeper affordability in the City's existing TOC program.

**SCHEDULE J  
LABOR AND WORKFORCE**

**1. Efforts to Support Good-Paying Jobs and Strong Labor Standards**

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Project is a planning project. <i>(Identify in the narrative below the extent to which, if any, the planning project incorporates consideration of good-paying jobs and strong labor standards.)</i>
	The Recipient or a project partner has adopted the use of project labor agreements in the overall delivery and implementation of the Project. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project, subject to all applicable State and local laws, policies, and procedures. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>
	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>

	<p>The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ol style="list-style-type: none"> <li>a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law;</li> <li>b. proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements;</li> <li>c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements;</li> <li>d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin;</li> <li>e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and</li> <li>f. maintaining robust anti-retaliation measures covering employees and contractors.</li> </ol> <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
	<p>The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards.</p> <p><i>(Describe those actions in the supporting narrative below.)</i></p>
	<p>The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i></p>
	<p>The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.</p>

**2. Supporting Narrative.**

The City of Los Angeles requires that all construction personnel who work on a city project receive prevailing wages. The prevailing wage is a base pay rate established by State and Federal law to ensure that all construction workers engaged in public works projects are paid adequately for the craft they are working in. It is a combination of an hourly pay rate plus fringe benefits. Payment of the prevailing wage ensures that contractors will hire qualified workers and the City will therefore receive quality work. The estimates prepared as part of this planning project will take these policies into account.