

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

Date: May 16, 2024

To: Municipal Facilities Committee

From: Steven Fierce, AIA  
Municipal Facilities Program Manager  
Bureau of Engineering



Subject: **LA RIVER BIKEWAY AND GREENWAY SAN FERNANDO VALLEY COMPLETION PROJECT – VANALDEN AVE. TO BALBOA BLVD. (SEGMENTS 1 AND 2) – APPROVAL TO SOLICIT BIDS WITH A FUNDING SHORTFALL OF \$17.1 MILLION**

### **RECOMMENDATION**

The Bureau of Engineering (BOE) recommends that the Municipal Facilities Committee (MFC):

1. Approve solicitation of bids for the Los Angeles (LA) River Bikeway and Greenway San Fernando Valley Completion Project – Vanalden Avenue to Balboa Boulevard (Segments 1 and 2) (Project).
2. Instruct CAO staff to work with Council District 4 (CD 4) and Council District 6 (CD 6) to identify supplemental funding sources to address the anticipated shortfall of \$17.1 million, which may include City capital funds for the 2025-26 and 2026-27 Fiscal Year budgets.

### **I. Background:**

The entirety of the LA River Bikeway and Greenway San Fernando Valley Completion Project scope includes the development of approximately thirteen (13) miles of new bikeway and greenway along the LA River in the San Fernando Valley that fill in gaps in the Valley River bikeway, between Vanalden Avenue to the west and Forest Lawn Drive/Zoo Drive to the east, which spans across Council District 2, 3, 4, and 6.

By filling critical gaps in the regional bikeway corridor along the Los Angeles River, this project will connect the San Fernando Valley to Downtown L.A., providing millions of residents and visitors with new access to public transit, homes, jobs, schools, and natural, cultural, and recreational resources. By providing new safe, non-motorized transportation opportunities, residents and visitors will be able to access natural open spaces and recreation (such as in the Sepulveda Basin), jobs (such as in Warner Center, Studio City, and Downtown), and arts and cultural amenities (throughout the river corridor) that have previously been unavailable or unknown to them

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

The improvements will include 12-foot-wide asphalt bicycle paths and will be designed per the California Department of Transportation Highway Design Manual “Class I” standards (which allow for two-way, off-street bicycle use) as well as, pedestrian walking paths, decorative fencing and gates, roadway crossings, pet waste stations, drinking fountains, lighting, operational and wayfinding signage, site furnishings, educational interpretive elements, Best Management Practices for stormwater runoff, landscaping and irrigation.



*Image 1 – Rendering of the LA River bike path and greenway*

The overall project design will be in accordance with Directive No. 7 (the 2015 Sustainable City pLAn), the 2007 LA River Revitalization Master Plan, the City’s 2010 Bicycle Plan, and the 2014 Los Angeles Department of Transportation (LADOT) Great Streets Strategic Plan. The County has also prioritized the LA River trail system in its 2022 LA River Master Plan (including its Landscaping Guidelines and Plant Palettes) and the 2012 Bicycle Master Plan. The City’s Community Planning Areas encourage LA River access and open space opportunities. Furthermore, the Community Plan Areas fully endorse the implementation of the City’s Bicycle Plan, which designates a bikeway along the LA River. The completion of the LA River trail system will improve regional livability by providing expanded active transportation options with new access to transit, homes, schools, jobs, nature, recreation, and other community-serving amenities.

To aid the Project implementation, the approximately 13-mile bikeway is divided into nine (9) segments as designated in Table 1 below:

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

<b>Segments</b>	<b>Description</b>	<b>Council Districts</b>	<b>Distance</b>	<b>Status</b>
1	Between Vanalden Avenue and White Oak Avenue.	3, 4	1.90 Miles	<b>Bid &amp; Award Phase</b>
2	Between White Oak Avenue and Balboa Boulevard.	6	1.07 Miles	<b>Bid &amp; Award Phase</b>
3	Between Balboa Boulevard and Burbank Boulevard.	6	1.55 Miles	Alignment Planned
4	Between Burbank Boulevard and Sepulveda Boulevard.	6	0.86 Miles	Alignment Planned
5	Between Kester Avenue and Hazeltine Avenue.	4	1.11 Miles	Alignment Planned
6	Between Hazeltine Avenue and Woodman Avenue.	4	0.52 Miles	Alignment Planned
7	Between Woodman Avenue and Coldwater Canyon Avenue.	2, 4	1.11 Miles	<b>Funding Assembly</b>
8	Between Whitsett Avenue and Lankershim Boulevard.	2	2.26 Miles	<b>Pre-Design Phase</b>
9	Between Barham Boulevard and Forest Lawn/Zoo Drive.	4	1.94 Miles	Alignment Planned

*Table 1 - Project Status Table*

In 2016, the BOE applied for the Transportation Investment Generating Economic Recovery (TIGER) Grant (C.F. 16-0376), covering all segments related to design of the bike path. Unfortunately, this grant was not awarded.

Los Angeles County Voters approved Measure M in 2016 to invest in the region 's transportation facilities. Among its programs, Measure M includes \$60 million to complete the San Fernando Valley LARiverWay. This funding, while not sufficient to complete the needed projects on its own, is available to be used as a match for applications seeking external grant funding and to begin design work.

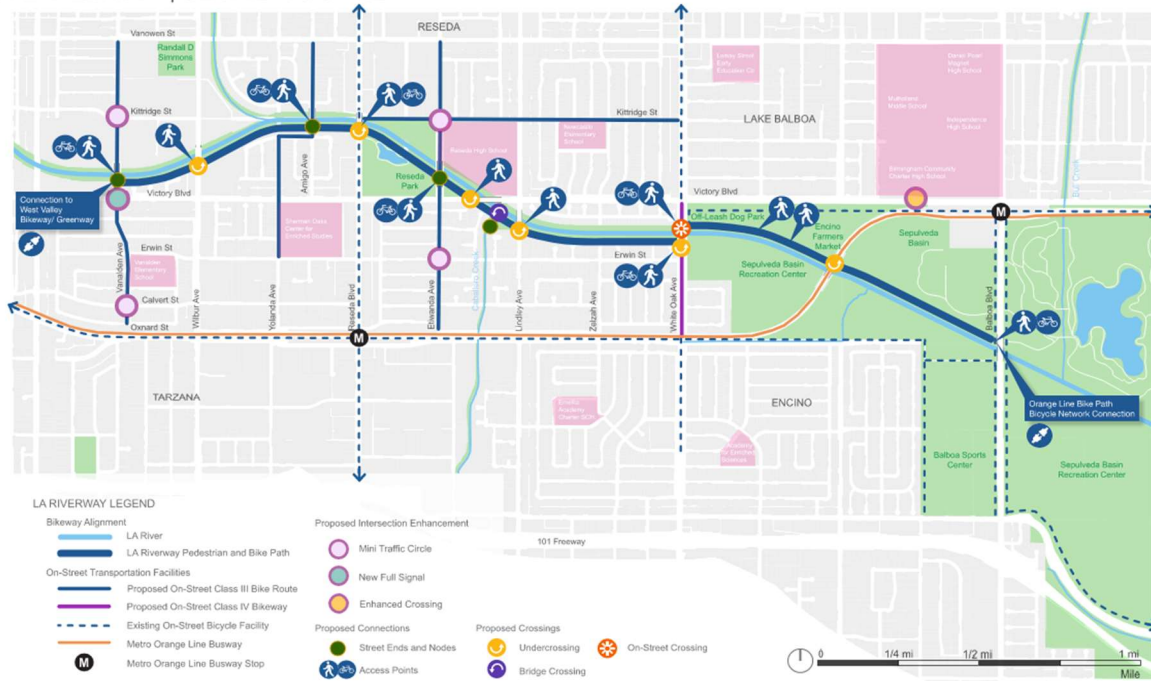
The City of Los Angeles has been proactive in investing in planning and design; and seeking grant funding to fill the system gaps in the Valley. The BOE completed a feasibility report that identifies the nine segment alignments and a sequencing plan for implementation (C.F. 17-0302). In November 2017, BOE completed the LA River Valley Bikeway and Greenway Feasibility Study Design Report, which is also referred to as the LA River Valley Bikeway and Greenway Master Plan.

## **II. Scope of the Segments 1 and 2 Project:**

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

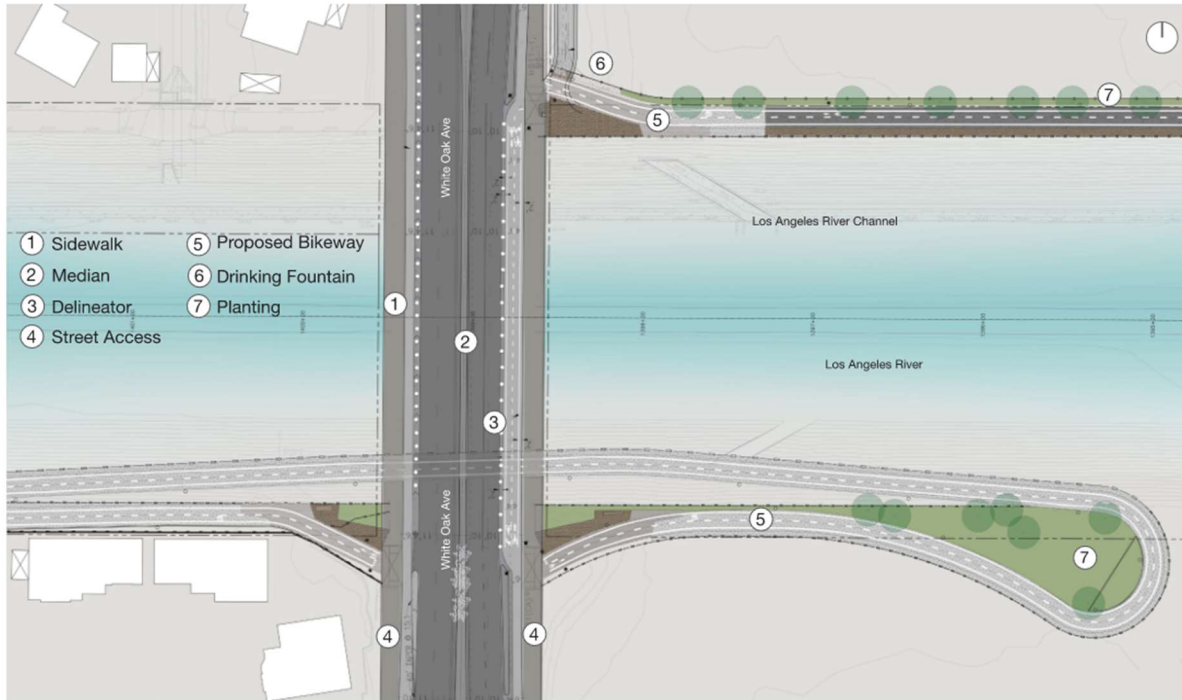
The scope consists of constructing a three-mile bike path and pedestrian path along the L.A. River in the West San Fernando Valley from Vanalden Avenue to Balboa Boulevard, which also includes retaining walls, fencing, lighting, bioswales, landscaping, irrigation, fencing, six (6) undercrossing, two (2) mini bridges. Additional scope includes off-site street improvements, including the installation of traffic circles, and Class III, Class IV, and Class II bike lanes within the surrounding community, to provide connection to the bike path project.

OVERALL MAP | SEGMENTS 01-02



*Image 2 – Overall map of the bike path and greenway alignment from Vanalden Ave. to Balboa Blvd. (Segments 1 and 2)*

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



*Image 3 – Rendering of undercrossing and amenities at White Oak Ave.*

**III. Budget and Funding:**

**Budget:**

Upon identifying the lowest, responsible, and responsive Bid for the construction of the Project, the BOE will update the project budget and available funding, and subsequent project shortfall. Further funding will likely be required to close the current shortfall. After adding the necessary contingency amount to the construction contract budget, the funding shortfall is currently projected to be approximately \$17.1 million, as summarized in the tables below:

<b>FUNDING TABLE</b>	
<b>PROJECT CONSTRUCTION COST</b>	<b>Amount</b>
Construction Cost (Contractor)	\$58,435,187.18
Construction Contingency (10%) [Typically 15%]	\$5,843,518.72
Construction Administration (3.55%) (Inspection, Testing, PM, CM, Designer, Soft Costs, Direct Cost) [Typically 15%]	\$2,074,449.15
<b>TOTAL CONSTRUCTION BUDGET</b>	<b>\$66,353,155</b>



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

<b>FUNDING SOURCES</b>	
Metro Measure M	\$24,000,000
ATP Cycle 4	\$18,590,000
CTIEP Funds (FY 23/24)	\$5,290,000
Measure W	\$825,000
Proposition K	\$566,459
<b>Total Funding Available for Construction</b>	<b>\$49,274,459</b>
<b>FUNDING SHORTFALL</b>	
<b>Estimated Shortfall</b>	<b>\$17,078,696</b>

*Table 2 – Project Funding Table*

To protect the City in instances of projects that are awarded but that may be underfunded at the time of the construction award, a funding clause has been included in the contract which limits the City's liability for an awarded project to the amount of funding appropriated at the time of the award of the project. The language is as follows:

“Notwithstanding the foregoing, the CITY’s liability for each Awarded Project shall be limited to the amount of funding then appropriated for the Awarded Project, which may be less than the Awarded Amount. If the CITY appropriates additional funds for the Awarded Project, the City’s liability shall be to the extent of such appropriation(s), subject to the terms and conditions of this Contract and the Bid Documents for the Awarded Project. CONTRACTOR shall not be required to perform any work on an Awarded Project in excess of the amount appropriated for the Awarded Project.”

Once additional funds are identified, BOE staff will return to the Committee to recommend the allocation of such identified funds to the Project.

**Funding:**

Recent fund-seeking work for the entirety of the Valley LARiverWay has been vigorous and includes:

- In 2017, the BOE pursued the Federal Land Access Program (FLAP) grant (C.F. 17-0463), specifically targeting Segments 1 and 2. Again, the project was not awarded funding.
- In 2018, the BOE applied for the Active Transportation Program (ATP) Cycle 4 grant for Segments 1 and 2 and was awarded partial funding of \$18.593 million.
- BOE secured funding through Prop. K for Segment 2 in the amount of \$566,459.
- In 2018, the BOE applied for US DOT's Better Utilizing Investments to Leverage Development (BUILD) grant (C.F. 18-0582) for Segment 8 but was not awarded.

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

- An application for Prop. 68 funding, which covered parts of Segments 5 and 7, was also denied.
- BOE applied for \$6 million in funding from the California Natural Resources Agency, Urban Greening program in 2020 (C.F. 20-0831), but was unsuccessful.
- In 2021, the BOE tried once more with the FLAP grant, targeting Segment 4, but again the grant was not awarded.
- The RAISE Grant application in 2021 for Segment 8 faced a similar outcome (C.F. 21-0535).
- The State of California legislature provided a \$5 million direct allocation for the Valley LARiverWay in the Budget Act of 2022.
- Segment 8 was awarded a large, \$34 million grant award via ATP Cycle 6 in 2022 and will soon proceed to detailed design.
- Currently, BOE and LADOT are working to apply for approximately \$30 million from ATP Cycle 7 for Segment 7.
- The FY 23/24 City of LA CTIEP provided \$5.29 million for Segments 1 and 2, but no funding is identified in the crucial FY24/25 timeframe as of the current proposed budget.

The BOE is currently working with Supervisor District 3 and L.A. County Department of Public Works to identify potential funding opportunities. In addition, the City Council has instructed the CAO to provide recommendations for how to best proceed with identifying funding and completing project delivery in an accelerated manner.

Failure to award the project risks the \$18.593 million Caltrans in ATP grant funding to be rescinded. Furthermore, failure to deliver on promised funding risks the City's credibility and undermines future project endeavors with State and Federal agencies. The City must deliver on commitments made to ensure public trust and the confidence of the State is maintained.

**IV. Schedule:**

<b>Activity</b>	<b>Start:</b>	<b>Finish:</b>
<b>Bid and Award:</b>		
- Solicit Bids	June 2024	June 2024
- Project Award	July 2024	---
<b>Construction:</b>		
- Notice to Proceed	July 2024	---
- Completion	---	December 2027*

\*Construction within the LA River is allowed within the dry weather season, April 1 to October 31. Construction within the vicinity of the Sepulveda Basin is to be completed no later than October 2027.

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

**V. Project Status:**

The project design is 100% complete and the solicitation of the bid package is being finalized to be posted to RAMPLA. The BOE Project Manager is requesting a time extension for ATP funding from Caltrans to award the project from July 25, 2024 to July 25, 2025.

DW/SF/MJA/MA

**Attachments:**

1. Balboa Blvd. to Vanalden Ave. (Segments 1 & 2) - Projected Cash Flow Expenditure Plan

cc: David Hirano, City Administrative Officer  
Albert Griego, City Administrative Officer  
Daisy Bonilla, City Administrative Officer  
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Deborah Weintraub, Bureau of Engineering  
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Joanne Zhang, Bureau of Engineering



**LA RIVER BIKEWAY AND GREENWAY SAN FERNANDO VALLEY COMPLETION PROJECT  
VANALDEN AVE. TO BALBOA BLVD. (SEGMENTS 1 AND 2)**

Funding Sources	Amount	FY24/25	FY25/26	FY26/27	FY27/28
Measure M	\$24,000,000	\$12,000,000	\$12,000,000		
ATP Cycle 4	\$18,593,000	\$9,296,500	\$9,296,500		
CTIEP Funds	\$5,290,000	\$5,290,000			
Measure W	\$825,000		\$412,500	\$412,500	
Proposition K	\$566,459		\$283,230	\$283,230	
Subtotal	\$49,274,459				
<b>Projected Shortfall</b>	<b>\$17,078,696</b>		\$4,269,744	\$8,539,208	\$4,269,744
<b>TOTALS</b>	<b>\$66,353,155</b>	<b>\$26,586,500</b>	<b>\$26,261,974</b>	<b>\$9,234,938</b>	<b>\$4,269,744</b>

\$17,078,696

\$66,353,156

*\*Staff to identify supplemental funding sources to address the anticipated funding shortfall, which may include additional contributions of City capital funds that will be pursued as a last*

Funding Sources	Amount	FY24/25				FY25/26				FY26/27				FY27/28	
		2024 1st Qtr.	2024 2nd Qtr.	2025 3rd Qtr.	2025 4th Qtr.	2025 1st Qtr.	2025 2nd Qtr.	2026 3rd Qtr.	2026 4th Qtr.	2026 1st Qtr.	2026 2nd Qtr.	2027 3rd Qtr.	2027 4th Qtr.	2028 1st Qtr.	2028 2nd Qtr.
Measure M	\$24,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$	\$	\$	\$	\$	\$
ATP Cycle 4	\$18,593,000	\$2,324,125	\$2,324,125	\$2,324,125	\$2,324,125	\$2,324,125	\$2,324,125	\$2,324,125	\$2,324,125	\$	\$	\$	\$	\$	\$
CTIEP Funds	\$5,290,000	\$1,322,500	\$1,322,500	\$1,322,500	\$1,322,500	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Measure W	\$825,000	\$	\$	\$	\$	\$	\$	\$206,250	\$206,250	\$206,250	\$206,250	\$	\$	\$	\$
Proposition K	\$566,459	\$	\$	\$	\$	\$	\$	\$141,615	\$141,615	\$141,615	\$141,615	\$	\$	\$	\$
Subtotal	\$49,274,459	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Projected Shortfall</b>	<b>\$17,078,696</b>	\$	\$	\$	\$	\$	\$	\$2,134,872	\$2,134,872	\$2,134,802	\$2,134,802	\$2,134,802	\$2,134,802	\$2,134,872	\$2,134,872
<b>TOTALS</b>	<b>\$66,353,155</b>	<b>\$6,646,625</b>	<b>\$6,646,625</b>	<b>\$6,646,625</b>	<b>\$6,646,625</b>	<b>\$5,324,125</b>	<b>\$5,324,125</b>	<b>\$7,806,862</b>	<b>\$7,806,862</b>	<b>\$2,482,667</b>	<b>\$2,482,667</b>	<b>\$2,134,802</b>	<b>\$2,134,802</b>	<b>\$2,134,872</b>	<b>\$2,134,872</b>

*\*Staff to identify supplemental funding sources to address the anticipated funding shortfall, which may include additional contributions of City capital funds that will be pursued as a last recourse through the City budget process in the 2025-26 and 2026-27 FY.*