

**CITY OF LOS ANGELES**  
INTERDEPARTMENTAL CORRESPONDENCE

Date: June 1, 2023

To: Street and Transportation Projects Oversight Committee  
Matthew W Szabo, Office of the City Administrative Officer (CAO), Chair  
Sharon Tso, Chief Legislative Analyst (CLA)  
Randall Winston, Office of the Mayor (Mayor)

From: *for* Steven Fierce, Principal Architect  
Architectural Division  
Bureau of Engineering

Subject: **THE BUREAU OF ENGINEERING FISCAL YEAR (FY) 2022-23 MUNICIPAL FACILITIES ARCHITECT, RECREATION AND PARKS (R&P), AND LA RIVER PROJECTS -WRITTEN REPORTS-LOS ANGELES RIVER WAY-SAN FERNANDO VALLEY COMPLETION**

**OVERALL PROJECT SUMMARY**

The Project scope includes the development of approximately thirteen (13) miles of new bikeway and greenway along the Los Angeles River (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 Nos. 2, 3, 4, and 6. The improvements will also include 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.

The minimum 12-foot-wide asphalt bicycle paths will be designed per the California Department of Transportation Highway Design Manual "Class I" standards (which allow for two-way, off-street bicycle use). 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.

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. This MOU provides funding to implement the proposed bike path alignment within this Master Plan

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

<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>95% Construction Document Phase</b>
2	Between White Oak Avenue and Balboa Boulevard.	6	1.07 Miles	<b>95% Construction Document Phase</b>
3	Between Balboa Boulevard and Burbank Boulevard.	6	1.55 Miles	Not Started
4	Between Burbank Boulevard and Sepulveda Boulevard.	6	0.86 Miles	Not Started
5	Between Kester Avenue and Hazeltine Avenue.	4	1.11 Miles	Not Started
6	Between Hazeltine Avenue and Woodman Avenue.	4	0.52 Miles	Not Started
7	Between Woodman Avenue and Coldwater Canyon Avenue.	2, 4	1.11 Miles	Not Started
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	Not Started

**Table 1-Project Status Table**

## **MEMORANDUM OF UNDERSTANDING BETWEEN CITY AND METRO**

A Memorandum of Understanding (MOU), also known as the Funding Agreement, between the City and Metro, for Design and/or Construction of the nine (9) segments is pending Council. This MOU stipulates the general terms of the agreement, scope of work, project costs, project schedule, funding schedule, as well as other requirements. Metro will provide \$60,000,000 of Measure M-Major Project funding for design and construction funding as matching funds to complete approximately thirteen (13) miles of bike path gaps in the San Fernando Valley, between present and 2030. Other match funds will be secured through City funds, as well as Federal and State grant funds through grant applications.

At this time, it is anticipated that the overall project cost of the design and construction, could range between **\$175,000,000** and **\$200,000,000**, considering the growing trend of escalation of costs within the construction industry, as well as request for additional required scope from various grantors and jurisdictional oversight agencies, as design

progresses. This project cost includes Design costs [*City staff costs, Consultant costs, direct costs*], Construction costs [*Contractor costs, escalation, construction engineering and administration*]. The City would be responsible for providing the remaining amount of funding to complete the project which could potentially be **\$140,000,000**.

For this project, the City has secured funding, and/or will be provided funding through grant and funding agreements, in the amount of approximately **\$125,850,000**, including the following sources below. These funds have been spent or area awaiting to be spent.

- \$60,000,000 of Metro Measure M-Major Project funds
- \$3,000,0000 of LA County funds,
- \$52,995,000 of ATP funds
- \$6,790,000 of Measure M-Local Return funds
- \$3,060,000 of various City funds.

If considering a \$200,000,000 budget, the City would need to fund the shortfall in the amount of approximately **\$74,150,000** [*\$200,000,000-\$125,850,000*]. The funding shortfall will need to be addressed in the future through City funds, and other Federal and State grant funds. Please note that this funding shortfall of \$74,150,000 does not include front funding funds, that will need to be identified separately, to fund the ATP and Measure M Major project funds.

Per this MOU, for Segments 1 and 2, no design funding is being requested and only construction funding is being requested. For Segments 3 through 9, both design and construction funding are being requested

## **PROJECT SEGMENTS WITH ACTIVE STATUS**

### **I. Segment 1 -2 – Vanalden Avenue to Balboa Boulevard**

- a. **Scope:** Design and Construction of three (3) miles bike path, and pedestrian path, as feasible along the LA River from Vanalden Avenue to Balboa Boulevard
- b. **Construction Budget:** \$70,000,000
- c. **Amount Available:** \$38,883,000 [*\$18,593,000 (ATP Cycle 4), \$15,000,000 (Measure M), \$5,290,000 (CTIEP)*]
- d. **Shortfall:** ~ **\$31,000,000**
- e. **Status:** Currently at the 95% Construction Document Phase and is awaiting execution of two LA County Permits.
- f. **Anticipated Construction Start:** Spring 2024
- g. **Funding Resolution:** A CTIEP Request was submitted as part of the 2022-2023 budget cycle to assist in this large funding shortfall, and the amount of **\$5,290,000** was provided. For Fiscal Year 2023-2024, an amount of **\$8,938,249**

was requested, less the prior allocation of \$5,290,000, to yield an amount of **\$3,638,249** [\$8,938,249-\$5,290,000] to be requested. However, the budget

- h. revealed that a smaller amount of funding of **\$1,106,999**, was provided. BOE will need to work with CAO and Council Office and determine a yearly funding plan in order to be able to construct this project

## II. Segment 8- Whitsett Avenue to Lankershim Boulevard

- a. **Scope:** Design and construction of 3.2 mile bike path and pedestrian path from Whitsett Ave to Lankershim Blvd, along the LA River and Tujunga Wash, including on street bicycle connections and two new bridges
- b. **Project Cost:** \$49,401,897
- c. **Amount to be Provided:** \$49,401,897 [\$15,000,000 (Metro), \$34,401,897(ATP)]
- d. **Shortfall:** ~ None as of yet
- e. **Status:** Currently in Pre-Design Phase. A Task Order Solicitation (TOS) is currently being drafted to Pre-Qualified on Call Civil Engineering Consultants to solicit Design services.
- f. **Anticipated Design Start:** Summer 2023
- g. **Funding Resolution:** A FY 2023 CTIEP Request for front funding on this project was not approved within the budget. The city is planning to submit Transportation Grant Fund (TGF) Request for front funding for this segment.

## PROJECT SEGMENTS WITH NON-ACTIVE STATUS

A phased approach in relation to start and completion of segments was prepared as part of a Project Phasing Schedule- Implementation plan, however front funding will need to be identified, as well as securing staff resources, in order to execute this Plan

The current segments which are inactive are Segments 3 through 7 and 9. Once the MOU with Metro is executed and front funding is made available, the City can begin designing a number of these inactive segments. The Bureau of Engineering will attempt to submit TGF requests or CTIEP Requests in order to facilitate this front funding.

## OVERALL ANTICIPATED PROJECT SCHEDULE

**Table 2** depicts the current Project Phasing Schedule -Implementation Plan for the LA River Way Project from FY 18/19 to FY 29/30. As stated above, the execution of this Plan is contingent upon funding availability and staffing resources

If you have any questions, please contact Nur Malhis at 213-485-4737 or by email at [Nur.Malhis@lacity.org](mailto:Nur.Malhis@lacity.org)

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NDM/nm

cc: David Hirano, City Administrative Office  
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Maria Souza-Rountree, City Legislative Office  
Nur Malhis, Bureau of Engineering

Attachment : Project Alignment Map

Segment	Segment	Anticipated Start Date	Anticipated Completion Date	Prior	FY22-23	FY23-24	FY24-25	FY25-26	FY 26-27	FY 27-28	FY 28-29	FY 29 and After
1	Vanalden to White Oak	FY 18/19	FY 27/28	DESIGN			B&A/CONS/ P-CONST					
2	White Oak to Balboa											
3&4	Balboa to Sepulveda	FY23/24	FY28/29	\$ -			DESIGN	B&A/CONS/P-CONST				
5	Kester to Hazeltine	FY24/25	FY29/30	\$ -			DESIGN	B&A/CONS/P-CONST				
6	Hazeltine to Woodman	FY24/25	FY27/27	\$ -	\$ -		DESIGN	B&A/CONS/P-CONST				
7	Woodman to Coldwater Canyon	FY23/24	FY28/29	\$ -	\$ -		DESIGN	B&A/CONS/P-CONST				
8	Whitsett to Lankershim	FY23/24	FY30/31	\$ -	\$ -		DESIGN	B&A/CONS/P-CONST				
9	Barham to Forest Lawn Drive	FY24/25	FY28/29	\$ -	\$ -	\$ -	DESIGN	B&A/CONS/P-CONST				

*B&A=Bid and Award ; CONS=Construction ; P-CONS=Post Construction*

**Table 2-Project Phasing -Implementation Plan**

**PROJECT MAP:**

