

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 20-21, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.29, Action Item – **YELLOW MEETING HANDOUT**

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **ACTIVE TRANSPORTATION PROGRAM – CONTRACT AWARD TIME
EXTENSION AMENDMENT AND PROJECT SCOPE AMENDMENT – LA RIVER
GREENWAY, WEST SAN FERNANDO VALLEY GAP CLOSURE PROJECT
RESOLUTION ATP-P-2627-02
WAIVER 26-190, AMENDING WAIVER 25-187**

ISSUE:

Should the California Transportation Commission (Commission) approve an amendment for the Cycle 4 Active Transportation Program (ATP) LA River Greenway, West San Fernando Valley Gap Closure project (PPNO 5663), in Los Angeles County, to amend the period of contract award, as identified in Attachment A, and the scope as identified in Attachment B?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve this amendment for the Cycle 4 ATP LA River Greenway, West San Fernando Valley Gap Closure project (PPNO 5663), in Los Angeles County, to amend the period of contract award, as identified in Attachment A, and the scope as identified in Attachment B.

DISCUSSION:

On May 14, 2019, the Commission adopted the Cycle 4 2019 ATP – Metropolitan Planning Organizations Component for the Metropolitan Planning Organizations, which included \$18,793,000 in funding for the locally-administered ATP LA River Greenway, West San Fernando Valley Gap Closure project (PPNO 5663), in Los Angeles County under Resolution G-19-48. The project scope includes the design and construction of a greenway gap closure along the Los Angeles (LA) River in West San Fernando Valley from Vanalden Avenue to Balboa Boulevard. In January 2024, the Commission allocated \$18,593,000 for the locally-administered ATP LA River Greenway, West San Fernando Valley Gap Closure project

(PPNO 5663). The implementing agency has been unable to award the contract within six months of allocation, per ATP Guidelines (Guidelines). Attachment A describes the details of the project and the explanation for the delay. The implementing agency requests a time extension amendment for contract award, and the Southern California Association of Governments, the metropolitan agency concurs.

Current Guidelines adopted by the Commission, stipulate that the agencies implementing a project may request a time extension if the project will not be awarded within six months of allocation. The Commission may approve a waiver to the Timely Use of Funds deadline, one-time only, for up to 12 months. However, in June 2025, the Commission approved the adoption of the Interim Timely Use of Funds (ITUF) Policy for the 2024 and 2025 Southern California Fires under Resolution G-25-51. A one-time waiver under the adopted ITUF Policy will be considered for projects programmed in the ATP, allowing the total time extension period to be increased to 24 months.

On January 26, 2024, the Commission approved a \$18,593,000 allocation for the Construction (CON) phase of the locally-administered ATP LA River Greenway, West San Fernando Valley Gap Closure project (PPNO 5663). The project received an additional 12 months for project completion at the time of allocation. On October 17, 2025, the Commission approved an additional 12 months for the CON phase to allow the City of Los Angeles (City) additional time to secure funding for the estimated \$17 million funding gap resulting from bids that exceeded the Engineer's Estimate. During the competitive bidding process, the initial bids in May 2025 and rebids in February 2026 exceeded the currently available funding for this project. In response, the City and the project design team developed a revised scope that allows the project to remain within budget while preserving the primary objectives outlined in the ATP Cycle 4 original application by continuing to deliver a fully connected Class I bikeway and separated pedestrian path along the Los Angeles River, from Vanalden Avenue to Balboa Boulevard.

To reduce escalated construction costs while maintaining the core goal of a continuous Class I bikeway and pedestrian path, the City proposed up to five of the six planned undercrossings as deductive alternates in the re-bid package in February 2026. Because the five undercrossings will not be constructed as part of this ATP project, the City is proposing to replace the five undercrossings with five signalized at-grade crossings. To maintain continuity of the active transportation facilities, the City proposes to install signalized at-grade crossings, high-intensity activated crosswalk beacons or pedestrian hybrid beacons and appropriate traffic control measures such as traffic calming elements. The signalized at-grade crossings will provide a highly visible and controlled means of intersection management, ensuring safe passage across streets for all active transportation users. The implementation of signalized at-grade crossings with supporting beacons in lieu of costly undercrossings offers significant financial and functional benefits by enabling the project to

proceed within budget constraints, achieving a construction cost reduction of approximately \$21 million.

SCOPE CHANGE ANALYSIS:

The Department's analysis has deemed the City's request constitutes a significant scope change due to the proposed modifications.

The revised scope removes five undercrossings from the bikeway and pedestrian path. However, the proposed signalized at-grade crossings will allow the City to provide a continuous Class I bikeway and pedestrian path along the LA River. The gap closure is critical to completing the 12.8-mile San Fernando Valley Greenway, as well as the entire continuous 51-mile LA River Greenway.

Additionally, signalized at-grade crossings will improve the intersections, and pedestrian lighting will increase pedestrian visibility and safety. The intersection improvements will also have Americans with Disabilities Act (ADA) compliant curb ramps and advanced active warning systems with beacons to alert motorists to the presence pedestrians and cyclist.

The original project cost was \$51,822,000 and is now estimated at \$98,654,351. The scope change will not negatively impact the current project and the overall delivery schedule. However, the City is requesting to extend the period of contract award by 2 months to complete remaining activities through award.

SCOPE CHANGE ANALYSIS RECOMMENDATION:

Based on the Commission's scope change ATP Guidelines, analysis of the proposed LA River Greenway, West San Fernando Valley Gap Closure project (PPNO 5663) scope change, the Department has determined that the revised scope qualifies as a major scope change. The revised scope will not adversely impact the overall active transportation benefits of the project as compared to the original scope outlined in the application. Therefore, the Department supports the proposed scope change for this project and requests an exception to the ATP Guidelines to approve the revised scope.

BACKGROUND:

Per the ATP Guidelines, the Commission will consider changes to the approved scope submitted in the project application to assist agencies in implementing their ATP projects and to maximize the overall benefits of the ATP. Scope change requests must be submitted to the Department as soon as an implementing agency has identified a need for one and must include documentation that supports the requested change. The Department will make a recommendation to the Commission for action. The Commission will not consider recommending the allocation of any additional project phases until the scope change request has been approved.

Attachments

Attachment A: Time Extension Amendment

Attachment B: Project Scope Change Request - Caltrans' Analysis and Recommendations

**Amendment Time Extension/Waiver – Contract Award
Active Transportation Program**

Project: 1
Applicant: City of Los Angeles
County: Los Angeles
PPNO: 5663
District: 07
Allocation Amount: \$18,593,000
Phase: Construction
Allocation Date: 01/26/2024
Allocation Resolution: FATP-2324-21
1st Waiver: Waiver 24-110
Approved: 06/28/2024
2nd Waiver: Waiver 25-187
Approved: 10/17/2025
Number of Months Requested: ~~12 Months 24 Months~~ **26 Months**
Extended Deadline: ~~07/31/2025 07/31/2026~~ **09/30/2026**
Department Recommendation: Support

LA River Greenway, West San Fernando Valley Gap Closure

The City of Los Angeles (City) requests an additional 2 months, from 24 months to 26 months, for the period of contract award for the Construction (CON) phase of the LA River Greenway, West San Fernando Valley Gap Closure project. The City has experienced delays awarding the project.

The project proposes to construct a greenway gap closure along the banks of the Los Angeles River, and adjacent on-street network of bicycle and pedestrian improvements.

The City received its CON phase allocation in January 2024. In June 2024, the Commission approved a 12-month time extension to allow the City additional time to award CON due to a \$17 million funding gap. In January 2025, the City experienced unprecedented devastating wildfires. This crisis has caused shortages in construction materials, contractor labor shortages, and increased competition for advertisement for bids. As a result, in October 2025, the Commission approved an additional 12 months to award the project under the Interim Timely Use of Funds Policy for the 2024 and 2025 Southern California Fires under Resolution G-25-51. Unfortunately, in May 2025 the City advertised and unfortunately the bids received exceeded the available budget. The City readvertised in February 2026, and again was faced with bids that were not feasible with the given budget. In response, the City and the project design team developed a revised project delivery strategy to reduce escalated construction costs. The City is proposing to install signalized at-grade crossings, and

hight-intensity activated crosswalk beacons or pedestrian hybrid beacons and managed through appropriate traffic control measures. There is a concurrent scope change on this month's Commission agenda. After the City receives approval for the scope change they will be able to present a contract award for the CON phase at their next City Council meeting in September 2026.

Therefore, the City is requesting an additional two months to complete remaining contract award activities, from July 31, 2026 to September 30, 2026.

Project Scope Change Request Caltrans' Analysis and Recommendations

Submittal Date: 7/29/2026

PROJECT NAME: LA River Greenway, West San Fernando Valley Gap Closure

IMPLEMENTING AGENCY: City of Los Angeles

ATP ID: ATP4-07-093M

FEDERAL PROJECT NO.: 5006(890)

PPNO: 5663

DATE OF AGENCY/CT COORDINATION MEETING: 4/17/2026

FIELD REVIEW DATE (major only):

APPROVED PROJECT DESCRIPTION: Design and construction of 2.93 miles of greenway gap closure along the banks of the LA River, and adjacent on-street network of bicycle and pedestrian improvements.

Purpose

This document serves as supplemental information to the Exhibit 25-D REQUEST FOR PROJECT SCOPE CHANGE (attached) completed by the City of Los Angeles (City) and submitted to Caltrans on 4/29/2026.

Caltrans' Recommendation(s)

As a result of Caltrans' review of the City's Scope Change Request documentation and subsequent discussions with City staff, Caltrans recommends the following action:

APPROVAL AS A MAJOR SCOPE CHANGE

Scope to Be Changed

The City proposes to construct the complete 2.93 miles Class I bike bikeway and separated pedestrian path along the Los Angeles River as in the original application. The following is a numbered list of proposed scope changes:

1. Remove five undercrossings along the Los Angeles River channel at the following street intersections: Wilbur Avenue, Reseda Boulevard, Victory Boulevard, Lindley Avenue and White Oak Avenue. The proposed changes remove 4,014 feet of Class I bikeway, reducing the total Class I bikeway length to 13,700 feet. The proposed removal of the five undercrossings will be included as deductive alternates within the re-bid package.
2. Add five new at-grade signalized crosswalks with activated crosswalk beacons at the same locations where the undercrossing bridges are removed. The locations include Wilbur Avenue, Reseda Boulevard, Victory Boulevard, Lindley Avenue and White Oak Avenue. The proposed addition of the new five at-grade signalized crosswalks with activated crosswalk beacons will be included as additive alternates within the re-bid package.

SUMMARY –

Location/Element	Approved Scope	Proposed Change	Change in Walking/Bicycling Benefit
1. Class I bike lanes	17,714 LF	13,700 LF	Decrease
2. Pedestrian Path	9,522 LF	9,522 LF	No Change
3. Undercrossing - Wilbur Ave - Yolanda Ave	Class I bike facility and 3 ft separated pedestrian path	Deductive Alternate	Decrease
4. Undercrossing- Reseda Blvd Etiwanda Ave	Class I bike facility and 3 ft separated pedestrian path	Deductive Alternate	Decrease
5. Undercrossing- Victory Avenue to Lindley Ave	Class I bike facility and 3 ft separated pedestrian path	Deductive Alternate	Decrease
6. Undercrossing- Lindley Ave- Zelzah Ave	Class I bike facility and 3 ft separated pedestrian path	Deductive Alternate	Decrease
7. Undercrossing- Zelzah Ave to White Oak	Class I bike facility and 3 ft separated pedestrian path	Deductive Alternate	Decrease
8. Undercrossing- Orange Line Busway	Class I bike facility and 3 ft separated pedestrian path	Class I bike facility and 3 ft separated pedestrian path	No Change
9. At-Grade signalized Crossing Wilbur Ave	-	Additive Alternate 70 LF	Increase
10. At-Grade signalized Crossing Reseda Blvd	-	Additive Alternate 80 LF	Increase
11. At-Grade signalized Crossing Victory Blvd	-	Additive Alternate 75 LF	Increase
12. At Grade signalized Crossing Lindley Ave	-	Additive Alternate 55 LF	Increase
13. At-Grade signalized Crossing White Oak	-	Additive Alternate 70 LF	Increase

Reason for the Scope Change

Following the comprehensive bidding process for the initial bid and rebids, the City has determined construction costs exceeded the available funding. In response, the City and the project design team have developed a revised scope and award strategy aimed at bringing the project within budget. The City chose alternate bidding, a method where core project elements are defined as the base and extra components are listed as alternates. Alternates are added to the base until the low bid meets the budget, and the contract goes to the bidder offering the most scope within the available funds. The revised scope focused on cost-effective solutions while preserving the core elements and objectives outlined in the ATP Cycle 4 Grant application, ensuring the project remains aligned with its original intent. The City proposes to provide a continuous, Class I bikeway and separated pedestrian path as approved in the original application.

Summary of Caltrans Analysis

Caltrans supports this request for the following reasons:

Proposed scope change's affect to benefits (Potential of the project to increase walking and biking as compared to the approved scope):

No change - The proposed scope change is expected to have no change on the project's potential to increase walking and biking as compared to the original scope.

The proposed scope change is anticipated to deliver comparable benefits to those outlined in the original application. Subject to the bidding process, five of the six undercrossing bridges may be replaced with at-grade signalized crosswalks. These crosswalks meet safety and ADA compliance requirements but necessitate interaction between pedestrians, bicyclists, and road users. The design ensures secure at-grade crossings and adheres to standard traffic operations and control protocols. While at-grade signalized crosswalks may slightly reduce convenience and comfort relative to undercrossings, they are expected to maintain continuity for the San Fernando Valley Greenway and essential to the completion of the overall system.

Proposed scope change's affect to benefits (Potential of the project to increase safety of pedestrians and bicyclists walking biking as compared to the approved scope):

No change - The proposed scope change is expected to have no change on the overall safety of pedestrians and bicyclists as compared to the original scope.

The proposed scope change is expected to result in no change in the project's potential to increase safety for walking and bicycling compared to the approved scope. Subject to the bidding process, five of the six undercrossing bridges may be replaced with at-grade signalized crosswalks. These crosswalks meet safety and ADA compliance requirements but necessitate interaction between pedestrians, bicyclists, and road users. The design ensures secure at-grade crossings and adheres to standard traffic operations and control protocols. While at-grade signalized crosswalks may slightly reduce convenience and comfort relative to undercrossings, they are expected to maintain continuity for the San Fernando Valley Greenway and essential to the completion of the overall system.

Additional Comments

Caltrans concurs with the information provided in Attachment 1- Exhibit 25-D REQUEST FOR PROJECT SCOPE CHANGE. The agency has coordinated with Caltrans staff to provide the most accurate information possible.

Caltrans' Coordination with Requesting Agency

Caltrans and the City met on April 17, 2026, to discuss the original scope and proposed scope change and the City's strategy.

Impact to Project Cost

The overall project cost is projected to increase. The original project cost was \$51,822,000 but now estimated at \$98,654,351. By removing the five undercrossings from the scope and replacing them with at-grade signalized crossings, the overall cost will be reduced by \$21 Million. If the project cost increases after approval of the proposed scope change, the City will use local funds for the additional cost.

Impact to Project Schedule

The proposed scope change is not projected to impact on the current schedule.

ATTACHMENTS

1. Exhibit 25-D REQUEST FOR PROJECT SCOPE CHANGE-Completed by Agency
2. Original plans with changes redlined
3. Revised plans
4. Original Engineer's Estimate with changes redlined
5. Revised Engineer's Estimate
6. Existing Photographs



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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(213) 236-1800
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August 12, 2026

Ms. Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

**RE: SCAG Support for City of Los Angeles Scope Change Request: LA River
Greenway, West San Fernando Valley Gap Closure**

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Dear Executive Director Taylor:

On behalf of the Southern California Association of Governments (SCAG), I would like to offer this letter of support for the city of Los Angeles' request to revise the scope of the "LA River Greenway, West San Fernando Valley Gap Closure" project, which was awarded through the MPO Component of ATP Cycle 4.

The city of Los Angeles proposed to construct 2.93 miles of greenway to close a gap along the banks of the Los Angeles River from Vanalden Avenue to Balboa Boulevard and adjacent on-street network of bicycle and pedestrian improvements to connect the communities of Reseda and Tarzana to the Los Angeles River. The greenway included six undercrossings at Wilbur Avenue, Reseda Boulevard, Victory Boulevard, Lindley Avenue, White Oak Avenue, and the Orange Line Busway. Following completion of the design phase, the city requested construction bids in May 2025. The city received bids well over the available funding (\$50.5 million) with the lowest bid (\$89.9 million) exceeding the city's funding by 78 percent. To address the situation and explore solutions, the city submitted a scope change request to Caltrans District 7 in August 2025. The scope change request proposed to rebid the project by soliciting cost proposals for the full project and for alternative scenarios to construct the project with one to five at-grade crossings as the city found the undercrossings required significant budget due to the coordination with multiple partners, such as the U.S. Army Corps of Engineers and California Department of Fish and Wildlife, and structural engineering considerations for the greenway to traverse under roadways. The undercrossing for the Orange Line Busway was maintained as an at-grade crossing is not feasible across the busway.

Following the city's submittal of their scope change request in August 2025, the city had ongoing coordination with Caltrans District 7 and rebid the project with alternative scenarios in February 2026. During this time, the city also secured additional funding (\$36 million) through regional sources (Los Angeles County Measure M and Los Angeles Metro Active Transport, Transit and First/Last Mile (MAT) Program) and local sources (Proposition K, Proposition 68, and general funds), which brought the available funding up to \$86.5 million. The lowest bid (\$103.7 million) for the full project exceeded the available funding by 20

percent, and the alternative scenario with one undercrossing at the Orange Line Busway, five at-grade crossings, and on-street bicycle and pedestrian improvements to connect the surrounding communities to the Los Angeles River greenway (\$84 million) corresponded to the available funding. The city of Los Angeles indicated they will continue to seek funding to construct the undercrossings, but given the constrained construction/funding timeline, the city submitted a revised scope change request to Caltrans District 7 in April 2026 for the feasible alternative project scope.

While undercrossings would provide the maximum safety benefit by physically separating people walking and biking from people driving, the proposed infrastructure at the five at-grade crossing locations is anticipated to provide similar safety benefits. The Federal Highway Administration (FHWA) [Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#) provides guidance on recommended and applicable countermeasures based on roadway configuration, posted speed limit, and annual average daily traffic. The city of Los Angeles is proposing to install high-visibility crosswalks, advance yield markings and signage, pedestrian hybrid beacons, pedestrian-scale lighting, and other potential traffic calming elements that are being finalized in coordination with other city departments in preparation for construction. These elements align with the guidance provided by FHWA.

This project closes a gap between the existing bike path to the west of the project corridor and to the Sepulveda Basin, which is a major LA28 Olympic Games venue zone, to the east of the project corridor. While the project is critical to provide active transportation options for LA28, the project also provides long-term benefits for the surrounding communities, of which many are low-income, to access employment, education, transit, and recreation via walking, biking, and other forms of active transportation. In addition, this project is aligned with SCAG's adopted long-range plan, Connect SoCal, the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and enhances regional connectivity for active transportation. We respectfully request full and fair consideration of this request. If you have any questions, please contact Courtney Aguirre, Manager of Mobility Planning and Goods Movement, at (213) 236-1990 or aguirre@scag.ca.gov.

Sincerely,



Kome Ajise
Executive Director

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To: Mr. Steve Novotny
District 7 Local Assistance Engineer
Caltrans, Office of Local Assistance
100 S Main Street, Suite #12.040
Los Angeles, CA 90012-3712

Date: 4/29/2026
PPNO: 5663
Federal Project #: 5006(890)
ATP ID #: :0720000011 ATP

Project Name: LA River Greenway, West San Fernando Valley Gap Closure

Implementing Agency: City of Los Angeles, Department of Public Works

Approved Project Description Design and construction of 2.93 miles of greenway gap closure along the banks of the LA River, and adjacent on-street network of bicycle and pedestrian improvements

Approved Project Limits LA River from Vanalden Ave to Balboa Blvd, and adjacent on-street connections, centered on the communities of Reseda and Tarzana, in the City of LA's San Fernando Valley

Dear Mr. Novotny,

Following the receipt of initial bids in May 2025 and rebids in February 2026, the City of Los Angeles and the project design team determined that the submitted bids exceeded the currently available funding for this project. In response, the team has developed a revised **award** strategy that allows the project to remain within budget while preserving the primary objectives outlined in the ATP Cycle 4 Grant application by the July 31, 2026, award deadline.

Deductive Alternates (Undercrossings)

To reduce immediate construction costs while maintaining the core goal of a continuous, Class-1 bicycle and pedestrian facility, the City included up to five (5) of the six (6) planned undercrossings as deductive alternates in the re-bid package. This structure offered critical flexibility: if bids came in within budget, some or all of the undercrossings would be included in the base contract.

One undercrossing, the Orange Line Busway crossing, is included, as no viable at-grade crossing is possible at that location. This segment undercrossing, measuring approximately 745 linear feet, will remain in the base project scope.

To maintain continuity if the other five undercrossings, **at-grade high-intensity activated crosswalk (HAWK) crossing or pedestrian hybrid beacon (PHB) will be installed and managed through appropriate traffic control measures**. These signalized at-grade crossings provide a highly visible and controlled means of intersection management, ensuring safe passage



across major streets for pedestrians and bicyclists, which will increase the overall safety benefit for the project corridor. The implementation of an at-grade HAWK crossing in lieu of a costly undercrossing offers significant financial and functional benefits by enabling the project to proceed within budget constraints, achieving a construction cost reduction of approximately \$21 million. The revised approach preserves the intent of the ATP Grant by continuing to deliver a **fully connected 2.93-mile Class-1 bikeway and separated pedestrian path** along the Los Angeles River, from Vanalden Avenue to Balboa Boulevard.

Consistent with the California Transportation Commission's (CTC) "Policy on Project Amendments and Advance Project Allocations", adopted on August 18, 2016, we request that Caltrans consider, and the CTC approve the proposed Project Amendments as documented below:

REQUIRED ELEMENTS (PER CTC'S PROJECT AMENDMENT POLICY):

1. AN EXPLANATION OF THE PROPOSED SCOPE CHANGE

- a. **Bike Facilities Class-1 Bike Lanes (12 foot)**: Decrease in quantity from 17,714 LF to 13,700 LF (12,955 LF along embankment remains the same; 745 LF undercrossing, decrease from 4,759 LF)

Location: The deductive alternates would decrease the Class-1 bike lanes by removing five (5) undercrossings in the River channel at the following street intersections, Wilbur Ave, Reseda Blvd, Victory Blvd, Lindley Ave, and White Oak Ave.

b. Pedestrian path

- i. **New Sidewalks (4-8 foot, 10 foot)**: No change

- Vanalden to White Oak remains the same, 7,018 LF along embankment
- White Oak to Balboa remains the same, (10 foot) 2,504 LF along embankment

c. Crosswalks

- i. **New Crosswalks**: Increased in quantity from 0 to 5.

Location: At locations where undercrossings are deducted, **at-grade crossings will be installed** to maintain continuous travel paths. These crossings will be **signal-activated and/or managed with traffic control measures** to ensure safety for users.

Locations include: Wilbur Ave, Reseda Blvd, Victory Blvd, Lindley Ave, and White Oak Ave.

2. THE REASON FOR THE SCOPE CHANGE

Following the receipt of initial bids and rebids, the City has determined bids exceeded the available funding. In response, the City and the project design team have developed a revised scope and **award** strategy aimed at bringing the project within budget. This revised scope focused on cost-effective solutions while preserving the core elements and objectives outlined in the ATP Cycle 4 Grant application, ensuring the project remains aligned with its original intent.

a. **Bike Facilities**

- i. **Class-1 Bike Lanes (12 foot):** The scope change is being proposed in response to construction bids that significantly exceeded the current funding available for the project. In order to reduce the overall cost and bring the project in line with existing budget constraints, **five (5) undercrossings are being proposed for removal**. These undercrossings collectively represent the most expensive components of the project due to their structural complexity and location within the LA River channel. To allow contract **award** in the re-bid process, these undercrossings will **deductive**, meaning they may be excluded from the base scope of work. This approach will allow the project to move forward within current funding limits. One undercrossing, at the Orange Line Busway, **will not be deducted** due to the absence of a viable at-grade alternative, and will remain in the base scope.

b. **Pedestrian Path**

- i. No change

c. **Crosswalks**

- i. The addition of five (5) new crosswalks is directly related to the proposed deferral of five undercrossings. In locations where undercrossings are removed due to funding constraints, **at-grade crossings will be installed** to maintain a continuous and accessible route for both pedestrians and bicyclists. These crosswalks will provide safe passage across major streets and will be **signal-activated and/or managed through traffic control measures** to ensure safety and compliance with traffic operations. While not originally included in the base scope, these crossings are necessary to preserve project functionality. This adjustment ensures that the primary goal of a continuous, Class-1 bicycle and pedestrian facility along the LA River is still achieved.

3. **IMPACT PROPOSED SCOPE CHANGE WOULD HAVE ON OVERALL COST OF THE PROJECT**

a. **Bike Facilities**

- i. **Cost Impact of Undercrossing (Deductive Alternate):**
Based on the initial bid form, the five (5) undercrossings (corresponding to bid items #21-25) were included as a separate bid category. These undercrossings represent some of the most expensive elements of the project due to their structural complexity and location within the river channel.

Removing these five undercrossings from the base scope is reduces the overall project cost by \$21 million.

ii. **Considerations for Cost Recalculation:**

While the removal of the undercrossings results in a clear direct cost reduction, the full cost implications require a revised cost estimate to accurately reflect changes to related bid items. This includes anticipated reductions in associated work such as:

- Excavation
- Fine grading
- Subgrade compaction
- Concrete and structural elements
- Temporary shoring and dewatering (if applicable)

b. Pedestrian Path

- i. No cost implications

c. Crosswalks

i. Cost Impact of Signalized At-Grade Crossings (Additive Alternate): As a result of removing five undercrossings, new signalized or managed at-grade crosswalks will be added to maintain safe and continuous access for pedestrians and cyclists. These crosswalks were not included in the original project scope and will introduce a modest cost increase to the revised base bid. The cost to install five new crosswalks, including striping, signage, signal equipment (where applicable), curb ramps, and ADA improvements, is \$1,469,236 or approximately \$293,878 per crossing. While this introduces a new line item, the cost is minor in comparison to the savings achieved through undercrossing deferral and is necessary to preserve the functionality and safety of the corridor.

4. AN ESTIMATE OF THE IMPACT THE SCOPE CHANGE PROPOSED WOULD HAVE ON THE POTENTIAL OF THE PROJECT TO INCREASE WALKING AND BICYCLING AS COMPARED TO THE BENEFITS IDENTIFIED IN THE PROJECT APPLICATION (INCREASE OR DECREASE IN BENEFIT)

Location/Element	Approved Scope	Proposed Change	Change in Walking/Bicycling Benefit
1. Class I bike lanes	17,714 LF	13,700 LF	Decrease
2. Pedestrian Path	9,522 LF	9,522 LF	No Change
3. Undercrossing - Wilbur Ave - Yolanda Ave	Class I bike facility and 3 ft separated pedestrian path	Deductive Alternate	Decrease
4. Undercrossing- Reseda Blvd Etiwanda Ave	Class I bike facility and 3 ft separated pedestrian path	Deductive Alternate	Decrease
5. Undercrossing- Victory Avenue to Lindley Ave	Class I bike facility and 3 ft separated pedestrian path	Deductive Alternate	Decrease
6. Undercrossing- Lindley Ave- Zelzah Ave	Class I bike facility and 3 ft separated pedestrian path	Deductive Alternate	Decrease
7. Undercrossing- Zelzah Ave to White Oak	Class I bike facility and 3 ft separated pedestrian path	Deductive Alternate	Decrease
8. Undercrossing- Orange Line Busway	Class I bike facility and 3 ft separated pedestrian path	Class I bike facility and 3 ft separated pedestrian path	No Change
9. At-Grade signalized Crossing Wilbur Ave	-	Additive Alternate 70 LF	Increase
10. At-Grade signalized Crossing Reseda Blvd	-	Additive Alternate 80 LF	Increase

11. At-Grade signalized Crossing Victory Blvd	-	Additive Alternate 75 LF	Increase
12. At-Grade signalized Crossing Lindley Ave	-	Additive Alternate 55 LF	Increase
13. At-Grade signalized Crossing White Oak	-	Additive Alternate 70 LF	Increase

5. AN ESTIMATE OF THE IMPACT THE PROPOSED SCOPE CHANGE WOULD HAVE ON THE POTENTIAL OF THE PROJECT TO INCREASE THE SAFETY OF PEDESTRIANS AND BICYCLISTS AS COMPARED TO THE BENEFITS IDENTIFIED IN THE PROJECT APPLICATION (INCREASE OR DECREASE IN BENEFIT)

Location/Element	Approved Scope	Proposed Change	Change in Safety Benefit
6. Class I bike lanes	17,714 LF	13,700 LF	Decrease
7. Pedestrian Path	9,522 LF	9,522 LF	No Change
8. Undercrossing - Wilbur Ave - Yolanda Ave	Class I bike facility and 3 ft separated pedestrian path	Deductive Alternate	Decrease
9. Undercrossing- Reseda Blvd Etiwanda Ave	Class I bike facility and 3 ft separated pedestrian path	Deductive Alternate	Decrease
10. Undercrossing- Victory Avenue to Lindley Ave	Class I bike facility and 3 ft separated pedestrian path	Deductive Alternate	Decrease
11. Undercrossing- Lindley Ave- Zelzah Ave	Class I bike facility and 3 ft separated pedestrian path	Deductive Alternate	Decrease
12. Undercrossing- Zelzah Ave to White Oak	Class I bike facility and 3 ft separated pedestrian path	Deductive Alternate	Decrease
13. Undercrossing- Orange Line Busway	Class I bike facility and 3 ft separated pedestrian path	Class I bike facility and 3 ft separated pedestrian path	No Change
14. At-Grade signalized Crossing Wilbur Ave	-	Additive Alternate 70 LF	Increase
15. At-Grade signalized Crossing Reseda Blvd	-	Additive Alternate 80 LF	Increase
16. At-Grade signalized Crossing Victory Blvd	-	Additive Alternate 75 LF	Increase
17. At-Grade signalized Crossing Lindley Ave	-	Additive Alternate 55 LF	Increase
18. At-Grade signalized Crossing White Oak	-	Additive Alternate 70 LF	Increase

**6. AN EXPLANATION OF THE METHODOLOGY USED TO DEVELOP THE
AFOREMENTIONED ESTIMATES; AND**

The methodology used to develop the aforementioned estimates was based on a detailed quantification of project plans and bid items, taking into account linear footage by segment and facility type (bike lanes and pedestrian paths). Estimates were calculated using actual quantities from the approved construction drawings and the City Engineer's Estimate.

Additionally, a holistic evaluation of the impacts on user experience, connectivity, and safety benefits for pedestrians and cyclists was conducted to understand how the proposed scope reductions might affect overall project goals.

**7. FOR PROJECTS PROGRAMMED IN THE METROPOLITAN PLANNING
ORGANIZATION (MPO) COMPONENT, EVIDENCE OF MPO APPROVAL AND THE
MPO RATIONALE FOR THEIR APPROVAL.**

Yes, the project was approved by MPO under Federal Project Number 5006(890) and PPNO 5663, and the Advantage Project ID 0720000011.

ADDITIONAL QUESTIONS:

**8. DOES THIS REQUIRE A RE-VALIDATION OF THE ENVIRONMENTAL
DOCUMENTATION**

No re-validation is required.

**9. EXPLAIN THE ADDITIONAL PUBLIC OUTREACH EFFORTS YOU HAVE
MADE WITH RESPECT TO THIS PROPOSED SCOPE CHANGE AND
PROVIDE A SUMMARY OF THE PUBLIC RESPONSE TO THESE EFFORTS:**

The alignment and creation of transportation facilities for the means of traveling throughout the alignment have not changed and this scope is ultimately what the community had wanted. The presentations presented to the community reflect the scope and quantities presented herein.

Required Attachments: (check boxes of attached required documents)

- ☐ Original plans/workplan with changes highlighted
- ☐ Revised plans/workplan
- ☐ Original Detailed Engineer's Est. with changes highlighted
- ☐ Revised Detailed Engineer's Est.
- ☐ Written MPO Concurrence (see Item #7)
- ☐ Additional Revised Application Documentation

Required revisions to the Project's Description and/or Limits:

The proposed Project Amendments documented above will require the following changes to the Project's Description and/or Limits: N/A

Proposed changes to the Project Description:

Proposed changes to the Project Limits:

For Federally Funded Projects: N/A
Proposed changes to the FTIP/FSTIP Description:

Proposed changes to the FTIP/FSTIP Limits:

Project Delivery Status:

The following is a side-by-side comparison of the original project schedule and the current project schedule. The explanations for each milestone date change is listed below:

Original CTC Allocation Dates: (as programmed by the CTC when the application was approved for funding):

PA&ED: 07/01/2022 PS&E: 07/01/2023 R/W: 07/01/2022
CON: 07/01/2024 CON-NI: 01/01/2026

Actual/Currently Anticipated CTC Allocation Dates: (at the time of this request)

PA&ED: 06/30/2023 PS&E: 06/30/2025 R/W: 06/30/2025
CON: 06/30/2029 CON-NI: 12/31/2029

Explanation for milestone changes:

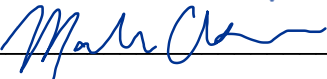
Due to unsuccessful bid on May 7, 2025, the City has submitted application to CTC for another project extension to issue Notice to Proceed (NTP) from July 30, 2025 to July 30, 2026.

Local Agency Certification:

This Request for Scope Change has been prepared in accordance with the Procedures for Administering Local Projects in the Active Transportation Program (ATP). I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the scope change has been approved.

You may direct any questions to:

Marcelino Ascensio, P.E. at (213) 485-4787
(name) (phone number)

Signature: 

Title: Senior Civil Engineer Date: 5/01/2026

Agency/Commission:

City of Los Angeles, Bureau of Engineering

Attachments:

Distribution:

- (1) Original -DLAE
- (2) Copy – Division of Local Assistance, Headquarters ATP Program Manager
- (3) Copy – MPO/RTPA/County Transportation Commission

CITY ENGINEER'S ESTIMATE

City of Los Angeles - Department of Public Works - Bureau of Engineering

LOS ANGELES RIVERWAY WEST SAN FERNANDO VALLEY COMPLETION PROJECT VANALDEN AVENUE TO BALBOA BOULEVARD (RE-BID)

W.O. NO. E190752B



10/30/25

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	MOBILIZATION per General Requirements, Sections 01212, 01292, and 01721	LS			\$ 4,697,826
2	ALLOWANCE FOR FIELD OFFICE per General Requiriements, Sections 01212, 01254, 01280, and 01581	LS			\$ 300,000
3	ALLOWANCE FOR PAYMENT FOR PERMITS per General Requirements, Sections 01212, 01280, and 01292	LS			\$ 150,000
4	ALLOWANCE FOR ENVIRONMENTAL REQUIREMENTS AND OTHER RELATED ISSUES per General Requirements, Sections 01212, 01280	LS			\$ 150,000
5	ALLOWANCE FOR DIFFERING SITE CONDITIONS per General Requirements, Section 01254	LS			\$ 250,000
CIVIL WORK INCLUDING DEMO, EROSION CONTROL, GRADING AND STREET IMPROVEMENTS INCLUDING SIGNALIZATION					
6	DEMO/EARTHWORK/GRADING	LS			\$ 21,781,913
7	EROSION CONTROL	LS			\$ 616,672
8	STREET IMPROVEMENTS INCL SIGNALIZATION	LS			\$ 2,986,497
STORM DRAIN WORK & PIPED UTILITIES					
9	BRIDGE DRAINAGE STRUCTURES	LS			\$ 1,771,930
10	PIPED UTILITIES	LS			\$ 3,244,168
LANDSCAPE, IRRIGATION, HARDSCAPE, SIGNAGE AND SITE FURNISHINGS					
11	BIKEWAY PAVING, ALL TYPES	LS			\$ 6,954,728
12	LANDSCAPING AND IRRIGATION	LS			\$ 2,362,468
13	SITE FURNISHINGS & BENCHES	LS			\$ 290,428
ARCHITECTURAL RAILS AND OTHER ARCH ITEMS					
14	RAILINGS/GUARDRAILS/FENCING/BARRIERS	LS			\$ 9,430,755
STRUCTURAL - CONCRETE WALLS, FOUNDATIONS, PILES AND STEEL					
15	RETAINING WALLS TYPE A , B @ UNDERCROSSINGS	LS			\$ 22,785,893
16	TYPE A,B,C RETAINING WALLS	LS			\$ 6,709,410
17	TYPE I,J,K RETAINING WALLS	LS			\$ 1,148,465
18	TYPE L RETAINING WALLS GRAVITY WALLS,CURBS	LS			\$ 2,746,003
20	CABELLERO CREEK, WALLS, DECK ,BRIDGES	LS			\$ 1,996,086
LIGHTING & ELECTRICAL					
21	LIGHTING & ELECTRICAL	LS			\$ 8,281,109
TOTAL BID AMOUNT (BASE BID) \$					98,654,351

BIDDERS MUST SUBMIT BID AMOUNTS FOR ITEMS 22 THROUGH 31
ALTERNATES

DEDUCTIVE ALTERNATES					
22	DEDUCTIVE ALTERNATE - WILBUR UNDERCROSSING	LS			\$ 7,130,821
23	DEDUCTIVE ALTERNATE - RESEDA UNDERCROSSING	LS			\$ 6,854,588
24	DEDUCTIVE ALTERNATE - VICTORY UNDERCROSSING	LS			\$ 5,194,749
25	DEDUCTIVE ALTERNATE - LINDLEY UNDERCROSSING	LS			\$ 4,415,756
26	DEDUCTIVE ALTERNATE - WHITE OAK UNDERCROSSING	LS			\$ 6,813,920
ADDITIVE ALTERNATES					
27	ADD ALTERNATE - WILBUR AT-GRADE CROSSING	LS			\$ 82,812
28	ADD ALTERNATE - RESEDA AT-GRADE CROSSING	LS			\$ 77,491
29	ADD ALTERNATE - VICTORY AT-GRADE CROSSING	LS			\$ 72,974
30	ADD ALTERNATE - LINDLEY AT-GRADE CROSSING	LS			\$ 71,520
31	ADD ALTERNATE - WHITE OAK AT-GRADE CROSSING	LS			\$ 71,520
Unit Abbreviations: LS=lump sum					
NOTES:					
1. ALTERNATES (Bid Items 22-31): All bidders shall provide bid item prices for the Deductive and Additive Alternate Bid Items Section, These alternate bid items' prices shall be added to the Base Bid price at the discretion of the City.					
2. AWARD: Award of the Contract will be based on the responsive and responsible bidder having the lowest "Total Bid Amount". The lowest "Total Bid Amount" (Base Bid) shall be the amount that invludes all the work specified in Bid Items 1 through 21 without considering the Bid Amounts entered for the Additive Alternate Bid Section (Bid Items 22-31)					