

Directors Signature Request

SB-1 Project Baseline Agreement:

The Commission adopted the original SB-1 Accountability and Transparency Guidelines on March 21, 2018, and a revised version on May 16, 2018. The Guidelines require the development of project baseline agreements for Commission adopted SB-1 programs, subject to certain cost thresholds and conditions. The baseline agreement is to be signed by the Project Applicant, Implementing Agency, Caltrans District Director, Caltrans Director of Transportation, and the Executive Director of the California Transportation Commission. It is anticipated that the Commission will approve the baseline agreement at their meeting scheduled for: October 9, 2019

Attached baseline agreement is for Project:

Doran Street Grade Separation Active Transportation Project

Project is funded from the following SB-1 Program(s):

☐ SHOPP

☐ TCEP

☐ SCCP

☐ LPP

☒ ATP

1. **Baseline Agreement Review & Approval:** Signature confirms package from Project Applicant is complete and consistent with Approved Project Application, adopted Commission Program(s), and Project Report and Environmental Document, as applicable. Conflicts between Approved Project Application, adopted Program and Project Report/Environmental Document must be addressed in writing by the Project Applicant and Approved by the Commission before circulating the Baseline Agreement for Director's Signature. Multi-jurisdictional projects must be approved by respective Division Chief(s).

Lead HQ Division:

☐ Project Management

☐ Rail & Mass Transportation

☒ Local Assistance

Reviewer's Name:

Desiree Fox

Michael Keever
Project Management

Division Chief Signature:

Date:

Dara Wheeler
Rail & Mass Transportation

Division Chief Signature:

Date:

Rihui Zhang
Local Assistance

Division Chief Signature:

Date:

2. **Concurrence by:** Signature acknowledges Program responsibilities with regards to Project and that appropriate staff have been assigned to support the delivery of the project.

On-System Projects

Karla Sutliff
Project Delivery

Date

Off-System Projects

Coco-Briseno
ACTING Planning & Modal Programs

Date

3. **Concurrence by: Programming and Chief Financial Officer Concurrence (All Projects):**

Bruce de Terra
Transportation Programming

Steven Keck
Chief Financial Officer

Next Steps:

- To SB-1 Office for Director's Signature
- SB-1 Office to return Commission signed copy of Baseline Agreement to Lead HQ Division
- SB-1 Office to return Commission Signed copy of Baseline Agreement to Transportation Programming for all Projects, except ATP

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Doran Street Grade Separation Active Transportation Project

Resolution ATP-P-1920-01B
(will be completed by CTC)

1. FUNDING PROGRAM

- ☒ Active Transportation Program
☐ Local Partnership Program (Competitive)
☐ Solutions for Congested Corridors Program
☐ State Highway Operation and Protection Program
☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Doran Street Grade Separation Active Transportation Project*, effective on, October 9, 2019 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, the Los Angeles Co. Metropolitan Transportation Authority, and the Implementing Agency, the Los Angeles Co. Metropolitan Transportation Authority, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its January 30, 2019 meeting the Commission approved the Active Transportation Program, and included in this program of projects the *Doran Street Grade Separation Active Transportation Project*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- ☒ Resolution G-19-31, "Adoption of Program of Projects for the Active Transportation Program", dated January 30, 2019
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Active Transportation Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Los Angeles Co. Metropolitan Transportation Authority agrees to secure funds for any additional costs of the project.
- 4.6 The Los Angeles Co. Metropolitan Transportation Authority agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Los Angeles Co. Metropolitan Transportation Authority agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
~~Exhibit C: Addendum~~

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Doran Street Grade Separation Active Transportation Project

Resolution ATP-P-1920-013

for Philip A. Washington

Philip A. Washington

7/18/2019
Date

Chief Executive Officer, LA Co. Metropolitan Transportation Authority

Project Applicant

for Philip A. Washington

Philip A. Washington

7/18/2019
Date

Chief Executive Officer, LA Co. Metropolitan Transportation Authority

Implementing Agency

for John Bulinski

John Bulinski

9/03/2019
Date

District 7 Director

California Department of Transportation

Bob Franzosa

Bob Franzosa

9/17/2019
Date

Acting Director

California Department of Transportation

Susan Bransen

Susan Bransen

11/14/19
Date

Executive Director

California Transportation Commission

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Y/N				Date: 7/16/19	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.
07	TBD 0	TBD 000000	5583	TBD -- SCAG	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
LA	Doran			Los Angeles County Metropolitan Transportation Authority	
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact		Phone		E-mail Address	
Brian Balderrama		(213) 418 3177		balderramab@metro.net	
Project Title					
Doran Street Grade Separation Active Transportation Access Project					
Location (Project Limits), Description (Scope of Work)					
The project is located in the vicinity of Doran Street and San Fernando Road, the Los Angeles River, and Fairmont Avenue in the cities of Glendale and Los Angeles. The project will improve safety and increase non-motorized access between employment, residences, and recreational opportunities in an area that is currently blocked off by a river and a freeway, and marred by a railroad corridor with up to 90 train trips per day and a history of bicycle and pedestrian collisions. Train volumes in this corridor are expected to increase with improvements to commuter rail service and the introduction of high speed rail service. In planning for a grade separation in the area, Metro is prioritizing access for non-vehicle modes. Two new bridges for non-motorized users are envisioned. (Continued in Additional Information on Page 2)					
Component		Implementing Agency			
PA&ED		Los Angeles County Metropolitan Transportation Authority (LACMTA)			
PS&E		LACMTA			
Right of Way		LACMTA			
Construction		LACMTA			
Legislative Districts					
Assembly:	43	Senate:	25	Congressional:	28
Project Benefits					
This project will reduce collisions involving pedestrians and cyclists and increase the number of trips made by walking and cycling. Specifically, it is expected that these new trips will occur between the disadvantaged communities in the area and serve employment trips to the industrial areas and recreational trips to existing and planned facilities along the Los Angeles River. (Continued on Additional Information on Page 2)					
Purpose and Need					
The Doran Street at-grade crossing will be closed due to unsafe conditions for pedestrians, cyclists, and motor vehicles. Two active transportation bridges have been planned to restore and enhance connections between North Atwater Village and the communities surrounding it.					
Category		Outputs/Outcomes		Unit	Total
Local streets and roads		Pedestrian/Bicycle facilities constructed		Feet	1000
ADA Improvements No		Bike/Ped Improvements Yes		Reversible Lane analysis No	
Inc. Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes			
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase				03/06/18	
Circulate Draft Environmental Document				03/14/19	03/14/19
Draft Project Report					
End Environmental Phase (PA&ED Milestone)				04/15/19	04/15/19
Begin Design (PS&E) Phase					09/04/19
End Design Phase (Ready to List for Advertisement Milestone)					03/01/20
Begin Right of Way Phase					09/04/19
End Right of Way Phase (Right of Way Certification Milestone)					04/26/21
Begin Construction Phase (Contract Award Milestone)					12/21/21
End Construction Phase (Construction Contract Acceptance Milestone)					12/11/23
Begin Closeout Phase					12/12/23
End Closeout Phase (Closeout Report)					12/20/24

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA	Doran, .	TBD 0	TBD 000000	5583	
Project Title: Doran Street Grade Separation Active Transportation Access Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan
PS&E									LACMTA
R/W SUP (CT)									LACMTA
CON SUP (CT)									LACMTA
R/W									LACMTA
CON									LACMTA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)	600							600	
PS&E			2,200					2,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W			3,100					3,100	
CON				16,319				16,319	
TOTAL	600		5,300	16,319				22,219	

Fund No. 1:	CALTRANS ATP								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Caltrans ATP Cycle 4
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				16,319				16,319	
TOTAL				16,319				16,319	

Fund No. 2:	Los Angeles County Metropolitan Transportation Authority								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	600							600	LA Metro Local Measure R 3%
PS&E			2,200					2,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W			3,100					3,100	
CON									
TOTAL	600		5,300					5,900	

LA Metro Local Measure R
3%

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									



ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:

Los Angeles County Metropolitan Transportation Authority

PROJECT TYPE:

Infrastructure - Large



PROJECT APPLICATION NO.:

7-Los Angeles County Metropolitan Transportation Authority-1

PROJECT NAME:

Doran Street Grade Separation Active Transportation Access Project

PROJECT DESCRIPTION:

The project will construct two bridges for shared use by pedestrians and cyclists across Van Ness St. and Van Ness St. Bridge, between Van Ness St. and Van Ness St. Bridge.

PROJECT LOCATION:

The project is located in the vicinity of Van Ness St. and Van Ness St. Bridge, between Van Ness St. and Van Ness St. Bridge.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$	\$	\$	\$ 16,319	\$	\$
FY	FY	FY	FY 20/21	FY	FY

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
22,219	16,319	5,900	-	5,900	-	-

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Active Transportation Program at (916) 653-4335, TTY 711, or write to Caltrans-Local Assistance, 1120 N Street, MS-1, Sacramento, CA 95814.

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3



Part A1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Los Angeles County Metropolitan Transportation Authority

IMPLEMENTING AGENCY'S ADDRESS**CITY****ZIP CODE**

One Gateway Plaza

Los Angeles

CA

90012

IMPLEMENTING AGENCY'S CONTACT PERSON:**CONTACT PERSON'S TITLE:**

Ayokunle Ogunrinde

Senior Manager, Transportation Planning

CONTACT PERSON'S PHONE NUMBER:**CONTACT PERSON'S EMAIL ADDRESS :**

213-418-3330

OgunrindeA@metro.net

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?



Yes



No

Implementing Agency's Federal Caltrans MA number

07-6065R

Implementing Agency's State Caltrans MA number

64A0034

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency?



Yes



No

PROJECT PARTNERING AGENCY'S NAME:

City of Glendale

PROJECT PARTNERING AGENCY'S CONTACT PERSON:**CONTACT PERSON'S TITLE:**

Roubik Golanian

Assistant City Manager

CONTACT PERSON'S PHONE NUMBER:**CONTACT PERSON'S EMAIL ADDRESS :**

818-548-4844

rgolanian@glendaleca.gov

Attach a "letter of intent" or other documentation. Part A1 Glendale Letter of Intent.pdf

Remove

Open File



CITY OF GLENDALE, CALIFORNIA
Management Services

613 E. Broadway, Suite 200
Glendale, CA 91206-4308
Tel. (818) 548-4844 Fax (818) 547-6740
glendaleca.gov

July 24, 2018

Ms. Laurie Berman
Director, California Department of Transportation
1120 N Street, MS-49
Sacramento, CA 95814

**Subject: Letter of Intent for future maintenance of the Doran Street and Broadway/Brazil
Grade Separation Project – Active Transportation Bridges in ATP Cycle 4 application**

Dear Ms. Berman:

I am pleased to submit this letter of intent indicating the City of Glendale's readiness to assume responsibility along with the City of Los Angeles for future joint maintenance and operations of the River Walk and River Access Active Transportation Bridges upon completion of construction by LA Metro. These active transportation bridges are included in the Active Transportation Program (ATP) Cycle 4 grant application submitted by LA Metro. The proposed project will improve safety at one of the most dangerous at-grade rail crossings in California while connecting the City of Glendale and Los Angeles residents to the LA River to enjoy the natural environment.

Metro's effort to construct the River Access and River Walk active transportation bridges in a local disadvantaged community is necessitated by the planned closing of Doran Street at-grade crossing which will also cut off the Glendale community from the North Atwater Village area. The River Access Bridge will replace the east/west active transportation connection lost by the at-grade crossing closing and provide a necessary connection to the natural amenities along the Los Angeles River, and the River Walk Bridge will cover the north/south link to North Atwater via the new bicycle and pedestrian facilities being constructed to the north of Verdugo Wash and planned to the south of the project limits.

This project will allow Metro and the City of Glendale work towards the goals of safe and sustainable active transportation throughout the region. If you have any questions, please do not hesitate to contact

Sincerely,

Roubik Golanian, P.E.
Assistant City Manager
Public Works Director

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3

**Part A2: General Project Information****PROJECT NAME:** (Max of 10 Words) (To be used in the CTC project list)**Words Remaining:**

Doran Street Grade Separation Active Transportation Access Project

PROJECT / APPLICATION NUMBER:

1

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

Words Remaining:

7

The Doran Street Grade Separation Active Transportation Access Project will improve safety and increase non-motorized access between employment, residences, and recreational opportunities in an area that is currently blocked off by a river and a freeway, and marred by a railroad corridor with up to 90 train trips per day and a history of bicycle and pedestrian collisions (See answer to Question 3). Train volumes in this corridor are expected to increase with improvements to commuter rail service and the introduction of high speed rail service.

In planning for a grade separation in the area, Metro is prioritizing access for non-vehicle modes. Two new bridges for non-motorized users are envisioned. The River Walk Bridge will provide new access across the Verdugo Wash and under SR-134, connecting residents of North Atwater Village, L.A. and Vineyard and Moorpark, Glendale to recreational opportunities along the Glendale Narrows Riverwalk Trail along the Los Angeles River and over the future Los Angeles River Bridge to the Los Angeles Zoo (1.7 million visitors per year) and Autry Museum of the American West. It will also serve trips in the other direction, connecting residents of Grand Central and Pelanconi, Glendale to employment opportunities in North Atwater Village.

The River Access Bridge is designed to provide a safer route over the railroad corridor than currently exists. It will enable Vineyard and Moorpark residents to more comfortably and safely access North Atwater Village across San Fernando Road and the adjacent railroad tracks.

The proposed bridges are being designed to remove a major barrier to connectivity and build a safer, less intimidating railroad crossing, creating an environment that encourages more residents, employees, and visitors to choose non-motorized modes of transportation. All the benefiting communities mentioned are disadvantaged communities (See answer to Question 1).

TIP PROJECT DESCRIPTION: (Max of 180 Characters)**Characters Remaining:**

28

This project will construct two bridges for shared use by pedestrians and cyclists across Verdugo Wash, San Fernando Road, railroad tracks, and SR-134.

PROJECT LOCATION: (Max of 180 characters)**Characters Remaining:**

17

The project is located in the vicinity of Doran Street and San Fernando Road, the Los Angeles River, and Fairmont Avenue in the cities of Glendale and Los Angeles.

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Part A2 & Attachment C Project Location Map.pdf

Project Coordinates: (latitude/longitude in decimal format) Lat. 34.153208 N /long. -118.275204 W**Congressional District(s):**

28

State Senate District(s):

25

State Assembly District(s):

43

Caltrans District:

7

County:

Los Angeles

MPO:

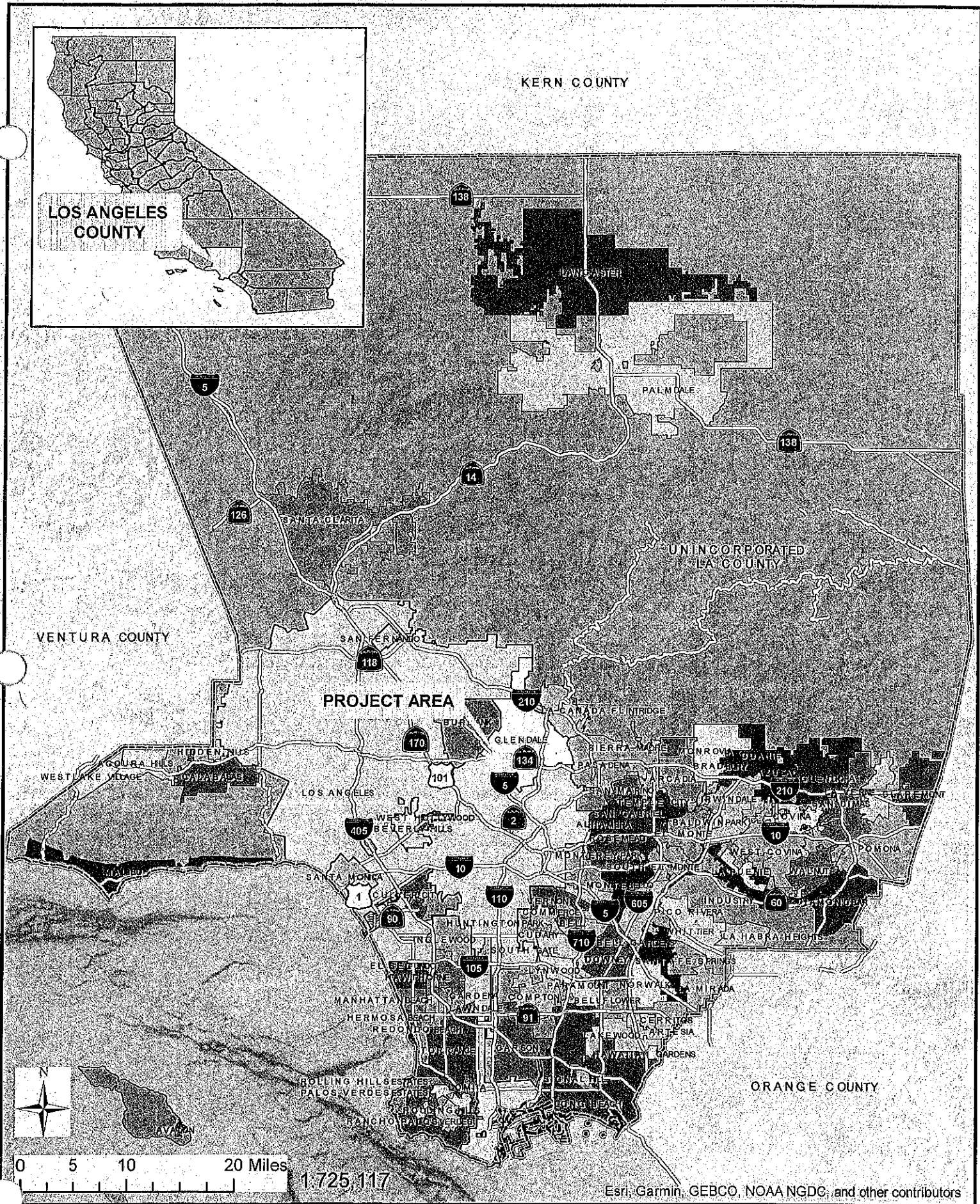
SCAG

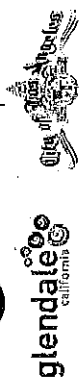
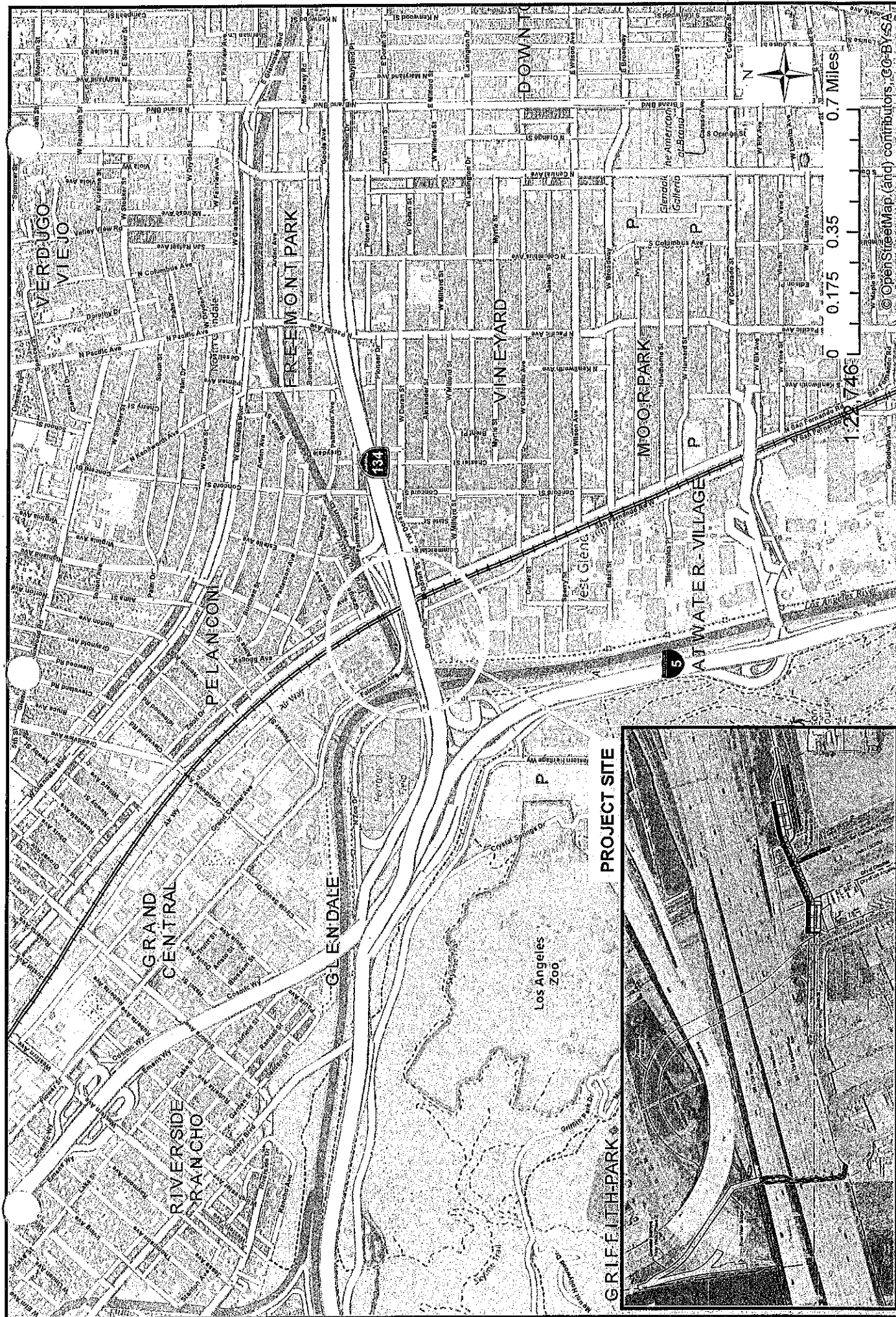
RTPA:

None

Urbanized Zone Area (UZA) Population:

Project is located within one of the ten large MPOs





Metro // ATP Cycle 4 // July 2018

Doran Street Grade Separation Active Transportation Access Project Part
A2 & Attachment C Project Location Map (Regional)

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3



Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

☐ Yes ☒ No

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3

**Part A4: Project Details**

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian **or** Bicycle Improvement).

☒ **Bicycle Improvements**What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 100 %

(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: <u>1,000</u> Linear Feet	Class 2: <u>0</u> Linear Feet
	Class 3: <u>0</u> Linear Feet	Class 4: <u>0</u> Linear Feet
Signalized Intersections:	New Bike Boxes: <u>0</u> Number	Timing Improvements: <u>0</u> Number
Un-Signalized Intersections:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Bike Share Program:	New Station: <u>0</u> Number	New Bikes: <u>0</u> Number
Bike Racks/Lockers:	New Racks: <u>0</u> Number	New Secured Lockers: <u>0</u> Number
Other Bicycle Improvements:	#1: <u>River Walk Bridge</u> #: <u>1</u>	#2: <u>River Access Bridge</u> #: <u>1</u>

☐ **Pedestrian Improvements**☐ **Multi-use Trail Improvements**☐ **Vehicular-Roadway Traffic-Calming Improvements**☐ **Non-Infrastructure Components**☐ **Plan Type (only intended for Plans)**

ATP - Caltrans R/W Impact Checklist

Required for Infrastructure Projects with Impacts to Caltrans R/W

City of Glendale: Doran/Broadway Grade Separation

This form is a required part of the ATP project application for all candidate projects located on the Caltrans R/W, adjacent to the Caltrans R/W, or have any potential impacts to the Caltrans R/W. This includes, but is not limited to, impacts from Caltrans required easements, Caltrans required encroachment permits, RW acquisition or utility relocations. This form is intended to help the Implementing Agency consider these risks during the initial application process, and properly assess the needed time and cost to accomplish the task(s).

To complete the form, the Implementing Agency is required to answer all questions in Part A, below. Part B, of this form is to be completed by the Caltrans District Local Assistance Engineer (DLAE), or their delegated staff person. Once completed, the DLAE returns this form to the Implementing Agency, so they may attach the form to their ATP project application. A minimum of 2-weeks is required for Caltrans review. (NOTE: If the agency submits an incomplete checklist and/or attachments, Caltrans will be required to return the package for correction and re-submittal. The 2-week process will restart once the agency makes the corrections and resubmits.)

PART A - Implementing Agency Section

I. The following project information is to be completed by the Implementing Agency - prior to submittal:

(This information must be consistent with the submittal attachments)

- A. What is the total cost (all project phases) of the entire project? 22,218,655 dollars
- What is the total cost of the Construction phase of the entire project? 14,318,655 dollars B.
- What % of the project (by area) is within Caltrans R/W? 50% whole number between 1 and 100
- C. What % of the project (by total project cost) is within Caltrans R/W? 27% whole number between 1 and 100
- D. What is the total cost (all project phases) of all the project elements within Caltrans R/W? \$5,875,596 dollars
- E. To the best of your knowledge, Check all of the following
- ☒ Project is not in and will not discharge into an Environmentally Sensitive Area and is not expected to need an EIR/EIS
 - ☐ Project does not require R/W dedication from Caltrans
 - ☒ Project does not require Office of Structures approval
 - ☒ Project does not require Design Exceptions to the mandatory design standards
(Ref: Highway Design Manual, Design Information Bulletin 78)
 - ☐ Project does not require approval for Encroachment Exceptions
(Ref: Encroachment Permit Manual, Chapter 300)
- F. To the best of your knowledge, list all project features and/or project elements that are expected to add complexity to the delivery or construction of the propose project:
- ☒ U.S. Army Corps of Engineers 404/408 Permitting
 - ☐ _____
 - ☐ _____
 - ☐ _____
 - ☐ _____

- The estimated time & costs included in this form are only a rough approximation to assist local agencies estimate the schedule and full cost of the project in their ATP application. This approximation does not limit Caltrans to increasing these estimates based on a more thorough review if the project is funded.
- The review costs can range from few thousand dollars for a simple encroachment permit to 10%+ of total project cost for Capital Oversight projects

4. How will the project be tracked by Caltrans? (Circle one of the following) Local Assistance or **Capital Outlay**

ATP construction projects on the State Highway System (SHS) are tracked with the Capital Outlay projects IF the following criteria are met: 1) If the ATP project is 50% or more on the SHS geographically (within existing or future state R/W) AND 2) if the construction phase is \$1 million or more.

5. Caltrans Responsible Reviewers:

DLAE concurrence is expected for all completed Caltrans R/W Impact Checklists:

DLAE Name: Steve Novotny Date: July 20, 2018

Optional Comments:

The District Traffic manager (or other manager as appropriate) concurrence is expected for any project that is expected to impact the state highway right-of-way and has the potential to negatively affect the safety or operations of the facility.

- This Caltrans review does not imply approval of the project, but merely acknowledges that Caltrans District staff is aware of the proposed project, and that, upon initial review, the overall-project appears to be acceptable.

Name: N/A Division/Office: _____ Phone: _____ Date: _____

Optional Comments:

When needed, provide the other District reviewers that participated in the completion of the Checklists:

Name: N/A Division/Office: _____ Phone: _____ Date: _____

Optional Comments:

July 26, 2018

Ms. Laurie Berman
Director, California Department of Transportation
1120 N Street, MS-49
Sacramento, CA 95814

Subject: Letter of Support for Doran Street and Broadway/Brazil Grade Separation Project – Application for Active Transportation Program (ATP) Cycle 4

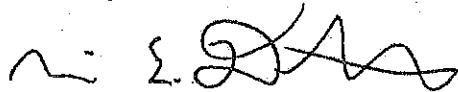
Dear Ms. Berman:

Glendale Water and Power is pleased to submit this letter of support for the **Doran Street and Broadway/Brazil Grade Separation Project (Active Transportation Access)** application under the Active Transportation Program (ATP) Cycle 4. The proposed project will improve safety at one of the most dangerous at-grade rail crossings in California while connecting the City of Glendale and Los Angeles residents to the LA River to enjoy the natural environment.

Metro's effort to construct the River Access and River Walk active transportation bridges in a local disadvantaged community is necessitated by the planned closing of Doran Street at-grade crossing which will also cut off the Glendale community from the North Atwater Village area. The River Access Bridge will replace the east/west active transportation connection lost by the at-grade crossing closing and provide a necessary connection to the natural amenities along the Los Angeles River, and the River Walk Bridge will cover the north/south link to North Atwater via the new bicycle and pedestrian facilities being constructed to the north of Verdugo Wash and planned to the south of the project limits.

I respectfully request that you give favorable consideration to this funding application, which will allow Metro and partners to work towards the goals of safe and sustainable active transportation throughout the region. If you have any questions, please do not hesitate to contact Michael De Ghetto at (818) 551-3023.

Sincerely,



Michael E. De Ghetto, P.E.
Chief Assistant General Manager – Water

MED:to

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3

**Part A5: Project Schedule**

- NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
- 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
- 3) The proposed CTC Allocation dates must be between July 1, 2019 and June 30, 2023 to be consistent with the available ATP funds for Cycle 4.

INFRASTRUCTURE PROJECTS:**PA&ED Project Delivery Phase:**Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for PA&ED activities:

3/6/2018

Time to complete the separate CEQA & NEPA studies/approvals:

12 months (See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

3/1/2019

* Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.

PS&E Project Delivery Phase:Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for PS&E activities:

9/4/2019

Time to complete the final Plans, Specification & Estimate:

6 months

Expected or Past Completion Date for the PS&E Phase:

3/1/2020

* Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.

Right of Way Project Delivery Phase:Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for R/W activities:

9/4/2019

Time to complete the R/W Engineering, Acquisition, and Utilities:

20 months

Expected or Past Completion Date for the R/W Phase:

4/26/2021

* PS&E and Right of Way phases can be allocated at the same CTC meeting.

* Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.

Construction Project Delivery Phase:Will ATP funds be used in this phase of the project? ☒ Yes ☐ No**Proposed CTC "CON Allocation" Date:**

6/23/2021

Notice to Proceed with Federally Reimbursable ATP Work:

8/22/2021

Expected Start Date for Construction activities:

12/21/2021

Time to complete the Construction activities:

24 months

Expected or Past Completion Date for the CON Phase:

12/11/2023

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: (This includes combined "I" and "NI" projects)Will ATP funds be used in this phase of the project? ☐ Yes ☐ No

Expected Start Date for "NI" or "Plan" Construction activities:

Time to complete the CON-Phase activities:

months

Expected Completion Date for the CON Phase:

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7-Los Angeles County Metropolitan Transportation Authority-1
Doran Street Grade Separation Active Transportation Access Project

Part A6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	600	-		600	-	-	600	-
PS&E	2,200	-		2,200	-	-	2,200	-
R/W	3,100	-		3,100	-	-	3,100	-
CON	16,319	16,319	20/21	-	-	-	-	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	22,219	16,319		5,900	-	-	5,900	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

Do you believe your project warrants receiving state-only funding? ☐ Yes ☒ No

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3



7-Los Angeles County Metropolitan Transportation Authority-1
Doran Street Grade Separation Active Transportation Access Project

Additional Information

Date: 07/29/19



Part A7: Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

- Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program? ☐ Yes ☒ No
- Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project? ☒ Yes ☐ No

If "Yes", explain why the other project cannot fund the proposed project. (Max of 200 Words)

Words Remaining: **5**

This project is directly related to several larger capital improvement projects. It is a component of the Doran Street and Broadway/Brazil Grade Separation Project, which has the overall purpose of closing two existing at-grade railroad crossings and consists primarily of new infrastructure supporting motorized vehicle access into and out of North Atwater Village. The project is also closely tied to the Glendale Narrows Riverwalk Project, which is creating recreational attractions along and across the Los Angeles River to which the new active transportation bridges will connect. Lastly, it is tied to the LA River Revitalization Project, which aims to restore the Los Angeles River and create recreational resources along its banks for 11 miles from Burbank to downtown Los Angeles.

Funding is needed for the active transportation access project. There are currently too few funding sources available for the grade separation project, and those that are available are already programmed for those elements directly linked to separation of motorized vehicles and trains, such as Measure R 3%. These active transportation elements were developed fairly recently, during the environmental review phase of the grade separation project, in which the local jurisdictions expressed a need for them.

- Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements? ☐ Yes ☒ No

2. Consistency with an adopted regional transportation plan:

- Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080? ☒ Yes ☐ No

If "Yes", the applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

Part A7.2 Plan Consistency.pdf

Note: Projects not providing proof will be disqualified and not be evaluated.

3. Is the Implementing Agency Caltrans?

☐ Yes ☒ No

TRANSPORTATION SYSTEMS PROJECT LIST

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2016
2040 **RTPSCS**



APPENDIX
ADOPTED | APRIL 2016

Metro // ATP Cycle 4 // July 2018
Doran Street Grade Separation Active Transportation Access Project
Part A7.2 Plan Consistency



Part B: Narrative Questions

Question #1

QUESTION #1

DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ This project does not qualify as a Disadvantaged Community.

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

Part B Question 1.A Project Boundaries, Access and Destination.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 4 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- Median Household Income
- CalEnviroScreen
- Free or Reduced Priced School Meals - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- Other

Select Option: CalEnviroScreen

An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (score must be greater than or equal to 39.34). This list can be found at the following link under SB 535 List of Disadvantaged Communities:

<https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

Census Tract/Block Group/Place #	Population	CalEnviroScreen Score
1881.00	4,076	63.51
3016.01	6,198	70.91
3017.01	2,849	52.67
3017.02	5,556	51.93
3023.01	3,790	54.62

Highest California Communities Environmental Health Screening Tool (CalEnviroScreen) score from above (autofill):

70.91 (to be used for qualifying as benefiting a DAC only)

California Communities Environmental Health Screening Tool (CalEnviroScreen) score for the community benefited by the project:

59.81 (to be used for severity calculation only)

Must attach a copy of CalEnviroScreen page for each census tract listed above. Attach all pages as one pdf.

Part B Question 1.B Disadvantaged Communities.pdf

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 150 Words)

Words Remaining: 8

The community needs these bridges as a result of two projects that have been in development for many years. The first is the closing of the Doran Street at-grade crossing, which will remove one of the most dangerous at-grade rail crossings in California, but will also cut off the rest of the community from North Atwater Village. The second project is the LA River Revitalization Project, which will make the Los Angeles River a place people can go to enjoy the natural environment. The River Access Bridge will replace the active transportation connection lost by the at-grade crossing's closing and provide a necessary connection to the natural amenities along the Los Angeles River, and the River Walk Bridge will link North Atwater Village to new bicycle and pedestrian facilities being constructed to the north of Verdugo Wash and planned to the south.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 150 Words)

Words Remaining: 31

The disadvantaged communities will have access to the project from the Glendale Narrows Riverwalk development located north of the project, which is a collection of existing and planned recreational facilities in the City of Glendale along and over the Los Angeles River. Residents from the



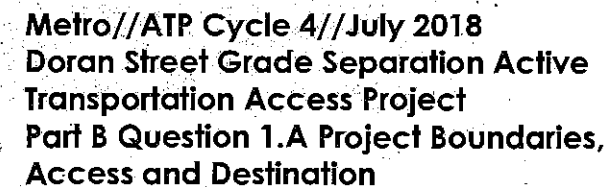
Legend	
Destinations	CalEnviroScreen 3.0 Percentile
Education	1-5% (lowest scores)
Glendale Human Society	6-10%
Banking and Finance	11-15%
Social Services	16-20%
Campgrounds	21-25%
Chambers of Commerce	26-30%
Places of Worship	31-35%
Government Offices	36-40%
Police	41-45%
Farmers Market	46-50%
Fire Stations	51-55%
Golf Courses	56-60%
Health	61-65%
Libraries	66-70%
Mental Health Centers	71-75%
Museums and Aquariums	76-80%
Parks and Gardens	81-85%
Recreation Centers	86-90%
Shopping Centers	91-95%
	96-100% (highest scores)
	NA
	Census Tract
	Point of Access - River Walk Bridge
	Point of Access - River Access Bridge



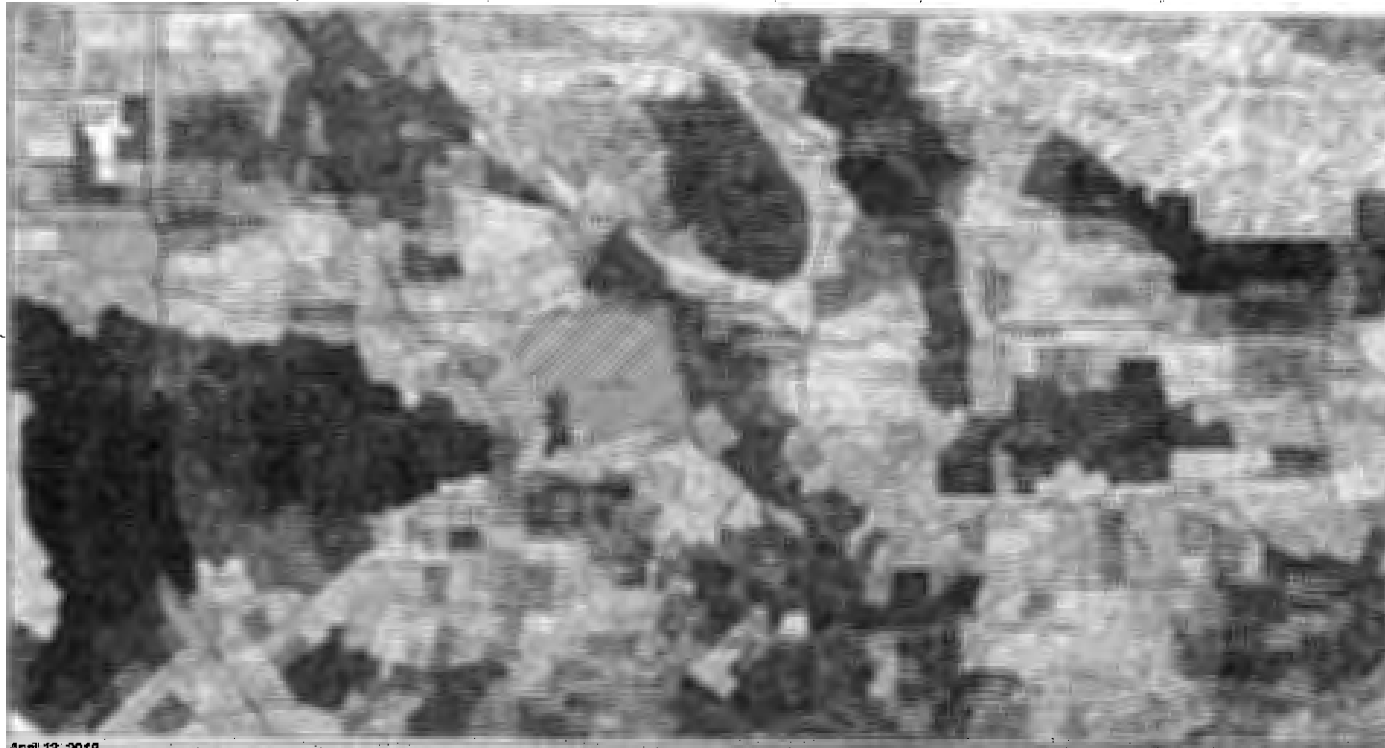
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Part B Question 1.A Project Boundaries,
Access and Destination



Trail Access at Completion of Grade Separation Project—With Active Transportation Bridges and Planned Trail Facilities



CalEnviroScreen 3.0 Results 1881.00



April 13, 2018

CalEnviroScreen 3.0 Results

1-10% (Lowest Scores)

11-20%

21-30%

31-40% 71-80%

41-50% 81-90%

51-60% 91-100%

61-70% I.E. - D.N.

71-80%

81-90%

91-100% (Highest Scores)

FIELD NO. 100-100

~~1-19,688~~

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeBCO, IGN,勘測院, CNR, Swisstopo, Suropt, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, OpenStreetMap contributors, and the GIS User Community

Web AppBuilder for ArcGIS

County of Los Angeles, Bureau of Land Management, End, HERE, GARRIN, UZGH, NGA, EPA, LEAD, NPG, CE131A, Web App/JEditor for ArcGIS



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Part B Question 1.B Disadvantaged
Communities**

CalEnviroScreen 3.0 Results 3 0 1 7 . 0 1



April 13, 2018

CalEnviroScreen 3.0 Results

1-10% (Lowest Scores)

11-20%

21-30%

31-40%

41-50%

51-60%

61-70%

71-80%

81-90%

91-100% (Highest Scores)

High Pollution, Low Population

1:119,688

0 1.5 3 6 mi
0 2.25 4.5 9 km

Sources: Esri, HERE, Garmin, Intermap, incrementP Corp., GEBCO, USGS, FAO, NPS, NRCAN, DeLorme, KML, Mapbox, NIT, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, © OpenStreetMap contributors, and the GIS User Community

With AppBuilder for ArcGIS
County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, USGS, BGA, EPA, USGS, NPS [02/29/18]



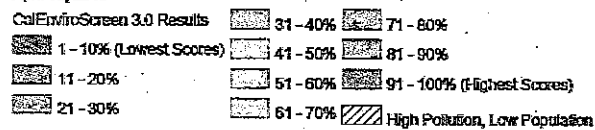
Metro//ATP Cycle 4//July 2018
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Communities

CalEnviroScreen 3.0 Results 3023.01

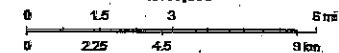


April 13, 2018

CalEnviroScreen 3.0 Results



1:119,588



Source: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoEye, IGN, Aerotech, GEBCO, Swisstopo, Esri, Japan, METI, Swi China (Hong Kong), Swisstopo, OpenStreetMap contributors, and the GIS User Community

Web App built for ArcGIS
County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, USGS, NOAA, EPA, USDA, NPS, OSHA



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Riverside Rancho, Central Estates, and Pelanconi neighborhoods of Glendale will access the Glendale Narrows Riverwalk Project through the regular street network. Residents in the Atwater Village community will access the project through the regular roadway network. Residents from the Vineyard and Moorpark neighborhoods east of the railroad tracks will access the project from the Doran Street and San Fernando Road intersection, which they can access through the City of Glendale bike and pedestrian network.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents.
(Max of 150 Words)

Words Remaining: 6

Since 2014, there have been five rounds of public meetings conducted for the Doran Street and Broadway/Brazil Grade Separation Project held in the community. These include four rounds of general project update community meetings and one round of meetings focused on the interim conditions aimed at making the at-grade crossings safer in advance of a full closure. The two earlier rounds of public meetings in 2014 resulted in refinements to the alternatives being considered for the closures of the Doran Street and Broadway/Brazil intersections. The later two rounds of public meetings in 2016 and 2017 developed the concepts for active transportation, focusing on pedestrian access points to replace those lost with the closures of the Doran Street and Broadway/Brazil at-grade crossings. Public comments from the earlier rounds of community meetings pointed to the need for active transportation connections, as shown in the attachment below.

Attach Documentation

Part B Question 1.C3 Project Request from Residents.pdf

D. Project Location: (0 - 2 points)

1. Is your project located within a disadvantaged community? Fully

E. Severity: (0 - 4 points)

- a. Auto calculated



Metro

Doran Street and Broadway/Brazil Grade Separation Project

Public Information Meeting
Wednesday, December 7, 2016

Comment Sheet

Name:

Ely Lester

Affiliation: (organization,
business, resident, etc.)

Walk Bike Glendale / Glendale resident

Address:

1411 Hillcrest Ave

Phone/Cell:

Email:

elylester@gmail.com

Thank you for your interest in this Metro project. We welcome your comments.

Please include pedestrian over/underpasses
at ~~as~~ Doran & Wilson* The draw of
Griffith Park and the River will insure a
high demand for recreational access.

* or nearby

Please use the reverse side for additional comments. Comments may also be mailed to:
Ms. Jeanet Owens, Senior Executive Officer, Project Management/Regional Rail, Metro,
One Gateway Plaza, 99-18-2, Los Angeles, CA 90012
or emailed to regionalrail@metro.net





Metro

Doran Street and Broadway/Brazil Grade Separation Project
PUBLIC INFORMATION MEETING - QUESTION CARD

NAME:

S. Mills

AFFILIATION:

Self

PHONE:

818-595-0113

EMAIL:

steve@renmoneng.com

PLEASE IDENTIFY THE TOPIC YOU WANT TO ADDRESS:

☐ SAFETY

☐ TRAFFIC

☐ PROCESS

☐ COMMUNITY IMPACTS

☐ CONSTRUCTION

☒ OTHER: non-auto

QUESTIONS:

Neither crossing appear to be
pedestrian/bicycle/wheelchair friendly.
No one ~~car~~ without a car wants to go up
30 feet to cross the track. Have non
auto underpasses been considered?



glendale
california



Metro // ATP Cycle 4 // July 2018

Doran Street Grade Separation Active Transportation Access Project
Part B Question 1.C3 Project Request from Residents



Part B: Narrative Questions

Question #2

QUESTION #2

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-38 POINTS)

Please provide the following information: (This must be completed to be considered for funding.)

# of Users	Pedestrian	Bicycle	Date of Counts	Mark here if N/A to project
Current	132	120	5/26/2016	☐

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed	# of Students Currently Walking/Biking to School
Total	0	0	0

Document the methodologies used to establish the **current** count data. (Max of 250 Words)

Words Remaining: 61

Manual counts of pedestrians and cyclists were taken at the Doran Street & San Fernando Road intersection and the Doran Street & West San Fernando Road intersection on Thursday, May 26, 2016. Counts were made over a 2-hour period in the morning peak (7am to 9am) and 2-hour period during the afternoon peak (4pm to 6pm). The total counts were multiplied by three to estimate daily counts.

It should be noted that these numbers only reflect local travel, as there are currently no regional facilities along the Los Angeles River that can be accessed from the northern part of Atwater Village. Because these trips are assumed to be local in nature, it is assumed that omitting weekend counts is acceptable, as there would be few trips that are regional and/or recreational in nature. The construction of the River Walk Bridge will open up the area for regional and recreational travel, so future counts will include more types of trips and will need to be made along the River Walk Bridge, as well as on the River Access Bridge, to fully account for the public's usage of the new facilities.

- A. Statement of project need.** Describe the issue(s) that this project will address. How will the proposed project benefit the non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? (0-19 points)

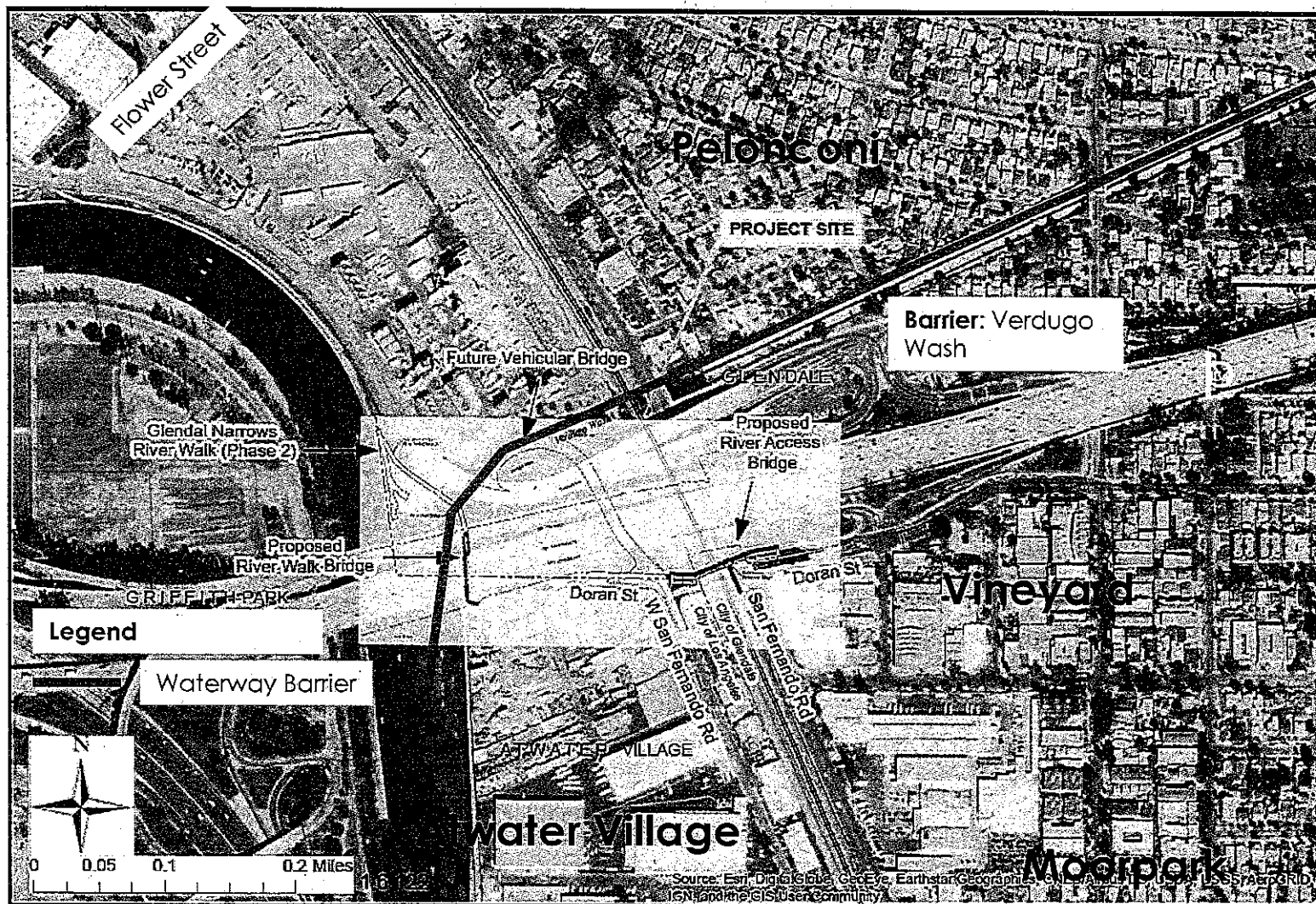
Discuss:

- Lack of connectivity
- The lack of mobility - if applicable - Does the population have limited access to cars, bikes, and transit?
 - Does the project have an unserved or underserved demand?
- The **local** health concerns responses should focus on:
 - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
 - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (<http://healthyplacesindex.org>)
- For combined I/NI projects: Discuss need for an encouragement, education, and/or enforcement program.

(Max of 1000 Words)

Words Remaining: 218

Restoring and enhancing bicycle and pedestrian connectivity and improving safety are the primary goals of the Doran Street Grade Separation Active Transportation Access Project. This project will be carried out under the umbrella of the Doran Street and Broadway-Brazil Grade Separation Project, which will close two at-grade crossings with histories of pedestrian fatalities. Based on collision data, the Doran Street at-grade crossing is considered 12.5 times as dangerous as the average at-grade crossing in California according to the state agency responsible for its regulation, the California Public Utilities Commission (CPUC). This grade separation project is particularly important today because train frequencies are expected to increase by 50% in the next decade with planned commuter rail service expansions and the initiation of high-speed rail service, as well as continued freight train use. The Doran Street Grade Separation Active Transportation Access Project is required to restore the access that will be lost with the closing of the Doran



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from within the community will be able to access bus stops and other transit services with the help of the new bridges, and employees within the community will have better access to their job sites.

4. Other improvements to existing routes?☒ Yes ☐ No

- a. Must provide a map of the new improvement location.

Part B Question 2.B4 Route Improvements.pdf

- b. Explain the improvement. (Max of 150 Words)

Words Remaining: **51**

The River Access Bridge will provide ramps and stairs for cyclists and pedestrians to travel over San Fernando Road and the adjacent railroad tracks. The bridge connects the pedestrian and bicycle network between the the northeast corner of San Fernando Road and Doran Street to the northeast corner of West San Fernando Road and Doran Street. This bridge will separate non-motorized traffic from motorized traffic (including trains), enable non-motorized traffic to get through the intersection even when the railroad crossing arms are down, and provide a smoother surface for travel. The bridge spans approximately 300 ft of Doran Street.

- c. Describe how the project links or connects, or encourages use of existing routes to important or community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. *Specific destination must be identified.* (Max of 150 Words)

Words Remaining: **8**

With the construction of the River Access Bridge, connectivity between North Atwater Village and its neighboring communities to the east in Glendale, including Moorpark and Vineyard, will be maintained and enhanced for active transportation users. Residents from these communities will be able to access the existing and planned amenities along the Los Angeles River, including North Atwater Park to the south and the amenities associated with Glendale Narrows Riverwalk Project to the north (with the construction of the River Walk Bridge). When the Glendale Narrows Riverwalk Project is complete, North Atwater Village will connect to new parks, trails, the Los Angeles Zoo, and museums. With the River Access Bridge, residents and employees from the North Atwater Village community will also be able to more safely access bus stops along Doran Street and San Fernando Road and other transit services safely and directly.



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 Doran Street Grade Separation Active
 Transportation Access Project
 Part B Question 2.B4 Route Improvements



Part B: Narrative Questions

Question #3

QUESTION #3

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-20 POINTS)

- A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (10 points max)**

Applicants are encouraged to use the new UC Berkeley SafeTREC TIMS tool which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
 - a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
 - b. **Project Area Collision Map - identifying the past crash locations within the project limits**
 - c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
 - d. **For a Combined INI project - If the INI project area is different than the infrastructure portion, the applicant may attach INI related heat-maps, etc in Attachment J**

Combine the various maps/summaries into one PDF file and attach it in the field below.

Part B Question 3.A1 Collision Summary.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, etc.)

The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

(Max of 200 Words) (optional)

Words Remaining: 40

Without the River Access Bridge, pedestrians and cyclists wishing to get to and from the northern section of Atwater Village would have to travel north or south along San Fernando Road to alternative access points, and that is why a 1-mile stretch of San Fernando Road was selected for a collision analysis. The years 2009 to 2014 were selected to provide data from years that corresponded to years for which train collision data was available (described below).

In addition to the traffic collision data, the Southern California Railroad Authority (SCRRA), or Metrolink, maintains records of train collisions. At the Doran Street at-grade crossing, there have been two recorded collisions since between 2009 and 2014. The most recent recorded collision was on March 24, 2014, but this did not include a pedestrian or cyclists. The other collision resulted in a pedestrian fatality in 2009, and this is included in the table below. The list of collisions from 1990 is attached below.

Data and methodologies Attachment (optional)

Part B Question 3.A2 Train Collision Data.pdf

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

How many years of collision data were used in the Heat Maps and collision summaries:

6

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	1	0	1	0.17
Injuries	2	8	10	1.67
Total	3	8	11	1.83

ATP Maps & Summary Data

The tool is designed to support the California Active Transportation Program (ATP), as well as active transportation users and practitioners throughout California. The tool utilizes interactive collision maps to allow users to track and document pedestrian and bicycle collisions and generate data summaries within specified project and/or community limits.

Step 1: Select a County/City, Bike/Ped, Severity, and Years

County: Los Angeles

City: Glendale

Include State Highway Related Collisions: No

Involved With: Pedestrian and Bicycle

Collision Severity: Fatal, Severe Injury, Other Visible Injury, and Complaint of Pain

Year: 2009 - 2014

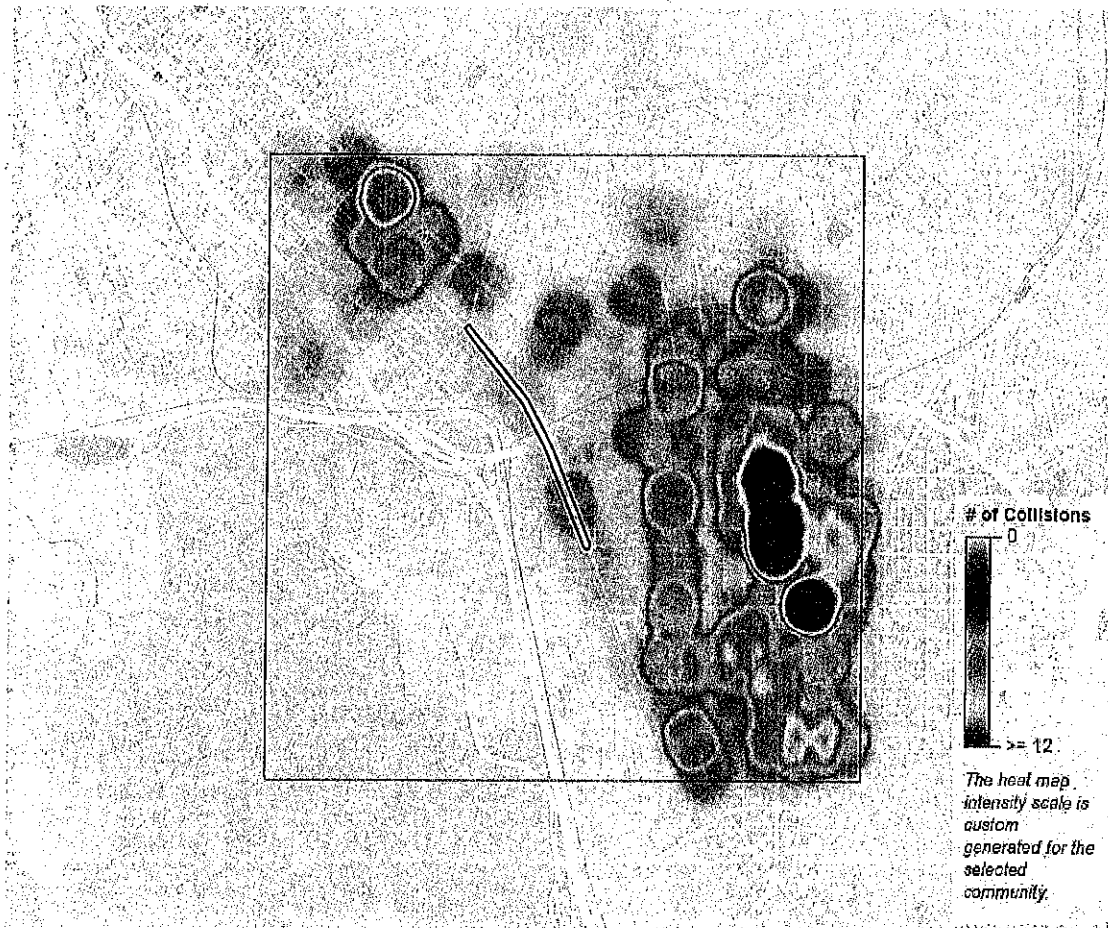
Collision Summary for initial parameters defined above:

Number of Collisions by Collision Severity

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	2	18	196	113	329
Pedestrian	14	47	247	263	571

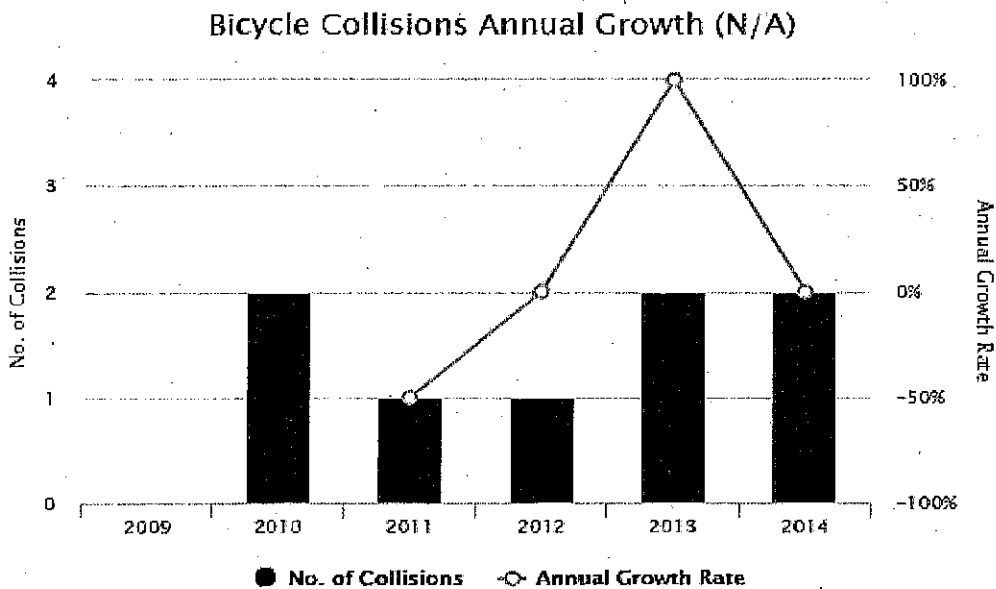
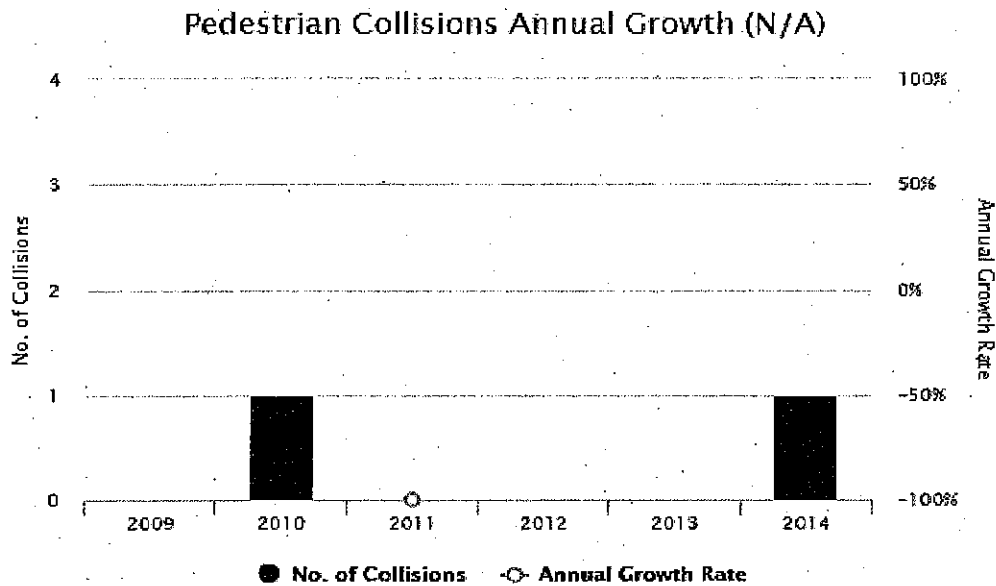
Community Heat Map:

Step 3: Draw the project boundaries to get detailed collision data summaries and map



Step 5: Review the collision summary data, graphs and tables provided.**Summary Results**

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	1	6	1	8
Pedestrian	0	1	0	1	2



From 1990 to 2014, there have been seven accidents, resulting in two fatalities at the Doran Street highway-rail crossing. The accident to crossing ratio for Doran Street is approximately 12.5 times greater than the average for all at-grade crossings. Table 3 contains a list and brief description of the seven accidents that occurred at the Doran Street grade crossing.

Date	Time	Description
04/24/1995	9:55 AM	An Amtrak train hit a truck and trailer. There were no fatalities or injuries reported.
09/12/1995	7:48 AM	A Metrolink train hit a truck and trailer. There were no fatalities or injuries reported.
10/02/1998	10:00 AM	An Amtrak train hit a vehicle. There were no fatalities or injuries reported.
01/23/2003	3:10 PM	An Amtrak train hit a vehicle. There were no fatalities or injuries reported.
07/27/2004	9:38 PM	A UPRR freight train hit a pedestrian resulting in one fatality.
11/23/2009	11:34 AM	An Amtrak train hit a pedestrian resulting in one fatality.
24/03/2014	6:05 PM	A vehicle was blocked by traffic while attempting to cross Doran Street and was hit by a Metrolink train. There were no fatalities or injuries reported.

Table 3

The CPUC does not have a record when the Doran Street crossing was established. However, RCEB was able to determine that from February 1927 to the present there have been a total of 44 accidents at the crossing involving seven fatalities and 32 injuries.

SB 348 (Galgiani)

SB 348 would extend the repeal date for PRC Section 21080.14 until January 1, 2019. Until then, the limited term CEQA exemption would continue to be available for closure of unsafe at-grade crossing by order of the CPUC to protect public safety in a safer, more efficient, and cost-effective manner.

DIVISION ANALYSIS (Safety and Enforcement Division)

- The CPUC's Safety and Enforcement Division (SED) has analyzed the proposed Senate Bill (SB) 348 for any potential effects on its functions as a CEQA responsible agency and its jurisdiction over rail and transit facilities and crossings.
- While the CPUC rarely exercises authority to close crossings over the objection of local authorities, as in the case of the Doran Street crossing, it is important for the CPUC to have this authority. The proceedings discussed above were the only two cases where the CPUC staff sought to have the CPUC order a crossing closed in the past 10 years period prior to the passage of AB 1665 of 2012.

149974301

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3



4. Referencing project's heat-maps, collision map and collision summaries provided in above, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. (e.g. sidewalks, bike lanes, lighting, bulb-outs, signals/barriers, etc.)

For Projects with Non-Infrastructure elements (Combined I/NI projects):

As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior, including through enforcement.

(Max of 700 Words)

Words Remaining: 380

The data indicates that the San Fernando Road between Flower Street and Salem Street is hazardous for bikes and pedestrians; there were eight collisions involving cyclists and two collisions involving pedestrians in the 2009-2014 period. It is expected that the number of collisions along San Fernando Road will increase as more recreational amenities are provided along the Los Angeles River and residents travel to access them. In addition, the Doran Street at-grade crossing is a dangerous crossing, with a pedestrian being killed there in 2014. It is expected that the number of collisions at the at-grade crossing will increase in the future as train volumes increase. These types of collisions are especially deadly for active transportation users. The River Access Bridge will eliminate pedestrians and cyclists on the tracks, and reduce the distance that pedestrians and cyclists will have to travel along San Fernando Road when they are traveling between the northern part of Atwater Village and communities to the east. As such, it is a priority for Metro to provide this safer alternative to travel for active transportation users.

There has long been interest by the California Public Utilities Commission in closing the Doran Street at-grade crossing due to its history of fatal collisions. There are limited options for redesigning the intersection to improve its safety. This project is a priority for Metro because while they are keen to improve the safety of the area, it is also important for them to maintain access in the area for motorists, cyclists, and pedestrians.

The collision map illustrates the location of vehicle collisions with pedestrians and cyclists to the north and south of Doran Street along San Fernando Road. The collisions span the corridor and the victims range in age from 15 to 59. The majority of collisions involve bicycles, and the collision data indicate that many collisions have occurred with cyclists traveling along San Fernando Road and drivers making turns.

B. Safety Countermeasures (10 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users? ☐ Yes ☒ No
2. Improves sight distance and visibility between motorized and non-motorized users? ☐ Yes ☒ No
3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users? ☒ Yes ☐ No

a. Current conflict point description: (Max of 100 Words)

Words Remaining: 2

The San Fernando Road and Doran Street intersection is a location where pedestrians and cyclists may come into conflict with motorized users in a number of ways and with trains at the train tracks. There is no clear path of travel for pedestrians and cyclists through this intersection, as sidewalks are non-existent across the train tracks. Pedestrians are forced onto dirt paths or into active travel lanes, and cyclists must share the road with heavy trucks and cycle along uneven pavement and train tracks. Pedestrians and cyclists come into conflict with motorized users nearby along San Fernando Road.

b. Improvement that addresses conflict point: (Max of 100 Words)

Words Remaining: 58

The River Access Bridge eliminates these conflicts by channeling non-motorized users to a path of travel over both San Fernando Road and the railroad tracks. The River Access Bridge eliminates the need for active transportation users to use San Fernando Road extensively.

4. Improves compliance with local traffic laws for both motorized and non-motorized users? ☒ Yes ☐ No

a. Which Law: Other If Other, please explain going around a gate arm

b. How will the project improve compliance: (Max of 100 Words)

Words Remaining: 65

The project will channel cyclists and pedestrians to a path of travel over the railroad tracks, so pedestrians and cyclists will not be able to go around or under a gate arm in the future.

5. Addresses inadequate vehicular traffic control devices?

☐ Yes ☒ No

a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 100 Words)

Words Remaining: 79



Part B: Narrative Questions

Question #4

QUESTION #4

PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project.

- A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 200 words)**

Words Remaining: 14

The project started with an alternatives analysis (AA) phase for the Doran Street and Broadway-Brazil Grade Separation Project that developed three main alternatives in addition to a no-build alternative. These alternatives were explored in a project study report that compared them in terms of costs, ability to close the two at-grade rail crossings, and traffic impacts.

To inform the public about the Doran Street and Broadway-Brazil Grade Separation Project and to solicit feedback, public meetings were scheduled in the disadvantaged communities where the project would be built. The meetings were held at both 3-4:30pm and 6:30-8:00 to account for the different schedules of employees and residents. 1,500-2,000 residents were mailed about the meetings. Emails were sent out to those who had signed up to receive information about the project. Public meetings were attended by 60-90 individuals.

The Board of Directors approved the Project Study Report and the support for Alternative 2 in June 2015. Further project development has occurred and there have been further rounds of meetings held in the community to discuss issues of the interim improvements and active transportation improvements in 2016 and 2017.

- B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted to relevant stakeholders. (3 points max) (Max of 150 words)**

Words Remaining: 12

For the AA outreach, in addition to the two rounds of community meetings (an afternoon session held at an industrial site within Atwater Village and an evening session held at the Environmental Management Center on Flower Street in the City of Glendale), the project team met with a homeowner's association, the local walking and biking advocacy group (Walk Bike Glendale), and the neighborhood council for Atwater Village. Meeting participants listened to a presentation and were then given an opportunity to ask questions and provide comments. A Facebook page was also started for the project that provided information about upcoming public consultation activities (https://www.facebook.com/pg/DoranStreet/photos/?ref=page_internal) and currently has 73 followers. The focus of the project initially was on the overall plan and identification of a locally preferred alternative, and the focus more recently has been on the active transportation components.

- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (2 points max) (Max of 200 words)**

Words Remaining: 137

Strong feedback was received about the need to replace the Doran Street access point, and so the concept of the active transportation bridges was developed. The public also brought up issues of emergency service access to Atwater Village, and possibly combining that with the River Walk Bridge. When considering biking and pedestrian issues, the impact of certain alternatives on walking distances was considered.

- D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max) (Max of 150 words)**

Words Remaining: 75

Metro believes in a full context sensitive solution approach to this project. The team will fully engage residents, businesses, elected officials and other stakeholders and proactively provide project information and next steps in advance of milestone events. Permits and approvals will be required from the Cities of Glendale and Los Angeles before starting construction. Public opinion will continue to shape the active transportation elements of the project until completion, including details such as bridge aesthetics.

- E. Is this project specifically listed in an approved Transportation Plan? (1 point max) (Max of 50 words)**

Words Remaining: 35

The Doran Street and Broadway-Brazil Grade Separation Project is listed in the Regional Transportation Plan.

TRANSPORTATION SYSTEMS PROJECT LIST

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2016
2040 **RTPSCS**

APPENDIX
ADOPTED | APRIL 2016



Community Meetings Set for Doran Street and Broadway/Brazil Safety and Access Project

Metro invites you to attend the second round of community meetings that are being held on December 9, 2014 in Atwater Village and the City of Glendale.

Since the valuable community input offered at the first set of community meetings held in February 2014, the project team has been working to complete the technical evaluation of a range of alternatives. Please plan to attend one of the two community meetings listed below to learn about the draft Alternatives Analysis findings.

At these community meetings you will be able to:

- > Gain an understanding of the California Public Utilities Commission (CPUC) order instituting interim improvements for the Doran Street at-grade crossing
- > Find out about the refined grade separation alternatives that are being considered for further evaluation in the environmental document
- > Provide input on the refined alternatives
- > Talk one-on-one with the project experts

Two community meetings are being offered on **December 9th** at different times and locations to accommodate participation from all stakeholders, including businesses and residents. Please join us at the meeting that works best for you:

Atwater Village

3:00pm – 4:30pm

4520 Cutter Street

(Located near Golden Road Brewing)

Los Angeles, CA 90039

Glendale

6:30pm – 8:00pm

Environmental Management Center

780 Flower Street

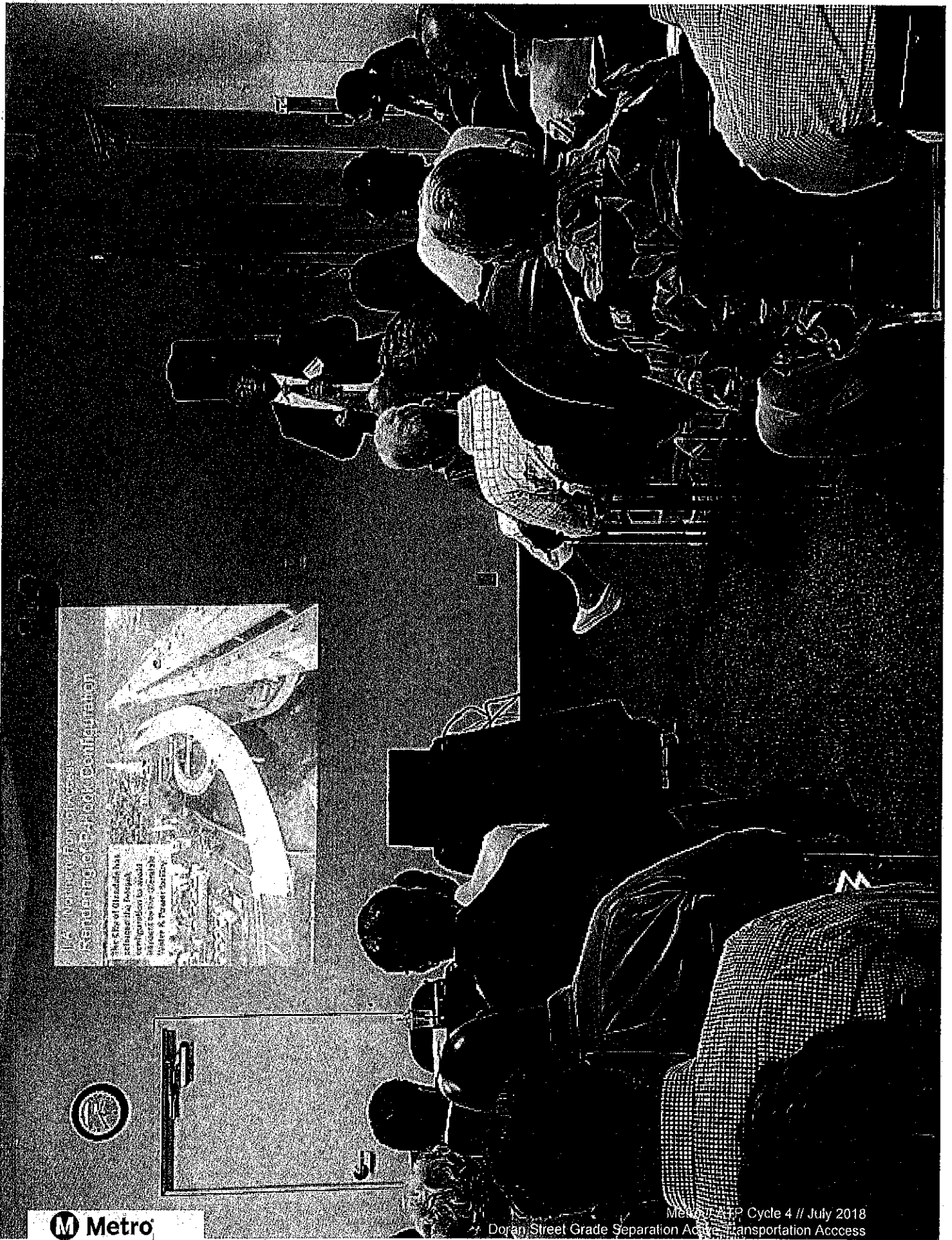
Glendale, CA 91201

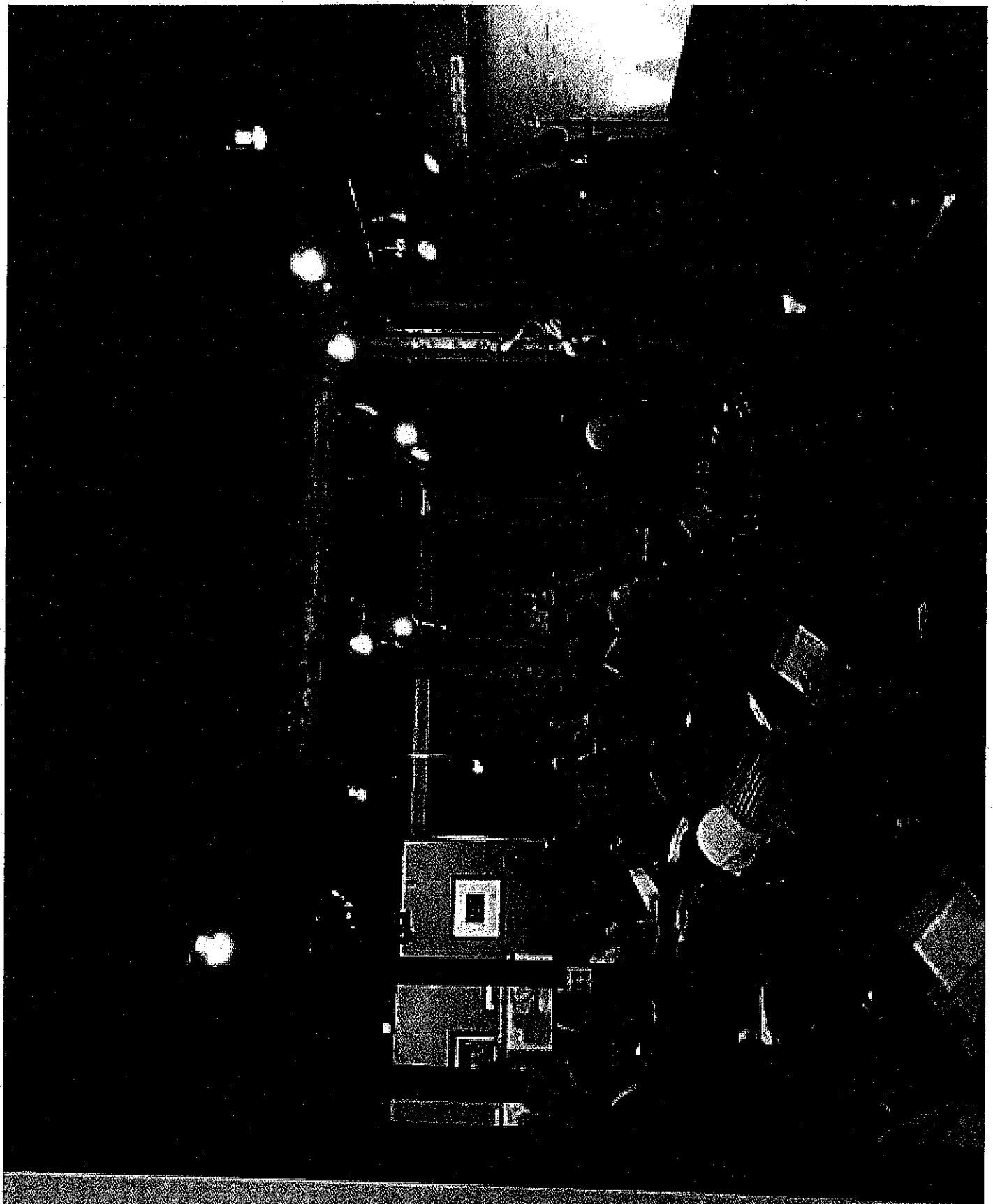
The public is welcome to participate at either of the community meetings; however, one of the workshops is being held during business hours (afternoon) to accommodate participation from local businesses and the other workshop is being held in the evening hours for all other community stakeholders. Both workshops will feature identical presentations.



Metro









Part B: Narrative Questions

Question #5

CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question consider the following:

- The posted speed limits and actual speed
- The existing and future motorized and non-motorized traffic volume
- The widths for each facility
- The adjacent land use, and
- How the project is advancing a low(er) stress environment on each facility or a low stress network
 - What is the current stress level? (low, medium, or high?)
 - If the stress level is medium or high, is the project going beyond minimum design standards to maximize potential users of all ages and abilities?

(Max of 500 words)

Words Remaining: 217

This project recognizes that train speeds and volumes will increase over time, based on projections by Metro in conjunction with Metrolink and the California High Speed Rail Authority, making the at-grade crossing increasingly inadequate for non-motorized users. Train speeds are currently as high as 90 mph, and there may be pressure to increase speeds for high speed rail service. There are currently up to 90 trains traveling through this area per day, and this number is expected to increase to 135 trains per hour in the future. The project also recognizes that travel by bicycle or on foot along San Fernando Road, the alternative route to the Los Angeles River if the River Access Bridge is not built, is stressful, given its lack of bicycle lanes and incomplete sidewalk infrastructure. To encourage recreational and commuter biking and walking trips both to and from the northern part of Atwater Village, the new crossing has to provide a direct link, but also allow individuals to move at their own speed and with plenty of buffer between them and motorized vehicles, as it will have to accommodate a range of users, from confident cyclists to inexperienced cyclists. The River Access Bridge provides these characteristics. Class 1 facilities, which the bridges will be, are the recognized best solution for infrastructure through inhospitable pedestrian and cycling environments such as the ones in the project area.

This project also recognizes that the demand for bicycling and walking along the Los Angeles River will increase with the construction of access points and additional amenities, and so the paths will be built to allow for growth in usage and sufficient width for two-way travel, passing, and a range of travel speeds.

B. Innovative Project Elements

Does this project propose any solutions that are new to their region? Were any innovative elements considered, but not selected? Explain why they were not selected. (Max of 500 words)

Words Remaining: 139

The innovation for this project comes through the development of solutions that address the complexities of the existing built environment. The solution for the River Walk Bridge had to integrate the bridge into Confluence Park (under construction), minimize the footprint within the Verdugo Wash, avoid the City of Glendale sewer lift station and locate the trail clear of the SR-134 bridge columns.

The bridge that is preferred is a prefabricated steel structure, a cost-effective solution that provides several benefits:

- It allows for longer spans which reduces the number of columns required within the Verdugo Wash.
- The prefabricated structure is built off-site, concurrent with the foundation construction, significantly reducing the construction duration
- The pre-fabricated structure can be lifted in place during a single work day
- The construction windows within the Verdugo Wash are seasonal, and the preferred structure allows the bridge to be built in a single season

This structure type is economical and the accelerated construction methodology will reduce the project schedule a minimum of six months, further reducing construction costs related to mobilization, demobilization and time related overhead.

Similarly, the River Access Bridge will utilize a prefabricated steel truss bridge. There will be two spans, one over San Fernando Road, the second over the SCRRA railroad corridor. The prefabricated structure will reduce the construction duration at this location and will allow for uninterrupted service, other than an overnight closure to place the steel truss bridge in place.

This is critical due to the limited work windows allowed in the rail corridor and reduces impact to the heavily traveled San Fernando Road. This is a significant benefit to the rail and vehicular commuters, reduces the efforts by the contractor in terms of falsework, railroad flagging, and extended traffic control measures.



Part B: Narrative Questions

Question #6

TRANSFORMATIVE PROJECTS (0-5 POINTS)

A. Describe how your project will transform the non-motorized environment? (Max of 500 words)

Words Remaining: 255

This project will transform the non-motorized environment near North Atwater Village in a number of ways. Most noticeably, conflict points with trains will be eliminated and non-motorized users will have an exclusive points of access. Without an at-grade rail crossing, cyclists and pedestrians will not have to wait for train. Nor will they have to share constrained access points to North Atwater Village with motorized vehicles, as they do today at Doran Street. Instead, pedestrians and cyclists will have an exclusive points of access at Doran Street and across the Verdugo Wash, while motorists will have to take less direct routes using either the future Fairmont Connector or the Salem-Sperry Bridge. By giving active transportation users this level of accommodation and convenience, biking and walking will be encouraged and driving will be discouraged for local trips.

With the River Walk Bridge and River Access Bridge, it is expected that this will increase the popularity of cycling and walking in the community, as certain parks and vistas will only be accessible by foot or on bicycle, such as the proposed Confluence Park. The collection of projects along the Los Angeles River, including bridges, parks, and trails, will transform an area that is now largely industrial into one that is increasingly recreational. It will likely bring many local residents from the surrounding disadvantaged communities to the Los Angeles River, when in the past they would never have considered going there or had a reason to do so.

B. Describe how other new or proposed funded projects or policies in the vicinity of this project will attribute to the transformative nature of this project?

As you address this question consider items like the following:

- Transit
- Land Use
- Overall non-motorized network

For projects please attach one of the following:

- The meeting minutes voting to fund the project, or
- The approved environmental document,
- Other important documentation demonstrating the transformation

(Max of 500 words)

Words Remaining: 380

With these two new bridges and other facilities being build through the Glendale Narrows Riverwalk Project, the LA River Revitalization Project, and other location project that include bridges across the Los Angeles River, closing gaps in the existing trail LA River Bike Path, and pathways through restored habitat areas, the river will be opened up for recreation and transportation use for 51 miles. Bicyclists and pedestrians will eventually be able to cross the Los Angeles River to get to Griffith Park, which is close in distance but currently inaccessible on foot or bicycle from the project area.

Attached is the motion to approve the Glendale Narrows Riverwalk Project Phases II and III, known as the "Jewel in the Bend" project.

Part B Question 6 Related Project.pdf



Part B: Narrative Questions

Question #7

COST EFFECTIVENESS (0-5 POINTS)

A project's cost effectiveness is considered to be the relative costs of the project in comparison to the project's benefits as defined by the purpose and goals of the ATP. This includes the consideration of the safety and mobility benefit in relation to both the total project cost and the funds provided.

Explain why this project is the best use of State Resources. (5 points max.) (Max of 250 words)

Words Remaining: 23

The strongest aspect of this project for a cost benefit analysis is the lives that will be saved with by River Access Bridge that eliminates conflicts between motorized vehicles and active transportation users. The at-grade rail crossing at Doran Street is currently considered the second most dangerous at-grade crossing in the state by the California Public Utilities Commission and there is a history of collisions involving bicycles and pedestrians on San Fernando Road (See Part B Question 3).

The River Walk Bridge will significantly increase mobility in the area by overcoming the double barrier of the Verdugo Wash and SR-134. Both bridges help build out a high-quality active transportation network that serves various destinations and offers an attractive alternative to automobile use, thereby increasing active transportation trips.

This project will leverage funding from Measure R (local sales tax), which is paying for the pre-construction and right-of-way elements. State funds are only being requested for construction funds.

Both bridges are using a prefabricated steel structure which allows for longer spans that reduce the number of foundations needed. Additionally, the steel structure can be placed within a single work shift, mitigating seasonal work restrictions within the Verdugo Wash, commuter rail delays, and extended traffic control measures on San Fernando Road. All these factors result in lower project costs for mobilization, demobilization, foundations, maintenance of traffic and time related overhead.



Part B: Narrative Questions

Question #9

QUESTION #9

SCOPE AND PLAN CONSISTENCY (0 -2 points)

A. The application, scope and plans are consistent with one another: (2 points max)

The scope and plans are consistent with one another including:

- Improvement location(s)
- Improvement elements(s)

From: ATP@CCC
To: [Crockett, Cordelia; inquiry@atpcommunitycorps.org; ATP@CCC](mailto:Crockett.Cordelia@atpcommunitycorps.org)
Cc: [Morris, Maria; Wilson, Duane@CCC](mailto:Morris.Maria@ccc.ca.gov)
Subject: RE: ATP Metro / Doran Street
Date: Tuesday, July 17, 2018 12:56:01 PM
Attachments: [image001.png](#)

Hi Cordelia,

Thank you for reaching out to the California Conservation Corps. Duane Wilson, District Director for our Pomona/LA District has indicated that it's not feasible for the CCC to participate in this project. Please include this email with your application as proof that you reached out to the California Conservation Corps.

Thanks,

JULIE WOLSEY

Legislative, Proposition 1 and ATP Analyst
Legislative Unit

1719 24th Street
Sacramento, CA 95816

P: (916) 341-3207

Julie.wolsey@ccc.ca.gov
ccc.ca.gov



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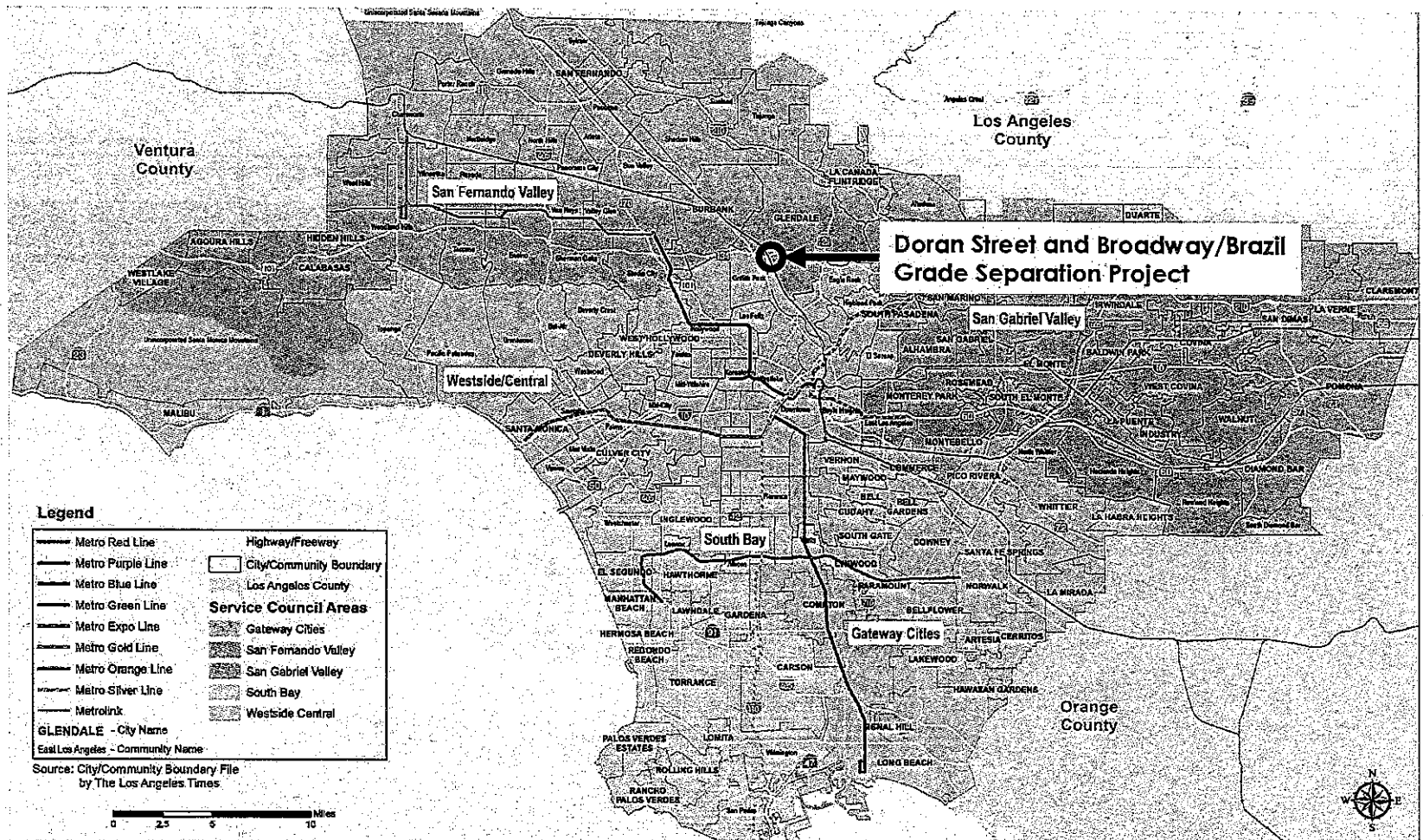
From: Crockett, Cordelia [<mailto:Cordelia.Crockett@stantec.com>]
Sent: Monday, July 16, 2018 10:22 PM
To: inquiry@atpcommunitycorps.org; ATP@CCC <ATP@CCC.CA.GOV>
Cc: Morris, Maria <maria.morris@stantec.com>
Subject: ATP Metro / Doran Street

To the California Conservation Corps (CCC) (Attn: Wei Hsieh) and California Association of Local Conservation Corps (LCC) (Attn: Dominique Lofton),

Metro is seeking ATP funding for its Doran Street and Broadway-Brazil Grade Separation Project - Active Transportation Access. As such, they would like to know



Metro // ATP Cycle 4 // July 2018
Doran Street Grade Separation Active Transportation Access Project
Part B Question 10 California Conservation Corps



Project Schedule

Doran Street and Broadway-Brazil Grade Separation Project – Active Transportation Access

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for PA&ED activities:

3/5/2018

Time to complete the separate CEQA & NEPA studies/approvals:

12 months (See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

3/1/2019

* Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.

Attach

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for PS&E activities:

9/4/2019

Time to complete the final Plans, Specification & Estimate:

6 months

Expected or Past Completion Date for the PS&E Phase:

3/1/2020

* Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.

Attach

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for R/W activities:

3/11/2020

Time to complete the R/W Engineering, Acquisition, and Utilities:

20 months

Expected or Past Completion Date for the R/W Phase:

7/1/2021

* PS&E and Right of Way phases can be allocated at the same CTC meeting.

* Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.

Attach

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date:

1/1/2022

Notice to Proceed with Federally Reimbursable ATP Work:

3/2/2021

Expected Start Date for Construction activities:

7/22/2022

Time to complete the Construction activities:

24 months

Expected or Past Completion Date for the CON Phase:

7/1/2024



Detailed Engineer's Estimate and Total Project Costs- Cycle 4

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: Los Angeles County Metropolitan Transportation Authority

Date: 30-Jun-18

Project Description: This project will construct two bridges for shared use by pedestrians and cyclists.

Project Location: The project is located around the intersection of Doran St and San Fernando Rd in the cities of Glendale and L.A.

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:

License #:



7/1/2018

2 of 2



Metro // ATP Cycle 4 // July 2018
Doran Street Grade Separation Active Transportation Access Project
Part B Question 10 California Conservation Corps

From: Active Transportation Program
To: [Crockett, Cordelia](#)
Cc: [Morris, Maria](#)
Subject: Re: ATP Metro / Doran Street
Date: Monday, July 23, 2018 12:06:29 AM

Hello Cordelia,

Bo Savage of the Los Angeles Conservation Corps has responded that they are able to assist with the Doran Street and Broadway-Brazil Grade Separation Project if it receives funding. Please include this email with your application as proof that you reached out to the Local Conservation Corps.

The LA Corps would like to partner on the landscaping portion of this project.

Additionally, feel free to email Bo (bsavage@lacorps.org) directly if your project receives funding.

On Mon, Jul 16, 2018 at 10:21 PM, Crockett, Cordelia <Cordelia.Crockett@stantec.com> wrote:

To the California Conservation Corps (CCC) (Attn: Wei Hsieh) and California Association of Local Conservation Corps (LCC) (Attn: Dominique Lofton),

Metro is seeking ATP funding for its Doran Street and Broadway-Brazil Grade Separation Project - Active Transportation Access. As such, they would like to know whether your organizations would be available to participate in the project. Could to you please respond to this email and let me know whether your organization can participate, and if so, what tasks (shown in the Detailed Estimate) you'd be able to undertake?

The following is information about the project to help with your assessment.

Project Title: Doran Street and Broadway-Brazil Grade Separation Project - Active Transportation Access

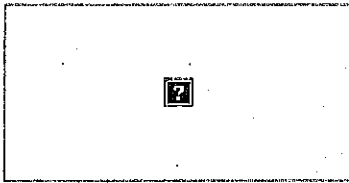
Project Description: This project will construct two bridges for shared use by pedestrians and cyclists to facilitate safe movements across waterways, railroad tracks, and heavily used roads.

Detailed Estimate: see attachment

Project Schedule: see attachment

Project Map: see attachment





Metro // ATP Cycle 4 // July 2018
Doran Street Grade Separation Active Transportation Access Project
Part B Question 10 Certified Community Conservation Corps

Project Schedule – Scenario #2 (Concurrent Design and ROW)

Doran Street and Broadway-Brazil Grade Separation Project – Active Transportation Access

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for PA&ED activities:

3/6/2018

Time to complete the separate CEQA & NEPA studies/approvals:

12

months (See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

3/1/2019

* Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.

Attach

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for PS&E activities:

9/4/2019

Time to complete the final Plans, Specification & Estimate:

6

months

Expected or Past Completion Date for the PS&E Phase:

3/1/2020

* Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.

Attach

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for R/W activities:

9/4/2019

Time to complete the R/W Engineering, Acquisition, and Utilities:

20

months

Expected or Past Completion Date for the R/W Phase:

4/26/2021

* PS&E and Right of Way phases can be allocated at the same CTC meeting.

* Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.

Attach

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date:

6/23/2021

Notice to Proceed with Federally Reimbursable ATP Work:

8/22/2021

Expected Start Date for Construction activities:

12/21/2021

Time to complete the Construction activities:

24

months

Expected or Past Completion Date for the CON Phase:

12/11/2023



Detailed Engineer's Estimate and Total Project Costs- Cycle 4	
Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).	
Project Information:	
Agency: Los Angeles County Metropolitan Transportation Authority	Date: 30-Jun-18
Project Description: This project will construct two bridges for shared use by pedestrians and cyclists.	
Project Location: The project is located around the intersection of Doran St and San Fernando Rd in the cities of Glendale and L.A.	
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	License #:



7/1/2018

2 of 2



Part B: Narrative Questions

Question #11

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

Application Signature Page (Required for all applications)	Attachment A
Attachment A Signature Page.pdf	
Engineer's Checklist (Required for Infrastructure & Combo Projects)	Attachment B
Attachment B Engineer's Checklist.pdf	
Project Location Map (Required for all applications)	Attachment C
Part A2 & Attachment C Project Location Map.pdf	
Project Map/Plans showing existing and proposed conditions (Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment D
Attachment D Project Plans.pdf	
Photos of Existing Conditions (Required for all applications)	Attachment E
Attachment E Photos of Existing Conditions .pdf	
Project Estimate (Required for all Infrastructure Projects)	Attachment F
Attachment F Cost Estimate.pdf	
Non-Infrastructure Work Plan (Form 22-R) (Required for all projects with Non-Infrastructure Elements)	Attachment G
Plan Scope of Work (Form 22-PLAN) (Required for all Plan Projects)	Attachment H
Letters of Support (10 maximum) (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	Attachment I
Attachment I Letters of Support.pdf	
Exhibit 22-F State Funding	Attachment J
Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.)	Attachment K
Attachment K Second Partnering Agency Information.pdf	

Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: _____

Name: _____

Title: _____

Date: _____

Phone: _____

e-mail: _____

[Signature]
for Phillip A. Washington
Chief Executive Officer

7/26/18
(213) 418-3251
lombardi@metro.net

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____

Name: _____

Title: _____

Date: _____

Phone: _____

e-mail: _____

Part C: Attachments

Attachment A: Signature Page

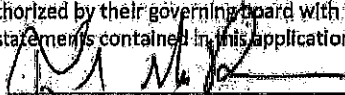
IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:	_____	Date:	_____
Name:	_____	Phone:	_____
Title:	_____	e-mail:	_____

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the Implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature:		Date:	7/27/2018
Name:	Fred Mousavipour	Phone:	213-847-3333
Title:	Assistant Director	e-mail:	f.mousavipour@lacity.org



ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide and regional ATP selection processes.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7, Article 3, Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the project's Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped by the engineer until the final application and application attachments are complete and ready for submission to Caltrans.

1. Vicinity map /Location map

Engineer's Initials: *[Signature]*

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. Project layout-plan/map showing existing and proposed conditions must:

Engineer's Initials: *[Signature]*

- a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project. Scale must be shown on the plan/map
- b. Show the full scope of the proposed project, including any non-participating construction items
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
- d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. Typical cross-section(s) showing existing and proposed conditions.

Engineer's Initials: *[Signature]*

(Include cross-section for each controlling configuration that varies significantly from the typical)

- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. Detailed Engineer's Estimate

Engineer's Initials: *[Signature]*

- a. The Caltrans Project Estimate (Attachment F) must be filled out per the instructions and attached to the application, in the appropriate location.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs. The non-participating (or ineligible) costs must be consistent with Caltrans guidelines as shown in Local Assistance Program Guidelines chapter 22.6
- d. All project elements the applicant intends to utilize the CCC, certified community conservation corps, or tribal corps on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

KERN COUNTY

LOS ANGELES
COUNTY

VENTURA COUNTY

PROJECT AREA

UNINCORPORATED
LA COUNTY

ORANGE COUNTY



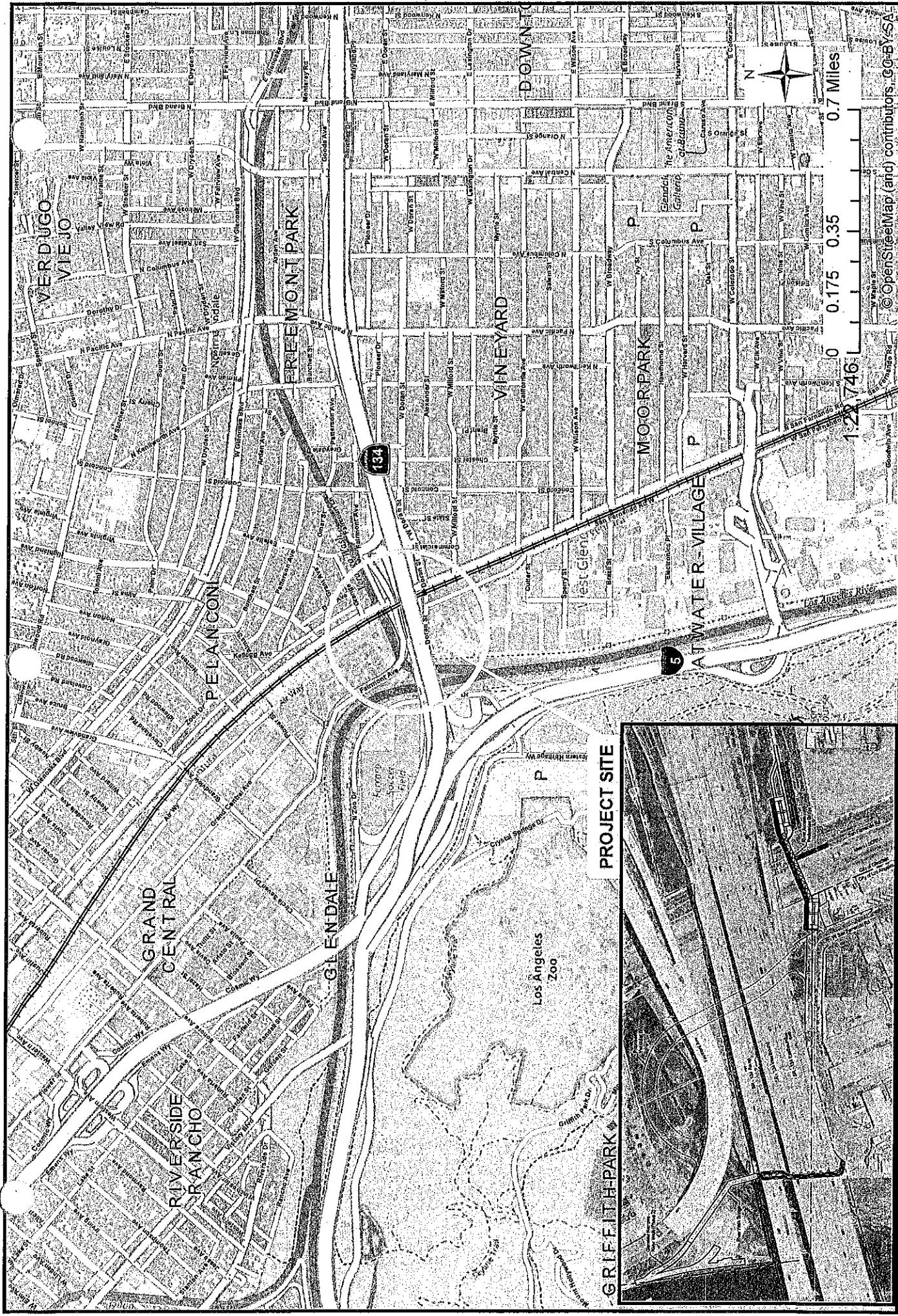
0 5 10 20 Miles

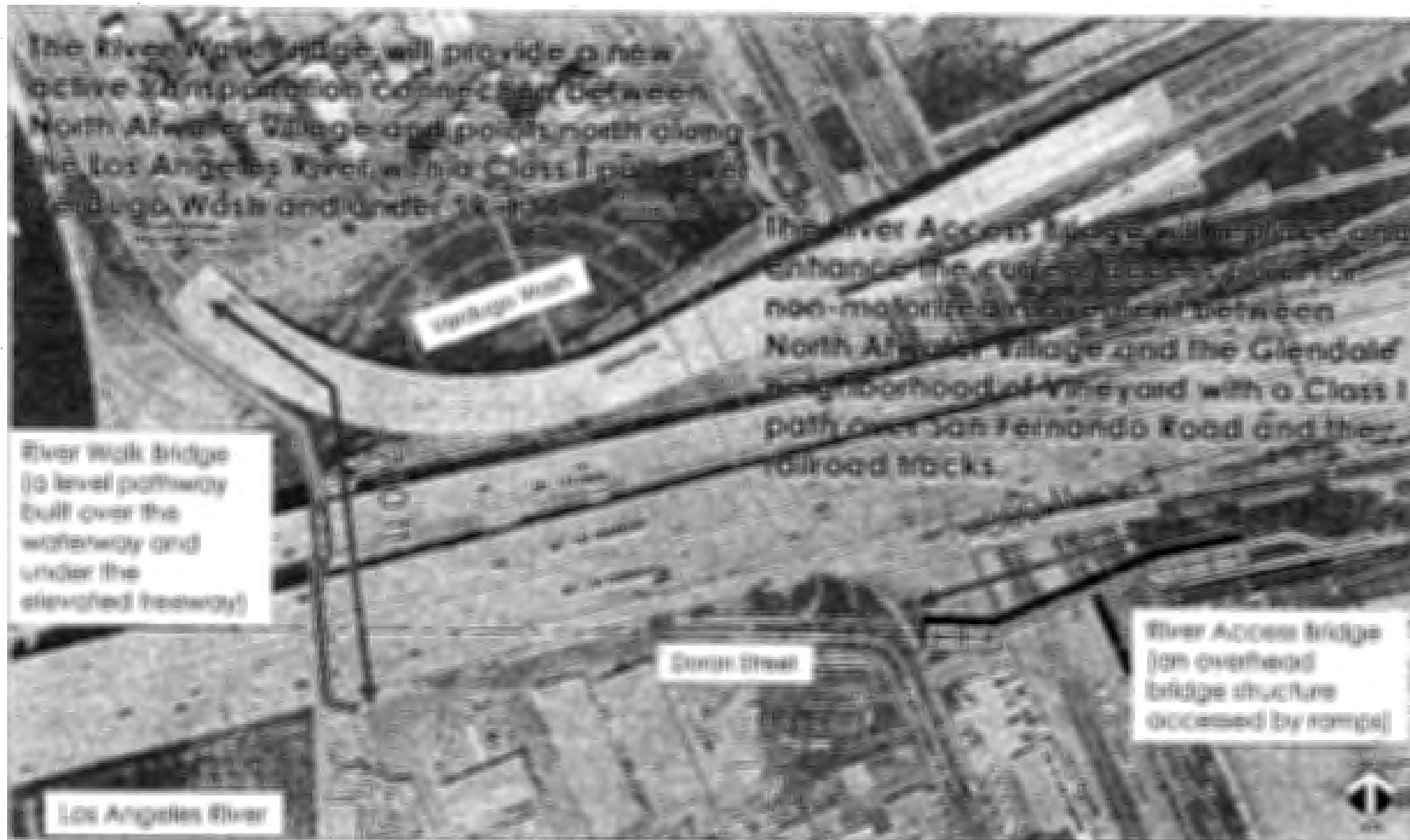
1:725,117

Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

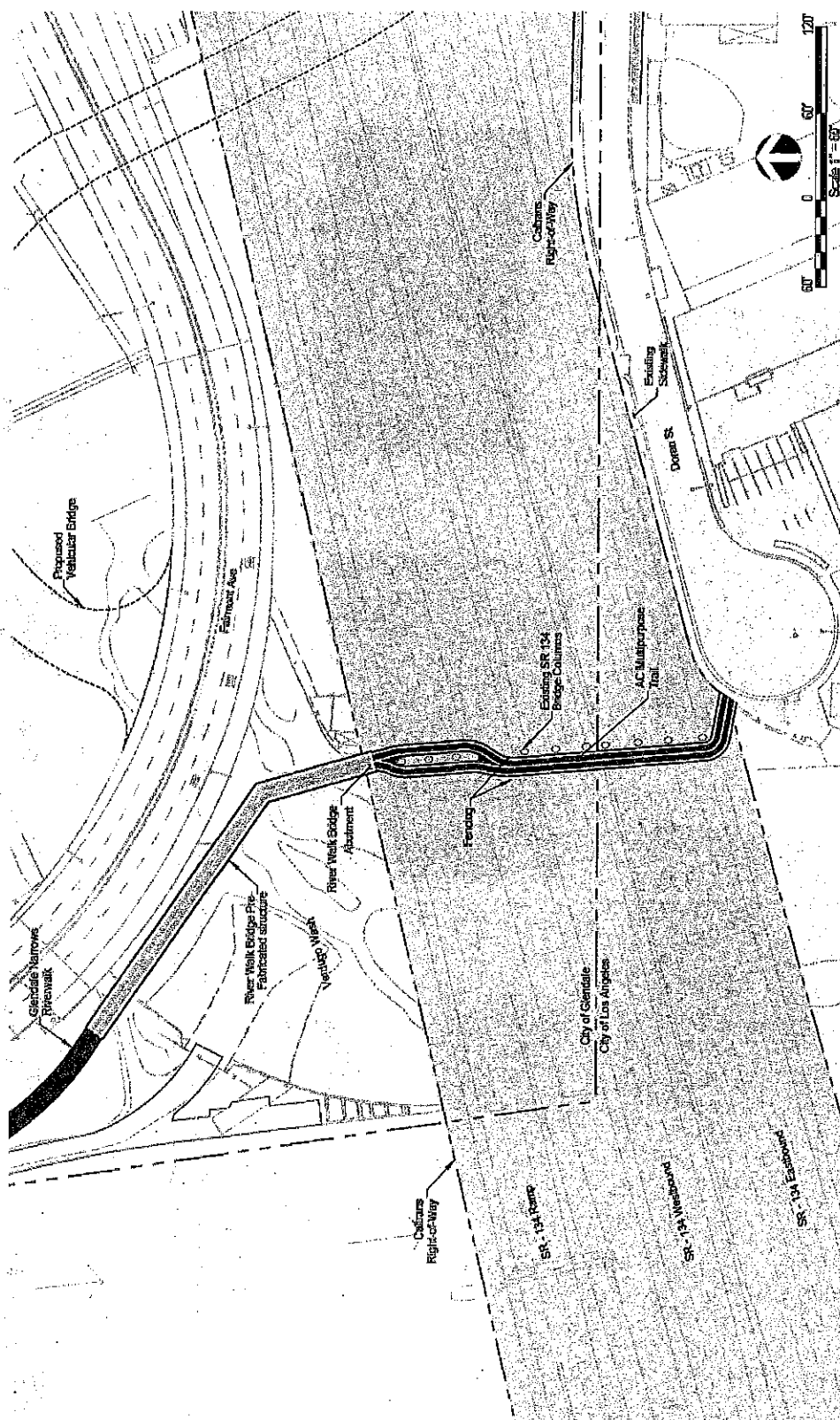


Metro // ATP Cycle 4 // July 2018
Doran Street Grade Separation Active Transportation Access
Project Part A2 & Attachment C Project Location Map (Regional)





Metro//ATP Cycle 4//July 2018
Doran Street Grade Separation Active
Transportation Access Project
Attachment D Project Plans

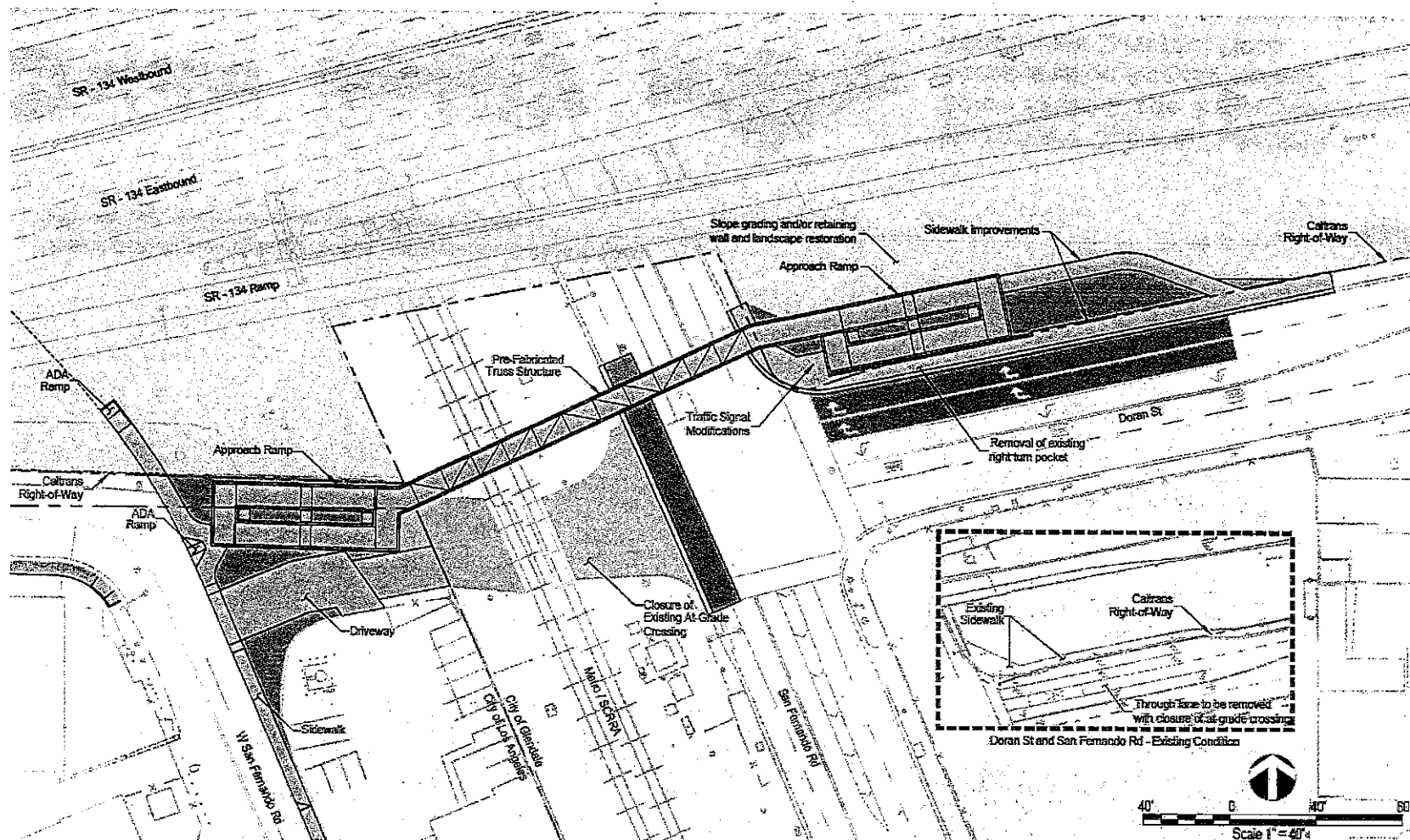


Doran Street Grade Separation Active Transportation Access Project
 River Walk Bridge - Improvements Within Caltrans Right-Of-Way



Metro
 Metro//ATP Cycle 4//July 2018
 Doran Street Grade Separation Active
 Transportation Access Project
 Attachment D Project Plans



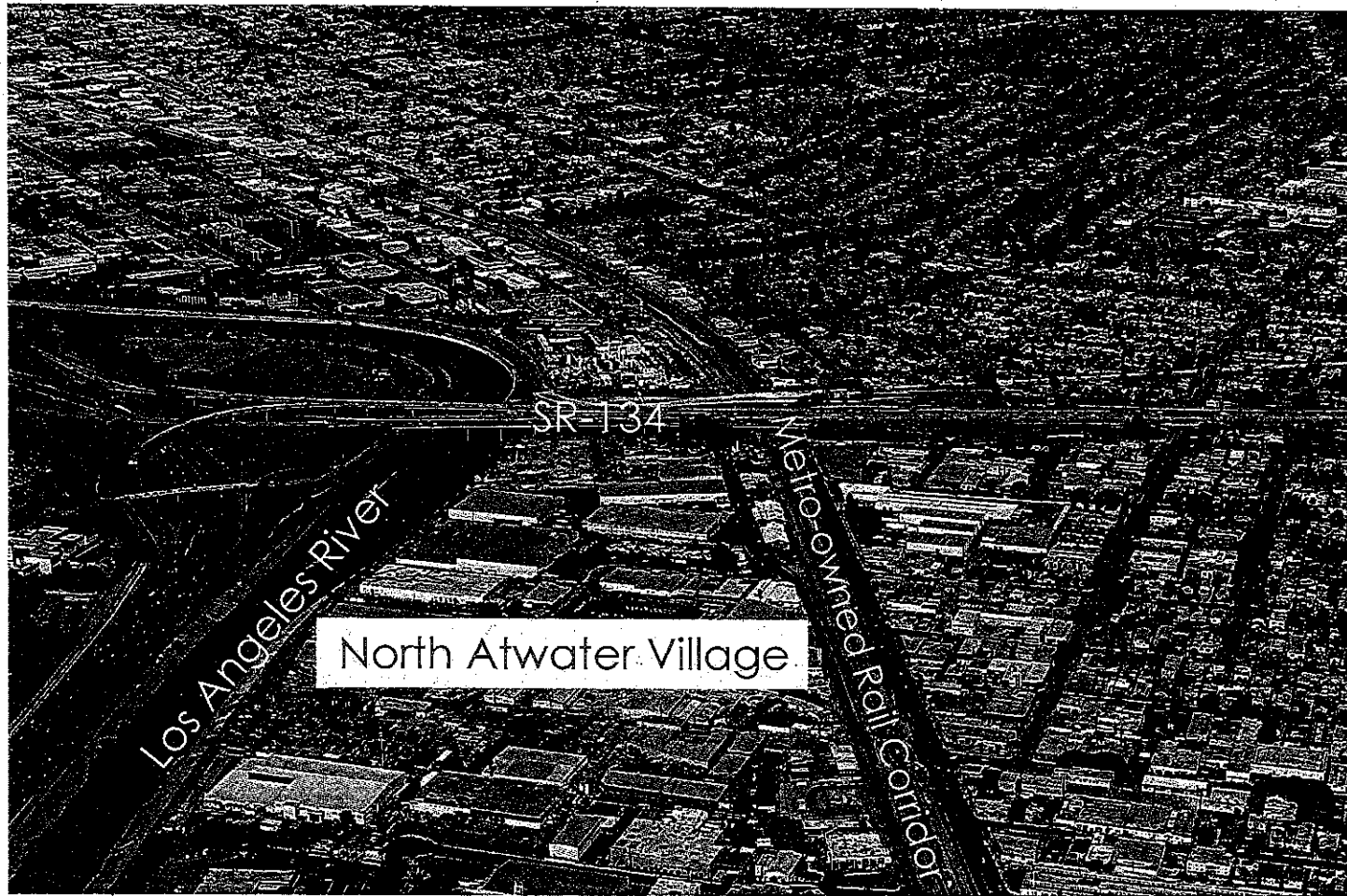


Doran Street Grade Separation Active Transportation Access Project

River Access Bridge - Improvements Within Caltrans Right-Of-Way



Metro//ATP Cycle 4//July 2018
Doran Street Grade Separation Active Transportation Access Project
Attachment D Project Plans



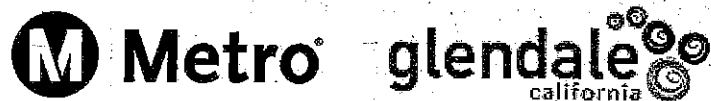
In North Atwater Village, walking and cycling are constrained by SR-134 to the North and the Los Angeles River to the West, and severed by the rail corridor.



Metro//ATP Cycle 4//July 2018
Doran Street Grade Separation Active
Transportation Access Project
Attachment E Photos of Existing Conditions



Future access points and location of the River Walk Bridge, connecting the Glendale Narrows Riverwalk to Doran Street and overcoming the barriers of the Verdugo Wash and SR-134



Metro//ATP Cycle 4//July 2018
Doran Street Grade Separation Active
Transportation Access Project
Attachment E Photos of Existing Conditions



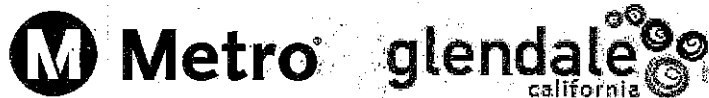
Future location of the River Access Bridge, which will cross San Fernando Road and the railroad track on the north side of Doran Street; looking west from the SE corner of Doran Street and San Fernando Road when the railroad crossing arms are down; no obvious path of travel for pedestrian or cyclists



Metro//ATP Cycle 4//July 2018
Doran Street Grade Separation Active
Transportation Access Project
Attachment E Photos of Existing Conditions



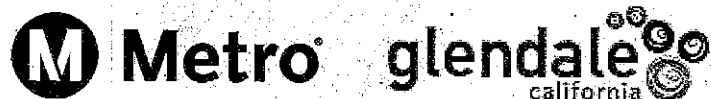
Between San Fernando Road and the Metro-owned railroad tracks facing northwest;
no designated right-of-way for pedestrians and cyclists and cluttered signage and
vegetation along the side of the road



Metro//ATP Cycle 4//July 2018
Doran Street Grade Separation Active
Transportation Access Project
Attachment E Photos of Existing Conditions



Existing Class I path in the vicinity of the project; the project will eventually connect to this and other paths



Metro//ATP Cycle 4//July 2018
Doran Street Grade Separation Active
Transportation Access Project
Attachment E Photos of Existing Conditions

Detailed Engineer's Estimate and Total Project Costs- Cycle 4											
Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).											
Project Information:											
Agency: Los Angeles County Metropolitan Transportation Authority								Date: 30-Jun-18			
Project Description: This project will construct two bridges for shared use by pedestrians and cyclists.											
Project Location: The project is located in the vicinity of Doran Street, Fairmont Avenue, San Fernando Road, and Verdugo Wash.											
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Patrick Somerville								License #: 56141			
Engineer's Estimate and Cost Breakdown:											
Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
						%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$1,050,000	\$1,050,000	100%	\$1,050,000				
2	Traffic Control	1	LS	\$75,000.00	\$75,000	100%	\$75,000				
3	Stormwater Protection Plan	1	LS	\$95,000.00	\$95,000	100%	\$95,000				
4	Erosion Control	1	LS	\$90,000.00	\$90,000	100%	\$90,000				
5	Railroad Flagging	1	LS	\$275,000.00	\$275,000	100%	\$275,000				
General Construction Items (non-decorative only)											
6	Clearing and Grubbing (Removals)	1	LS	\$280,000.00	\$280,000	100%	\$280,000				
7	Unclassified Fill	1110	CY	\$65.00	\$72,150	100%	\$72,150				
8	Unclassified Excavation	140	CY	\$35.00	\$4,900	100%	\$4,900				
9	Asphalt Concrete	140	TON	\$29.00	\$29,400	100%	\$29,400				
10	Crushed Aggregate Base	80	CY	\$50.00	\$4,000	100%	\$4,000				
11	PCC Sidewalk	3800	SF	\$8.00	\$30,400	100%	\$30,400				
12	Signing and Striping	1	LS	\$100,000.00	\$100,000	100%	\$100,000				
13	Tubular Handrailing	560	LF	\$100.00	\$56,000	100%	\$56,000				
14	Chain Link Fence	1300	LF	\$80.00	\$104,000	100%	\$104,000				
15	Picket Fence	100	LF	\$160.00	\$16,000	100%	\$16,000				
16	Traffic Signal Modification	1	LS	\$300,000.00	\$300,000	100%	\$300,000				
17	Lighting	1	LS	\$450,000.00	\$450,000	100%	\$450,000				
18	Landscape & Irrigation Replacement	1	LS	\$150,000.00	\$150,000	100%	\$150,000			33%	\$49,500
19	Misc Site/Street Improvements	1	LS	\$200,000.00	\$200,000	100%	\$200,000				
20	Drainage Improvements	1	LS	\$100,000.00	\$100,000	100%	\$100,000				
21	Sewer Improvements	1	LS	\$300,000.00	\$300,000	100%	\$300,000				
22	Sewer Station Modifications	1	LS	\$650,000.00	\$650,000	100%	\$650,000				
23	R.A. Prefab Steel Truss w/Cone Deck	3400	SF	\$275.00	\$935,000	100%	\$935,000				
24	R.A. Substructure	3400	SF	\$225.00	\$765,000	100%	\$765,000				
25	R.A. Approach Ramps	12000	SF	\$225.00	\$2,700,000	100%	\$2,700,000				
26	R.W. Prefab Steel Truss w/Cone Deck	4500	SF	\$265.00	\$1,192,500	100%	\$1,192,500				
27	R.W. Substructure	4500	SF	\$220.00	\$990,000	100%	\$990,000				
28								100%			
Subtotal of Construction Items:					\$11,014,350		\$11,014,350				\$49,500
Construction Item Contingencies (% of Construction Items):					30.00%	\$3,304,305		\$3,304,305			
Total (Construction Items & Contingencies) cost:					\$14,318,655		\$14,318,655				
Project Delivery Costs:											
Type of Project Cost					Cost \$		ATP Eligible Costs		Non-participating Costs		
Preliminary Engineering (PE)											
Environmental Studies and Permits (PA&ED):					\$	600,000	\$600,000				
Plans, Specifications and Estimates (PS&E):					\$	2,200,000	\$2,200,000				
Total PE:					\$	2,800,000	\$2,800,000				
Right of Way (RW)											
Right of Way Engineering:					\$	1,500,000	\$1,500,000				
Acquisitions and Utilities:					\$	1,600,000	\$1,600,000				
Total RW:					\$	\$3,100,000	\$3,100,000				
Construction Engineering (CE)											
Construction Engineering (CE):					\$	2,000,000	\$2,000,000				
Total Project Delivery:						\$7,900,000	\$7,900,000				
Total Construction Costs:						\$16,318,655	\$16,318,655				
Total Project Cost:						\$22,218,655	\$22,218,655				
Documentation of Ineligible (Non-Participating) Costs											
The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form. Separate logic is required for each construction item listed above which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.											
Item Number(s):		Description of Engineer's Logic: (See examples shown in the Instructions)									



CITY OF GLENDALE, CALIFORNIA
Office of the Mayor

613 East Broadway, Suite 200
Glendale, California 91206-4391
Tel. 818 548-4844 Fax 818 547-6740
www.ci.glendale.ca.us

July 19, 2018

Ms. Laurie Berman
Director, California Department of Transportation
1120 N Street, MS-49
Sacramento, CA 95814

**Subject: Letter of Support for Doran Street and Broadway/Brazil Grade Separation Project –
Application for Active Transportation Program (ATP) Cycle 4**

Dear Ms. Berman:

It is my privilege to write this letter of support for the Doran Street and Broadway/Brazil Grade Separation Project (Active Transportation Access) application under the Active Transportation Program (ATP) Cycle 4. This project will advance the safety measures at one of the most dangerous, at-grade rail crossings in California while connecting the City of Glendale and LA residents to the LA River to enjoy the natural environment.

Metro's effort to construct the River Access and River Walk active transportation bridges in a local disadvantaged community is necessitated by the planned closing of Doran Street at-grade crossing which will also cut off the Glendale community from the North Atwater Village area. The River Access Bridge will replace the east/west active transportation connection lost by the at-grade crossing closing and provide a necessary connection to the natural amenities along the Los Angeles River, and the River Walk Bridge will cover the north/south link to North Atwater via the new bicycle and pedestrian facilities being constructed to the north of Verdugo Wash and planned to the south of the project limits.

Improving pedestrian and bicyclist safety is a high priority for the City of Glendale and we have recently rolled out the "Be Street Smart" education initiative; thus, supporting this project because it will provide a safe pedestrian and bicycle crossing for residents as it provides a separation from active railroad tracks. Additionally, this project connects to the City of Glendale's project, the Glendale Narrows Riverwalk Project (Phase II) which will construct two parks, the Flower Plaza Park – adjacent to the intersection of Flower Street and Fairmont Avenue, this park will connect the recently completed Class I Bike Paths to the north and south and includes a small bridge over a flood control box culvert. As well as Confluence Park – at the confluence of the Los Angeles River and the Verdugo Wash, adjacent to the 134 Freeway. The quality of life of Glendale residents will be greatly improved when the Riverwalk Bridge included in this application is completed.

I humbly request that you give favorable consideration to this funding application, which will allow Metro and partners to work towards the goals of safe and sustainable active transportation throughout the region. If you have any questions, please do not hesitate to contact my assistant, Hourik Hayrapetian: HHayrapetian@glendaleca.gov or via telephone 818-548-4844.

Sincerely,

Zareh Sinanyan
Mayor, City of Glendale



Metro // ATP Cycle 4 // July 2018
Doran Street Grade Separation Active Transportation Access Project
Attachment I Letters of Support



MITCH O'FARRELL
Councilmember
13th District

July 17, 2018

Ms. Laurie Berman
Director, California Department of Transportation
1120 N Street, MS-49
Sacramento, CA 95814

Subject: Letter of Support for Doran Street and Broadway/Brazil Grade Separation Project – Application for Active Transportation Program (ATP) Cycle 4

Dear Ms. Berman:

On behalf of Council District 13 in the City of Los Angeles, I am pleased to submit this letter of support for the **Doran Street and Broadway/Brazil Grade Separation Project (Active Transportation Access)** application under the Active Transportation Program (ATP) Cycle 4. The proposed project will improve safety at one of the most dangerous at-grade rail crossings in California while connecting City of LA and Glendale residents to the Los Angeles River to enjoy the natural environment.

Metro's effort to construct the River Access and River Walk active transportation bridges in a local disadvantaged community is necessitated by the planned closing of Doran Street at-grade crossing which will also cut off the Glendale community from the North Atwater Village area. The River Access Bridge will replace the east/west active transportation connection lost by the at-grade crossing closing and provide a necessary connection to the natural amenities along the Los Angeles River, and the River Walk Bridge will cover the north/south link to North Atwater via the new bicycle and pedestrian facilities being constructed to the north of Verdugo Wash and planned to the south of the project limits.

I respectfully request that you give favorable consideration to this funding application, which will allow Metro and partners to work towards the goals of safe and sustainable active transportation throughout the region. If you have any questions, please do not hesitate to contact Christine Peters in my office, Christine.peters@lacity.org, 213-473-7013.

Sincerely,

MITCH O'FARRELL
Councilmember 13th District

CITY HALL 200 N. Spring Street Room 480 Los Angeles CA 90012 OFFICE: 213.473.7013 FAX: 213.473.7734
DISTRICT OFFICE 1722 Sunset Boulevard Los Angeles, CA 90026 OFFICE: 213.207.3015 FAX: 213.207.3031
cd13.com



Metro // ATP Cycle 4 // July 2018
Doran Street Grade Separation Active Transportation Access Project
Attachment I Letters of Support

The City supports this project because it will provide a safe pedestrian and bicycle crossing for residents as it provides a separation from active railroad tracks. Additionally, this project complements the City of Los Angeles effort to revitalize the Los Angeles River, and improves the quality of life of residents by enhancing the regional 51-mile connected corridor being realized along the river's course, which is identified as a priority project to complete in time for the 2028 Olympic and Paralympic games.

I respectfully request that you give favorable consideration to this funding application, which will allow MTA, the City of Los Angeles, and other partners to work toward the goals of safe, sustainable, active transportation in and between communities.

Please note that as an elected official, under California law, I am required to report "behested payments", such as a letter of support on behalf of an organization seeking grant funds from a government or non-profit entity. To allow us to comply with our reporting requirements, we ask that the grantee provide us with certain information if awarded, and upon receipt of, the grant if in excess of \$5,000. Specifically, we need to know the date the grantee received the funds, the amount of the grant, and the time period covered. The information may be sent via email to Daniel Rodman at Daniel.Rodman@lacity.org.

Sincerely,

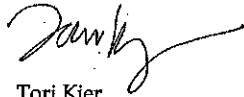


ERIC GARCETTI
Mayor

The alternative transportation bridges in this project will complement existing and planned projects that are part of efforts to revitalize the Los Angeles River.

We urge you to fund this project, which will improve safety and quality of life for the communities of Glendale, Los Angeles, and Los Angeles County.

Sincerely,



Tori Kjer
Los Angeles Program Director
The Trust for Public Land

Angeles will be greatly improved when the Riverwalk Bridge included in the application is completed. Additionally, the project complements the City of Los Angeles effort to revitalize the LA River and improve the quality of life of residents in the region.

I respectfully request that you give favorable consideration to this funding application, which will allow Glendale Parks & Open Space Foundation meet its vision of getting Glendale residents outdoors. If you have any questions, please do not hesitate to contact me at (323) 304-1573 or kate@glendaleparksfoundation.org.

Sincerely,



Kate Eberle
Chair, Board of Directors

613 E. Broadway, Room 120 • Glendale CA 91206 • www.glendaleparksfoundation.org • 818-548-2100



Metro // ATP Cycle 4 // July 2018
Doran Street Grade Separation Active Transportation Access Project
Attachment I Letters of Support



**FRIENDS OF THE
LA RIVER**

570 W. AVE 26 #250
LOS ANGELES
CA 90065
323.223.0585
CONTACT@FOLAR.ORG

which will construct two parks, the Flower Plaza Park – adjacent to the intersection of Flower Street and Fairmont Avenue, this park will connect the recently completed Class I Bike Paths to the north and south and includes a small bridge over a flood control box culvert. As well as Confluence Park – at the confluence of the Los Angeles River and the Verdugo Wash, adjacent to the 134 Freeway. The quality of life of LA County residents in Glendale and Los Angeles will be greatly improved when the Riverwalk Bridge included in the application is completed. Additionally, the project complements the City of Los Angeles effort to revitalize the LA River and improve the quality of life of residents in the region.

I respectfully request that you give favorable consideration to this funding application, which will allow Friends of the LA River work towards the vision of a transforming the Los Angeles River into a public gathering place for all Angelenos where recreation and wildlife coexist. If you have any questions, please do not hesitate to contact

Marissa Christiansen
Executive Director, Friends of the Los Angeles River
Phone: 323-223-0585
Marissa@folar.org

Sincerely,

Marissa Christiansen
Executive Director
Friends of the Los Angeles River

PROJECT PARTNERING AGENCY'S NAME:

City of Los Angeles

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

Nazario Saucedo

Director, Bureau of Street Services

CONTACT PERSON'S PHONE NUMBER:

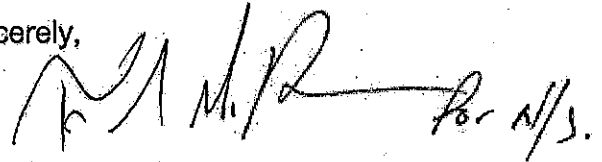
CONTACT PERSON'S EMAIL ADDRESS :

213-473-3231

bss.boss@lacity.org

This project will allow Metro and the City of Los Angeles to work towards the goals of safe and sustainable active transportation throughout the region. If you have any questions, please do not hesitate to contact Assistant Director, Greg Spotts at 213-847-3333.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nazario Saucedo', followed by the initials 'Per N/S.'.

Nazario Saucedo, Director
Bureau of Street Services

Active Transportation Program Benefits Form

Project Information	
Project Title: Doran Street Grade Separation Active Transportation Access Project	Date: 06/27/2019
Project Identifier (EA, PPNO, etc): TBD 0	

Contact Information	
Nominating Agency: Los Angeles County Metropolitan Transportation Authority (LACMTA)	Agency Completing Form: Los Angeles County Metropolitan Transportation Authority (LACMTA)
Contact Person: Brian Balderrama Phone: 213-418-3177	Contact Person: Brian Balderrama Phone: 213-418-3177
Email Address: BalderramaB@metro.net	Email Address: BalderramaB@metro.net

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	120		
	Pedestrian Counts	Each	132		

In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

The projected outcomes will be developed during the design phase.

The 2019 Active Transportation Program did not require projected counts in the guidelines. Commission Staff will follow up after design phase is complete.

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Los Angeles
12400 Imperial Highway
Norwalk CA 90650

From: (Public Agency):
Los Angeles Co. Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012

(Address)

Project Title: Doran Street and Broadway/Brazil Grade Separation

Project Applicant: Los Angeles County Metropolitan Transportation Authority (Metro)

Project Location - Specific:

The project is located at the boundary between the cities of Glendale and Los Angeles along the SCRRA rail corridor.

Project Location - City: Los Angeles

Project Location - County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:

The project proposes the elimination of two at-grade rail crossings at the Doran Street and Broadway/Brazil Street intersections to alleviate traffic delay and congestion, reduce train horn noise, and improve vehicle and pedestrian safety and mobility. See Enclosure Sheet attached for additional information.

Name of Public Agency Approving Project: Los Angeles County Metropolitan Transportation Authority

Name of Person or Agency Carrying Out Project: Erika Wilder

Exempt Status: (check one):

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(o));
- ☐ Categorical Exemption. State type and section number:
- ☒ Statutory Exemptions. State code number: PRC §21080.13/CEQA Guidelines §15282(g)

Reasons why project is exempt:

Because the project would eliminate two at-grade rail crossings and would maintain pedestrian and vehicle access by constructing pedestrian access bridges and a vehicular overpass, it is exempt pursuant to PRC § 21080.13.

Lead Agency
Contact Person: Erika Wilder

Area Code/Telephone/Extension: 213.922.7305

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☒ No

Signature: [Signature]

Date: 3/12/19

Title: ED, ENV. PLAN.

☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPF: _____

THIS NOTICE WAS POSTED

ON March 14 2019

UNTIL April 15 2019

REGISTRAR-RECORDER/COUNTY CLERK

2019 066680



FILED
Mar 14 2019

Dean C. Logan, Registrar-Recorder/County Clerk

Electronically signed by TODD TITAN

Revised 2011