

TRANSPORTATION COMMITTEE REPORT relative to the proposed North Atwater Non-Motorized Multimodal Bridge project over the Los Angeles River.

Recommendations for Council action, SUBJECT TO THE APPROVAL OF THE MAYOR:

1. INSTRUCT the Chief Legislative Analyst with the City Attorney and City Engineer, to do the following:
 - a. Be the lead on the Agreement and refine the draft Gift Agreement, attached in the April 25, 2017 Bureau of Engineering (BOE) report, between the City and a private owner with specific terms, to accept the cash donation of \$3.88 million to be applied to the \$16.15 million construction budget of the North Atwater Multimodal Bridge and report back with information on shared cost issues including contributions of all funding sources to the Arts, Parks, and River Committee within 30 days.
 - b. Review the naming policy to find agreeable recognition for the generous donation to partially fund the North Atwater Multimodal Bridge.
 - c. Review the issue of maintenance and future care responsibilities of the bridge.
 - d. Review Section 11 of the Gift Agreement as detailed in the April 25, 2017 BOE report, attached to the Council file, for form, consent, and reciprocity for the City.
2. AUTHORIZE the Controller to establish a new account within the Public Works Trust Fund (PWTF), Fund No. 834, Department No. 50, entitled North Atwater Multimodal Bridge - PWTF Loan subject to the approval by the Board of Public Works of a new loan of \$6,933,133 from PWTF for the North Atwater Multimodal Bridge.
3. INSTRUCT the Los Angeles Department of Transportation (LADOT) to repay the PWTF loan of \$6,933,133 in annual increments of \$693,313.30 starting Fiscal Year (FY) 2018-19.
4. AUTHORIZE the Controller to establish a new account within the PWTF, Fund No. 834, Department No. 50, entitled North Atwater Multimodal Bridge - PWTF Loan, subject to the approval by the Board of Public Works of a new loan of \$6,933,133 from PWTF for this Project and transfer said loan to the Engineering Special Services Fund No. 682 Department 50 on an as-needed basis as requested by the City Engineer, for this Project with said annual loan payments in the amount of \$693,313.30 to begin in FY 2018-19, as established through the annual budget process, and paid through various funding sources, such as Gas Tax, Measure R, Measure M, and other potential sources including but not limited to future grant funds, and new revenue sources.
5. DIRECT the Departments of Building and Safety, Cultural Affairs, Recreation and Parks, Water and Power, and others, as necessary, to facilitate implementation of the North Atwater Multimodal Bridge.
6. AUTHORIZE the City Engineer to make any technical corrections or clarifications to the above instructions.

Fiscal Impact Statement: The BOE reports the table provided in the April 25, 2017 BOE report, attached to the Council file, reflects a comparison between the advertised cable-stayed bridge and the proposed construction budget for the pre-fabricated bridge. The table does not include an estimate of maintenance costs; ten years of maintenance is expected to cost approximately \$900,000 for the cable-stayed design and \$300,000 for the pre-fabricated design. Inflation is only estimated for the pre-fabricated design because it would be constructed with future dollars while the cable-stayed bridge would be locked in at the current official bid price.

It is also important to note that the cable-stayed bridge, because it is fully-designed and permitted, would be complete in September 2019, but the pre-fabricated version would not be complete until June 2021. The estimated schedule for the pre-fabricated design is reflected in the April 25, 2017 BOE report.

The PWTF will provide \$6,933,133 of funds to allow this project to be awarded in May 2017. The Los Angeles Department of Transportation identified Local Transportation Funds (LTF)/Transportation Development Act (TDA) Article 3 resources that are available to repay the PWTF over the course of ten fiscal years. LTF/TDA funds are allocated annually to cities within Los Angeles County on a per capita basis and must be used for the planning and construction of bicycle and pedestrian facilities. The Los Angeles County Metropolitan Transportation Authority is the responsible entity in administering and establishing policies for the program.

With the addition of the PWTF, the BOE would have sufficient funding to award the construction contract of the advertised cable-stayed bridge design to the lowest, responsive, responsible bidder by May 2017, and commence construction activities in June 2017. The cable-stayed design is shovel-ready with active construction bids, and it leverages approximately \$7.7 million in external funding. The cable-stayed option can be completed almost two years sooner than the prefabricated option, assuming the prefabricated option identifies funds needed for redesign and the construction shortfall.

Community Impact Statement: Yes

For:

Atwater Village Neighborhood Council

(Also referred to the Arts, Parks and River and Public Works and Gang Reduction Committees)

Summary:

On May 24, 2017, your Committee considered September 19, 2016, November 15, 2016, and April 25, 2017 BOE reports relative to the proposed North Atwater Non-Motorized Multimodal Bridge Project over the Los Angeles River. According to the BOE, the Project is a non-motorized bridge for equestrians, pedestrians and bicyclists to make year-round crossings of the Los Angeles River between the communities of Atwater Village in Council District 13 and Griffith Park in Council District 4. River LA managed the Project's initial fundraising, design, cost estimations, specifications, permits/easements, and agreements. River LA's design is a cable-stayed steel bridge frame (see Diagram 1), that spans the approximately 320-foot-wide river channel, with one major pier in the channel. The bridge has two separate paths, one for equestrians and the other to be shared by pedestrians and bicyclists.

Representatives from the BOE and LADOT presented an overview of the Project and responded to questions from the Committee members. After further consideration and having provided an opportunity for public comment, the Committee moved to concur with the Arts, Parks, and River and Public Works and Gang Reduction Committees' May 1, 2017 and May 22, 2017 actions with the exception of Recommendation No. 4, as detailed in the above recommendations. Additionally, it is noted that Recommendation No. 4, as stated in Committee, is in conflict with the third paragraph of the Fiscal Impact Statement contained in the April 25, 2017 BOE report in that the Committee is recommending that the LADOT not be responsible for the debt and that potential funding sources be expanded. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

TRANSPORTATION COMMITTEE



MEMBER VOTE

BONIN:	YES
KORETZ:	YES
HUIZAR:	YES
MARTINEZ:	YES
RYU:	YES

ARL
5/24/17

-NOT OFFICIAL UNTIL COUNCIL ACTS-