

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: May 19, 2026

To: The Honorable City Council
c/o City Clerk, Room 395
Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager
Department of Transportation



Subject: **AUTHORITY TO SUBMIT GRANT APPLICATIONS TO THE STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION TO COMPETE FOR THE ACTIVE TRANSPORTATION
PROGRAM (ATP) CYCLE 8 CALL FOR PROJECTS**

SUMMARY

The Los Angeles Department of Transportation (LADOT) recommends that the City of Los Angeles (City) submit two grant applications to the State of California Department of Transportation (Caltrans) by June 22, 2026 to compete for the State's 2026 Active Transportation Program (ATP) Cycle 8 Call for Projects. The number of applications recommended for this cycle is limited due to the City's existing transportation grant obligations, transportation projects planned in advance of the 2028 Olympic and Paralympic Games, and limited project delivery capacity.

RECOMMENDATION

That the City Council:

1. AUTHORIZE the Bureau of Engineering (BOE) to submit grant applications to the Caltrans Active Transportation Program (ATP) Cycle 8 for the projects listed in Attachment C;
2. AUTHORIZE BOE to execute any necessary funding, cooperative agreement, or contractual documents, subject to the approval of the City Attorney as to form and legality, for accepting the funding;
3. DIRECT LADOT to report back with a revised Citywide coordinated project selection process for transportation grant applications, as established in Council File (CF) 14-0499-S5, that incorporates Mayor Karen Bass's Executive Directive 9 capital investment planning goals.

BACKGROUND

California State Senate Bill 99 established the Active Transportation Program (ATP) to provide funding opportunities for projects that promote active modes of transportation, such as bicycling and walking. The California Transportation Commission (CTC) administers ATP funding with application cycles every two years. In this eighth application cycle, the program will fund up to \$619 million in projects from a combination of state and federal funds.

Since the program launched in 2013 the City of Los Angeles (City) has been awarded over \$500 million in ATP funding over the past seven cycles for 46 active transportation projects and initiatives across the City. Funding availability varies with each cycle, and the City's ATP portfolio reflects these shifts.

In May 2021, in recognition of a growing ATP portfolio, increases in funding availability, and the need for a comprehensive transportation grant strategy, City Council directed LADOT to develop and implement a Citywide coordinated project selection process for transportation grant applications (CF [14-0499-S5](#)). To effectuate this direction, LADOT leads a collaborative process with the Bureau of Engineering (BOE) and Bureau of Street Services (BSS) to evaluate and prioritize candidate projects using LADOT's Council-adopted Mobility Investment Program (MIP) and a project eligibility checklist (Attachment A). LADOT applied this process in ATP Cycles 6, 7, and 8 during which each project management bureau evaluated project readiness and staff availability for all candidate projects prior to application.

In October 2024, Mayor Karen Bass signed Executive Directive (ED) 9 to establish a multi-year capital investment program, with defined roles and responsibilities for infrastructure planning, delivery, and maintenance. As these roles are formalized, and a multi-year infrastructure plan is adopted, the City's transportation grant application process will need to be updated.

On March 19, 2026, the CTC adopted the 2026 ATP Program guidelines and announced \$619 million in available funding for ATP Cycle 8. The application deadline for interested jurisdictions is June 22, 2026.

DISCUSSION

The City has been notably successful in securing ATP grant funds for projects ranging from citywide planning to major infrastructure projects. Of the 46 funded ATP applications to date, the City has constructed 20 projects, and another 22 are in various states of design, implementation, and close out reporting. A complete list of ATP funded projects within the City is provided in Attachment B.

Over the course of seven grant application cycles, as State funding has generally increased over time, project scope and complexity have also increased, resulting in larger and more challenging projects to design and implement. However, City staff resources have not kept pace with the growing amount of grant funding and project complexity, and in recent budget cycles LADOT, BOE, and BSS have all faced position eliminations that directly impact the City's ability to deliver on existing grant obligations. Staff shortages have resulted in project delays, required grant extensions, and resulted in cost escalations, ultimately increasing costs for the City and impacting the availability of transportation special funds for new projects.

Given staff resource limitations and the City's existing grant commitments, recommended submissions for ATP Cycle 8 focus existing City resources on outstanding grant obligations to deliver previously awarded projects. LADOT is recommending a limited number of applications in ATP Cycle 8 for projects that have existing delivery commitments through funding agreements with LA Metro, assigned project delivery staff, and will not enter construction until after the 2028 Games. These projects, identified in Attachment C and described below, were identified through the City's transportation grant applications selection process as outlined in CF 14-0499-S5 and meet the ATP guidelines set forth by the California Transportation Commission (CTC).

ATP Cycle 8

ATP funding is awarded for infrastructure projects, non-infrastructure projects, and planning projects. The funding comes from both state and federal sources, including State SB1 and State Highway Account (SHA). ATP Cycle 8 programming years extend from Fiscal Year 27/28 to 30/31. The distribution of ATP funds are as follows:

- 50 percent to statewide competition
- 40 percent to MPOs in urban areas with large populations
- 10 percent to small urban and rural areas

Grant evaluators score ATP project applications using a 100 point scoring rubric across multiple categories. Categories include: community-based public participation; appropriateness of project solutions for the local context; and benefits to disadvantaged communities. Applications are also scored based on the public participation process that shaped the project and appropriateness of the project solutions for the local community context. Evaluators consider whether the project scope includes transformative improvements to safety, mobility and equity for non-motorized users. Scoring criteria also consider whether the project application, scope, and plan layout are consistent and accurate, and the plan for post-project evaluation.

The ATP Cycle 8 guidelines do not require applicants to provide a local match. However, the guidelines encourage leveraging funds for medium and large infrastructure projects to increase project competitiveness. The total funding requested, total match commitment, and associated sources of funding for each project is identified in Attachment C. The provided figures are preliminary estimates. Listed local match amounts are proposed by City staff to maximize application competitiveness while minimizing potential impacts to City resources. Project managers expect to refine the final project costs and local match amounts in the final applications due June 22, 2026. After project award announcements, City staff will present a final list of funded projects, awarded funding, and local match.

The proposed projects listed below and in Attachment C meet the criteria outlined in the Council-approved transportation grant project selection and prioritization process, as well as the core criteria of the grant eligibility checklist including policy consistency, project readiness, grant eligibility, competitiveness, timeline requirements, and project implementation and resource needs assessment. Staff also evaluated these projects to ensure compliance with the Los Angeles Safe Streets for All Initiative (LAMC 85.11), which codifies the Measure Healthy Streets LA (HLA) ballot initiative, approved by City of Los Angeles voters on March 5, 2024. This ordinance requires the City of Los Angeles to implement the Mobility Plan 2035's proposed enhanced mobility networks when implementing qualifying street improvements.

1. **LARiverWay Segment 7 and Community Connections Project** - In 2023, the City's LA River coordination office transitioned from the Mayor's Office back to BOE, establishing BOE as the lead agency for coordinating the LARiverWay bike path among other LA River priorities. This project will extend the LARiverWay bike path in the East San Fernando Valley from Woodman Avenue to Coldwater Canyon Avenue. To create a new bikeway connection to the proposed LARiverWay bike path, LADOT is planning improvements along Hazeltine Avenue and Valleyheart Drive. Once implemented, this on-street connection will link neighborhoods directly to the LARiverWay bike path and G Line bike path, improving safety and accessibility for all road users.

2. **Huntington Drive Multi-Modal Transportation Improvement Project (Segments 1 and 2)** - This corridor is on the Mobility Plan 2035's Pedestrian Enhanced District, Bicycle Enhanced Network, and Transit Moderate Plus Network. This BOE project improves safety, mobility and accessibility on 1.9 miles of the proposed 4-mile active transportation corridor along N. Mission Road and Huntington Drive, from N. Main Street to Monterey Road. The project delivers complete streets improvements including new and/or upgraded sidewalks, intersection upgrades, enhanced pedestrian crossings, protected bike lanes, shade trees, and lighting. The Project includes 0.27 miles of traffic calming improvements on Huntington Drive North (Topaz Street to Monterey Road). Transit stop upgrades with shade and lighting, combined with 0.3 lane-miles of transit priority lanes, will improve comfort, safety, and reliability while strengthening active transportation access to frequent transit, particularly with the proposed multi-modal and safety improvements at the Monterey Road node connecting to the Rose Hill Transit Center. Currently in design, the project is a critical multi-modal connection within the 710 North Mobility Improvement Program and links to the proposed Valley Boulevard Multi-Modal Transportation Improvement Project, improving access between Northeast Los Angeles neighborhoods and Downtown Los Angeles at Union Station.

These projects have advanced into conceptual design and engagement phases, ensuring competitiveness in the application cycle and feasibility if awarded funding. City agencies are currently focused on delivering improvements throughout Los Angeles to ensure timely completion of existing funding commitments and support the 2028 Games. Given the ATP Cycle 8 funding timeline, City agency focus will shift toward ATP Cycle 8 projects when Games commitments are reaching completion. BOE has confirmed available staff resource capacity to carry out the proposed projects when ATP Cycle 8 funding is made available in 2027 through 2031. The LARiverWay project requires the same staff commitment as other segments funded by previous ATP cycles, therefore BOE anticipates reallocating staff upon the conclusion of those projects. BOE has previously requested two positions for construction management support on LARiverWay projects. The Huntington Drive project will be delivered by existing staff in the Bridge Improvement Division dedicated to SR-710 related projects. City agencies do not have sufficient staff resources to consider or advance any additional ATP Cycle 8 projects.

The CTC will announce project awards in the statewide competition in December 2026. The Metropolitan Planning Organizations (MPOs) administer the regional competition of the Active Transportation Program. Candidate projects that were unsuccessful in the statewide competition will be eligible for the portion of the funding administered by the MPO. MPO funding awards will be available in June 2027. In Los Angeles County, the Southern California Association of Governments (SCAG) is the MPO that selects projects in consultation with its member counties.

Next Steps

LADOT recommends revising the existing Council-adopted process to meet its grant obligations moving forward, to ensure the City's ability to secure transportation grant funding in the future, and to reflect the City's ED9 approach to infrastructure planning, delivery, and maintenance. ED9 established a Capital Planning Steering Committee (CPSC) to coordinate and streamline capital planning, project delivery, and asset management. The CPSC has adopted roles and responsibilities for capital project planning, delivery, and maintenance. Under the CPSC, LADOT is tasked with Citywide transportation planning through the development of a five-year Mobility Action Plan (MAP), and a 20-year long term transportation strategy, to be folded into the City's CIP. BOE is the lead agency for capital project delivery and for managing the Citywide CIP. BSS is the lead agency for street infrastructure asset management and maintenance.

LADOT will report to Council on the MAP through CF [19-1373](#), outlining both a 5-year and 20-year transportation plan for the City. BOE will provide an update on the ED9 Capital Improvement Plan (CIP) efforts in CF [25-0752](#). Based on the existing structure of the CPSC, and the forthcoming MAP, LADOT also recommends a report to Council in CF [14-0499-S5](#) to update the City's transportation grants project identification and selection process.

FISCAL IMPACT

There is no impact to the City's General Fund. There is also no immediate impact on special funds; however, for projects awarded grant funding, City agencies, in conjunction with the CAO, will identify the recommended front funding appropriations from available and appropriate funding sources in that current fiscal year to deliver the projects (i.e., design, project management, construction, and inspection). Funding in subsequent budget years will be determined by the Mayor and Council each year as part of the annual budget process.

LRC:TC:rg/rj

Attachments

Attachment A: Grant Eligibility Checklist

Attachment B: Projects Funded in ATP Cycles 1-7

Attachment C: List of Proposed ATP Cycle 8 Projects

Attachment A: Grant Eligibility Checklist

CITYWIDE TRANSPORTATION PLANNING AND PROJECT GRANT APPLICATION STRATEGY						
Project Eligibility Checklist for Mobility Projects						
PROJECT NAME:						
	<i>Item/Category</i>	<i>Reference Link(s)</i>	<i>Yes</i>	<i>No</i>	<i>Action Item</i>	<i>Notes</i>
A	Policy Consistency					
1	Is the project compliant with the Mobility Plan 2035?	Mobility Plan 2035	<input type="checkbox"/>	<input type="checkbox"/>		
2	Is the project compliant with the Complete Streets Act?	Complete Streets Act	<input type="checkbox"/>	<input type="checkbox"/>		
3	Does the project adhere to the Mobility Plan 2035 settlement agreement (as applicable and if on a MP35 designated network)?	Mobility Plan 2035 Settlement Agreement	<input type="checkbox"/>	<input type="checkbox"/>		
4	Does the project adhere to the LADOT Lane Reconfiguration Guidelines (as applicable and if there is repurposing of travel lanes)?	Lane Reconfiguration Guidelines	<input type="checkbox"/>	<input type="checkbox"/>		
B	Project Readiness					
1	Is the project classified as Development in Phase 3-6 using the LADOT Planning & Development Guide?	Planning & Development Guide	<input type="checkbox"/>	<input type="checkbox"/>		
2	Is the Council Office consultation completed?		<input type="checkbox"/>	<input type="checkbox"/>		
3	Has the project met minimum community engagement requirements, per department guidelines?	Planning & Development Guide	<input type="checkbox"/>	<input type="checkbox"/>		
C	Grant Eligibility and Competitiveness					
1	Have you submitted a Concept Nomination Form and/or a Project Initiation Form at least 60 calendar days before a grant application deadline?	Concept Nomination Form Project Initiation Form	<input type="checkbox"/>	<input type="checkbox"/>		
2	Does the project meet grant eligibility criteria?		<input type="checkbox"/>	<input type="checkbox"/>		

3	Is the project ranked as 'competitive' for the subject funding source?		<input type="checkbox"/>	<input type="checkbox"/>		
D	Timeline Requirements					
1	Have you consulted with LADOT Advanced Planning staff to review proposed project concept, scope, and budget at least the following business days in advance of grant deadline? <ul style="list-style-type: none"> ■ Planning & Capital Projects*: 50 days ■ Grant on Unexpected Cycle**: 40 days 		<input type="checkbox"/>	<input type="checkbox"/>		
2	Have you submitted the grant eligibility checklist and project application for LADOT review at least the following business days in advance of grant deadline? <ul style="list-style-type: none"> ■ Planning & Capital Projects*: 35 days ■ Grant on Unexpected Cycle**: 25 days 		<input type="checkbox"/>	<input type="checkbox"/>		
E	Project Implementation Assessment					
1	Are adequate resources available to implement the project if grant funding is received? If 'NO' consider identifying staff support needs in staff reports OR reconsider applying.		<input type="checkbox"/>	<input type="checkbox"/>		
2	Is the project interdepartmental in nature? If 'YES', identify which departments and/or agencies would be affected in the notes section. <ul style="list-style-type: none"> ■ LADOT ■ StreetsLA ■ BOE ■ Bureau of Street Lighting (BSL) 		<input type="checkbox"/>	<input type="checkbox"/>		
F	Project Benefits					
	Does the project have opportunities for co-benefits? If 'YES', identify the co-benefits in the notes section. <ul style="list-style-type: none"> ■ Stormwater ■ Shade ■ Cooling ■ Economic Development ■ Other 		<input type="checkbox"/>	<input type="checkbox"/>		

Attachment B: Projects Funded in ATP Cycles 1-7

Call Year	Project Title	PM Agency	Council District	Project Cost	Grant Award	Local Match	Status
ATP (Cycle 1) 2014	Safe Routes to School Safety Education and Encouragement Programs and Pilots	DOT	9, 13, 14	\$2,829,000	\$2,829,000	\$0	Complete
ATP (Cycle 1) 2014	Safe Routes to Schools Infrastructure Improvements for Menlo Avenue ES and West Vernon Avenue ES	DOT	9	\$4,742,000	\$4,742,000	\$0	Complete
ATP (Cycle 1) 2014	Safe Routes to Schools Infrastructure Improvements for Dolores Huerta ES, 28th Street ES, Quincy Jones ES	DOT	9	\$4,292,000	\$4,292,000	\$0	Complete
ATP (Cycle 1) 2014	Top 50 Safe Routes to School Safety Assessments and Travel Plans	DOT	CW	\$1,900,000	\$1,900,000	\$0	Complete
ATP (Cycle 1) 2014	Safe Routes to Schools Infrastructure Improvements for Hollywood High School and Selma Avenue Elementary School	DOT	13	\$3,412,000	\$3,412,000	\$0	Complete
ATP (Cycle 1) 2014	Safe Routes to Schools Infrastructure Improvements for Sheridan Street ES and Breed Street ES	DOT	14	\$5,092,000	\$5,092,000	\$0	Complete
ATP (Cycle 1) 2014	Hollywood Western Pedestrian Improvements - Already committed Metro Project (former CRA project)	DOT	13	\$3,923,000	\$2,288,000	\$1,635,000	Complete

ATP (Cycle 1) 2014	City of LA Little Tokyo Pedestrian Safety Project - Already committed Metro Project (former CRA project)	DOT	9	\$4,439,000	\$3,316,000	\$1,123,000	Complete
ATP (Cycle 1) 2014	LA River Bike Path, Headwaters, Owensmouth-Mason - Already committed Metro Project	DOT	3	\$6,136,000	\$5,432,000	\$704,000	Complete
ATP (Cycle 1) 2014	San Fernando Rd Bike Path - Phase 3 - Already committed Metro Project (LAF1524 & LAF3515)	DOT	2, 6	\$25,430,000	\$21,195,000	\$4,235,000	Complete
ATP (Cycle 2) 2015	BICYCLE FRIENDLY STREET TREATMENTS (3) (Pedestrian & Bicycle Neighborhood Intersection Enhancements)	DOT	5, 7, 9, 14	\$1,745,000	\$1,396,000	\$349,000	Complete
ATP (Cycle 4) 2019	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	DOT	1	\$29,000,000	\$23,198,000	\$5,802,000	Active
ATP (Cycle 4) 2019	112th Street and Flournoy Elementary Schools Safety Improvements Project	DOT	15	\$6,999,000	\$5,600,000	\$1,399,000	Active
ATP (Cycle 4) 2019	Safe Routes for Seniors	DOT	CW	\$1,750,000	\$1,750,000	\$0	Active
ATP (Cycle 4) 2019	Alexandria Avenue Elementary School Neighborhood Safety Improvements Project	DOT	10, 13	\$5,600,000	\$4,480,000	\$1,120,000	Active
ATP (Cycle 5) 2021	Shatto Place Redesign Project: SRTS School Zone Calming (Quick Build Project)	DOT	10, 13	\$250,000	\$250,000	\$0	Complete

ATP (Cycle 5) 2021	SRTS Carver Middle and Ascot Avenue and Harmony Elementary Schools Project	DOT	9	\$6,700,000	\$6,030,000	\$670,000	Active
ATP (Cycle 5) 2021	SRTS Panorama City Elementary School Project	DOT	6	\$6,832,000	\$6,149,000	\$683,000	Active
ATP (Cycle 6) 2023	SRTS Center City Schools Neighborhood Safety & Climate Resilience Project	DOT	1, 10, 13	\$36,238,000	\$30,766,000	\$5,472,000	Active
			TOTAL	\$157,309,000	\$134,117,000	\$23,192,000	

Call Year	Project Title	PM Agency	Council District	Project Cost	Grant Award	Local Match	Status
ATP (Cycle 1) 2014	6th St. Viaduct Replacement Project: Bicycle and Pedestrian Facilities	BOE	14	\$2,552,000	\$2,552,000	\$0	Complete
ATP (Cycle 1) 2014	City of Los Angeles LA River Revitalization Corp (LARRC) (aka North Atwater Non-Motorized Multimodal Bridge (La Kretz crossing))	LARRC/ BOE	13	\$9,038,000	\$3,660,000	\$5,378,000	Complete
ATP (Cycle 2) 2015	Downtown Los Angeles Broadway Historic Theater District Pedestrian Improvements 4th-6th Streets	BOE	14	\$7,690,000	\$6,862,000	\$828,000	On hold
ATP (Cycle 2) 2015	Boyle Heights Pedestrian Linkages	BOE	14	\$5,000,000	\$5,000,000	\$0	Complete
ATP (Cycle 3) 2017	DTLA Arts District Pedestrians & Cyclist Safety Project	BOE	14	\$15,000,000	\$14,850,000	\$150,000	Active
ATP (Cycle 3) 2017 & 2017 SB 1 Augmentation	Jefferson Boulevard Complete Street Project	BOE	8	\$6,336,000	\$5,986,000	\$350,000	Active

ATP (Cycle 4) 2019	LA River Greenway, West San Fernando Valley Gap Closure	BOE		\$51,822,000	\$18,793,000	\$15,000,000	Active
ATP (Cycle 6) 2023	LA River Greenway, East San Fernando Valley Gap Closure	BOE	2, 4	\$49,401,000	\$34,401,000	\$15,000,000	Active
ATP (Cycle 7) 2025	Ballona Creek Multi-use Path Extension and Connections	BOE	10	\$8,000,000	\$5,090,000	\$2,910,000	Active
			TOTAL	\$154,839,000	\$97,194,000	\$39,616,000	

Call Year	Project Title	PM Agency	Council District	Project Cost	Grant Award	Local Match	Status
ATP (Cycle 1) 2014	Beverly Boulevard Active Transportation Improvements - City of Los Angeles - Already Committed Metro Project	Streets LA	1, 13	\$1,374,000	\$992,000	\$382,000	Complete
ATP (Cycle 1) 2014	Expo Line Bundy Station First and Last Mile Improvements - New Project	Streets LA	11	\$3,450,000	\$3,053,000	\$397,000	Complete
ATP (Cycle 1) 2014	City of LA Eastside Active Transportation Linkages Phase II - Already committed Metro Project (former CRA project)	Streets LA	14	\$3,651,000	\$2,237,000	\$1,414,000	Complete
ATP (Cycle 1) 2014	Yale St Pedestrian Linkages Phase 1 - New Project	Streets LA	1	\$690,000	\$690,000	\$0	Complete
ATP (Cycle 1) 2014	City of LA Cesar E. Chavez Connections - Already committed Metro Project (former CRA project)	Streets LA	1, 14	\$2,350,000	\$1,565,000	\$785,000	Complete
ATP (Cycle 1) 2014	Expo Line Pedestrian Improvements, Crenshaw to City Limit - Already committed Metro Project	Streets LA	8, 9	\$2,890,000	\$2,311,000	\$579,000	Complete
ATP (Cycle 2) 2015	Orange Line Sherman Way Bike & Ped	Streets LA	3	\$1,441,222	\$1,153,000	\$288,222	Active

	Improvements						
ATP (Cycle 2) 2015	Colorado Boulevard Pedestrian Safety Improvement Project	Streets LA	14	\$10,855,000	\$9,743,000	\$1,112,000	Active
ATP (Cycle 4) 2019	Broadway-Manchester Active Transportation Equity Project	Streets LA	8	\$46,600,000	\$24,821,000	\$21,779,000	Active
ATP (Cycle 5) 2021	Mission Mile: Sepulveda Visioning for a Safe and Active Community	Streets LA	7	\$49,900,000	\$39,670,000	\$10,230,000	Active
ATP (Cycle 5) 2021	Connecting Canoga Park Through Safety and Urban Cooling Improvements	Streets LA	3	\$38,655,000	\$30,731,000	\$7,924,000	Active
ATP (Cycle 5) 2021	SRTS Berendo Middle and Leo Politi, Hoover Street, and Magnolia Avenue Elementary Schools Project	Streets LA	1	\$11,057,000	\$9,951,000	\$1,106,000	Active
ATP (Cycle 6) 2023	Western Our Way: Walk and Wheel Improvements	Streets LA	8	\$47,765,000	\$37,737,000	\$10,028,000	Active
ATP (Cycle 6) 2023	Osborne Street: Path to Park Access Project	Streets LA	7	\$49,832,000	\$42,295,000	\$7,537,000	Active
ATP (Cycle 6) 2023	Skid Row Connectivity and Safety Project	Streets LA	14	\$47,566,000	\$38,599,000	\$8,967,000	Pending
ATP (Cycle 6) 2023	Wilmington Safe Streets: A People First Approach	Streets LA	15	\$40,784,000	\$32,331,000	\$8,453,000	Pending
ATP (Cycle 6) 2023	Normandie Beautiful: Creating Neighborhood Connections in South LA	Streets LA	8	\$27,774,000	\$23,579,000	\$4,195,000	Active
ATP (Cycle 6) 2023	Boyle Heights Community Connectivity Project	Streets LA	14	\$37,725,000	\$32,019,000	\$5,706,000	Pending
			TOTAL	\$424,359,222	\$333,477,000	\$90,882,222	

Attachment C: List of Proposed ATP Cycle 8 Projects

Project Name	Proposed Project Limits	Project Lead	Council Office	Total Project Cost	Funding Request	Leverage Funding	Leverage Funding Source
LARiverWay Segment 7 and Community Connections Project	LA River between Woodman Ave and Coldwater Canyon Ave; Hazeltine Avenue from Valleyheart Drive to the G Line bike path; Valleyheart Drive from Hazeltine Avenue to Woodman Avenue	BOE	4, 2	\$50M	\$40M	\$10M	State of CA Earmark, Measure M
Huntington Drive Multi-Modal Transportation Improvement Project (Segments 1 and 2)	Mission Rd from Main St continuing northward onto Huntington Dr to Monterey Rd; Huntington Dr North from Monterey Rd to Topaz St.	BOE	14	\$79M	\$63M	\$16M	STPL-R