

REPORT FROM

OFFICE OF THE CITY ADMINISTRATIVE OFFICER

Date: September 8, 2022

CAO File No. 0220-05912-0005
Council File No. 21-1015
Council District: All

To: Budget and Finance Committee

From:  Matthew W. Szabo, City Administrative Officer

Subject: **FEDERAL AND STATE GRANT APPLICATIONS: APPROVAL REQUESTS AND STATUS REPORT**

RECOMMENDATIONS

That the City Council, subject to approval of the Mayor:

1. Authorize the General Managers for the Department of Recreation and Parks (RAP), the Bureaus of Engineering (BOE), Street Lighting (BSL), and Street Services (BSS), and/or their designees, to prepare the grant applications for the proposals as outlined in Attachment 1; and
2. Instruct the respective General Managers of departments or designees that are awarded grants to report back to request authority to accept the grant award, identify the local match source of funds, and confirm that there is no additional General Fund fiscal impact.

SUMMARY

Our Office is transmitting for your consideration a third status update on the Infrastructure Investment and Jobs Act (IIJA) grants for which City departments have reported an interest in applying (Attachment 1). In addition, this report provides the list of projects (Attachment 2) departments have identified in winter 2021 that could potentially qualify for grant funds.

The Reconnecting Communities Pilot Discretionary Grant Program (RCGP), a competitive grant that is administered by the U.S. Department of Transportation, seeks to fund projects that reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development. The RCGP allows only three applications from each lead applicant (City). This Office received four project proposals for Council consideration:

- Taylor Yard Community Connectivity and Wildlife Crossing Planning Grant (BOE)

- Hollywood Central Park Planning Grant (RAP)
- Mission Mile Sepulveda Construction Grant (BSS)
- Eagle Rock Boulevard Multi-modal Transportation Improvements Construction Grant (BSS)

However, BSS subsequently withdrew the Mission Mile Sepulveda Construction Grant proposal citing that the project has already received a significant amount of grant funds and there is an additional grant request in progress.

This Office has determined that the remaining three projects meet the minimum eligibility requirements as described in the Notice of Funding Opportunity (NOFO) and the merit criteria which includes: 1) Equity, Environmental Justice, and Community Engagement, 2) Mobility and Community Connectivity, 3) Community Based Stewardship, Management and Partnerships, and 4) Equitable Development and Shared Prosperity.

The Council authorized this Office to apply a project prioritization process. This process includes a review of the project's ability to, in order of importance, comply with the NOFO requirements, meet the City's Capital and Technology Improvement Policy (CTIP) prioritization criteria, and create jobs. The CAO met with RAP and the Bureaus to discuss the proposed projects and confirm that the projects met the minimum NOFO requirements.

Departments have identified staff costs and other grant funds to be used to fully or partially satisfy the local match requirements. However, the sufficiency of these identified resources have yet to be confirmed. For this reason, it is recommended that departments report to the Mayor and Council upon award notification in order to request authority to accept and receive the grant award and confirm the General Fund impact.

This report also includes the list of proposed projects provided by City departments that may be eligible for IIJA grant and/or other programs (Attachment 2). The Attachment is a compilation of information received by the Mayor's Office and this Office. The list includes proposed projects that have not yet been funded, currently funded projects with opportunities to enhance or expand the existing scope, and funded projects that require additional funds to continue the provision of services. It should be noted that some of the grant programs identified by City Departments in Attachment 2 includes grant programs outside of the IIJA. This resource has been used by our Office to identify potential IIJA grant eligibility for various City projects.

FISCAL IMPACT STATEMENT

Approval of the report recommendations will not result in a General Fund impact. However, upon notification of grant award, a reassessment of any potential impact on the General Fund should the grant award be less than the requested amount, verification and identification of local match requirements, and front-funding needs for grants funded on a reimbursement basis.

FINANCIAL POLICIES STATEMENT

The recommendations in this report comply with the City's Financial Policies.

MWS:LC:05230034

ATTACHMENT 1 - GRANT PROGRAMS WITH MATCH REQUIREMENT

Railroad Crossing Elimination Grant Program

Department of Transportation, Federal Railroad Administration (F)

NOFA Release Date: July 12, 2022 (84 days from due date)

Due: October 4, 2022

Performance Period: Unknown

Local Match Requirement: 20 percent

Lead Department	(CD) Project Name	Project Description	Total Project Budget (in millions)	Total Grant Request (in millions)	Local Match (in millions)	Planned Completion Date
BOE	(14) Grade Separation on Valley Blvd between San Pablo St and Boca Ave	Design and construction of a railroad grade separation and other railroad safety improvements at the designated intersections.	\$15	\$12	\$3	Nov 2026

Enabling Middle Mile Broadband Infrastructure Program FY 2022

US Department of Commerce (F)

NOFA Release Date: May 13, 2022 (140 days from due date)

Due: September 30, 2022

Performance Period: Five years from the date when the grants funds are made available to the grantee

Local Match Requirement: 30 percent

Lead Department	(CD) Project Name	Project Description	Total Project Budget (in millions)	Total Grant Request (in millions)	Local Match (in millions)	Planned Completion Date
BSL	Expanding Los Angeles' Metropolitan Fiber Conduit Network	Laying fiber capable conduit in the street lighting right-of-way. Construct the Metropolitan network that will be necessary to connect the City's most disconnected communities to the forthcoming State open-access middle mile network.	\$6.5	\$5	\$1.5	June 2024

Reconnecting Communities Grant Program**Department of Transportation, Office of the Secretary (F)**

NOFA Release Date: June 30, 2022 (105 days from due date)

Due: October 13, 2022

Performance Period: Unknown

Local Match Requirement: Planning Grant (20 percent), Construction Grant (50 percent)

Lead Department	(CD) Project Name	Project Description	Total Project Budget (in millions)	Total Grant Request (in millions)	Local Match (in millions)	Planned Completion Date
BOE	(1) Taylor Yard Community and Wildlife Crossing Project	Planning grant to evaluate and develop concepts for three bridges to safely cross existing rail lines between Taylor Yard and Rio de Los Angeles State Park and the Sonia Sotomayor Learning Academy and San Fernando Road.	\$2.5	\$2	\$0.5	July 2024
BSS	(14) Rock the Boulevard	Construction grant to upgrade the median along Eagle Rock Boulevard to include additional shade trees, walking, and bicycle path.	\$39.2	\$15.0	\$7.8	June 2025
RAP	(13) Hollywood Central Park	Planning grant to determine the feasibility of capping the 101 freeway with a park through Hollywood, from Santa Monica Boulevard to Bronson Avenue.	\$2.5	\$2	\$0.5	June 2026

ATTACHMENT 2 CITYWIDE PROPOSED PROJECTS LIST

City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
ASD	Animal Lifesaving Programs (Pet Food Pantry, Pet Foster Programs, Adoption Supplies, Pet Sterilization), Community Cat Program	None Provided	Maintain no-kill rates, increase pet adoption, decrease feral cat population, provide assistance to pet owners in caring for their companion animals.	
B&S	Outreach services for plan check services and information to constituents.	Cost-effective Codes Implementation for Efficiency and Resilience Energy Efficiency and Conservation Block Grant Program	Outreach services for plan check services and information to constituents.	
CIFD	Opportunity LA - City's Children's Savings Account Program	CA Student Aid Commission	Funds for the continuation of the City's Children's Savings Account (CSA) Program, Opportunity LA (OLA), is a collaboration with the City of Los Angeles, County of Los Angeles, and the Los Angeles Unified School District (LAUSD). OLA will provide a college savings account to all LAUSD enrolled first grade students with an initial deposit of \$50. The program will automatically enroll an estimated 32,000 students (100% of eligible students) in Spring 2022 making it the largest CSA program in the United States. The program is funded through a state grant, county, and city funds through FY 2021-22. Funds are needed to continue the program after this year and coordinate resources with the state's future state-wide program.	
City Atty	Community-based Violence Intervention and Prevention	Bureau of Justice	Violence has spiked during the pandemic, particularly in LAPD's South Bureau. New resources will help address through wrap around services and community engagement.	
City Atty	Human Trafficking Task Force	Office for Victims of Crimes	A need exists to centralize enforcement efforts involving human trafficking.	
DCA	Arts Activation Fund	California Creative Corps	The request for this program is \$600,000 to implement and produce 3 installments of the Arts Activation Fund focused on themes of water conservation, civic engagement, and COVID-19 safety. During FY 2020-21, DCA launched and implemented various Arts Activation Campaigns to provide artists with grant opportunities to produce art that inspired belonging, acceptance, and COVID-19 safety. During each of the installations, DCA partnered with local arts agencies to curate and produce the campaigns: Art of Belonging and Art of Well-Being. DCA will continue to partner with local arts agencies to curate and regrant the funds received from this proposal in accordance with the guidelines set forth by the program.	Citywide
DCA	We Create LA (Youth Murals Program)	California Creative Corps	In response to the visual impacts on the city because of the Pandemic, the Department of Cultural Affairs (DCA) seeks to partner with local muralists and youth apprentices to preserve and create new murals highlighting social justice themes in LA neighborhoods. The program will connect historically significant narratives to the movements of today. The Department of Cultural Affairs has a long history of working with muralists who have employed youth in their mural projects. The Youth and Creative Workers Mural Program (Mural Works) is an extended approach to city-led Public Art mural projects—centering the tenets of participatory visioning of social justice practices. DCA will execute a suite of mural restorations and new murals integrating youth apprenticeships that continues the practice of social justice art in Los Angeles. The definition of social justice art is purposefully broad yet it consists of a few functions under the aim of social change that may take on different dynamics in each artistic endeavor.	N/A
DCA	We Create LA (Grants Program)	California Creative Corps	We Create LA is a workforce, social justice, and economic development program that will place community teaching artists in afterschool and youth enrichment programs such as libraries, recreation centers, and community arts organizations. The teaching artists will provide fundamental training in applied creativity (visual arts, music, dance, graphic and digital arts). Administered by the Grants Division, the Program will allocate funding to nonprofit arts and cultural organizations with a proven track record of delivering high-quality youth arts education in Los Angeles. Funding will be awarded as an extension of the Department's service delivery model and all classes, workshops, and programs will be offered free of charge. Non-profit organizations will apply through a competitive process to provide services in partnership with a city library, park, or other publicly accessible youth program.	N/A
El Pueblo	Provide broadband access to the 22-acre El Pueblo district and all its buildings	Broadband Equity, Access and Deployment California Advanced Services Fund Public Utilities Commission	Currently El Pueblo is the only City Department that has no broadband access at its offices, facilities, or in the overall district. As a cultural destination for both residents and tourists, ability to provide broadband access to all members of the community will directly address equitable access to broadband.	

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El Pueblo	History & Sustainability: Solar Panel Installation at Various Historic Buildings of El Pueblo	Energy Efficiency & Conservation Block Grant, Department of Energy	Install solar panels on El Pueblo's historic buildings. High energy costs at El Pueblo can be addressed through the use of sustainable energy infrastructure.	
El Pueblo	Tree Canopy Protection and Expansion at El Pueblo	Healthy Streets Program, Department of Transportation	Improve tree canopy and shade, plant new trees and replacements, and increase cooling efforts within El Pueblo's grounds.	
El Pueblo	EV Chargers at El Pueblo	Charging and Fueling Infrastructure Grants, Department of Transportation	Install accessible EV chargers for visitors and workforce of the El Pueblo District. With a twenty-two acre district and various parking lots, the El Pueblo has no access to EV chargers.	
El Pueblo	Bollards and Pedestrian Safety at El Pueblo's Olvera Street	Stopping Threats on Pedestrians, Department of Transportation	Install safety bollards at various high-pedestrian traffic areas in El Pueblo to protect against automobile-related injuries and fatalities, particularly around the entrance to Olvera Street. Recent accidents on Cesar Chavez Ave have resulted in out of control cars crashing into Olvera Street. Introduction of bollards and other safety measures will address safety of visitors and pedestrians.	
LADOT	Curbside Management – DTLA Zero Emission Delivery Zones	Energy Efficiency and Conservation Block Grant Program Transformative Climate Communities Regional Climate Collaboratives Climate Planning & Resilience Planning Grants	To achieve the goals of California Senate Bill 100 (eliminate carbon emissions by 2045) and LA's Green New Deal (increase the percentage of zero emission vehicles in the City of Los Angeles to 80-percent), this project aims to encourage the adoption of low and zero emission fuel sources through new mobility technology and supporting infrastructure. On October 6, 2021, the City of Los Angeles installed the first curbside zero emission commercial loading zone (i.e., loading zones for the exclusive use of zero emission delivery vehicles). This project aims to expand the ZE Delivery Zone program and install other last mile delivery strategies that send a market signal to vehicle manufacturers and encourage local urban freight operators to transition fleets to zero-emission vehicles to reduce particulate and greenhouse gas emissions and improve air quality in Los Angeles neighborhoods. By March 2022, the City will develop a last-mile urban delivery improvement package with solutions aimed at allowing smaller businesses to take advantage of Zero Emission Delivery Zones and other curbside strategies. Funding would allow the City to expand this effort and move beyond the pilot phase. Working on a C40 grant w/ LACI & CityFi now to develop the recommendations that may include funding for a shared e-cargo delivery bike program for DTLA.	The current phase of the program is focused on Downtown Los Angeles, including the Civic Center, Little Tokyo, Chinatown, and South Park communities. These high density communities were identified due to the high volume of curbside loading activities and since they are disproportionately burdened by air pollution. However, the City is exploring opportunities through other grants to scale up this program Citywide.1 study
LADOT	DTLA Mobility Investment Plan Project Implementation	Active Transportation Infrastructure Investment Program Transportation Alternatives Program (TAP)	LADOT has launched the Downtown Los Angeles Mobility Investment Plan. One of the deliverables of this plan is a priority project list that is based on the policies and programs of the Downtown 2040 community plan and vetted by the community. The priority project list includes active transportation, transit, first/last mile, and other mobility projects that would improve connectivity to destinations and improve access for people without having to use a car. The priority project list is expected to be adopted in Fall 2022 The project area is the Downtown Los Angeles (DTLA) Community Plan area as shown here. DTLA is the center of urban activity in the region as the commercial, entertainment, cultural, and civic heart of Los Angeles. Downtown is home to a diverse range of industries and distinctive neighborhoods. DTLA is an international center for art, culture, business, and entertainment, as well as a governmental, commercial, manufacturing and jobs oriented center for the City and the region. The project area is also home to a growing residential population - Currently DTLA is home to 76,000 people and 219,000 jobs. By 2040, the DTLA community is expected to grow by 125,000 residents, over 70,000 new housing units and over 55,000 jobs, dramatically increasing demands for mobility options and DTLA's transportation infrastructure. Approximately 22 million people (tourists etc.) visit DTLA each year.	Downtown Los Angeles
LADOT	Lincoln Blvd Multimodal Bridge Improvement over Ballona Creek	RAISE Bridge Investment Program Projects if National Significance	The project, which is currently in the environmental clearance phase, will address a chronic bottleneck and bike facility gap issue by replacing the existing Lincoln Boulevard Bridge over the Ballona Creek. The new bridge segment will match the roadway dimensions and infrastructure on both ends by providing a sufficient cross section width to accommodate 3 traffic lanes, 1 bike lane and sidewalk in each direction along with a median space wide enough to accommodate a future Bus Rapid Transit or Light Rail Train system (currently in the planning phase). The project will also replace the Culver Boulevard overcrossing over Lincoln Boulevard to match the widened Lincoln Bridge cross-section.	The project segment offers a direct link between the Marina del Rey, Venice, Westchester, Playa del Rey, Playa Vista, and Palms coastal communities, and serves as the primary link between all of the City's westside beach communities and the Los Angeles International Airport.

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City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
LADOT	LA Express Park – Intelligent Parking Management Expansion Areas	Congestion Relief Program Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program Congestion Mitigation and Air Quality (CMAQ) Improvement Program	LA Express Park is an internationally recognized program that fuses technology and demand-based pricing into an innovative parking management strategy. Created as one component of the Los Angeles Congestion Reduction Demonstration, LA Express Park brings parking sensors, smart parking meters, parking guidance systems, and an intelligent parking management system to help the city realize its goals of increasing the availability of limited parking spaces, reducing traffic congestion and air pollution, and encouraging use of alternative modes of transportation. LA Express Park launched on May 21, 2012 as a pilot in Downtown Los Angeles has expanded to Westwood in 2015, Hollywood in 2018, and Venice in 2019. LADOT would like to expand the program to four new high demand parking areas in the city (Arts District, Miracle Mile, Koreatown, Studio City or West LA).	Four parking meter zones citywide (Arts District, Miracle Mile, Koreatown, Studio City or West LA)
LADOT	Smart City Parking Access and Revenue Control System (PARCS)	Congestion Relief Program Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Smart City Public Parking Access and Revenue Control System (PARCS) is the procurement and installation of the latest generation of parking facility access equipment and revenue control systems at 20 of LADOT's largest parking facilities located across the city accounting for roughly 7,000 parking spaces. The new equipment and systems will create a more seamless parking experience for motorists and generate parking and revenue data that will be linked with LADOT's intelligent parking management system to allow robust analytics. The information gained from the analyzed data will allow for demand based pricing and parking guidance.	20 parking facilities citywide
LADOT	Transportation Demand Management Monitoring	Transportation Alternatives Program (TAP) Congestion Mitigation and Air Quality (CMAQ) Improvement Program	The transportation demand management (TDM) monitoring platform will help to understand behavior outcomes in non-drive alone trips as a result of the Citywide TDM program for new developments. It will inform future investments and strategies that are shown to be effective in reducing drive-alone travel and making car-free travel convenient and fun.	Citywide monitoring program for new developments
LADOT	Westside Mobility Study Project Implementation	Unknown	Conduct study or implement demonstration mobility projects in the Westside.	
LADOT	Zero Emission (car-free) Area Feasibility Analysis	Unknown	Conduct study on zero emission (car-free) area feasibility analysis	
LADOT	North Yard Electric Charging Conversion	Bus and Bus Facilities Program Transit and Intercity Rail Capital Program (TIRCP) State of Good Repair	Electric Yard Conversion	12776 Foothill Blvd., Sylmar, CA 91342
LADOT	South Yard Electric Charging Conversion	Bus and Bus Facilities Program Transit, and Intercity Rail Capital Program (TIRCP) State of Good Repair	Electric Yard Conversion	740 & 800 E. 111th Place 90059
LADOT	1950 Washington Yard Electric Charging Conversion	CA Energy Commission Transit, and Intercity Rail Capital Program (TIRCP) State of Good Repair	Electric Yard Conversion: With the Washington Yard locations, many buses still use CNG fuel. California mandates and city leadership supports an all-electric bus fleet. Yards located at 1950 and 1910 Washington Blvd have CNG fueling sites with 4 electric chargers. 150 electric buses have been ordered. LADOT was awarded \$6 million through a CA Energy Commission Grant to electrify the 1950 Washington Blvd yard. The Department is working in partnership with LADWP to ensure that the utility systems will be able to support charging 104 electric buses. The project includes installation of a microgrid which are solar panels with an energy storage system that will provide energy and allow buses to continue charging. Workforce development to ensure that staff are trained to troubleshoot, work on, and maintain the new infrastructure and EV buses. Funds will be needed for a Charge Management System which is a computer program that can optimize the time and rates to charge the buses.	1950 E Washington Blvd Yard Electric Charging Conversion
LADOT	1910 Washington Yard Electric Charging Conversion	CA Energy Commission Transit, and Intercity Rail Capital Program (TIRCP) State of Good Repair	Electric Yard Conversion	1910 Washington Blvd. 90012
LADOT	1910 Washington Yard Electric Charging Conversion (Electric Bus Purchase)	Low or No Emission Bus Program	Electric Bus Purchase	1910 Washington Blvd. 90012
LADOT	Zero-Emissions Transit Worker Training Workforce Development (to augment CEC renewable project)	Zero-emissions Workforce Development Grant	Workforce development to ensure that staff are trained to troubleshoot, work on, and maintain the new infrastructure and EV buses.	Citywide
LADOT	Commuter Express Electric Bus Purchases	FTA 5307 Formula Funding (\$10 million)	Purchase of buses.	Citywide

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City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
LADOT	Air Quality Monitor	INFRA Congestion Relief Program Congestion Mitigation and Air Quality (CMAQ) Improvement Program Vehicle Miles Traveled Pilot Program Regional Direct Air Capture Hubs Healthy Streets Program Urban Greening/Urban Forestry Grant Program Transformative Climate Communities Urban Forestry Grants	The proposal is for the deployment and monitoring of 200 air quality monitors in the City of Los Angeles. Cost includes infrastructure and scope for a consultant/university partner to establish data backend and manage ongoing evaluation.	Citywide
LADOT	Blue LA Expansion (South LA)	None Provided	Proposal is to expand LA's Blue LA electric car-sharing program to add 500 chargers and 300 EVs that will allow the program to expand into South LA.	South LA
LADOT	Blue LA Expansion (NE San Fernando Valley)	None Provided	Proposal is to expand LA's Blue LA electric car-sharing program to add 300 chargers and 150 EVs that will allow the program to expand into NE San Fernando Valley	NE San Fernando Valley
LADOT	Community Broadband (Wi-Fi) project	None Provided	No further information provided	Ctiywide
LADOT	Digital Mobility Infrastructure	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program Congestion Relief Program Surface Transportation Block Grant Program (STBGP) Vehicle Miles Traveled Pilot Program	The proposed Digital Mobility Infrastructure Project seeks to align the physical and digital transportation realms via digital mobility infrastructure investments. This Project seeks to establish Zero Emissions Zones that can be dynamically communicated to commercially operated transportation companies through digital policy using the LADOT Mobility Data Specification (MDS) System. This Project includes three components: 1) Establishing a Digital Asset Management Tool; 2) Enhancing the LADOT Mobility Data Specification (MDS) System to Establish the Digital Zero Emission Zone; and 3) Expanding the LADOT MDS System to the Open Mobility Foundation (OMF)	Ctiywide
LADOT	Metro Bike Share Expansion	None Provided	Proposal is to expand the Metro bike share program in the City of Los Angeles to add 250 stations and 2,750 e-bikes	Citywide
LADOT	Mobility Wallet	None Provided	The Mobility Wallet is in partnership with Metro. It expands on current Transit Access Pass (TAP) integration efforts. It consists of both analog and digital components to provide a seamless transportation pass for low-income, student, senior, and disabled riders through the STEP Community. The mobility pass will pilot transit and shared mobility credits for an approximately 2,500-person subscriber base for one year as part of a monthly transportation allocation that will also include access to other electric mobility services.	Citywide
LADOT	ATSAC 3.0 – Digital Video Camera Operation – LA28 Key Project	SMART Grant Program	New Citywide digital video cameras system and single-ode fiber replacement to replace the existing obsolete 650 analog video cameras system and multi-mode fibers. The existing analog video camera and fiber optics infrastructure has been a part of LADOT Automated Traffic Surveillance and Control (ATSAC) System for the purpose of real-time traffic surveillance. It is also the backbone camera system for the City's Emergency Management Department (EMD) and its Emergency Operations Center (EOC), which is shared with LAPD and LAFD Operations Centers. Additionally, the current real-time video images are also shared with LA METRO's Bus and Rail Operations Center (BOC/ROC), and Caltrans Los Angeles Regional Traffic Management Center (TMC). The existing LADOT ATSAC video cameras system is now outdated and the industry is now utilizing digital cameras and wireless digital video images. This project proposal seeks a large-scale one-time upgrade for the City's ATSAC video systems infrastructure, for which the entire ATSAC system is still hailed by the USDOT FHWA today as the largest deployment of Intelligent Transportation System (ITS) technologies in the nation, since its debut for the 1984 Los Angeles Olympics. The advantage of this proposal is that the proposed digital video camera system and the single-mode fiber optics are all recent and emerging technologies deployed by the telecommunications industry as well as the digital media, as in off-the-shelf procurable installations.	Citywide

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City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
LADOT	Priority Corridor Capital Improvements – LA28 Potential Project	Projects of National Significance (Megaprojects) Safe Streets and Roads for All Reconnecting Communities Pilot Program PROTECT Active Transportation Infrastructure Investment Program HSIP RAISE INFRA	Installation of capital intensive work, including, but not limited to; protected bike lanes concrete curb extensions, bus boarding islands, pedestrian refuge islands, sidewalk construction, raised intersections on 125 miles of roadways in Los Angeles that have been designated as Vision Zero priority corridors.	Citywide
LADOT	Active Transportation Corridors – LA28 Potential Project	Safe Streets and Roads for All Reconnecting Communities Pilot Program PROTECT Active Transportation Infrastructure Investment Program Transformative Climate Communities HSIP RAISE INFRA	60 miles of bicycle infrastructure – average cost/mile for combination of quick build and signal work	Citywide
LADOT	High Injury Network Improvements	Safe Streets and Roads for All Reconnecting Communities Pilot Program PROTECT Active Transportation Infrastructure Investment Program Transformative Climate Communities HSIP RAISE INFRA	Funding to enable additional Quick Build (paint/bollards/modular materials) safety programs and Signals on roadways and intersections identified as part of the 509 miles of the City's High Injury Network that have not been identified as Priority Corridors	Citywide
LADOT	Vision Zero Proposed Traffic controls	Safe Streets and Roads for All Reconnecting Communities Pilot Program PROTECT Active Transportation Infrastructure Investment Program Transformative Climate Communities HSIP RAISE INFRA	This proposal is to install traffic controls including signal or crosswalk beacons at 44 locations throughout the City.	Citywide
LADOT	Warranted / Unfunded Traffic Controls	Safe Streets and Roads for All Other infrastructure repair grants	Provide funding for the design and construction of new traffic signals, traffic signal safety upgrades and ADA compliant access ramps at 358 intersections.	358 intersections citywide
LADOT	Safe Routes to School Plans	Active Transportation Program	Various projects to increase safety along routes to and from school. Proposals may include enhancing traffic, pedestrian, and bicycle safety education among students and families, and increasing the comfort, convenience, and safety for utilizing active transportation along routes to and from school.	Citywide
LADOT	VZ (Vision Zero) PC Sepulveda	Active Transportation Program Reconnecting Communities Pilot Program Healthy Streets Program Measure W	Project to include various improvements which includes but is not limited to widening medians, protected bike lanes, new curb ramps, curb extensions, pedestrian lighting, street furniture, stormwater planters, and engineered wetland.	Sepulveda
LADWP	Comprehensive Affordable Multifamily Retrofits (CAMR)	Weatherization Assistance Program	The Comprehensive Affordable Multifamily Retrofits (CAMR) program which will provide a comprehensive all-electric whole-building energy efficiency, electrification, and renewable energy rebate program providing financial incentives and free technical assistance services to existing affordable multifamily property owners in the City of Los Angeles. CAMR will advance LADWP's goal of reducing greenhouse gas emissions and fulfill its commitment to provide services more equitably by targeting affordable multifamily residential dwellings with households with incomes at or below 80 percent of the county's Area Median Income published annually by the U.S. Department of Housing and Urban Development.	The projects will take target affordable multifamily residential dwellings with households with incomes at or below 80 percent of the county's Area Median Income published annually by the U.S. Department of Housing and Urban Development, in the City of Los Angeles.
LADWP	Electric Vehicles	Clean Transportation Program	Installation of electric vehicle charging stations at various communities.	
LADWP	Community Emissions Reductions Grants	Transformative Climate Communities	As we transition to a clean energy future, environmental justice is among our top priorities. Over the next five years, LADWP will fund up to \$10 million in grants for emission reduction projects in the Harbor and Valley communities.	CD 2, 6, 7, and 15.

ATTACHMENT 2 CITYWIDE PROPOSED PROJECTS LIST

City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
LAHD	Homeless Housing	California Department of Housing & Community Investment (HCD) - Homekey	Acquire nine projects under the State of California Housing and Community Development Department's Homekey Program (Homekey). The acquisition of these properties will result in a total of 243 units of permanent supportive housing for households experiencing homeless or at-risk of homelessness. Other funding sources include federal CDBG and HOME-ARP funds, state Homeless Housing, Assistance and Prevention (HHAP) Grants, in addition to local Prop HHH funds. Through the Homekey Program, LAHD can facilitate in the financing and development of a broad range of affordable housing types, including but not limited to hotels, motels, hostels, single- family homes and multifamily apartments, adult residential facilities, and manufactured housing for persons experiencing homelessness or at risk of homelessness. This in turn, will satisfy the goal of developing affordable housing for homeless and low-income residents, which will help prevent and reduce homelessness within the City of Los Angeles.	
LARiverWorks	LA River Ecosystem Restoration and Taylor Yard River Park Improvements	U.S. Army Corps Construction New Starts Statewide Urban Rivers and Waterways Program Equitable Community Revitalization Grant (Remediation Funding)	The LA River Ecosystem Restoration Project and Taylor Yard River Park Improvements will help restore hundreds of acres over 11-miles of the LA River and achieve the desired outcomes of the LA Cities LA River Revitalization Master Plan and LA River Ecosystem Restoration Plan and Taylor Yard Implementation Feasibility Report. The two state funding sources can help match the anticipated federal dollars to implement the project and to clean up the existing contamination.	The Project lies within Griffith Park, Atwater Village, Elysian Valley, Cypress Park, Chinatown, and Boyle Heights.
LASAN/LADWP	North Hollywood Park Stormwater Management Project	None Provided	This DWP-led project located at the 55.6 acre North Hollywood Park located in a disadvantaged community in Council District 2 will collect runoff from a 2,363-acre drainage area and potentially capture 1,229 acre-feet of water per year and infiltrate into the San Fernando Groundwater Basin. Park improvements include permeable pavement parking lots, EV charging stations, hydration stations, and new bleachers and shade for baseball and multipurpose fields. DWP will plant approximately 419 trees to replace approximately 126 trees that may be removed as part of the project. The capital cost for the Project is \$186,655,000. DWP is funding approximately 50 percent of the project's costs from its revenues and is seeking matching funds for the balance.	
LAWA	Electric Vehicles and Charging Infrastructure Grants	Electric Vehicle and Charging Infrastructure Grants	The IIJA establishes several opportunities for the procurement of electric vehicles and charging infrastructure. If passed in its present form, the Build Back Better bill will add more funds for these purposes. LAWA encourages that such programs be structured to maximize LAWA eligibility, and intends to apply for funding under these programs, where applicable.	To be determined, pending project selection
LAWA	IIJA Airport Infrastructure Grants	Airport Infrastructure Grants described in IIJA Division J (Appropriations), Title VIII (Transportation, Housing, and Urban Development, and Related Agencies).	The IIJA establishes a fund of \$2.48 billion per year for Airport Infrastructure Grants, to be allocated to airports by formula has prescribed in the bill. The IIJA also establishes a fund of \$550 million per year for a new Airport Terminal Program providing competitive grants to large hub airports. LAWA intends to apply for funding under both airport-specific programs.	To be determined, pending project selection
POLA	Maritime Support Facility Access/Terminal Island Rail System Grade Separation	INFRA Grant Program - Nationally Significant Freight and Highway Projects Port Infrastructure Development Program National Infrastructure Project Assistance Program Local and Regional Project Assistance 2022 SB1 Trade Corridors Enhancement Program	The project will provide for unimpeded access to the former LAXT Site on Terminal Island, to be used for container terminal support. Currently this 80-acre site is enclosed by a loop of active and heavily used rail tracks around the site's entire perimeter, rendering this property inaccessible the majority of the time. The grade separation will consist of an elevated flyover structure connecting from Terminal Way over the rail tracks. These rail tracks serve five terminals' rail volumes which currently comprise close to five percent of all waterborne containers entering or exiting the entire United States. The roadway Terminal Way connects directly to SR 47, which is a USDOT National Highway System Intermodal Connector Route, and thus on the National Highway Freight Network - Primary Highway Freight System (which is part of the NMFN).	Terminal Island (Harbor District)
POLA	State Route 47-Seaside Avenue & Navy Way Interchange Improvement Project	INFRA Grant Program - Nationally Significant Freight and Highway Projects Port Infrastructure Development Program National Infrastructure Project Assistance Program Local and Regional Project Assistance 2022 SB1 Trade Corridors Enhancement Program	The proposed project eliminates the last traffic signal and at-grade intersection on Terminal Island/SR 47, between I-110 and I-710, which is at the apex of largest port complex in the Western Hemisphere. The project also entails construction of a westbound auxiliary lane on SR 47, between Pier S Avenue and Navy Way. SR 47/Seaside Avenue carries 10 percent of all US waterborne containers. The project will help reduce vehicle delay and accident potential on the USDOT National Highway Freight. It will also help reduce emissions adjacent to "Disadvantaged/Low Income Communities" around the port.	Terminal Island (Harbor District)

ATTACHMENT 2 CITYWIDE PROPOSED PROJECTS LIST

City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
POLA	Goods Movement Workforce Training Center	Port Infrastructure Development Program Economic Adjustment Assistance program at Economic Development Administration.	The proposed project to develop a 20-acre training facility on the Anchorage Road Site at the Port of Los Angeles. This facility will consist of indoor classroom and outdoor training areas focusing on skilled training programs such as the use, operation, and maintenance of ship-to-shore cranes, transtainers, top handlers, side picks, forklifts and other types of terminal operating equipment. In addition, a training space will be developed to allow for truck driver training and skills and equipment training related to warehouse operators. The project will include the construction of buildings (Classroom and Maintenance & Repair), heavy duty pavement, lighting, fencing, fire protection facilities, utilities, landscaping, the electric infrastructure necessary to allow for future use of zero emission cargo handling equipment, and other related improvements.	Wilmington
PW BOE	High Priority Bridge Improvements	Bridge Investment Program Surface Transportation Block Grant Program Congestion Mitigation and Air Quality Program Active Transportation Infrastructure Investment Program Wildlife Crossings Safety Pilot Program	Engineering has identified a total of 38 priority bridges in need of rehabilitation or replacement with an estimated construction cost of \$850 million. Out of the 38 recommended bridges, 34 bridges have a Federal Highway Administration (FHWA) Sufficiency Rating (SR) of 70 or below and are considered structurally deficient; 2 bridges have a SR above 70 however, need replacement due to an alkali-silica reaction condition; and 2 pedestrian bridges are recommended as they are functionally deficient. All priority vehicular bridges are included in the Caltrans Bridge Inspection Report and are strong candidates for inclusion in future bridge funding programs as outlined in this report. Bridge Investment Program (BIP) (New) The BIP aims to reduce the number of bridges in poor condition or those in fair condition at risk of falling into poor condition. This program is split into a formula allocation and a competitive grant program which the City will need to compete for funding. All the priority bridges serving vehicular travel would qualify for BIP funds, however non-motorized bridges may not be eligible. California is anticipated to receive approximately \$4.2 billion in formula allocations and will be able to compete for \$12.5 billion under the BIP for economically significant bridges. Funds will be programmed for federal fiscal year 2022 through 2026, however funding may not be accessible until mid to late 2022 dependent on state legislative processes and guideline development. In addition to the need for rehabilitation or replacement, the priority bridges provide a unique opportunity to improve upon their original functionality, including multi-modal mobility improvements, congestion reduction, sustainability/resiliency related improvements to increased park space, wildlife and biodiversity connections, and community level identifiers such as public art and cultural placemaking. Incorporating these improvements in bridge projects opens additional funding sources to fund the bridge itself but also serves as a leveraging catalyst to secure other non-federal funding sources.	
PW BOE	101 Fwy Park Deck	Bridge Investment Program Surface Transportation Block Grant Program Congestion Mitigation and Air Quality Program Reconnecting Communities Pilot Program Active Transportation Infrastructure Investment Program Local and Regional Project Assistance (RAISE/BUILD) National Infrastructure Project Assistance	In 2003 (costs updated in 2009), a Project Study Report (PSR) was developed and approved by Caltrans to reconstruct the Los Angeles St and Main St overcrossings over the 101 Fwy connecting the two bridges with a bridge deck allowing for additional park space and improved non-motorized mobility between the Civic Center and El Pueblo/Union Station. This proposal would expand the original PSR to include an expanded park deck to connect other nearby overcrossings over the 101 Fwy, including overcrossings of Alameda St, Spring St, and Broadway. Adjacent streets and corridors would also be improved as a holistic project.	In Downtown Los Angeles at the Broadway, Spring St, Main St, Los Angeles St, and Alameda St overcrossings.

ATTACHMENT 2 CITYWIDE PROPOSED PROJECTS LIST

City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
PW BOE	SR710 Mobility Improvement Program (2 parts to the project): 1) Valley Blvd Multi-Modal Transportation Improvements Project 2) Huntington Dr Multi-Modal Transportation Improvements Project	Surface Transportation Block Grant Program Congestion Mitigation and Air Quality Program Reconnecting Communities Pilot Program Active Transportation Infrastructure Investment Program Local and Regional Project Assistance (RAISE/BUILD) National Infrastructure Project Assistance Railroad Crossing Elimination Program	Valley Blvd Multi-Modal Transportation Improvements Project: The total project length is approximately 2.4 miles, with project limits on Valley Boulevard between Soto Street and the 710 Freeway Ramp (P.M. 27.4), and within a 1/2 mile radius of the Valley Boulevard corridor along the total project length. The goal of the project is to create a multimodal corridor that serves important destinations and acts as a catalyst for the communities of affordable housing in close proximity to Downtown Los Angeles. Furthermore, it seeks to remove dangerous grade crossings that have become a safety hazard for pedestrians and vehicles. Lastly, this project will increase mobility along this major corridor with a new Bus Rapid Transit (BRT) route. Huntington Dr Multi-Modal Transportation Improvements Project: The total project length is approximately 2.9 miles, with project limits on Huntington Drive starting from the intersection of Mission Road and Soto St, to the City of Los Angeles limits at Kendall Avenue, and within a 1/2 mile radius of the Huntington Drive corridor along the total project length. Huntington Drive is a former rail corridor of the Union Pacific Railroad (UPRR). Upon removal of the UPRR tracks, the street was redesigned and separated into Huntington Drive, Huntington Drive North, and Huntington Drive South. Large medians were constructed throughout the corridor between the streets, creating confusing intersections at Maycrest Avenue, Van Horne Avenue, Collis Avenue, and Monterey Road. Due to the increasing demand of vehicular traffic, the existing design is no longer able to accommodate automobiles, buses, and bicycles in a safe manner that minimizes the amount of Vehicle Miles Traveled (VMT) to reduce congestion and pollution. Mitigation of these conditions requires a transformation and redesign of the corridor that better allocates roadway space to allow for all modes of transportation, while at the same time relocating and consolidating existing green space to maximize locations for future public recreation.	Both projects are in the El Sereno community.
PW BOE	Sepulveda Basin Vision Plan (C.F. 20-1205 / 22-0009-S2)	Reconnecting Communities Pilot Program	The Sepulveda Basin Vision Plan will identify recreational and transportation improvements in the Basin in advance of the 2028 Olympics and develop projects and a Master Plan to expand/enhance access to the area.	Sepulveda Basin
PW BOE	Taylor Yard G2 Site Remediation	None Provided	The 42-acre site in Cypress Park Los Angeles along the Los Angeles River is heavily contaminated from over 100 years of use as a rail yard, and to improve it for its intended use as a nature-focused open space as part of the City's Los Angeles River Revitalization Master Plan and the Corps Ecosystem Restoration Study. Funds are needed for full remediation.	
PW BOE	LA River Bikeway Gap Closures in the San Fernando Valley	None Provided	The planning for this new bikeway along the Los Angeles River in the San Fernando Valley is intended to fill in the existing gaps in the bikeway. An estimated \$197 million is needed to execute the full project.	LA River San Fernando Valley Bikeway Project
PW BPW	CEMO Weatherization Equity Program	Climate/Weatherization and Assistance Program	BPW Climate Emergencies Mobilization Office (CEMO) will use funding, if awarded, to deliver energy construction services to low income Angelenos.	Citywide
PW BPW	Clean Energy Transition for Low Income Housing LA	Energy/Climate/Energy Efficiency and Conservation Block Grant Program	BPW CEMO will use funding, if awarded, to identify low income housing in pollution burdened low-income areas of Los Angeles for retrofits and investments in clean energy transition. These demonstration projects will help LA develop and streamline financing pathways for supporting low income housing in all of Los Angeles.	Citywide
PW BPW	Public Works Capital Infrastructure Digital Self-Service Portal	Cyber Security and Digital Broadband Digital Equity Capacity Grant Program State and Local Cybersecurity Grant Program	This proposal will develop and deploy a Citywide Public Works Capital Infrastructure Digital Self-Service Portal to track, monitor, and update critical public works capital infrastructure projects (i.e., Transportation, Mobility, Highway, Bridges, Buildings, Street Improvement, Storm water, Air Quality, Environmental, Tree Equity, Private Development, etc.) and introduce a self-service portal for contractors, consultants, and vendors to update business information, track invoice status, respond to issues, validate payment information, and submit labor metrics in compliance with Federal, State, and/or local laws. Deployment of the proposed Public Works Capital Infrastructure Digital Self-Service Portal would introduce/implement security measures against cybersecurity attacks, protect the City's assets, and provide an equal access portal to all businesses/vendors with emphasis to small, minor, women, disadvantaged, veteran-owned businesses. Lastly, digital portal will require the development of a cybersecurity plan to counteract any cybersecurity threats to complement business continuity and completion of capital infrastructure projects.	City Hall

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City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
PW BPW	Public Works Digital Infrastructure Hardening	Cyber Security and Digital Broadband Digital Equity Capacity Grant Program State and Local Cybersecurity Grant Program	Proposal to harden and secure the Department of Public Works' Digital Infrastructure platform (i.e., Business Intelligence and Information Delivery System) to eliminate penetration weaknesses from cyber-attacks (i.e., hackers, phishing, spam, social engineers/impersonations/hackers, SQL script attacks). Proposal will include development of equity business continuity and resumption plans, creation of testing network environment to simulate defense against cyberattacks and abate technology weaknesses, upgrade disaster recovery strategy/plan and testing, enhancement of production (active) servers, firewall hardening against intrusion, and safe and secure migration of digital infrastructure to cloud computing. Cybersecurity hardening will improve equitable service delivery to contractors, consultants, vendors, and end-users that build the City's infrastructure.	City Hall
PW BPW	Equitable Climate Metrics Dashboard	Federal/Climate/Energy Efficiency and Conservation Block Grant Program	BPW CEMO will use funding, if awarded, to create a Dashboard for climate equity indicators and metrics to measure and include for use in climate policy and infrastructure investments and use to align with the Justice 40 Initiative.	Citywide in various Council Districts with the use of CalEnviroScreen to assist in determining locations.
PW BPW	GHG Emissions Dashboard - CLIMATE HUB Co-Design with Impacted Communities	Federal/Cyber Security and Broadband/Digital Equity Competitive Grant Program	The Board of Public Works Climate Emergencies Mobilization Office (CEMO) will use funding, if awarded, to co-create and design a GHG emissions data portal/dashboard, that will serve and be available to all, but will be especially available the communities most impacted by pollution because they will co-design and be trained in its use.	Citywide in various Council Districts with the use of CalEnviroScreen to assist in determining locations.
PW BPW	Support for the Healthy Streets Program	Climate/Healthy Streets Program	None Provided	
PW BPW	BeautifyLA Grant Program	Environmental Clean Up grants Clean California Local Grant Program	Administer a competitive grant program titled BeautifyLA that would provide various community-based groups with the opportunity to create beautification projects throughout the City of Los Angeles focused on low income, disadvantaged, and severely disadvantaged communities within Council Districts 1, 6, 7, 8, 9, 10, 14, and 15. The Board anticipates that \$320,000 will allow 32 grants (4 grants per council district) to be awarded at approximately \$10,000 per grant award to maximize applicant opportunity. The Board of Public Works will solicit grant applications in neighborhoods and communities within these Council Districts and ensure that these applications fall within the grant parameters and objectives. Only those applications that comply with the grant requirements will be considered.	Council Districts 1, 6, 7, 8, 9, 10, 14, & 15.
PW BPW	Clean Jobs for LA	Environmental Clean Up grants Clean California Local Grant Program	Hiring of 75 City of LA residents to provide public right-of-way cleanup, consisting of litter cleanup, weed abatement, and removal of illegally discarded items. This program will provide job opportunities and job training for persons who are facing challenges in obtaining permanent jobs with decent wages and benefits, including but not limited to young adults, individuals who are homeless or have experienced homelessness, or are likely to be homeless, veterans, and/or those who were previously incarcerated (i.e. re-entry focused). Additionally, it seeks to work with the participants to move them into more permanent and higher paying jobs, including in some cases City jobs.	Citywide with a focus on areas in high need.
PW BPW	Graffiti Abatement Program Expansion	Environmental Clean Up grants Clean California Local Grant Program	Expand the BPW OCB Graffiti Abatement Program to include enhancement, rehabilitation, and restoration of public spaces including bridges and rooftops. Removing graffiti that is currently present in these locations would beautify and improve these public spaces for walking and recreation. Continued maintenance by applying graffiti abatement services to these areas on a quarterly basis would ensure that these areas will be rid of graffiti. The application of dummy cameras may deter vandals from applying graffiti to these locations and will serve as a preventive measure as well.	North Atwater Suspension Bridge, Red Car Pedestrian Bridge, 6th Street Bridge (Viaduct), and various rooftops
PW BPW	Jobs for Homeless and Homeless Veterans	State/Homelessness/HHAPP	Provide cleaning and litter abatement services within designated low income and disadvantaged communities by hiring homeless individuals or those that may become homeless. The proposal would expand from the City's Skid Row Cleaning and CleanLA Programs and deploy these cleaning models in designated areas to stabilize or revitalize communities or help/improve areas that are identified as low income or disadvantaged. Cleaning services would include but not limited to sidewalk and gutter sweeping; wiping down of public fixtures; deodorizing where applicable; scheduled sidewalk pressure washing; hot spot pressure washing; report graffiti and sticker on public infrastructure; needle pickup and safe removal. Moreover, the proposal would provide hiring and workforce development services targeting local individuals who may be experiencing homelessness and also those homeless individuals at encampments or vacant lots declared by City Council as public nuisance sites. Each crew would consist of 19 members in each Council District with a certain number of jobs designated for those living in or around declared public nuisance sites and another number of jobs for veteran who are homeless to assist in transitioning them into employment and temporary/transitional housing.	Council Districts 1, 6, 7, 8, 9, 10, & 15.

ATTACHMENT 2 CITYWIDE PROPOSED PROJECTS LIST

City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
PW BPW	Keep LA Clean - Equal Access and Educational Awareness	Environmental Clean Up grants Clean California Local Grant Program	Provide a series of four Campaign-like, Public Service Announcements (PSA's) in English and at least two foreign languages focused on anti-litter, graffiti prevention, Beautification, and Recycling awareness – “Don't Litter”, “How To Report” (i.e., 3-1-1 Awareness), “Get Involved – CleanLA” and/or “Keep LA Beautiful/Clean.” These PSAs will be broadcasted via radio and/or billboards ads in multiple languages. In addition, the PSA logo and messaging will be advertised in City of LA Dash Buses and Bus Bench installations, including Bureau of Sanitation Trucks/Vehicles, to raise awareness on how to Keep LA Clean leveraging each of the four campaign-like themes. A second component of this project is to organize eight (8) Clean-Up and Beautify events in low income, disadvantaged, and severely disadvantaged communities within Council Districts 1, 6-10, and 14-15. These Clean-Up events also contain educational components revolving around anti-litter, graffiti prevention, beautification, and recycling. During these Clean-Up Events, volunteers would receive various items that promote sustainability (i.e. trash pickers, reusable water bottles, seeds for greening, etc.). Lastly, the third component of this project will create awareness, increase access, and remove language barriers by translating various websites and current documents that help with the Cleaning of Los Angeles	Citywide with a focus on areas in high need.
PW BPW	LA Climate Resilience Hubs	Climate Resilience/Regional Climate Collaborative	Develop Regional Climate Coalitions and Hubs.	Citywide
PW BPW	LA County UFMP collaboration	Climate Resilience/Regional Climate Collaborative Climate Adaptation and Resilience	Project to expand impact, implementation and engagement related to the joint process for the Urban Forest Management Plan being done with the County if allowed in eligible projects for Regional Climate Collaborative or Climate Adaptation and Resilience grants.	Citywide
PW BPW	Mobile Pit Stop and Mobile Shower Program	State/Homelessness/Homeless Housing Assistance, Prevention Program (HHAP)	Implementation of the Mobile Pit Stop and Mobile Shower Programs that would provide daily access to portable toilets, handwashing stations and shower facilities in communities with a large population of people experiencing homelessness. The work to be performed is to provide monitoring and attendance services in these pit stop and shower locations while providing job training, employment, and workforce development opportunities to the local homeless and formerly incarcerated population.	Citywide; total 18 locations for the Mobile Pit Stop Program and 15 locations for the Mobile Shower Program
PW BPW	Public Works Climate Corp Fellows	State/Climate Resilience/California Climate Action Corps.	Request for five (5) Climate Action Corps fellows through the state program annually, one for each of the listed offices. Provide support to the Board Offices (CEMO, OFM, OCB, OPNGA, & Board Secretariat) for volunteer management, community outreach and engagement, and general additional capacity for projects/research/engagement related to climate change/resilience.	TBD with a focus on high need areas
PW BPW	Skid Row Cleaning Program	State/Homelessness/Homeless Housing Assistance, Prevention Program (HHAP)	Provide cleaning and litter abatement services within the designated Skid Row area of the City of Los Angeles, which includes but is not limited to the following services: sidewalk and gutter sweeping; wiping down of public fixtures; deodorizing where applicable; scheduled sidewalk pressure washing; hot spot pressure washing; report graffiti and sticker on public infrastructure; needle pickup and safe removal. Provide hiring and workforce development services targeting local individuals who may be experiencing homelessness and form a partnership with local referral agencies.	Skid Row Area (CD 14)
PW BPW	Support for Climate Resilience and Urban Forest grant programs	Urban Greening/Urban Forestry Grant Program Transformative Climate Communities Wildfire and Forest Resilience/Urban Forestry Grants	None Provided	
PW BSL	Expanding Service Areas for Wi-Fi Pilots	SB156 Last Mile Grants Digital Equity Competitive Grant	In 2021 the Bureau was awarded \$2.1M in CDBG funds for a pilot program to install and operate Wi-Fi equipment on BSL street poles to provide direct low- or no-cost internet service in a community with low connectivity rates. We are currently in the process of developing and issuing an RFP for this project and finalizing location and other details, but we are actively preparing to follow this project up with at least two more sites. We will be pursuing various funding sources for those projects inclusive of City funds. Grants could fund core components of these projects or enhance these projects by expanding the coverage area within each proposed community site.	Proposed sites include Boyle Heights, Southeast Los Angeles (exact location(s) TBD), and Westlake/Pico Union.

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City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
PW BSL	Balboa Blvd Lighting District Unit 1-4	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grants Energy Efficiency and Conservation Block Grant Program	These projects look to assess and increase the resilience of street lighting infrastructure against inclement weather through the replacement of existing crucial and vulnerable street lighting infrastructure components like deteriorated anchor bolts and foundations. In addition, the projects will increase energy efficiency through the replacement of existing light fixtures with more energy efficient lights that enhance visibility, improve public safety, and attract pedestrian activity.	Projects are bounded by: Project 1 Rinaldi St, Armstread St, Odessa Ave, and Babbitt Ave Project 2 Rinaldi St, Louise Ave, San Fernando Mission Blvd, and Hayvenhurst Ave Project 3 TBD Project 4 TBD
PW BSL	Baypoint Ave Resiliency and Efficiency Project	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grants Energy Efficiency and Conservation Block Grant Program	These projects look to assess and increase the resilience of street lighting infrastructure against inclement weather through the replacement of existing crucial and vulnerable street lighting infrastructure components like deteriorated anchor bolts and foundations. In addition, the projects will increase energy efficiency through the replacement of existing light fixtures with more energy efficient lights that enhance visibility, improve public safety, and attract pedestrian activity.	Projects are bounded by Baypoint Ave, Lomita Ave to El Deloras Dr.
PW BSL	End-of-Life LED to Solar Project	Energy Efficiency and Conservation Block Grant Program Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grants Preventing Outages and Enhancing the Resilience of the Electric Grid	The Bureau initiated an LED Conversion Program in FY 08-09 changing over 140,000 streetlights to LEDs in five (5) years. The first batch of these LED lights are now 10-12 years old and are reaching end-of-life, leading to increased instances of dimmed output and a higher chance of failure. A replacement program is necessary to ensure the City meets lighting levels standards on impacted streets and sidewalks. The Department has identified 20,000 LED units installed between 2009 and 2012 targeted for immediate replacement. A funding request for this was included in the Bureau's FY23 budget request. The Bureau is also proposing to replace LED fixtures with solar-to-battery light fixtures which are more resilient and draw no power from the grid. The proposed scope for this project is half of the light fixtures that are due for replacement (10,000). BSL recently tested an off-the-shelf solar-to-battery light application and determined that it met the Bureau's standards for performance as a standard street light.	The end-of-life LED fixtures are located City-wide and this project could be structured to spread the solar fixtures across many communities.
PW BSL	Street Lighting System Upgrade Projects 1,2,3,4	Transportation Alternatives Program (TAP)	This project will install additional street lights to the existing street lighting system and replace existing luminaires with more energy efficient models within the boundaries of Western Ave, Harbor Fwy (110), Vernon Ave and 52th St for Project 1, Western Ave, Harbor Fwy (110), Slauson Ave, and Gage Ave for Project 2, Western Ave, Harbor Fwy (110), Gage Ave, and Florence Ave for Project 3, and Western Ave, Harbor Fwy (110), 79th St, and 87th St. for Project 4 in order to meet current lighting requirements and improve nighttime safety for residents, and attract pedestrian and cyclist traffic. These projects will improve the lighting and livability in areas that have high concentrations of poverty, minority communities, and have been traditionally underserved.	Projects are bounded by: Project 1 Western Ave, Harbor Fwy (110), Vernon Ave and 52th St. Project 2 Western Ave, Harbor Fwy (110), Slauson Ave, and Gage Ave Project 3 Western Ave, Harbor Fwy (110), Gage Ave, and Florence Ave Project 4 Western Ave, Harbor Fwy (110), 79th St, and 87th St.
PW BSL	EV Charger Installation Expansion Project	Surface Transportation Block Grant Program (STBGP) Congestion Mitigation and Air Quality (CMAQ) Improvement Program Zero Emission Vehicles Fueling Infrastructure Grants	This project aims to expand the current design and installation capability of the Bureau from 150 chargers per year to 1,000 chargers per year. This is part of a five-year plan to ramp up the design and installation of EV chargers on street lights to 1,600 installations per year within the context of the pLAN's goal of over 10,000 EV Chargers by 2028 (and to maintain installing 1,600 per year going forward). Currently, there are 432 street light mounted EV chargers throughout the City, with a plan to install an additional 150 by the end of FY21-22. This program is an important part of the City's Digital Infrastructure and SMART CITY measures and will help the City of Los Angeles get to 100 percent carbon free as outlined in the LA100 Plan. This program is coordinated with the Los Angeles Department of Transportation (LADOT) and the Los Angeles Department of Water and Power (LADWP).	Citywide, focus on multi-unit dwellings
PW BSL	Expanded Digital Literacy and Outreach Programming	Digital Equity Competitive Grant	In September 2021, Council approved a BSL report which included funding in the amount of \$500,000 for digital literacy programming grants and outreach to disconnected communities to help get them enrolled in local and federal programs such as the Angeleno Connectivity Trust and the Emergency Broadband Benefit program. This proposal is to use Federal grant funding to expand this amount to \$1,000,000. The funds would go toward either contracting with a fiscal sponsor organization to distribute the funding as grants to community-based organizations, or toward a partnership with another jurisdiction to deliver the same type of service (as an example, LA County is currently planning to develop a community internet ambassador program).	Citywide with a focus on digitally-disconnected communities

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City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
PW BSL	Expanding On the State Open-Access Middle Mile Network Within Los Angeles	Enabling Middle-Mile Broadband Infrastructure	The State of California is currently planning a statewide open access middle mile fiber optic network along state highways and recently released an initial list of projects. The state included the densely populated and highly digitally-divided 110 highway corridor. The State's planned open access middle mile network would serve as the backbone of a more equitable provision of internet service to areas that are less connected. The initial upfront investment in fiber infrastructure can be leveraged by A) local municipal digital bridge projects (such as BSL's Wi-Fi pilot programs), which usually must devote the majority of their budgets to laying costly fiber routes and B) smaller, socially-minded private and non-profit startup internet service providers who would not have access to the capital required to lay fiber. BSL is looking to work with other bureaus and agencies for the City to also make investments in municipally owned fiber infrastructure and fiber-capable conduit, expanding the reach and helping more Angelenos. The Bureau submitted a budget proposal for \$5M in new City fiber and/or fiber-ready conduit. Grant funds would be used towards expanding on the City's investment and laying more linear miles of fiber and/or conduit with direct connections to the State Middle Mile network.	Areas of Los Angeles adjacent to the 110, including parts of South and Southeast Los Angeles, as well as Pico Union and Westlake.
PW BSL	Street Light Mounted Sensors and Smart Nodes Project	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program Office of the Secretary (USDOT)	Funding for this project will support the addition of mobility sensors to applicable light fixtures that can inform smart nodes with the ability to control street and sidewalk lighting levels and future mobility projects throughout the City. In addition, integrated cameras and air quality sensors in some smart nodes can inform connected vehicles and indicate success of air quality initiatives as a result of air quality improvement efforts. Utilizing the existing digital inclusion efforts by the Bureau of Street Lighting will provide connectivity for these smart nodes. Already, the Bureau of Street Lighting is working with LADOT on new and innovative curb management pilots like "code the curb" using cameras and sensors to assist in the dynamic management of the curbside and right-of-way, helping with traffic management and elevating best use at best time.	Citywide
PW LASAN	Central Los Angeles Recycling & Transfer Station (CLARTS) Organic Waste Material Processing Facility	Organics Grants Program	CLARTS is a solid waste facility permitted to transfer up to 4,000 tons per day (tpd) of solid waste. Currently, CLARTS transfers less than 3,300 tpd to nearby landfills for disposal of the solid waste. LASAN is proposing modifications of the existing Green Waste Building (GWF), adjacent and detached from the main tipping floor building, by implementing pre-processing organic food waste facility to divert food waste from landfills and generation of green energy. The Project would include the demolition of the existing 37,000 square foot GWF and construction of the new Organics Processing Facility (OPF) building in the same general footprint. This OPF will process up to 300 tons per day of organic waste. The facility will separate and remove the non-organics fraction and the organics fraction will be used to produce an organic slurry that will be conveyed to the existing sewers surrounding CLARTS and go to Hyperion Wastewater Reclamation Plant and/or Terminal Island to produce green energy via anaerobic digester. LASAN has already prepared a Request for Proposals (RFP) to use a Design-Build-Finance-Maintain-Operate (DBFMO) project delivery method that includes: a draft contract, design general requirements, design general conditions, feasibility reports, and CEQA exemption clearance which will expedite the selection of a proposer with expertise and experience to deliver the project in an effective, efficient, and timely manner.	2201 E Washington Blvd, Los Angeles, CA 90021, in Council District 15, Councilmember Kevin De Leon.
PW LASAN	Donald C. Tillman Water Reclamation Plant Advanced Water Purification Facility	Water Recycling and Reuse Projects	The Project has three major components: (a) a new advanced water purification facility (AWPF) treatment train to treat up to approximately 19 million gallons per day (MGD) of undisinfected tertiary effluent from the DCTWRP to produce up to approximately 15.5 MGD of purified water suitable for groundwater replenishment via the Hansen Spreading Grounds; (b) new larger maintenance and warehouse facilities to support the growth of the plant's additional processes and systems due to the Project and an ancillary warehouse to support the demolition of the existing maintenance and warehouse facilities; and (c) one new primary equalization tank with a total volume of approximately 6.75 million gallons of influent storage capacity to allow the AWPF to operate at a constant flow.	6100 Woodley Ave, Van Nuys, CA 91406

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City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
PW LASAN	18th Street & Walker Avenue	Urban Water Management Grants Clean Water Infrastructure Resiliency and Sustainability Program Stormwater Control Infrastructure Project Grants	The lack of a drainage system in this area allows storm water to flood the driving lanes of Gaffey Street during light to moderate storms creating a hazardous situation for students trying to access San Pedro High School. In addition, the existing cross gutters are of such depth that cars attempting to cross at Alma, Leland and Walker have to slow to almost a complete stop in order to cross the intersections. This project is needed to ensure public safety and reduce the City's potential liability. This project will install approximately 2,500 linear feet (lf) of 48 inch RCP (main line) along 19th St between 18th St & Walker Ave and along 18th St between Walker Ave & Meyler St. This work will include constructing approximately 300 lf of 18 inch RCP connecting the proposed new curb opening catch basins to the main line, maintenance hole "EZ" and junction structures.	1739 S. Eldridge Ave, Los Angeles, CA 91342
PW LASAN	Ballona Creek TMDL Project	Water Resilience/Drought Groundwater Cleanup and Water Recycling Urban Water Management Grants Urban Streams and Rivers Water Quality and Ecosystem Restoration Urban Greening/Urban Forestry Grant Program Water Recycling and Reuse Projects Multi-benefit Projects to Improve Watershed Health Water SMART Grants Sewer Overflow and Stormwater Reuse Municipal Grants Clean Water Infrastructure Resiliency and Sustainability Program Stormwater Control Infrastructure Project Grants	The Ballona Creek TMDL Project is a watershed-wide water quality improvement project designed to perform a combination of treat-and-release and water diversion functions during dry weather conditions in the Ballona Creek Watershed. This collaborative project is being completed by five cities in the Ballona Creek watershed along with the County of Los Angeles and Los Angeles County Flood Control District and has been developed to meet the following main objectives: (1) Regulatory water quality compliance: Meet the dry weather requirements of the TMDL for bacteria in Ballona Creek, Ballona Estuary and Sepulveda Channel, as specified in the Water Quality Control Plan for the Los Angeles Region as adopted by the Los Angeles Regional Water Quality Control Board. (2) Water contact recreation: Protect public health in the downstream Ballona Estuary and Santa Monica Bay. (3) Ecosystem enhancement: Protect the beneficial uses of Ballona Estuary and Santa Monica Bay. (4) Increase local water supply: Provide a new source of water to the Hyperion Water Reclamation Plant for recycling and beneficial reuse in the region. The Ballona Creek TMDL Project is made up by two separate facilities: Low Flow Treatment Facility #1 and Low Flow Treatment Facility #2. Low Flow Treatment Facility #1 is located along the Ballona Creek main stem and includes a diversion channel across Ballona Creek, lift station with five pumps with a maximum capacity of 29 million gallons per day (mgd), an ozonation facility for disinfection and release of six mgd of water, and connection to the North Outfall Sewer to convey an additional maximum of 23 mgd to Hyperion Water Reclamation Plant. Low Flow Treatment Facility #2 is located along Sepulveda Channel and includes a diversion channel across Sepulveda Channel, lift station with two pumps with a maximum capacity of 1.3 mgd, and an ozonation facility for disinfection and release of 1.3 mgd of water.	Low Flow Treatment Facility #1: 10201 Jefferson Boulevard, Culver City, CA 90232 Low Flow Treatment Facility #2: near 11735 Culver Blvd, Los Angeles, CA 90066
PW LASAN	Harding St & Eldridge Ave (Mission College)	Urban Water Management Grants Clean Water Infrastructure Resiliency and Sustainability Program Stormwater Control Infrastructure Project Grants	This project will increase public safety and reduce City's potential liability by addressing and alleviating flooding in front of Mission College. During major storms, water flow has been documented over top of curb in the area impeding pedestrian traffic and causing property damage. Mission College has submitted multiple drainage complaints due to flooding and hazardous situation for their students. This project will extend approximately 2000 linear feet (LF) of 54 inch diameter RCP N/O Harding Street and approximately 350 linear feet (LF) of 18 inch RCP.	13356 N. Eldridge Ave, Los Angeles, CA 91342
PW LASAN	Hollenbeck Park Lake Rehabilitation Project	Water Resilience/Drought Urban Water Management Grants Urban Streams and Rivers Water Quality and Ecosystem Restoration Clean California Local Grant Program Multi-benefit Projects to Improve Watershed Health Sewer Overflow and Stormwater Reuse Municipal Grants Clean Water Infrastructure Resiliency and Sustainability Program Stormwater Control Infrastructure Project Grants	The Hollenbeck Park Lake Rehabilitation Project is a proposed project led by LASAN in partnership with the City of Los Angeles Recreation and Parks Department (RAP) to implement a regional multi-benefit stormwater project in Hollenbeck Park and the adjacent neighborhood. The goal is to improve water quality and increase water supply to the Boyle Heights neighborhood, Hollenbeck Park Lake (Lake), and the Upper Los Angeles River Watershed (ULAR). With the addition of improvements such as flood mitigation and environment restoration, all improvements to the park will enhance safety within the park and community access to the Lake.	Hollenbeck Park (415 S St. Louis Street, Los Angeles, CA 90033)

ATTACHMENT 2 CITYWIDE PROPOSED PROJECTS LIST

City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
PW LASAN	Imperial Highway Green Improvements Project	Water Resilience/Drought Groundwater Cleanup and Water Recycling Urban Water Management Grants Urban Streams and Rivers Water Quality and Ecosystem Restoration Urban Greening/Urban Forestry Grant Program Water Recycling and Reuse Projects Multi-benefit Projects to Improve Watershed Health Water SMART Grants Sewer Overflow and Stormwater Reuse Municipal Grants Clean Water Infrastructure Resiliency and Sustainability Program Stormwater Control Infrastructure Project Grants Safe Streets and Roads for all Grant Program Federal assistance for groundwater recharge, aquifer storage, and water sources substitution projects	The Imperial Highway Green Improvements project is located in Council District 11 between California Street and Vista Del Mar. It is south of the LAX airport and at the end of the 105 freeway. The project spans about 2 miles in length. The goal of the project is to mitigate existing flooding, provide water quality benefits, and vegetate the area with native plants. The scope of the project is to implement green improvements along the Imperial Highway median. The design will feature green stormwater infrastructure components such as curb cuts and bioswales throughout the median to capture and treat stormwater. In addition, large shrubs and vegetation is planned to be planted along the exterior of the median to prevent pedestrians from crossing the median. A recycled water line near California Street can potentially be used as a water source for irrigation.	Along Imperial Highway between California Street and Vista Del Mar. The total length is 2 miles. It is in Council District 11 and is located south of the LAX airport at the end of the 105 freeway.
PW LASAN	Lankershim Blvd Local Area Urban Flow Management Network Project	Water Resilience/Drought Groundwater Cleanup and Water Recycling Urban Water Management Grants Urban Streams and Rivers Water Quality and Ecosystem Restoration Urban Greening/Urban Forestry Grant Program Water Recycling and Reuse Projects Multi-benefit Projects to Improve Watershed Health Water SMART Grants Sewer Overflow and Stormwater Reuse Municipal Grants Clean Water Infrastructure Resiliency and Sustainability Program Stormwater Control Infrastructure Project Grants Safe Streets and Roads for all Grant Program	The proposed project will achieve flood mitigation, water quality and water supply objectives. The Project will implement a regional multi-benefit stormwater project that will improve water quality by addressing bacteria and metals, mitigate flooding and capture stormwater with new stormwater infrastructure and improved sidewalks and provide a multitude of community enhancements which include shade canopy and aesthetic beautification along a heavily urbanized corridor. Lankershim Blvd has no existing stormwater infrastructure and therefore, during significant storm events the project area experiences severe flooding on the roadway and sidewalks. This has caused over time for the area to experience high volumes of vehicular and pedestrian accidents. With the implementation of the new green infrastructure and storm drain pipe, this project will significantly decrease the number of traffic accidents and increase the safety and walkability of the community	North Hollywood on Lankershim Blvd between Sherman Way and Tuxford St.
PW LASAN	LA River Green Infrastructure – Segment E [9 LFD's]	Water Resilience/Drought Groundwater Cleanup and Water Recycling Urban Water Management Grants Water Recycling and Reuse Projects Multi-benefit Projects to Improve Watershed Health Water SMART Grants Sewer Overflow and Stormwater Reuse Municipal Grants Clean Water Infrastructure Resiliency and Sustainability Program Stormwater Control Infrastructure Project Grants	In order to meet the goal of improving the water quality, this proposal will implement a number of best management practices (BMP's) at multiple collection points and areas along the project site, effectively targeting areas that have high concentration of pollutants, especially bacteria. By reducing discharge of water with bacteria to the LA River, the project will help the City create a pathway to compliance with regulatory requirements. This project will also educate the community on safe clean water principles, enhance recreation opportunities, and improve the habitat shared by residents and native plants and animals.	Encino, Reseda, Woodland Hills, Winnetka and Canoga Park neighborhoods

ATTACHMENT 2 CITYWIDE PROPOSED PROJECTS LIST

City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
PW LASAN	Lincoln Park Neighborhood Green Street Network	Water Resilience/Drought Groundwater Cleanup and Water Recycling Urban Water Management Grants Urban Streams and Rivers Water Quality and Ecosystem Restoration Urban Greening/Urban Forestry Grant Program Water Recycling and Reuse Projects Multi-benefit Projects to Improve Watershed Health Water SMART Grants Sewer Overflow and Stormwater Reuse Municipal Grants Clean Water Infrastructure Resiliency and Sustainability Program Stormwater Control Infrastructure Project Grants Safe Streets and Roads for all Grant Program Federal assistance for groundwater recharge, aquifer storage, and water sources substitution projects	The Lincoln Park Neighborhood Green Street Network Project is a proposed regional project led by LASAN in partnership with the Department of Recreation and Parks to implement a regional multi-benefit stormwater project in Lincoln Park and the adjacent neighborhood. The goal is to improve water quality to the Lincoln Heights neighborhood and the Upper Los Angeles River Watershed and Lincoln Park Lake. The goal of this project is to improve water quality within the Upper Los Angeles River Watershed (ULAR). Other improvements include flood mitigation and habitat restoration. Improvements to the park will also improve the safety of the park and as well as improve community access through improvements to the lake.	Lincoln Park (3501 Valley Blvd, Los Angeles, CA 90031) and the adjacent neighboring streets to the west of the park in the Lincoln Heights Neighborhood of Los Angeles.
PW LASAN	MacArthur Lake Rehabilitation Project	Water Resilience/Drought Groundwater Cleanup and Water Recycling Urban Water Management Grants Urban Streams and Rivers Water Quality and Ecosystem Restoration Urban Greening/Urban Forestry Grant Program Water Recycling and Reuse Projects Multi-benefit Projects to Improve Watershed Health Water SMART Grants Sewer Overflow and Stormwater Reuse Municipal Grants Clean Water Infrastructure Resiliency and Sustainability Program Stormwater Control Infrastructure Project Grants Safe Streets and Roads for all Grant Program Federal assistance for groundwater recharge, aquifer storage, and water sources substitution projects	The MacArthur Park Project (or Project) aims to improve the water quality within the City of Los Angeles (City) by capturing and harvesting stormwater for use within MacArthur Park (Park), including the MacArthur Park Lake (Lake) while also providing significant community enhancement for visitors to the Lake. This multi-benefit project combines stormwater capture, treatment, water harvesting and use to provide meaningful reductions in potable water use. During storm events, runoff from the storm drain will be routed through a hydrodynamic separator to remove floatables, debris and other solids. This water will be stored either in storage units designed to maximize storage volume or within the Lake itself. Stormwater from storage can then be either sent to the sanitary sewer (for recycling at the Hyperion Water Reclamation Plant (HWRP) or for further treatment on-site. On-site treatment will consist of strainers, media filtration, and ultraviolet (UV) treatment. This treated water will be sent to the Lake for further storage, Park irrigation, and beneficial uses within the Lake. Wetland areas within the Lake will provide additional treatment. The Lake will be retrofitted with automation features for existing weirs that maintain the level of the Lake. All Project elements, including storage and treatment facility are located on public land and public right-of-way. All stormwater captured and stored by the Project is treated and used either directly for irrigation, or to replenish the Lake for water pumped for irrigation and to make up for direct Lake evaporation loss. The natural bioswales and infiltration meadows sized for wet-weather treatment of on-site watershed areas north of Wilshire Boulevard are also used as a treatment stream during wet weather, and released to the storm drain. The treatment facility sized for wet-weather treatment also provides the Project treatment stream for the stored raw stormwater during dry weather discharging the treated effluent to the Lake. The Project has the flexibility for the effluent from the treatment facility to be pumped directly for Park irrigation. Drawdown of the Project retention volume is accomplished by pumping to the sanitary sewer, which conveys the water to the HWRP where it is used for recycled water production.	2230 W. 6th St., Los Angeles, CA 90057

ATTACHMENT 2 CITYWIDE PROPOSED PROJECTS LIST

City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
PW LASAN	Oro Vista Local Urban Flow Management Project	Water Resilience/Drought Groundwater Cleanup and Water Recycling Urban Water Management Grants Urban Streams and Rivers Water Quality and Ecosystem Restoration Urban Greening/Urban Forestry Grant Program Water Recycling and Reuse Projects Multi-benefit Projects to Improve Watershed Health Water SMART Grants Sewer Overflow and Stormwater Reuse Municipal Grants Clean Water Infrastructure Resiliency and Sustainability Program Stormwater Control Infrastructure Project Grants Safe Streets and Roads for all Grant Program	In order to meet the goal of improving the water quality, this proposal will implement a number of best management practices (BMP's) at multiple collection points and areas along the project site, effectively targeting areas that have high concentration of pollutants, especially bacteria. By reducing discharge of water with bacteria to the waterbody, the project will help the City create a pathway to compliance with regulatory requirements.	San Fernando Valley along Oro Vista Avenue from Wingate Street to the Haines Canyon Channel and 600 feet east of the intersection of Foothill Boulevard and Oro Vista Avenue.
PW LASAN	Tujunga Canyon Blvd Green Streets Project	Water Resilience/Drought Urban Water Management Grants Urban Streams and Rivers Water Quality and Ecosystem Restoration Urban Greening/Urban Forestry Grant Program Water Recycling and Reuse Projects Multi-benefit Projects to Improve Watershed Health Water SMART Grants Sewer Overflow and Stormwater Reuse Municipal Grants Clean Water Infrastructure Resiliency and Sustainability Program Stormwater Control Infrastructure Project Grants	The scope of work will include all new sidewalk and stormwater infrastructure that Tujunga Canyon Blvd and Commerce Avenue are currently lacking. The Tujunga Canyon Blvd corridor will be reconstructed with new permeable concrete sidewalks, bioswale planters, street trees, new curb and gutter, and ADA compliant access ramps. Commerce Avenue will be improved with added green space by adding a series of bioswale islands on the roadway to decrease the overall hardscape of corridor. It is also proposed to have a stormwater capture network that will consist of a new stormdrain infrastructure and double drywell systems with their respective catch basins installed along Tujunga Canyon Blvd and Commerce Ave to alleviate the existing flooding conditions on Tujunga Canyon Blvd and to improve the water quality of this neglected corridor	Tujunga Canyon Blvd from Pinewood Ave to Commerce Ave. And Commerce Ave from Valmont St to the Haines Channel
PW LASAN	Wilmington Anaheim Green Infrastructure Corridor	Water Resilience/Drought Groundwater Cleanup and Water Recycling Urban Water Management Grants Urban Streams and Rivers Water Quality and Ecosystem Restoration Urban Greening/Urban Forestry Grant Program Water Recycling and Reuse Projects Multi-benefit Projects to Improve Watershed Health Water SMART Grants Sewer Overflow and Stormwater Reuse Municipal Grants Clean Water Infrastructure Resiliency and Sustainability Program Stormwater Control Infrastructure Project Grants Safe Streets and Roads for all Grant Program Federal assistance for groundwater recharge, aquifer storage, and water sources substitution projects	This wet weather project is designed to capture and infiltrate stormwater runoff from a 123-acre drainage area within the Wilmington Area of the City of Los Angeles. The project incorporates underground stormwater chambers, bioswales and street trees to infiltrate stormwater into the groundwater and beautify the streetscape. Saints Peter and Paul Catholic School will also be a site for these improvements.	Wilmington: The Project is located along Anaheim Street from Gulf Avenue to just east of Marine Avenue; along Bay View Avenue, Island Avenue, and Fries Avenue from Anaheim Street to G Street; and within the alleys south of Anaheim Street between Gulf Avenue and McDonald Avenue and between Lagoon Avenue and Island Avenue.

ATTACHMENT 2 CITYWIDE PROPOSED PROJECTS LIST

City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
PW LASAN	Wilmington Neighborhood Greening Project	Water Resilience/Drought Groundwater Cleanup and Water Recycling Urban Water Management Grants Urban Streams and Rivers Water Quality and Ecosystem Restoration Urban Greening/Urban Forestry Grant Program Transformative Climate Communities Urban Forestry Grants Water Recycling and Reuse Projects Multi-benefit Projects to Improve Watershed Health Water SMART Grants Sewer Overflow and Stormwater Reuse Municipal Grants Clean Water Infrastructure Resiliency and Sustainability Program Stormwater Control Infrastructure Project Grants Safe Streets and Roads for all Grant Program Federal assistance for groundwater recharge, aquifer storage, and water sources substitution projects Healthy Streets Program	The Project will consist of a series of nature-based BMPs (bioswales and street trees) and a 3.31-million-gallon underground storage tank (cistern) in Wilmington Recreation Park to store for reuse at Terminal Island Water Reclamation Plant and for onsite irrigation. The bioswales will be installed along Bayview Avenue from C Street to E Street (approximately 750 feet in length along the sidewalk of Bayview Ave.) and will include replacement of an 2000sf impermeable asphalt parking lot with permeable pavers.	Wilmington at the Wilmington Recreation Center (325 N Neptune Ave.)
PW LASAN	Wilmington Q Street Local Urban Area Flow Management Project	Water Resilience/Drought Groundwater Cleanup and Water Recycling Urban Water Management Grants Urban Streams and Rivers Water Quality and Ecosystem Restoration Urban Greening/Urban Forestry Grant Program Transformative Climate Communities Urban Forestry Grants Water Recycling and Reuse Projects Multi-benefit Projects to Improve Watershed Health Water SMART Grants Sewer Overflow and Stormwater Reuse Municipal Grants Clean Water Infrastructure Resiliency and Sustainability Program Stormwater Control Infrastructure Project Grants Safe Streets and Roads for all Grant Program Federal assistance for groundwater recharge, aquifer storage, and water sources substitution projects Healthy Streets Program	Construction of 11 drywells, 4800sf infiltration planters, 13000sf of permeable sidewalk, and 10 street trees to infiltrate and treat stormwater from a 59-acre drainage area along Q St east of Avalon Blvd.	Wilmington: Q Street between Avalon Blvd. and Baypoint Ave.
PW LASAN	Septic-to-Sewer Project – Commonwealth Ave and Commonwealth PI	Connecting to Public Water Systems Clean Water Infrastructure Resiliency and Sustainability Program Rural and Low-income Water Assistance Pilot Program	Project aims to provide a house connection to the main sewer, construct maintenance holes, relocate existing sewer main to prevent conflict with proposed new sewer main segment.	Commonwealth Ave & Commonwealth PI
PW LASAN	Septic-to-Sewer Project – N. Dillon St. and San Jacinto St.	Connecting to Public Water Systems Clean Water Infrastructure Resiliency and Sustainability Program Rural and Low-income Water Assistance Pilot Program	The project aims to construct approximately 300 linear feet (LF) of 8-inch vitrified clay pipe (VCP) mainline sewer, approximately 130 LF of 6-inch VCP house connections (HC), and one (1) new terminal maintenance hole (MH) to provide sewer service to approximately four (4) properties within the project limits. The project aims to remove the existing flush tank (FT) mechanism and remodel the MH base of MH 494-02-049. The project also aims to rehabilitate the existing maintenance hole. The proposed sewer will begin on North Dillon Street at MH 494-02-049 and will terminate at the intersection of Dillon Street and San Jacinto Street.	N. Dillon St and San Jacinto St Los Angeles, CA 90026 1850 N. Dillon St Los Angeles, CA 90026

ATTACHMENT 2 CITYWIDE PROPOSED PROJECTS LIST

City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
PW LASAN	East Wilmington Sewer Project	Clean Water Infrastructure Resiliency and Sustainability Program Rural and Low-income Water Assistance Pilot Program Connection to Publicly Owned Treatment Works Facilities	Realignment of sewer infrastructure, along I Street, pumping station construction, and contaminated soil remediation to ensure feasibility of future expansion of sewers in the East Wilmington area	East Wilmington area
PW LASAN	Septic-to-Sewer Project – Landa Street	Connecting to Public Water Systems Clean Water Infrastructure Resiliency and Sustainability Program Rural and Low-income Water Assistance Pilot Program	The project aims to construct approximately 195 linear feet (LF) of 8-Inch verified clay pipe (VCP) mainline sewer, approximately 30 linear feet (LF) of 6-inch VCP house connections (HC), and one terminal maintenance hole (MH) to provide sewer service to (1) additional property within the project limits. The proposed sewer along Landa Street will begin 180 feet East of Castle Street & Landa Street at MH 468-14-311 and extend east to terminate at 3038 W Landa St.	180 feet East of Castle Street and Landa Street 3068 W. Landa St. Los Angeles, CA 90039
PW LASAN	Latrobe Sewer Project	Connecting to Public Water Systems Clean Water Infrastructure Resiliency and Sustainability Program Rural and Low-income Water Assistance Pilot Program	Construction of sewer related infrastructure to connect approximately 30 residential properties that are currently using septic systems instead of the City's sewer system.	On Latrobe Street between Montecito Drive and Sinoca Street
PW LASAN	Tujunga Cyn and Marcus Ave Sewer Project	Connecting to Public Water Systems Clean Water Infrastructure Resiliency and Sustainability Program Rural and Low-income Water Assistance Pilot Program	Construction of sewer related infrastructure to connect approximately 106 residential properties that are currently using septic systems instead of the City's sewer system.	Tujunga Canyon Blvd
PW LASAN	CIP 2451 HWRP Digester Battery E Improvements	Water Recycling and Reuse projects	CIP 2485 HWRP Digester Feed Distribution and Pumping System Upgrade provides for major upgrades of sludge management for digestion process and major upgrades of primary digesters (total of 16). Project CIP 2451 provides a balance of upgrades for Battery E Digesters, secondary digesters, batch tanks and swing digesters (total of 8). These major upgrade of HWRP solids processing and digesters upgrades are for the City's Hyperion Water Reclamation Plant (HWRP, one of the largest in the USA), that are reaching the end of their useful life after 35+ years of operation.	Hyperion Water Reclamation Plant 12000 Vista Del Mar, Playa Del Rey, CA 90293
PW LASAN	Hyperion - HWRP Digester Feed Distribution and Pumping System Upgrade	Water Recycling and Reuse projects	Project provides for major upgrade of solids processing and digesters at the City's Hyperion Water Reclamation Plant (HWRP), that are reaching the end of their useful life after 35+ years of operation.	HWRP, 12000 Vista Del Mar, Playa Del Rey, CA 90293
PW LASAN	Hyperion 2035 Program	Water Recycling and Reuse projects	We are requesting funding for the planning, design and construction phases of the Hyperion 2035 Program. The goal of this program is to transform the Hyperion Water Reclamation Plant (HWRP) from one of the largest wastewater treatment plants to one of the largest water reclamation plant that maximizes the production of recycled water for potable reuse.	HWRP, 12000 Vista Del Mar, Playa Del Rey, CA 90293
PW LASAN	Hyperion Advanced Water Purification Facility (1.5mgd)	Water Recycling and Reuse projects	The Hyperion Advance Water Purification Facility (HAWPF) is a proof of concept for the Hyperion 2035 Program of the full conversion of the Hyperion Water Reclamation Plant (HWRP) to a 100 percent water recycling facility by 2035. The HAWPF will reliably provide 1.5 million gallons of recycled water per day to the Los Angeles International Airport (LAX) and within HWRP for non-potable reuse. This project will reduce the use of potable water at both sites. The HWPf is seeking funding for costs related to design, construction, and performance validation services.	HWRP, 12000 Vista Del Mar, Playa Del Rey, CA 90293
PW LASAN	Hyperion Membrane Bioreactor (MBR) Pilot Facility	Water Recycling and Reuse projects	Purchase and installation of equipment of the Hyperion MBR Pilot Facility, as well as for the cost of design and pilot testing. The primary goal of this project is to obtain regulatory approval from the State Division of Drinking Water and the Los Angeles Regional Water Quality Control Board for using membrane bioreactors at the Hyperion Water Reclamation Plant (HWRP) in the advanced treatment of recycled water for potable reuse. The second project goal is a side-by-side comparison of the membrane separation systems of three major vendors.	HWRP, 12000 Vista Del Mar, Playa Del Rey, CA 90293
PW LASAN	Litter Abatement via Bulky Item Collection & Outreach	Clean California Local Grant Program	The project includes providing litter abatement services via bulky item collection through direct container placement and other means, education and outreach to Environmental Justice Communities, which are heavily burdened by transportation pollution.	Boyle Heights, Pacoima/Sun Valley, South LA and Wilmington

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City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
PW LASAN	Clean & Green Communities	Clean California Local Grant Program	Remove approximately 18,000 square feet of concrete and plant 750 15-gallon street trees in the newly created tree wells around highway adjacent schools, parks, libraries and other community resources in low-canopy, high percentile DAC neighborhoods. All trees would receive establishment care. Whenever possible, California native trees and understory plants will be included in the beautification project. LASAN will partner with the local non-profit Los Angeles Conservation Corps (LACC) to have teams from their Clean and Green Program, which gives job training to at-risk youth, do monthly litter abatement at these important community resources. The combination of greening and cleaning the highly impacted neighborhoods will bring a positive impact to thousands of City residents and use of native plants will create habitat for local biodiversity.	Various locations within the City of Los Angeles with an emphasis on highway-adjacent, low-canopy, and high percentile Disadvantaged Communities (DAC) neighborhoods.
PW LASAN	LASAN Recycling Round Ups and Mobile Collection Events	Clean California Local Grant Program	LASAN will coordinate recycling round up events, targeting disadvantaged neighborhoods across the City, for collection of bulky items and large recyclables. The round ups will be paired with LASAN's Mobile Collection Events, which will collect used oil, e-waste, paint and household hazardous waste (HHW) from residents. LASAN, aims to schedule 23 Mobile Collection Events/Recycling Round Ups per year. LASAN staff will advertise events and stage units for the bulky items and large recyclables collection (roll off bins) on weekends targeting environmental justice communities which are heavily burdened by litter pollution. LASAN will partner with local council districts to increase turnout at these events and will use these events as a platform for litter abatement education and outreach activities.	This project will be carried out on a Citywide basis serving the most Disadvantaged Communities (DACs)
PW LASAN	Zero Waste Single-Use Plastic Reduction Program – Citywide	Clean California Local Grant Program	Zero Waste Single-use Plastic Reduction (SPR) Technical Assistance is a trash reduction and litter abatement program. It is designed to address waste and debris within the public right-of-way, pathways, parks, transit centers, and other public spaces and to provide business and other enterprises with sector-specific technical assistance and a pollution reduction toolkit tailored to their needs. The technical assistance and the suite of tools will be designed for easy adoption by businesses and communities to improve customer service and to eliminate single use products thereby reducing litter and trash. The toolkit will provide resources and tactics to implement trash reduction actions and more importantly how to measure the results to track and replicate success over time. The measurement and feedback will provide information for improving the tools and engagement outreach. This Program is a solution-oriented reuse marketing campaign designed to foster and support a shift to reusable products targeting traditional restaurants for dine in and take-out operations, cafeterias, food trucks and street vendors. It is intended to make the transition to reusable easy and economical, to make reusable food ware a standard business practice, and the right thing to do for the environment and the well-being of our communities. If funding is received the new SPR campaign to amplify the impact of this reusable container program. Our goal is to increase the number of reuses for each product and reduce trash generation and litter on our streets, LASAN will make available reusable containers at a good value (below cost of Expanded Polystyrene Foam or EPS) for small businesses and vendors that have City permits, which are then to be provided free to the consumers who purchase their food, with the aim to introduce reusable products to enterprises that have historically used single use disposable containers and EPS products. Customers may then wash and use these containers at home and for other needs.	Citywide
PW BSS	Convert the City's Median Islands from Regular Turf to Native Plant Species	Healthy Streets Program Transportation Alternative Program Urban Greening/Urban Forestry Grant Program	Median islands within the City of Los Angeles are typically constructed with either hardscape only (concrete and rock) or using regular turf. With sustainability goals in mind, BSS is looking to convert median islands throughout the City to native plant species in order to attract biodiversity.	Various locations within City of Los Angeles
PW BSS	Rail to Rail Corridor Project	Active Transportation Infrastructure Investment Program Transportation Alternative Program Safe Streets and Roads for All Grant Program	The Active Transportation Rail to Rail Corridor Project consists of one corridor in two phases of development. Segment A is the Rail to Rail component and Segment B is the Rail to River component. Together they form one route, stretching from South Los Angeles to the Los Angeles River. The Rail to Rail segment of the project connects the Metro Blue Line to the future Crenshaw/LAX Line. Approximately 5.6 miles in length, the project stretches east along the Harbor Subdivision rail right-of-way following Slauson Avenue from Inglewood through South Los Angeles to the Blue Line Slauson Station. The project will convert the underutilized railroad right-of-way into a multi-purpose transportation corridor, including creating a new east-west pedestrian and bicycle corridor, connections to numerous transit lines, and enhancing the existing and future bicycle network.	Approximately 5.6 miles in length, the project stretches east along the Harbor Subdivision rail right-of-way following Slauson Avenue from Inglewood through South Los Angeles to the Blue Line Slauson Station

ATTACHMENT 2 CITYWIDE PROPOSED PROJECTS LIST

City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
PW BSS	Broadway- Manchester Active Transportation Equity Project.	Active Transportation Infrastructure Investment Program and Surface Transportation Block Grant	This project will implement pedestrian and bicycle improvements to provide safer and equitable active transportation including new cycle track, median modifications, sidewalk, curb ramps, and other safety amenities. There is a funding gap for the project when it was awarded funds from the Active Transportation Program (ATP), and the project will need to be down scoped should additional funds not be available for construction.	Broadway from Manchester to Imperial Manchester from Vermont to Broadway
PW BSS	Mission Mile: Sepulveda Visioning for a Safe and Active Community	Clean water infrastructure resiliency and sustainability program	The currently funded portion of the project includes Class I bike path within median, Class IV cycle track; sidewalk and crossing improvements including continental crosswalks, pedestrian signals, curb ramp upgrades, new curb extensions and bus bulbouts, and pedestrian-level lighting. The blue and green infrastructure elements of the project were not funded as part of the original project, therefore additional funding is needed to include: seven acres of biofiltration basins or retention basins, 950 shade trees, and pervious concrete.	Sepulveda Boulevard between Rayen Street and Rinaldi Street, with a segment extending north along Brand Boulevard to Memory Park Avenue
PW BSS	Eagle Rock Blvd Multi-Modal Transportation Improvements	Clean water infrastructure resiliency and sustainability program	The currently funded portion of the project includes protected bike lanes, sidewalk and crossing improvements including continental crosswalks, pedestrian signals, curb extensions, curb ramp upgrades, improved bus stops, sidewalk amenities (such as bike racks, benches and litter receptacles), and pedestrian level-lighting. The green and blue infrastructure elements of the project were not funded as part of the original project, therefore additional funding is needed to include: underground retention storage basins, infiltration dry wells, green street bio-filtration cells and permeable pavement.	Eagle Rock Blvd between Colorado Blvd and York Blvd, also on Fair Park Ave between Eagle Rock Blvd and Maywood Ave
PW BSS	North Hollywood Maintenance Facility Conversion	Energy Efficiency and Conservation Block Grant Program Carbon Utilization Program	BSS' maintenance facility in North Hollywood has had minimal upgrades in the past decades, falling behind on energy efficient infrastructure and equipment. In addition, new sustainable materials can be tested and innovated at this facility, such as recycled plastic pavement, biochar (from tree removals), and other sustainable materials.	10801 W. Chandler Blvd, Los Angeles, CA
PW BSS	Convert All StreetsLA's maintenance Facilities into Energy Efficient Facilities	Grants for Fueling and Charging Infrastructure (includes EV Charging)	BSS' maintenance facilities throughout the City of Los Angeles has had minimal upgrades in the past decades, falling behind on energy efficient infrastructure and equipment. The proposed grant will request funding to upgrade all of our maintenance facilities to accommodate EV vehicles and equipment.	Various locations within City of Los Angeles
PW BSS	Expand the Urban Cooling program	Healthy Streets Program	BSS is in the forefront of using smart surfaces to reduce urban heat. The City of Los Angeles leads California in both cool roofing materials and cool roadway treatments; these interventions can enable our roof and roadway surfaces to reflect more of the sun's light and heat back into space rather than absorbing the energy as heat.	Various locations within City of Los Angeles
PW BSS	Access Ramps Reconstruction	All Stations Accessibility Program (FTA) Active Transportation Infrastructure Investment Program Transportation Alternative Program	Funding is sought to supplement the City's current efforts in reconstructing the City's access ramps to meet or exceed current ADA standards. Due to utility relocations and other technical constraints, reconstruction of access ramps to meet or exceed current ADA standards and guidelines have been costly. Additional funding and efforts are needed to append to on-going programs/projects in the reconstruction of the City's access ramps.	Various
PW BSS	Personal Delivery Device Pilot Program	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	This proposal requests for the initiation of the personal delivery devices program based on the findings of the City's pilot program.	Various
PW BSS	Connecting Canoga Park Though Safety & Urban Cooling	Clean Water Infrastructure Resiliency and Sustainability program Healthy Streets Program	The currently funded portion of the project includes transformation of 7 miles of streets in the heart of the Canoga Park community adjacent to the Orange (G) Line Rapid Bus Corridor and Orange Line Pedestrian and Bike Trail in the west San Fernando Valley. Class IV Cycletrack on Sherman Way and on Owensmouth Avenue, speed humps, mini roundabouts, upgraded and new sidewalks on Valerio St and Variel Ave; and urban cooling features will be added to the Orange Line Trail to address impacts from extreme heat days; address gaps in connectivity between the Orange Line trail and the LA River Greenway Trail.	Canoga Park community adjacent to the Orange (G) Line Rapid Bus Corridor and Orange Line Pedestrian and Bike Trail in the west San Fernando Valley
PW BSS	Construct bus-related facilities to accommodate technological changes and innovations.	INFRA Grants for Buses and Bus Facilities Program RAISE	This proposal requests for the capital expenditure costs to construct 4,000 transit shelters and other bus-related facilities to convert them to accommodate technological changes.	Various
RAP	Broadband at all City Parks	Enabling Middle-Mile Broadband Infrastructure	Install broadband internet services and enable WiFi for LA Parks visitors.	Citywide
RAP	Broadband at Griffith Park	Enabling Middle-Mile Broadband Infrastructure	Install broadband internet and cellular services and Wi-Fi services to cover areas of the Griffith Park to enhance public safety services and provide important information for park visitors.	Citywide
RAP	Broadband Upgrade for City Facilities	Enabling Middle-Mile Broadband Infrastructure	Increase broadband capacities for LA Parks facilities to support data and application demands	Citywide
RAP	Data Security and Storage	State and Local Cybersecurity Grant Program	Implement a data encryption and storage solution to recover from ransomware attacks	TBD

ATTACHMENT 2 CITYWIDE PROPOSED PROJECTS LIST

City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
RAP	Hollywood Central Park	Reconnecting Communities Pilot Program	Planning Grant to fund the technical studies for the proposed Hollywood Central Park project, which would create a new park over the 101 freeway in Hollywood and reconnect the communities that were split apart by the development of the 101 freeway.	Hollywood
RAP	Safe Routes to Parks	Active Transportation Infrastructure Investment Program	Safety improvements to neighborhood streets and major corridors that link large regional parks and facilities in order to enhance the safety of park users, especially those walking, cycling, or taking public transit to parks. Proposed improvements include the development of a system of directional signage that would identify routes to nearby parks. Corridors of focus could include Western Ave, Vermont Ave, San Pedro Ave, Pico, Wilshire, Figueroa, Balboa, Lankershim, Victory, Osborne, PCH, and Laurel Canyon.	Citywide
RAP	System Security for Endpoint Devices	State and Local Cybersecurity Grant Program	Implement a more comprehensive end-point security software solution to discourage and prevent malware attacks.	Citywide
RAP	Solar & EV Chargers	Energy Efficiency and Conservation Block Grant Program	The project will provide SOLAR with battery back-up at locations that have been pre-designated to be utilized during Mass Care and Shelter activities, including but not limited to cooling centers, emergency shelters and evacuation centers.	Citywide
RAP	Fern Dell Rehabilitation	Urban Stream and Rivers Water Quality and Ecosystem Restoration	Rehabilitation and restoration of the Fern Dell stream in Griffith Park. Project scope would include enhancement of adjacent park area landscaping, pathways, and amenities.	Griffith Park
RAP	Griffith Park Trail Restoration	Urban Green/Urban Forestry Grant Program	Improvement, enhancement, and restoration of the trail system in Griffith Park. Scope would include trail improvements for hikers and equestrians; signage; amenities such as hydration stations; and development of seating areas and viewpoints	Griffith Park
RAP	LA River Parkway	Statewide Urban Rivers and Waterways Program	Acquire land along the Los Angeles River (and its tributaries, such as the Arroyo Seco) in order to establish new parks and open space and increase the ability for park poor and underserved communities to connect to and access the River. Focus would be to acquire property in the areas of the river adjacent to disadvantaged communities, such as Reseda, Elysian Valley, Cypress Park, Boyle Heights, and Downtown Los Angeles.	Citywide
RAP	Limekiln Park Creek Restoration	Urban Stream and Rivers Water Quality and Ecosystem Restoration	Rehabilitation and restoration of Limekiln Creek in Limekiln Park and Porter Ranch Park. The project scope would include enhancement of adjacent park area landscaping, pathways, and amenities such as outdoor fitness equipment and equestrian amenities.	Griffith Park
RAP	Open Space Acquisition	Urban Green/Urban Forestry Grant Program	Acquisition of property for new neighborhood and community park in disadvantaged communities, and ecologically sensitive areas, across the City. Particular areas of focus would be vacant or surplus parcels owned by state or local agencies such as Caltrans (such as those in El Sereno); undeveloped hillside parcels that provide for connections between existing park and that are proposed to be maintained in a natural state; and, open space parcels along the LA River.	Citywide
RAP	Park and Public Right of Way Interface Beautification	Clean California Local Grant Program	Improvements along the edges of parks where they interface with public right of way. Projects could include expanded sidewalks and walking path, improved lighting, signage, public art, and additional amenities such as seating areas and hydration stations. The purpose would be to provide an enhanced and seamless experience for pedestrians and bicyclists going to, or past, City parks and facilities.	Citywide
RAP	Park Climate Ambassador Program	California Climate Action Corps	Establish a Park Ambassador Program through which members of California Volunteers' California Climate Action Corps Fellowship program would be hosted by the City to organize, promote, and provide programs in City parks focused on climate issues (energy, water, waste, conservation, tree planting). Park Ambassadors would engage with and be deployed to park poor and disadvantaged communities to promote the use and benefits of the City's park system and help get the community engaged in climate related issues.	Citywide
RAP	Park Reforestation Program	Forest Health Grants	Citywide program to proactively replace dead, dying, or climate impacted trees citywide. Project would plant new trees in local and regional parks; and replace trees that have been heavily impacted by climate change or invasive species. Project would also improve park irrigation systems to facilitate the establishment of the new trees.	Citywide

ATTACHMENT 2 CITYWIDE PROPOSED PROJECTS LIST

City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
Zoo	A Partnership for Carbon Capture and Conservation at Toyon Canyon Landfill in Griffith Park	Urban Greening/ Wildlife Crossings Pilot Program	Toyon Canyon Landfill (Toyon Canyon) was operated as a Class III municipal solid waste management facility from 1957 to 1985 by the LA Sanitation and Environment (LASAN) in Griffith Park. During those 28 years in operation, roughly 16 million tons of municipal waste was collected, across the 90 acre site. Following its closure as an active waste placement facility, the site was capped and covered with inert materials as a final soil cover. Currently, Toyon Canyon comprises a flat top deck (50 acres) and a steep front facing slope (40 acres), it is primarily covered by native and non-native grasses, and hydroseeded on an as-needed basis. Landfill gas is extracted in wells and transported above ground through a network of lateral pipes, and access roadways. As such, the habitat quality for native wildlife is extremely low. This proposal would support a partnership between LASAN and Los Angeles Zoo (and likely the Bureau of Engineering and Department of City Planning) to restore (via undergrounding of pipe infrastructure and habitat restoration with native species) Toyon Canyon. The restoration of Toyon Canyon would promote carbon capture and wildfire resiliency, facilitate passive recreation, increase and engage youth in its implementation and operation (potentially as conservation scholars). This would achieve wins for LASAN's biodiversity and healthy soils initiatives, the Zoo's Conservation Strategic Plan and mitigation for its Vision Plan, and complete major goals identified in LA Department of Recreation and Parks adopted reports, including the Griffith Park Wildlife Management Plan (2008) and A Vision for Griffith Park: Urban Wilderness Identity. This effort is also consistent with the aims of the federal Rim of the Valley Special Resources Area. By engaging community partners, this program would also provide access to quality jobs for residents of disadvantaged communities and associated access to workforce education and training in climate resiliency and urban greening.	5050 Mount Hollywood Drive, Los Angeles, CA 90027
Zoo	A Partnership for Adaptive Reuse, Active Transportation, and Conservation at the L.A. Zoo in Griffith Park	Federal Energy Efficiency and Conservation Block Grant Program Congestion Relief Program Active Transportation Infrastructure Investment Program Surface Transportation Block Grant Program Congestion Mitigation and Air Quality Improvement Program State Clean California Local Grant Program Transformative Climate Communities	This project is a multi-department partnership that will evaluate an existing but currently unused trailer and storage yard at the L.A. Zoo for its potential to be repurposed as a conservation research center with youth training facilities and a publicly-accessible active transportation center with bicycle (and potentially other non-motorized vehicle) rental and repair services.	5333 Zoo Drive, Los Angeles, CA 90029 within the City's Griffith Park
Zoo	Griffith Park Access Partnership	Federal Congestion Relief Program Low or No Emission Bus Grant Program Active Transportation Infrastructure Investment Program Surface Transportation Block Grant Program (STBGP) Congestion Mitigation and Air Quality (CMAQ) Improvement Program Highway Safety Improvement Program (HSIP) Small Urbanized Areas Formula grants Enhanced Mobility of Seniors and individuals with Disabilities Program Clean California Local Grant Program Safe Streets and Roads for All Grant Program Reconnecting Communities Pilot Program Urban Streams and Rivers Water Quality and Ecosystem Restoration	This project is a multi-department partnership to expand the frequency/reliability of Parkline Shuttle, DASH and/or other public transportation services within Griffith Park, to/from the Zoo and other Park amenities, and to explore/identify off-site parking options and safer active transportation connections with the goal of reducing the number of cars in Griffith Park.	5333 Zoo Drive, Los Angeles, CA 90029 within the City's Griffith Park

ATTACHMENT 2 CITYWIDE PROPOSED PROJECTS LIST

City Department	Project Title	Potential Eligible Grant Program(s)	Summary of Proposal	Location
Zoo	L.A. Zoo Climate Change Resilience Action on Water and Waste	Federal Stormwater Control Infrastructure Project Grants State Food Waste Prevention and Rescue Grant Program California Organics Grant Program Groundwater Cleanup and Water Recycling	The Zoo's water and waste utility systems must be upgraded in order to comply with prevailing mandates for water conservation and waste reduction. Many of the Zoo's exhibits use outdated water systems and its irrigation system wastes potable water. Moreover, the Zoo's waste disposal system is confusing and inefficient. Because of the Zoo's large size (133 acres), intensive resource use (e.g., approx. 11 million gallons of potable water monthly), and inefficient waste disposal (e.g., inadequate capture at the individual user scale and unreliable disposal receptor sites at the external scale), a wholesale, synchronized water and waste system upgrade is necessary. The Zoo is also currently on the same water meter as the Autry Museum and LAUSD Charter School; preliminary consultations with the Department of Water and Power (DWP) indicate that separating these parties into separate water service would involve major construction projects to tunnel or trench new lateral lines that connect with the DWP main line. This project will upgrade the Zoo's water and waste systems to enable compliance with prevailing mandates, notably by facilitating establishment of baselines for water and waste streams and an ability to more efficiently monitor and manage use and disposal of these critical resources.	5333 Zoo Drive, Los Angeles, CA 90029 within the City's Griffith Park
Zoo	"Art, the Zoo and You:" Engage Underrepresented Young Artists to Elevate Local and Global Animal Welfare and Climate Change Messages at the L.A. Zoo	California Creative Corps Creative Youth Development Program California Climate Action Corps Californians for All Youth Workforce Program.	The Zoo would like to partner with other City agencies, such as the Department of Cultural Affairs and the Youth Development Department, on a grant application to support the involvement of at least six young artists from underrepresented backgrounds to work together to develop and then implement artistic guidelines and artistic interventions and installations that will: 1) repurpose Zoo infrastructure, including old trash receptacles and benches and closed exhibits, and 2) communicate important animal welfare, conservation and sustainability messaging with the public who visit the Zoo, to encourage more multicultural- and environmentally-conscious understanding, attitudes and behaviors.	5333 Zoo Drive, Los Angeles, CA 90029 within the City's Griffith Park
Zoo	Zoo's Zero Waste Plan	Organics Grant Program/CalRecycle	Provide assessment, development, and implementation of a comprehensive zero waste plan for the Zoo to reduce and minimize landfill waste and educate public	Zoo
Zoo	Energy Efficient and Conservation Programs for Zoo Buildings and Facilities	Energy Efficiency and Conservation Block Grant Program	Minimize carbon footprint and source renewable energy resources for the Zoo	Zoo
Zoo	EV Charging Station Installation and Maintenance	Charging and Fueling Infrastructure Grants Alternative Fuel Corridors	Support expansion of EV charging stations at Zoo and provide funding for installation and maintenance	Zoo
Zoo	Waste Reduction Education and Zero Waste Plan	Consumer Recycling Education and Outreach Grant Program	Development and implementation of educational component of the Zoo's Zero Waste Plan	Zoo