

## REPORT FROM

# OFFICE OF THE CITY ADMINISTRATIVE OFFICER

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Date: June 6, 2025

CAO File No. 0220-06117-0001

Council File No.

Council District: 15

To: The City Council

From: Matthew W. Szabo, City Administrative Officer

Reference: Request from the Port of Los Angeles dated June 3, 2025

Subject: **AUTHORITY TO APPLY FOR THE SAFE STREETS AND ROADS FOR ALL (SS4A) FY 2025 GRANT PROGRAM**

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## RECOMMENDATION

That the Council, subject to approval of the Mayor, authorize the General Manager of the Port of Los Angeles (POLA), or designee, to prepare and submit a grant application for the proposal described in Attachment 1.

## SUMMARY

The Safe Streets and Roads for All (SS4A) FY 2025 grant program, administered by the United States Department of Transportation (USDOT), is awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent fatalities and serious injuries on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, motorists, and commercial vehicle operators. Available funding in FY 2025 for all SS4A grants is up to \$982,260,494, of which \$580,000,000 is allocated for Implementation Grants and \$402,260,494 is allocated for Planning and Demonstration Grants.

The application deadline is June 26, 2025.

Eligible applicants are as follows:

- Metropolitan planning organizations;
- Political subdivisions of a State or territory (e.g., cities, towns, counties);
- Federally recognized Tribal governments; and
- A multi-jurisdictional group of entities described above.

The following types of grants will be awarded:

- Implementation Grants: To be used to implement strategies or projects that are consistent with an existing Action Plan and may also bundle funding requests for supplemental

- planning and demonstration activities that inform the Action Plan; and
- Planning and Demonstration Grants: To be used to develop, complete, or supplement an Action Plan, as well as carry out demonstration activities that inform an Action Plan.

An Action Plan is the foundation of the SS4A grant program and supports the implementation of projects and strategies that will help achieve local data-driven transportation safety goals.

Eligible applicants may only submit one application to the FY25 funding opportunity. This Office received one project proposal from POLA for Council consideration. POLA is seeking an Implementation Grant for its project titled "National Highway Freight Network (NHFN) Improvement Program - State Route 47- Seaside Avenue & Navy Way Interchange Improvement Project." The project is described in Attachment 1.

### Cost Sharing and Matching Funds

The Federal share of an SS4A grant may not exceed 80 percent of total eligible project costs. Recipients are required to contribute a local matching share of no less than 20 percent of total eligible project costs. Unless otherwise authorized by Federal statute, all matching funds must be from non-Federal sources.

The total cost of the proposed project is \$76,780,000, of which \$69,180,000 is considered eligible project costs. POLA is requesting a \$25 million Implementation Grant for construction, which is approximately 28 percent of eligible project costs. For matching funds, POLA has been awarded \$41,790,000 under the California State Transportation Agency's SB198 Port and Freight Infrastructure Program (PFIP), and the remaining will be funded through POLA's Capital Improvement Program (CIP) funds.

### Evaluation Criteria

Implementation Grant applications will be evaluated according to the following four criteria:

1. Safety Need;
2. Safety Impact;
3. Engagement and Collaboration; and
4. Supplemental Planning and Demonstration Activities (if applicable).

This Office assessed with POLA whether the grant proposal aligns with the evaluation criteria as stated in Attachment 2. Upon evaluation, it has been determined that the project satisfies the intended purpose, eligibility requirement, and the specified evaluation criteria of the grant.

### **FISCAL IMPACT STATEMENT**

There is no General Fund impact from the recommendations in this report.

## **FINANCIAL POLICIES STATEMENT**

The recommendation in this report complies with the City's Financial Policies.

*MWS:AMW:06250154*

Attachments

## ATTACHMENT 1 - PROPOSED GRANT PROJECT

**US Department of Transportation FY25 Safe Streets and Roads for All (SS4A)**

NOFO Issued: March 28, 2025

Due Date: June 26, 2025

Performance Period: Between 12 months and five years, depending on the scope and extent of grant activities

Lead Department	Project Name	Project Description	Total Project Budget	Total Grant Request	Planned Completion Date
The Port of Los Angeles (POLA)	National Highway Freight Network (NHFN) Improvement Program - State Route 47- Seaside Avenue and Navy Way Interchange Improvement Project	This project is to augment an existing partial interchange at SR47/Seaside Ave and Navy Way. The scope of work includes removing the last traffic signal and at-grade intersection on SR47 between I-110 and I-710, installing new WB aux lane on SR47 between Pier S & Navy Way, installing new EB 2-lane collector-distributor road between Ferry St and Pier S Ave, restriping improvements at Navy Way/Terminal Way intersection, and new 5th-leg westbound off-ramp termini. SR 47/Seaside Avenue carries 10% of all US waterborne containers and Navy Way is also a USDOT designated Primary Highway Freight System route.	\$ 76,780,000	\$ 25,000,000	June 30, 2028

## ATTACHMENT 2 - EVALUATION CRITERIA

## US Department of Transportation FY25 Safe Streets and Roads for All (SS4A)

NOFO Issued: March 28, 2025

Due Date: June 26, 2025

Performance Period: Between 12 months and five years, depending on the scope and extent of grant activities

	Project
Evaluation Criteria	National Highway Freight Network (NHFN) Improvement Program - State Route 47- Seaside Avenue and Navy Way Interchange Improvement Project
Safety Need	<p>Currently the right-turning northbound-to-eastbound trucks at the intersection of Navy Way/Seaside must merge into high-speed traffic (at about 60 mph) in the outside lane of eastbound Seaside Avenue within a short distance of about 240 feet. Consequently, this maneuver is difficult and poses safety problems. This short distance combined with the volume and speed of traffic on Seaside Avenue also degrades traffic operating conditions, termed level of service (LOS). Currently, the merge operates at an acceptable LOS C (year 2023 conditions). However, the expected non-port and port traffic volume growth described above will exacerbate this condition and degrade operating conditions and safety to LOS D, or worse, under no-build near-term and future horizon year conditions. It is very reasonable to expect this location to degrade to LOS D several years prior to 2029. This degradation in operations of the Seaside Avenue merge will also increase the potential for accidents and queuing upstream to the intersection of Navy Way/Reeves Avenue, which can increase the potential for accidents.</p> <p>The existing traffic signal at SR 47-Seaside Avenue/Navy Way will not be able to accommodate expected 2029 (analyzed project opening day year) traffic volumes, as demonstrated by a projected delay of close to three minutes for all vehicles at this intersection. This computed delay using standard traffic engineering models essentially denotes failure of the roadway/signal to accommodate such high traffic volumes. Such delays would result in significant queuing upstream in both directions along Seaside Avenue/Ocean Boulevard, causing safety hazards as blockage of adjacent Ferry Street eastbound (EB) on-ramp, Navy Way westbound (WB) off-ramp, and Pier S Avenue WB on-ramp. Stopped, queued traffic along SR 47 is very hazardous due to high-speed EB traffic on the downgrade from the Vincent Thomas Bridge and high-speed WB traffic from the Gerald Desmond Bridge. Some of the truck (and auto) traffic making WB left-turn at Navy Way from adjacent Pier S Avenue on-ramp must weave across two lanes of high-speed traffic</p>
Safety Impact	<p>The specific safety improvement elements of the Project include:</p> <ul style="list-style-type: none"> <li>•Elimination of SR 47 upstream queuing in both directions, and subsequent ramp blockages</li> <li>•Elimination of signalized westbound left-turn movement at Navy Way/Seaside Avenue</li> <li>•Improvement of merging in all directions and weaving (also via new westbound auxiliary lane)</li> </ul> <p>The reduced delay on SR 47 will also benefit emergency responders using this route to serve not only the ports, but surrounding communities. An accident analysis was conducted for future conditions concludes the accident rates with the Project in place are expected to be much lower than without, and lower than current statewide averages.</p>
Engagement and Collaboration	<p>The local community has been engaged for many years on transportation and environmental improvements for this project. The Port of Los Angeles coordinates with the City of Los Angeles community advisory councils ("Neighborhood Councils") in disadvantaged areas of Wilmington and San Pedro. The POLA interacts regularly with community groups, Coalition for Clean Air, and City of Los Angeles San Pedro and Wilmington Communities to inform these communities about air quality and transportation projects that reduce emissions, delay, and improve safety. This project are fully supported by the adjacent communities and complements the POLA-POLB Clean Air Action Plan that improve safety and mobility.</p>
Supplemental Planning and Demonstration Activities (if applicable)	Not applicable.