



clerk CIS <clerk.cis@lacity.org>

Community Impact Statement - Submission Details

LA City SNow <cityoflaprod@service-now.com>
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: Clerk.CIS@lacity.org

Thu, Feb 8, 2024 at 1:10 AM

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or resolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: North Westwood

Name: Jacob Wasserman

Email: jacobnwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(18) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 02/07/2024

Type of NC Board Action: Against Unless Amended

Impact Information

Date: 02/08/2024

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 23-0600-S54

Agenda Date:

Item Number:

Summary: While the North Westwood Neighborhood Council supported the initial motion in Council File 23-0600-S54, to tabulate the costs of (and then fund) the implementation of the Mobility Plan 2035 and other planned street safety projects, we oppose the report from the City Administrative Officer submitted on November 7, 2023 (CAO File No. 0220-06129-0000) in response. This report is misleading and must be revised. It contends that repaving expenses should be counted as part of the new costs of executing the Mobility Plan 2035. However, the City routinely repaves hundreds of miles of streets each year, and the costs of this regular maintenance work are already allocated in the budget. Mobility Plan 2035 implementation under both the citizen-initiated Healthy Streets LA initiative (Council Files 22-0910 and 24-1100-S1) and the City Council's proposed ordinance to implement the Mobility Plan 2035 (Council File 15-0719-S26) will

only be triggered when routine repaving that would occur anyway is carried out. Hence, the cost of repaving should be omitted. Excluding already budgeted repaving costs would lower the estimate of implementing the Mobility Plan 2035 by approximately \$2 billion. By distinguishing routine maintenance costs from the plan's implementation expenses, we can more accurately estimate the cost of the Mobility Plan 2035 and ensure a more accurate and realistic financial plan for our city's mobility future. We reiterate our support for automatic implementation of the Mobility Plan 2035 when repaving and restriping. We also note with disappointment that this is not the first example of a misleading City department report on the implementation of the Mobility Plan 2035 (see our Community Impact Statement against Council File 15-0719-S28).

Ref:MSG9771209

 **CIS_Mobility Plan Costs.pdf**
139K



- COMMUNITY IMPACT STATEMENT -

Council File: [23-0600-S54](#)

Title: 2023 Budget Recommendation / City Mobility Plan / Bicycle Enhanced Network / Bicycle Lane Network / Pedestrian Enhanced Districts / Implementation by 2035

Position: Against Unless Amended

Summary:

While the North Westwood Neighborhood Council supported the initial motion in Council File 23-0600-S54, to tabulate the costs of (and then fund) the implementation of the Mobility Plan 2035 and other planned street safety projects, we oppose [the report from the City Administrative Officer submitted on November 7, 2023 \(CAO File No. 0220-06129-0000\)](#) in response.

This report is misleading and must be revised. It contends that repaving expenses should be counted as part of the new costs of executing the Mobility Plan 2035. However, the City routinely repaves hundreds of miles of streets each year, and the costs of this regular maintenance work are already allocated in the budget. Mobility Plan 2035 implementation under both the citizen-initiated Healthy Streets LA initiative (Council Files 22-0910 and 24-1100-S1) and the City Council's proposed ordinance to implement the Mobility Plan 2035 (Council File 15-0719-S26) will only be triggered when routine repaving that would occur anyway is carried out. Hence, the cost of repaving should be omitted.

Excluding already budgeted repaving costs would lower the estimate of implementing the Mobility Plan 2035 by approximately \$2 billion. By distinguishing routine maintenance costs from the plan's implementation expenses, we can more accurately estimate the cost of the Mobility Plan 2035 and ensure a more accurate and realistic financial plan for our city's mobility future.

We reiterate our support for automatic implementation of the Mobility Plan 2035 when repaving and restriping. We also note with disappointment that this is not the first example of a misleading City department report on the implementation of the Mobility Plan 2035 (see [our Community Impact Statement against Council File 15-0719-S28](#)).