

TRANSPORTATION COMMITTEE REPORT relative to the impacts of the Healthy Streets LA ballot measure (Measure HLA).

Recommendations for Council action, as initiated by Motion (Park – Krekorian – Lee):

1. INSTRUCT the City Administrative Office (CAO) to:
  - a. Report to the Transportation Committee on April 17, 2024, and the Budget, Finance and Innovation Committee, in regard to the status of their report for Council File No. 23-0919.
  - b. Report to the Transportation Committee on April 17, 2024, on all available funding sources to meet Measure HLA's mandate, including their restrictions and budget capacity.
2. INSTRUCT the Los Angeles Department of Transportation (LADOT) and the Department of Public Works (DPW) to:
  - a. Report to the Transportation Committee on April 17, 2024, and the Public Works and Budget, Finance and Innovation Committees, in regard to the status of their report for Council File No. 23-0918.
  - b. Report to the Transportation Committee on April 17, 2024, and the Public Works Committee, on the status of their report for Council File No. 23-0916.
  - c. Provide joint briefings on a quarterly basis to each Council Office on Mobility Corridor and/or Measure HLA projects located within the Council District.
  - d. Report to the Transportation Committee on April 17, 2024, and identify Mobility Plan corridors scheduled in FY 2024-25 for street resurfacing or slurry sealing that may be impacted by Measure HLA, in addition to each street segment's Pavement Condition Index.
3. INSTRUCT the LADOT to:
  - a. Report to the Transportation Committee on April 17, 2024, on the status of their report for Council file No. 22-1465.
  - b. Report on any impacts to Metro or other outside transit agency projects in the City of Los Angeles due to the adoption of Measure HLA.
4. INSTRUCT the Chief Legislative Analyst (CLA), in coordination with the LADOT, DPW, Department of City Planning (DCP), Los Angeles Fire Department (LAFD),

Los Angeles Police Department (LAPD), and the City Attorney, to report to Transportation Committee on April 17, 2024, and the Public Works and Budget, Finance and Innovation Committees, with a Measure HLA implementation plan (including Ordinance, Los Angeles Administrative Code, and/or policy recommendations) and a standard project flow chart that would include, but not limited to, the following elements:

- a. Applying Measure HLA prospectively from the date of certification of the March 5, 2024, Primary Nominating Election and not include projects under construction, cleared environmentally, awarded grant funds for 25 percent or more of the project, or above the 50 percent design phase.
- b. Requiring consultation with the LAFD, the LAPD, and the City Attorney, including conformance with all applicable City, County and State fire and vehicle codes, on a project-by-project basis with a holistic look at the entire mobility corridor or street being affected, and any approvals by the LAFD required by law.
- c. A community outreach and engagement plan for Measure HLA projects that maintains compliance with the settlement agreement between the City of Los Angeles and Fix The City Inc. executed on June 14, 2019, known as the “Mobility Plan Litigation”.
- d. Identification of a standardized timeline necessary for Measure HLA project planning (including separately obligated design of the Americans with Disabilities Act-required curb ramps), design, utility work, environmental clearance, and community engagement.
- e. Ensuring that funding for projects implemented on Mobility Plan Streets as defined in Los Angeles Municipal Code (LAMC) Section 85.11(a) only go to projects that further, to an equal or greater extent, the public safety and utility for uses of the relevant transportation mode.
- f. Developing an appeal process where appellants file appeals to only one City agency or board that mirrors the time limits for appeal as outlined in LAMC Chapter 1A, Section 13A.2.8(b) “Time Limits for Appeal” with said appeals process to occur before private right of action as described in LAMC Section 85.11.4(c).
- g. Reporting on the removal, if any, of parking spaces and vehicle travel lanes as part of the budget allocation process for a proposed Measure HLA project on a project-by-project basis with a holistic look at the entire mobility corridor or street being affected.
- h. Developing “Measure HLA Improvements Standards and Guidelines” for Base Elements that satisfy the intent of Measure HLA as well as Optional Elements for improvements made in the public right-of-way on the Bicycle

Enhanced Network (BEN), Bike Lane Network (BLN), Pedestrian-Enhanced District (PED), Neighborhood-Enhanced Network (NEN), and Transit-Enhanced Network with said guidelines to be added as a supplement to the Complete Street Design Guide, and updated from time to time along with the rest of that document; and, Base Elements and Optional Elements that already exist in the Complete Street Design Guide should be cross-referenced, and new entries in the Complete Street Design Guide should be created for Base Elements and Optional Elements which do not already exist in the Complete Street Design Guide.

- i. Assigning the LADOT as the lead agency for planning and scheduling projects that intersect with Measure HLA.
  - j. Requiring Bureau of Street Services (BSS) resurfacing activities on Mobility Corridors be planned and scheduled exclusively in coordination with the LADOT and Council Offices.
  - k. Ensuring that Standard Plans are updated or developed for any base elements or optional elements as identified in the Measure HLA Improvements Guidelines as described in Recommendation 4(h) above.
5. INSTRUCT the LADOT and BSS to report to Transportation Committee on April 17, 2024, and the Public Works Committee with an evaluation of Fiscal Year (FY) 2023-24 street resurfacing or slurry seal projects that have been impacted by the implementation of Measure HLA, as well as any complimentary mobility corridor projects that are shovel ready and consistent with Measure HLA.
6. INSTRUCT the DCP to report to the Transportation Committee on April 17, 2024, on the process for updating and making amendments to Mobility Plan 2035 in conformance with Measure HLA.
7. INSTRUCT the LADOT and Department of Public Works, with the assistance of the CAO, to report to the Transportation Committee on April 17, 2024, and to the Budget, Finance and Innovation Committee during the FY 2024-25 Budget Process on existing or needed staffing resources to effectuate the implementation of Measure HLA, and hiring timelines if additional staff will be required.
8. INSTRUCT the CAO, with the assistance of LADOT and the Department of Public Works, to report to the Budget, Finance and Innovation Committee during the FY 2024-2025 budget process on Measure HLA impacts to the delivery of existing services.
9. INSTRUCT the CAO, with the assistance of LADOT and the Information Technology Agency (ITA), to report to the Budget, Finance and Innovation Committee during the FY 2024-25 budget process on development of the Open Data Portal/project website that must be available to the public by April 2025, per LAMC Section 85.11(b)(2).

10. INSTRUCT the CAO, with the assistance of the LAFD and the LAPD, to report to the Transportation Committee on April 17, 2024, with the number of responses for vehicle crashes, including responses for crashes with injuries, severe injuries, and fatalities, as well as the staff time and associated staffing costs associated with said responses, annually, for the past five years (2019-2023).

11. REQUEST the City Attorney, with the assistance of the CAO, to Report to the Budget, Finance and Innovation Committee during the FY 2024-25 budget process on:

- a. The litigation resources and personnel needs that may result from implementation of LAMC Section 85.11(c).
- b. The amount paid out in judgments against the city and in claims related to traffic fatalities or injury, annually, for the past five years (2019-2023).

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: Yes

For:  
Reseda Neighborhood Council

Against:  
North Westwood Neighborhood Council  
Studio City Neighborhood Council

**(Also referred to the Public Works and Budget, Finance, and Innovation Committees)**

Summary:

On March 20, 2024, your Committee considered a Motion (Park – Krekorian - Lee) relative to the impacts of the Healthy Streets LA ballot measure (Measure HLA). According to the Motion, entering into the 2024 - 2025 budget cycle, the City is already facing a nearly half billion deficit due to the under-collection of revenue, well-deserved investments in employee compensation and benefits, and the end of pandemic-era funding from state and federal sources, all of which will prevent the City from investing in and expanding existing services. The City's financial picture is so dire that the City is entering a managed hiring plan, which would impact a significant number of City Departments. Meanwhile, vital infrastructure like parks, sidewalks, sewers, and technology are outdated and crumbling. Excessive trash is choking storm drains, polluting the ocean, and killing wildlife.

The threat of wildfires and other emergencies threaten wide swaths of Los Angeles. Many City buildings, including our police and fire stations, suffer from decades of deferred

maintenance, and many Departments report that they do not have the staffing or resources to meet current demands. And across the entire City, residents are demanding urgent solutions to homelessness, affordability, and public safety. As City leaders grapple with competing priorities in a contracted budget year, it is essential to understand the budget impacts of external matters that could impact the City's overall finances.

Currently pending on the March 5, 2024 ballot is the Healthy Streets LA ballot measure ("Measure HLA"). If approved, Measure HLA would mandate the City to install modifications outlined in the City's Mobility Plan 2035 (Mobility Plan) whenever the City undertakes a street or sidewalk improvement greater than an ½ of a mile (660 feet), inclusive of street resurfacing and slurry sealing, tied to an existing schedule. While the City has carried out many elements of the Mobility Plan, including more than 300 miles of bicycle lanes, there are more than 600 miles of protected bicycle lanes and bicycle lanes that have yet to be implemented. Falling along major thoroughfares, these additions would, in certain instances, necessitate the removal of vehicle travel lanes and parking spaces. In a separate report (Council File No. 24-11 00-S1), the CAO also estimated that, if approved, Measure HLA could cost the City more than \$2.5 billion over 10 years or \$250 million annually, the amount allocated toward Inside Safe in FY 2023-24. The report also shared that Measure HLA could result in delays to street repaving, reduce the amount of annual repaving, require the diversion of funds from other City services and increase liability costs. Measure HLA also includes an attorney's fee provision for successful litigants against the City. While Los Angeles voters will decide the fate of Measure HLA, the City shouldn't wait to understand its impacts and take steps to prepare for its implementation. After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of a series of recommendation detailed in the above recommendations. This matter is now submitted to Council for its consideration.

Respectfully Submitted,  
Transportation Committee

**COUNCILMEMBER VOTE**

HUTT:	YES
PARK:	YES
HERNANDEZ:	YES
RAMAN:	YES
YAROSLAVSKY:	ABSENT

ARL  
3/20/24

**-NOT OFFICIAL UNTIL COUNCIL ACTS-**