



clerk CIS <clerk.cis@lacity.org>

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## Community Impact Statement - Submission Details

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

Wed, Oct 11, 2023 at 11:03 PM

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](mailto: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](mailto:jacobnwwnc@gmail.com)

The Board approved this CIS by a vote of: Yea(11) Nay(0) Abstain(1) Ineligible(0) Recusal(0)

Date of NC Board Action: 10/11/2023

Type of NC Board Action: For

### Impact Information

Date: 10/12/2023

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 23-0916

Agenda Date:

Item Number:

Summary: Every day that problems in interdepartmental coordination, project delivery, and capital planning delay much-needed street improvements in Los Angeles means more deaths and injuries on our roads and more onerous travel for our neighbors. For this reason, the North Westwood Neighborhood Council (NWWNC) supports reforming the City's infrastructure project delivery, especially by creating a capital plan. A glaring, singular outlier among peer cities, Los Angeles lacks a multi-year Capital Infrastructure Plan. The City spends hundreds of millions of dollars on public infrastructure projects, but disparate departments implement these projects without adequate coordination. The City insufficiently prioritizes them relative to each other and poorly integrates them with each other. The lack of a citywide plan impedes efficient, effective, and equitable spending of our public funds and pursuit of new funding opportunities. A capital

plan would also make infrastructure plans more transparent to the public, especially to those who live near planned and potential improvements. Any capital plan should take a unified approach to planning, assess current inequities, account for the Mobility Plan 2035 and other established plans, and include in its metrics that consider the needs of low-income communities and communities of color. In conjunction, NWWNC urges the City to quickly compile and implement best practices from around the world to better coordinate the many departments that touch our streets, to cut down the administrative steps needed for streets improvements, to streamline design and construction processes, and to fund the implementation of the Mobility Plan 2035 and other planned projects. One such step might be to merge the Bureau of Street Services and Department of Transportation. For nearly a decade, the City Council has asked for reports, without concrete changes following. Now, beyond research and recommendations alone, we ask for action to fix our deadly streets.

Ref:MSG9150289

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 **CIS\_Transportation Coordination Motions.pdf**  
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## - COMMUNITY IMPACT STATEMENT -

### Summary:

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A glaring, singular outlier among peer cities, Los Angeles lacks a multi-year Capital Infrastructure Plan. The City spends hundreds of millions of dollars on public infrastructure projects, but disparate departments implement these projects without adequate coordination. The City insufficiently prioritizes them relative to each other and poorly integrates them with each other. The lack of a citywide plan impedes efficient, effective, and equitable spending of our public funds and pursuit of new funding opportunities. A capital plan would also make infrastructure plans more transparent to the public, especially to those who live near planned and potential improvements.

Any capital plan should take a unified approach to planning, assess current inequities, account for the Mobility Plan 2035 and other established plans, and include in its metrics that consider the needs of low-income communities and communities of color.

In conjunction, NWWNC urges the City to quickly compile and implement best practices from around the world to better coordinate the many departments that touch our streets, to cut down the administrative steps needed for streets improvements, to streamline design and construction processes, and to fund the implementation of the Mobility Plan 2035 and other planned projects. One such step might be to merge the Bureau of Street Services and Department of Transportation.

For nearly a decade, the City Council has asked for reports, without concrete changes following. Now, beyond research and recommendations alone, we ask for action to fix our deadly streets.

Council File: [23-0919](#)

Title: 5-Year Capital Infrastructure Plan / Public Right-of-Way Projects / Mobility Equity Goals

Position: For

Council File: [23-0918](#)

Title: Public Infrastructure / Public Right-of Way / Sidewalks / Parkways / Department Coordination / Building and Maintenance / Implementation Timelines

Position: For

Council File: [23-0916](#)

Title: Transportation Infrastructure Projects / Wait Time Reduction / Design, Construction and Implementation

Position: For

Council File: [18-0458](#)

Title: Bureau of Street Services / Department of Transportation / Merger / Phased Action Plan / Feasibility Report

Position: For

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: For

Council File: [23-0903](#)

Title: Traffic Safety / Streetscape Projects / Staffing / Maintenance / Funding

Position: For

Council File: [21-0039](#)

Title: Capital Improvement Expenditure Plan / Infrastructure Conditions / Equity / Low-Income Communities of Color

Position: For

Council File: [13-1384](#)

Title: Comprehensive Capital Infrastructure Strategic Plan

Position: For