

MOTION

PUBLIC WORKS

In 2015, the City Council adopted Mobility Plan 2035, a momentous shift in transportation policy that acknowledged the necessity of designing a transportation system that served all Angelenos, regardless of travel mode. As the adopted Circulation Element of the City's General Plan, the Mobility Plan set goals for a safe, accessible, and sustainable transportation system and envisioned a balanced network of complete streets.

In 2016, Los Angeles County voters approved Measure M, which returns 17% of all revenue to local cities to support investment in local transportation priorities. In 2018, California voters affirmed their support for the Road Repair and Accountability Act (SB1), which dedicates more than one-quarter of its revenue to local jurisdictions to repair streets and sidewalks. In Fiscal Year 2023-24, these new revenue sources contributed \$78 million and \$91 million, respectively, to the City's transportation budget. Combined with pre-existing revenue from Proposition A, Proposition C, Measure R, Gas Tax, and other dedicated funding for transportation, the City allocates more than \$645 million (FY23-24) in transportation special funds per year via the annual budget process. Additional funding is available for related projects in the public right of way, such as Measure W stormwater projects and various competitive grants, including the Active Transportation Program (ATP) and Affordable Housing and Sustainable Communities (AHSC) Program.

Despite this infusion of funding since the adoption of Mobility Plan 2035, the City has failed to make adequate progress toward our transportation goals, especially in regards to safety. Traffic fatalities are now at an all-time high of 336 deaths in 2023 (up 8% from 2022), exceeding the number of homicides.¹ Nearly two-third of those, 203, were people walking or bicycling. In addition, over the past five years, more than 1,500 Angelenos have been seriously injured annually in traffic collisions.

Beyond the incalculable loss intrinsic to the killing or injury of a human being, there are economic costs to this status quo. In 2022, the United States Department of Transportation assigned the value of a human life at \$11.6 million and the value of an injury at \$210,000.² Using these values, the economic cost of traffic deaths in Los Angeles for 2023 alone was \$3,897,600,000; the economic cost of traffic injuries in the City is more than \$315,000,000 per year.

The City Administrative Office (CAO) released a fiscal impact statement estimating that Measure HLA could cost the City up to \$2.5 billion over 10 years. Central to the assumptions in their analysis is the idea that HLA would add yet another layer on top of the City's broken system instead of being the catalyst for changing how the City operates. The CAO analysis also attributed to the ballot measure costs of improvements that the City is legally obligated to provide, such as installation of ADA-compliant curb ramps whenever we resurface a street, and sidewalk repairs required under the *Willits* settlement, and those that the City has as a policy matter chosen to incur, such as the repair of sidewalks. A disjointed and siloed approach to Measure HLA implementation could introduce cost and legal risk to the City's maintenance and capital programs.

The proponents of Measure HLA argue that the City has fundamentally failed to translate the funding we already have into progress on our safety, access, sustainability, and equity goals. At the same time, despite unprecedented investment, pavement quality has remained virtually flat. It is abundantly clear that business-as-usual is not working and that a number of programs (the Pavement Preservation Program, Vision Zero, and active transportation investments, among them) are still operating in too much of an unaligned manner. A holistic approach is however, possible

With a holistic and proactive strategy, thoughtful policy and prioritization, and better alignment of department workflows, Measure HLA offers an opportunity to cost-effectively implement the balanced network of complete streets envisioned in Mobility Plan 2035. The new fiscal obligations identified in the CAO's analysis that are attributable to the ballot measure (CF 23-0600-S54) amount to just \$1.1 billion over 10 years – not much more than the City's Measure M local return over the same time period. This is a significant investment, but well within the City's financial capacity after factoring in State and Federal grants, partnerships with Metro, and efficiencies from better alignment between our maintenance programs and our capital planning.

FEB 13 2024

¹ Rachel Uranga, Libor Jany, "Car crashes killed more people than homicides in Los Angeles last year, January 25, 2024, "<https://www.latimes.com/california/story/2024-01-25/traffic-deaths-surpass-homicides-in-los-angeles>"

² US Department of Transportation, Benefit-Cost Analysis Guidance for Discretionary Grant Programs, p. 35 (March 2022). <https://www.transportation.gov/sites/dot.gov/files/2022-03/Benefit%20Cost%20Analysis%20Guidance%202022%20Update.pdf>

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Successfully implementing Measure HLA requires a three-prong approach:

1. Adopting a City implementation ordinance to clarify decision-making processes, promote thoughtful project planning, and minimize legal exposure related to noncompliance with the Measure's requirements. The Council should revise the draft Mobility Plan Implementation Ordinance (CF 15-0719-S26) to be compatible with, and further the purposes of, the ballot measure;
2. Aggressively pursuing the development of a 5-year Capital Infrastructure Plan (CIP) to better align resources with projects that would achieve the City's policy goals. A transparent and data-driven CIP development process that occurs outside of the annual budget process would provide a predictable work plan for our capital project delivery agencies to more efficiently and effectively deliver integrated capital projects;
3. Aligning maintenance programs with policy goals and Measure HLA requirements. A recent report from the Los Angeles Department of Transportation and Bureau of Street Services (CF 15-0719-S26) provides insight into how Pavement Preservation Program goals could be better aligned with the implementation of new mobility infrastructure. Measure HLA will effectively make this coordination a legal requirement.

I THEREFORE MOVE that the City Council instruct the City Administrative Officer to report back in the next 30 days on the status of their report for Council File 23-0919.

I FURTHER MOVE that the City Council instruct the Bureau of Street Services, in consultation with the Los Angeles Department of Transportation (LADOT), to report with a recommended funding set-aside within the current Pavement Preservation Program budget to be expended on street resurfacing of Mobility Corridors, as defined in the Mobility Plan Implementation Ordinance. This set-aside should be roughly proportional to the share of City streets that are designated as Mobility Corridors to avoid any reduction in pavement quality on both Mobility Corridor and non-Mobility Corridor streets.

I FURTHER MOVE that the City Council instruct the Department of Transportation, in consultation with the Bureau of Street Services, to report with a proposed work plan that identifies Mobility Corridors in need of resurfacing to facilitate project delivery and the timeline necessary for project planning (including design of ADA-required curb ramps), design, and community engagement. The work plan should prioritize projects to maximize safety, mobility, and equity while maintaining and improving pavement quality.

I FURTHER MOVE that the City Council instruct the Bureau of Street Services to perform resurfacing activities on Mobility Corridors exclusively in coordination with the Department of Transportation.

I FURTHER MOVE that the City Council instruct the Fire Department and the Police Department to report 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).

I FURTHER MOVE that the City Council request the City Attorney to report back on 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).

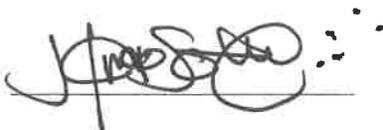
I FURTHER MOVE that the City Council instruct the Department of Transportation, the Bureau of Street Services, and any other relevant departments to report back on existing or needed staffing resources to effectuate the intent of this motion, and hiring timelines if additional staff will be required.

PRESENTED BY:


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MARQUEECE HARRIS-DAWSON
Councilmember, 8th District

SECONDED BY:



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