



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 24-0002-S121 message

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

Thu, Sep 5, 2024 at 12:16 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(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 09/04/2024

Type of NC Board Action: For

Impact Information

Date: 09/05/2024

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 24-0002-S12

City Planning Number:

Agenda Date:

Item Number:

Summary: NWWNC opposes the State's budget cut from the Active Transportation Program (ATP), and supports the City's advocacy to restore it. The previous ATP funding cycle distributed \$539 million and the adopted budget cuts \$400 million, or the majority of a funding cycle. The ATP is already a competitive grant program that is unable to fund many excellent projects, and this cut would result in many crucial shovel-ready active transportation projects never being built. Importantly, California does not have a transportation deficit due to increased federal funding, and cutting one of the most

cost-effective transportation programs is not rational. The May Revised Budget proposal undermines the State's climate commitments. The ATP has successfully funded numerous projects in Los Angeles that make biking and walking safer and more appealing, with many more projects planning to apply. The success of the program has helped both the City and State progress towards its climate and safety goals. In Westwood, we have a number of active transportation projects in the City's Mobility Plan, Westwood Connected, and/or LA Metro First-/Last-mile Plans that will need funding in the near future. Cutting off an important funding source for those projects would harm our community. To start, we ask that the ATP funding be restored. Furthermore, all potential funding sources for transportation should be assessed to expand the ATP in the State budget. For example, last year, the legislature restored full ATP funding by backfilling from the State Highway Account, and similar funds should be reappropriated again this year. Simply put, cutting the ATP harms public health, climate progress, and livability for Angelenos and all Californians. For these reasons, NWWNC urges the restoration and expansion of the ATP.

Ref:MSG11044596



CIS_Governors ATP Budget Cuts_Update.pdf

143K



- COMMUNITY IMPACT STATEMENT -

Council File: [24-0002-S12](#)

Title: Active Transportation Program (ATP) / Infrastructure Improvements / Restore Funding / SB 99 / SB 1

Position: For

Summary:

The North Westwood Neighborhood Council (NWWNC) opposes the State's budget cut from the Active Transportation Program (ATP), and supports the City's advocacy to restore it.

The previous ATP funding cycle distributed \$539 million and the adopted budget cuts \$400 million, or the majority of a funding cycle. The ATP is already a competitive grant program that is unable to fund many excellent projects, and this cut would result in many crucial shovel-ready active transportation projects never being built. Importantly, California does not have a transportation deficit due to increased federal funding, and cutting one of the most cost-effective transportation programs is not rational. The California State Transportation Agency's Climate Plan, CAPTI, pledged to increase the ATP year over year in recognition of its critical importance. This budget cut does the opposite and undermines the State's commitments.

The ATP has successfully funded numerous projects in Los Angeles that make biking and walking safer and more appealing, with many more projects planning to apply. The success of the program has helped both the City and State progress towards its climate and safety goals. In Westwood, we have a number of active transportation projects in the City's Mobility Plan, *Westwood Connected*, and/or LA Metro First-Last Mile Plans that will need funding in the near future. Cutting off an important funding source for those projects would harm our community and would prevent other important transportation investments, like the multibillion dollar LA Metro D Line and future Sepulveda Transit Corridor projects, from reaching their full potential. With several international spotlight events such as the World Cup and

Olympics coming to Los Angeles in the next four years, now is the time to be increasing active transportation funding in Los Angeles, not cutting it.

To start, we ask that the ATP funding be restored. Furthermore, all potential funding sources for transportation should be assessed to expand the ATP in the State budget. For example, last year, the legislature restored full ATP funding by backfilling from the State Highway Account, and similar funds should be reappropriated again this year. Simply put, cutting the ATP harms public health, climate progress, and livability for Angelenos and all Californians. For these reasons, NWWNC urges the restoration and expansion of the Active Transportation Program.