

TRANSPORTATION COMMITTEE REPORT relative to revising the draft Mobility Plan Implementation Ordinance to be compatible with the Healthy Streets LA ballot measure (Measure HLA).

Recommendations for Council action, as initiated by Motion (Raman, Harris-Dawson – Soto-Martinez):

1. INSTRUCT the City Administrative Office (CAO) to report to the Transportation Committee on April 17, 2024, and the Budget, Finance and Innovation Committee, on the status of their report for Council File No. 23-0919.
2. INSTRUCT the Los Angeles Department of Transportation (LADOT) and 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, in regard to the status of their report for Council File No. 23-0916.
 - c. Provide joint briefings on a quarterly basis to each Council Office in regard to Mobility Corridor and/or Measure HLA projects located within the Council District.
 - d. Report to the Transportation Committee on April 17, 2024 in regard to identifying 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 report to the Transportation Committee on April 17, 2024, in regard to the status of their report for Council File No. 22-1465.
4. INSTRUCT the Chief Legislative Analyst (CLA), in coordination with the LADOT, the DPW, the Department of City Planning (DCP), the Los Angeles Fire Department (LAFD), the Los Angeles Police Department (LAPD), and the City Attorney's Office, 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, 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. Require consultation with the LAFD, the LAPD, and 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. Identify 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. Ensure 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. Develop 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 the intent that this appeal process occur before private right of action as described in LAMC Section 85.11.4(c).
- g. Report 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. Develop “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. 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. Assignment of the LADOT as the lead agency for planning and scheduling projects that intersect with Measure HLA.
 - j. Require the 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 (e)(viii) detailed 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 in regard to the process for updating and making amendments to Mobility Plan 2035 in conformance with Measure HLA.
- 7. INSTRUCT THE LADOT to report on any impacts to Los Angeles County Metropolitan Transportation Authority (Metro) or other outside transit agency projects in the City of Los Angeles due to the adoption of Measure HLA.
- 8. INSTRUCT the LADOT and the Department of Public Works to report to the Transportation Committee on April 17, 2024, and identify Mobility Plan corridors scheduled in FY 2024-2025 for street resurfacing or slurry sealing that may be impacted by Measure HLA, in addition to each street segment's Pavement Condition Index. k. INSTRUCT the CAO to 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.
- 9. INSTRUCT the LADOT and DPW, 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.
- 10. INSTRUCT the CAO, with the assistance of the LADOT and DPW, to report to the Budget, Finance and Innovation Committee during the FY 2024-25 budget process in regard to Measure HLA impacts to the delivery of existing services.
- 11. INSTRUCT the CAO, with the assistance of the LADOT and Information Technology Agency, to report to the Budget, Finance and Innovation Committee during the FY 2024-25 budget process in regard to the development of the Open

Data Portal/project website that must be available to the public by April 2025, per LAMC Section 85.11(b).

12. INSTRUCT the CAO, with the assistance of the LAFD and 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).
13. 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 in regard to:
 - 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:

North Westwood Neighborhood Council

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

Summary:

On March 20, 2024, your Committee considered a Motion (Raman – Harris-Dawson – Soto-Martinez) relative to revising the draft Mobility Plan Implementation Ordinance to be compatible with, and further the purpose of Measure HLA. According to the Motion, in 2015, 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 percent 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 FY 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 (FY 2023-24) 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 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 (Council File No.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. 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

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3/20/24

-NOT OFFICIAL UNTIL COUNCIL ACTS-