

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations, or policies proposed to or pending before a local, state, or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, for more than 25 years it has been a goal of the City of Los Angeles to complete a bikeway along the 32 miles of the Los Angeles River ("LA River") within the City limits; and the City shares a goal with the County of Los Angeles to similarly complete a bikeway along the entire 51 miles of the LA River from its headwaters in Canoga Park at the confluence of Bell Creek and Arroyo Calabasas to its mouth in Long Beach; and

WHEREAS, the goal of a continuous LA River path has been reflected in City and County planning documents, including the City's 2007 Los Angeles River Revitalization Master Plan; the County's 1996 Los Angeles River Master Plan; ; the City's General Plan including Mobility Plan 2035; the County's Draft 2021 Los Angeles River Master Plan; and the Los Angeles County Metropolitan Transportation Agency's ("Metro's") Long-Range Transportation Plan (LRTP); and

WHEREAS, the San Fernando Valley portion of the path—the LA River Valley Bikeway, which is also known as the "Valley LARiverWay"—would create a multi-use path that would extend from the Canoga Park Headwaters through the neighborhoods of Woodland Hills, Winnetka, Reseda and Encino to the Sepulveda Basin, the Valley's largest public park with its extensive network of existing bicycle and pedestrian paths; and then continuing on through Van Nuys and Sherman Oaks (where it will connect to Metro's Sepulveda Pass transit project); through Studio City where it will connect to Metro's B (Red) Line Universal/Studio City Station; alongside Universal Studios and Warner Center Studios; to the forthcoming public park at the Tom LaBonge Headworks Water Complex; and finally to Griffith Park, the City's largest park with destinations including the Los Angeles Zoo, the Autry Museum of the American Western Art, and Train Town, where it will connect to an existing multi-use path from Griffith Park through the Elysian Valley to Downtown Los Angeles; and

WHEREAS, in November 2016, Los Angeles County voters approved Measure M, a one-half cent transportation sales tax measure; the San Fernando Valley Council of Governments included completion of the Valley portion of the LA River bikeway as a regional priority project; Measure M's voter-approved Expenditure Plan designates \$60 million in local taxpayer funding for this LA River Valley Bikeway project; and Metro's Long-Range Transportation Plan (LRTP) includes \$69.6 million to complete the Valley LA RiverWay; and

WHEREAS, in November 2017, the City's Bureau of Engineering completed its "Los Angeles River Valley Bikeways and Greenways Feasibility Design Report," which includes preliminary conceptual design and technical analysis for the unbuilt segments of the Valley LARiverWay between Vanalden Avenue in the Reseda neighborhood to the Riverside/Zoo Bridge in Griffith Park, and which estimated a total project costs of \$426 million, including grade separations, stormwater capture features, and new public park spaces along the Valley LARiverWay; and

WHEREAS, the 2028 Summer Olympic and Paralympic Games will be held in Los Angeles; the LA28 Organizing Committee has announced that it plans to hold events at a Valley Sports Park in the

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Sepulveda Basin, including canoe slalom, equestrian and shooting events; and thus Metro has included the Valley LARiverWay among its "Twenty-Eight by '28" priority projects to be completed by 2028 to help ensure the success of the Olympic Games and showcase the City of Los Angeles, Los Angeles County, and the State of California to billions of people around the world; and

WHEREAS, the City has completed or will soon complete various segments of the Valley LARiverWay, including (a) the segment from the Canoga Park Headwaters to Mason Avenue in Winnetka, scheduled to be completed in May 2022, largely funded with \$5.4 million from the California Transportation Commission's Active Transportation Program ("ATP") Cycle 1; (b) a 2-mile segment from Mason Avenue to Vanalden Avenue in the neighborhoods of Winnetka, Woodland Hills and Reseda, completed in 2014; and (c) half-mile segments from Sepulveda Blvd to Kester Avenue in Sherman Oaks (completed in 2015), and from Coldwater Canyon Avenue to Whitsett Avenue in Studio City (completed in 2019), with \$7.3 million in funding from Los Angeles City residents through Proposition K, a local parks property tax assessment; and

WHEREAS, the City has aggressively sought and secured partial funding for the segment of the Valley LARiverWay from Vanalden Avenue in Reseda to Balboa Avenue in the Sepulveda Basin, along with safety improvements on local streets that lead to the LA River, including \$18.8 million from ATP Cycle 4 and \$1 million from Prop K, but that segment still has a \$17.5 million funding gap; and the Los Angeles Department of Water and Power will fund and construction the portion of the Valley LARiverWay along its forthcoming Tom LaBonge Headworks Water Complex; and

WHEREAS, the City's Bureau of Engineering has developed a lower-cost \$197 million base option alternative for the Valley LARiverWay that focuses on connectivity essentials by completing more at-grade crossings instead of undercrossings and bridges that are fully separated from automobile traffic; and that could be completed by 2028; and that while the full project scope remains the City's goal, the City is mindful of what can and must be accomplished in the immediate term to functionally connect the Valley LARiverWay system for users; and

WHEREAS, piecemeal and segment-by-segment funding through programs such as the Active Transportation Program will not accomplish the City, County and regional goals of completing the Valley LARiverWay before the 2028 Olympics; and

WHEREAS, the Valley LARiverWay will provide significant environmental benefits, including reduction of 1.66 million Vehicle Miles Traveled (VMT) annually along the heavily-congested 101 corridor and reduction of 119,000 tons of Greenhouse Gas (GHG) emissions annually; and economic benefits, including 661 construction jobs and at least 23 permanent maintenance jobs; and

WHEREAS, completion of the Valley LARiverWay is the City of Los Angeles' highest unfunded priority for active transportation projects; and

WHEREAS, AB 466 recognized the missing link between the Northeast San Fernando Valley and the main stem of the Los Angeles River, and established a working group that studied and planned for ecological restoration and the creation of recreational amenities along the tributaries that feed into the LA River through the development of the 2020 Upper LA River and Tributaries (ULART) Revitalization Plan; and

WHEREAS, the project area focuses on disadvantaged communities along the Pacoima, Tujunga, Aliso Canyon, Arroyo Seco, and Verdugo Washes along with the Burbank Western Channel; and that this project area has one-third the amount of park space compared to the County average; and

WHEREAS, implementing the Opportunity Areas proposed in the ULART Revitalization Plan increase open space access within walking distance to 1.53 million people, 625,000 of whom are residents of disadvantaged communities within a half mile of the tributaries; and

WHEREAS, the ULART Revitalization Plan represents a long overdue investment in open space and recreation planning for the Northeast Valley, but because of this, needs additional investment in design and engineering to bring the proposed projects to life;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by adoption of this Resolution, the City of Los Angeles hereby includes in its State Legislative Program SUPPORT and/or SPONSORSHIP for legislation that would provide at least \$197 million in funding necessary to complete design and construction of the Valley LARiverWay before the 2028 Olympics; and

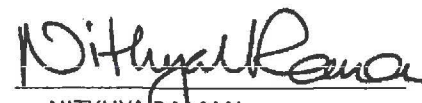
BE IT ALSO RESOLVED, with the concurrence of the Mayor, that by adoption of this Resolution, the City of Los Angeles also includes in its State Legislative Program SUPPORT and/or SPONSORSHIP for legislation that would provide at least \$15 million to complete feasibility, planning and design of ULART active transportation projects in disadvantaged communities in Los Angeles.

PRESENTED BY:


BOB BLUMENFIELD
Councilmember, 3rd District



NURY MARTINEZ
Councilmember, 6th District


MONICA RODRIGUEZ
Councilmember, 7th District


NITYHYA RAMAN
Councilmember, 4th District


PAUL KERKORIAN
Councilmember, 2nd District

SECONDED BY:


JOHN LEE
Councilmember, 12th District