

**PLANNING DEPARTMENT TRANSMITTAL  
TO THE CITY CLERK'S OFFICE**  
**CF-07-0287**

<b>CITY PLANNING CASE:</b>	<b>ENVIRONMENTAL DOCUMENT:</b>	<b>COUNCIL DISTRICT:</b>
CPC-2014-1456-SP	ENV-2014-1458-EIR-SE-CE	11 – Bonin
<b>PROJECT ADDRESS:</b>		
The Coastal Transportation Corridor Specific Plan Area, an area generally bound by the City of Santa Monica on the north, Imperial Highway on the south, the San Diego Freeway (I-405) on the east and the Pacific Ocean on the west.		
<b>PLANNER CONTACT INFORMATION:</b>	<b>TELEPHONE NUMBER:</b>	<b>EMAIL ADDRESS:</b>
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<b>NOTES / INSTRUCTION(S):</b>	
<p>A Resolution establishing the list of transportation improvements to be partially funded by the Transportation Impact Assessment Fee.</p>	
<b>TRANSMITTED BY:</b>	<b>TRANSMITTAL DATE:</b>
James K. Williams Commission Executive Assistant	April 5, 2019

## RESOLUTION

### A RESOLUTION OF THE COUNCIL OF THE CITY OF LOS ANGELES, CALIFORNIA, TO ADOPT THE LIST OF TRANSPORTATION IMPACT ASSESSMENT FEE (TIA FEE) TRANSPORTATION IMPROVEMENT PROJECTS PURSUANT TO SUBSECTION E OF SECTION 19.19 OF THE LOS ANGELES MUNICIPAL CODE.

This resolution, pursuant to Los Angeles Municipal Code Section 19.19, establishes a list of transportation improvement projects to be funded by Transportation Impact Assessment (TIA) Fees authorized under the Coastal Transportation Corridor Specific Plan (CTCSP) and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP).

**WHEREAS**, state legislation, including Senate Bill (SB) 743 (2013), the Complete Streets Act of 2008 (Assembly Bill [AB] 1358), the Global Warming Solutions Act of 2006 (AB 32), and the Sustainable Communities Act (SB 375), directs local jurisdictions to reprioritize transportation improvements to focus on access to transit and active transportation as strategies to reduce dependence on vehicular travel, and reduce vehicle miles traveled (VMT) and associated greenhouse gas emissions;

**WHEREAS**, the City of Los Angeles adopted Mobility Plan 2035 (2015) and The Plan for a Healthy Los Angeles (2015) demonstrating a renewed commitment to increasing transportation access, multimodal mobility, safe transportation facilities, and active transportation options;

**WHEREAS**, the Departments of City Planning and Transportation engaged the public in a multi-year planning effort to identify multi-modal transportation improvements needed for the Westside of Los Angeles to be partially funded with transportation impact assessment fee (TIA Fee) monies;

**WHEREAS**, the City Council adopted updates to the Coastal Transportation Corridor Specific Plan (CTCSP) and West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP), which identifies updated list of purposes for the TIA Fee to meet the intent and goals of MP 2035, SB 743, AB 1358, AB 32, SB 375 and a Plan for a Healthy Los Angeles;

**WHEREAS**, the Updated CTCSP and WLA TIMP authorize a TIA Fee to be set in an amount established by ordinance based on a nexus study that complies with the Mitigation Fee Act and to establish the improvements eligible for use of the TIA Fee monies;

**WHEREAS**, the City Council adopted Ordinance No. \_\_\_\_\_, establishing the TIA Fee and authorizing the list of improvements eligible for use of the TIA Fee monies to be adopted and amended by resolution.

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council of the City of Los Angeles as follows:

1. The TIA Fee Improvements described in Section 6.B. of the Coastal Transportation Corridor Specific Plan (CTCSP) and LAMC Section 19.19.E.1 shall be those identified in the “Coastal Transportation Corridor Specific Plan List of Transportation Improvements” attached to this resolution and incorporated herein as Exhibit A.

2. The TIA Fee Improvements described in Section 6.B. of the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) and LAMC Section 19.19.E.1, shall be those identified in the “West Los Angeles TIMP Specific Plan List of Transportation Improvements” attached to this resolution and incorporated herein as Exhibit B.

3. Over the lifetime of the WLA TIMP and CTCSP, the Department of Transportation shall strive to distribute funding across all four “Primary Modes” (shown in Column 1 of Attachments A and B) and use the funds consistent with the funding proportions shown in Column 5 of Exhibits A and B.

4. The Department of Transportation shall strive to use the TIA Fees as “seed money” or local match money to leverage other transportation funding and generally should not fund more than approximately one-third of the total cost of a single transportation improvement using TIA Fee monies.

**Exhibit A: Coastal Transportation Corridor Specific Plan List of Transportation Improvements**

**Exhibit B: West Los Angeles TIMP Specific Plan List of Transportation Improvements**

# Exhibit A

## Coastal Transportation Corridor Specific Plan List of Transportation Improvements

Column 1 Primary Mode	Column 2 Project Type	Column 3 Improvements <i>Project and Project Description</i>	Column 4 Total in Millions	Column 5 % of Project List
Active Modes	Mobility Hubs	Full-Service Mobility Hub	\$48	15%
		Bicycle Transit Centers		
	Enhance Pedestrian Access to Major Transit Stations	[Various Locations]		
	Streetscape Improvements	Livable Boulevards Streetscape Plan		
		Sepulveda Pedestrian Improvements		
	Sidewalk Network & Pedestrian Enhancements	[Various Locations]		
	Multi-use Paths	Sepulveda Channel Multi-use Path		
		Centinela Creek Multi-use Path		
	Cycle Tracks & Bike Lanes	Venice Blvd. Cycle Track		
		Washington Blvd. Cycle Track		
Lincoln Blvd. Cycle Track				
Culver Blvd. Bike Lane				
Neighborhood Network Enhancements	[Various Locations]			
Bikesharing	Metro Bike Share			
Transit	Bus Rapid Transit (BRT)	Lincoln BRT	\$215	67%
		Sepulveda BRT		
	Service Enhancements	Venice Rapid Bus Enhancements		
	New Local Service	Circulator/Shuttle Service		

# Exhibit A

## Coastal Transportation Corridor Specific Plan List of Transportation Improvements Continued

Column 1 Primary Mode	Column 2 Project Type	Column 3 Improvements <i>Project and Project Description</i>		Column 4 Total in Millions	Column 5 % of Project List
<b>Roadway &amp; ITS</b>	<b>Operational Improvements</b>	Congestion Monitoring	Install a CCTV camera and necessary infrastructure to improve DOT's ability to monitor and respond to real-time traffic conditions	<b>\$48</b>	<b>15%</b>
		ITS Corridor & Signal Upgrades	Install ITS improvements along major corridors. Install signal upgrades as part of the next evolution of ATSAC, including detector loops for traffic volume data and monitoring.		
		Major Intersection Improvements	Funding for spot intersection improvements, such as turn-lane or safety improvements, at major intersections.		
		Culver Boulevard Corridor	Improve traffic flow along Culver Blvd between Centinela Ave and I-405 Freeway including providing left-turn lanes at key signalized intersections (including Inglewood Blvd); Culver Blvd between Centinela Ave and I-405 Freeway.		
	<b>Lincoln Blvd Bridge Enhancement</b>	Lincoln Blvd Bridge Enhancement	<p>Improve Lincoln Boulevard between Jefferson Boulevard and Fiji Way to remove the existing bottleneck by providing an additional southbound lane, transit lanes and on-street bike lanes. Improvements to serve all modes of travel would be implemented as follows:</p> <ul style="list-style-type: none"> <li>• an additional southbound lane for vehicles would be provided (currently, Lincoln narrows from three to two travel lanes in the southbound direction just south of Fiji Way whereas three travel lanes are provided in the northbound direction);</li> <li>• bus-only lanes would be provided in the median;</li> <li>• cycle tracks would be provided on both sides of the roadway to connect the existing bicycle lanes to the south with the Ballona Creek bicycle path; and</li> <li>• sidewalks would be provided on both sides of the street (the existing bridge does not provide sidewalks).</li> </ul>		
<b>Access Improvements to LAX</b>	[Various Locations]	On-going coordination with LAWA on airport related improvements, which may include a combination of roadway capacity enhancements, streetscape improvements, and multi-modal improvements.			
<b>Neighborhood Protection Program</b>	[Various Locations and Strategies]	The objective of this Program is to discourage through-traffic from using local streets and to encourage, instead, use of the arterial street system. The Program will establish measures to make the primary arterial routes more attractive and local routes less attractive for through-traffic, and establish measures designed to facilitate vehicular and pedestrian egress from local streets in the adjacent neighborhoods onto the primary arterial street and highways system.			
<b>Auto-Trip Reduction</b>	<b>Strategic Parking Strategies</b>	[Various Strategies]	Update parking requirements to reflect mixed-use developments, support shared parking opportunities, and assess parking needs at developments adjacent to major transit stations.	<b>\$8</b>	<b>3%</b>
	<b>Parking Utilization Improvements &amp; Reduced Congestion</b>	ExpressPark	Implement an on-street intelligent parking program that includes vehicle sensors, dynamic demand-based pricing and a real-time parking guidance system to reduce VMT, congestion and to improve flow for cars/buses.		
		Real-Time Parking Information	Develop an on-line system for real-time parking information, including GIS database and mapping.		
	<b>Wayfinding</b>	Wayfinding	Improve parking and wayfinding and guidance throughout commercial areas.		
<b>Transportation Demand Management (TDM) Programs</b>	Rideshare Toolkit	The Toolkit would develop an online TDM Toolkit with information for transit users, cyclists, and pedestrians as well as ridesharing. It would include incentive programs for employers, schools, and residents. Additionally, it would be specific to City businesses, employees, and visitors and would integrate traveler information. It would also include carpooling/vanpooling and alternative work schedules.			
	TMOs	The program would provide start-up costs for Transportation Management Organizations/Associations (TMOs/TMAs). It would also provide guidance and implementation of a TDM program.			
Administrative Costs		Estimated at 5% of total project costs.		<b>\$16</b>	<b>5%</b>

**Total      \$334,513,746**

# Exhibit B

## West Los Angeles TIMP Specific Plan List of Transportation Improvements

Column 1 Primary Mode	Column 2 Project Type	Column 3 Improvements <i>Project and Project Description</i>	Column 4 Total in Millions	Column 5 % of Project List
Active Modes	Mobility Hubs	Full-Service Mobility Hubs	\$58	25%
		Bicycle Transit Centers		
	Enhance Pedestrian Access to Major Transit Stations	Expo Corridor Streetscape Plan		
	Enhance Connectivity between Major Transit Station and Activity Centers	North-South Connections to Westwood Village/UCLA		
	Streetscape Improvements	Livable Boulevard Streetscape Plan		
	Sidewalk Network & Pedestrian Enhancements	[Various Locations]		
	Multi-use Paths	Exposition Light Rail Greenway Improvement Project		
	Cycle Tracks & Bike Lanes	Santa Monica Blvd. Cycle Track		
		Venice Blvd. Cycle Track		
		Motor Ave. Cycle Track		
		Bikeway Gap Closures		
Neighborhood Network Enhancements	[Various Locations]			
Bikesharing	Metro Bike Share			
Transit	Bus Rapid Transit (BRT)	Sepulveda BRT	\$139	59%
		Santa Monica BRT		
	Service Enhancements	Olympic Rapid Bus Enhancements		
		Pico Rapid Bus Enhancements		
		Venice Rapid Bus Enhancements		
	New Local Service	Circulator/Shuttle Service		

# Exhibit B

## West Los Angeles TIMP Specific Plan List of Transportation Improvements

Continued

Column 1 Primary Mode	Column 2 Project Type	Column 3 Improvements <i>Project and Project Description</i>	Column 4 Total in Millions	Column 5 % of Project List	
<b>Roadway &amp; ITS</b>	<b>Operational Improvements</b>	Congestion Monitoring	Install a CCTV camera and necessary infrastructure to improve DOT's ability to monitor and respond to real-time traffic conditions	<b>\$31</b>	<b>13%</b>
		ITS Corridor & Signal Upgrades	Install ITS improvements along major corridors. Install signal upgrades as part of the next evolution of ATSAC, including detector loops for traffic volume data and monitoring.		
		Major Intersection Improvements	Funding for spot intersection improvements, such as turn-lane or safety improvements, at major intersections.		
		Sunset Boulevard Operations	Implement operational improvements along Sunset Boulevard. Improvements could include the following: ITS corridor improvements; signal upgrades as part of the next evolution of ATSAC; intersection improvements, such as turn-lane or safety improvements.		
		Olympic Boulevard Operations	Implement operational improvements along Olympic Boulevard between I-405 and Purdue Avenue (to the west of I-405). Improvements could include the following: Convert one westbound travel lane into an eastbound travel lane just west of I-405 by <ul style="list-style-type: none"> <li>• In the westbound direction, provide two travel lanes (three during peak periods with on-street parking restrictions);</li> <li>• In the eastbound direction, provide three travel lanes (four during peak periods with on-street parking restrictions); and</li> <li>• Remove eastbound and westbound left-turn lanes at Beloit Avenue and eastbound center turn lane at Cotner Avenue to provide additional through lane capacity.</li> </ul>		
	Bundy Drive / I-10 Ramp Improvement	Operational improvements at the I-10 ramp connections to Bundy Drive.			
	<b>Neighborhood Protection Program</b>	[Various Locations and Strategies]	The objective of this Program is to discourage through-traffic from using local streets and to encourage, instead, use of the arterial street system. The Program will establish measures to make the primary arterial routes more attractive and local routes less attractive for through-traffic, and establish measures designed to facilitate vehicular and pedestrian egress from local streets in the adjacent neighborhoods onto the primary arterial street and highways system.		
<b>Auto-Trip Reduction</b>	<b>Strategic Parking Strategies</b>	[Various Strategies]	Update parking requirements to reflect mixed-use developments, support shared parking opportunities, and assess parking needs at developments adjacent to major transit stations.	<b>\$8</b>	<b>3%</b>
	<b>Parking Utilization Improvements &amp; Reduced Congestion</b>	ExpressPark	Implement an on-street intelligent parking program that includes vehicle sensors, dynamic demand-based pricing and a real-time parking guidance system to reduce VMT, congestion and to improve flow for cars/buses.		
		Real-Time Parking Information	Develop an on-line system for real-time parking information, including GIS database and mapping.		
		Wayfinding	Improve parking and wayfinding and guidance throughout commercial areas.		
	<b>Transportation Demand Management (TDM) Program</b>	Rideshare Toolkit	The Toolkit would develop an online TDM Toolkit with information for transit users, cyclists, and pedestrians as well as ridesharing. It would include incentive programs for employers, schools, and residents. Additionally, it would be specific to City businesses, employees, and visitors and would integrate traveler information. It would also include carpooling/vanpooling and alternative work schedules.		
TMOs		The program would provide start-up costs for Transportation Management Organizations/Associations (TMOs/TMAs). It would also provide guidance and implementation of a TDM program.			
Administrative Costs		Estimated at 5% of total project costs.	<b>\$12</b>	<b>5%</b>	
<b>Total</b>			<b>\$247,779,190</b>		