

PUBLIC WORKS AND GANG REDUCTION COMMITTEE REPORT relative to the 2017-18 budget for Street Reconstruction and Vision Zero.

Recommendations for Council action, SUBJECT TO THE APPROVAL OF THE MAYOR:

1. AMEND the 2017-18 Adopted Budget to include the SB1 Project List (Attachment A) of the City Administrative Officer (CAO) and Chief Legislative Analyst (CLA) joint report dated August 22, 2017, attached to the Council file, with the appropriate level of detail consistent with the new draft SB1 Guidelines; and, AUTHORIZE the CAO to submit said list to the California Transportation Commission on or before the October 16, 2017 deadline.
2. AUTHORIZE the purchase of equipment and approve transfers and appropriations to the Departments, Funds, and Accounts as detailed in Attachment B of said CAO and CLA joint report to implement the Street Reconstruction Program and the Vision Zero Program for 2017-18, which will primarily focus on the Projects in Attachment A of said CAO and CLA joint report.
3. AUTHORIZE resolution positions in City departments, for said classifications for the periods of time, described in Attachment C of said CAO and CLA joint report, subject to allocation by the Civil Service Commission and paygrade determination by the Employee Relations Division of the CAO.
4. REQUEST the Controller, and INSTRUCT the Department of Public Works, with the assistance of the CAO, to transfer the appropriations and revenue associated with SB1 in the amended 2017-18 Adopted Budget, Special Gas Tax Improvement Fund, Fund No. 206, Schedule No. 5, to a new special fund created for the receipt and expenditure of State SB1 funds.
5. AUTHORIZE the CAO to make technical corrections to these recommendations, if necessary, to effectuate the intent of the Council and Mayor.
6. INSTRUCT the Personnel Department to expedite the allocation and assist with the timely filling of the new positions listed on Attachment C of said CAO and CLA joint report.
7. REQUEST the City Attorney to prepare and present to Council and Mayor prior to October 1, 2017 an ordinance creating a new special fund for the receipt and expenditure of State SB1 funds.
8. DESIGNATE the Street and Transportation Projects Oversight Committee (STPOC) as the Program Oversight body for both the Street Reconstruction Program and the Vision Zero Program and instruct the STPOC to report twice annually to the Council and Mayor on the progress of each Program and on the ability of the City and each Program to achieve implementation efficiencies in areas common to each other and with the Sidewalk Repair Program and the Enhanced Watershed Management Program.
9. INSTRUCT the CAO, Bureau of Engineering, Los Angeles Department of Transportation (LADOT) and Bureau of Street Services (BSS), with assistance from the CLA and relevant

departments, to report to Council and Mayor within 30 days on additional salaries and other resources necessary for 2017-18 work on approved SB1 projects to be funded by the new SB 1 special fund.

10. INSTRUCT the CAO and LADOT, with assistance from the CLA, in preparing the above report, to consult with affected Council Districts on planned Vision Zero treatments for approved SB1 projects to ensure necessary resources.
11. INSTRUCT the CAO and CLA to report quarterly with an update on the progress of filing the positions outlined in the said CAO and CLA joint report.
12. AMEND Attachment C of said CAO and CLA joint report to allow LADOT and the Bureau of Contract Administration to begin their hiring process for signal construction on October 21, 2017.
13. APPROVE all 42 BSS positions as detailed on Page 6 of said CAO and CLA joint report.
14. INSTRUCT the BSS and LADOT, with assistance from the City Attorney, to include consideration of potential liability in the development of future work and expenditure plans.

Fiscal Impact Statement: The CAO and CLA report that the recommendations of said CAO and CLA joint report involve the approval of a SB1 Project List (Attachment A), which is necessary to be eligible for SB1 State funding, as well as \$47.17M included in the 2017-18 Adopted Budget (Attachment D). The source of funds for the \$47.17M include: SB1 Special Gas Tax Improvement Fund (\$24.06M), Measure R Traffic Relief and Rail Expansion Fund (\$2.50M), Measure M Local Return Fund (\$20.11M), and Proposition A Local Transit Assistance Fund (\$0.50M). Approval of the SB1 Project List will establish 17 new projects (Attachment E) and corresponding recommendations redistribute \$19.46M in Measure M Local Return Fund appropriations (Attachment B) and authorize resolution position authorities (Attachment C) to commence design and implementation of overlapping Street Reconstruction (\$12.84M) and Vision Zero (\$6.62M) work primarily on six of the new projects, as well as perform citywide bicycle lane repair and maintenance work. Subsequent reports will propose the allocation of the remaining \$24.71M in SB1 Special Gas Tax Improvement Fund (\$24.06M) and Measure M Local Return Fund (\$0.65M) amounts for salaries and other resources necessary for 2017-18 work during the construction phase of these projects. The six new projects are currently estimated to cost \$36.80M, which consists of street resurfacing (\$5.78M), street reconstruction (\$17.80M) and vision zero (\$13.22M) work.

Community Impact Statement: None submitted.

SUMMARY

At the meeting held on September 20, 2017, your Public Works and Gang Reduction Committee considered a CAO and CLA joint report relative to the 2017-18 budget for Street Reconstruction and Vision Zero. The CAO and CLA report that the 2017-18 Adopted Budget provides funding towards the Vision Zero Program. The City's Vision Zero policy adopted in 2015 seeks to eliminate traffic deaths citywide by 2025. LADOT studied two years of traffic accident data to determine the location, severity, and frequency of accidents. This resulted in the identification of a set of streets designated as the High Injury Network (HIN), totaling 2,801 lane miles. From this

data, a subset of 40 HIN Priority Corridors with over 500 lane miles was established. During 2016-17, LADOT focused on identifying recommended safety improvements along these corridors and developed a strategy for reducing accidents, which involves Safety Education and Outreach; Encouraging Safe Use of the Streets through Enforcement; Re-engineering of existing infrastructure such as signal timing and phasing, or street design; Maintenance of existing infrastructure such as bicycle lanes and pedestrian facilities, and; Installation of new infrastructure. The plan for improving the safety of the 40 HIN Priority Corridors involves a phased approach to ensure that safety changes that are relatively easy are done as soon as possible to maximize the public safety benefit. After an opportunity for public comment was held, the Committee moved to approve the recommendations contained in said CAO and CLA report as amended, as detailed above. This matter is now forwarded to the Council for its consideration.

Respectfully Submitted,

PUBLIC WORKS AND GANG REDUCTION COMMITTEE



<u>MEMBER</u>	<u>VOTE</u>
BLUMENFIELD:	YES
BUSCAINO:	YES
MARTINEZ:	YES
RYU:	YES
RODRIGUEZ:	ABSENT

ME

-NOT OFFICIAL UNTIL COUNCIL ACTS-