



clerk CIS <clerk.cis@lacity.org>

## Your Community Impact Statement Submittal - Council File Number: 23-1027-S3

1 message

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

Sat, Apr 26, 2025 at 8:34 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](mailto:empowerla@lacity.org).

\*\*\*\*\* This is an automated response, please DO NOT reply to this email. \*\*\*\*\*

### Contact Information

Neighborhood Council: North Westwood

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The Board approved this CIS by a vote of: Yea(10) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 04/02/2025

Type of NC Board Action: For

### Impact Information

Date: 04/26/2025

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 23-1027-S3

City Planning Number:

Agenda Date:

Item Number:

Summary: FY 2025-26 will be another difficult budget for the City of Los Angeles. However, we urge the City to rise to that challenge to meet legal and moral obligations to maintain and improve safe and accessible streets and sidewalks. This will be the first full budget cycle since voters approved Measure HLA. The ADA and Measure HLA require the City's resurfacing projects to include both curb ramps and mobility improvements to build out the networks of Mobility Plan 2035. In addition to a legal requirement, this is an opportunity to rethink how we manage our public right-of-way and implement projects. We suggest the following: Continue to aggressively pursue risk management to reduce transportation-related

liabilities by creating two new Legislative Support positions within LADOT; Departmental incentives for successfully decreasing liabilities; Improve interagency collaborations between LADOT, BSS, and BOE for all projects via a Capital Infrastructure Plan with LADOT as the lead agency for Mobility Plan projects; Provide LADOT with dedicated access ramp design and construction teams; Restore Parking Enforcement & Traffic Control positions; Expedite automated bus lane camera enforcement for all corridors; Begin immediate implementation of 125 automated speed cameras; Ensure that the Prioritized Critical Hiring process does not impede departments from filling and refilling positions; Allow LADOT to use awarded grant funding to fund staff positions dedicated to delivering those projects; Add two new Chief Planner positions in advanced planning & project delivery; Restore and increase the Paint & Sign budget to support one of the most basic and essential functions of LADOT. We also recommend that the City move to two-year budgets, to improve consistency and long-term planning. To reduce financial pressures, we further recommend the City pursue additional revenue measures and identify facilities and other needs that a potential bond measure could support.

Ref:MSG12299128

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 **CIS\_LADOT Budget.pdf**  
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## - COMMUNITY IMPACT STATEMENT -

### Summary: LADOT Budget Recommendations

Fiscal Year 2025-26 will be another difficult budget for the City of Los Angeles. However, we urge the city to rise to that challenge to meet legal and moral obligations to maintain and improve safe and accessible streets and sidewalks. This will be the first full budget cycle since voters approved Measure HLA. The American with Disabilities Act and Measure HLA require the City's resurfacing projects to include both curb ramps and mobility improvements to build out the networks included in *Mobility Plan 2035*. In addition to a legal requirement, this is an opportunity to rethink how we manage our public right-of-way and implement projects.

Several opportunities exist to ensure that, moving forward, the City is fully prepared to comply with the ADA and HLA, deliver HLA-compliant infrastructure projects, and mitigate liability risks. We suggest that the City implement the following:

#### Liability

- Continue to aggressively pursue risk management to reduce transportation-related liabilities by creating two new Legislative Support positions within LADOT. These positions provide expertise to the City Attorney while allowing planners and engineers to focus on transportation roles, potentially saving the City millions of dollars.
- City-wide, the City should consider departmental incentives for successfully decreasing liabilities. Departments currently see no reward for reducing liabilities despite devoting internal resources to risk management.

#### Interagency Collaboration

- Improve interagency collaborations between LADOT, Bureau of Streets Services, and Bureau of Engineering for all projects via a Capital Infrastructure Plan with LADOT as the lead agency for *Mobility Plan 2035* projects.
- Provide LADOT with dedicated access ramp design and construction teams to allow for streamlined scheduling and project management. These teams may remain under Bureau of Streets Services and Bureau of Engineering, but should be responsible solely for LADOT-led projects.
  - As an example of current dysfunction, the Hollywood Blvd Safety and Mobility Project extension to Sunset Blvd is significantly delayed because LADOT cannot implement changes until StreetsLA constructs new access

ramps, and StreetsLA cannot begin construction because BoE is delayed in ramp design to 2026.

### Revenue and Enforcement

- Restore Parking Enforcement & Traffic Control positions, which tend to be revenue-generating for the city while improving road safety.
- Expedite automated bus lane camera enforcement for all bus lane corridors.
  - In the first month of the program, [\\$1.6M in fines were generated](#) on just two bus lines, of which the City retains 25%. Estimated annual net revenue is \$5M for these two lines. However, over 20 Metro bus lines use current bus lanes in the City, and will continue to grow as the Transit Enhanced Network is implemented. Expanded enforcement on all eligible bus lines will ensure reduced transit rider delay by maximizing bus lane effectiveness, while increasing city revenue by tens to hundreds of millions dollars annually.
- Begin immediate implementation of 125 automated speed camera locations as authorized by recent state legislation. Revenue is required to be reinvested in traffic-calming and street safety improvements in those communities, including those designated for the Mobility Plan's Neighborhood Enhanced Network, ensuring equitable implementation and no long-term reliance/incentive for continued speeding and fines.
  - For reference, just 5 speed cameras in Ontario, Canada [generated 850,000 USD in six weeks](#). That would equate to \$920M/year for 125 cameras. The city's actual revenue will be less due to differences in fines, first-time violation warnings, and low-income discounts, but hundreds of millions of dollars annually would be a conservative revenue estimate while immediately improving street safety.

### Staffing and Materials

- Ensure that the Prioritized Critical Hiring process (PCH) does not impede departments from filling and refilling authorized and funded positions, a frequent obstacle to maintaining staffing at LADOT. Remove PCH requirements for replacing departing personnel.
- Allow LADOT to use awarded grant funding to fund staff positions dedicated to delivering those grant-funded projects to speed up project delivery.
  - The City received nearly \$500M in ATP awards over the last five years, and at the current pace it will take the city a decade or more to deliver the projects, putting future ATP funding at risk. Grant-funded projects require personnel to effectuate project delivery.
- Add two new Chief Planner positions in advanced planning & project delivery.
  - This is a new classification that not only provides much needed senior management capacity but also improves retention for STP2s who have no further ladder at LADOT. This management will be necessary for HLA-compliant project delivery

- Restore and increase the Paint & Sign budget to support one of the most basic and essential functions of LADOT—restriping streets and managing street signs—to allow for both Measure HLA-compliant project delivery and council district-specific requests.

We also recommend that the City move to two-year budgets, to improve consistency and long-term planning. To reduce financial pressures on the City, we further recommend the City pursue additional revenue measures and identify facilities and other needs that a potential bond measure could support.

Council File: [25-0600](#)

Title: Budget Proposal Fiscal Year 2025-26

Position: Against unless Amended

Council File: [25-0029](#)

Title: City Reserve Fund Balance / City expenses / Major International Events / Existing tax Revenue Sources / Revenue Generation Opportunities

Position: For

Council File: [25-0248](#)

Title: City Infrastructure / Maintenance / Bond Measure / November 3, 2026 Election

Position: For

Council File: [23-1027-S3](#)

Title: Charter Reform / Biennial Budget Cycle / Public Participation / Engagement Strategies

Position: For

Council File: [24-0600-S52](#)

Title: 2024 Budget Recommendation / Transportation Infrastructure Grants / Funding / Deadlines / Extensions / Status of Projects

Position: For

Council File: [24-0600-S32](#)

Title: 2024 Budget Recommendation / Chief Legislative Analyst / Special Studies

Position: Neutral