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Your Community Impact Statement Submittal - Council File Number: 25-0600

1 message

LA City SNow <cityoflaprod@service-now.com>

Tue, Jul 8, 2025 at 6:07 PM

Reply-To: LA City SNow <cityoflaprod@service-now.com>

To: Clerk.CIS@lacity.org, kay.hartman@palmsnc.la

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.

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

Contact Information

Neighborhood Council: Palms

Name: Kay Hartman

Email: kay.hartman@palmsnc.la

The Board approved this CIS by a vote of: Yea(8) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 06/04/2025

Type of NC Board Action: Against

Impact Information

Date: 07/09/2025

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 25-0600

City Planning Number:

Agenda Date:

Item Number:

Summary: The Palms Neighborhood Council opposes the proposed budget cuts and position eliminations at LADOT, Bureau of Street Services, and Bureau of Engineering. The Mayor's proposed budget is a disaster for street safety in Los Angeles. By cutting LADOT and StreetsLA, the City is ending Vision Zero, giving up on Olympic and Paralympic Games preparation, and guaranteeing that more people will be hurt and killed in our dangerous streets. As a neighborhood, Palms has a great need for safe, reliable street infrastructure. The City cannot host international mega-events on streets that are full of potholes, broken sidewalks, and dark streetlights.

Budget CIS for CF 25-0600

Position: Oppose Unless Amended

The Palms Neighborhood Council opposes the proposed budget cuts and position eliminations at LADOT, Bureau of Street Services, and Bureau of Engineering.

The Mayor's proposed budget is a disaster for street safety in Los Angeles. By cutting LADOT and StreetsLA, the City is ending Vision Zero, giving up on Olympic and Paralympic Games preparation, and guaranteeing that more people will be hurt and killed in our dangerous streets. As a neighborhood, Palms has a great need for safe, reliable street infrastructure. The City cannot host international mega-events on streets that are full of potholes, broken sidewalks, and dark streetlights.

We suggest that the City implement the following:

- Pursue risk management to reduce transportation-related liabilities, potentially saving the City millions of dollars. The City should also consider departmental incentives for successfully decreasing liabilities.
- Determine why the Parking Enforcement program does not cover its costs, according to the City Controller's office. After determining the issues, adequately staff Parking Enforcement & Traffic Control positions in a way that is revenue-generating for the City while improving road safety.
- Increase parking lot and meter rates according to LADOT's offset proposal, which could raise over \$6M of revenue.
- Allow LADOT to use awarded grant funding to fund staff positions dedicated to delivering those grant-funded projects to speed up project delivery. Lacking staff to deliver the projects puts current and future grant funding at risk. Grant-funded projects require personnel to effectuate project delivery.
- Allow LADOT to use Special Funds including Measure M and SB1 to retain staff positions related to project delivery. These funds are ongoing streams of revenue and should not be considered one-time funding.
- 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.

The above is not a comprehensive list, but these are some thoughts about how Los Angeles's streets could be made safer in the current budget environment. We urge the City Council to consider these and other efforts to reduce transportation-related liabilities and build infrastructure more effectively.