

MOTION

TRANSPORTATION

The City of Los Angeles has adopted multiple policies to improve transportation safety, reduce greenhouse gas emissions, and expand mobility options for residents, including the Mobility Plan 2035, Vision Zero, the Sustainable City pLAn/Green New Deal, and Safe Routes to School initiatives. Despite these policy commitments, the pace of implementation of active transportation infrastructure, which encourage the increased use of walking and biking, has been limited by the availability of existing staff and upfront capital funding for construction.

While the City's active transportation project portfolio has increased considerably over the past few years, staffing levels remain constant or have declined. The lack of adequate staff to undertake the necessary work to deliver projects has led to lengthy reviews and administrative delays, as well as an increased reliance on consultants, which further increase project costs. Jurisdictions that invest in their own workforce are better able to plan effectively, complete projects on time and budget, and avoid relying on more expensive consultants.

Additionally, the cost of building new transportation infrastructure has increased. The Federal Highway Administration data notes that construction costs have risen about 70% since 2020, which make it imperative that the City move as quickly as possible in delivering transportation.

The timely construction of active transportation infrastructure will improve public safety, advance the City's climate and mobility goals, and address transportation equity needs in communities across the San Fernando Valley, Central Los Angeles, and South Los Angeles. It will also make legacy initiatives like the Festival Trail Initiative possible.

I THEREFORE MOVE that the Department of Transportation (LADOT), the Bureau of Engineering (BOE), the Bureau of Street Services (BSS), and the Bureau of Street Lighting (BSL) provide a current list of the City's active transportation projects and associated grant deadlines, including, but not limited to, protected bicycle lanes and paths, pedestrian safety improvements, neighborhood greenways, and sidewalk improvements associated with corridor upgrades, prioritizing projects that are located on the City's High Injury Network, improve access to transit stations, major job centers, and key entertainment and sporting venues, serve disadvantaged communities, are located along the Festival Trail or extend the existing network of non-vehicular paths.

I FURTHER MOVE that the Council instruct the City Administrative Officer, with assistance from LADOT, BOE, BSS, and BSL, to identify adequate staffing levels and evaluate funding options, including the feasibility of utilizing Municipal Improvement Corporation of Los Angeles (MICLA) lease revenue bonds, that would provide the necessary staff resources and project implementation costs to deliver the City's active transportation projects.

PRESENTED BY:



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SECONDED BY:



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