

CITY OF LOS ANGELES

CALIFORNIA

DEPARTMENT OF PUBLIC WORKS

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DEPARTMENT OF TRANSPORTATION

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ERIC GARCETTI

MAYOR

Signatories of the Moms and Mobility Coalition
c/o Jessica Meaney
P.O. Box 26252
Los Angeles, CA

Dear all:

On behalf of the City of Los Angeles, thank you for your letter and for your advocacy on an important issue in the City. The Bureaus within the Public Works Department and the Department of Transportation (LADOT) have worked together to answer your questions.

As you acknowledged in your letter, the information you requested is extensive and detailed. While we hope our response helps you more effectively engage with the City budget process, we also recognize that this is an unprecedented time. The financial forecast is highly volatile--the specifics of funding streams and historic program allocations are now less predictable. However, we share many of your goals for mobility improvements and want to hear your ideas to help mitigate the impacts of recent cuts. We hope we can begin a dialogue about your goals and suggestions. In this way, we can together sort through funding opportunities and find ways for overcoming where significant challenges to achieving community goals exist.

Budget Information

Regarding the City's big picture budget, the department-specific budgets for FY21, FY20, FY19, FY18, and FY17 can be viewed at <https://lacontroller.org/budgets>. In each of these adopted budgets, you can view the budget and actual expenditures by department for the prior year, the adopted budget and estimated expenditures for the year in which the budget was adopted, and the total budget for the upcoming year. Other budget documents can be found at <http://cao.lacity.org/budget/index.htm>.

We recommend that you work with the Office of the City Administrative Officer (CAO) for information related to the total program funding, funding streams, allocations among departments, and additional

funding sources. David Hirano is the appropriate contact at CAO. He is aware of your letter and is copied here. Attached for your information is budget information for a few relevant programs.

Interdepartmental Coordination

One of the City's latest efforts to develop an interdepartmental program for public right-of-way projects is the creation of the Complete Streets program. Complete Streets is a comprehensive program to repair streets and install safety measures across Los Angeles that is being led by the Bureau of Engineering, in partnership with LADOT, the Bureaus of Street Services, Street Lighting, Contract Administration, and LASanitation. Bringing the departments together has enabled the City to move more efficiently from designing improvements to construction.

When agencies plan to lead right of way improvements that involve multiple departments (Vision Zero, Safe Routes to School for example), agency coordination works best when partner agencies develop a Scope of Work (SOW) together, and assign a lead agency based on the plurality of the SOW. All supporting entities then provide budget estimates based on that SOW to ensure elements under our respective jurisdictions are accounted for in the overall proposed budget.

Community Engagement

For the last three years, LADOT has submitted a budget request for community-first engagement resources, modeled off of best practice engagement strategies. These funds typically go toward the deployment of engagement resources, including a street team (hired from the community where projects are planned), community-level demographic analysis, open houses, canvassing, phone banking, and research to support innovative approaches to engagement. This engagement approach will be applied to forthcoming Complete Streets Projects and has become the baseline for projects, services, and investments at LADOT.

The Bureau of Street Lighting (BSL) is committed to equitable service outcomes for all City residents. To better meet the needs of Angelenos, the Bureau is piloting new Community Engagement and Smart City programs to improve the overall quality of street lighting, and the daily experience of residents in impacted areas. Smart City solutions play a critical role in the efficiency, equity, and benefits to our residents. The Bureau prioritizes safety lighting needs for vulnerable populations, coordinating lighting needs around bus stops and in and around tunnels. Additionally, the BSL is working on piloting new community engagement programs to ensure equity and inclusion considerations from underserved communities, to aid in policy and design decisions.

Notable Budget Requests

The [Public Way Reservation System](#) is a location guide for all entities that intend to engage in activity or work in major, secondary, and collector City streets. This is an important system for the City that is currently being discussed by the City Council through Council File Numbers [17-0988](#) and [20-1469](#).

LADOT recently concluded its first Women's Transportation Needs Assessment. This report will identify specific recommendations to make travel for women, gender minorities, and girls more comfortable. LADOT will pursue funding for these recommendations, including gender inclusive design guidelines for all changes to the public right of way. Inclusive design guidelines will articulate how investments in the public right of way should consider lighting, shade, and safety, as these are top issues for women traveling. LADOT also aims to pursue funding for a gender-inclusive mobility service pilot that addresses the unique gender specific ways that women travel (e.g. trip chaining, taking non-wage-earning trips).

As part of the Mayor's recent [directive on racial equity](#), our agencies have created racial equity action plans, which are important starting points for identifying programmatic emphases to make our public infrastructure more accessible and to address historic inequities of past infrastructure investments. LADOT has requested \$1M in funds to advance racial equity initiatives. This includes training all LADOT staff on diversity, equity, and inclusion as well as a comprehensive existing conditions analysis (similar to the analysis on women's transportation needs) that explores how policies, programs, and investments are contributing to race-based outcomes. We will use these plans and analyses to transform operations for more racially equitable outcomes.

Metrics and Measurable Outcomes

The Bureau of Engineering measures "access" through the number of sidewalk miles repaired and curb ramps upgraded/installed that are compliant with the American Disabilities Act. Information on the City's Sidewalk Repair Program can be found at <https://sidewalks.lacity.org/> under Reporting and Mapping.

LADOT tracks the following metrics, as part of its TRANSTAT dashboard:

- Traffic fatalities by mode
- Safety improvements near high collision school zones
- Pedestrian Infrastructure Improvements (Crosswalks, flashing beacons, etc.)
- Safety improvements on the City's High Injury Network
- Number of/Miles of bike lanes installed
- DASH routes
- DASH riders/trips
- Transportation Happiness Index Score (In progress)
- Blue LA (Electric car sharing program) Care Riders/Users
- Metro Bike Share riders
- Dockless (scooter) riders
- Reduce transportation-related greenhouse gas emissions/Reduction in carbon emissions (In progress)
- Travel time index of public transit
- Reliability index of public transit
- Walkability scores
- % of households within a five-minute walk of on-demand and shared mobility options (dockless, bike share, and BlueLA)

- % of households within a 10-minute walk of high-capacity, high-quality transit (15 minutes or better)
- Increase investment in public space programs

A public facing dashboard, which will baseline these metrics, will be released at the beginning of 2021.

Among the growing list of publicly available information about the work of StreetsLA, we maintain a [live dashboard](#), tracking high-level metrics including our [proposed repaving plan](#) through Fiscal Year 2024. StreetsLA is also creating a [public database of street trees](#) by neighborhood council area.

Collaboration with Moms and Mobility

Our agencies are interested in continuing to improve these metrics and look forward to your input. We welcome your suggestions for how to effectively “measure the access, safety, comfort of public-rights-of-way and health of local Los Angeles communities.”

We are eager to meet with you and the community members active in Moms and Mobility, to hear your suggestions and to identify some shared goals and immediate opportunities on which we can work together. The following are point persons at our four agencies. Please reach out to them to identify a time to meet and to create an agenda in which we can discuss our common objectives and ways to advance them.

Martin Schlageter, director of external relations, StreetsLA, martin.schlageter@lacity.org

Lilly O’Brien-Kovari, Director of Strategic Initiatives, lilly.obrien@lacity.org

Megan Hackley, Assistant Director, the Bureau of Street Lighting

Julie Sauter, Deputy City Engineer, Bureau of Engineering, julie.sauter@lacity.org

Thanks again for your interest and advocacy. We look forward to working with you.

Sincerely,

The Los Angeles Department of Public Works, Bureau of Engineering

The Los Angeles Department of Public Works, Bureau of Street Services (StreetsLA)

The Los Angeles Department of Public Works, Bureau of Street Lighting

The Los Angeles Department of Transportation

Attachment 1

Program Budgets

For all requested program budgets not included here, please contact the CAO for a breakdown.

Safe Routes to School*

2017	School Bike & Transit	\$600,000.00
2018	School Bike & Transit	\$300,000.00
2019	School Bike & Transit	\$268,330.84

*Totals only include City budget allocations, not grant funds

Vision Zero

Compilation of Adopted Budgets 2015-16 through 2020-21

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
LADOT*	\$ 647,704	\$ 1,982,708	\$ 22,321,723	\$ 24,271,819	\$ 45,754,614	\$ 43,367,679
LAPD	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
BSS	\$ -	\$ 500,000	\$ 500,000	\$ 1,487,151	\$ 1,790,033	\$ 1,594,818
BOE	\$ -	\$ 264,286	\$ 350,513	\$ 354,888	\$ 347,436	\$ 356,216
BSL	\$ -	\$ 315,575	\$ 992,401	\$ 1,527,854	\$ 1,542,654	\$ 1,533,472
BCA	\$ -	\$ -	\$ -	\$ 201,786	\$ 206,962	\$ 219,532
GSD	\$ -	\$ -	\$ -	\$ 363,668	\$ 350,897	\$ 378,490
	<u>\$ 647,704</u>	<u>\$ 3,062,569</u>	<u>\$ 25,664,637</u>	<u>\$ 29,707,166</u>	<u>\$ 51,492,596</u>	<u>\$ 48,950,207</u>

CUMULATIVE TOTAL (2015-2021) \$ 159,524,879

Metro Bus speed improvements and Dash service

Yearly cost to run all of DASH services: \$64 million

Prop A 1/2 cent sales tax = \$42 million

Outside funding (Metro, County): \$22 million