

May 1, 2018

Councilmember Paul Krekorian and Budget & Finance Committee
Los Angeles City Hall
200 N Spring Street
Los Angeles, CA 90012

RE: Mayor's Proposed Fiscal Year 2018-2019 Budget

Dear Chair Councilmember Krekorian and committee members,

Each year Investing in Place tunes in to the City of Los Angeles annual budget process. Our goal is to advocate for data-driven public investments in our city services that will produce equitable outcomes and an improved quality-of-life for the people of Los Angeles. We greatly appreciate the hours of hard work put in by our City departments and elected officials to craft a balanced budget that meets the needs of our 4.2 million neighbors.

No Longer the Road Less Traveled

The Mayor's Fiscal Year (FY) 2018-2019 Proposed Budget is an indication of how far Los Angeles has come in recognizing the importance of the built environment on safety, accessibility, and opportunity. **Three years ago, there were no City policies addressing the role of road design in the loss of human lives or the value of our sidewalks to serve our local businesses and people of all ages, incomes, and abilities.** In that time of increased awareness, we also saw increased investment from the City: the Vision Zero program's funding has increased from \$3 million to \$37 million proposed this year. This proposed budget also contains the largest sidewalk infrastructure investment the City has made in years, with a total annual investment of \$41 million allocated to sidewalk repair and improved accessibility.

This year is also a first effort to efficiently invest new transportation funding sources from outside the City, including the \$122 billion Measure M County sales tax revenue and SB 1, the \$5 billion (annual) State gas tax. As mobility and budget advocates, we are thrilled that the increased awareness around the importance of transportation investments is being matched with increased funding opportunities.

Our tables below also highlight other proposed funding for both Vision Zero projects and programs and non-Vision Zero projects and programs that would improve access and safety for people using all modes of transportation.

The \$37 million dedicated to Vision Zero is especially promising, given that the Vision Zero High Injury Network (HIN) is the [closest proxy to a social equity measurement](#) used by the City of Los Angeles to guide projects and investments.

Proposed Vision Zero Budget Allocations (FY 2018-19)

Signals	\$10,363,000
Concrete Work	\$6,038,000
Speed Surveys	\$241,000
Lighting	\$1,862,000
Maintenance	\$450,000
Design, Planning, Project Management	\$3,035,000
Education & Outreach	\$1,000,000
Enforcement	\$1,500,000
Project Development	\$4,715,000
Complete Streets Corridors (Vision Zero elements)	\$7,247,000
Administrative	\$364,000
SUM TOTAL	\$36,815,000

Proposed Traffic and Pedestrian Safety Projects and Budget Allocations (FY 2018-19)

Speed Hump Program	\$1,293,515
Great Streets Program	\$3,584,553
Expo Bike Path Project	\$1,260,000
Cypress Park Pedestrian Bridge Project	\$200,000
LA Riverway	\$1,500,000
Maintenance	\$1,987,415
Lighting/Signals	\$2,849,646
Road Reconstruction	\$3,918,662
Education	\$300,000
Capital Infrastructure Expenditure Plan Safety Projects	\$26,936,263
Administrative/Staffing	\$842,090
Other Bike and Pedestrian Projects/Programs	\$8,928,747
SUM TOTAL	\$53,600,891

Proposed Sidewalk Repair and Access Allocations (FY 2018-19)

Sidewalk Repair Fund	\$31,100,000
Sidewalk Access Request Acceleration Program	\$10,000,000
SUM TOTAL	\$41,100,000

Note: Funding sources include Measure R, Prop A, Prop C, Measure M, SB 1 Gas Tax, Local Transportation Fund, Street Damage Restoration Fund, Public Works Trust Fund, and General Fund. Does not include Metro [Multi-year Subregional Program \(MSP\)](#), Metro Capital Projects, or Federal Funds.

Following the Money

This progress in awareness and resource allocation is exciting. And we don't want the City to stop there. We see the following steps as a path to a safe and healthy City that provides access for people of all ages, incomes, and abilities:



With this dedication of dollars, we want to continue working with the City to develop a transparent plan with shared definitions, goals, and performance measures. The need for improving safety, access, and addressing equity disparities will always outweigh the available resources we have. We believe the City can most effectively leverage its existing funds by:

1. Establishing **Citywide goals** for projects and programs funded by these resources that **prioritize communities and neighborhoods with historical disinvestment**;
2. Creating **shared prioritization and performance measures to evaluate success** in achieving these goals; and
3. Opening up the **project selection and development process to community organizations and members** who will benefit from and be impacted by these investments.

Best Practices

The City of Los Angeles is currently developing project scopes for six Complete Streets corridor projects that were selected based on shared need for improvements in traffic safety, roadway conditions, sidewalk safety and accessibility, and sustainability. These projects utilize existing City prioritization criteria, including the Vision Zero High Injury Network (HIN) and streets identified as “D” or “F” rating for surface conditions. These projects are also funded by a combination of City, County, and State funds.

These projects have the potential to be a **nationwide best practice in addressing the safety, access, and equity needs of all road users** through comprehensive planning and project development. The City of Los Angeles can become a model for Complete Streets implementation by developing Citywide goals and metrics for these projects through a **transparent process that is open to the public and identifies shared equity and data-based outcomes**.

INVESTING *in* PLACE

In the longer-term, the City can utilize these goals, metrics, and processes to explore **multi-year planning and budgeting** for transportation and infrastructure investments. **Using Citywide prioritization criteria** (including the HIN, the City's Sidewalk Repair Program criteria, and road resurfacing ratings) to identify potential locations and investment needs ahead of time would provide the City time to **work with communities to identify infrastructure solutions and develop projects**, as well as give **City departments the ability to scope reasonable budgets and design/implementation timelines**. Local Council Districts might still retain annual approval of a multi-year budget and project lists, but at least there would be **something in existence to respond to or build upon, rather than starting from scratch every single year**.

We support the concept of a Citywide Infrastructure Plan and strongly recommend revisiting this idea as the City demonstrates increased financial commitment to multi-modal transportation projects that address safety, access, and equity.

Thank you for your commitment to achieving a City of Los Angeles budget that serves the people of Los Angeles.

Sincerely,



Jessica Meaney, Executive Director
Investing in Place

cc: Deputy Chief of Staff Matt Szabo, Mayor's office
Deputy Mayor Miguel Sangalang, Mayor's Office
Deputy Mayor Barbara Romero, Mayor's Office
Honorable Councilmember Gil Cedillo, City Council District 1
Honorable Councilmember Paul Krekorian, City Council District 2
Honorable Councilmember Bob Blumenfield, City Council District 3
Honorable Councilmember David Ryu, City Council District 4
Honorable Councilmember Paul Koretz, City Council District 5
Honorable Councilmember Nury Martinez, City Council District 6
Honorable Councilmember Monica Rodriguez, City Council District 7
Honorable Councilmember Marqueece Harris-Dawson, City Council District 8
Honorable Councilmember Curren D. Price, Jr., City Council District 9
Honorable Councilmember Mike Bonin, City Council District 11
Honorable Councilmember Mitch Englander, City Council District 12
Honorable Councilmember Mitch O'Farrell, City Council District 13
Honorable Councilmember José Huizar, City Council District 14
Honorable Councilmember Joe Buscaino, City Council District 15
General Manager Seleta Reynolds, Department of Transportation
City Engineer Gary Lee Moore, Bureau of Engineering

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Director Nazario Saucedo, Bureau of Street Services
Los Angeles City Clerk