

1 RESOLUTION NO. RES-08-0119

2
3 A RESOLUTION OF THE CITY COUNCIL OF THE
4 CITY OF LONG BEACH ADOPTING THE CITY OF LONG
5 BEACH TRAFFIC MITIGATION PROGRAM (TMP)
6 SIXTEENTH ANNUAL REPORT; AMENDING THE TRAFFIC
7 MITIGATION PROGRAM TO ADD RECOMMENDED
8 CHANGES TO THE CITY'S TRANSPORTATION
9 IMPROVEMENT PLAN AND MAKING FINDINGS RELATIVE
10 THERETO IN ACCORDANCE WITH LONG BEACH
11 MUNICIPAL CODE SECTIONS 18.17.170, 18.19.180 AND
12 GOVERNMENT CODE SECTIONS 66001 AND 66006
13

14 WHEREAS, on November 20, 1990, the City Council adopted Ordinance
15 No. C-6824 (as amended by Ordinances C-6836 and C-6848), to establish and impose a
16 Transportation Improvement Fee (TIF) on certain new residential and nonresidential
17 development in the City for the purpose of assuring that the transportation Level of
18 Service (LOS) goals of the City as set forth in the City's Traffic Mitigation Program are
19 met with respect to the additional demands placed on the transportation system by traffic
20 generated by such development; and

21 WHEREAS, on December 11, 1990, the City Council adopted Resolution
22 No. C-24978, establishing a Transportation Improvement Fee by land use type and,
23 where relevant, by location, following consideration of the projected development in the
24 City of Long Beach from the year 1990 to the year 2010; and

25 WHEREAS, on March 30, 1993, the City Council adopted Resolution No.
26 C-25393, consisting of an amendment to the Transportation Improvement Fee to add
27 categories of residential use for senior citizen housing, secondary housing which is
28 accessory to a principal dwelling unit, and accessory residential units; and

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

1 WHEREAS, Long Beach Municipal Code Section 18.17.170 requires that at
2 least once each year the Director of Public Works shall prepare a report to the City
3 Council in order to evaluate progress in the implementation of the Transportation
4 Improvement Plan and the Transportation Improvement Fee and in order to make any
5 recommended changes to said Plan or Fee; and

6 WHEREAS, on August 28, 1990, the City Council adopted Ordinance No.
7 C-6776, to establish a Long Beach Airport Study Area Traffic Fee for major intersection
8 improvements, which fee is imposed on new residential and nonresidential development
9 in the Long Beach Airport Traffic Study Area for the purpose of assuring that the
10 transportation Level of Service (LOS) standards established by the City for said Area are
11 and were met with respect to the additional demands on the transportation system
12 generated by such development; and

13 WHEREAS, on August 21, 1990, the City Council adopted Resolution No.
14 C-24921, establishing the Long Beach Airport Traffic Study Area Impact Fee Amounts;
15 and

16 WHEREAS, Long Beach Municipal Code Section 18.19.180 requires that at
17 least once each year the Director of Public Works shall prepare a report to the City
18 Council in order to evaluate progress in the implementation of the Long Beach Airport
19 Traffic Study Area Traffic Fee and mitigation requirements and to make any
20 recommended changes to said Study Area or Fee; and

21 WHEREAS, the Director of Public Works has prepared the report required
22 pursuant to Sections 18.17.170 and 18.19.180 of the Long Beach Municipal Code which
23 report incorporates, among other things, the following information:

- 24 1. The total amount of development granted development approval in the
25 City by type;
- 26 2. The estimated increase in P.M. peak hour trips generated by approved
27 development;
- 28 3. The transportation improvements completed relative to the

1 improvements listed in the Transportation Improvement Plan;

2 4. The amount of Transportation Improvement Fees and Airport Area
3 Traffic Fees in the fund or subfund; and

4 5. Recommended changes to the Transportation Improvement Fees,
5 including, but not necessarily limited to, changes in the Transportation Improvement Plan
6 and changes in the Transportation Improvement Fees or Fee Setting Resolution as well
7 as recommended changes to the Airport Traffic Study Area Traffic Fee and mitigation
8 requirements, including but not necessarily limited to, changes in the Long Beach Airport
9 Traffic Study Area Improvements, changes in the Airport Area Traffic Fee ordinance or
10 resolution, or changes in the Transportation Demand Management Program or changes
11 in the Traffic Fee; and

12 WHEREAS, Government Code Section 66001(d) requires the City to make
13 certain findings for the fifth fiscal year following the first deposit into the account or fund,
14 and every five years thereafter, with respect to that portion of the Traffic Improvement
15 Fee or Airport Study Area Traffic Fee account, fund, or sub-fund ("the funds") remaining
16 unexpended, whether committed or uncommitted.

17 NOW, THEREFORE, the City Council of the City of Long Beach does
18 hereby find, determine and declare:

19 Section 1. That the City Council does hereby adopt that certain City of
20 Long Beach Traffic Mitigation Program Sixteenth Annual Report (October 1, 2006-
21 September 30, 2007) ("the Report"), a copy of which is attached hereto and incorporated
22 herein by this reference as Exhibit "A".

23 Section 2. That the Report attached hereto as Exhibit "A" contains all of
24 the information required pursuant to Long Beach Municipal Code Sections 18.17.170 and
25 18.19.180 as well as the information required by California Government Code Sections
26 66001 and 66006.

27 Section 3. In reference to Government Code Section 66001(d)(1), and
28 with respect to only that portion of the Traffic Improvement Fee Fund and the Airport

1 Study Area Traffic Fee Fund remaining unexpended at the end of the 2006-2007 Fiscal
2 Year whether committed or uncommitted, the City Council finds that the purpose of the
3 fees is to assure that the transportation level of service goals of the City of Long Beach
4 as said goals are more fully set forth in the City's Traffic Mitigation Program, as well as in
5 Ordinance Nos. C-6824, C-6836, C-6848 and C-6776, are met with respect to the
6 additional demands placed on the City's transportation system by traffic generated from
7 new residential and nonresidential development.

8 Section 4. In reference to Government Code Section 66001(d)(2), and
9 with respect to only that portion of the Transportation Improvement Fees Fund and the
10 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2006-2007
11 Fiscal Year, whether committed or uncommitted, the City Council finds that the findings
12 and facts as set forth in the City's Traffic Mitigation Program and in Ordinance Nos. C-
13 6824, C-6836, C-6848 and C-6776 which findings and facts are incorporated by
14 reference herein, amply demonstrate that there is a reasonable relationship and nexus
15 between the fees imposed and the purpose for which said fees are charged.

16 Section 5. In reference to Government Code Section 66001(d)(3), and
17 with respect to only that portion of the Transportation Improvement Fees Fund and the
18 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2006-2007
19 Fiscal Year, whether committed or uncommitted, the City Council finds that all of the
20 sources and amounts of funding anticipated to complete financing for any incomplete
21 improvements are identified and described in Exhibit "A".

22 Section 6. In reference to Government Code Section 66001(d)(4), and
23 with respect to only that portion of the Transportation Improvement Fees Fund and the
24 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2006-2007
25 Fiscal Year, whether committed or uncommitted, the City Council finds that the
26 approximate date on which the funding referred to in Section 5 is expected to be
27 deposited into the appropriate fund is designated and described in Exhibit "A".

28 Section 7. That during the 2006-2007 fiscal year no refunds or

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

1 allocations were made pursuant to subdivision (e) or (f) of Government Code Section
2 66001.

3 Section 8. That the City's Transportation Mitigation Program and Plan
4 are hereby amended in accordance with the provisions of Long Beach Municipal Code
5 Sections 18.17.170 and 18.17.180 to add the following projected improvements:

- 6 1) ATCS expansion and safety upgrades on Clark Avenue from Walnut
7 Avenue to Del Amo Boulevard;
- 8 2) Safety and communication upgrades and expansion of the ATCS on
9 Artesia Boulevard from Downey Avenue to Long Beach Boulevard;
- 10 3) Traffic flow, communication and safety improvements on Wardlow
11 Road from west city limits to Cherry Avenue;
- 12 4) Pilot projects that expand or upgrade existing bicycle and pedestrian
13 facilities that encourage mode shift to reduce traffic congestion.

14 Further, as related to the Airport Area Assessment District (AAAD), delete the
15 Cherry/Wardlow intersection improvement and add the Spring Street Improvement, which
16 will include resurfacing and restriping of Spring Street from Lakewood Boulevard to
17 Cherry Avenue to add additional capacity within the AAAD area.

18
19 Section 9. This resolution shall take effect immediately upon its adoption
20 by the City Council, and the City Clerk shall certify the vote adopting this resolution.

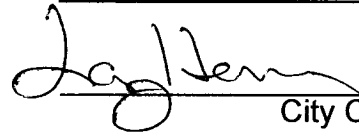
21 //
22 //
23 //
24 //
25 //
26 //
27 //
28 //

1 I hereby certify that the foregoing resolution was adopted by the City
2 Council of the City of Long Beach at its meeting of September 23, 2008 by the
3 following vote:

4 Ayes: Councilmembers: B. Lowenthal, S. Lowenthal, DeLong,
5 O'Donnell, Schipske, Andrews,
6 Gabelich, Reyes Uranga.
7 _____

8 Noes: Councilmembers: None.
9 _____

10 Absent: Councilmembers: Lerch.
11 _____

12 _____
13 
14 _____
15 City Clerk

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

CITY OF LONG BEACH

TRAFFIC **M**ITIGATION **P**ROGRAM

SIXTEENTH ANNUAL REPORT

OCTOBER 1, 2006 - SEPTEMBER 30, 2007



Prepared by:

Department of Public Works
Engineering Bureau

EXHIBIT A
09-09-08

I. BACKGROUND

In December of 1990, after two years of technical analysis, financial evaluation, and public input, the City Council adopted the Traffic Mitigation Program (TMP). This created a comprehensive mechanism to implement the transportation improvements needed to meet the increased travel related to future growth. The TMP also established a practical and equitable way to fund these improvements, through public funds and impact fees on developments, based on the relationship between additional travel demands generated by development and the cost of improvements necessary to accommodate this growth.

Conceptually, the TMP is the second step in the City's ongoing three-step transportation planning process. The first step in this process, the policy component, is the Transportation Element of the General Plan. The Transportation Element establishes street right-of-way and other development-related policies and identifies a long-term set of capital improvements intended to ensure mobility throughout the City as land use changes occur. The TMP is the second step, or financial component, and identifies the financial resources to implement the improvements identified in the Transportation Element as well as an annual mechanism for reviewing progress and modifying the list of improvements (the "Transportation Improvement Plan") to be funded. The third step in this process, the project component, is the Capital Improvement Program (CIP). The CIP identifies priority projects and near-term implementation budgets, based on current resources and anticipated needs.

In addition to existing funding sources, two primary sources have been established to fund the TMP. These include development impact fees, commonly referred to as transportation improvement fees (TIF) and the Airport Area Assessment District (AAAD). A citywide business license tax surcharge was initially a part of the TMP, but new revenues from this surcharge were eliminated in the FY 1998 TMP Report. Within the TIF fee component, special fee rates have been established for the airport and downtown areas, which are typically higher than other parts of the city to account for denser traffic in these areas. These funding sources complement public funds, such as City gasoline tax revenues and Federal, State, or County discretionary grants.

The TMP is the City's implementation of its basic access strategy to support economic growth while protecting its neighborhoods and maintaining mobility. To pursue this goal in a manner which is responsive to the actual pace and locations of growth, the TMP includes provisions for an annual review of the program and modification of the capital improvements list as may become appropriate. This report provides this annual review, pursuant to Long Beach Municipal Code sections 18.17.170 and 18.19.180 as well as California Government Code Sections 66001 and 66006. The reporting period for this report covers the fiscal year ending September 30, 2006.

II. PROGRAM PROGRESS

Capital Improvements Completed

Capital improvements completed during this reporting period ending on September 30, 2007, include:

- Anaheim Street traffic corridor improvements between Alamitos Ave. and Ximeno: Construction of traffic improvements, technology and enhanced transit facilities to improve bus speeds and make Anaheim a bus-priority corridor
- New signals at Cherry & 15th Street, Alamitos & 11th Street, Long Beach Blvd. & 68th Street, Market & Locust Avenue, and Atlantic & Burlinghall Drive
- Signal upgrades at 2nd Street & Studebaker Rd., Broadway & Junipero Avenue, Redondo & Ocean Blvd., Palo Verde & Atherton Street, and Studebaker & Stearns
- Flashing Beacons at Willow & San Vicente, and at Atherton & Chatwin
- Capacity enhancing intersection improvements at Atlantic & 16th Street
- Signal synchronization on Long Beach Blvd. between Willow and Greenleaf as part of a Los Angeles County grant
- Ocean Boulevard/Pine Avenue intersection: Left turn phasing and capacity enhancing improvements to address increased traffic congestion
- Installation of traffic speed monitoring signs at various locations

Capital Improvements Underway

Capital improvements underway during this reporting period ending on September 30, 2007, include:

- Pacific Coast Highway/2nd Street intersection: Design in progress to add a right-turn lane at the north-west corner of the intersection
- Atlantic Avenue/ Pacific Coast Highway intersection: Construct a northbound right-turn lane and signal upgrades.
- Planning for improvements within the I-710 Corridor: Continued efforts to secure funding to design and construct near term improvements on the I-710 Freeway
- I-405/Orange Avenue off-ramp
- Improvements to Aqualink docks at Belmont Pier Landing and Alamitos Bay Landing

Anticipated Near-Term Activities

In addition to the projects currently underway, the following projects are planned for the three-year period from FY 2008 to FY 2011:

- Ocean Boulevard and Second Street Corridor traffic signal synchronization and communication upgrades from the 710 Freeway to Pacific Coast Highway.
- Atlantic Avenue Corridor from Ocean Boulevard north to the City limit: Initiate traffic corridor studies to evaluate and implement comprehensive traffic improvements for all transportation modes (vehicles, transit, pedestrian and bicycles).
- Cherry Avenue Corridor between Del Amo Boulevard and Pacific Coast Highway: Traffic circulation improvements including widening at key major intersections and reconfiguration of the Cherry Avenue/405 Freeway interchange.
- I-710 corridor improvements, rehabilitation and landscaping between Ocean Blvd. and Pacific Coast Highway.
- Orange Avenue/28th Street intersection: New traffic signal and capacity enhancing improvements

- Long Beach ITS: Integration of various intelligent transportation system projects to improve mobility and reduce traffic congestion throughout the City. This expanded project incorporates the previously listed Downtown ITS program, incorporating both federal and regional funding
- Anaheim/Redondo Intersection Widening: Widen the southbound approach to the intersection to install a dedicated right-turn lane.
- Alamos/Orange/15th/16th Street Traffic Mobility Enhancement Project: Reconfigure the Orange Avenue & Alamos intersections at 15th and 16th streets and install a new traffic signal at Alamos/15th Street to improve the intersection geometrics and enhance safety.
- Walnut Avenue/Alamos/20th Street Intersection Reconfiguration Project: Reconfigure and consolidate two closely spaced intersections into one single signalized intersection to provide enhanced bicycle and pedestrian crossings and improve traffic flow
- Pine Avenue Corridor Improvements: Modify the street geometric design and traffic signals for improved traffic mobility and pedestrian safety
- 7th Street Corridor Improvements: Install traffic signal interconnect and other operational improvements for improved mobility and pedestrian safety
- Carson Street Corridor Improvements: Install traffic signal interconnect and operational improvements for improved mobility and pedestrian safety
- Improvements at the Intersection of Park & 10th, including a new traffic signal

A list of additional projects not currently included in the program is included in section IV, RECOMMENDED PROGRAM AMENDMENTS, of this report for consideration and approval by the City Council.

III. PROGRAM FINANCIAL ACTIVITY

The TMP relies on several sources to fund needed transportation improvements based on a quantitative analysis of the traffic contributed by various generators. The composition of those sources at the inception of the program is shown in Table 1.

Table 1
1990 TMP Financial Plan

Source	Revenue (\$millions)*	%Share
Public (City) funds	96.9	47
Transportation improvement fees (TIF) and assessments	101.2	49
Business license tax surcharge (16%)**	9.0	4
Total	\$ 207.1	100

* Expected over a 20-year period

** New revenues from the business license tax surcharge were eliminated in FY 1998, and are no longer included in the TMP financial plan.

New Approved Developments

Table 2 reflects an estimate of the developments approved citywide and within the airport area district between October 1, 2006 and September 30, 2007. These figures are based on building permit records and zoning classifications.

Table 2
Building Permits Issued (Fiscal Year 2007)

Land Use	Citywide Approvals	Airport Area Dist. Approvals
Residential	378 dwelling units	0 dwelling units
Industrial	12,065 gross square feet	11,300 gross square feet
Commercial	98,122 gross square feet	4,964 gross square feet

Based on typical traffic generation rates, the developments listed above generate an estimated 606 P.M. peak hour vehicle trips on a typical weekday. While there is not sufficient data to confirm the reduction in trips due to required transportation demand management measures, the established goal of these measures is to achieve a 20 percent reduction in this traffic generation.

Fund Revenues and Expenditures

The following sections describe activity within each major TMP-related funding source.

- **Transportation Improvement Fees (TIF):** Citywide TIF fees are charged as shown in Table 3 below:

Table 3
Transportation Improvement Fees Fee Schedule

Land Use	Citywide (exc. Downtown and Airport)	Downtown
Non-Residential		
Office	\$2.00 per square foot (sq. ft.)	\$3.00 per sq. ft.
Retail	\$3.00 per sq. ft.	\$4.50 per sq. ft.
Hotel	\$750 per guest room	\$1,125 per guest room
Movie Theater	\$140 per seat	\$90 per seat
Industrial	\$1.10 per sq. ft.	\$1.10 per sq. ft.
Residential	\$1,125 per unit	
Senior Residential	\$663.75 per unit	
Airport Area	Fees for all land uses determined on individual site basis, per ordinance	

Alternative funding sources have also been pursued whenever possible, resulting in a higher than projected proportion of public funds, such as federal, state and regional funds and project specific grant funding. Table 4 summarizes receipts and expenditures of Transportation Improvement Fees:

Table 4
TIF Revenues and Expenditures (FY 2007)

Beginning Balance (10/1/2006)	\$13,749,247
TIF Fees Collected	743,575
Interest & other income	586,542
Expenditures & reimbursements	(2,263,066)
Ending Balance (9/30/2007)	\$12,816,297

Table 5 provides a detailed breakdown of expenditures and reimbursements to the fund.

Table 5
TIF Expenditures & Reimbursements (FY 2007)

	Total Cost to Date		TIF Contribution	
	FY 07	Since inception	FY 07	Since inception
Spring St. Improvement	372	5,256,587	372	3,249,810
I-710 Major Corridor Improvements	312,000	312,000	312,000	312,000
Orange Ave/I-405 Improvements	153,620	167,477	153,620	167,477
Signal System Expansion/Upgrades	2,662,516	6,798,752	1,146,934	2,088,049
Anaheim St Improvement: Alamitos – Ximeno	241,571	2,402,758	77	253,837
2nd Street @ PCH Improvement Plan	54,627	400,456	54,627	400,456
Park at 55th Way/Predevelopment Services	21,655	1,520,632	31	179,616
SR 91/I-605 Needs Assessment Study	20,800	40,800	20,800	40,800
Aqua Link Dock Improvements	127,762	304,069	47,667	222,794
Safe Route to School-Woodrow Wilson	180,141	184,504	35,260	36,617
East-West Corridor Bus Speed Imp. (Anaheim Street)	587,669	7,640,307	319,180	1,826,080
PCH/Santa Fe: Truck Impacted Intersection	172,498	204,435	172,498	172,498
Total Fiscal Year 2007 Projects	\$4,535,232	\$25,232,777	\$2,263,066	\$8,950,033

- **Airport Area Assessment District:** Nineteen intersections were identified for inclusion in the Airport Area Assessment District at the inception of the TMP Program. Table 6 summarizes Airport Area Assessment District (AAAD) fund activities during the reporting period and as of September 30, 2007.

Table 6
Airport Area Assessment District Revenues and Expenditures
FY 2007

Beginning Balance (10/1/2006)	\$2,500,702.99
Interest	114,172.55
Expenditures*	(3.03)
Adjustment to Prior Year Expenditures	-
Ending Balance (9/30/2007)	\$2,614,872.51

* Expenditure reallocated from other funding source to TIF.

Nineteen intersection improvements were to be funded from Airport Area Assessment funding, all of which have been completed with the exception of Cherry/Wardlow. This project, whose total cost is listed at \$2,745,262, is being deleted and replaced with the Spring Street Project, which will include resurfacing and re-striping of Spring Street from Lakewood Boulevard to Cherry Avenue to add additional capacity within the AAAD area.

IV. RECOMMENDED PROGRAM AMENDMENTS

New development in Long Beach has proceeded at a varied pace and geographic distribution. In addition, significant changes have occurred among existing employment centers, leading to new priorities for transportation improvements. The City has initiated an update of the 1991 Transportation Element of the General Plan, on which the current TMP program is based, to identify new transportation improvements that will address the traffic needs of the City over the next ten years.

For now, ongoing program implementation has indicated that modifications to the TMP could enhance its effectiveness. The following program/project changes are recommended for consideration and approval by the City Council and inclusion in the TMP project list:

Programs and Projects To Be Added/Deleted:

1. ATCS expansion and safety upgrades on Clark Avenue from Willow Avenue to Del Amo Boulevard.
2. Safety and communication upgrades and expansion of the ATCS on Artesia Boulevard from Downey to Long Beach Blvd.
3. Traffic flow, communication and safety improvements on Wardlow Road from west city limits to Cherry Avenue.
4. Pilot projects that expand or upgrade existing bicycle and pedestrian facilities that encourage mode shift to reduce traffic congestion

Further, as related to the Airport Area Assessment District (AAAD), due to recent roadway and signal improvements made by Boeing on Wardlow east of Cherry, the improvements originally proposed for the intersection of Cherry and Wardlow are no longer needed at this time. Therefore, the Cherry/Wardlow intersection improvement will be deleted and the Spring Street Improvement, which will include resurfacing and re-striping of Spring Street from Lakewood Boulevard to Cherry Avenue to add additional capacity within the AAAD area will be added.