

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

RESOLUTION NO. RES-10-0096

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH ADOPTING THE CITY OF LONG BEACH TRAFFIC MITIGATION PROGRAM (TMP) EIGHTEENTH ANNUAL REPORT AND MAKING FINDINGS RELATIVE THERETO IN ACCORDANCE WITH LONG BEACH MUNICIPAL CODE SECTIONS 18.17.170, 18.19.180 AND GOVERNMENT CODE SECTIONS 66001 AND 66006

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

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

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

WHEREAS, Long Beach Municipal Code Section 18.17.170 requires that at least once each year the Director of Public Works shall prepare a report to the City

1 Council in order to evaluate progress in the implementation of the Transportation  
2 Improvement Plan and the Transportation Improvement Fee and in order to make any  
3 recommended changes to said Plan or Fee; and

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

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

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

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

- 22 1. The total amount of development granted development approval in  
23 the City by type;
- 24 2. The estimated increase in P.M. peak hour trips generated by  
25 approved development;
- 26 3. The transportation improvements completed relative to the  
27 improvements listed in the Transportation Improvement Plan;
- 28 4. The amount of Transportation Improvement Fees and Airport Area

1 Traffic Fees in the fund or subfund; and

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

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

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

17 Section 1. That the City Council does hereby adopt that certain City of  
18 Long Beach Traffic Mitigation Program Eighteenth Annual Report (October 1, 2008 –  
19 September 30, 2009) ("the Report"), a copy of which is attached hereto and incorporated  
20 herein by this reference as Exhibit "A".

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

25 Section 3. In reference to Government code Section 66001(d)(1), and  
26 with respect to only that portion of the Traffic Improvement Fee Fund and the Airport  
27 Study Area Traffic Fee Fund remaining unexpended at the end of the 2008-2009 Fiscal  
28 Year whether committed or uncommitted, the City Council finds that the purpose of the

1 fees is to assure that the transportation level of service goals of the City of Long Beach  
2 as said goals are more fully set forth in the City's Traffic Mitigation Program, as well as in  
3 Ordinance Nos. C-6824, C-6836, C-6848 and C-6776, are met with respect to the  
4 additional demands placed on the City transportation system by traffic generated from  
5 new residential and nonresidential development.

6 Section 4. In reference to Government Code Section 66001(d)(2), and  
7 with respect to only that portion of the Transportation Improvement Fees Fund and the  
8 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2008-2009  
9 Fiscal Year, whether committed or uncommitted, the City Council finds that the findings  
10 and facts as set forth in the City's Traffic Mitigation Program and in Ordinance Nos.  
11 C-6824, C-6836, C-6848 and C-6776 which findings and facts are incorporated by  
12 reference herein, amply demonstrate that there is a reasonable relationship and nexus  
13 between the fees imposed and the purpose for which said fees are charged.

14 Section 5. In reference to Government Code Section 66001(d)(3), and  
15 with respect to only that portion of the Transportation Improvement Fees Fund and the  
16 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2008-2009  
17 Fiscal Year, whether committed or uncommitted, the City Council finds that all of the  
18 sources and amounts of funding anticipated to complete financing for any incomplete  
19 improvements are identified and described in Exhibit "A".

20 Section 6. In reference to Government Code Section 66001(d)(4), and  
21 with respect to only that portion of the Transportation Improvement Fees Fund and the  
22 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2008-2009  
23 Fiscal Year, whether committed or uncommitted, the City Council finds that the  
24 approximate date on which the funding referred to in Section 5 is expected to be  
25 deposited into the appropriate fund is designated and described in Exhibit "A".

26 Section 7. That during the 2008-2009 Fiscal Year no refunds or  
27 allocations were made pursuant to subdivision (e) or (f) of Government Code Section  
28 66001.

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Section 8. This resolution shall take effect immediately upon its adoption by the City Council, and the City Clerk shall certify the vote adopting this resolution.

I hereby certify that the foregoing resolution was adopted by the City Council of the City of Long Beach at its meeting of August 24, 2010 by the following vote:

Ayes: Councilmembers: Garcia, DeLong, O'Donnell, Schipske,  
Andrews, Johnson, Gabelich, Neal,  
Lowenthal.

Noes: Councilmembers: None.

Absent: Councilmembers: None.

  
City Clerk

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CITY OF LONG BEACH

# TRAFFIC MITIGATION PROGRAM

EIGHTEENTH ANNUAL REPORT

OCTOBER 1, 2008 - SEPTEMBER 30, 2009



Prepared by:

Department of Public Works  
Engineering Bureau

**EXHIBIT A**  
08-24-10

## 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, 2009.

## II. PROGRAM PROGRESS

### **Capital Improvements Completed**

Capital improvements completed during this reporting period ending on September 30, 2009, include:

- Alamitos/Orange/15<sup>th</sup>/16<sup>th</sup> Street Traffic Mobility Enhancement Project: Reconfigured the Orange Avenue & Alamitos intersections at 15<sup>th</sup> and 16<sup>th</sup> streets and installed a new traffic signal at Alamitos/15<sup>th</sup> Street to improve the intersection geometrics and enhance safety.

### **Capital Improvements Underway**

Capital improvements underway during this reporting period ending on September 30, 2009, include:

- Anaheim/Redondo Intersection Widening: Design in progress to widen the southbound approach to the intersection to install a dedicated right-turn lane.
- Improvements to Aqualink docks at Belmont Pier Landing: Construction in progress.
- ATCS expansion and safety upgrades on Clark Avenue from Willow Avenue to Del Amo Boulevard: Design in progress.
- Atlantic Avenue Corridor from Ocean Boulevard north to Wardlow: Design in progress.
- Ocean Boulevard and Second Street Corridor: Design in progress. Project includes traffic signal synchronization and communication upgrades from Alamitos to Belmont Shore.
- Pacific Coast Highway/2<sup>nd</sup> Street intersection: Design in progress to widen Pacific Coast Highway at 2<sup>nd</sup> Street.
- Signal System Expansion/Upgrades: Design in progress. Project includes the relocation of the traffic management center, conversion to adaptive traffic control, and communications upgrades.
- Walnut Avenue/Alamitos/20th Street Intersection Reconfiguration Project: Design in progress to reconfigure and consolidate two closely spaced intersections into one single signalized intersection to provide enhanced bicycle and pedestrian crossings and improve traffic flow.
- Planning for improvements within the I-710 Corridor: Continued efforts to secure funding to design and construct improvements on the I-710 Freeway.
- Design of the realignment of the Shoemaker Bridge and off-ramp leading into downtown to double the size of Chavez Park.
- Broadway and 3<sup>rd</sup> Street from Golden Avenue to Alamitos Avenue: Design and construction in progress for separated bikeways.
- I-710 corridor improvements, rehabilitation and landscaping between Ocean Blvd. and Pacific Coast Highway.

**Anticipated Near-Term Activities**

In addition to the projects currently underway, the following projects are planned for the three-year period from FY 2009 to FY 2012:

- Long Beach ITS: Integration of various intelligent transportation system projects to improve mobility and reduce traffic congestion throughout the City.
- Pine Avenue Corridor Improvements: Modification of the street geometric design and traffic signals for improved traffic mobility and pedestrian safety.
- Safety and communication upgrades and expansion of the ATCS on Artesia Boulevard from Downey to Long Beach Blvd.
- Traffic flow, communication and safety improvements on Wardlow Road from west city limits to Cherry Avenue.
- Improvements to Aqualink docks at Alamitos Bay Landing.

**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**

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

\* 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, 2008 and September 30, 2009. These figures are based on building permit records and zoning classifications.

**Table 2  
Building Permits Issued (Fiscal Year 2009)**

Land Use	Citywide Approvals	Airport Area Dist. Approvals
Residential	12 dwelling units	0 dwelling units
Industrial	6,183 gross square feet	0 gross square feet
Commercial	76,318 gross square feet	0 gross square feet

Based on typical traffic generation rates, the developments listed above generate an estimated 553 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 2009)**

Beginning Balance (10/1/2008)	\$13,699,348
TIF Fees Collected	688,701
Interest & other income	211,517
Expenditures & reimbursements	(2,286,664)
Ending Balance (9/30/2009)	\$12,312,902

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

**Table 5**  
**TIF Expenditures & Reimbursements (FY 2009)**

	TIF Contribution		Total Cost to Date	
	FY 09	Since Inception	FY 09	Since Inception
Loynes: Bixby Village/Studebaker	13,307	13,307	14,059	504,042
Orange at Alamitos from 15th to 17th	649,396	659,919	650,522	759,120
2nd: Westminster at PCH Improvement Plan	189,076	659,210	189,076	659,210
Bike Facility Broadway & 3rd	165,068	211,710	165,068	211,710
Belmont Pier Landing for Aqualink	18,553	103,345	200,302	355,835
Alamitos Bay Landing for Aqualink	8,751	149,808	8,977	188,891
Atlantic @PCH Right Turn Improvement	494,994	528,141	494,994	528,141
Ocean Blvd Corridor Traffic	26,501	26,501	26,501	26,501
Atlantic Ave Corridor Traffic Improvements	20,839	20,839	20,839	20,839
SR-91/I-605 Needs Assessment Study	9,039	70,975	9,039	70,975
I-710 Southern Terminus	67,724	487,213	67,724	487,213
R-6701 STPLG-5108 (085) Various Traffic Signals	180,000	180,000	23,507	818,247
R-6740 Various Traffic Signals	16,436	16,436	16,436	16,436
Stearns: Lakewood/Clark Interconnect	32,985	147,541	32,985	147,541
Adaptive Traffic Management System	301,864	308,299	301,864	311,982
Relocate TMC	21,774	21,774	21,774	21,774
I-710 Plan Review	44,038	156,646	44,038	156,646
I-710 PCH to Shoemaker Bridge	25,082	337,079	64,248	376,248
Miscellaneous Accounting*	1,237			
<b>Total FY 2009 Projects</b>	<b>\$2,286,664</b>	<b>\$4,098,743</b>	<b>\$2,351,953</b>	<b>\$5,661,351</b>

\* Includes expenditures & reimbursements under \$5,000 and/or negative charges.

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, 2009.

**Table 6**  
**Airport Area Assessment District Revenues and Expenditures**  
**FY 2009**

Beginning Balance (10/1/2008)	\$2,720,871
Interest	40,978
Expenditures*	1,134,492
Ending Balance (9/30/2009)	\$1,627,357

\*Interest applied to debt service

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, has been 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.