

OFFICE OF THE CITY ATTORNEY  
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Long Beach, CA 90802-4664

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RESOLUTION NO. RES-07-0081

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH ADOPTING THE CITY OF LONG BEACH TRAFFIC MITIGATION PROGRAM (TMP) FIFTEENTH ANNUAL REPORT; AMENDING THE TRAFFIC MITIGATION PROGRAM TO ADD RECOMMENDED CHANGES TO THE CITY'S TRANSPORTATION IMPROVEMENT PLAN 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 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

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 Fifteenth Annual Report (October 1, 2005-  
21 September 30, 2006) ("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 2005-2006 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 2005-2006  
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 2005-2006  
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 2005-2006  
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 2005 fiscal year no refunds or allocations

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

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

5 (1) Downtown Traffic Management. Improve traffic operations and  
6 enhance vehicular and pedestrian safety through modernization of traffic signals,  
7 installation of countdown pedestrian indications, and the installation of two new traffic  
8 signals at Broadway & Lime and at 4th Street and Chestnut Avenue.

9 (2) Artesia Traffic Signal Synchronization Project. In collaboration with  
10 LA County the traffic signals along Artesia Boulevard between Harbor Avenue and  
11 Downey will be modernized and upgraded to enhance peak period traffic operations and  
12 safety.

13 (3) South Street and Paramount Boulevard Traffic Flow and Safety  
14 Improvement Project. This project will modernize the traffic signal and provide left-turn  
15 arrows to improve traffic operations and reduce accidents at an intersection that is one of  
16 the top ten accident locations in the City.

17 (4) Atherton Street and Ximeno Avenue Traffic and Parking  
18 Improvement Project. This project will revise lane configurations and modernize an aging  
19 traffic signal to provide signalized dual westbound left-turns with overlaps and angled  
20 parking west of the intersection.

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

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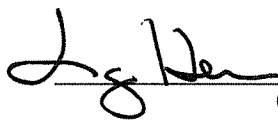
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I hereby certify that the foregoing resolution was adopted by the City Council of the City of Long Beach at its meeting of June 12, 2007 by the following vote:

Ayes: Councilmembers: DeLong, O'Donnell, Schipske,  
Andrews, Reyes Uranga, Gabelich,  
Lerch, B. Lowenthal.

Noes: Councilmembers: None.

Absent: Councilmembers: S. Lowenthal.

  
\_\_\_\_\_  
City Clerk

MJM:kjm 5/24/07 #07-02451

CITY OF LONG BEACH

# TRAFFIC MITIGATION PROGRAM

FIFTEENTH ANNUAL REPORT

OCTOBER 1, 2005 - SEPTEMBER 30, 2006



Prepared by:

Traffic & Transportation Bureau

**EXHIBIT A**  
06-05-2007

## 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, 2006, include:

- New traffic signal at Park & 55<sup>th</sup> Way



- SR-91/605 Needs Assessment Study: Completion of a needs assessment by the Gateway Cities COG to identify the potential improvements to the 91/605 Corridor to accommodate the projected growth and address the negative impacts to the cities and communities in the 91/605 Corridor, all of whom contributed to cover the cost of this study
- New signal at Santa Fe & 21<sup>st</sup> Street
- Signal upgrades at Alamitos & 10<sup>th</sup> Street, Alamitos & Ocean Blvd., Orange & Wardlow Road, Golden & Ocean Blvd., Orange & South Street, Ximeno and 4<sup>th</sup> Street, and at Long Beach Blvd. & Victoria Street
- Pedestrian crossing improvement at Long Beach Blvd. & 12<sup>th</sup> Street

### **Capital Improvements Underway**

Capital improvements underway during this reporting period ending on September 30, 2006, include:

- Pacific Coast Highway/2<sup>nd</sup> 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: Property at southeast corner of the intersection was purchased by the Redevelopment Agency to allow the City to construct a northbound right-turn lane and signal upgrades. Project is currently in design phase.
- 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: Design in progress to widen the intersection, provide a right-turn lane from the freeway southbound off-ramp to southbound Orange Avenue, and signalize the intersection
- Anaheim Street traffic corridor improvements between Alamitos Ave. and Ximeno: Ongoing construction of traffic improvements, technology and enhanced transit facilities to improve bus speeds and make Anaheim a bus-priority corridor
- Improvements to Aqualink docks at Belmont Pier Landing and Alamitos Bay Landing
- New signals at Cherry & 15<sup>th</sup> Street, Alamitos & 11<sup>th</sup> Street, Long Beach Blvd. & 68<sup>th</sup> Street, Market & Locust Avenue, and Atlantic & Burlinghall Drive
- Signal upgrades at 2<sup>nd</sup> 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 & 16<sup>th</sup> Street
- Signal synchronization on Long Beach Blvd. between Willow and Greenleaf as part of a Los Angeles County grant
- Installation of traffic speed monitoring signs at various locations

### **Anticipated Near-Term Activities**

In addition to the projects currently underway, the following projects are planned for the three-year period from FY 2007 to FY 2010:

- Ocean Boulevard/Pine Avenue intersection: Left turn phasing and capacity enhancing improvements to address increased traffic congestion

- 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/28<sup>th</sup> 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.
- Alamitos/Orange/15<sup>th</sup>/16<sup>th</sup> Street Traffic Mobility Enhancement Project: Reconfigure the Orange Avenue & Alamitos intersections at 15<sup>th</sup> and 16<sup>th</sup> streets and install a new traffic signal at Alamitos/15<sup>th</sup> Street to improve the intersection geometrics and enhance safety.
- Walnut Avenue/Alamitos/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
- 7<sup>th</sup> 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 & 10<sup>th</sup>, 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, 2005 and September 30, 2006. These figures are based on building permit records and zoning classifications.

**Table 2**  
**Building Permits Issued (2005-06)**

Land Use	Citywide Approvals	Airport Area Dist. Approvals
Residential	536 dwelling units	0 dwelling units
Industrial	44,911 gross square feet	8,730 gross square feet
Commercial	95,523 gross square feet	8,748 gross square feet

Based on typical traffic generation rates, the developments listed above generate an estimated 1,150 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 2005-06)**

Beginning Balance (10/1/2005)	\$12,380,240
TIF Fees Collected	1,408,508
Interest & other income	572,500
Expenditures & reimbursements	(612,001)
Ending Balance (9/30/2006)	\$13,749,247

Table 5 provides a detailed breakdown of expenditures and reimbursements to the fund. Reimbursements were made to the TMP fund in FY06, reducing the total expenditures by \$59,719, as indicated.

**Table 5**  
**TIF Expenditures & Reimbursements (FY 2005-06)**

	TIF Contribution		Total Cost to Date	
	FY 06	Since inception	FY 06	Since inception
I-710 Major Corridor Improvements	3,479	112,807	(3,479)	112,607
Orange Ave/I-405 Improvements	17,205	31,719	17,205	31,719
Signal System Expansion/Upgrades	94,898	521,010	915,126	2,296,647
Anaheim St Improvement: Alamitos – Ximeno	253,760	253,760	2,073,965	2,161,186
2nd Street @ PCH Improvement Plan	93,023	345,829	93,023	345,829
Park at 55th Way/Predevelopment Services	179,585	179,585	937,915	1,498,978
Neighborhood Traffic Management	9,658	9,658	221,599	221,599
SR 91/I-605 Needs Assessment Study	20,000	20,000	20,000	20,000
Aqua Link Dock Improvements	112	175,127	1,292	176,307
Project Reimbursements FY 2006	(59,719)	(59,719)		
<b>Total Fiscal Year 2006 Projects</b>	<b>\$612,001</b>	<b>\$1,649,495</b>	<b>\$4,276,646</b>	<b>\$6,864,872</b>

- **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, 2006.

**Table 6**  
**Airport Area Assessment District Revenues and Expenditures**  
**FY 2005-06**

Beginning Balance (10/1/2005)	\$2,428,262
Interest	86,000
Expenditures*	(13,559)
Adjustment to Prior Year Expenditures	-
Ending Balance (9/30/2006)	\$2,500,703

\* Expenditures were for the design phase of the Cherry Avenue and Wardlow Road intersection improvements.

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 a balance remaining of \$2,500,703. To date, it is in the design phase. Construction is expected to begin in FY 07.

#### 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 additions are recommended for consideration and approval by the City Council and inclusion in the TMP project list:

**Programs and Projects To Be Added:**

- **Downtown Traffic Management Program:** Improve traffic operations and enhance vehicular and pedestrian safety through modernization of traffic signals, installation of countdown pedestrian indications, and the installation of two new traffic signals at Broadway and Lime and at 4th Street and Chestnut Avenue.
- **Artesia Traffic Signal Synchronization Project:** Upgrade the traffic signals along Artesia Boulevard between Harbor Avenue and Downey Avenue to enhance peak period traffic operations and safety.
- **South Street and Paramount Boulevard Traffic Flow and Safety Improvement Project:** Upgrade the traffic signal and provide left-turn arrows to improve traffic operations and reduce accidents at an intersection that is one of the top ten accident locations in the City.
- **Atherton Street and Ximeno Avenue Traffic and Parking Improvement Project:** Revise lane configurations and upgrade an aging traffic signal to provide signalized dual westbound left-turns with overlaps. Angled parking will also be provided on Atherton west of the intersection.