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RESOLUTION NO. RES-09-0107

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH ADOPTING THE CITY OF LONG BEACH TRAFFIC MITIGATION PROGRAM (TMP) SEVENTEENTH ANNUAL REPORT; AMENDING THE TRAFFIC MITIGATION PROGRAM TO ADD RECOMMENDED CHANGES TO THE CITY 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 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

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Long Beach, CA 90802-4664

1 accessory to a principal dwelling unit, and accessory residential units; and

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

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

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

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

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

25 1. The total amount of development granted development approval in
26 the City by type;

27 2. The estimated increase in P.M. peak hour trips generated by
28 approved development;

1 3. The transportation improvements completed relative to the
2 improvements listed in the Transportation Improvement Plan;

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

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

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

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

20 Section 1. That the City Council does hereby adopt that certain City of
21 Long Beach Traffic Mitigation Program Seventeenth Annual Report (October 1, 2007 –
22 September 30, 2008) ("the Report"), a copy of which is attached hereto and incorporated
23 herein by this reference as Exhibit "A".

24 Section 2. That the Report attached hereto as Exhibit "A" contains all of
25 the information required pursuant to Long Beach Municipal Code Sections 18.17.170 and
26 18.19.180 as well as the information required by California government Code Sections
27 66001 and 66006.

28 Section 3. In reference to Government code Section 66001(d)(1), and

1 with respect to only that portion of the Traffic Improvement Fee Fund and the Airport
2 Study Area Traffic Fee Fund remaining unexpended at the end of the 2007-2008 Fiscal
3 Year whether committed or uncommitted, the City Council finds that the purpose of the
4 fees is to assure that the transportation level of service goals of the City of Long Beach
5 as said goals are more fully set forth in the City's Traffic Mitigation Program, as well as in
6 Ordinance Nos. C-6824, C-6836, C-6848 and C-6776, are met with respect to the
7 additional demands placed on the City transportation system by traffic generated from
8 new residential and nonresidential development.

9 Section 4. In reference to Government Code Section 66001(d)(2), and
10 with respect to only that portion of the Transportation Improvement Fees Fund and the
11 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2007-2008
12 Fiscal Year, whether committed or uncommitted, the City Council finds that the findings
13 and facts as set forth in the City's Traffic Mitigation Program and in Ordinance Nos.
14 C-6824, C-6836, C-6848 and C-6776 which findings and facts are incorporated by
15 reference herein, amply demonstrate that there is a reasonable relationship and nexus
16 between the fees imposed and the purpose for which said fees are charged.

17 Section 5. In reference to Government Code Section 66001(d)(3), and
18 with respect to only that portion of the Transportation Improvement Fees Fund and the
19 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2007-2008
20 Fiscal Year, whether committed or uncommitted, the City Council finds that all of the
21 sources and amounts of funding anticipated to complete financing for any incomplete
22 improvements are identified and described in Exhibit "A".

23 Section 6. In reference to Government Code Section 66001(d)(4), and
24 with respect to only that portion of the Transportation Improvement Fees Fund and the
25 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2007-2008
26 Fiscal Year, whether committed or uncommitted, the City Council finds that the
27 approximate date on which the funding referred to in Section 5 is expected to be
28 deposited into the appropriate fund is designated and described in Exhibit "A".

1 Section 7. That during the 2007-2008 Fiscal Year no refunds or
2 allocations were made pursuant to subdivision (e) or (f) of Government Code Section
3 66001.

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

7 A. Initiate traffic corridor studies to evaluate and implement
8 comprehensive traffic improvements for all transportation modes (vehicles,
9 transit, pedestrian and bicycles) on the following streets:

- 10 1. Del Amo Boulevard from west City limits to Atlantic
11 Avenue;
- 12 2. Bellflower Boulevard from 7th Street to Stearns Street;
- 13 3. 2nd Street from Bay Shore Bridge to Studebaker Road.

14 B. Upgrade and modernize four intersections at the following
15 locations to include pedestrian indications; left turn signalization; and new
16 traffic signal at the following locations:

- 17 1. Pacific Avenue and Spring Street;
- 18 2. Woodruff Avenue and Willow Street;
- 19 3. Claremore Avenue and Wardlow Street;
- 20 4. Palo Verde Avenue and Metz Street.

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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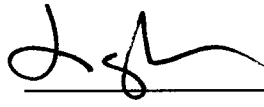
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1 I hereby certify that the foregoing resolution was adopted by the City
2 Council of the City of Long Beach at its meeting of September 22, 2009 by the
3 following vote:

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

9 Noes: Councilmembers: None.
10 _____

11 Absent: Councilmembers: None.
12 _____

13
14 
15 _____
16 City Clerk

OFFICE OF THE CITY ATTORNEY
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CITY OF LONG BEACH

TRAFFIC MITIGATION PROGRAM

SEVENTEENTH ANNUAL REPORT

OCTOBER 1, 2007 - SEPTEMBER 30, 2008



Prepared by:

Department of Public Works
Engineering Bureau

EXHIBIT A
09-22-09

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, 2008.

II. PROGRAM PROGRESS

Capital Improvements Completed

Capital improvements completed during this reporting period ending on September 30, 2008, include:

- Atlantic Avenue/ Pacific Coast Highway intersection: Constructed a northbound right-turn lane and signal upgrades.
- 7th Street Corridor Improvements: Installed traffic signal interconnect and other operational improvements for improved mobility and pedestrian safety.
- Carson Street Corridor Improvements: Installed traffic signal interconnect and operational improvements for improved mobility and pedestrian safety.
- Improvements at the Intersection of Park & 10th, including a new traffic signal.
- Safe Routes to School - Woodrow Wilson: Converted a 4-way stop to a signalized intersection; added 400 feet of sidewalk and curb ramps to provide a safe pedestrian pathway along the entrance to Recreation Park (near Park & 10th).

Capital Improvements Underway

Capital improvements underway during this reporting period ending on September 30, 2008, include:

- Alamitos/Orange/15th/16th Street Traffic Mobility Enhancement Project: Construction in progress to reconfigure the Orange Avenue & Alamitos intersections at 15th and 16th streets and install a new traffic signal at Alamitos/15th Street to improve the intersection geometrics and enhance safety.
- 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. Initiate traffic corridor studies to evaluate and implement comprehensive traffic improvements for all transportation modes (vehicles, transit, pedestrian and bicycles).
- 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/2nd Street intersection: Design in progress to add a right-turn lane at the north-west corner of the intersection.
- Pine Avenue Corridor Improvements: Design in progress to modify the street geometric design and traffic signals for improved traffic mobility and pedestrian safety.
- 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.

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.
- 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.
- I-710 corridor improvements, rehabilitation and landscaping between Ocean Blvd. and Pacific Coast Highway.

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, 2007 and September 30, 2008. These figures are based on building permit records and zoning classifications.

Table 2

Building Permits Issued (Fiscal Year 2008)

Land Use	Citywide Approvals	Airport Area Dist. Approvals
Residential	350 dwelling units	0 dwelling units
Industrial	11,231 gross square feet	0 gross square feet
Commercial	760,820 gross square feet	182,527 gross square feet

Based on typical traffic generation rates, the developments listed above generate an estimated **2,439** 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 2008)

Beginning Balance (10/1/2007)	\$12,816,297
TIF Fees Collected	1,012,572
Interest & other income	553,101
Expenditures & reimbursements	(682,623)
Ending Balance (9/30/2008)	\$13,699,348

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

Table 5
TIF Expenditures & Reimbursements (FY 2008)

	TIF Contribution		Total Cost to Date	
	FY 08	Since inception	FY 08	Since inception
I-710 Major Corridor Improvements	419,489	419,489	419,489	419,489
Orange at Alamitos 15 th to 17 th Streets	10,522	10,522	66,027	108,598
Signal System Expansion/Upgrades	219,412	1,465,815	438,993	11,460,025
Bike Facility at Broadway & 3 rd	46,643	46,643	46,643	46,643
2nd Street @ PCH Improvement Plan	69,679	470,134	69,679	470,134
Atlantic at PCH Right Turn Improvement	33,147	33,147	33,147	33,147
SR 91/I-605 Needs Assessment Study	21,136	61,936	21,136	61,936
Aqua Link Dock Improvements	3,056	225,849	31,377	335,447
Safe Route to School-Woodrow Wilson	1,367	37,984	1,367	184,504
Miscellaneous Accounting*	(141,827)	5,101,540	(168,757)	12,895,613
Total Fiscal Year 2008 Projects	\$682,623	\$7,873,059	\$959,101	\$26,015,536

* 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, 2008.

Table 6
Airport Area Assessment District Revenues and Expenditures
FY 2008

Beginning Balance (10/1/2007)	\$2,614,873
Interest	106,593
Expenditures*	594
Ending Balance (9/30/2008)	\$2,720,871

*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, 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

This year, three new projects are being recommended for inclusion in the TMP project list. 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:

- Initiate traffic corridor studies to evaluate and implement comprehensive traffic improvements for all transportation modes (vehicles, transit, pedestrian and bicycles) on the following streets:
 1. Del Amo Boulevard from west city limits to Atlantic Avenue
 2. Bellflower Boulevard from 7th Street to Stearns Street
 3. 2nd Street from Bay Shore Bridge to Studebaker Road

- Upgrade and modernize four intersections at the following locations to include pedestrian indications; left turn signalization; and new traffic signal at the following locations:
 1. Pacific Avenue and Spring Street
 2. Woodruff Avenue and Willow Street
 3. Claremore Avenue and Wardlow Road
 4. Palo Verde Avenue and Metz Street