

CITY OF LONG BEACH

**TRAFFIC MITIGATION PROGRAM**

FOURTEENTH ANNUAL REPORT

OCTOBER 1, 2004 - SEPTEMBER 30, 2005



Prepared by:

Traffic & Transportation Bureau

## 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, 2005.

## II. PROGRAM PROGRESS

### **Capital Improvements Completed**

In light of actual development activity and other needs, capital improvements completed to-date consist of both capacity enhancement and operational improvement projects. Projects completed or underway during this reporting period ending on September 30, 2005, include:

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- Spring Street from Long Beach Boulevard to California Avenue: Completed the widening project.
- Atlantic/Del Amo intersection: Completed the intersection widening and new traffic signal at the new Police substation
- Alamitos Street between Ocean Blvd. and 7<sup>th</sup> Street: Completed the traffic operational improvements
- Pacific Coast Highway, Orange Avenue, and Alamitos Street: Completed the street realignments
- Cherry Avenue/Wardlow Road intersection: Completed design and engineering phase of proposed improvements
- Anaheim Street East-West Bus Speed Improvement Project: Continued construction
- Santa Fe Avenue/21<sup>st</sup> Street intersection: Installed a new traffic signal
- Wardlow/Orange Avenue intersection: Constructed left turn pockets and upgraded signal.
- Completed major traffic signal equipment upgrades for signal coordination enhancement and improved efficiency and safety at the following intersections:
  - Alamitos Avenue/Shoreline Drive/Ocean Boulevard
  - Orange Avenue/South Street
  - Ximeno Avenue/4th Street

**Anticipated Near-Term Activities**

The following project activities are planned for the three-year period from 2006 and 2009:

**Currently in Plan:**

- Downtown ITS program: Implement advanced traffic control and motorist information systems to relieve traffic congestion and guide commuters and visitors through the downtown area.
- Pacific Coast Highway/2<sup>nd</sup> Street intersection: Widen intersection to provide additional turn lanes
- East-west bikeway connections and citywide bikeway signage enhancements
- Ocean Boulevard/Pine Avenue intersection: Left turn phasing and capacity enhancing improvements to address increased traffic congestion
- Ocean Boulevard traffic signal synchronization and communication upgrades
- Atlantic Avenue/ Pacific Coast Highway intersection: Construct northbound right-turn lane and signal upgrades
- Atlantic Avenue Corridor from Ocean Boulevard north to the City limit; comprehensive operational study for potential capacity enhancement, traffic signal upgrades, accident reduction measures, and transit priority.
- Cherry Avenue Corridor from Del Amo to Pacific Coast Highway; comprehensive operational study for potential capacity enhancement, traffic signal upgrades, accident reduction measures, and transit priority.
- Construct improved Aqualink docks at Belmont Pier and Alamitos Bay
- I-710 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
- Citywide traffic operation, safety, and neighborhood traffic management improvements

**To be approved by amendment:**

- Long Beach ITS: Integration of various intelligent transportation system projects including but not limited to adaptive traffic signal systems, Closed Circuit Television (CCTV), and changeable message signs at key locations within the city to improve mobility and reduce traffic congestion.
- Anaheim/Redondo Intersection Widening: Widen the southbound approach to the intersection to install a dedicated right-turn pocket.
- Alamitos/Orange/15<sup>th</sup>/16<sup>th</sup> Traffic Flow Enhancement Project: Reconfiguration of the Orange Avenue and Alamitos intersections at 15<sup>th</sup> and 16<sup>th</sup> and installation of a new traffic signal at Alamitos/15<sup>th</sup> to improve the intersection geometrics and enhance safety.
- Walnut Avenue/Alamitos/20th Intersection Reconfiguration Project: Reconfigure and consolidate two closely spaced intersections into one single signalized intersection to provide enhanced bicycle and pedestrian crossings while improving 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.

**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, 2004 and September 30, 2005. These figures are based on building permit records and zoning classifications.

**Table 2  
Building Permits Issued (2004-05)**

Land Use	Citywide Approvals	Airport Area Dist. Approvals
Residential	408 dwelling units	0 dwelling units
Industrial	31,796 gross square feet	26,508 gross square feet
Commercial	209,102 gross square feet	101,430 gross square feet

Based on typical traffic generation rates, the developments listed above generate an estimated 1,302 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**

Beginning Balance (10/1/2004)	\$13,312,218
TIF Fees Collected	1,463,836
Interest & other income	426,366
Expenditures & reimbursements	(2,704,662)
Ending Balance (9/30/2005)	\$12,497,758

Table 5 provides a detailed breakdown of expenditures.

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Table 5

PROJECT CATEGORY Location	Original Estimate (\$million)	Total Cost to Date		TIF Contribution		Cost to Complete (\$million)	Completion Schedule		
		FY Report	Since incept.	FY Report	Since incept.		0-5 yr	5-10 yr	10+ yrs
<b>STREET WIDENINGS</b>	<b>\$ 18.0</b>	<b>793,703</b>	<b>28,276,186</b>	<b>709,062</b>	<b>9,488,839</b>	<b>0</b>			
7th St. San Gabriel & Cerritos bridges(1)			1,800,000	0	0		x		
Alamitos, Ocean to 7th		48,360	1,890,131	48,360	1,772,224		Completed		
Alamitos/PCH/Orange Intersection		123,831	2,924,713	123,831	2,912,765		Completed		
Atlantic, 10th to PCH		0	0	0	0			x	
Lakewood, Willow to Carson		15,230	15,954,345	0	1,351,703		Completed		
Spring, Long Beach to Cherry		527,723	5,312,954	527,519	3,306,835		x		
Long Beach Fwy, PCH to Shoemaker Br		0	0	0	0		x		
I-710 Major Corridor Improvements		78,559	309,750	9,352	116,530		x	x	x
Other Costs		0	84,293	0	28,782				
<b>GRADE SEPARATIONS &amp; INTERCHANGES</b>	<b>\$ 73.0</b>	<b>0</b>	<b>16,914,392</b>	<b>1,534</b>	<b>1,543,685</b>	<b>\$57.3</b>			
Spring/Lakewood		0	91,492	0	0		Removed from plan		
Traffic Circle (owned by Caltrans)		0	284,002	0	11,360				x
Iron Triangle				0					x
Near-term Operational improvements		0	116,586	0	116,586		Completed		
Ocean/Alamitos		0	677,576	0	677,576				x
Carson/605 Freeway (In-lieu credit)		0	15,744,736	0	723,649		Completed		
Orange Avenue/I-405				1,534	14,514				
<b>NEW DOWNTOWN RAMPS</b>	<b>\$ 15.0</b>	<b>0</b>	<b>8,245,864</b>	<b>0</b>	<b>382,769</b>	<b>8.8</b>			
Shoreline - Ocean (Queensway Bay)		0	8,245,864	0	382,769		Completed		
Shoreline - 6th and 7th		0	0	0	0				x
Pedestrian Overcrossing near Aquarium Way		0	0	0	0		Completed		
<b>NEW/REALIGNED ROADWAY SEGMENTS</b>	<b>\$ 12.0</b>	<b>0</b>	<b>1,753,232</b>	<b>0</b>	<b>31,098</b>	<b>10.2</b>			
Shoreline, Ocean to Shoemaker Bridge		0	0	0	0		x		
Ocean access ramp to/from Shoreline		0	0	0	0		x		
Deforest, Shoreline to Anaheim		0	0	0	0			x	
9th, West City Limits to Santa Fe		0	1,488,376	0	0		Completed		
Studebaker, PCH to Westminster		0	233,758	0	0		x	x	
Broadway/3rd Street Conversion Study		0	31,098	0	31,098		x		
<b>TRAFFIC OP./PARKING PROHIBITIONS</b>	<b>\$ 10.0</b>	<b>872,849</b>	<b>9,312,885</b>	<b>451,349</b>	<b>1,052,196</b>	<b>3.9</b>			
Signal system expansion/upgrade		851,070	8,613,297	445,725	955,476			x	
Restriping and Signing		12,936	404,358	0	29,854			x	
Parking Prohibition									
PCH, Traffic Circle to Golden**		0	140,135	0	19,619		Completed		
Ocean Blvd. Peak Parking Study		0	40,812	0	40,812		Completed		
Downtown Traffic Mgmt System		8,843	114,283	5,624	6,435		x		
Traffic Corridor Improvements		0	0	0	0		x	x	x
<b>AT GRADE INTERSECTION IMPROVEMENTS</b>	<b>\$ 24.0</b>	<b>538,893</b>	<b>6,999,565</b>	<b>244,892</b>	<b>950,494</b>	<b>18.7</b>			
Citywide		472,572	1,824,824	0	607,776		x	x	x
2nd Street @ PCH Improvement Plan		66,321	227,177	64,002	227,177		x		
Airport Area		0	4,152,451	0	5,412		x		
Neighborhood Traffic Management		0	795,313	180,890	110,129		x	x	x
<b>REPLACEMENT PARKING</b>	<b>\$ 7.1</b>	<b>0</b>	<b>721,989</b>	<b>0</b>	<b>721,989</b>	<b>6.4</b>			
Citywide		0	721,989	0	721,989			x	
<b>TRANSIT IMPROVEMENTS</b>	<b>\$ 48.0</b>	<b>3,316,671</b>	<b>32,735,457</b>	<b>1,297,825</b>	<b>1,681,915</b>	<b>20.7</b>			
cbd Shuttle			1,607,398	0	0		Completed		
Fleet Expansion			20,829,602	0	0		x	x	x
Aqua Link Dock Improvements		85,866	468,843	75,671	175,015		x		
Citywide Improvements			2,673,491	0	0		x	x	x
East-West Bus Speed Improvements		3,230,805	7,156,123	1,222,154	1,506,900		x		
<b>ADMINISTRATION</b>		<b>0</b>	<b>1,632,104</b>	<b>0</b>	<b>46,177</b>				
<b>Total</b>	<b>\$ 207.1</b>	<b>5,522,116</b>	<b>106,591,674</b>	<b>2,704,662</b>	<b>15,899,162</b>	<b>\$ 126.0</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 Table 7 reflects the status of the nineteen intersection projects as of September 30, 2005.

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

Beginning Balance (10/1/2004)	\$2,371,265
Interest	60,230
Expenditures*	(145,552)
Adjustment to Prior Year Expenditures	142,319
Ending Balance (9/30/2005)	\$2,428,262

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

**Table 7**  
**Status of Proposed Intersections in the AAAD**

No.	Intersection	Status As of 9/30/2005	Total AAAD Funds Spent	Total Project Cost*	AAAD Funds Required to Complete
1	Cherry/Carson	Completed	\$34,000	\$262,000	-
2	Cherry/36 <sup>th</sup> St.	Completed	\$130,000	\$130,000	-
3	Cherry/Wardlow	Design	\$231,000	\$2,616,000	\$2,376,000
4	Cherry/Spring	Completed	\$36,000	\$36,000	-
5	Temple/Spring	Completed	\$120,000	\$120,000	-
6 & 6a	Redondo/Spring	Completed	\$46,000	\$46,000	-
7 & 7a	Redondo/Willow	Completed	\$345,000	\$345,000	-
8 -12	Lakewood Blvd.	Completed	\$5,370,000	\$16,610,000	-
13	Clark/Carson	Completed	\$44,000	\$748,000	-
14	Clark/Conant	Completed	\$26,000	\$26,000	-
15	Clark/Wardlow	Completed	\$27,000	\$27,000	-
16	Clark/Spring	Completed	\$116,000	\$516,000	-
17	Clark/Willow	Completed	\$41,000	\$357,000	-
18	Paramount/Carson	Not initiated (In Lakewood)	-	-	-
19	Cherry/Bixby	Completed	\$119,000	\$119,000	-
<b>T O T A L</b>			<b>\$6,685,000</b>	<b>\$21,958,000</b>	<b>\$2,376,000</b>

\* Total Cost includes AAAD funds, Prop C funds and/or ISTEA funds



#### 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:**

1. Long Beach ITS: Integration of various intelligent transportation system projects including but not limited to adaptive traffic signal systems, Closed Circuit Television (CCTV), and changeable message signs at key locations within the city to improve mobility and reduce traffic congestion.
2. Anaheim/Redondo Intersection Widening: Widening of the southbound approach to the intersection to install a dedicated right-turn pocket.
3. Alamitos/Orange/15<sup>th</sup>/16<sup>th</sup> Traffic Flow Enhancement Project: Reconfiguration of the Orange Avenue and Alamitos intersections at 15<sup>th</sup> and 16<sup>th</sup> and installation of a new traffic signal at Alamitos/15<sup>th</sup> to improve the intersection geometrics and enhance safety.
4. Walnut Avenue/Alamitos/20th Intersection Reconfiguration Project: Reconfiguration and consolidation of two closely spaced intersections into one single signalized intersection to provide enhanced bicycle and pedestrian crossings while improving traffic flow.
5. Pine Avenue Corridor Improvements: Modifications to the street geometric design and traffic signals for improved traffic mobility and pedestrian safety.
6. 7<sup>th</sup> Street Corridor Improvements: Installation of traffic signal interconnect and other operational improvements for improved mobility and pedestrian safety.
7. Carson Street Corridor Improvements: Installation of traffic signal interconnect and operational improvements for improved mobility and pedestrian safety.

Robert E. Shannon  
City Attorney of Long Beach  
333 West Ocean Boulevard  
Long Beach, California 90802-4664  
Telephone (562) 570-2200

1 RESOLUTION NO.

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 FOURTEENTH ANNUAL REPORT; AMENDING THE  
7 TRAFFIC MITIGATION PROGRAM TO ADD  
8 RECOMMENDED CHANGES TO THE CITY'S  
9 TRANSPORTATION IMPROVEMENT PLAN AND MAKING  
10 FINDINGS RELATIVE THERETO IN ACCORDANCE WITH  
11 LONG BEACH MUNICIPAL CODE SECTIONS 18.17.170,  
12 18.19.180 AND GOVERNMENT CODE SECTIONS 66001  
13 AND 66006

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

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

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

Robert E. Shannon  
City Attorney of Long Beach  
333 West Ocean Boulevard  
Long Beach, California 90802-4664  
Telephone (562) 570-2200

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

2 WHEREAS, Long Beach Municipal Code Section 18.17.170 requires that  
3 at 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  
10 development in the Long Beach Airport Traffic Study Area for the purpose of assuring  
11 that the transportation Level of Service (LOS) standards established by the City for said  
12 Area are and were met with respect to the additional demands on the transportation  
13 system 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  
18 at 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  
24 which 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;

Robert E. Shannon  
City Attorney of Long Beach  
333 West Ocean Boulevard  
Long Beach, California 90802-4664  
Telephone (562) 570-2200

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

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

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

22 Section 1. That the City Council does hereby adopt that certain City of  
23 Long Beach Traffic Mitigation Program Fourteenth Annual Report (October 1, 2004-  
24 September 30, 2005) ("the Report"), a copy of which is attached hereto and  
25 incorporated herein by this reference as Exhibit "A".

26 Sec. 2. That the Report attached hereto as Exhibit "A" contains all of the  
27 information required pursuant to Long Beach Municipal Code Sections 18.17.170 and  
28 18.19.180 as well as the information required by California Government Code Sections

1 66001 and 66006.

2           Sec. 3. In reference to Government Code Section 66001(d)(1), and with  
3 respect to only that portion of the Traffic Improvement Fee Fund and the Airport Study  
4 Area Traffic Fee Fund remaining unexpended at the end of the 2004-2005 Fiscal Year  
5 whether committed or uncommitted, the City Council finds that the purpose of the fees  
6 is to assure that the transportation level of service goals of the City of Long Beach as  
7 said goals are more fully set forth in the City's Traffic Mitigation Program, as well as in  
8 Ordinance Nos. C-6824, C-6836, C-6848 and C-6776, are met with respect to the  
9 additional demands placed on the City's transportation system by traffic generated from  
10 new residential and nonresidential development.

11           Sec. 4. In reference to Government Code Section 66001(d)(2), and with  
12 respect to only that portion of the Transportation Improvement Fees Fund and the  
13 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2004-  
14 2005 Fiscal Year, whether committed or uncommitted, the City Council finds that the  
15 findings and facts as set forth in the City's Traffic Mitigation Program and in Ordinance  
16 Nos. C-6824, C-6836, C-6848 and C-6776 which findings and facts are incorporated by  
17 reference herein, amply demonstrate that there is a reasonable relationship and nexus  
18 between the fees imposed and the purpose for which said fees are charged.

19           Sec. 5. In reference to Government Code Section 66001(d)(3), and with  
20 respect to only that portion of the Transportation Improvement Fees Fund and the  
21 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2004-  
22 2005 Fiscal Year, whether committed or uncommitted, the City Council finds that all of  
23 the sources and amounts of funding anticipated to complete financing for any  
24 incomplete improvements are identified and described in Exhibit "A".

25           Sec. 6. In reference to Government Code Section 66001(d)(4), and with  
26 respect to only that portion of the Transportation Improvement Fees Fund and the  
27 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2004-  
28 2005 Fiscal Year, whether committed or uncommitted, the City Council finds that the

Robert E. Shannon  
City Attorney of Long Beach  
333 West Ocean Boulevard  
Long Beach, California 90802-4664  
Telephone (562) 570-2200

1 approximate date on which the funding referred to in Section 5 is expected to be  
2 deposited into the appropriate fund is designated and described in Exhibit "A".

3           Sec. 7. That during the 2005 fiscal year no refunds or allocations were  
4 made pursuant to subdivision (e) or (f) of Government Code Section 66001.

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

- 8                   (1) Long Beach ITS;  
9                   (2) Anaheim/Redondo Intersection Widening;  
10                   (3) Alamitos/Orange/15th Traffic Flow Enhancement Project;  
11                   (4) Walnut Avenue/Alamitos/20th Street Intersection  
12 Reconfiguration Project;

- 13                   (5) Pine Avenue Corridor Improvements;  
14                   (6) 7th Street Corridor Improvements; and  
15                   (7) Carson Street Corridor Improvements,

16 each of which programs are more fully described and detailed in Exhibit "A" to this  
17 resolution, which descriptions and details are incorporated herein by reference as  
18 though set forth in full, word for word.

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

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Robert E. Shannon  
City Attorney of Long Beach  
333 West Ocean Boulevard  
Long Beach, California 90802-4664  
Telephone (562) 570-2200

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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 \_\_\_\_\_, 2006, by the following vote:

Ayes: Councilmembers:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Noes: Councilmembers:

\_\_\_\_\_  
\_\_\_\_\_

Absent: Councilmembers:

\_\_\_\_\_  
\_\_\_\_\_

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

CITY OF LONG BEACH

# TRAFFIC MITIGATION PROGRAM

FOURTEENTH ANNUAL REPORT

OCTOBER 1, 2004 - SEPTEMBER 30, 2005



Prepared by:

Traffic & Transportation Bureau

**EXHIBIT A**  
05-30-02



## 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, 2005.

## II. PROGRAM PROGRESS

### Capital Improvements Completed

In light of actual development activity and other needs, Capital improvements completed to-date consist of both capacity enhancement and operational improvement projects. Projects completed or underway during this reporting period ending on September 30, 2005, include:

- Spring Street from Long Beach Boulevard to California Avenue: Widening project completed
- Atlantic/Del Amo intersection: Completed the intersection widening and new traffic signal at the new Police substation
- Alamitos Street between Ocean Blvd. and 7<sup>th</sup> Street: Completed the traffic operational improvements
- Pacific Coast Highway, Orange Avenue, and Alamitos Street: Completed the street realignments
- Cherry Avenue/Wardlow Road intersection: Completed design and engineering phase of proposed improvements
- Anaheim Street East-West Bus Speed Improvement Project: Continued construction
- Santa Fe Avenue/21<sup>st</sup> Street intersection: Installed a new traffic signal
- Wardlow/Orange Avenue intersection: Left turn pockets and signal modernization
- Completed major traffic signal equipment upgrades for signal coordination enhancement and improved efficiency and safety at the following intersections:
  - Alamitos Avenue/10th Street
  - Alamitos Avenue/Shoreline Drive/Ocean Boulevard
  - Orange Avenue/South Street
  - Ximeno Avenue/4th Street

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

The following project activities are planned for the three-year period from 2006 and 2009:

#### **Currently in Plan:**

- Downtown ITS program: Develop plans to relieve traffic congestion and guide visitors throughout the downtown area via changeable message signs
- Pacific Coast Highway/2<sup>nd</sup> Street intersection: Widen intersection to provide additional turn lanes
- East-west bikeway connections and citywide bikeway signage enhancements
- Ocean Boulevard/Pine Avenue intersection: Left turn phasing and capacity enhancing improvements to address increased traffic congestion
- Ocean Boulevard traffic signal synchronization and communication upgrades
- Atlantic Avenue/ Pacific Coast Highway intersection: Construct northbound right-turn lane and signal upgrades
- Atlantic Avenue Corridor from Ocean Boulevard north to the City limit
- Cherry Avenue Corridor from Del Amo to Pacific Coast Highway
- Construction of improved Aqualink docks at Belmont Pier and Alamitos Bay
- I-710 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
- Citywide traffic operation, safety, and neighborhood traffic management improvements

**To be approved by amendment:**

- Long Beach ITS: Implement project to integrate various intelligent transportation system projects within the city to improve mobility and reduce traffic congestion.
- Anaheim/Redondo Intersection Widening: Widen the southbound approach to the intersection to install a dedicated right-turn pocket.
- Alamitos/Orange/15th Traffic Flow Enhancement Project: Reconfigure the Orange Avenue & Alamitos connection and install a new traffic signal 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 while improving 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: Traffic signal interconnect and other operational improvements for improved mobility and pedestrian safety.
- Carson Street Corridor Improvements: Traffic signal interconnect and operational improvements for improved mobility and pedestrian safety.

**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, 2004 and September 30, 2005. These figures are based on building permit records and zoning classifications.

**Table 2  
Building Permits Issued (2004-05)**

Land Use	Citywide Approvals	Airport Area Dist. Approvals
Residential	408 dwelling units	0 dwelling units
Industrial	31,796 gross square feet	26,508 gross square feet
Commercial	209,102 gross square feet	101,430 gross square feet

Based on typical traffic generation rates, the developments listed above generate an estimated 1,302 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**

Beginning Balance (10/1/2004)	\$13,312,218
TIF Fees Collected	1,463,836
Interest & other income	426,366
Expenditures & reimbursements	(2,704,662)
Ending Balance (9/30/2005)	\$12,497,758

Table 5 provides a detailed breakdown of expenditures.

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Table 5

PROJECT CATEGORY Location	Original Estimate (\$million)	Total Cost to Date		TIF Contribution		Cost to Complete (\$million)	Completion Schedule		
		FY Report	Since incept.	FY Report	Since incept.		0-5 yr	5-10 yr	10+ yrs
<b>STREET WIDENINGS</b>	<b>\$ 18.0</b>	<b>793,703</b>	<b>28,276,186</b>	<b>709,062</b>	<b>9,488,839</b>	<b>0</b>			
7th St. San Gabriel & Cerritos bridges(1)			1,800,000	0	0		x		
Alamitos, Ocean to 7th		48,360	1,890,131	48,360	1,772,224		Completed		
Alamitos/PCH/Orange Intersection		123,831	2,924,713	123,831	2,912,765		Completed		
Atlantic, 10th to PCH		0	0	0	0			x	
Lakewood, Willow to Carson		15,230	15,954,345	0	1,351,703		Completed		
Spring, Long Beach to Cherry		527,723	5,312,954	527,519	3,306,835		x		
Long Beach Fwy, PCH to Shoemaker Br		0	0	0	0		x		
I-710 Major Corridor Improvements		78,559	309,750	9,352	116,530		x	x	x
Other Costs		0	84,293	0	28,782				
<b>GRADE SEPARATIONS &amp; INTERCHANGES</b>	<b>\$ 73.0</b>	<b>0</b>	<b>16,914,392</b>	<b>1,534</b>	<b>1,543,685</b>	<b>\$57.3</b>			
Spring/Lakewood		0	91,492	0	0		Removed from plan		
Traffic Circle (owned by Caltrans)		0	284,002	0	11,360				x
Iron Triangle		0	0	0	0				x
Near-term Operational improvements		0	116,586	0	116,586		Completed		
Ocean/Alamitos		0	677,576	0	677,576				x
Carson/605 Freeway (In-lieu credit)		0	15,744,736	0	723,649		Completed		
Orange Avenue/I-405		0	0	1,534	14,514				
<b>NEW DOWNTOWN RAMPS</b>	<b>\$ 15.0</b>	<b>0</b>	<b>8,245,864</b>	<b>0</b>	<b>382,769</b>	<b>8.8</b>			
Shoreline - Ocean (Queensway Bay)		0	8,245,864	0	382,769		Completed		
Shoreline - 6th and 7th		0	0	0	0				x
Pedestrian Overcrossing near Aquarium Way		0	0	0	0		Completed		
<b>NEW/REALIGNED ROADWAY SEGMENTS</b>	<b>\$ 12.0</b>	<b>0</b>	<b>1,753,232</b>	<b>0</b>	<b>31,098</b>	<b>10.2</b>			
Shoreline, Ocean to Shoemaker Bridge		0	0	0	0		x		
Ocean access ramp to/from Shoreline		0	0	0	0		x		
Deforest, Shoreline to Anaheim		0	0	0	0			x	
9th, West City Limits to Santa Fe		0	1,488,376	0	0		Completed		
Studebaker, PCH to Westminster		0	233,758	0	0		x	x	
Broadway/3rd Street Conversion Study		0	31,098	0	31,098		x		
<b>TRAFFIC OP./PARKING PROHIBITIONS</b>	<b>\$ 10.0</b>	<b>872,849</b>	<b>9,312,885</b>	<b>451,349</b>	<b>1,052,196</b>	<b>3.9</b>			
Signal system expansion/upgrade		851,070	8,613,297	445,725	955,476			x	
Restriping and Signing		12,936	404,358	0	29,854			x	
Parking Prohibition		0	0	0	0				
PCH, Traffic Circle to Golden**		0	140,135	0	19,619		Completed		
Ocean Blvd. Peak Parking Study		0	40,812	0	40,812		Completed		
Downtown Traffic Mgmt System		8,843	114,283	5,624	6,435		x		
Traffic Corridor Improvements		0	0	0	0		x	x	X
<b>AT GRADE INTERSECTION IMPROVEMENTS</b>	<b>\$ 24.0</b>	<b>538,893</b>	<b>6,999,565</b>	<b>244,892</b>	<b>950,494</b>	<b>18.7</b>			
Citywide		472,572	1,824,624	0	607,776		x	x	x
2nd Street @ PCH Improvement Plan		66,321	227,177	64,002	227,177		x		
Airport Area		0	4,152,451	0	5,412		x		
Neighborhood Traffic Management		0	795,313	180,890	110,129		x	x	X
<b>REPLACEMENT PARKING</b>	<b>\$ 7.1</b>	<b>0</b>	<b>721,989</b>	<b>0</b>	<b>721,989</b>	<b>6.4</b>			
Citywide		0	721,989	0	721,989			x	
<b>TRANSIT IMPROVEMENTS</b>	<b>\$ 48.0</b>	<b>3,316,671</b>	<b>32,735,457</b>	<b>1,297,825</b>	<b>1,681,915</b>	<b>20.7</b>			
cbd Shuttle		0	1,607,398	0	0		Completed		
Fleet Expansion		0	20,829,602	0	0		x	x	x
Aqua Link Dock Improvements		85,866	468,843	75,671	175,015		x		
Citywide Improvements		0	2,673,491	0	0		x	x	x
East-West Bus Speed Improvements		3,230,805	7,156,123	1,222,154	1,506,900		x		
<b>ADMINISTRATION</b>		<b>0</b>	<b>1,632,104</b>	<b>0</b>	<b>46,177</b>				
<b>Total</b>	<b>\$ 207.1</b>	<b>5,522,116</b>	<b>106,591,674</b>	<b>2,704,662</b>	<b>15,899,162</b>	<b>\$ 126.0</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 Table 7 reflects the status of the nineteen intersection projects as of September 30, 2005.

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

Beginning Balance (10/1/2004)	\$2,371,265
Interest	60,230
Expenditures*	(145,552)
Adjustment to Prior Year Expenditures	142,319
Ending Balance (9/30/2005)	\$2,428,262

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

**Table 7**  
**Status of Proposed Intersections in the AAAD**

No.	Intersection	Status As of 9/30/2005	Total AAAD Funds Spent	Total Project Cost*	AAAD Funds Required to Complete
1	Cherry/Carson	Completed	\$34,000	\$262,000	-
2	Cherry/36 <sup>th</sup> St.	Completed	\$130,000	\$130,000	-
3	Cherry/Wardlow	Design	\$231,000	\$2,616,000	\$2,376,000
4	Cherry/Spring	Completed	\$36,000	\$36,000	-
5	Temple/Spring	Completed	\$120,000	\$120,000	-
6 & 6a	Redondo/Spring	Completed	\$46,000	\$46,000	-
7 & 7a	Redondo/Willow	Completed	\$345,000	\$345,000	-
8 -12	Lakewood Blvd.	Completed	\$5,370,000	\$16,610,000	-
13	Clark/Carson	Completed	\$44,000	\$748,000	-
14	Clark/Conant	Completed	\$26,000	\$26,000	-
15	Clark/Wardlow	Completed	\$27,000	\$27,000	-
16	Clark/Spring	Completed	\$116,000	\$516,000	-
17	Clark/Willow	Completed	\$41,000	\$357,000	-
18	Paramount/Carson	Not initiated (In Lakewood)	-	-	-
19	Cherry/Bixby	Completed	\$119,000	\$119,000	-
<b>TOTAL</b>			<b>\$6,685,000</b>	<b>\$21,958,000</b>	<b>\$2,376,000</b>

\* Total Cost includes AAAD funds, Prop C funds and/or ISTEAs funds

#### 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:**

1. Long Beach ITS: This project would integrate various intelligent transportation system projects within the city to improve mobility and reduce traffic congestion.
2. Anaheim/Redondo Intersection Widening: Widen the southbound approach to the intersection to install a dedicated right-turn pocket.
3. Alamitos/Orange/15th Traffic Flow Enhancement Project: Reconfiguration of the Orange Avenue & Alamitos connection and installation of a new traffic signal to improve the intersection geometrics and enhance safety.
4. Walnut Avenue/Alamitos/20th Street Intersection Reconfiguration Project: Reconfiguration and consolidation of two closely spaced intersections into one single signalized intersection to provide enhanced bicycle and pedestrian crossings while improving traffic flow.
5. Pine Avenue Corridor Improvements: Modifications to the street geometric design and traffic signals for improved traffic mobility and pedestrian safety.
6. 7<sup>th</sup> Street Corridor Improvements: Traffic signal interconnect and other operational improvements for improved mobility and pedestrian safety.
7. Carson Street Corridor Improvements: Traffic signal interconnect and operational improvements for improved mobility and pedestrian safety.