clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: CF 23-0919

1 message

LA City SNow <cityoflaprod@service-now.com> Sat, Oct 11, 2025 at 10:48 AM
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: Clerk.CIS@lacity.org, jamesaskew@nohonc.org

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enable by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website.Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Councils rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

******** This is an automated response, please DO NOT reply to this email. ********

Contact Information
Neighborhood Council: NoHo
Name: James Askew
Email: jamesaskew@nohonc.org
The Board approved this CIS by a vote of: Yea(12) Nay(2) Abstain(0) Ineligible(0) Recusal(0)
Date of NC Board Action: 10/08/2025
Type of NC Board Action: For

Impact Information
Date: 10/11/2025
Update to a Previous Input: No
Directed To: City Council and Committees
Council File Number: CF 23-0919
City Planning Number:
Agenda Date:
Item Number:
Summary: At a Brown Act compliant meeting on 10/8/25, NoHo NC voted to support CF 23-0919 and CF 25-0600-S70, as they relate to the establishment of a multiyear Capital Infrastructure Plan for the city of Los Angeles. Please see attached statement for more details.

NoHo NEIGHBORHOOD COUNCIL

NoHoNC.org @NoHoNC

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PASSED 12-2-0 on June 11, 2025

Council File: 23-0919

Title: 5-Year Capital Infrastructure Plan / Public Right-of-Way Projects / Mobility Equity Goals

Council File: 25-0600-S70

Title: 2025 Budget Recommendation / R26 / City Administrative Officer / Long-Range Capital Planning

Position: Support

At a Brown Act compliant meeting on 10/8/25, NoHo NC voted to support CF 23-0919 and CF 25-0600-S70, as they relate to the establishment of a multiyear Capital Infrastructure Plan for the city of Los Angeles.

Despite being the second largest city in the country, Los Angeles does not have a multiyear Capital Infrastructure Plan (CIP), which is commonplace for most other large cities in the United States. This lack of centralized planning results in the City of Los Angeles spending hundreds of millions of dollars on transportation and infrastructure projects implemented by disparate departments without sufficient coordination. This results in cost overruns, delays, intra-department fights over ownership, and often, projects not being done at all. A CIP for the City of Los Angeles would make project planning more efficient, effective, equitable, and transparent.

Any capital plan should take a unified approach to planning, assess current inequities, account for the Mobility Plan 2035 and other established plans, and include in its metrics that consider the needs of low-income communities and communities of color. We highlight eight key principles for the city to adopt in implementing a CIP:

1. LA's CIP articulates a clear vision that defines a measurable and comprehensive budgeted vision for the future of the City of Los Angeles' public right of way infrastructure for the next 5 - 10 years.
2. LA's CIP includes internal collaboration and coordination among city departments, agencies, and stakeholders.
3. LA's CIP is a transparent and inclusive process that engages the public, community organizations, and external stakeholders throughout its development.
4. LA's CIP uses transparent and data-driven prioritization metrics to allocate resources effectively and equitably, addressing the infrastructure needs of all neighborhoods.
5. LA's CIP prioritizes and includes the maintenance and enhancement of existing infrastructure to ensure a state-of-good repair and prevent costly long-term consequences.
6. LA's CIP prioritizes and includes unfunded needs to identify and address critical infrastructure gaps for future funding opportunities.
7. LA's CIP is easy for the public to understand and access, ensuring transparency and accountability in the allocation of resources.
8. LA's CIP integrates measures for emergency preparedness and climate change resilience.

In conjunction, NoHo NC urges the City to quickly compile and implement best practices from around the world to better coordinate the many departments that touch our streets, to cut down the administrative steps needed for streets improvements, to streamline design and construction processes, and to fund the implementation of the Mobility Plan 2035 and other planned projects. One such step might be to merge the Bureau of Street Services and Department of Transportation.

Every day that problems in interdepartmental coordination, project delivery, and capital planning delay much-needed street improvements in Los Angeles means more deaths and injuries on our roads and more onerous travel for our neighbors. For this reason, NoHo NC supports reforming the City's infrastructure project delivery, especially by creating a capital plan. The City Council has asked for reports for nearly a decade without concrete changes following. Now, beyond research and recommendations alone, we ask for action to fix our deadly streets.