

South Bay Cities Council of Governments
POLICY RECOMMENDATIONS

Metro Long Range Transportation Plan (LRTP)
Metro Call for Projects (CFP) Restructuring,
New Transportation Sales Tax, &
South Bay Highway Program (SBHP) Update

SBCCOG LRTP Recommendations for Restructuring LRTP Investments

- Significantly increase funding for sub-regional transit and highway projects;
- Restore Local Return funding to 25%;
- Replace Call for Projects with a Sub-regional subvention program in which a competitive funding process is used to allocated more than current 3% of LRTP;
- Fund current transit and highway operations and maintenance before new major capital projects;
- Reduce operating costs through public/private partnerships;
- Design in funding flexibility for future innovation; and

SBCCOG Metro Call for Projects Restructuring Recommendations

A. For a new Sub-regional CFP Process

- Eliminate CFP and replace it with a simpler, less bureaucratic, more timely sub-regional subvention process;
- Re-design the CFP process to mirror current sub-regional project development processes (such as SBHP) that provide funding for discrete project development phases when lead agencies are ready to proceed; and
- Allocate CFP reimbursements based on projected cash flow needs of lead agencies.

B. If Metro retains the current CFP Countywide Process

- Ensure flexible sub-regional evaluation criteria;
- Do not create a separate Complete Streets CFP category; each category should include Complete Streets performance measures; and
- Use the existing Metro Technical Advisory Committee to review ongoing policies and issues rather than creating a new CFP Steering Committee; don't create new bureaucracy.

SBCCOG Sales Tax Measure Recommendations and Priorities For Metro Consideration

- The LRTP should be completed prior to the sales tax;
- A new sales tax measure should meet SBCCOG priorities:
 - A "Neighborhoods First"- bottoms-up focus that is not a clone of the previous A, C and R Sales Tax designs;
 - A safe, clean & cost-effective transportation system in a State of Good Repair;
 - Sub-regional project selection flexibility within minimum-required Metro eligibility guidelines;

- A flexible design that funds innovative projects that respond to changing mobility and sustainability priorities and needs over the next 40 years; and
 - Re-pay Measure R debt service by the 2039 expiration date of the measure.
- Recommended SBCCOG Sales Tax Regional Capital Projects to be Submitted to Metro
 - Fully fund SBHP “Operational Improvements”
 - Restore Local Return funding share to 25%
 - Add capacity / widening the I-405 South Bay Curve
 - Modernize the I-405/I-110 Interchange, add HOV connector ramps & new auxiliary lanes
 - Add HOT lane on I-105 from I-405 to I-605
 - Extend Green Line South to Crenshaw in Torrance with mitigation measures comparable to those implemented in communities adjacent to the Gold Line
 - Create South Bay Slow Speed / Complete Streets Network
 - Build South Bay Intelligent Transportation System Fiber-optic Network
 - Create South Bay Goods Movement Rail/Hwy. Grade Separations
 - Add Rapid Bus Lines to connect with Transit Centers and Rail Stations
 - Build Automated Guideway Transit Line in Inglewood
 - Extend I-110 ExpressLane south of I-405 / I-110 Interchange
 - Fund sustainable project elements in the augmentation element of the new sales tax – examples include:
 - Complete Streets;
 - Clean-vehicle slow-speed lanes;
 - Active transportation;
 - Mobile source emission reduction strategies;
 - Private sector transportation initiatives;
 - Other Innovative Transportation/Communication Technologies.

SBCCOG SBHP Implementation Plan Recommendations

Staff recommends deferring preparation of the SBHP IP Update until 2016 when there will be more certainty about the planning and funding context. However, Staff recommends that project nexus analysis and scheduling be completed for the 2016 SBHP Metro Budget Request to allow approval by the SBCCOG Board in November 2015 and submittal to Metro by the December 2015 deadline.

- Key new policy issues to be addressed in 2016 SBHP IP Update:
 - Conforming new SBHP IP with Metro changes in the LRTP, CFP and Sales Tax Design;
 - SBCCOG policies related to implementing larger, more complex projects;
 - Leveraging SBHP funding – other sources, funding shares / caps, inter-agency partnerships;
 - Criteria for use of SBHP funds for project development studies;
 - Change from SBHP allocation basis to cash flow basis;

- SBCCOG Intelligent Transportation System policy that clarifies regional/local partnership for capital, operating and maintenance funding;
- SBCCOG policy for authorizing acceleration of projects beyond SBHP annual cash flow limits.
- Converting from an intersection-based to a corridor-based arterial performance measurement system;
- SBCCOG policy that balances corridor mobility (vehicle delay) and sustainability (multi-modal access and VMT reduction); and
- SBCCOG policy regarding eligible SBHP funding share for the planning, development, and implementation of Complete Streets elements in SBHP projects.

RECOMMENDATION – REQUEST TO METRO

In response to the attached letter from Hermosa Beach and the fact that we do not have IN WRITING any of the concerns that Metro has in using Measure R funds for complete streets, the SBCCOG Board directs that a letter be sent to Metro asking for clarification of the Metro Board policy and the funding of “Complete Streets” highway projects with Measure R Funds.



City of Hermosa Beach

Civic Center, 1315 Valley Drive, Hermosa Beach, CA 90254-3885

August 19, 2015

South Bay Cities Council of Governments
20285 S. Western Ave., #100
Torrance, CA 90501

Subject: Requesting support of SBCCOG to clarify Metro Board policy and the funding of “Complete Streets” highway projects with Measure R Funds.

To SBCCOG Board of Directors:

As you may be aware, the City of Hermosa Beach is working with Caltrans on an ambitious project for the portion of Pacific Coast Highway that lies within the City limits. This project has been conceptually designed to utilize elements from the “Complete Street” policy, including multi-modal improvements for vehicles, bicycles, transit and pedestrians. As you may know, the “Complete Street” policy has been adopted by Metro, Caltrans, as well as City of Los Angeles. This concept has been widely reviewed and discussed at numerous community meetings in the City.

The City of Hermosa Beach would like the support of the South Bay Council of Governments (SBCCOG) in seeking clarification to the Metro Board policy and the funding of “Complete Streets” highway projects with Measure R Funds.

Funding for this project through Measure R would be of great benefit to the implementation of this important project.

“Our project is a model for others”

- The PCH/Aviation Mobility Project through Hermosa is well thought out (4 years of input from residents and business community) and would serve as a model for other South Bay cities.
- Caltrans has embraced this concept and would also like to make this project a model for the South Bay, especially along the Pacific Coast Highway/Sepulveda Corridor.

The City of Hermosa Beach respectfully requests your consideration of this important issue at the August 27, 2015 Board of Directors’ meeting.

Sincerely,

A handwritten signature in cursive script that reads 'Carolyn Petty'.

Carolyn Petty
Mayor Pro Tem