

# South Bay Cities Council of Governments

September 9, 2013

TO: SBCCOG Steering Committee

FROM: Jacki Bacharach, Executive Director  
Steve Lantz, SBCCOG Transportation Consultant

SUBJECT: Revised Response to Metro Request for Future Sales Tax Projects

## BACKGROUND

Supervisor Mike Antonovich, in one of his last actions as Chairman of the Metro Board, sent a letter to the each of the LA County Councils of Governments requesting their subregion's priority projects to be considered for inclusion in a potential sales tax measure for transportation in 2014. Supervisor Antonovich's letter asks the Councils of Governments to provide their responses to Metro by September 4, 2013. New Metro Chair DuBois has since extended the submittal deadline to October 4, 2013 and added a request for local jurisdictions to provide information on their unfunded transit operating and capital needs.

In developing a draft, the SBCCOG staff and consultants deliberated with the Westside Council of Governments and the Gateway Cities Council of Governments to determine whether there are shared concerns and mutually-beneficial programs and projects that could be proposed. Staff has prepared a draft response that includes broad concerns and potential projects and programs (see Exhibit 2).

The attached draft reflects minor changes in the previous list. However, it does not reflect a request to delete paragraph 3 that was discussed at the August 22, 2013 SBCCOG Board meeting. Concern was expressed that some other equity concept be used rather than "return to source". At this point in the measure development process, staff believes it may be sufficient to recommend that the measure consider the needs of those subregions that are originating the sales tax when developing the allocations of these new funds. In addition, it does not address requests for new local transit and highway projects requested by Diane DuBois, the current Metro Chair, in a letter sent to the mayor of each L. A. County city on August 21, 2013. The SBCCOG has sent a letter to our member cities requesting this transit-related information so that it can be incorporated into a sub-regional response.

## RECOMMENDATION

The Steering Committee recommends that the SBCCOG Board of Directors approve and transmit the letter in Exhibit 2 responding to the two letters sent by 2012/13 Metro Chairman Michael Antonovich and 2013/14 Metro Chair Diane DuBois.

## **Exhibit 2**

September 27, 2013

Diane Dubois  
Chair  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Chair Dubois:

In response to the June 20, 2013 letter from Immediate Past Chair Mike Antonovich and your August 21, 2013 letter, the South Bay Cities Council of Governments (SBCCOG) has discussed our concerns and potential regional, sub-regional, and local programs /projects that we would like considered for inclusion in a potential future Los Angeles County transportation sales tax measure and the next Metro Long Range Transportation Plan and SCAG Regional Transportation Plan / Sustainable Communities Strategy. We have several overarching concerns and have attached a list of potential South Bay projects and programs.

We encourage Metro to continue the collaborative measure development process initiated by Supervisor Antonovich. We strongly believe that a successful measure requires a transparent and inclusive process that puts “Neighborhoods First” and builds from the neighborhood up to the region rather than the region-down focus of previous sales tax measures. South Bay cities are committed to developing sustainable mobility programs that address local and sub-regional congestion issues, achieve emissions reductions by dramatically growing the zero emission vehicle fleet and integrating active transportation corridors where appropriate. We understand the urgency of improving the quality of life in our suburban neighborhoods while improving the connectivity of our sub-region to the regional highway, bus and rail networks.

We believe that a first priority of a future ballot measure must be a program that provides a more equitable consideration of all areas of the county. While we understand that there are regional needs that are not necessarily dispersed throughout the entire county, a more thoughtful attempt should be made to consider the needs of those subregions that are originating the sales tax when developing the allocations of these new funds.

We also understand that a future ballot measure should ensure that Metro’s current transit and highway commitments made in Proposition A, Proposition C, and Measure R are fully funded including changes in projected lifecycle operations, maintenance and rehabilitation costs related to the recently-approved Metro Acceleration Plan.

We believe that a measure that is principally used to complete prior commitments is not sufficient for success, therefore, it must also include new programs and projects which must have reasonable life-cycle cost estimates, and be highly cost effective. And, because a new local sales tax will need to be leveraged to fund even a few new priorities, a new sales tax measure must be built on sound technical justifications for

projects and programs that attract investment by other public and private transportation project partners and will energize strong voter support.

At this early stage of deliberations, we need to make clear that incorporation of these initial suggestions does not constitute nor imply support for any potential sales tax measure to be developed. The SBCCOG would need to review the provisions and projects in the proposed measure to determine our position. We expect a comprehensive and collaborative development process will take more than two years to complete and do not believe a successful measure should be presented to the voters before 2016.

Realizing that this is only the first step in what appears to be a lengthy process, the SBCCOG has compiled the attached listing of programs and projects that we believe are important to South Bay voters. Thank you for this opportunity to express our initial concerns and to identify our needs. The SBCCOG looks forward to working closely with the other partners and stakeholders in any design of a new ballot measure.

Sincerely,

Dan Medina Chairman  
South Bay Cities Council of Governments

Cc: Metro Board of Directors  
SBCCOG Board of Directors  
Arthur Leahy, Metro CEO

Attachment

## **South Bay Programs and Projects for a potential transportation sales tax (updated 8/8/13)**

### **Regional Projects**

- Fully fund Transit and Highway regional projects promised in Measure R
  - Crenshaw - LAX Transit Corridor Project to Hollywood Red Line
  - Green Line - LAX Connector
  - Preventive Maintenance / Rehabilitation of Transit (Bus & Rail)
- Capacity / Operational Improvements:
  - SR 91 Freeway improvements west of I-110
  - I-405 improvements between the eastern boundary of Carson and the northern boundary of Inglewood)
  - SR-105 between SR 110 and western terminus of Imperial Blvd.
  - SR-110 Interagency Corridor Management, Interchanges, Connector Ramps, and auxiliary lane
  - La Cienega Corridor from I-10 to Manchester Ave.
  - Pacific Coast Highway / Sepulveda / Lincoln Corridor
- Green Line: Southern extension to Torrance or Long Beach Blue Line
- Fixed guideway transit facility improvements including Metro Green Line, Harbor Gateway Transitway (Metro Silver Line)
- Metro/or South Bay Municipal operator “Rapid” lines for regional connectivity
- Rehabilitate State Highways (non-freeway routes) and major arterials
- Highway Bridge rehabilitation / seismic retrofit program
- Countywide ITS / Traveler Information Systems Operation and Maintenance
- South Bay Goods movement projects related to Port of Los Angeles and LAX

**Sub-Regional Programs** (possibly funded through the creation of a sub-regional program within the measure under which cities could determine within their COGs the most appropriate sub-regional uses of their proportionate share of the Sub-regional Program funds.)

- Local Return Program allocated for entire term of sales tax measure to fund neighborhood transportation and sustainability improvements, street and transit maintenance and rehabilitation selected at the discretion of each South Bay local jurisdiction
- South Bay Plug-in Electric Vehicle Public Infrastructure Program
- High Quality Transit service to Rail and Express Bus Stations
  - Start with High Quality Transit Analysis
- "First/Last-mile" connections for transit (@O&D) walkability, bike, shuttle services to:
  - Fixed guideway transit facility improvements including Metro Green Line, Harbor Gateway Transitway (Metro Silver Line)
  - Metro/or South Bay Municipal operator “Rapid” lines for regional connectivity
  - Transit hubs for ease of transfers
- Establish “Neighborhood-Oriented Development” Program
- Implement a Sub-Regional Traffic Management Center
- Develop “complete streets” designed to accommodate Neighborhood Electric Vehicles
- Mobility and traffic safety projects
- Focused Circulation/parking improvements at major commercial /shopping centers
- Expanding traveler information to add more locally-oriented information (transit/multi-modal/alternative energy stations and charging station status)
- Car and bike sharing programs
- Streetscape improvements that enhance transportation capacity and safety

- Safe Routes to School implementation
- Flooding/erosion-related roadway geometric/safety improvement projects
- Illuminated Street Name Signs (LED)
- Beach access/circulation improvements and parking visitor information/way-finding