

South Bay Cities Council of Governments

September 26, 2013

TO: SBCCOG Board of Directors

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 by Steering Committee members 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 sub-regions that are generating 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.

The Measure R Oversight Committee meeting date has been changed to October 2. This new meeting date will allow the cities to respond with any project changes at the latest possible date so that their priorities can be incorporated into the report that must be submitted to Metro by the October 4th deadline.

RECOMMENDATION

The SBCCOG Board of Directors approve Exhibit 2 with any additional revisions from Measure R Oversight Committee after their October 2, 2103 meeting and transmit the letter to Metro.

Exhibit 2

October 4, 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, the next Metro Long Range Transportation Plan, and SCAG Regional Transportation Plan / Sustainable Communities Strategy. We have several overarching concerns *described below* and have attached a list of potential South Bay projects and programs.

We encourage Metro to continue the collaborative sales tax measure development process initiated by Supervisor Antonovich *and we look forward to participating in the development of a new sales tax design.* 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. *We also believe that a new measure should incorporate a strong sub-regional emphasis that provides funding for inter-jurisdictional projects and programs. In addition to using sales tax resources, we would like to explore converting the current Metro Call for Projects into a sub-regional multi-modal subvention formula program.*

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 sustainability strategies 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 sub-regions that are *generating* 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 in the proposed sales tax measure before new commitments are made. These existing commitments should include 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 that have reasonable life-cycle cost estimates, are cost effective, and will attract investment by other public and private transportation project partners. We believe that incorporation of the previously described elements could energize strong voter support for the proposed tax measure.

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 specific 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. *We have included an extensive list of South Bay needs understanding that these priorities cannot be funded solely by a new measure. However, because there has been little regional visibility to the South Bay sub-regional and neighborhood needs in considering the design of previous measures, we thought it prudent to include the most extensive list. The potential costs of some of the priorities have been identified. Other costs can be estimated as the measure design is better understood.*

The SBCCOG looks forward to working closely with the other partners and stakeholders in the design of a new ballot measure. Thank you for this opportunity to express our initial concerns, *to identify our needs, and to express our interest in supporting the development of an innovative sales tax 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
 - Green Line - LAX Connector
 - Preventive Maintenance / Rehabilitation of Transit (Bus & Rail)
- Green Line: Southern extension from South Bay Galleria to Torrance Transit Center, San Pedro, or Long Beach Blue Line
- Metro "Rapid" lines for regional connectivity
- Coordination of Rehabilitation and Improvement of State Highways (non-freeway routes) between Caltrans, Metro and South Bay Cities Council of Governments
- State Highway Bridge and major arterial seismic retrofit program
- Countywide ITS / Traveler Information Systems Operation and Maintenance
- South Bay Goods movement projects related to Port of Los Angeles and LAX
- Freeway Capacity Improvements
 - Add 1 or 2 lanes to northbound and southbound I-405 between Inglewood northern border and I-110; consider inclusion of transit-only fixed guideways
 - Add ExpressLanes on I-405 and I-105
 - Construct extension of SR 91 from I-110 to I-405, construct connector lanes in all directions
 - Freeway Operational Improvements (Measure R SBHP Candidate Projects):
 - Improved Connector ramps I-405 northbound to I-110 southbound - \$100,000,000
 - HOV Connectors from I-105 westbound to northbound and southbound I-405 – \$200,000,000
 - Widen southbound I-405 on-ramp from southbound La Cienega Blvd. – \$13,000,000
 - Widen southbound I-405 off-ramp to Rosecrans Ave. \$13,000,000
 - Add northbound auxiliary lane on I-405 from Inglewood Ave to Rosecrans Ave. - \$51,000,000
 - Add southbound auxiliary lane on I-405 from Rosecrans Ave. to Inglewood Ave. - \$50,000,000
 - Improve northbound on ramp and southbound on-ramp on I-405 at Inglewood Ave. - \$13,000,000
 - Add northbound auxiliary lane on I-405 from Hawthorne Blvd. to Inglewood Ave - \$52,000,000
 - New southbound Hawthorne Blvd. to northbound I-405 on ramp - \$13,000,000
 - Add northbound auxiliary lane on I-405 from Artesia Blvd. to Hawthorne Blvd. - \$41,000,000
 - Add southbound auxiliary lane on I-405 from Manchester Blvd. to Century Blvd. \$41,000,000
 - Add northbound lane on I-405 from El Segundo Blvd. to I-105 - \$20,000,000
 - Widen northbound I-405 off ramp at Rosecrans Ave. - \$13,000,000
 - Add third lane on northbound I-405 from westbound Artesia Blvd - \$13,000,000
 - Improve I-405 at 182nd / Crenshaw northbound off and on ramps - \$29,500,000
 - Widen southbound I-405 on-ramp at 190th St. - \$13,000,000
 - Add northbound auxiliary lane on I-405 from Normandie Ave. to Western Ave. - \$20,000,000
 - Widen I-405 through I-110 Interchange from three to four lanes - \$120,000,000
 - Add westbound auxiliary lane on I-105 from Crenshaw on-ramp to Crenshaw off-ramp - \$13,000,000
 - Add westbound auxiliary lane on I-105 from Prairie Ave. to I-405 - \$30,000,000
 - Add eastbound auxiliary lane on I-105 from Yukon to Crenshaw - \$29,000,000
 - Add HOV connectors from northbound I-110 to eastbound and westbound I-105 - \$200,000,000
 - Add HOV connectors from northbound and southbound I-110 to eastbound SR 91 and from westbound SR-91 to northbound I-110 - \$200,000,000

- Widen southbound I-110 off-ramp at Pacific Coast Hwy. - \$15,000,000
- Improve northbound I-110 off-ramps at Pacific Coast Hwy. - \$15,000,000
- Widen Anaheim Street and reconfigure I-110 ramps at Anaheim St. - \$15,000,000
- Reconfigure I-110 / C Street interchange and intersection, add new northbound direct connector from Harry Bridges-Alameda St. to northbound I-110 - \$39,500,000
- Construct grade separation at La Cienega Blvd. and Manchester Blvd. - \$62,000,000
- Implement Interagency Corridor Management System on I-110 between Artesia Blvd. and Pacific Coast Hwy- \$30,000,000

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 using *eligibility criteria consistent with and determined by State and Federal Gas Tax fund eligibility requirements.*
- *Sub-regional Sustainability Program - capital and operating funds for complete/green streets, alternate vehicles / charging infrastructure, broadband networks and neighborhood-serving network access, arterial bus priority program for regional transit connectivity, first/last mile transit access improvements, and bikeways and pedestrian improvements. - \$300 million in the South Bay separate from SBHP*
- South Bay Plug-in Electric Vehicle Public Infrastructure Program
- High frequency South Bay Municipal operator “Rapid” lines for regional connectivity to South Bay Rail and Express Bus Stations
- "First/Last-mile" connections for transit (@O&D) walkability, bike, shuttle services to:
 - Metro Green Line, I-110 ExpressLanes stations
 - 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
- 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

City Program and Project Priorities

- *South Bay Street Maintenance and Rehabilitation – scope and cost data on backlog available from Metro*
- *Municipal Transit Capital and Operations and Paratransit Services Capital and Operations unmet funding needs as determined by local jurisdictions.*
- *Arterial Operational Improvement Projects(Measure R SBHP Candidate Projects) and other City highway project priorities*

Carson

- *Del Amo Blvd. / Santa Fe Ave. Intersection Improvement - \$477,000*
- *Sepulveda Blvd. / Wilmington Ave. Intersection Improvement - \$500,000*
- *Carson Street Improvement – I-405 to I-110 - \$12,000,000*
- *StubHub Arena Event Management System - \$3,500,000*
- *Main St. / Del Amo Blvd. Intersection Improvement - \$ TBD*

El Segundo

- *Sepulveda Blvd. Improvement – Imperial Hwy. to El Segundo Blvd. - \$3,500,000*
- *Park Place extension and Railroad Grade Separation – Nash St. to Allied Way - \$35,000,000*
- *Aviation Blvd. / El Segundo Blvd. Intersection Improvement - \$1,500,000*
- *El Segundo Blvd Improvement – Sepulveda Blvd. to Continental Blvd. - \$1,500,000*

Gardena

- *Redondo Beach Blvd. Improvement – Crenshaw Blvd. to Vermont - \$3,340,000*
- *Crenshaw Blvd. Improvement – Redondo Beach Blvd. to El Segundo Blvd. - \$2,130,000*
- *Artesia Blvd. Improvement – Vermont Blvd. to Western Ave. - \$2,905,000*
- *Normandie Ave Improvement – El Segundo Blvd. to 177th St. - \$5,993,000*
- *Gardena Blvd St. Improvement – Vermont Ave to Western Ave , \$1,500,000*
- *166th St. Improvement – Berendo Ave to Gramercy Place, \$1,500,000*
- *139th St. Improvement – Ardath Ave to Budlong Ave, \$1,500,000*
- *Western Ave St. Improvement – Artesia Blvd to El Segundo Blvd, \$5,900,000*
- *Van Ness Ave St. Improvement – Redondo Beach Blvd to El Segundo Blvd, \$2,300,000*
- *Park and Ride facility – southeast corner of Rosecrans Blvd. and Wadkins - \$2,473,247*

Hawthorne

- *120th St. Improvement – Prairie Ave. to Inglewood Ave. - \$1,700,000*
- *Prairie Ave. Improvement – Imperial Blvd. to Rosecrans Ave.- \$8,306,300*
- *Crenshaw Blvd. Improvement – 131st St. to Rosecrans Ave. \$1,500,000*
- *Hawthorne Blvd. Improvement – El Segundo Blvd. to Imperial Hwy. - \$3,500,000*
- *El Segundo Blvd. Improvement – Inglewood Ave. to Crenshaw Blvd. \$8,398,400*

Hermosa Beach

- *Aviation Blvd-Pacific Coast Highway Corridor Improvement - \$1,689,000*

Inglewood

- *Century Blvd. Improvement – Van Ness Ave. to Felton Ave. - \$4,000,000*
- *Manchester Blvd and La Cienega Blvd Corridor Improvement (with City of Los Angeles) - \$779,428*

Lawndale

- *Redondo Beach Blvd. Improvement from Hawthorne to Prairie, roadway improvements and signal upgrades, \$6,000,000*
- *Inglewood Ave. Improvement from Rosecrans to Marine Avenue, \$4,000,000*
- *Rosecrans Ave. Improvement from Inglewood to Prairie, roadway improvements and signal upgrades , \$3,000,000*

Los Angeles City

- *Anaheim St Roundabout @Gaffey / Vermont / PV Drive North - \$7,000,000*
- *Figueroa St. Improvement – 146th St. to Redondo Beach Blvd. - \$5,000,000*
- *District 15 Intelligent Transportation System Improvements - \$2,000,000*
- *Gaffey St. / 1st St. Intersection Improvement - \$2,000,000*
- *Redondo Beach Blvd. Improvement – I-110 to Figueroa - \$3,000,000*

Los Angeles County

- *Normandie Ave. Improvement - 95th St. to El Segundo Blvd. - \$2,000,000*
- *Manhattan Beach Blvd. ITS Improvement from Manhattan Ave. to Van Ness Ave. - \$2,000,000*
- *Hawthorne Blvd. ITS Improvement from Imperial Hwy. to Manhattan Beach Blvd. - \$2,000,000*
- *South Bay Arterial Operational Improvements, Signal Synchronization, Backbone network redundancy, CCTV @ 16 locations - \$3,620,000*

Manhattan Beach

- *Sepulveda Blvd. Improvement – El Segundo Blvd. to Artesia Blvd. - \$1,500,000*
- *Valley Drive / Armore Improvement - Manhattan Beach Blvd and 15th St. roundabouts - \$7,920,000*

Torrance

- *Sepulveda Blvd. / Western Ave. intersection improvement (with City of LA) - \$6,335,890*
- *Pacific Coast Highway / Crenshaw Blvd. intersection improvement - \$11,750,000*
- *Hawthorne Blvd Improvement – 182nd St. to Lomita Blvd. - \$3,479,318*
- *190th St. / Van Ness Ave. Intersection Improvement - \$1,200,000*
- *190th St. / Crenshaw Blvd. Intersection Improvement - \$900,000*
- *Crenshaw Blvd. / Sepulveda Blvd. Intersection Improvement - \$5,000,000*
- *Crenshaw Blvd. / Carson St. Intersection Improvement - \$5,000,000*
- *Crenshaw Blvd. / Torrance Blvd. Intersection Improvement - \$5,000,000*
- *Pacific Coast Highway / Hawthorne Blvd. Park and Ride structure - TBD*