



SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

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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

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Los Angeles Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County

should be made to consider the needs of those sub-regions that are generating the sales tax when developing the allocations of locally-generated 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.

Our local jurisdictions are also facing severe funding shortages for maintenance and rehabilitation of the current transportation infrastructure and are advocating that a new funding source should give local jurisdictions the flexibility to prioritize restoration and rehabilitation of their local streets and roads ahead of new capital projects or capacity improvements consistent with the "Fix It First" philosophy of U.S. DOT and MAP-21.

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 worked with our cities to compile 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. Even before incorporating the identified major regional projects, the potential costs of the priorities, which have been identified as accurately as possible at this stage total more than \$2.5 billion. 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 should the Metro Board decide to proceed with this idea. Thank you for this opportunity to express our initial concerns, to identify our needs, and to express our interest in collaborating in 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 Cities Council of Governments

South Bay Programs and Projects for a potential transportation sales tax (updated 10/2/13)

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 (\$350,000,000), San Pedro (\$TBD), or Long Beach Blue Line (\$TBD)
- 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
 - Improved Connector Ramps on I-110 between SR-91 and I-405
 - 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 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 and documented in Short Range Transit Plans submitted to Metro.
- Arterial Operational Improvement Projects (Measure R SBHP Candidate Projects) and other local street maintenance, rehabilitation, reconstruction, and signal system upgrades.

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. - \$20,670,000
- 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
- If there is no Green Line Extension, Railroad Grade Separation over Inglewood Blvd. and Manhattan Beach Blvd. - \$80,000,000

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
- Pavement Preservation – \$21,817,000
- Sidewalk Curb Parkway Preservation - \$10,491,000
- Pedestrian Improvements -\$3,238,000
- Aesthetics Beautification - \$8,825,000
- Traffic Signal Improvements -\$17,100,000
- Regional Bikeways -\$66,121,000
- Local Bikeways - \$132,242,000

Manhattan Beach

- Sepulveda Blvd. Improvement – El Segundo Blvd. to Artesia Blvd. - \$1,500,000
- Public Transit Services Annual Operating – \$150,000
- Street Improvements – Annual Rehabilitation - \$1,500,000
- Capacity enhancements - \$650,000
- Bikeway / Pedestrian Improvements - \$100,000
- Annual Pedestrian Improvements - \$400,000
- New Pedestrian Improvements - \$450,000

Redondo Beach

	<u>Annual Need</u>
• Residential Street Pavement Rehabilitation	\$1,000,000
• Arterials/Collectors Street Pavement Rehabilitation	\$1,100,000
• Pedestrian Path of Travel Improvements (including sidewalk, curb, gutters, ramps, and storm drain inlet devices)	\$615,000
• Traffic Signals and Street Lights – Regular Deferred Maintenance	\$300,000

Torrance

- Sepulveda Blvd. / Western Ave. intersection improvement (with City of LA) - \$6,900,000
- 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
- Pedestrian walkway and elevators from proposed rail station to bus bay - \$5,000,000
- Phase II of the Regional Parking and Ride Facility (Parking Structure) - \$15,000,000

- Furniture and Equipment to complete Phase I of the Regional Park and Ride Facility (RTC) - \$1,500,000
- Enhanced facility and vehicle security camera system - \$1,000,000
- Solar lighting at RTC, Bus Shelters and stops - \$1,500,000
- Real-Time Passenger information at all major stops and transfer points - \$3,000,000
- Operating funds for RTC to DAFC shuttle - \$3,000,000
- CNG Station (Madrona Site) upgrade - \$1,500,000
- Annual maintenance and operations funding for RTC - \$750,000
- Enhanced Bicycle right-of-way and rack - \$1,000,000