

South Bay Cities Council of Governments

August 22, 2013

TO: SBCCOG Board of Directors

FROM: SBCCOG Measure R Oversight Committee
SBCCOG Steering Committee

SUBJECT: 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, attached as Exhibit 1, asks the Councils of Governments to provide their responses to Metro by September 4, 2013.

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 to see if there are shared concerns and mutually-beneficial programs and projects that could be proposed. Staff has prepared a draft response which also reflects comments from the Measure R Oversight Committee and the Steering Committee and that includes broad concerns and potential projects and programs (see Exhibit 2).

In addition, there may be additional comments from the City Managers' meeting and the Infrastructure Working Group which will be reported at the Board meeting.

RECOMMENDATION

The Measure R Oversight Committee & Steering Committee recommend that the SBCCOG Board of Directors approve and transmit by September 4, 2013 the letter in Exhibit 2 responding to Metro Chairman Michael Antonovich's request for South Bay projects to be considered for inclusion in a future Los Angeles County sales tax measure.



Board of Supervisors County of Los Angeles

MICHAEL D. ANTONOVICH
SUPERVISOR
CHAIRMAN, MTA BOARD OF DIRECTORS

June 20, 2013

The Honorable Ralph L. Franklin
Chairman
South Bay Cities Council of Governments
20285 S. Western Ave., #100
Torrance, CA 90501

Dear Honorable Franklin:

To create a representative transportation plan it is vital to have local jurisdictions develop a transportation priority list through their COGs to guide a 2014 local sales tax measure that would meet the concerns of all of the county's cities and unincorporated communities. This action will correct the failure of Measure J.

Please agendize a discussion of your region's transportation priority list at an upcoming COG meeting and send that list detailing your region's needs to the MTA Board before Wednesday, September 4, 2013. Following your submission of your COG's priorities we will be able to begin a new discussion with this critical input in hand.

Sincerely,

A handwritten signature in cursive script that reads "Mike Antonovich".

MICHAEL D. ANTONOVICH
Chairman

cc: South Bay Cities Council of Governments Board of Directors
Jacki Bacharach, Executive Director, South Bay Cities Council of Governments
MTA Board Members

Exhibit 2

September 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, the South Bay Cities Council of Governments (SBCCOG) has discussed our concerns and potential 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 delivers a geographically balanced allocation that more closely returns sales tax revenues to the sub-region of origin in proportion to the sales tax collected in the sub-region.

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 include 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 8/13/13)

In addition to maintaining the local return portion of any sales tax measure, the following are comments on projects for the region and our subregion.

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 I-105 and Carson
 - 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
 - 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 (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.)

- South Bay Plug-in Electric Vehicle Public Infrastructure Program
- High Quality Transit service to Rail and Express Bus Stations
- "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