



SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

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August 28, 2015

Honorable Mark Ridley-Thomas, Chairman
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90045

Dear Chairman Ridley-Thomas:

Metro has requested that Councils of Governments in Los Angeles County submit a list of their priorities for a prospective sales tax measure by September 1, 2015. Much has changed since Measure R was enacted in 2008. The South Bay Cities Council of Governments (SBCCOG) has determined that submitting a priority list for the prospective sales tax measure would be significantly strengthened by updating and conforming policies and priorities in an updated Metro Long Range Transportation Plan, a re-structured Metro Call for Projects, and in an updated Measure R South Bay Highway Program Implementation Plan.

Toward that end, at the August 27, 2015 Board meeting, a comprehensive set of recommendations to address our broader concerns was adopted (see Attachment 1). In addition to the requested list of priorities, the recommendations include policy changes for the three major areas that the SBCCOG believes need to be conformed to strengthen and update current Measure R programs and to inform the design of a new sales tax measure. The Board also wanted to be clear that submitting these recommendations does not indicate support of the proposed sales tax measure at this time.

You will see that the recommendations reflect the need for decision-making at the subregional level as well as flexibility in allowable spending. These recommendations are a reflection of two very significant facts: 1) Los Angeles County is too big for one size fits all strategies. The South Bay subregion alone is the size of Portland, Oregon and should be able to make decisions on its transportation within the subregion as well as its connectivity to the regional system; and 2) The sales tax proposal would commit funds to the year 2057 and possibly beyond. That is tantamount to the decision makers in 1975 committing funds for the transportation system of 2015. It goes without saying that no one could have predicted the changes that have taken place and are still continuing in the way we travel and our need for travel.

Thank you for your consideration of our recommendations and sales tax priorities.

Sincerely,

Jim Gazeley, SBCCOG Chair
Mayor Pro Tem, Lomita

cc: SBCCOG Board Members and Alternates
South Bay City Managers
Metro Board Members and Alternates
Phillip Washington, Chief Executive Officer

LOCAL GOVERNMENTS IN ACTION

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

SOUTH BAY POLICY & PROJECT RECOMMENDATIONS TO METRO

**Regarding the:
Metro Long Range Transportation Plan (LRTP),
Metro Call for Projects (CFP) Restructuring &
New L. A. County Transportation Sales Tax**

**Approved on 8/27/15 by the
South Bay Cities Council of Governments
Board of Directors**

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 allocate 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.

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 the South Bay Highway Program) 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-payment of 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 South Bay Highway Program “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 mobility improvement projects to serve regional activity centers including but not limited to those in Inglewood, Carson and San Pedro
 - 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; and
 - Other Innovative Transportation/Communication Technologies.