

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

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Mayor Eric Garcetti
Chairman, LA County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, California

Dear Mayor Garcetti,

Thank you for coming to our Board meeting this evening. Here is a summary of the points that were made in our remarks to you:

SLOW SPEED LANES IN THE LRTP AND COMPLETE STREETS PLANNING

- The SBCCOG has studied our trips in the South Bay and other than commute trips, our trips are neighborhood oriented: we are traveling 3 miles or less. Many of these trips are too long to walk and too short for transit. Therefore, we are actively involved in seeking alternatives, not only to improve mobility but also to reduce our greenhouse gas emissions. We are exploring a South Bay network of slow speed lanes that will safely accommodate bikes and neighborhood serving vehicles (Segways, golf carts, NEVs, etc.) Also, we have piloted a neighborhood electric vehicle project for areas where residents can use local streets to access their activities.
- We are the first suburban area in the Los Angeles region to have carsharing which we think is an important option for our residents.
- We encourage bicycle use but our demographic is aging and therefore, we are looking at other alternatives which is why it is important to us that Metro considers designating slow speed lanes in the upcoming Long Range Transportation Plan and in complete streets planning as opposed to bike lanes which are designated for only one mode.
 - Technologies such as the Google self-driving car are planned to go only 25 miles per hour and aren't currently legal on regular lanes on many of our streets. But with a slow speed lane, many modes of transportation serving all ages and physical capabilities would establish safe access to the complete street. Without this designation, innovative projects might not be able to compete for funding at Metro.

PROPOSED SALES TAX

- As a new sales tax is considered, our subregion wants Metro to focus on a three tiered program. First, on local needs – maintenance and operations funding for our streets and roads which is sorely needed. Beyond this “neighborhoods first” approach, we recommend that there be subregional and regional tiers for funding in any new sales tax. And, we would also request a thoughtful attempt 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 believe that a future ballot measure should ensure that Metro’s transit and highway commitments made in Proposition A, Proposition C, and Measure R include

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

projected lifecycle operations, maintenance and rehabilitation costs. 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.

- A new sales tax measure should be informed by the Mobility Matrices we are developing and by an update of the Long Range Transportation Plan. We believe that such documentation would strengthen the measure and could energize strong voter support. We expect this comprehensive and collaborative development process could take more than two years to complete and are concerned that the Metro Board needs to take sufficient time for consensus and support to develop. The SBCCOG, for example, would need to review the specific provisions and projects in the proposed measure to determine our position.

REPLACING THE CALL FOR PROJECTS WITH SUB-REGIONAL SUBVENTION FUNDING

- With or without a new sales tax, we also support replacing the current top-down Metro Call for Projects process with a sub-regional subvention funding program in which projects could be prioritized and selected for funding closer to the areas in which they will be delivered.
- Not only is the Call for Projects very expensive and time consuming for cities to prepare applications with limited success but also Metro staff has an overly rigorous administrative process which is labor intensive. The exercise of allocating these funds is taxing for everyone involved. With the subregions each having Mobility Matrices, Metro could allocate funds on a subregional basis and link them to the commitments that the subregions have made in their matrices.

SBCCOG BOUNDARY DEFINITION AT METRO

- Something very arcane – Metro changed the boundary of the South Bay in their last LRTP to include LAX in our subregion. Metro subsequently adopted a Unified Cost Management policy that could mean that overruns in the LAX project would have to be paid for by the SBCCOG from our Measure R sub-regional South Bay Highway Program. There are several issues here.
 - First, our boundary should go back to the one we have defined for almost 20 years. We would also note that the Westside COG has defined their boundary as including LAX.
 - Second, LAX is a regional resource and any ground access overruns should be funded with regional or LA City/LAWA funds especially since any overruns would be beyond the control of any one subregion.

WORKING WITH OUR CITIES ON MITIGATIONS

- A few other specific issues that you might be hearing from our members are:
 - Mitigations for Inglewood on the Crenshaw Line project and for Lawndale on the extension of the Green Line project. We request that there be a dialogue with Lawndale specifically to discuss how the extension can be a valued addition to their community and not a barrier between communities within their city.

HARBOR GATEWAY TRANSIT CENTER

- The SBCCOG has been working with Metro for several years to improve the Harbor Gateway Transit Center which is a great park and ride lot near the southern end of the I-110 ExpressLanes.

Metro has done a good job in renovating the interior but there are still almost no wayfinding signs so someone can be very close to it and wouldn't know it was there. The Center is in a sort of no man's land between the City of Los Angeles, the County of Los Angeles and the City of Gardena. We request that Metro work aggressively with these partners to post wayfinding signs.

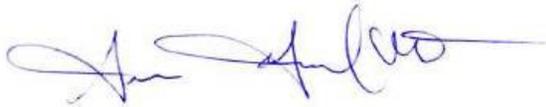
IN CONCLUSION

- We all have many challenges and this region is so large, the challenges differ from place to place. 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 value the quality of life in our neighborhoods. Working with Metro, we hope to see the resources through policies and funding to keep the South Bay the wonderful place that it is to live, work and play.

We greatly appreciate that Borja Leon has been meeting with us close to quarterly to discuss our issues and that Metro Director Jackie Dupont-Walker spent several hours with us doing the same.

We would be happy to answer any questions and we look forward to working with you at Metro,

Sincerely,



James F. Goodhart, SBCCOG Chair
Councilman, City of Palos Verdes Estates