

Welcome Los Angeles Mayor & Metro Board Chair Eric Garcetti

South Bay Cities Council of Governments

October 23, 2014



South Bay Cities Council of Governments Overview

- The SBCCOG is an area about the geographic size of Portland, Oregon and about 1 million people.
- We have seventeen local jurisdictions, including 16 cities (Los Angeles Division 15 - Buscaino) and Los Angeles County unincorporated areas (Supervisory Districts 2 and 4 –Ridley-Thomas and Knabe), but no central downtown.
- We have rich local and cultural resources. Accessing what the City of Los Angeles as a whole has to offer is important to us (sports, performing arts, museums, universities).



South Bay Cities Council of Governments **Overview (continued)**

- We have several Municipal bus lines and Metro Local and Rapid service, but we do not have robust transit through our sub-region and we have limited weekend service.
- The Green Line and Crenshaw/LAX light rail lines touch the northern edge of our sub-region in Inglewood and El Segundo, but an extension of the Green Line won't be built to Torrance for many years.
- The I-110 ExpressLane stops at the 91 freeway, north of our boundary but it should be extended to the I-405 for maximum value.



South Bay Cities Council of Governments **Mobility Related Accomplishments**

- We have studied our trips in the South Bay and other than commute trips, our neighborhood trips travel 3 miles or less - too long to walk and too short for transit.
- 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, Neighborhood Electric Vehicle (NEV), etc.)



South Bay Cities Council of Governments Mobility Related Accomplishments (continued)

- We have piloted a NEV project for areas where residents used local streets to access their activities for several years. This program enabled collection of valuable data for consumer travel patterns.
- We are the first suburban area in the Los Angeles region to have car-sharing (Car2Go) which we think is an important option for our residents. Six South Bay cities have implemented this program covering 28 square miles.
- We also encourage bicycle use but our demographic is aging and therefore, we are looking at other alternatives.



South Bay Cities Council of Governments Mobility Proposal

- We respectfully request your consideration of:
 - **As Metro works with cities to promote complete streets planning, we request that you designate multi-modal slow speed lanes in the upcoming Long Range Transportation Plan**
 - With slow speed lanes, many modes of transportation serving all ages and physical capabilities of people would have safe access to our streets. Without this designation, innovative projects might not be able to compete for funding at Metro.
 - 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.



South Bay Cities Council of Governments Proposed Sales Tax

- **As a new transportation sales tax is considered, our sub-region suggests focusing on a three-tiered program**
 - **Local needs** – a “neighborhood first” approach where maintenance funds and operations funds are directed for our streets and roads. Regional and sub-regional tiers should be considered for any new sales tax when developing the allocations of locally generated new funds.
 - **Metro Transit and Highway commitments** – a future ballot measure should ensure cost effective programs and projects that have reasonable life-cycle cost estimates, and will attract investment by public and private transportation project partners. These commitments should include funding for projected lifecycle operations, maintenance and rehabilitation costs.
 - **Update the LRTP and utilize the COG’s Mobility Matrices** - 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.



South Bay Cities Council of Governments Transportation Planning Proposals

- **Replace the current “top-down” Call for Projects process**
 - Incorporate 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.
 - The Call for Projects process is:
 - very expensive,
 - time consuming for cities to prepare applications with limited success, and
 - Metro staff has an overly rigorous administrative process, which is labor intensive.
 - The exercise of allocating these funds is taxing for everyone involved.
- **Incorporate a Mobility Matrix in Transportation Planning**
 - Metro has begun its Long Range Transportation Plan by asking the subregions to prepare a wish list of transportation projects, programs and strategies which Metro is calling the Subregional Mobility Matrices.
 - Metro could allocate transportation funds on a subregional basis and link them to the commitments that the subregions have made in their matrices.



South Bay Cities Council of Governments Boundary Issue

- **Re-establish the SBCCOG boundary developed 20 years ago and recognize LAX as a Regional asset**
 - In the last LRTP, the boundary of the South Bay Cities was modified to include LAX in our sub-region however, the boundary of the Westside Council of Governments also includes LAX.
 - Metro subsequently adopted a “Unified Cost Management” policy, that could mean that ground-access cost overruns incurred by LAX would have to be paid for by our Measure R sub-regional Highway Program or projects in the Westside COG.
 - As a Los Angeles County regional asset, all ground access transportation projects should be funded with Regional or Los Angeles City/LAWA funds without a burden to the sub-regional COG’s.



South Bay Cities Council of Governments Sub-regional Issues

- **Mitigations for Inglewood on the Crenshaw Line project and for Lawndale on the extension of the Green Line project.** We request a dialogue with the City of Lawndale specifically to discuss how the extension can be a valued addition to their community and not a barrier between communities within their city.
- The SBCCOG has been working with Metro for several years to improve **the Harbor Gateway Transit Center** (formerly Artesia Transit Center). The Center is an ideal location for a park and ride lot with direct access to the I-110 freeway and ExpressLanes. Much has been accomplished but there are still almost no way-finding signs to locate it. 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 more aggressively with these partners to post wayfinding signs.



South Bay Cities Council of Governments **Thank You**

- The 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.

