

## South Bay Cities Council of Governments Policy **RECOMMENDATIONS**

### **Metro Long Range Transportation Plan (LRTP) Metro Call for Projects (CFP) Restructuring, New Transportation Sales Tax, & South Bay Highway Program (SBHP) Update**

#### **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 allocated 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 SBHP) 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;
  - Re-payment of Measure R debt service by the 2039 expiration date of the measure.
- Recommended SBCCOG Sales Tax Capital Projects to be Submitted to Metro
  - Fully fund SBHP “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 Automated Guideway Transit Line in Inglewood
- 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
  - Other Innovative Transportation/Communication Technologies

### **SBCCOG SBHP Implementation Plan (IP) Recommendations**

Staff recommends deferring preparation of the SBHP IP Update until 2016 when there will be more certainty about the planning and funding context. However, Staff recommends that project nexus analysis and scheduling be completed for the 2016 SBHP Metro Budget Request to allow approval by the SBCCOG Board in November 2015 and submittal to Metro by the December 2015 deadline.

- Key new policy issues to be addressed in 2016 SBHP IP Update:
  - Conforming new SBHP IP with Metro changes in the LRTP, CFP and Sales Tax Design;
  - Establishing SBCCOG policies related to implementing larger, more complex projects;
  - Leveraging SBHP funding – other sources, funding shares / caps, inter-agency partnerships;
  - Clarifying Criteria for use of SBHP funds for project development studies;
  - Changing from SBHP allocation basis to cash flow basis;
  - Developing a SBCCOG Intelligent Transportation System policy that clarifies regional/local partnership for capital, operating and maintenance funding;
  - Creating a SBCCOG policy for authorizing acceleration of projects beyond SBHP annual cash flow limits.
  - Converting from an intersection-based to a corridor-based arterial performance measurement system;
  - Considering a SBCCOG policy that balances corridor mobility (vehicle delay) and sustainability (multi-modal access and VMT reduction);
  - Producing a SBCCOG policy regarding eligible SBHP funding share for the planning, development, and implementation of Complete Streets elements in SBHP projects.