

# GATEWAY CITIES COUNCIL OF GOVERNMENTS

## Transportation Committee

### **AGENDA**

Wednesday, January 5, 2022

**Note Start Time - 4:00 P.M. Meeting**

**Gateway Cities Council of Governments**

**MEETING REMOTE LOCATION: VIA ZOOM**

**Register Here:**

**[https://us02web.zoom.us/webinar/register/WN\\_2TQnCArsTAGrObpNUHEbIQ](https://us02web.zoom.us/webinar/register/WN_2TQnCArsTAGrObpNUHEbIQ)**

or call in

Phone: 669.900.6833

Meeting ID: 810 6299 5834

**AGENDA REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE ON THE GATEWAY CITIES COG WEBSITE AT WWW.GATEWAYCOG.ORG.**

**PUBLIC COMMENTS:** To address the Transportation Committee on any agenda item or a matter within the Transportation Committee's purview, you may provide written comments by 3:00 p.m. of the day of the meeting, via email to [info@gatewaycog.org](mailto:info@gatewaycog.org). All written comments timely received will be distributed to the Transportation Committee and will become part of the official record. You may also make oral public comment during the Public Comment period on the agenda.

- I. CALL TO ORDER**
- II. ROLL CALL**
- III. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- IV. PUBLIC COMMENTS** – The Transportation Committee will hear from the public on any item on the agenda or an item that is not on the agenda but within its subject matter jurisdiction. The Transportation Committee cannot discuss or take action on any item not on the agenda. The limit for each speaker is three minutes unless otherwise specified by the Chair. Please use the "Raise Hand" feature on Zoom to indicate that you wish to make a comment. If you are calling in, please dial \*9 to use the "Raise Hand" feature.

**V. MATTERS FROM STAFF**

**VI. CONSENT CALENDAR:** All items under the Consent Calendar may be enacted by one motion. Any item may be removed from the Consent Calendar and acted upon separately by the Transportation Committee.

- A. Approval of Minutes – Minutes of the Transportation Committee Meeting of December 1, 2021

CONSENT CALENDAR ACTION: A MOTION TO APPROVE THE RECOMMENDATIONS FOR CONSENT CALENDAR ITEMS.

**VII. REPORTS**

- A. Metro Update, Report by Councilmember Fernando Dutra, Metro Director

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT

- B. Metro Resumption of Fare Collection/LIFE Program, Report by Armineh Saint, Metro

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT

- C. West Santa Ana Branch LPA Recommendation to Metro Board Report by David Mieger and Meghna Khanna, Metro

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT

- D. West Santa Ana Branch Advocacy Plan, Report by Marisa Perez, Gateway Cities COG

SUGGESTED ACTION: A MOTION TO APPROVE ADVOCACY PLAN AND RECEIVE AND FILE

- E. Metro Federal and State Legislative/Budget Updates, Report by Raffi Haig Hamparian and Michael Turner, Metro

SUGGESTED ACTION: A MOTION TO SIGN ON TO METRO "GOLDEN OPPORTUNITY PACKAGE" LETTER AND RECEIVE AND FILE REPORT

- F. Metro Technical Advisory Committee Update by Lisa Rapp, Lakewood Director of Public Works

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT

## **VIII. MATTERS FROM TRANSPORTATION COMMITTEE MEMBERS**

### **IX. ADJOURNMENT**

NOTICE: New items will not be considered after 5:30 P.M. unless the Transportation Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular Transportation Committee meeting scheduled for Wednesday, February 2, 2022.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

**V. CONSENT CALENDAR**  
**Item A.**  
**Minutes**  
**December 1, 2021**

**MINUTES OF THE MEETING  
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS  
TRANSPORTATION COMMITTEE  
Wednesday, December 1, 2021  
4:00 P.M. Meeting**

Gateway Cities Council of Governments  
MEETING REMOTE LOCATION: VIA ZOOM

**Chair - MTA Director, Whittier Councilmember – Fernando Dutra**

#		City/Agency	Present	Absent
1.	Cinde MacGugan-Cassidy	COG Board President	X	
2.	Ali Saleh	COG 1 <sup>st</sup> Vice President	X	
3.	Marisela Santana	Board of Directors Member Appointed by the President	X	
4.	Fernando Dutra, Chair	MTA Board of Directors	X	
5.	Emma Sharif	Board of Directors Member Appointed by the President	X	
6.	Maria Davila	Board of Directors Member Appointed by the President	X	
7.	Luke Klipp	Office of Sup. Hahn	X	
8.	Martin Reyes	Office of Sup. Solis		X
9.	Lisa Patton	Transit Operator/Long Beach Transit	X	
10.	Sharon Weissman	Port of Long Beach	X	
11.	Thaddeus McCormack	City Manager Steering Committee, Chair	X	
12.	(Vacant)	City Manager Steering Committee Appointee		X
13.	Kevin Jackson	City of Long Beach		X
14.	Bill Pagett	Public Works Officer	X	
15.	Ed Norris	Public Works Officer		X
<b>Total =</b>			11	4

OTHERS PRESENT: Nancy Pfeffer, Joel Arevalos, Sandra Mora, Marisa Perez, Karen Heit, Nancy Michali, GCCOG; Norman Emerson – Emerson & Associates; John Moreno, City of Paramount; Andres Molina, Flat Iron Corp; Andrew Ross, LA County; Ashley Liang, Long Beach Transit; Mark Dierking, Laurie Lombardi, Craig Hoshijima, Meghna Khanna, David Mieger, Steven Lee, James De La Loza, Andrew Quinn, Metro;

Lily O'Brien, Office of Supervisor Holly J. Mitchell; Theresa Dau-Ngo, Christina Skacan, Nina Turner, Carlos Marquez, Port of Long Beach

The meeting was called to order at 4:09. Self-introductions were made by roll call. There were no public comments or amendments to the agenda. The Consent Calendar was approved.

Director Dutra gave the Metro Update remarking that the Metro Board Meeting will be held tomorrow due to the Thanksgiving Holiday and therefore his remarks would not reflect actual Board decisions. He offered congratulations to the Cities of Hawaiian Gardens, Long Beach and Commerce on receiving open streets grants to encourage utilization of non-motorized modes.

He relayed that the Rosecrans/Marquardt grade separation was receiving \$123 million in state funds to complete the project funding plan. He discussed the six month renewal of the law enforcement contract with the option for an additional six months to allow for the implementation of new transit security methods. Director Dutra indicated that his preference is to maintain the present levels of resources and augment with mental health and other professionals as an enforcement model.

Director Dutra introduced Craig Hoshijima, Metro Capital Planning, to give a presentation on the funding plan for the West Santa Ana Branch (WSAB) light rail project. The goal is to deliver the Artesia to Slauson Station segment as quickly as possible. He went over the costs as determined in the DEIR/DEIS based on 15% engineering. He reviewed the federal New Starts request which will be made for less than 50% at \$3.15 billion. He also indicated that state funding participation is expected at \$850 million. The balance of the funding will be transit funding from Measures R & M as well as Propositions A & C, along with the 3% local city contributions. He also talked about revenue anticipation loans and value capture/tax increment financing to help fund the local 3% contribution requirements.

Mr. Hoshijima indicated that Metro would look to debt such as revenue anticipation bonds and pension funds to advance funding. Mr. Hoshijima indicated that advancing funding could lead to project completion to Slauson as early as FY 35-38. The cities will be approached to consider value capture for the purposes of funding the project.

Mr. Hoshijima outlined actions the Metro Board will take in January including selection of the Locally Preferred Alternative (LPA) and Initial Operating Segment (IOS).

Mr. Hoshijima turned the presentation over to Andrew Quinn, Office of Extraordinary Innovation (OEI) who discussed the Public/Private/Partnership opportunities for P3 project financing. Mr. Quinn indicated that there were three unsolicited proposals currently under evaluation for the project. Mr. Quinn discussed the P3 assessment process and the analysis that is ongoing to determine the project delivery method and the applicability to this project.

Mr. Hoshijima resumed the presentation to let the Transportation Committee know that the MTA has already submitted the federal New Starts application and has engaged consultants to assist cities with trying to execute value capture programs.

James de la Loza, Metro Chief Planning Officer, was recognized and spoke about the project design and possible acceleration of the project.

Director Dutra asked about state funding (SB-1) that is going to be pursued. He asked specifically about Transit and Inter City Rail Capital Program (TIRCP) which is currently \$500 million for the entire state. Laurie Lombardi, Senior Executive Director, Capital Planning, stated that existing recipients of funds are not allowed to receive additional funding in this current cycle according to the existing guidelines. There are new guidelines under development, and MTA is trying to change the language so that more funds can be awarded.

Director Dutra asked about Metro's role in the use of Enhanced Infrastructure Financing Districts (EIFDs) for value capture within the cities. Mr. Hoshijima is hiring technical advisors to meet with the cities to explore either a tax increment district or a Mello-Roos District, whichever is most appropriate. Mr. Hoshijima talked about the utilization of funds either for the 3% local contribution or the development of housing or other uses. City of Whittier is redoing their general plan and decisions are being made regarding the new designs to support the transit alignment to the advantage of the city.

Maria Davila, City of South Gate, spoke about how important the line is to her after spending 20 years on its development. Ms. Davila thanked Eco-Rapid Transit JPA Executive Director Michael Kodama for being a champion for this project. Ms. Davila spoke about the importance of the project to the SELA region. She asked about state surplus funding and the Biden infrastructure program funding. She talked about getting the lobbyist on board with pursuing opportunities. Jim de la Loza spoke about a strategy for trying to reallocate the distribution of the state surplus for infrastructure. He turned to Laurie Lombardi to talk about the Capital Investment Grant (CIG) and how the MTA can receive more of the New Starts program funding. Ms. Davila emphasized the need to keep the SELA legislators involved and working together. Mr. De la Loza indicated that the LPA is the start of the process, and the project is a year away from concluding the environmental approval process. Director Dutra thanked Maria Davila and her tenacity for sticking with the project. Ms. Davila demurred to the JPA cities staying on top of the project. Director Dutra thanked the Metro Staff members for their time.

Director Dutra introduced John Moreno, City Manager, City of Paramount and Co-Chair of the WSAB City Manager's Technical Advisory Committee (CM TAC). Mr. Moreno reviewed the CM's recommendation made last month. The recommendation was a two-phase process with the first phase from Slauson to Artesia. Phase two would be to make the DTLA portion ready for construction through additional studies. He indicated that the delivery of Artesia to Slauson is 77% of the project.

Lastly the CM TAC requested that Subregional Equity Program (SEP) funds be made available to the cities for use for the 3% local contribution.

Director Dutra made final comments thanking MTA staff for their efforts and thanked the CM TAC for their work on the line. Director Dutra thanked the Eco-Rapid JPA Board and their efforts. Director Dutra reviewed the January efforts that will result in the selection of the LPA. He then asked that his recommendation be placed on the screen.

He briefly explained the elements of the Motion:

- Reach Downtown Los Angeles from the City of Artesia ASAP
- Keep the project as a top priority for Metro
- Complete Slauson to Pioneer segment as an initial operating segment.
- Support the Little Tokyo Station as recommended by Eco-Rapid Transit JPA
- Work with the cities to meet 3% requirement through the allocation of SEP, and in-kind contributions.

He asked for support from the Gateway Cities. He read the Motion into the record.

**Gateway Cities COG Board of Directors  
West Santa Ana Branch Project Recommendation**

With input from the West Santa Ana Branch (WSAB) City Manager TAC and information from Metro's WSAB Funding Plan, **the Gateway Cities COG Board of Directors supports construction of the West Santa Ana Branch from Los Angeles Union Station to Pioneer Station as quickly as possible.** This includes –

1. A commitment that the West Santa Ana Branch is Metro's top priority for next-in-line eligible Federal, State, and Local funding;
2. Support for the Metro Staff Preferred Alternative that ensures the fastest timeline to construction and completion of an initial operating segment between Slauson/A Line (Blue) to Pioneer Station, and the full project between Los Angeles Union Station and Pioneer Station;
3. Expedited completion of studies needed to lower the costs and accelerate the construction for the segment from Los Angeles Union Station to Slauson/A Line (Blue);
4. Support for the Eco Rapid Transit Joint Powers Authority's Board of Directors' recommendation to include Design Option 2: Little Tokyo Station; and
5. Identification of all funding sources to help cities meet their Measure M 3% local contribution, including Subregional Equity Funds and in-kind contributions.

Director Dutra said that this recommendation is a blend of the CM TAC recommendation and Eco-Rapid Transit JPA. The Motion expresses the urgency of pushing this project forward.

Director Dutra recognized Sharon Weissman, Commissioner, Port of Long Beach, who brought up working with the San Pedro Bay Ports as well as Union Pacific (UPRR) on issues associated with the sharing of right-of-way between the Ports and UPRR freight lines. She indicated that the time to start working on it is now. Director Dutra indicated that he would be diligent on these matters given the length of time it takes to negotiate with the railroads and that he would prefer resolving issues early.

There were no more questions. A Motion for approval was made by Maria Davila seconded by Sharon Weisman. A vote was taken to move the item forward to the Board.

Nancy Pfeffer, Executive Director, mentioned that there was no Metro TAC today and called for the MTA Legislative team of Raffi Hamparian and Michael Turner. Neither Mr. Hamparian or Mr. Turner was present.

A Motion to receive and file all reports was made by Ali Saleh and seconded by Cinde Cassidy. All reports were received and filed without objection.

There were no matters from staff and no further questions and the meeting was adjourned at 5:05 pm. The next meeting is scheduled for January 5, 2022.

**VII. Reports**  
**Item D.**

**West Santa Ana Branch Advocacy Plan**

Transportation Committee Meeting Agenda  
December 1, 2021

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**DATE:** January 5, 2022

**TO:** Transportation Committee  
Board of Directors

**FROM:** Marisa Perez, Executive Deputy, Metro Board Member Fernando Dutra

**SUBJECT:** Gateway Cities COG West Santa Ana Branch (WSAB) Advocacy Plan

**Background**

The WSAB is a 19-mile new light rail line from Downtown Los Angeles to Artesia (Pioneer Station). Metro has identified a \$4.6 billion funding gap in current dollars to construct the entire 19 miles from downtown LA to Artesia. Costs have increased from the original Measure M expenditure plan estimate of \$4 billion to \$8.567 billion.

As a result, Metro staff has recommended that the Metro Board select Alternative 3 as the Locally Preferred Alternative (LPA) for the first phase of the project. Alternative 3 is a 14.8 mile segment from a new Slauson/A (Blue) Line Station to Artesia (Pioneer Station). The current estimated cost for this phase is \$4.9 billion.

**Issue**

To fund the LPA as the first phase, Metro has prepared an initial \$6.87 billion funding plan with local, state, and federal sources to cover the current estimated cost, plus inflation. This cost is based on a 15% level of design. The funding plan includes \$2.57 billion in federal New Starts funds and \$850 million in state funds, **all of which still need to be secured.** The funding plan also assumes that cities along the alignment will contribute at least a total of \$206.1 million in local contribution, as required by Measure M. It is important to note that the \$206.1 million is based on a 15% level of design estimate, and the final local contribution amount will be based on a 30% level.

On December 1, 2021, the Gateway Cities COG Board approved a motion (attached) to support the “construction of the West Santa Ana Branch from Los Angeles Union Station to Pioneer Station as quickly as possible”.

Metro has been planning this line for 30 years and it is now time for the Gateway Cities to ensure that Metro prioritizes and delivers the project. Staff has developed an advocacy plan, outlined below, as a guide for the COG’s Board Members and City Managers to speak in support of the project. Metro needs to work aggressively to secure funding to eliminate the shortfall. We are requesting the partnership and support of Gateway Cities members in communicating strategically about the project’s benefits, including advocating for funding at the Metro Board and with our federal and state lawmakers and

executive administrations. The COG staff is coordinating these advocacy efforts with the Eco-Rapid Transit (ERT) Joint Powers Authority (JPA) and with Metro.

### **Relationship between Eco-Rapid Transit JPA and COG**

Both the Gateway Cities COG and ERT JPA have a long history with the WSAB. Below are talking points to explain the relationship between both organizations and the WSAB.

- The COG was formed in 1996 to advocate for transportation investments to benefit residents of 27 member cities in Southeast Los Angeles County.
- The Eco-Rapid Transit JPA was formed in 2003 to advocate for new rail service for the cities along the West Santa Ana Branch in Southeast Los Angeles County.
- The ERT JPA Board includes elected members from ten of the COG's member cities, as well as other jurisdictions outside the COG region.
- The COG and ERT JPA currently have two board members in common.
- The COG and ERT JPA have taken compatible positions on the Locally Preferred Alternative for construction of the new rail line.
- Both organizations advocate for completion of a line between Los Angeles Union Station and the City of Artesia as soon as possible.

Supplemental points if needed:

- Both organizations recognize the need to build the project in two phases given anticipated funding. The first phase will be between the City of Artesia and the Metro A Line (Blue) at Slauson Station.

### **Recommendation**

Approve the Gateway Cities COG Advocacy Plan for West Santa Ana Branch (WSAB) and direct Gateway Cities COG staff to implement its strategies.

### **Attachments**

- Gateway Cities COG West Santa Ana Branch (WSAB) Advocacy Plan
- Gateway Cities COG Board of Directors West Santa Ana Branch Project Recommendation Adopted on December 1, 2021

## **Gateway Cities COG West Santa Ana Branch (WSAB) Advocacy Plan**

GOAL: Construct the West Santa Ana Branch from Los Angeles Union Station to Pioneer Station as quickly as possible.

*Based on the Gateway Cities COG Board of Directors West Santa Ana Branch Project Recommendation adopted on December 1, 2021*

- 1) Distribute letter to the Governor, Speaker, and Senate Pro Tempore (cc: LA County delegation) regarding the importance of the WSAB as part of the 2022 state budget deliberations (completed).
- 2) Request COG Board Members and City Managers to identify business, education, health care, labor, non-profit, environmental justice and other community stakeholders who can offer support for WSAB (will be called "stakeholders" in this document).
- 3) Gateway Cities COG staff will develop and distribute WSAB sample letter of support and talking points to COG Board Members, City Managers, and stakeholders to be used at the Metro Planning and Programming Committee and Board meetings.
  - a) Provide comments at the Wednesday, January 19 10:30 am Metro Planning and Programming Committee (need comments to Metro by 5 pm on Jan. 18)
  - b) Provide comments at Thursday, January 27 10 am Metro Board Meeting (need comments to Metro by 5 pm on Jan. 26)
  - c) Work with Metro and Eco-Rapid Transit to identify community-based remote participation sites for January 27 Metro Board meeting
- 4) Gateway Cities COG staff will develop and launch a WSAB Outreach Communications Toolkit to be used by COG Board Members, City Managers, and stakeholders, including content and graphics for posts -
  - a) Identify social media/communication point of contact for each stakeholder; COG staff will distribute all communication info to this point of contact
  - b) Post WSAB information to social media profiles
  - c) Distribute WSAB information electronically via email/online newsletter
  - d) Post WSAB information to websites
  - e) Draft op-ed pieces for local newspapers and online media
- 5) Hold a press conference before January 27 Metro Board meeting to demonstrate support for the project.
- 6) Working with the Eco-Rapid Transit JPA and the City Managers WSAB TAC, launch an effort to reach and engage youth in the Gateway Cities area.

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December 1, 2021

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- 7) Hold a competition to identify a WSAB #hashtag and youth social media “influencers.”
- 8) COG staff will draft letters for the COG Board to submit to Federal and State elected officials for key decision milestones related to funding including, but not limited to:
  - a) Federal – “Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Deal”, focusing on FTA administered “Capital Investment Program” (New Starts Grants); “Build Back Better Act”; and “Justice 40 Initiative.”
  - b) State - Transit & Intercity Rail Capital Program (TIRCP) and projected FY 2023 Budget Surplus (*TIRCP Cycle 5 project nominations are due in March 2022, with grants awarded in June 2022*).
  - c) Seek legislative changes to TIRCP - amend current state statute (SB 862-2014 and SB859-2016) to require that at least 40% of the TIRCP funding support projects benefitting disadvantaged communities, consistent “Justice 40 initiative”.
- 9) Host a roundtable discussion on WSAB federal and state funding with federal, state, and local elected officials.
- 10) Plan advocacy meetings with leaders in Sacramento and Washington D.C. in Spring 2022, to follow-up on the action items outlined in communications to federal and state officials.
  - a) COG staff will prepare talking points for these trips
- 11) Other ideas from COG board members to add to this advocacy plan

**Gateway Cities COG Board of Directors  
West Santa Ana Branch Project Recommendation  
Adopted on December 1, 2021**

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1. A commitment that the West Santa Ana Branch is Metro's top priority for next-in-line eligible Federal, State, and Local funding;
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4. Support for the Eco Rapid Transit Joint Powers Authority's Board of Directors' recommendation to include Design Option 2: Little Tokyo Station; and
5. Identification of all funding sources to help cities meet their Measure M 3% local contribution, including Subregional Equity Funds and in-kind contributions.

## **VII. Reports Item E.**

### **Metro Federal and State Legislative/Budget Updates**



December 8, 2021

Dear LA County Delegation,

As we close out another year of historic challenges, we are grateful for your work in ensuring that California continues to deliver on critical priorities, especially regarding transportation, climate change, and equity. We look forward to continuing our work with you on the FY 2022-2023 budget, as we believe the current budget surplus presents what we consider a **golden opportunity** to improve mobility and quality of life for California residents. We would like to thank the Los Angeles County Legislative Delegation and Governor Newsom for enacting key environmental reform measures, including SB 288 (Weiner) and SB 44 (Allen), as well as AB 917 (Bloom) which will support enforcement of bus only lanes.

The Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors and our partner organizations urge you to continue your momentum by investing existing State budget surplus funds in LA County mobility projects. Coupled with the investment of the Infrastructure Investment and Jobs Act (IIJA), these funds will allow Los Angeles to significantly advance the nation's most comprehensive transit system expansion, while addressing long-standing inequities by bringing transit to disadvantaged communities.

We are executing a long-term strategy to transform Los Angeles County, creating a true regional transportation system supporting the mobility of the future. In the coming years, we will host some of the largest, most complex events held anywhere in the world, including Super Bowl LVI, the Major League Baseball All-Star Game in 2022, and the 2028 Summer Olympic and Paralympic Games. Los Angeles County's infrastructure will need to accommodate tens of thousands of visitors from around the world for these events, while ensuring Angelenos can continue to navigate the region without significant disruption. Each of these events represents an opportunity to create legacy benefits for the residents of LA County: climate, equity, and workforce development. Our infrastructure also will need to position local businesses to meet the demand for commerce and tourism, realizing an important boost for our region's continued economic recovery.

At this historic moment, the future is now. We have the opportunity not just to complete individual projects, but to connect communities across our region, especially those who have been historically marginalized. Our coalition has worked to put a system in place that is greater than the sum of any of its parts. Metro's 2020 Long Range Transportation Plan estimates that our 30-year capital investment program, in combination with equity-focused

polices, will reduce greenhouse gas emissions by 19%, increase transit trips by 81% and create more than 1.8 million high-road construction and indirect jobs. The transit investment alone will dramatically expand regional access to high-quality travel options. After implementation, the number of county residents and jobs located within a 10-minute walk to high-quality bus and rail more than doubles.

While Metro may build a project in one area and expand a rail line in another, all of these projects combine to create benefits not just in one sub-region but throughout the county. For example, the completion of the Metro Eastside Extension and the Metro Exposition Line created an opportunity for people who live on the Eastside to take transit to the beach. Completing the Metro Orange Line across the San Fernando Valley allowed people to take transit from the western end of the San Fernando Valley to Downtown Los Angeles.

Our coalition is focused on mutual priorities and urges the State to allocate at least \$16.5 billion to transportation infrastructure in the upcoming budget. We believe an appropriate investment strategy is the following **Golden Opportunity Package**:

1. \$10 billion for Public Transit capital projects. Funding could be matched with local resources, as well as resources from IJJA. Leveraging State funds with local and federal dollars would multiply the positive impact of the State's investment and create tens of thousands of jobs.

Projects that could be funded from this allocation include the following key Metro priorities:

- Bus Rapid Transit/Bus-Only Lanes Countywide Expansion
  - East San Fernando Valley Transit Corridor
  - Eastside Transit Corridor Phase 2
  - Foothill Extension of the Metro Gold Line
  - Green Line Extension to Torrance
  - Inglewood Transit Connector Project
  - Sepulveda Transit Corridor
  - Strategic State of Good Repair Investments such as Metro Green Line Rehabilitation
  - West Santa Ana Branch Transit Corridor to Downtown LA
2. \$2.5 billion for projects that support the 2028 Summer Olympic and Paralympic Games. These funds could be allocated through the Transit and Intercity Rail Capital Program (TIRCP). However, these funds should be subject to controlling criteria separate from the regular TIRCP. With the world watching us, Southern California has an audacious goal for the Olympic and Paralympic Games: we want to enable all ticketed spectators to access competition venues by public transit, walking, or cycling. To ensure we provide a world-class user experience for these visitors and their

tourism revenue, we must improve and expand our core system to enhance speed, reliability, and connectivity. Projects that would achieve this goal include, but are not limited to:

- Adding capacity at key transit stations and transit system bottlenecks
  - Expanding bus-only lanes on major arterial streets countywide
  - Investments in zero emissions charging infrastructure
  - Optimizing access to major venues and activity centers
  - Planning and design activities for these projects
3. Increased allocation of up to \$500 million for the Active Transportation Program. These funds would help address the backlog of planned projects and link housing and transit in underserved communities. These linkages ensure that people who use transit can walk on safe sidewalks, ride bicycles on streets with proper bike facilities, and find their way around the county safely without using a car. Projects that could be funded out of this category include, but are not limited to:
- First Mile/Last Mile connectivity
  - Modernizing bikeways to provide enhanced safety features
  - Rail to River
4. \$1 billion for a new California Next Generation High Speed Rail Program. This funding would support Metrolink's SCORE program – helping to achieve the California State Rail Plan, Antelope Valley Rail Line improvements, and CA HSR Phase 1A projects in Los Angeles County. This category could fund projects such as:
- Capacity and safety enhancements on Metrolink's entire system
  - Double tracking on key corridors such as the Antelope Valley Line
  - Palmdale to Burbank Tunnel
5. At least \$1 billion for Transit Customer Service, Resiliency and Fare Reduction programs. Over the past year, Metro's ridership has steadily recovered. We must maintain our momentum by investing in initiatives that will provide a safe, clean, and affordable system. Los Angeles County is also served by a network of municipal bus operators. This funding would also help to address similar needs on those systems. This program could fund key customer improvements such as:
- Improved bus stop lighting
  - Providing shade at exposed bus stops
  - Supporting reduced and free fare programs, such as the Fareless System Initiative
6. \$1 billion for the deployment of zero emission buses. Metro is leading the State in this effort, as we aim to convert the State's largest bus fleet to zero emission 10 years ahead of the State's requirement of 2040. We have already completed the conversion

of the Metro G/Orange Line to zero emission, and we are currently converting the Metro J/Silver Line. Zero emission buses continue to be significantly more expensive to procure than traditional CNG buses. The high cost of the charging infrastructure is also a significant challenge. This funding should be made available to purchase vehicles, install the necessary charging infrastructure, including support for the conversion of the municipal transit fleet to zero emission buses, as well as workforce development training. We also look forward to an ongoing commitment to funding both zero emission buses and trucks.

7. \$500 million for the Trade Corridors Enhancement Program and critical projects such as the San Gabriel Valley Council of Governments' Montebello and Turnbull Canyon Grade Separation Projects to address the supply-chain infrastructure. Los Angeles County is the epicenter of goods movement in California, with 40% of the nation's container shipments coming through its ports and ending up on trucks that use the Southern California freeway system and on trains that traverse our region. The Ports of Los Angeles and Long Beach have outlined significant investments that would help to relieve this backlog. This crisis also points out the need to maintain a strong State commitment to investing in goods movement-related infrastructure.

We appreciate your consideration of our proposal. We have a once-in-a-generation, **golden opportunity** to make these truly impactful and equitable changes in transportation for the Southern California Region. We look forward to achieving these goals together, working cooperatively with the legislature and the Newsom Administration throughout the budget process. Should you have any questions regarding this letter, please feel free to contact Stephanie Wiggins, Chief Executive Officer, at 213-922-7555.

Sincerely,

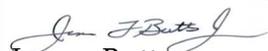
  
Hilda L. Solis,  
Metro Board Chair

  
Ara Najarian  
Metro Board 1st Vice Chair

  
Jacquelyn Dupont-Walker,  
Metro Board 2nd Vice Chair

  
Kathryn Barger  
Metro Board Member

  
Mike Bonin  
Metro Board Member

  
James Butts  
Metro Board Member

  
Fernando Dutra  
Metro Board Member

  
Eric Garcetti  
Metro Board Member



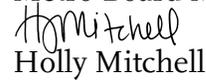
Janice Hahn  
Metro Board Member



Paul Krekorian  
Metro Board Member



Sheila Kuehl  
Metro Board Member



Holly Mitchell  
Metro Board Member



Tim Sandoval  
Metro Board Member

cc:

Governor Gavin Newsom

Senator Toni G. Atkins, President pro Tempore,

Assembly Member Phil Ting, Chair Assembly Budget Committee

Senator Nancy Skinner, Chair Senate Budget Committee

The Los Angeles County State Legislative Delegation;

On behalf of the 10 million people who call Los Angeles County home, we are writing to endorse the **Golden Opportunity Package** proposed by the Los Angeles County Metropolitan Transportation Authority (Metro).

We fully support the recent request from the Metro Board of Directors urging you to invest existing State budget surplus funds in LA County mobility projects and programs, and believe this investment presents a once-in-a-lifetime opportunity to improve the quality of life for all our residents.

Our coalition represents local governments, business, mobility organizations and community-based organizations who are working with Metro on a long-term strategy to transform Los Angeles County. We believe this could position our region as a true transportation hub supporting the mobility of the future, especially with the infusion of federal dollars from the Infrastructure Investment and Jobs Act that makes significant long-term investment in our nation's infrastructure.

We stand supportive as strategic partners in Metro's efforts to take advantage of this historic opportunity to make lasting change and ask you to enact this funding in next year's legislative session.