



**SOUTH BAY CITIES**  
COUNCIL OF GOVERNMENTS

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July 15, 2014

Honorable Mike Bonin, Chair  
Planning and Programming Committee  
Los Angeles County Metropolitan Transportation Committee  
One Gateway Plaza  
Los Angeles, CA 90012-2952

RE.: Item 76 – A Motion Regarding the San Fernando/San Gabriel Valley High Capacity Transit Corridor by Councilmember Paul Krekorian, Mayor Eric Garcetti, Supervisor Michael Antonovich, Supervisor Zev Yaroslaysky, Director John Fasana and Director Ara Najarian

Dear Chair Bonin:

This letter is written to comment on Item 76 on the July 16, 2014 Metro Planning and Programming Committee agenda, a motion that proposes several planning steps be simultaneously undertaken to evaluate bus enhancements and rail conversion alternatives for the Orange Line in the San Fernando Valley. The motion, if approved, would instruct Metro staff to examine options for enhancing service and ridership on the Orange Line busway to decrease travel delays and to authorize study of a rail transit alternatives to extend the Gold Line west from Pasadena to serve several key transfer stations, including the Metrolink stations at Bob Hope Airport in Burbank and Chatsworth, the Metro Red Line station in North Hollywood, and Warner Center. In addition, the study would evaluate extension of the Metro Red Line from its current terminus in North Hollywood to directly serve the Bob Hope Airport. And finally, it would instruct staff to look at potential implementation strategies which include adding these projects into the strategic portion of MTA's Long Range Transit Plan (LRTP).

Now that AB 577 (Nazarian) has been signed into law and rescinds the ban on rail transit construction in the Southeast San Fernando Valley, we understand the desire to move forward with the feasibility studies proposed in the motion. However, the South Bay Cities Council of Governments (SBCCOG) is concerned that new commitments not be added to the existing Long Range Transportation Plan. This is similar to the position taken by the SBCCOG on recent proposals to accelerate funding of the Gold Line and the LAX Connector projects. The SBCCOG believes that it is premature and wholly inappropriate to explore funding alternatives for adding the project into the Strategic (Unfunded) Element of the Long Range Transit Plan until the feasibility options and their costs are better defined. In addition, we believe the feasibility study should clearly document the environmental clearance requirements for each of the alternatives recommended for further development in the feasibility study.

We strongly urge Metro to defer the funding considerations and strategies which would make additions to the LRTP until the enhancement and conversion costs and benefits, and environmental clearance processes related to each alternative can better be understood. We believe completion of a comprehensive feasibility study can properly set up consideration of recommended alternatives in the context of current and future Long Range Transportation Plan commitments and any potential new sales tax measure.

Thank you for considering the SBCCOG perspective on this matter.

Sincerely,

Jacki Bacharach, Executive Director  
South Bay Cities Council of Governments

cc:

Metro Board Members / Alternates & SBCCOG Board Members / Alternates

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