



**SOUTH BAY CITIES**  
COUNCIL OF GOVERNMENTS

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May 12, 2014

Hon. Don Knabe and Pam O'Connor  
LA County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Director Knabe and Director O'Connor:

On behalf of the South Bay Cities Council of Governments (SBCCOG) we wish to express our thanks for your opposition to the ExpressLanes monthly maintenance fee at the April Metro Board meeting. As you know, residents of the South Bay cities represent approximately 42,000 or 20% of the transponder subscribers and we appreciate your advocacy on our behalf.

In anticipation of the upcoming staff response to your motion instructing staff to examine potential areas of "... additional revenue [that] may be available in the future to earmark for stabilizing bus and rail operations to reduce traffic congestion, to avoid dramatic reductions in service, and to offset major increases to customer fares...." we would like to bring to your attention what we feel are further salient issues as they relate to the revenues generated by the toll lanes.

The Metro Board appears to have set out three policy alternatives for consideration to allocate toll lane revenues generated within the respective I-110 and I-10 corridors; i.e. (a) transit operations, (b) bonding against the revenue to expand the toll lane infrastructure, and (c) continuing the competitive grant program for projects within the toll corridors. As major stakeholders in this program, the SBCCOG would like to take the opportunity to offer the following suggestions that we believe will help continue the program while also contributing to the improvement of transit service and increased mobility in the respective corridors.

First, in our role assisting Metro in its ExpressLanes outreach program, the public was assured and re-assured time and again by Metro that the revenues would not only remain within the corridors from which they are generated, but that revenues would also be re-invested in improving mobility in those corridors; rather than being used to replace current subsidies needed to operate the existing base service. If the Metro Board were to abrogate that commitment, it would certainly break faith with those affected communities and the public at large and the SBCCOG would strongly object.

With this in mind, it is our hope that the Metro Board will continue to fund the competitive grant process focusing on improving mobility within the respective corridors to improve access to and

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LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita  
Los Angeles Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills  
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the use of the facilities. On the I-110 Corridor, this would include first and last mile projects as well as providing improvements to the Harbor Gateway Transit Center. Also, increased transit services to access the very successful Silver Line should be evaluated for funding.

Second, we would urge you to prioritize the completion of the I-110 northbound terminus into downtown Los Angeles. Since this is a regional facility, we do not believe that the corridor project should fund the entire improvement. A portion of the funding should be a part of development extractions for downtown projects but some portion of corridor funds could be used for the design and project readiness.

We understand that bonding the toll revenues would expand funding opportunities and before we could comment on that, we would want to see what percentage of the revenues would be bonded, for how long and whether there would be remaining revenues for other uses.

Third, we respectfully request that any allocation of the revenues from the toll projects, including use of the revenues for bonding, be finalized after outreach to the subregions which would include a thorough review of options to be considered by the Metro Board as well as short and long term implications of the options so that we can review and comment in advance of any Metro Board action.

In closing, we look forward to working with you to create a consensus policy for the use of the toll lane revenues which improves mobility in the corridors from which it is collected.

We appreciate your consideration of our thoughts in this process and look forward to working with you in this regard.

Sincerely,

Dan Medina, SBCCOG Chair  
Councilman, City of Gardena

cc: Metro Board members  
Art Leahy, Metro CEO