



**SOUTH BAY CITIES**  
COUNCIL OF GOVERNMENTS

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May 19, 2014

Honorable Diane DuBois & Metro Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Chair DuBois and Members of the Board of Directors:

The South Bay Cities Council of Governments (SBCCOG) wishes to express our concerns for how net revenues (minus expenses) generated by ExpressLane projects will be spent. The Metro Board previously committed that the net revenues would not only remain within the corridor from which they are generated but also that these revenues would be used to improve mobility in those corridors. We are concerned that these revenues are now being considered to backfill Metro's general operating subsidies. In addition, we have some suggested uses consistent with previous board policies to offer.

First, we support the ExpressLanes competitive grant program and urge the Metro Board to continue to fund it with its focus on improving mobility within the respective corridors to increase access to and the use of the facilities. On the I-110 Corridor, this would include first and last mile transit, pedestrian, bike and other slow speed vehicle, and road improvement projects as well as providing improvements to the Harbor Gateway Transit Center such as electric charging infrastructure. 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 and we support some portion of corridor funds being used for design and project readiness. However, since this is a regional facility, we do not believe that the ExpressLane surplus funds should pay for the entire improvement. A portion of the funding should be derived from development exactions from downtown Los Angeles City projects. We understand that bonding the toll revenues would accelerate funding opportunities, however, before supporting that strategy, we would want to see what percentage of the current and projected future surplus revenues would be bonded against, for how long, for what purpose, and whether there would be remaining revenues for other ExpressLane-related uses.

Third, we respectfully request that any allocation of the surplus revenues from toll projects, including use of the revenues for bonding, be finalized after outreach to the sub-regions in which the projects would be funded. We would expect that any commitment would be preceded by a thorough review of options to be considered by the Metro Board, full environmental clearance, and a detailed discussion of short and long term implications of all options so that we can review and comment in advance of any Metro Board action.

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LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita  
Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills  
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County

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 they are collected and to develop appropriate projects to improve the ExpressLane experience in Los Angeles County.

We also want to reiterate that during our work assisting Metro in its ExpressLanes outreach program, the public was assured time and again by Metro that the revenues would not only remain within the corridors from which they are generated, but also that revenues would be re-invested to improve mobility in those corridors. No mention was made of using the surplus revenues to replace Metro's general operating subsidies or reduce deficits. We request assurances from the Metro Board that this commitment to the affected communities and the public at large has not been abrogated. The SBCCOG stands ready to work with Metro on policies and practices that will keep faith with the spirit and laws related to nexus requirements for public taxation and imposition / use of public fees.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Dan Medina". The signature is fluid and cursive, with a large initial "D" and "M".

Dan Medina, SBCCOG Chair  
Councilman, City of Gardena

cc: Metro Board members  
Art Leahy, Metro CEO