

# South Bay Cities Council of Governments

January 27, 2022

TO: SBCCOG Board of Directors

FROM: SBCCOG Transportation Committee

RE: L. A. Metro Request for SBCCOG to Support Metro's State Budget Golden Opportunity Letter

## Adherence to Strategic Plan:

*Goal A: Environment, Transportation and Economic Development.* Facilitate, implement and/or educate members and others about environmental, transportation and economic development programs that benefit the South Bay.

## Background

The Los Angeles County Metropolitan Transportation Authority (LA Metro) Board of Directors approved and individually signed a letter to the Los Angeles County Delegation in the State Legislature recommending L. A. Metro's priorities for allocating the current state budget surplus (see: Golden Opportunity letter, Exhibit 1). Metro's priority list for state surplus funding includes the Green Line Extension to Torrance and the Inglewood Transit Connector, Strategic State of Good Repair Investments such as Metro Green Line Rehabilitation, and Countywide expansion of the Bus-Only Lane network.

Metro staff has requested L. A. County Councils of Governments and other organizations to authorize use of their organization's logo on a common letter endorsing Metro's letter. The SBCCOG Transportation Committee recommended that the SBCCOG Board endorse the Metro letter and authorize use of the SBCCOG logo. Additionally, they recommended a second letter (Exhibit 2) that urges Metro to continue to partner with the SBCCOG and South Bay local jurisdictions to fully fund and construct the broader range of South Bay priority projects (e.g.: SBCCOG's annual Metro Budget Request for Measure R and M Subregional funds, the South Bay Fiber Network, the South Bay Local Travel Network, and the Metro Rail First/Last Mile program) with a strategic mix of federal, state, regional, local, and private funding.

## RECOMMENDATION

The SBCCOG Transportation Committee recommends SBCCOG Board of Directors approve a letter from the SBCCOG to the L. A. Metro Chief Executive Officer (Exhibit 2) that endorses LA Metro's State Budget Surplus Golden Opportunity letter (Exhibit 1), authorizes LA Metro to use the SBCCOG logo on an endorsement letter, and requests Metro to continue to work with the SBCCOG and South Bay jurisdictions to fully fund and construct the broader list of high-priority projects identified in the SBCCOG's annual Measure R and Measure M South Bay Metro Budget Requests and other relevant Metro funding allocation programs..

## Exhibit

1. Metro Golden Opportunity Letter
2. SBCCOG Endorsement Letter



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

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

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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
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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

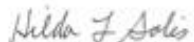
6. \$1 billion for the deployment of zero emission buses. Metro is leading the State in this effort, as we aim to convert the State's largest bus fleet to zero emission 10 years ahead of the State's requirement of 2040. We have already completed the conversion
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of 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.

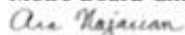
7. \$500 million for the Trade Corridors Enhancement Program and critical projects such as the San Gabriel Valley Council of Governments' Montebello and Turnbull Canyon Grade Separation Projects to address the supply-chain infrastructure. Los Angeles County is the epicenter of goods movement in California, 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



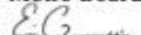
Mike Bonin  
Metro Board Member



James Butts  
Metro Board Member



Fernando Dutra  
Metro Board Member

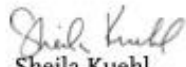


Eric Garcetti  
Metro Board Member

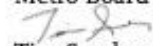




Janice Hahn  
Metro Board Member  
Paul Krekorian  
Metro Board Member



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

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January 28, 2022

Stephanie N. Wiggins  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

RE.: SBCCOG Endorsement of L. A. Metro Golden Opportunity Letter

Dear Ms. Wiggins:

The Los Angeles County Metropolitan Transportation Authority (L. A. Metro) has requested Councils of Governments and other organizations throughout the County to authorize use of their organization's logo on a common letter signed by all L. A. Metro Board of Directors members to the Los Angeles County Delegation in the State Legislature. The "Golden Opportunity" letter identifies L. A. Metro's priorities for allocating the current state budget surplus (see: Golden Opportunity letter, Attachment 1).

At its January 27, 2022 meeting, the SBCCOG Board of Directors approved use of the SBCCOG logo with the broad coalition of organizations that have endorsed Metro's Golden Opportunity letter. We support Metro's priorities for state surplus funds in part because the priority list includes the Green Line Extension to Torrance, the Inglewood Transit Connector, Strategic State of Good Repair Investments such as Metro Green Line Rehabilitation, and Countywide expansion of the Bus-Only Lane network.

While endorsing the letter, the SBCCOG Board also wants to ensure that these priorities will not supersede L. A. Metro's current partnership with the SBCCOG and South Bay local jurisdictions to fully fund and construct the broader range of South Bay priority projects (e.g.: SBCCOG's annual Metro Budget Request for Measure R and M Subregional funds, the South Bay Fiber Network, the South Bay Local Travel Network, the Centinela Grade Separation project and the Metro Rail First/Last Mile program).

We look forward to continuing our successful partnership to address the mobility and sustainability needs of the South Bay with a strategic mix of federal, state, regional, local, and private funding.

Sincerely,

Drew Boyles, Chair  
SBCCOG Board of Directors  
Mayor, City of El Segundo

Attachment: L. A. Metro Golden Opportunity Letter

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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