



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

JUNE 18, 2008

**TO: BOARD OF DIRECTORS**

**THROUGH: ROGER SNOBLE**  
*[Signature]*  
**CHIEF EXECUTIVE OFFICER**

**FROM: MATT RAYMOND**  
*[Signature]*  
**CHIEF COMMUNICATIONS OFFICER**

**SUBJECT: ADDITIONAL SALES TAX MATERIALS**

**ISSUE**

At the April 2008 Board meeting, a motion by Director Antonovich was approved that directed staff to seek further stakeholder input on a proposed ½-cent sales tax measure. This report transmits the letters received in response to our request for input.

**DISCUSSION**

On May 6, 2008, a letter was distributed to area council of governments, the North County Transportation Council, the City of Los Angeles and the County of Los Angeles requesting input on the potential sales tax. In addition, staff made presentations before the Technical Advisory Committee and the Bus Operations Subcommittee. Attached is the letter distributed and responding correspondence to date. A total of nine letters were received.

**NEXT STEPS**

Further summary and correspondence will be included in the final report.

**ATTACHMENTS**

- A. Correspondence

**Metro**Los Angeles County  
Metropolitan Transportation AuthorityOne Gateway Plaza  
Los Angeles, CA 90012-2952213.922.2000 Tel  
metro.net

Dear

Our Draft 2008 Long Range Transportation Plan (LRTP) has demonstrated that we do not have sufficient resources to build, maintain and operate the transportation network necessary to provide adequate mobility for a growing Los Angeles County. As such, our Board is considering a range of options to bring in more transportation dollars to this County. Last week, at its April Meeting, our Board asked me to get your input regarding projects and programs that might be included in a ½ cent transportation sales tax ballot measure.

The Metro Board directed that we come back in June 2008 with a recommended package of projects and programs for a potential sales tax ballot measure. At that meeting, the Board expects to decide whether or not to put a sales tax measure on the November 2008 election. The Board asked us to consider projects from our Draft 2008 LRTP high priority Strategic Plan and our Trade Corridors Improvement Fund unfunded list. We have attached both lists for your consideration. In addition to these projects, other programs that are needed in this County to improve mobility and that are likely to be popular to voters include transit operation and capital, Metrolink expansion, local return to cities for street and signal improvements and maintenance, freeway soundwalls, freeway operational improvements, and other programs.

In order to meet the Board's June deadline to consider the sales tax proposal, we need to mail out our Board Report by early June. Please send any input that you would like us to consider and/or transmit to the Board by June 6, 2008, if at all possible. You may provide your input in writing or e-mail [Metrovision@metro.net](mailto:Metrovision@metro.net). Please call Carol Inge, Chief Planning Officer, at (213) 922-3056 if you or your COG would like a presentation on this issue.

Sincerely,

Roger Snoble  
Chief Executive Officer

Attachments

## Draft 2008 LRTP High Priority (Tier 1) Strategic Plan Transit Projects

<b>Tier 1: Currently Under Planning Study or Environmentally Cleared</b>
Regional Connector
Metro Subway Westside Extension to La Cienega
Harbor Subdivision Alternate Rail Technology (ART) between LA Union Station and Metro Green Line Aviation Station
Metro Subway Westside Extension from La Cienega to City of Santa Monica
Burbank/Glendale Light Rail from LA Union Station to Burbank Metrolink Station
Metro Gold Line Eastside Extension from Atlantic/Pomona Station to City of Whittier
Metro Gold Line Foothill Extension from Sierra Madre Villa Station to Azusa
Metro Green Line Extension from Redondo Beach Station to South Bay Galleria
Metro Gold Line Foothill Extension from Sierra Madre Villa Station to Montclair
Metro Green Line Extension between Norwalk Station and Norwalk Metrolink Station
Metro Green Line Extension to LAX
West Santa Ana Branch ROW Corridor Maglev between LA Union Station and Santa Ana Metrolink Station (Capital and operating costs to be funded by others)

**Draft 2008 LRTP High Priority (Tier 1) Strategic Plan  
(Highway Projects)**

87
SR-710 Gap Closure (Assumes partial funding by fees, public/private partnerships or tolls)
Freeway Operational Improvements
US-101 Corridor: Add Carpool Lane in each direction between SR-27 (Topanga Cyn. Blvd.) and SR-2 in Downtown Los Angeles and restripe for Mixed Flow lane in each direction between SR-27 and Ventura County Line
US-101: Add Carpool Lane in each direction between SR-27 and the Ventura County Line (This would be in addition to the mixed flow lane proposed in the project above)
I-5 Carpool & Mixed Flow Lanes: I-605 to I-710
I-5 HOV and Truck Lane Improvements: SR-14 to Kern County Line (Assumes partial funding by fees, public/private partnerships or tolls)
I-710 South (Assumes partial funding by fees, public/private partnerships or tolls)
SR-14: I-5 to Kern County Line (Carpool and mixed flow improvements)
SR-138: I-5 to SR-14 (Add 2 mixed flow lanes in each direction)
SR-138: Pearblossom Hwy to San Bernardino County Line: Widen to 4 lanes
High Desert Corridor (Assumes partial funding by fees, public/private partnerships or tolls)
Additional Soundwalls Beyond Funded Plan

## Trade Corridors Improvement Fund Project Requests

### Tier 2 (Unfunded) Los Angeles County

Project Sponsor	Project Title
Alameda Corridor East	Nogales Grade Separation
Port of Los Angeles	SR47 On-Ramp & Off-Ramp at Front Street
Metro	I-5 Truck Lane, Calgrove to SR14
Port of Los Angeles	Navy Way Connector to Westbound Seaside Avenue
Port of Long Beach	Ports Rail Program – Phase 2

**AB 2321 Los Angeles County Half-Cent Sales Tax**

**Arroyo Verdugo Project List**

June 4, 2008

Projects Prioritized by City

City of Burbank

1. Operations Funding for Local Transit Expansion
2. Tri-Cities Transit Link – Funds for Feasibility, Design, Construction, Operations
3. Transit Vehicle Capital Funds for Local Transit Expansion
4. Transit Operations and Maintenance Facility
5. Funding to implement City's Intelligent Transportation System including traffic signal coordination, dynamic signal timing, incident management
6. Bicycle and Pedestrian Connection between Downtown Burbank and Downtown Metrolink Station
7. Burbank Airport Metrolink Station / Empire Area Transit Center Improvements
8. Burbank-Glendale Light Rail – Funds for Feasibility, Design, Construction
9. Clybourn Avenue Railroad Grade Separation
10. Funds to implement Bicycle Master Plan, Metro Bicycle Strategic Plan
11. San Fernando Streetcar – Funds for Feasibility, Design, Construction

City of Glendale

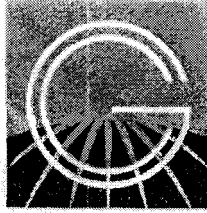
1. Improvements to State Route 134 On and Off Ramps – Funds for Feasibility and Design
2. Doran Street Grade Separation with San Fernando Road / Metrolink tracks
3. Transit Vehicle Capital Funds for Local Transit Expansion
4. Glendale Downtown Streetcar System – Funds for Feasibility and Design
5. Soundwall Construction – Route 210
6. Signalize On and Off Ramps on State Route 2
7. Transit Maintenance Facility
8. Funding to implement City's Intelligent Transportation System including traffic signal coordination, dynamic signal timing, incident management, Wayfinding Signs, CCTV, Changeable Message Signs
9. Funds to improve at-grade crossings in Glendale

City of La Canada – Flintridge

1. Soundwall Construction – Route 210
2. Funding to increase headways on Metro Line 177 to Jet Propulsion Laboratory

City of Pasadena

1. Gold Line Foothill Extension Construction
2. Funding for local transit service expansion
3. Construction for Pasadena Transit Operations and Maintenance Facility
4. Funding for Implementation of City's Intelligent Transportation System: Traffic Signal Coordination, Bus Priority/Arrival Information, and Parking Information



## GATEWAY CITIES COUNCIL OF GOVERNMENTS

June 6, 2008

The Honorable Pam O'Connor, Chair  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012  
Attn: Roger Snoble, CEO

Dear Chair O'Connor:

### **Gateway Cities Council of Governments Input Regarding Projects and Programs for Consideration in a ½ Cent Sales Tax Initiative**

At the June 4, 2008 meeting, the Board of Directors of the Gateway Cities Council of Governments (GCCOG) voted as follows in regards to the inclusion of additional subregional congestion relief projects and programs in the proposed MTA sales tax initiative. The COG Board would like to be on record as being categorically opposed to any Countywide tax increase, however, should one be placed on the ballot and passed, the GCCOG would like the following projects and programs to be included:

- I-5 Corridor (I-605- to I-710)
- I-710 Early Action Projects (Atlantic/Bandini Interchange, Firestone Blvd. Interchange, Downtown Long Beach ramps; Shoemaker/Anaheim/PCH.
- Pacific Electric Right-of-Way Transit Corridor.

#### SR-91/I-605/I-405 Corridor "Hot Spots"

- I-605/I-405 Interchange
- SR-91/I-605 Interchange
- I-5/I-605 Interchange

#### City of Santa Fe Springs/Pico Rivera BNSF Grade Separations

- Rosecrans Ave./Marquardt Ave.
- Passons Blvd.
- Los Nietos Rd./Norwalk Blvd.
- Lakeland Rd.
- Pioneer Blvd.

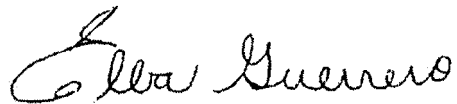
The Honorable Pam O'Connor, Chair  
June 6, 2008  
Page 2

In addition to the above referenced programs, the GCCOG Board would like the following sales tax allocation to be considered:

- Highway, Carpool Lanes, Sound-walls 25%
  - New Rail Projects, Bus/Rail Operations 25%
  - Subregional Return 20%
  - Local Return\* 20%
  - Goods Movement 10%
- \* No less than 20%

We appreciate the opportunity afforded the sub-regions to comment on the sales tax initiative proposal. If there are any questions please contact Richard Powers, GCCOG Executive Director at 562 663 6850.

Sincerely,



Elba Guerrero, President  
Gateway Cities Council of Governments

cc:

Gateway Cities Board of Directors  
MTA Board of Directors



# CITY OF LOS ANGELES

CALIFORNIA

RITA L. ROBINSON  
GENERAL MANAGER



ANTONIO R. VILLARAIGOSA  
MAYOR

DEPARTMENT OF  
TRANSPORTATION  
100 S. Main St., 10<sup>th</sup> Floor  
LOS ANGELES, CA 90012  
(213) 972-4949  
FAX (213) 972-4910

May 15, 2008

Roger Snoble, Chief Executive Officer  
L A C M T A  
One Gateway Plaza  
Los Angeles, CA 90012 - 2952

Mr. Snoble:

In your May 6, 2008 letter to me, you informed us that the Metro Board has instructed you to seek our input regarding projects and programs that might be included in a ½ cent transportation sales tax ballot measure – as part of your preparation of a report back to the Board at its June, 2008 meeting. Attached is our input in the form of annotated versions of the three tables which you transmitted to us along with your 05/06/08 letter.

We have added highway and arterial street projects to both the Highway Projects and Trade Corridors lists; these projects were described in greater detail in our formal comments on the Draft Long Range Transportation Plan (LRTP) previously transmitted to Metro in February. We also recommend a modification to the project description for the "US-101 Corridor" carpool lane project in light of the public response received during public workshops. For the Transit Projects list, we have added the package of new Community DASH routes which we had also included in our LRTP comments. This addition presumes that any new countywide transportation sales tax will be structured so as to provide local return funding to the City, which could be allocated to fund operating costs for this new, and very popular, community transit service. While use of this new sales tax revenue for clean fuel vehicle acquisition has been discussed before, the new revenue is also needed to fund the operation of these potential new services on an on-going basis. The new sales tax revenue could, of course, also be utilized to maintain and / or expand existing transit services provided by the Los Angeles Department of Transportation (LADOT). "Maintaining current services", however, is not likely to have as strong a voter appeal as the promise of adding new service. Both Metro and LADOT are faced with the prospect of reducing transit service at a time when the rising cost of gasoline is pushing more and more people to consider the public transit alternative to driving.

Beyond the attachments / project lists you provided with your letter, it should be noted that two other types of transportation programs or projects are both attractive to voters and cost-effective in improving air quality and relieving congestion / improving travel speeds : (1) street resurfacing and reconstruction [to include both arterial and local streets]; and (2) trip reduction programs, such as those associated with transportation demand management. These activities,

along with transit operations funding, argue compellingly for a significant Local Return component of any new transportation sales tax levy in Los Angeles County.

If you have any questions regarding these suggestions, please contact my staff directly through Haripal Vir, Principal Engineer of our Capital Programming Bureau at (213)972-8404 or via e-mail [Haripal.Vir@lacity.org](mailto:Haripal.Vir@lacity.org).

Sincerely,

Rita L. Robinson  
General Manager

Attachments (3)

## **ATTACHMENT I**

### **Draft 2008 LRTP High Priority (Tier 1) Strategic Plan Transit Projects**

#### **Tier 1 : Currently Under Planning Study or Environmentally Cleared**

(list of 12 projects included in the 05/06/08 transmittal)

#### **ADD:**

The following Community DASH routes, the top half of a prioritized list of new routes adopted by the Los Angeles City Council, could be funded by the City through the Local Return portion of the proposed sales tax:

- |  |                                    |
|--|------------------------------------|
| (1) Van Nuys / Whitsett                | (7) Sun Valley Circulator          |
| (2) Sylmar / San Fernando              | (8) Hollywood / Los Feliz          |
| (3) Eagle Rock / Glassell Park         | (9) West Watts                     |
| (4) North University Park              | (10) Sylmar / Arleta               |
| (5) San Pedro – 7 <sup>th</sup> Street | (11) Pueblo del Rio (restructured) |
| (6) Elysian Valley / Cypress Park      |                                    |



## ATTACHMENT III

### Trade Corridors Improvement Fund Requests - Tier 2 (Unfunded)

(list of 5 projects included in the 05/06/08 transmittal)

**ADD** (from our Draft LRTP Comment letter) :

- East Downtown Los Angeles Truck Access Improvements: ( Olympic / Alameda; 16<sup>th</sup> / Central; 14<sup>th</sup> / Alameda; 18<sup>th</sup> / San Pedro
- Port of Los Angeles Access Improvements: Lomita Boulevard (Wilmington Ave. to Alameda Street); Alameda Street (Henry Ford Avenue to Anaheim Street)
- Northeast Los Angeles Truck Access Improvements : Brazil Street (San Fernando Road West to San Fernando Road East; Daly Street / North Main Street intersection; San Fernando Road / Tyburn Street intersection

**COMMENT** : These are cost-effective arterial street truck access improvements targeted at locations with a well-documented history of truck congestion, either due to volume or due to difficult turning movements / queuing at intersections.



# BILL ROSENDAHL

City of Los Angeles  
Councilman, Eleventh District

#### Committees

Chair, *Public Works*

Vice-Chair, *Trade, Commerce & Tourism*

Member, *Budget & Finance*

Member, *Transportation*

Member, *Ad Hoc Homelessness*

June 6, 2008

Mr. Roger Snoble, CEO  
Los Angeles Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Snoble:

In response to your recent letter regarding the proposed half-cent transportation sales tax measure being considered by the Metro Board for the November 2008 ballot, I would like to nominate the following projects.

1. The Metro Green Line Extension to LAX must be on the list of projects to be funded by the half-cent transportation sales tax measure. As proposed, the two-mile extension of the Green Line to Lot C will link the airport and the LAX employment center into the regional rail network. This light rail line will help mitigate traffic congestion in the LAX area, and will relieve traffic along the congested 405 and 105 corridors. This project has been environmentally cleared by Metro and is currently in Tier 1 of the draft 2008 Long Range Transportation Plan.
2. The Metro Green Line Extension linking LAX and the Expo Line must be on the list of projects to be funded by the half-cent transportation sales tax measure. As proposed, this Westside rail line would connect Westwood, UCLA, Santa Monica and Culver City to LAX, along either the Lincoln Boulevard or Sepulveda Boulevard corridors. This light rail line would meet the intent of creating a Coastal Corridor as approved by the voters when they approved the Proposition A sales tax measure.

Thank you for the opportunity to submit these two worthy recommendations, and in advance for your support and leadership in ensuring these important Westside projects, with countywide benefits, are included in the list of projects included in the half-cent transportation sales tax ballot measure.

Regards,

BILL ROSENDAHL  
Councilmember, 11<sup>th</sup> District

**Westchester Office**  
7166 W. Manchester Boulevard  
Westchester, CA 90045  
(310) 568-8772  
(310) 410-3946 Fax

**City Hall**  
200 N. Spring Street, Room 415  
Los Angeles, CA 90012  
(213) 473-7011  
(213) 473-6926 Fax

**West Los Angeles Office**  
1645 Corinth Avenue, Room 201  
Los Angeles, CA 90025  
(310) 575-8461  
(310) 575-8305 Fax



May 5, 2008

**LACMOA**

Los Angeles County  
Municipal Operators  
Association

antelope valley transit authority  
beach cities transit  
commerce municipal bus lines  
culver citybus  
foothill transit  
gardena municipal bus lines  
long beach transit  
los angeles d.o.t.  
montebello bus lines  
norwalk transit system  
santa clara transit  
santa monica's big blue bus  
torrance transit  
arcadia transit  
claremont dial-a-ride  
la mirada transit

Mr. Roger Snoble  
Chief Executive Officer  
LACMTA  
One Gateway Plaza  
Los Angeles, CA 90012

**IMAGED**

MAY 09 2008

Re: AB 2321 (Feuer)

**RECORDS MANAGEMENT CENTER**

Dear Mr. Snoble:

I am writing you today on behalf of the Los Angeles County Municipal Operators Association (LACMOA) regarding AB 2321 (Feuer), the proposed additional ½ cent sales tax for Los Angeles County transportation programs and projects.

The Municipal Operators offer a high level of transportation service to the residents of Los Angeles County. We provide nearly 110 million passenger trips to our passengers on an annual basis. In fact, if you combined our operations we transport far more people on an annual basis than the Orange County Transportation Authority or Dallas Area Rapid Transit. The Municipal Operators also provide a valuable service to local communities by providing local control and accountability to the residents they serve. Based on passenger surveys that are routinely conducted by various transit operators, patrons exhibit a sense of civic pride regarding the quality of service provided by the Municipal Operators.

LACMOA is supportive of the concept of an additional ½ cent for transportation funding. With continued raids on funds from Sacramento and reduced amounts from the federal level, the only way for Los Angeles County to improve its transportation programs is to look to ourselves for help.

An operating revenue stream must also be created in the bill for the Municipal Operators and Metro to improve bus service delivery in Los Angeles County. If we are going to meet the challenge of Los Angeles County's worsening traffic conditions, population growth, and move passengers to and from the proposed rail extensions detailed in the bill, transit systems must have additional financial resources to improve the service they provide.

LACMOA would like to work together with Metro to include language in AB 2321 to insure that the capital needs of our systems will be met. The \$150 million amount was realistic over the 6 1/2 year term of the original Murray Bill, but will not address our needs over the 30 year term of AB 2321 and must be increased dramatically.

Proposition A and C have allowed the Municipal Operators to provide high quality, low cost to the passenger transit service in Los Angeles County. It is clear that these programs are no longer enough to meet the increased fixed route services our communities need to address the traffic congestion and air quality concerns in Los Angeles County.

I look forward to working with you to provide the Municipal Operators' perspective on AB 2321, a bill which is vital to improving the future of Los Angeles County transportation.

Sincerely,



Kim Turner  
Chair, LACMOA

# North County Transportation Coalition

38300 Sierra Highway Suite A, Palmdale, CA 93550

## Member Jurisdictions

*City of Lancaster*

*County of Los Angeles*

*City of Palmdale*

*City of Santa Clarita*

## Board Members

### **Members - Elected**

*James C. Ledford, Chair*

*Kenneth Mann*

*Marsha McLean*

### **Members - General**

*Brian Kuhn, Secretary*

*Nicole West*

*Michael Cano*

*Ron Carter*

*Robert Newman*

*Connie Worden-Roberts*

*Richard Yribe*

*Tom DiPrima*

*Arthur Sohikian*

June 5, 2008

Carol Inge, Chief Planning Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza, MS 99-22-7  
Los Angeles, CA 90012-2952

## **RE: Potential Projects for New Metro Revenue**

Dear Ms. Inge,

Thank you for the opportunity to recommend potential projects that could be funded by future revenue sources, such as a ½ cent transportation sales tax ballot measure.

The North County Transportation Coalition (NCTC) is not scheduled to meet prior to your June 6 response deadline. As a result, the NCTC technical advisory committee recently met to discuss Metro's request. The following information is provided responsive to your request for potential projects, and does not represent any position by the NCTC member jurisdictions on the merits of a sales tax measure.

In considering the projects that could potentially be funded through new revenue sources such as a sales tax measure, the NCTC TAC believes that Metro should give significant weight to projects from the North County Combined Highway Corridors Plan (NCCHCP). The NCCHCP is a consensus document prepared with stakeholder input from throughout the North County and approved by the Metro Board. These projects are supported by all NCTC member agencies and represent a well-developed strategy for improving transportation in and through the North Los Angeles County area. These projects include improvements to SR-14, SR-138, and the High Desert Corridor – which are also shown in the Draft 2008 LRTP Tier 1 Strategic Highway Projects.



Carol Inge  
**Projects for New Revenue**  
June 5, 2008  
Page 2

Funding the combined corridors plan is an important step in reducing truck congestion in the metropolitan Los Angeles area, as well as within the North Los Angeles County area, where the majority of County growth is anticipated to continue into the future. The NCTC TAC recommends Metro be pro-active in this regard and secure funding for projects that are in such high growth areas.

Programmatically, the NCTC TAC recommends that Metro commit a significant portion of any new revenue toward the next Call for Projects. The Call for Projects process allows projects to compete based on their merits. Evaluation of these projects should include credit for high growth areas and for agencies with a proven record of delivering projects.

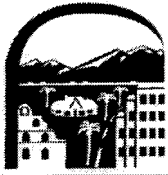
Thank you again for the opportunity to recommend projects for potential additional revenue sources.

Sincerely,



Brian Kuhn, P.E.  
NCTC Secretary

C: NCTC Members



# San Gabriel Valley Council of Governments

3452 East Foothill, Suite 610, Pasadena, California 91107-3142 Phone: (626) 564-9702 FAX: (626) 564-1116 E-Mail: SGV@sgvcog.org

## OFFICERS

President  
David Spence

Vice President  
Sharon Martinez

Treasurer  
George Hunter

Secretary  
Mark Kelly

May 22<sup>nd</sup>, 2008

Mr. Roger Snoble  
Chief Executive Officer  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

IMAGED

MAY 27 2008

## MEMBERS

Alhambra

Arcadia

Azusa

Baldwin Park

Clovenmont

Covina

Diamond Bar

Duarte

El Monte

Glendora

Industry

Irwindale

La Cañada Flintridge

La Puente

La Verne

Monrovia

Montebello

Monterey Park

Pasadena

Pomona

Rosemead

San Dimas

San Gabriel

San Marino

Sierra Madre

South El Monte

South Pasadena

Walnut

West Covina

First District, LA County  
Unincorporated Communities

Fourth District, LA County  
Unincorporated Communities

Fifth District, LA County  
Unincorporated Communities

## RE: Metro's Proposed Half-Cent Sales Tax Ballot Measure

RECORDS MANAGEMENT CENTER

Dear Mr. Snoble:

Thank you for your interest in SGVCOG input as Metro develops a potential Half Cent Sales Tax Ballot Measure. The following is in response to your request for SGVCOG recommendations for projects to be included in the measure.

The SGVCOG Transportation Committee and SGVCOG Governing Board reviewed the potential project list transmitted with your letter and unanimously approved the following comments on April 19th:

1. **Clarify Below Wording on Strategic Plan Transit Projects as Follows:**
  - i) Metro Gold Line Foothill Extension from Sierra Madre Villa to Azusa;
  - ii) Metro Gold Line Eastside Extension.
2. **Support inclusion of Strategic Plan Highway Projects:** State Route 710 Gap Closure.
3. **Clarify Trade Corridors Improvement Projects:** Alameda Corridor East's Phase II Unfunded Projects, in the amount of \$400 million.
4. **Add Category-Accelerated funding for congestion chokepoints:** Interchange upgrades at 57/60, 10/605, and 60/605 as referenced in the April Metro Board Report (Item 5)-Multi County Goods Movement Action Plan Short Term Projects by 2014.
5. **Add Ballot Language:** Add language for ballot ensuring project delivery and accountability of use of the Sales Tax funds.

The SGVCOG Governing Board did not take a position on the draft ballot measure at this time. We look forward to working with Metro and will bring it back to the SGVCOG Governing Board when a final ballot measure is available. Should you have any questions, please contact me at (626) 564-9702.

Sincerely,

Nicholas T. Conway  
Executive Director

EXECUTIVE DIRECTOR  
Nicholas T. Conway



**SOUTH BAY CITIES**  
COUNCIL OF GOVERNMENTS

5033 Rockvalley Road  
Rancho Palos Verdes, CA 90275  
(310) 377-8987  
sbccog@southbaycities.org  
www.southbaycities.org

June 6, 2008

Honorable Pam O'Connor, Chair & Members of the Board of Directors  
Los Angeles Metropolitan Transportation Authority  
One Gateway Plaza  
Mail Stop: 99-22-3  
Los Angeles, CA 90012-2952

RE: **South Bay Comments on Sales Tax Proposal**

The South Bay Cities Council of Governments (SBCCOG) is responding to the request made by the Metro Board for input from our cities on projects for inclusion in a possible sales tax measure.

While not taking a position on the sales tax proposal, SBCCOG does have a strong interest in seeing our transportation funding enhanced so that our project priorities can move forward in the foreseeable future. Concerning projects, SBCCOG would advocate the inclusion of the following:

1. Metro Green Line Extension to LAX and beyond to the South Bay Galleria with provision for further extensions into Torrance and possible future connections to the Metro Blue Line in Long Beach
2. Harbor Subdivision for use as a passenger line through the South Bay with possible future connections to the Metro Blue Line in Long Beach
3. Regional Transit Centers at the South Bay Galleria and in the City of Torrance
4. Improvements to the outdated freeway access points: I-405/I-110 interchange; on and off ramps as identified in the SBCCOG Coastal Corridor Project list
5. Improvements to La Cienega between the I-405 and the I-10 to create an expressway
6. Other projects as identified on the SBCCOG Coastal Corridor Project list which has been compiled with input from all of the South Bay cities, L.A. County and Caltrans

Concerning programs, SBCCOG would advocate inclusion of a local return program for cities for transportation improvements of their choosing. The guidelines should allow for transit projects, street and signal improvements as well as maintenance. Trading of funds between cities should also be explicitly permitted to facilitate timely use of funds and regional projects.

Thank you for the opportunity to comment. We appreciate the work of the Board this year to look for innovative approaches for moving projects forward. If you have any questions, please contact our Executive Director, Jacki Bacharach at 310-377-8987.

**LOCAL GOVERNMENTS IN ACTION**

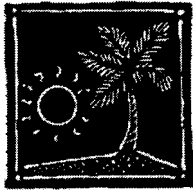
Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita Los Angeles Manhattan Beach  
Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills Rolling Hills Estates Torrance

Sincerely,

A handwritten signature in black ink, reading "Paul M. Nowatka". The signature is written in a cursive style with a large, sweeping initial "P".

Paul M. Nowatka, SBCCOG Chair  
Councilman, City of Torrance

cc: Roger Snoble, Metro Chief Executive Office



## WESTSIDE CITIES

- BEVERLY HILLS
- CULVER CITY
- LOS ANGELES
- SANTA MONICA
- WEST HOLLYWOOD
- COUNTY OF LOS ANGELES

IMAGED

May 21, 2008

JUN 05 2008

Mr. Roger Snoble  
Chief Executive Officer  
Los Angeles Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2953

RECORDS MANAGEMENT CENTER

Dear Mr. Snoble:

In your letter of May 6, 2008, addressed to our Executive Director, you requested input from the Westside Cities Council of Governments (WSCCOG) regarding the projects we recommend be included in a half-cent transportation sales tax measure should the Metro Board decide to put a sales tax measure on the November 2008 ballot.

On May 15, 2008 the WSCCOG Governing Directors directed this response. The WSCCOG urges the Metro Board to put this measure on the November ballot, and to include the following projects in the list of those that would be funded through this ballot measure:

1. **The Exposition Light Rail to Santa Monica Must on the List of Projects to be Included in a Half-cent Transportation Sales Tax Measure.** The Exposition Light Rail to Santa Monica is the one of three WSCCOG priority transportation improvement projects. While Phase I funding to Culver City is greatly appreciated, completing the rail line to Santa Monica is a critical link to key activity and employment centers and to addressing Metro's overall regional strategy to enhance region-wide mobility, accommodate increasing travel demands and relieving traffic along the very congested I10 corridor.
2. **The Westside Subway Extension Must be on the List of Projects to be Included in a Half-cent Transportation Sales Tax Measure.** The Westside Subway Extension Project is the one of three WSCCOG priority transportation improvement projects. The Long Range Transportation Plan Financial Forecast Update report, dated August 3, 2007, rated the proposed Metro Red Line subway extension to Century City as a highly performing countywide transit project. A subway route through Beverly Hills, West Hollywood and West Los Angeles to Santa Monica will help mitigate traffic congestion on local streets, and provide significant transportation improvements for the County to a corridor with high employment and residential densities.

3. **The I-10/Robertson/National Area Circulation Improvement Project Must be On the List of Projects to be Included in a Half-cent Transportation Sales Tax Measure.** The I-10/Robertson/National Area Circulation Improvement Project is the one of three WSCCOG priority transportation improvement projects. This project will improve the bottleneck traffic on I-10 and around the future Exposition Light Rail Transit station area by reconfiguring the on/off ramp system and streets to rationalize traffic movements.
  
4. **The Metro Green Line Extension to LAX Must be on the List of Projects to be Included in a Half-cent Transportation Sales Tax Measure.** While the WSCCOG has not taken a formal position on the Green Line extension to LAX project to date, it has been agreed that it is worthwhile to add the project list for any transportation sales tax measure. As proposed, the two-mile extension of the Green Line to Lot C will link the airport and the LAX employment center into the regional rail network. This light rail line will help mitigate traffic congestion in the LAX area and will relieve traffic along the congested 405 and 105 corridors.

In addition, as you know, the WSCCOG has also submitted comments on the draft Long Range Transportation Plan (LRTP) update. Since this COG has made a point of prioritizing the region's most significant transportation enhancements, you will note that our comments relating to the sales tax coincide with those shared with you on the LRTP update.

More significantly, however, we are aware of an effort by the San Gabriel Valley region to convince the Metro Board to place the extension the Metro Gold Line into the baseline or constrained part of the LRTP. We are gravely concerned that a Board decision to do so will jeopardize future federal funding for Phase II of the Expo Light Rail Line. To our knowledge, it will be extremely difficult for two projects in the Los Angeles County area to simultaneously receive federal approval and subsequent funding.

The WSCCOG has never opposed the extension of the Metro Gold Line and continues to support completing our countywide rail system in an equitable manner based upon the clear and objective criteria developed in the LRTP. That criterion clearly identifies the Expo LRT as a superior rail line that will serve to move people out of their cars onto transit in much greater numbers than anticipated by the Gold Line extension to Azusa, or even, Ontario. We do not support the "leap frogging" of the Gold Line extension, despite their professionally organized public relations campaign, over the Expo LRT Phase II line. We would, instead, urge our counterparts in San Gabriel Valley to: 1) support local county-wide efforts to increase funding for transit; 2) look to alternative funding, such as an assessment, for the local match funding; and/or, 3) work with Metro to encourage the Federal Transit Administration to adopt a new way of allocating transit funding which provides for a system-wide approach, especially for urban areas, rather than piecemeal appropriations.



Linda J. Briskman, Chair  
Westside Cities Council of Governments

cc: Carol Inge, Chief Planning Officer, Metro  
WSSCOG Governing Board  
Claudette Moody, Deputy to Metro Board Chair O'Connor  
Jody Hall Esser, WSSCOG Executive Director