

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA



Board Report

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REGULAR BOARD MEETING FEBRUARY 27, 2020

Motion by:

DIRECTORS SOLIS, HAHN, BUTTS, GARCIA, FASANA, AND GARCETTI

Amendment to Item 8: Eastside Transit Corridor Phase 2

Since the passage of Measure R in 2008, the Los Angeles Metropolitan Transportation Authority (Metro) has been hard at work delivering a \$40 billion, voter-approved program of projects aimed at enhancing Los Angeles County's transportation network. In 2016, voters doubled down on their approval of Measure R with their approval of Measure M, which brought forth \$120 billion in additional sales tax revenues for a slew of transit, highway, and active transportation projects.

Both Measures R and M include the Eastside Transit Corridor Phase 2, also known as the Gold Line Eastside Extension Phase 2 project (Project), in their expenditure plans with \$1.271 billion in Measure R sales tax revenues and \$1.086 billion in Measure M sales tax revenues programmed for the Project. In total, the Project has approximately \$3 billion programmed for one alignment available in 2029, and another \$3 billion available for a second alignment in 2053. The Project's environmental document is currently in progress and includes the State Route 60 Alternative, the Washington Boulevard Alternative, and the Combined Alternative as potential alignments for the extension of the existing Gold Line light rail eastward from unincorporated East Los Angeles

Agenda Item 8 provides staff recommendations to withdraw the State Route 60 and Combined Alternatives from further consideration as part of the Project's environmental document. Additionally, staff recommendations include moving forward with Project environmental clearance under the California Environmental Quality Act only and forgoing any additional analysis under the National Environmental Policy Act. In parallel to completion of the environmental document, staff will also launch a feasibility study that will evaluate mobility needs in the San Gabriel Valley for communities along the State Route 60 corridor. The recommendations presented by staff have been informed by a number of in-depth technical studies that identified significant costs and engineering challenges for the delivery of both the State Route 60 and Combined Alternatives.

However, recommendation C under Agenda Item 8 would benefit from stronger specificity. It does not provide a timeframe for when the feasibility study would be presented to the Board, it is vague as to what options should be evaluated, and does not commit funding for this effort.

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

RECOMMENDATION

APPROVE Motion by Directors Solis, Hahn, Butts, Garcia, Fasana, and Garcetti that the Board direct the CEO to add the following directive under Agenda Item 8:

e. Honor the commitment of \$635.5 million made to the San Gabriel Valley subregion as part of Measure R documentation. This commitment will be recognized consistent with the funding years in the Measure R Expenditure Plan.

FURTHER that the Board direct the CEO to provide a report back to the Board in May 2020 that includes:

1. Recommendations for funding and cash flow (Funding Plan) for the San Gabriel Valley and Gateway Cities that encompasses all of the Measure R and Measure M funding for the Gold Line Eastside Extension Phase 2 to demonstrate subregional equity for both the San Gabriel Valley and the Gateway Cities. As part of the Funding Plan, include any potential inter-fund borrowing between Measures R and M, loan options, or other financial mechanisms necessary to retain overall equity while ensuring financial capacity to move the Gold Line Eastside Extension Phase 2 forward as an accelerated Pillar Project under Metro's Twenty-Eight by '28 Initiative.
2. Implementation plan to design, environmentally clear and construct a high-quality transit service option that will serve the State Route 60 Corridor cities and potentially the communities near the Los Angeles County/San Bernardino County border. The strategy should include details for outreach, timeframes to initiate and finish the environmental review, and a preliminary analysis of alternatives.
3. Consideration of, as part of the feasibility study for the San Gabriel Valley, high-quality transit service options including Bus Rapid Transit and Alternative Rail Transit Technology (i.e., Monorail Transit, or MRT) and identification of opportunities to connect Metro's transit network with the Foothill Gold Line as well as the Metrolink and Foothill Transit networks in the San Gabriel Valley.