Phillip A. Washington  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Attention: Martha Welborne, Chief Planning Officer

Re: Gateway Cities Council of Governments – Ballot Measure Project Prioritization

The Gateway Cities Council of Governments (GCCOG) Board of Directors is submitting the following project listing to comply with the MTA request for submitting subregional prioritized project lists for consideration in the formation of a potential new sales tax measure.

The COG reviewed its existing Measure R priorities as well as the projects listed in the MTA Long Range Transportation Plan (LRTP). The COG Board voted to support the following ranking for its major transportation project initiatives.

They are:

Major Regional Transit Initiatives –

1. West Santa Ana Branch (Eco-Rapid Transit Project)*  
3. Metro Green Line Eastern Extension (Norwalk)

Major Regional Highway Initiatives –

1. I-5 Corridor (I-605 – I-710)  
2. 1-5 Corridor/Carmenita Interchange Project (under construction)*  
3. I-710 Corridor Project*  
4. I-605 Hotspots*  
5. SR-60/I-605 Interchange

* Measure R Initiatives

The COG has also established expenditure targets for three decades of multi-modal projects. The COG’s Board of Directors chose not to prioritize the more subregional multi-modal projects as criteria for prioritization has not yet been determined. The
Gateway Cities COG is nearing the end of a two-year Strategic Transportation Plan (STP). The STP process will conclude at the end of this year and will include project prioritization criteria. The COG cities will then use these criteria to move projects forward to funding and to establish priorities. The COG has established expenditure targets which are based upon project readiness and other factors. These targets are represented in Attachment A.

During the development of the new tax initiatives and through the roll-out of the financial stability work, the COG Directors understand that neither of the two Measure R transit initiatives are fully funded in the LRTP or the more near-term Short Range Transportation Plan (SRTP). The West Santa Ana Branch Corridor (WSAB or Eco-Rapid Transit Project) received token funding in Measure R ($240 million). This funding is contingent upon funding unused by the I-5 Corridor project. WSAB project costs are anticipated to go over $2 billion. The Metro Gold Line Eastern Extension Phase II - Washington Blvd. Alignment has $1.271 billion allocated through Measure R. This figure represents less than half of the project’s anticipated cost. In March of 2015, the Board decided to pursue both of the MGLEII alignment alternatives, (SR-60 alignment and the Washington Blvd. alignment). The action to pursue both alignment alternatives creates an even greater funding gap.

The COG Board acknowledges that the funding plans that will be established for the two Measure R transit projects will most likely include a combination of state and federal funding in addition to local sales tax. Such additional funds will probably include FTA New Starts funding as well as State Cap & Trade revenues. Funding plans get developed as the projects are better defined through the environmental process. Both the West Santa Ana Branch and the MGL – Phase II are completing technical refinements in order to proceed to environmental review.

The Gateway Cities highway initiatives were not defined under Measure R; the project funding columns are labeled “To Be Determined”. Project definition work is underway with both Gateway Cities Measure R highway programs. Each program has $590 million allocated over the 30-year life of Measure R. Neither project is completely fundable by local sales tax. It is expected that Caltrans, the federal government, and the goods movement industry will finance the greater portion of these major highway projects within Gateway Cities.

The COG Board understands that there is insufficient revenue from Measure R and other funding sources to complete the Measure R program before the sales tax expires in 2039. Therefore, a portion of new sales tax revenue will be required to meet the Measure R commitments. As a policy, the MTA should dedicate the earliest revenue from any new sales tax initiative to finishing the Measure R projects. The COG Board is recommending the following policy recommendations be adopted by the MTA Board.
• Given the financial uncertainties and challenges facing the MTA and the funding gaps identified for major COG Measure R transportation initiatives, the Gateway Cities COG Board recommends that the transportation projects identified in the Measure R Expenditure Plan be given first priority for any new tax revenue – making the completion of Measure R the highest priority.

• The COG Board also unanimously voted to make a policy recommendation for the Local Return Element of any new Measure be a minimum of 25% and that active transportation be a priority.

The Board of Directors is looking forward to participating in the development of this “ground up” initiative process and welcomes the opportunity to participate in the upcoming project sequencing process.

If there are any questions please call Richard Powers, GCCOG Executive Director, at (562) 663-6850.

Sincerely,

Ali Saleh
President, Board of Directors
Gateway Cities Council of Governments

cce: GCCOG Board of Directors
     GCCOG Transportation Committee
     All GCCOG State and federal representatives

Attachment A: Draft Mobility Matrix
<table>
<thead>
<tr>
<th>Type/Category</th>
<th>Arterial</th>
<th>Goods Movement</th>
<th>Highway</th>
<th>Active Transportation</th>
<th>Transit</th>
<th>Other</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td><strong>Short-term (0-10 years)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>229 Projects</td>
<td>16 Projects</td>
<td>80 Projects</td>
<td>106 Projects</td>
<td>40 Projects</td>
<td>22 Projects</td>
<td>492 Projects</td>
<td></td>
</tr>
<tr>
<td>$650 M to $976 M</td>
<td>$5.6 B to $8.3 B</td>
<td>$5.2 B to $8.4 B</td>
<td>$142 M to 213 M</td>
<td>$6.3 B to $9.4 B</td>
<td>$1.1 B to $1.7 B</td>
<td>$19.0 B to $29.1 B</td>
<td></td>
</tr>
<tr>
<td><strong>Mid-term (11-20 years)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>89 Projects</td>
<td>3 Projects</td>
<td>14 Projects</td>
<td>2 Projects</td>
<td>6 Projects</td>
<td>8 Projects</td>
<td>123 Projects</td>
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</tr>
<tr>
<td>$410 M to $909 M</td>
<td>$712 M to $1.6 B</td>
<td>$2.5 B to $3.8 B</td>
<td>$43 M to $198 M</td>
<td>$70 M to $229 M</td>
<td>$614 M to $1.1 B</td>
<td>$4.4 B to $6.6 B</td>
<td></td>
</tr>
<tr>
<td><strong>Long-term (&gt;20 years)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 Projects</td>
<td>4 Projects</td>
<td>8 Projects</td>
<td>1 Project</td>
<td>9 Projects</td>
<td>2 Projects</td>
<td>34 Projects</td>
<td></td>
</tr>
<tr>
<td>$70 M to $105 M</td>
<td>$752 M to $1.1B</td>
<td>$6.9 B to $10.3 B</td>
<td>$40 M to $60 M</td>
<td>$2.3 B to $3.4 B</td>
<td>$549 M to $824 M</td>
<td>$10.5 B to $15.8 B</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>328 Projects</td>
<td>23 Projects</td>
<td>102 Projects</td>
<td>109 Projects</td>
<td>55 Projects</td>
<td>34 Projects</td>
<td>649 Projects</td>
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<tr>
<td>$1.1 B to $2.0 B</td>
<td>$7.0 B to $11.1 B</td>
<td>$14.6 B to $22.5 B</td>
<td>$225 M to $471 M</td>
<td>$8.6 B to $13.1 B</td>
<td>$2.3 B to $3.6 B</td>
<td>$33.9 B to $51.5 B</td>
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