



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

January 9, 2020

Mr. David Kim  
Secretary, California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

**Letter Of Support For 2020 Cycle 4 Transit And Intercity Rail Capital Program  
Zero-Emission Buses and Charging Infrastructure Deployment & System Integration**

Dear Secretary Kim:

On behalf of Metro's Gateway Cities Service Council, we are pleased to submit this letter in support of the request of the Los Angeles County Metropolitan Transportation Authority (Metro) for a grant award of \$105 million from the California State Transportation Agency (CalSTA) Transit and Intercity Rail Capital Program (TIRCP) for the Zero-Emission Buses and Charging Infrastructure Deployment & System Integration Project (the "Project").

The Project consists of the procurement and integration into transit revenue service of battery-electric buses as well as supportive electrical enhancements and charging infrastructure. The zero-emission buses will replace compressed natural gas (CNG) buses that have exceeded their useful life, including CNG tanks. The buses will be deployed on routes that are served by Metro's Division 9 in the City of El Monte and Division 18 in the City of Gardena. Routes originating from these divisions serve a wide variety of destinations in Los Angeles County including the San Gabriel Valley, Central Cities, Gateway Cities, and South Bay Cities subregions. In addition, the bus routes identified in the grant application serve predominantly disadvantaged communities and low-income communities and households.

The Project will support Metro's Board-approved commitment to transition Metro's bus fleet to zero-emission operation by 2030, including full electrification of all local, rapid, shuttle, and express routes. A transition of this magnitude would be the first of its kind in the United States and aims to accelerate by 10 years the schedule required by the California Air Resources Board (CARB) to transition all of California's transit services to 100% zero-emission operation by 2040. The Project will also support the implementation of the recommendations of Metro's *NexGen Bus Study*, which seeks to reimagine Metro's bus network to be more relevant, reflective of, and attractive to the diverse customer needs within Los Angeles County and to increase transit use within the County over the next decade.

The Gateway Cities Service Council appreciates your favorable consideration of Metro's TIRCP grant request. Should you have any questions regarding this letter of



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

January 9, 2019

The Honorable David Kim  
Secretary, California State Transportation Agency  
915 Capitol Mall, Suite 350 B  
Sacramento, CA 95814

**RE: Transit & Intercity Rail Capital Program Grant Application for LA Metro Light Rail System Integration and CORE Capacity Project**

Dear Secretary Kim:

On behalf of the Gateway Cities Service Council, we are pleased to submit this letter of support for the Transit & Intercity Rail Capital Program grant application for \$70 million submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the Los Angeles Metro Light Rail System Integration and CORE Capacity Project to increase the passenger capacity of the Green and Crenshaw Lines.

This project will provide needed flexibility for Metro service in this rapidly expanding section of the Metro Rail network through targeted investments that increase the minimum service capacity on the Crenshaw/LAX and Green Lines by 50%. Metro is undertaking an ambitious expansion of its light rail network which is being built to a capacity standard of three-car trains, but several Green Line stations need to be expanded to allow this. Metro needs the ability to provide three-car service to accommodate surges in demand from events, traffic incidents, and unanticipated travel dynamics, as well as be ready to provide adequate service as the system expands. This transformational project will position Metro to provide the level of transit service that the communities along this line and that this important hub of the State needs to provide excellent travel alternatives and reduce vehicle travel and GHG emissions.

The Green and Crenshaw/LAX lines will be the backbone of an expanded rail network serving this part of Los Angeles County with LAX at its hub. As Metro further expands the system to Torrance in the south and eventually Hollywood in the north and integrates with a new connection to LAX scheduled to open in 2023, the regional importance of this line will only grow. These lines will also be critical to providing travel alternatives to the serious and growing levels of congestion that occurs in the I-105 and I-405 corridors and at LAX and will serve the needs of major events at the Hollywood Park entertainment complex in Inglewood and the 2028 Olympics. Accelerating this project will provide the capacity to allow Metro to meet the service standards the traveling public will demand for it to be successful.

In conclusion, the Gateway Cities Service Council fully supports Metro as they seek resources for this project of statewide significance. Thank you for your consideration of the application and should you have any questions regarding this letter of support, do not hesitate to contact Dolores Ramos, staff to the Regional Service Councils at 213.922.1210.

Sincerely,

Karina Macias  
Chair  
Gateway Cities Service Council

Al Rios  
Vice Chair  
Gateway Cities Service Council

support for Metro's application to the 2020 TIRCP, please contact Dolores Ramos at (213) 922-1210 or via email at [ramosd@metro.net](mailto:ramosd@metro.net).

Sincerely,

Karina Macias  
Chair  
Gateway Cities Service Council

Al Rios  
Vice Chair  
Gateway Cities Service Council

# Los Angeles Metro Light Rail CORE Capacity & System Integration

## Crenshaw/LAX – Green Line Capacity Expansion

### Request

Metro respectfully requests your stated support for this project. Letters of support are requested by **January 13, 2020** so that Metro can include them with the application to the California State Transportation Agency.

### TIRCP Program

- Cap & Trade Program and SB1 funds
- Administered by CalSTA
- Program Goals:
  - Reduction in greenhouse gas emissions;
  - Increase ridership through expanded and improved rail and transit service;
  - Integrate the service of the state’s various rail and transit operations; and
  - Improve safety
- Metro received \$1.1 billion in 2018 from this program
- Smaller amount available in 2020: \$450-\$500M

### Cost of Project

TIRCP Request	\$70 Million
Local Match	\$130 Million
TOTAL COST	\$200 Million

### Project Scope

- Platform Extension at Redondo Beach, Douglas, Mariposa and Aviation/LAX Stations
- 2 New Traction Power Substations on CLAX
- State of Good Repair work at Redondo Beach, Douglas, El Segundo, Mariposa, and Aviation/LAX Stations including electrical, communications, and mechanical work, improving safety and security, improving accessibility, and protecting assets.

### Project Benefits

- Short term: increased capacity to accommodate high-volume event traffic, to provide resilience to unforeseen travel patterns in this new transit corridor, and allow Metro greater operating flexibility
- Long term: 3- car capacity is required to connect to future system expansion (Crenshaw/LAX north to Hollywood, and Green Line to Metrolink)
- Acceleration of project eliminates risk of failing service standards