

Motion by Directors Knabe, Ridley-Thomas and O'Connor	May 20, 2009
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Last November, Los Angeles County residents voted to invest \$40 billion over the next 30 years to improve regional mobility by passing Measure R, a new half-cent sales tax. It was predicated on the fact that it included many projects geographically distributed countywide.

For the better part of two decades, elected, business and community leaders have harbored visions of extending the scope and reach of the Metro Rail system in the South Bay to provide greater mobility and access for the more than one million people who travel in and through the South Bay every day. As far back as June 1990, the Coastal Corridor Rail Transit Project South Segment Route Refinement Study was approved and recommended using the Harbor Subdivision for a portion of the Metro Green Line southern extension

The Green Line Extension to the Redondo Galleria and ultimately to the city of Torrance Transit Center is currently being examined within the context of Metro's Harbor Subdivision Transit Corridor Study. MTA staff expects to bring the results of the Alternatives Analysis (AA) study to the MTA Board in November/December, 2009. It is also a committed project in the Measure R Expenditure Plan. The Measure R Expenditure Plan commits \$272 million in Measure R funds, but indicates that they will not be available until the second decade of the Expenditure Plan, similar to the Eastside Extension. Nonetheless, it is important that we evaluate options and have them in a higher state of readiness so that new (and usually unforeseen) funding opportunities (e.g., Prop. 1B at the State level, Fiscal Stimulus at the Federal level) can be taken advantage of when they occur. Continuing to advance work on this project mirrors the approach being used to advance the state of readiness for other MTA Measure R projects.

The South Bay does not look at the Green Line Extension/South Bay corridor as an isolated corridor, but instead views it as a major component to a much larger north/south corridor in conjunction with and complimentary to the Crenshaw Corridor stretching from as far south as the City of Torrance all the way up to Wilshire Boulevard and connecting to the proposed Wilshire Corridor subway.

Given this regional perspective, and the goals outlined in Measure R, deferral of further studies (after the November/December, 2009 completion of the AA) for the discreet distance defined as the "South Bay Corridor" would delay the selection of the Locally Preferred Alternative and would preclude necessary further efforts to qualify the project for state and federal funding grants, including the Board authorized inclusion on the Reauthorization list, as well as other innovative financing mechanisms such as the Public Private Partnership opportunities, if and when they may become available.

We, Therefore, Move that the MTA Board adopt the following **FY 10 Budget Instruction:**

Anticipating the adoption of the Alternatives Analysis later this year, and in order to prepare the Harbor Subdivision/Metro Green Line Extension to the South Bay Corridor for Measure R, federal, state, and/or private funding, the Metro Board directs the Chief Executive Officer to set aside an amount, currently estimated at \$5 million dollars, from the Proposition C "Discretionary" Carryover funds (as identified in the "Fund Balance" table) or other appropriate funding sources to continue the multi-year environmental clearance process begun in the Alternatives Analysis, including the preparation of the draft Environmental Impact Statement/Report, Advanced Conceptual Engineering, Final EIR/EIS, and Preliminary Engineering.

The CEO is further instructed to amend into the FY '10 Budget, from this funding, an amount to be determined in November/December 2009 to initiate the next phase of environmental clearance process for the remainder of FY 10.