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FOR IMMEDIATE RELEASE

MEDIA STATEMENT

FOOTHILL GOLD LINE BOARD OPPOSES PROPOSITION 6

At the Foothill Gold Line Construction Authority's July board meeting, the board voted to oppose Proposition 6 (the proposition on the November ballot to repeal the gas tax increase, SB1). The Construction Authority board's vote is in-line with recent votes by the San Gabriel Valley Council of Governments and LA Metro boards to oppose the repeal that would eliminate hundreds of millions of dollars in grants awarded to highway and transit projects in Los Angeles County this year. Earlier this year, the Foothill Gold Line was awarded nearly \$300 million from the State's Transit and Intercity Rail Capital Program, an SB1 program that is mostly funded by Cap and Trade auction proceeds but which also receives funds from the gas tax increase. The board's vote against the repeal supports completion of projects throughout the San Gabriel Valley and the county as a whole that would benefit mobility and reduce pollution.

For more information on SB1, visit <https://www.metro.net/about/govtrela/metro-supports-sb-1/>.

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About the Foothill Gold Line Construction Authority – The Foothill Gold Line Construction Authority is an independent transportation planning and construction agency created in 1998 by the California State Legislature to plan, design and build the Metro Gold Line light rail system from Union Station to Montclair. The agency completed the first segment from Union Station to Pasadena in 2003 and the Pasadena to Azusa segment in 2015; both on time and under budget. The agency began work on the Foothill Gold Line from Glendora to Montclair in 2003. The Glendora to Montclair project was environmentally cleared under CEQA in March 2013 and completed advanced conceptual engineering in 2016. The project was the first Measure M-funded project to break ground and is using residual funding remaining from the Pasadena to Azusa segment from Measure R to complete the portion of the project in Los Angeles County. The Claremont to Montclair section is being funded by San Bernardino County's Measure I. In April 2018, the project received nearly \$300 million from the State of California's Transit and Intercity Rail Capital Program, a grant program funded by SB1 and the State's Cap and Trade Auction. State funds will be used to fill the estimated funding gap needed to complete the project in both counties.