



# City of Needles

817 Third Street, Needles, California 92363  
(760) 326-2113 • FAX (760) 326-6765  
[www.cityofneedles.com](http://www.cityofneedles.com)

*Mayor, Janet Jernigan*  
*Vice Mayor Ellen Campbell*  
*Councilmember Tona Belt*  
*Councilmember Jamie McCorkle*  
*Councilmember JoAnne Pogue*  
*Councilmember Henry Longbrake*  
*Councilmember Larry Ford*  
*City Manager Patrick Martinez*

---

April 28, 2026

The Honorable Lori D. Wilson  
Chair, Assembly Committee on Transportation  
California State Assembly  
1020 N Street, Suite 112  
Sacramento, CA 95814

**RE: AB 1678 (Harabedian) – OPPOSE**

Dear Chair Wilson,

On behalf of the City of Needles, I am writing to express our opposition to Assembly Bill (AB) 1678 by Assemblymember John Harabedian.

AB 1678 would remove the existing Metro Foothill Gold Line Construction Authority's responsibility for extending the A Line (formerly the Gold Line) beyond Claremont and create a new authority – the Claremontclair Authority (CMA) – to deliver the extension from Claremont to Montclair. While the City of Needles supports expanding high-quality transit service in our region, this bill raises significant legal, financial, and governance concerns and sets a troubling precedent for the State to mandate that local agencies build, fund, and operate specific projects regardless of locally adopted priorities or funding capacity.

Most concerning, AB 1678 exposes local agencies to substantial risk while limiting their authority. The bill would require the transfer of assets at the discretion of the CMA without adequate protections for local agency interests, including right-of-way protections and risk mitigation. It also grants the Los Angeles County Metropolitan Transportation Authority (Metro) – but not affected local agencies – the authority to review significant project changes, effectively excluding local jurisdictions from meaningful oversight of a project within their own communities.

Additionally, the bill creates significant and ongoing financial exposure. Local agencies could be precluded from negotiating operations and maintenance agreements until after construction begins, effectively pre-committing them to fund operations without defined terms. This structure risks obligating local jurisdictions to cover ongoing operating costs without meaningful oversight or cost control.

These concerns are particularly significant given the history of the project, which has experienced ongoing cost escalation, repeated delays, and uncertainty regarding delivery. In response, local and regional agencies have begun advancing alternative transit strategies that better reflect current conditions, prioritize fiscal responsibility, and deliver more reliable mobility outcomes.

AB 1678 would override these locally adopted policy directions, undermining the authority of local elected officials to determine which transportation projects are advanced and funded in their communities. It raises broader concerns regarding accountability and the responsible stewardship of limited transportation resources.

For these reasons, [Organization Name] respectfully opposes AB 1678. The bill exposes local taxpayers to significant financial risk, weakens local control, and sets a precedent that could have far-reaching implications for other regions across the state.

We remain committed to working collaboratively on transportation solutions that are fiscally responsible, locally supported, and deliver meaningful mobility improvements for the communities we serve.

Sincerely,

**Janet Jernigan**

**Mayor, City of Needles**

Cc: San Bernardino County Legislative Delegation  
Assembly Transportation Committee