

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

- City of Artesia
- City of Bell
- City of Bell Gardens
- City of Bellflower
- City of Cudahy
- City of Downey
- City of Glendale
- City of Huntington Park
- City of Maywood
- City of Paramount
- City of South Gate
- City of Vernon
- Burbank-Glendale-Pasadena Airport Authority

- Chair
- Zareh Sinanyan
President
Hollywood Burbank Airport
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- Vice-Chair
- Pedro Aceituno
Council Member
City of Bell Gardens
- Secretary
- Karina Macias
Council Member
City of Huntington Park
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Council Member
City of Artesia
- Internal Auditor
- Cristian Markovich
Council Member
City of Cudahy
- Executive Director
- Michael R. Kodama
- General Counsel
- Teresa L. Highsmith
- Ex-Officio
- William Rawlings
City Manager Representative

A G E N D A R E P O R T

TO: Members of Eco-Rapid Transit

FROM: Michael Kodama, Executive Director

DATE: August 8, 2018

SUBJECT: **UPDATE AND/OR ACTION REGARDING CALIFORNIA STATE PROPOSITION 6, REPEAL ROAD REPAIR AND ACCOUNTABILITY ACT**

Public comments on items on the agenda will be taken at the time the item is called and are limited to 3 minutes per speaker

ISSUE

California Proposition 6 is a measure that will be submitted to California voters as part of the November 2018 election. If passed by the voters, this measure would rescind all of the revenue, funding and program provisions contained in the "Road Repair and Accountability Act" (SB 1). This negatively impacts project funding for the West Santa Ana Branch, and can result in a loss of over \$300 million for the corridor project, resulting in a major setback that could result in project delays or even project feasibility.

Staff recommends that the Board of Directors consider opposing Proposition 6 and ask our members to also oppose Proposition 6.

BACKGROUND

The November ballot includes among other items, Proposition 6. If passed by the voters this drastic measure would rescind all of the revenue, funding and program provisions contained in the "Road Repair and Accountability Act" (SB 1). Passage of this ballot measure would have dramatic financial, safety, mobility, and environmental implications for local governments, transportation agencies, and Joint Power Authorities like the Eco Rapid Transit Joint Powers Authority. It would eliminate funding for over 6,500 projects in the State of California.

In May, the California State Transportation Agency and California Transportation Commission approved over 60 projects totaling \$2.7 billion of SB 1 funding, including \$1.7 billion awarded to Metro which leverages the Measure M funding program. A central part of the Metro funding award was the \$300 million dedicated to the West Santa Ana Branch program. Proposition 6 has direct negative consequences for Los Angeles County cities, including the West Santa Ana Branch and local government transportation projects within the jurisdiction of the members of Eco-Rapid Transit.

SB1 funds are being used across the state of California. This includes a number of projects in our member areas. For example, the City of Glendale has posted an SB1 link on their website which provides information about how SB1 funds are being used to fund transportation projects that benefit the City of Glendale.



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RECOMMENDATION

It is recommended that the Board:

1. Oppose Proposition 6
2. Request that the City Councils and Airport Commission also officially vote to oppose Proposition 6
3. Urge our members to post on their web sites, profiles of the local projects that benefit from SB1 revenues, along with highlighting the support SB1 is providing to Metro and the West Santa Ana Branch rail Transit Project;
4. Authorize staff to coordinate with Gateway Cities COG and Metro to implement an education and information program regarding the benefits of SB1 and impact of Proposition 6 and;
5. Request Metro staff to appear at the next Eco-Rapid Transit Board Meeting with an outline of the benefits of SB1 to the West Santa Ana Branch and the negative impacts the passage of Proposition 6 would have on the West Santa Ana Branch development and delivery schedule.

PROPOSITION 6

I - What Prop 6 does?

This initiative measure would eliminate recently enacted road repair and transportation funding by repealing revenues dedicated for those purposes. The Proposition requires any future measure to enact certain vehicle fuel taxes and vehicle fees be submitted to and approved by the electorate.

II – The Yes on Prop 6 (SB1 repeal) messages

- Repeal the gas tax.
- Costs families \$700 per year.
- We can't trust Sacramento politicians.
- Gas taxes we've been paying are not going for transportation purposes.
- There's plenty of money available today to fix our roads.
- We need right to vote on future vehicle taxes and fees.
- Caltrans is a bloated bureaucracy.

III - What the No on Prop 6 campaign is saying?

1. **Prop 6** makes our bridges and roads less safe and jeopardizes public safety
2. **Opposed** by California Professional Firefighters, California Association of Highway Patrol, American Society of Civil Engineers, first responders, business, labor and local governments
3. **Eliminates funding for more than 6,500 projects** currently underway in every community – projects will stop, making roads worse.
 - **3500+** projects **fixing potholes** and repaving crumbling roads
 - **1,500+** projects **improving road safety**
 - Repairs or replacement of more than **500 bridges and overpasses**
 - **300+** projects **relieving traffic congestion**
 - **400+** improvements to **public transportation** operations and services
 - **400+** projects improving **pedestrian safety**
4. **Eliminates funds** that are accountable to taxpayers (Prop 69)
 - Voters overwhelmingly passed Prop 69 in June preventing Sacramento politicians from raiding transportation funds and ensuring these funds are only used for transportation improvements.
 - We should not eliminate transportation revenues that are accountable to taxpayers, can't be diverted, and that voters overwhelmingly dedicated to fixing our roads
5. **Would eliminate 68,000 good paying jobs** and \$183 billion in economic investments as thousands of road construction projects are put to a stop. This information was developed for a report by American Road and Transportation Builders Association.

IV – Sample of Responses to Prop 6 Allegations?

Question: Supporters are saying these funds will just end up in the general fund and not go to roads, is that true?

Answer:

- That is unequivocally wrong and easily proven inaccurate. **Not a single dollar of these funds goes to the General Fund.**
- And voters passed Prop 69 this June which dedicates these funds for specific transportation programs and they cannot be diverted by the Legislature.

Question: None of this funding will go to fix roads.

Answer:

- Proposition 6 will eliminate funding for more than 6,500 projects underway or planned in every single community, including:
 - **3500+** projects **fixing potholes** and repaving crumbling roads
 - **1,500+** projects **improving road safety**
 - Repairs or replacement of more than **500 bridges and overpasses**
 - **300+** projects **relieving traffic congestion**
 - **400+** improvements to **public transportation** operations and services
 - **400+** projects improving **pedestrian safety**
- And voters passed Prop 69 this June which dedicates these funds for specific transportation programs and they cannot be diverted by the Legislature.

Question: Can't California use General Fund revenues to fix our roads?

Answer:

- Proposition 6 eliminates more than \$5 billion annually in existing funding currently being used on more than 6,500 road and bridge safety, congestion relief and transportation improvement projects all over the state.
- If we eliminate these projects, there is no "Plan B". Prop 6 makes our roads and bridges less safe.
- California has a combined need of over \$130 billion over the next 10 years just to bring the state highway and local street and road systems into a good and safe condition.

If we were to use funds from the General Fund, we would need to pull \$130 billion from important areas like education, healthcare, public safety, and other programs that Californians rely upon