



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:

ORANGELINE DEVELOPMENT AUTHORITY/ECO-RAPID TRANSIT LEGISLATIVE SUB COMMITTEE MEETING

August 8, 2018

The Mayne Events Center
16408 Bellflower Blvd
Bellflower, CA 90706

5:00 PM Meeting

AGENDA

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.

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately.

- a. Approval of Minutes of March 14, 2018

End of Consent Calendar

5. Public Comments

Those presenting public comments on items not on the agenda will be heard at this time
6. Update and/or Action Regarding Legislative Sub-Committee Meeting
7. Update and/or Action Regarding State Transportation Funding
8. Communication Items to the Committee
9. Communication Items from the Committee
10. Adjournment

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd, Paramount, CA 90723 during normal business hours. For more information, you can contact Michael R. Kodama at mkodama@eco-rapid.org

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
Mayor
City of Glendale

Vice-Chair

Pedro Aceituno
Council Member
City of Bell Gardens

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Council Member
City of Huntington Park

Treasurer

Ali Sajjad Taj
Councilmember
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

**DRAFT
MINUTES OF THE
LEGISLATIVE SUB-COMMITTEE MEETING OF
THE ORANGELINE DEVELOPMENT AUTHORITY/ECO-RAPID TRANSIT**

**March 14, 2018
City of Glendale**

CALL TO ORDER

Burbank-Glendale-Pasadena Airport Authority Alternate Board Member and Committee Chair, Frank Quintero called the meeting to order at 5:05 p.m. at the Central Library in the City of Glendale

ROLL CALL AND INTRODUCTION OF ATTENDEES

Authority Board Subcommittee Members:

Frank Quintero, Legislative Committee Chair and Board Alternate, Burbank-Glendale-Pasadena Airport Authority
Zareh Sinanyan, Eco-Rapid Transit Chair and Board Member, Burbank Glendale Pasadena Airport Authority and City of Glendale
Cristian Markovich, Eco-Rapid Transit Internal Auditor, Councilmember City of Cudahy

Others:

Michael R. Kodama, Executive Director, Eco-Rapid Transit
Karen Heit, Deputy Executive Director, Eco-Rapid Transit
Julia Brown, Metro
Norm Emerson, Emerson & Associates
Lillian Burkenheim, Community Planning and Development Director, Eco-Rapid Transit
Allyn Rifkin, Transportation Planner/Engineer, Eco-Rapid Transit

ITEM 4 – CONSENT CALENDAR

Approval of Minutes of October 11, 2017.

On October 11, 2017, Frank Quintero was the only member of the sub-committee present and there was not a quorum to approve the minutes of July 12, 2017.

MOTION: City Council member Cristian Markovich moved to approve the consent calendar and minutes from July 12, 2017 and October 11, 2017. Chair Frank Quintero, Burbank Glendale Pasadena Airport Authority seconded the motion, which was approved unanimously.

ITEM 5 – PUBLIC COMMENTS

There were no public comments.

ITEM 6 – UPDATE AND/OR ACTION REGARDING LEGISLATIVE SUB-COMMITTEE MEETING

Legislative Sub-Committee Chair, Mr. Frank Quintero asked Eco-Rapid Transit staff for an update. Mr. Kodama asked Mr. Emerson to provide the report.

Mr. Norm Emerson shared discussion points around Senate Bill 1 (SB1) Implementation and California's Cap and Trade Allocation Program. Mr. Emerson said the Legislative leadership is working on putting SB1 funds to work on a variety of state, regional, and local transportation projects. The California Transportation Commission (CTC) allocates funds for variety of programs. Metro, for instance, has an allocation of \$2.1 billion from SB1 funds to complement the Measure Program. Four of these programs include: Local Streets and Roads program. This year's difference, Mr. Emerson was that each City Council now has to approve by resolution a budget that includes a list of projects that will be submitted to the CTC for approval. For this year's first cycle, the CTC has approved four thousand projects Statewide. There are new guidelines that the City must meet in order to receive funding from CTC. Mr. Emerson encouraged Board Members to make sure their administrative procedures are up to date regarding this matter. Active Transportation Program (ATP). It allocates \$100 million annually on a State-wide basis. Combined with other programs there are \$233 million available, of which \$50 million are given to SCAG for distribution, and \$11 million are specifically designated to fund projects for disadvantaged communities. The CTC will review ATP guidelines and deadlines this month, approved in May and then there will be a call for projects which can include First/Last Mile and multijurisdictional proposals.

Mr. Emerson said that Metro is providing technical assistance and support to those cities that want to submit project proposals. Local Partnership Programs (LPP) provides funds to local and regional transportation jurisdictions that voted on sales tax measures, developer fees, or other fees to go towards transportation improvement projects. Half of those funds are allocated on a formula basis while the other half is on a competitive basis.

On a positive note, Metro submitted the WSAB project for funding to the CTC and got approval - \$25.0 million for the corridor in February 2018. Transit and intercity Rail Capital Program (TIRCP). This program is administered jointly by the CTC and California State Transportation Agency. What the State Legislature is attempting to do is commit to a full funding grant agreement to build certainty and predictability into the program and the dollars spent. For instance, Metro submitted a grant package totaling \$1.4 billion to support WSAB among other high priority projects. State decisions on this money will be done in May and we are hopeful that WSAB will be part of the package.

Cap & Trade Program. 6% of the dollars generated from auctions the California Air Resources Board conducts go towards supporting ongoing programs. Of those, the Legislature can appropriate up to 40% of those funds. This year, for instance, they will appropriate \$1.6 billion in Cap and Trade funds.

MOTION: No action was taken as this is an informational item.

ITEM 7 – COMMUNICATION ITEMS TO THE COMMITTEE

There were no communication items to the committee.

ITEM 8 – COMMUNICATION ITEMS FROM THE COMMITTEE

There were no communication items from the committee.

ITEM 9 – ADJOURNMENT

Sub Committee meeting was adjourned at 6:05 pm

Chair

Approved:

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