



Board Report

File #: 2017-0060, **File Type:** Federal Legislation / State Legislation (Position)

Agenda Number: 34.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 16, 2017

SUBJECT: STATE AND LOCAL LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended positions:

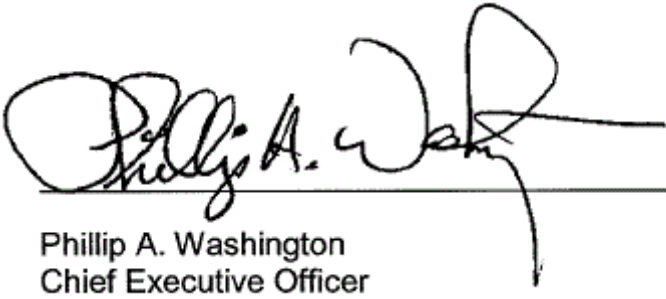
- A. **SB 4 (Mendoza)** - Goods movement: allocation of Federal Funds **WORK WITH AUTHOR**
- B. **AB 287 (Holden)** - ~~State Highway Route 710: Advisory Committee~~ **OPPOSE UNLESS AMENDED**
- C. **Measure "H" (Los Angeles County)** - Plan to Prevent and Combat Homelessness **SUPPORT**

ATTACHMENTS

- Attachment A - SB 4 (Mendoza) Legislative Analysis
- ~~Attachment B - AB 287 (Holden) Legislative Analysis~~
- Attachment C - Measure "H" (Los Angeles County) Legislative Analysis

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122
Desarae Jones, Government Relations Administrator, (213) 922-2230

Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer

REVISED ATTACHMENT A

BILL: SENATE BILL 4

AUTHOR: SENATOR TONY MENDOZA (D-ARTESIA)

SUBJECT: GOODS MOVEMENT: ALLOCATION OF FEDERAL FUNDS

STATUS: REFERRED TO COMMITTEES ON TRANSPORTATION AND HOUSING, ENVIRONMENTAL QUALITY AND GOVERNANCE AND FINANCE

ACTION: SUPPORT WORK WITH AUTHOR

RECOMMENDATION

Staff recommends that the Board of Directors adopt a ~~SUPPORT WORK WITH AUTHOR~~ position on Senate Bill 4. This bill, subject to voter approval at the June 5, 2018, statewide primary election, would enact the Goods Movement and Clean Trucks Bond Act to authorize \$600,000,000 of state general obligation bonds for goods movement and transportation projects. This bill would also revise the CTC's project prioritization to expand eligible projects and specify amounts to be allocated from federal Fixing America's Surface Transportation (FAST) Act dollars.

Specifically the bill would:

- Authorize, subject to voter approval a \$600 million general obligation bond That would be allocated in the following manner; \$200 million to the CTC for projects eligible under the Trade Corridor Improvement Fund (TCIF); \$200 million to the California Air Resources Board's (CARB) Goods Movement Emission Reduction Program, and; \$200 million to CARB for the expansion of the use of zero and near zero-emission trucks;
- Would allocate federal freight funds allocated to California via the FAST Act funding as follows: \$150 million for border entry projects in the San Diego and Imperial Counties, \$70 million for the elimination, alteration or improvement of hazardous railroad-highway grade crossings, and \$360 million to be allocated by the existing TCIF formula;
- Revise the list of plans to be considered by the CTC in prioritizing projects for funding;
- Would expand the list of eligible projects to include, rail landside access improvements, freight access improvements to airports and certain capital and operational improvements; and
- Would exclude San Diego and Imperial Counties from receiving additional FAST Act funding under the TCIF formula allocation.

DISCUSSION

Senate Bill 4 (Mendoza) presents an opportunity to make a significant step forward in addressing goods movement challenges facing our region. The bill would make a significant contribution by the state through the commitment of general obligation bonds and ensure that federal freight funds are allocated to key priorities in our region. The last major commitment of state funds to transportation was through Proposition 1B that was passed by the voters in 2006. That bond included funding for many projects in Los Angeles County that are now underway including key goods movement projects. Those projects create significant economic benefit to our region and the state.

There has been concern in Sacramento about the commitment of general fund revenues to pay for debt service on various bond measures. Staff recognizes those concerns but would argue that the economic benefit derived from those expenditures should be considered as an important reason to commit the state to funding freight projects. Staff finds that there is opportunity for discussion regarding the specific allocation amounts as they are outlined in the bill, as well as the priorities within those categories. Metro's goal with respect to the allocation of FAST Act funding is to maximize the region's share of funding to the County's highest priority projects for freight and goods movement. We would like to work with the author to ensure that the final measure maximizes the allocation of funding for Los Angeles County through the TCIF formula.

SB 4 also puts in place a program to allocate federal freight funds allocated to California. Towards the end of last year's legislative session discussions took place with respect to legislation introduced in 2016 (AB 2170, Frazier) to direct the allocation of these funds. The final amendments were ultimately not included in the bill but are included in SB 4. These provisions would ensure local input into the allocation of federal funds and ensure geographic equity.

Staff recommends that the Board adopt a ~~SUPPORT~~ WORK WITH AUTHOR position on the measure Senate Bill 4 (Mendoza).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with Metro's Board approved 2017 State Legislative Program Goals to support funding for goods movement and transportation projects in Los Angeles County.

NEXT STEPS

Should the Board decide to adopt a ~~SUPPORT WORK WITH AUTHOR~~ position on the measure; staff will communicate the Board's position to the author and work to incorporate Metro's priorities in the final version of the bill ~~and to ensure the measure's passage~~. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT B

BILL: ASSEMBLY BILL 287

AUTHOR: ASSEMBLYMEMBER CHRIS HOLDEN (D-PASADENA)

SUBJECT: STATE HIGHWAY ROUTE 710: ADVISORY COMMITTEE

STATUS: PENDING COMMITTEE REFERRAL

ACTION: OPPOSE UNLESS AMENDED

RECOMMENDATION

Staff recommends that the Board of Directors adopt a OPPOSE UNLESS AMENDED position on Assembly Bill 287 (Holden). This bill would require Caltrans, in consultation with Metro, to establish the State Highway Route (SR) 710 Gap Corridor Transit Study Zone Advisory Committee, with a specified membership, to study the alternatives considered in the SR 710 North Draft Environmental Impact Review and other transit options to improve travel in, and environmental impacts of, the SR-710 Corridor project area. The Advisory Committee would be comprised of members of Caltrans, Metro, the Cities of Alhambra, Pasadena and South Pasadena, members of the State Senate and Assembly that represent the project area.

The bill would prohibit the committee from recommending, and, prohibit Caltrans from implementing the tunnel option in the SR-710 corridor.

Specifically the bill would:

- Require Caltrans in consultation with Metro to establish the SR-710 Gap Corridor Transit Study Zone Advisory Committee;
- Require the advisory committee to make recommendations and submit a report to the Legislature, Caltrans and Metro by January 1, 2019 on the most feasible and appropriate project design alternative, as well as other transit options that could be implemented in the corridor.
- Require the department to implement the alternative as recommended; and,
- Would prohibit Caltrans from selecting a freeway tunnel alternative for the SR-710 North Gap.

DISCUSSION

Staff is recommending that the Board oppose the legislation unless amended. As introduced, the bill would require the formation of an advisory committee, require that committee to provide a report and complete study of alternatives with recommendations by 2019, and would prohibit Caltrans from choosing a tunnel as an alternative for the SR-710 North project.

Staff would raise two issues that we believe should be addressed in amendments. First is that we believe it is important to allow the environmental process to make the final determination on the tunnel alternative. Caltrans is the lead agency for the SR-710, since this is a state highway and should be responsible for the final determination of a project. We would recommend that the language prohibiting the tunnel option be removed from the bill.

Secondly we believe that the bill be amended to clarify a set of issues that would be addressed by the committee, such as how the work of the committee would be funded, staffing, scope, and most importantly how the final project recommendations of the committee would be funded. The committee could make recommendations on improvements that are outside the scope of the current environmental document and those alternatives may not have environmental clearance and may not have any funding identified.

Staff recommends that the Board adopt an OPPOSE UNLESS AMENDED position on the measure AB 287 (Holden).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff has considered adopting either a support or neutral position on the bill. A support or neutral position would be inconsistent with Metro's Board approved 2017 State Legislative Program Goals to support the acceleration of construction of transportation projects in Los Angeles County.

NEXT STEPS

Should the Board decide to adopt an OPPOSE UNLESS AMENDED position on these measures; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT C

BILL: LOS ANGELES COUNTY MEASURE “H”

AUTHOR: COUNTY OF LOS ANGELES

SUBJECT: LOS ANGELES COUNTY PLAN TO PREVENT AND COMBAT HOMELESSNESS

STATUS: MARCH 7, 2017 CONSOLIDATED AND MUNICIPAL SPECIAL ELECTIONS

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on Measure H – Los Angeles County’s Plan to prevent and combat homelessness. The measure is on the March 7, 2017 Consolidated and Municipal Special Elections ballot.

Specifically the measure would authorize the County of Los Angeles to impose at ¼ percent special transactions and use tax that will:

- Be used to generate ongoing funding to prevent and combat homelessness within Los Angeles County, including funding for mental health, substance abuse treatment, healthcare, education, job training, housing subsidies, services, transportation, outreach, prevention and supportive services for children, families, veterans, seniors and disabled individuals;
- Would create a Citizens’ Oversight Advisory Board to review expenditures; and
- Would expire after 10 years.

DISCUSSION

The current homeless crisis has impacted public transit systems nation-wide. Homeless individuals and families find shelter transit systems at rail stations, bus shelters, and on rail and bus lines. In 2016, the Greater Los Angeles Homeless Count showed 11% in homelessness, an increase over the past year. Two-thirds of homeless persons in Los Angeles County are unsheltered. That presence can be felt on the Metro system which has resulted in increased customer complaints and concerns related to security.

Metro is charged with combatting homelessness on and around the Metro system. Metro has partnered with the County of Los Angeles to look at how homelessness affects patrons on our system and the community. Los Angeles County Measure “H” provides a sustainable source of funding to expand access to services, transportation and housing.

In July 2016, Metro launched a homeless strategic planning process which involved significant community and stakeholder input. As a result of this strategic planning, a Metro Homeless Action Plan was created that will be brought to the Board in the February 2017 Board cycle for consideration and adoption.

In October 2016, Metro Directors Ridley-Thomas, Fasana, Bonin and Dupont-Walker presented a motion to the Board to fund up to \$1.2 million toward the deployment of two or more homeless outreach teams that are dedicated exclusively to the Metro system to provide outreach and support to these homeless individuals, thereby, creating a partnership between Metro and Los Angeles County. That motion was approved by the Board and those outreach teams are now a component of the proposed Metro Homeless Action Plan.

Metro's Homeless Action Plan is a long term strategy to find solutions for LA County and transit dependent homeless populations. The successful passage of this measure could provide additional funding to support Metro's Action Plan as Metro staff works with the County to combat this increasing problem of homelessness.

Staff recommends that the Board adopt a SUPPORT position on Measure H, Los Angeles County's measure on the March 7, 2017 ballot.

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed measure.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with previous Board action related to combatting homelessness in LA County and on the Metro system.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on the measure; staff will communicate the Board's position to the County. Staff will continue to keep the Board informed as the issue of homelessness is addressed through various programs and measures.