<table>
<thead>
<tr>
<th>BILL/AUTHOR</th>
<th>DESCRIPTION</th>
<th>POSITION</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AB 2</strong> <em>(Alejo)</em> D-Parajo and Salinas Valley Community revitalization authority.</td>
<td>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state. <strong>This bill would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>AB 4</strong> <em>(Linder)</em> R Vehicle weight fees; transportation bond debt service.</td>
<td>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AB 6  (Wilk) R</td>
<td><strong>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of $9 billion in general obligation bonds for high-speed rail purposes and $950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, expect as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund construction of school facilities for K-12 and higher education. The bill would make no changes to the authorization under the bond act for issuance of $950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election.</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Status" will provide most recent action on the legislation and current position in the legislative process. 12/29/2014
<table>
<thead>
<tr>
<th>Bill Number</th>
<th>Sponsor</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 8 (Gatto) D</td>
<td>Emergency services: hit-and-run incidents.</td>
<td></td>
</tr>
</tbody>
</table>

**AB 8 (Gatto) D**

Existing law authorizes use of the Emergency Alert System to inform the public of local, state, and national emergencies. Existing law requires a law enforcement agency to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Existing law also authorizes the issuance and coordination of a Blue Alert following an attack upon a law enforcement officer or a Silver Alert relating to a person who is 65 years of age or older who is reported missing. **This bill would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.**

**AB 21 (Perea) D**

The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020. **This bill would require the state board, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. This bill contains other related provisions and other existing laws.**
| **AB 23 (Patterson) R** | The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. **This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.** |
| **AB 24 (Nazarian) D** | The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. **This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.** |
| AB 28  
| (Chu) D   
<table>
<thead>
<tr>
<th>Bicycle safety: rear lights.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A violation of this requirement is an infraction. This bill would instead require that a bicycle operated under those circumstances be equipped with a white flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the white flashing light, reflective gear worn by the bicyclist. <strong>By revising the definition of a crime, the bill would impose a state-mandated local program. The bill would also include a statement of legislative findings and declarations. This bill contains other related provisions and other existing laws.</strong></td>
</tr>
</tbody>
</table>

| AB 33  
| (Quirk) D   
<table>
<thead>
<tr>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020 equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years. <strong>This bill, until January 1, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016. The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information. The bill would provide that the specified information is intended to assist in establishing state policy and does not change any statute, regulation, or regulatory decision.</strong></td>
</tr>
</tbody>
</table>
The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open, public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015.

This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. The bill would require all participating categories of persons or entities to have a compliance obligation beginning January 1, 2025. This bill contains other related provisions.

The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open, public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015.

This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.
<p>| SB 8 (Hertzberg) D | The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Personal Income Tax Law imposes taxes on personal taxable income at specified rates, and the Corporation Tax Law imposes taxes upon, or measured by, corporate income. <strong>This bill would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the states business climate and would incentivize entrepreneurship and business creation by evaluating the Corporate Tax Law, and would examine the impacts of a lower and simpler Personal Income Tax Law.</strong> |</p>
<table>
<thead>
<tr>
<th>Bill Number</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB 9 (Beall) D</td>
<td>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</td>
<td>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. **This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding $100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures. <strong>This bill contains other existing laws.</strong></td>
</tr>
<tr>
<td>SB 16 (Beall) D</td>
<td>Department of Transportation.</td>
<td>Existing law provides that the Department of Transportation has full possession and control of the state highway system. <strong>This bill would state the intent of the Legislature that the department identify savings from implementing efficiencies in its existing programs and direct those resources into expanded activities for road repair and litter cleanup.</strong></td>
</tr>
<tr>
<td>SB 29 (Beall) D</td>
<td>Employment: sick leave.</td>
<td>Existing law requires an employer to allow an employee to use his or her sick leave to care for an ill spouse, domestic partner, parent, or child, as defined. <strong>This bill would make technical, nonsubstantive changes to that provision.</strong></td>
</tr>
<tr>
<td>SB 32 (Pavley) D</td>
<td>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. <strong>This bill would require the state board to approve a statewide greenhouse gas emission limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure long-term emissions reductions advance specified criteria.</strong></td>
<td></td>
</tr>
<tr>
<td>SB 39 (Pavley) D</td>
<td>Existing federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). <strong>This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other existing laws.</strong></td>
<td></td>
</tr>
<tr>
<td>BILL/AUTHOR</td>
<td>DESCRIPTION</td>
<td>STATUS</td>
</tr>
<tr>
<td>---------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>H.R. 3620</td>
<td>Would permit transportation agencies to consider the hiring of local workers in the evaluation of bids and proposals for highway and transit projects where federal funds are being used.</td>
<td>January 2014 - SUPPORT Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials</td>
</tr>
<tr>
<td>(Bass)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H.R. 3636</td>
<td>Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024.</td>
<td>January 2014 - SUPPORT Referred to the House Committee on Ways and Means</td>
</tr>
<tr>
<td>(Blumenauer)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H.R. 5101</td>
<td>Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund.</td>
<td>November 2014 - SUPPORT WORK WITH AUTHOR Subcommittee on Highways and Transit, House Transportation and Infrastructure</td>
</tr>
<tr>
<td>(Hahn)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bill Number</td>
<td>Description</td>
<td>Committee</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>------------------------------------------------</td>
</tr>
<tr>
<td>H.R. 5624 (Lowenthal)</td>
<td>Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects.</td>
<td>Committee</td>
</tr>
<tr>
<td>S.1702 / H.R. 3486 (Lee / Graves)</td>
<td>Would reduce, in stages, the federal gas tax from 18.4-cents to 3.7-cents and concurrently transfer authority of federal highway and transit programs to States.</td>
<td>Committee</td>
</tr>
<tr>
<td>Bill</td>
<td>Description</td>
<td>Committee</td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
<td>------------</td>
</tr>
<tr>
<td>S.1716 (Warner)</td>
<td>Would seek to facilitate efficient investments and financing of infrastructure projects and new long-term job creation through the establishment of an Infrastructure Financing Authority.</td>
<td>January 2014 - WORK WITH AUTHOR</td>
</tr>
<tr>
<td>HR 1124 (Waters)</td>
<td>Tiger grants For Jobs Creation Act Would provide a $1 billion emergency supplemental appropriation for the Transportation Investment Generating Economic Recovery (TIGER) Program over the next two years</td>
<td>March 2013 - SUPPORT</td>
</tr>
<tr>
<td>Omnibus Appropriations Bill For Fiscal Year 2015</td>
<td>A short-term continuing resolution (CR), H.J. Res. 124, to fund all programs and functions of the Federal Government for the first ten weeks of the fiscal year beginning on October 1, 2014. The CR extends funding for all federal programs, agencies, and services until December 11, 2014, at the current annual rate of $1.012 trillion.</td>
<td>Signed by President, September 19, 2014</td>
</tr>
</tbody>
</table>
| Moving Ahead For Progress In The 21st Century | MAP-21  
- 27 month bill – expires on September 30, 2014 / Extends motor fuels tax through October 1, 2015  
- **Total Funding:** $105 Billion  
  - **Highway Funding:** $39.7 Billion in FY13 and $40 Billion in FY14  
  - **Transit Funding:** $10.5 Billion in FY13 and $10.7 Billion in FY14  
- Includes **America Fast Forward** Innovative Financial Provision (TIFIA)  
  - Does not include Qualified Transportation Improvement Bonds (QTIB) | July 15, 2014, H.R. 5021, extension of MAP-21, passed both Chambers Authorizes MAP-21 until May 31, 2015 |
<table>
<thead>
<tr>
<th>Obama Administration Proposal</th>
<th>Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act</th>
</tr>
</thead>
<tbody>
<tr>
<td>H.R. 5021 passed both Chambers and provides approximately $10.8 billion in offsets to support transfers of General Funds into the HTF and extends the authorizations for transit, highway and highway safety programs funded from the HTF through the end of May 31, 2015.</td>
<td></td>
</tr>
<tr>
<td><strong>The proposal includes:</strong></td>
<td><strong>The proposal includes:</strong></td>
</tr>
</tbody>
</table>
| • $199 billion for highways  
  - $92.1 billion for the National Highway Performance Program  
  - $13.6 billion for "critical immediate investments"  
  • $72 billion for transit  
  - $11 billion for Capital Investment Grants  
  - $2.2 billion to help rapidly-growing communities invest in new bus rapid transit lines  
  • $5 billion for the TIGER program ($1.25 billion per year – an increase of more than 100 percent over current levels)  
  • $19 billion in dedicated funding for rail programs  
  • $5 billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country  
  • $4 billion to attract private investment through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program  
  • $1 billion for a new grant program called Fixing and Accelerating Surface Transportation (FAST) geared toward "bold, innovative strategies and best practices"  
  • Significant investment in the president's "Ladders of Opportunity" initiative  
  - $2 billion for an innovative Rapid Growth Area Transit Program to provide new bus rapid transit and other multimodal solutions for rapidly growing regions  
  - $245 million for workforce development to enhance the size, diversity, and skills of the construction and transportation workforce through collaborative partnerships with the U.S. Department of Labor, states, and non-governmental organizations  
  • $10 billion for a multi-modal freight program  
  • $7 billion for the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) to improve safety. |

**Note:** "Status" will provide most recent action on the legislation and current position in the legislative process. 12/29/2014
Deferred = bill will be brought up at another time; Chaptered = bill has become law; LA = Last Amended; Enrolled = bill sent to Governor for approval or veto

Note: "Status" will provide most recent action on the legislation and current position in the legislative process. 12/29/2014
Presentation for Los Angeles Mayor and Metro Chair

Eric Garcetti
Gateway Cities Profile
Who are we?

- 27 cities and nine unincorporated communities plus the Port of Long Beach
- Population of just under 2 million people or 21% of the County's population.
  - The area is 5% of Los Angeles County
- Diversity on many levels: Gateway cities has the second largest city on the County as well as the smallest. Gateway Cities has bedroom communities, cities with heavy industry cities and one island community

Profile Continued
Demographics:

- Gateway Cities population is 1.9 million people.
- 49% of residents are between 20-54 years old
  - 66% Hispanic
  - 16% white (non-Hispanic)
  - 8% African American
    - 8% Asian
    - 2% Other
Profile Continued

Household Income –
- 23.5% make less than $25,000
- 28.1% make between $25 - $50,000/year
- 19.4% make $50 - $75,000 or more
- 31% make $75,000 and up

Education
- 33% some high school
- 25% HS graduate
- 25% some college/AA degree
- 17% Bachelor’s degree or higher

Profile Continued

Employment by Sector
- Manufacturing – 15%
- Retail – 11.6%
- Health Care/Social Assistance – 10.5%
- Wholesale Trade – 9%
- Educational Services – 9%
- Admin. Support/Waste Mgmt. – 8%
- Accommodations/Food Service – 6%
- Transport/Warehouse – 5.5%
- All Other – 25.4%
Profile Continued

Land Use
- Gateway Cities has one of the largest concentrations of industrial-zoned property and the freeway access to serve it.
- Because of the Port of Long Beach and the proximity of the Port of Los Angeles, there is considerable land devoted to goods movement; railyards, truck centers.
- Residential land use is predominantly low-density.
- There is a shortage of open space/recreational opportunities.

Gateway Cities Subregional Issues/Interest
✓ Transportation
✓ Air Quality
✓ Housing
✓ Economic Development
Gateway Cities COG Overall Initiatives

Transportation Planning Through Corridors and Programs
- I-5 Corridor (in cooperation with I-5 JPA)
- I-710 Corridor
- 91/605/405 Corridor
- West Santa Ana Branch Transit Corridor (Eco-Rapid Transit)
- Metro Gold Line Eastern Extension Phase II
- Goods Movement Programs
- High Speed Rail
- Arterial Highways System Planning
- Transit/Municipal Operators/Service Sector
- Intelligent Transportation Systems Planning (ITS)
- Gateway Cities/Orange County Cross Border Projects
- I-405 Interagency Coordination
- Gateway Cities Strategic Transportation Plan (STP)
- Regional Transportation Funding/Advocacy
- SCAG Regional Transportation Plan (RTP)
- MTA Long Range Transportation Plan (LRTP)
- Measure R Projects & Funding
- Truck Inspection & Enforcement Study

Gateway Cities COG Overall Initiatives

Air Quality
- Gateway Cities Air Quality Action Plan (AQAP)
- I-710 Air Quality Directives
- Zero Emission Goods Movement Technology

Economic Development
- Job Creation and Economic Revitalization Program
- Improve Mobility

Ongoing Activities
- Rivers and Mountains Conservancy
- Sustainable Communities Strategies (SCS) (Green House Gas Targets Reduction)
- Storm Water Run-off Studies
Gateway Cities COG Overall Initiatives

**Housing**
- Regional Housing Needs Assessment (RHNA) - SCAG
- Homeless Initiative
- COG Committee on Homelessness

**Economic Development**

**Issue**
Gateway Cities is consistently plagued by high unemployment. In November – 2014; Gateway Cities unemployment rate was 9% compared to 7.9% in LA County, 7.1% statewide and 5.8% nationally. Of the 37 cities and unincorporated communities – 17 had unemployment rates over 10%.
Economic Development Approach

- Assist COG cities in creating State legislation to provide local economic development tools
- Utilize State and Federal job creation programs
- Create a regional vacant industrial land inventory
- Partner with area industries to define and identify economic development goals – develop an economic development strategy
- Form public/private sector partnerships to address issues

Economic Development Approach

- Work with educational institutions to match training and education to skills required in the private sector
- Concentrate on matching education to fit job growth in emerging areas such as Health care and Social assistance
Transportation and the Environment

- Transportation and quality of life issues are inseparable in Gateway Cities subregion.
- Air Quality degradation is related to idling ships from the San Pedro Bay Ports, from railyards and truck traffic on arterials, and freeways.
- Safety is an issue with trucks and other transportation modes.

Transportation Issues

- Transportation issues are complex and interrelated
- In 2012, the COG embarked upon the Strategic Transportation Plan (STP) to provide a comprehensive look at all transportation projects and transportation technology issues facing the Gateway Cities subregion.
Transportation Priorities

Goal of the STP- to provide a framework to:
Plan for the implementation local and subregional transportation projects that:

- Reduce roadway congestion
- Improve Air Quality
- Meet sustainability goals
- Support a stronger economy
- Create a better, healthier quality of life
How does the STP work?

- Facilitates coordination and collaboration between stakeholders
- Integrates existing transportation plans and studies
- Refines project ideas and identifies new projects
- Develops tools and analyzes systemwide interactions
- Provides impacts analysis for transportation projects including 3-level modeling and air quality benefit

Transportation Project Priorities

Work with Metro, Caltrans and the federal government to complete major transportation initiatives.

**Highway** (projects of regional and national significance)
- **I-710 Corridor** (from the San Pedro Bay Ports to the SR-60)
- **I-5 widening** (Orange Co. to I-605 under construction, planning for I-605 – i-710)
- **SR-91/I-605/I-405 “Hot Spots”**
- Arterial Capacity and safety improvements
Transportation Program Priorities

- Arterial and Freeway SMART Corridors
- Complete Streets
- Stormwater Treatment
- Active Transportation Network
- Technology for Goods Movement
- Development of Zero-emission Goods Movement technology

Transportation Project Priorities

Transit Improvements

- Complete Eco-Rapid Transit Corridor (West Santa Branch) from Cerritos to Downtown LA
- Complete Metro Gold Line Eastern Extension Phase II – Whittier alignment
- Metro Blue and Green Line Rehab
- Improve Regional/Local Bus service
- Park and Ride Lot Management/Expansions
- Metrolink Plans
- Impact from High Speed Rail
Mr. Ken Alex, Chair, Strategic Growth Council
State of California
Office of Planning & Research
P.O Box 3044
Sacramento, Ca 95812-3044

Dear Mr. Alex:

Comments on the Draft Guidelines for the SGC Affordable Housing and Sustainable Communities (AHSC) Program

Thank you for the opportunity to review and comment on the Draft Guidelines for the SGC Affordable Housing and Sustainable Communities (AHSC) Program released September 23, 2014.

The Gateway Cities are 27 cities and unincorporated communities in Southeast Los Angeles County with a total population of about 2 million residents. Taken together, the Gateway Cities would be the fifth largest city in the United States. We are home to the Port of Long Beach and neighbor to the Port of Los Angeles, and we house much of the transportation and distribution infrastructure that supports the movement of goods into and through our region to the rest of the nation.

The Gateway Cities are one of the most impacted areas of the state when considering disadvantaged communities. According to CalEnviroScreen results, on a census tract basis 1.18 million of our residents – more than half – live in disadvantaged communities. On a zip code basis, this is true for three-quarters of our residents. This means that almost any investment of cap-and-trade funds directed to the Gateway Cities will either be located within, or will provide benefits to, disadvantaged communities. Our high CES scores are driven by numerous factors, including high percentages of minority and low-income residents, high pollution burdens, and persistent high unemployment.

Through the Gateway Cities Council of Governments, the member jurisdictions have collaborated for over fifteen years on regional planning efforts. In recent years, the cities and communities have collaborated on several major planning efforts that identify numerous projects and investments that will reduce GHG emissions:
• Subregional Sustainable Communities Strategy under SB 375, which demonstrated that we could meet the regional GHG reduction targets through our local and regional investments
• Air Quality Action Plan identifying strategies that will reduce GHG and criteria pollutant emissions
• Comprehensive multi-modal Strategic Transportation Plan identifying investments such as smart arterials, traveler information systems, active transportation projects, transit lines, highway projects, and associated stormwater management
• Comprehensive Economic Development Strategy update
• Integrated Regional Water Management Plan and Regional Disadvantaged Communities Incentive Program (through the Gateway Cities).

We have the following comments regarding the Draft Guidelines:

1) Disadvantaged communities in the Gateway Cities, like those around the state, suffer from a serious lack of financial resources and technical capacity to prepare grant applications and compete effectively for funds. We respectfully request that the Strategic Growth Council consider how to provide technical and financial assistance to disadvantaged communities to enable them to respond to this funding opportunity. Without such assistance, the legislature’s intent to direct funding to communities in need is unlikely to be met.

2) We understand that Cal-EPA and the Office of Environmental Health Hazard Assessment (OEHHA) will soon indicate their choice of a scoring cut point for the CalEnviroScreen (CES) results: either the top 15%, 20%, or 25% of census tract CES scores statewide. Whatever cut point is selected, we hope that the Strategic Growth Council will work closely with OEHHA to review the CES methodology, with the goal of ensuring that funds are truly directed to the communities most in need.

Thank you again for the opportunity to comment on this important initiative.

Sincerely,

[Signature]

Brent Tercero, President
Gateway Cities Council of Governments

cc: Strategic Growth Council Members
The recommended Amendment adding a new Section 11 to the Unified Cost Management Process and Policy for Measure R Projects correctly identifies certain projects as “regional in nature and not the funding responsibility of the South Bay or Westside subregions. The Section further expands the Regional Facility Area to cover:

“11) A Regional Facility Area has been established, separate from subregional planning areas, which include Los Angeles International Airport (LAX), Burbank Bob Hope Airport, Long Beach Airport, Palmdale Regional Airport; the Ports of Long Beach and Los Angeles; and Los Angeles Union Station. Any capital project cost increases to Measure R funded projects within the boundaries of these facilities are exempt from the corridor and subregional cost reduction requirements of 7(d) and 7(e) above. Cost increases regarding these projects will be addressed from the regional programs share.”

The facilities exempted from the Cost Containment Policy are all truly regional in nature and therefore utilized by most LA County residents (regional airports) or are an integral part of the LA County economy (San Pedro Bay Ports).

This list, however, is less than comprehensive; regional highways and Interstates all have the same regional characteristics that should also exempt them from the Cost Containment Policy - yet are not included on the list. An outstanding example of this is the I-5 which is an international corridor and nationally significant. There are three sets of projects funded by the MTA on the I-5 corridor.

Furthermore the existing, adopted Unified Cost Management Process and Policy for Measure R Projects which was originally written to address transit projects and hastily amended to include highway projects lacks an appropriate methodology or procedure to assure highway costs can be contained. The Unified Cost Management Process and Policy for Measure R Projects was written for Measure R transit projects where the MTA has control over planning, design, environmental clearance and construction. This is not always true with the highway program where Caltrans and the state are often the lead agency and may adopt procedures or rules that increase costs outside of MTA’s ability to react.

The policy requires the following steps be made to address costs:

a. Value engineering and/or scope reductions;
b. New local agency funding resources;
c. Shorter segmentation; and,
d. Other cost reductions within the same transit or highway corridor;

(Continued on next page)
e. **Other cost reductions within the same sub-region;** and,
f. **Countywide transit cost reductions and/or other funds** will be sought using pre-established priorities, as follows:
   i. Where applicable, Measure R Transit Capital Subfund Contingency-Escalation Allowance funds (Measure R Expenditure Plan, Page 2 of 4, Line 18); and,
   ii. **Where applicable, Measure R Highway Capital Subfund Contingency-Escalation Allowance funds** (Measure R Expenditure Plan, Page 3 of 4, Line 39); and,
   iii. Where Line 18 is not applicable, the LRTP Near-Term Strategies and Priority Setting Criteria will be followed (Item 9, as Adopted by the Board of Directors in March 2010).

Steps A –E may require the MTA to make funding decisions on a process it does not lead on a project it does not own, leaving subregional funds vulnerable to decisions outside the purview of the MTA Board of Directors.

**THEREFORE, WE MOVE** that the MTA Board:

A. approve the staff recommendation as it pertains to the South Bay COG, Westside and LAX Boundary restoration;

B. instruct Staff to return to the Board with an analysis of additional regional facilities and projects that fall into the Regional Facilities Planning Area;

C. If those projects are Interstates, freeways or highways or other state-owned/operated facilities that fall outside of Metro control, instruct Staff to pursue the development of a cost sharing program for overruns including a methodology for both Caltrans, the State of California and MTA to determine a new step-by-step evaluation of project costs against possible resources to address project shortfalls. Shortfalls that cannot be addressed at the project level by value engineering or other measures, such as changes in the scope of the project, will be subject to further collaborative value engineering by the parties involved;

D. instruct Staff to report back to this Board on a quarterly basis on progress made with these policy revisions beginning in June of 2015; and

E. approve that highway sub regional funding will not be subject to the Unified Cost Management Process and Policy for Measure R Projects as adopted until an acceptable process is determined.

###