



**Date:** October 13, 2015  
**To:** State Legislation Committee Members  
**From:** Patrick H. West, City Manager *PHWest*  
**Subject:** **Update: Statewide Transportation Funding Proposal**

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The attached memorandum regarding proposed Statewide Transportation Funding was previously transmitted to the Mayor and City Council. A report on this subject will be provided to the State Legislation Committee.

If you have questions or comments, please contact Diana Tang, Manager of Government Affairs at (562) 570-6506.



**Date:** October 7, 2015

**To:** State Legislative Committee Members

**From:** Patrick H. West, City Manager *T.M.*

**Subject:** Update: Statewide Transportation Funding Proposal

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### Introduction

The State Legislature invested significant time and resources into developing various transportation funding proposals in the 2015 State Legislative Session. Unfortunately, a two-thirds agreement on a funding proposal could not be reached by the end of the normal legislative session. Long Beach was involved with, and supported, a transportation funding package since the discussion began with SB 16. Our efforts on this issue evolved as the conversation evolved. A summary of our efforts to-date and a description of the current status is provided by this memorandum.

### Transportation Proposal Developments

**SB 16 (Beall).** SB 16 would have generated \$3 billion statewide, with \$10 to \$12 million allocated to Long Beach annually for five years, through a mix of gasoline excise tax and vehicle registration fee increases. This bill failed to pass the Senate Appropriations Committee by the normal deadline and was, instead, placed into a Special Session.

**Special Session on Transportation: SBx1-1.** The Governor called a Special Session on Transportation in June 2015, and SBx1-1 was introduced. Long Beach pivoted our advocacy efforts to align with those of SBx1-1. On September 1, 2015, the Long Beach City Council adopted a Resolution to join a statewide Fix our Roads Coalition urging the Governor and Legislature to identify a sufficient and stable funding source for local street and State highway maintenance and rehabilitation, to ensure the safe and efficient mobility of the traveling public and State's economic vitality. The first round of amendments to SBx1-1 proposed to generate up to \$6 billion for transportation statewide, with \$20 million coming to the City of Long Beach through a mix of higher tax and fee increases, similar to those in SB 16, for 10 years. Agreement on this funding package could not be reached, and towards the end of the normal legislative session, the Governor narrowed revenue generation measures so that only \$3 billion would be generated statewide, but with no sunset date. The Governor's final transportation proposal before the end of the 2015 Legislative session would have provided Long Beach with \$7 million annually beginning in FY 16. The City of Long Beach, along with the Big 10 Mayors coalition, has continued to support this discussion; the most recent support letter is attached.

This Governor's last legislative push for a transportation funding package before the end of the normal legislative session, coupled with a commitment to

streamline California Environmental Quality Act (CEQA) requirements for transportation projects, still was not enough to garner two-thirds of the Legislature's support. By placing the transportation funding discussion in a Special Session, the Governor enabled conversations about transportation funding to continue without restrictions from the traditional legislative process and the associated deadlines. Despite the lack of agreement at the end of the normal legislative session, future conversations will be had on this topic.

***Post-Legislative Session.*** At a press conference during the last week of the normal State Legislative Session, Governor Brown, Senate President Pro Tempore Kevin de Leon, and Speaker Toni Atkins announced a Transportation Conference Committee would be formed to continue working on transportation issues. Conference Committee appointees were announced on September 23, and include:

Assemblymembers

- Jimmy Gomez, Co-Chair
- Autumn Burke
- Kevin Mullin
- Jay Obernolte
- Melissa Melendez

Senators

- Jim Beall, Co-Chair
- Ben Allen
- Connie Leyva
- Anthony Canella
- Ted Gaines

This conference committee has more than the typical six members, but no specific reason was given for the expansion. City staff will continue to monitor the discussion on statewide transportation funding and support proposals that generate meaningful funding for local street and road projects.

If you have questions or comments, please contact Diana Tang, Manager of Government Affairs at (562) 570-6506.

cc: Charles Parkin, City Attorney  
Laura Doud, City Auditor  
Doug Haubert, City Prosecutor  
Tom Modica, Assistant City Manager  
Arturo Sanchez, Deputy City Manager  
Ara Maloyan, Director of Public Works  
John Gross, Director of Finance  
Diana Tang, Manager of Government Affairs  
Jyl Marden, Assistant to the City Manager  
Mike Arnold and Associates



September 9, 2015

The Honorable Edmund G. Brown, Jr.  
Governor, State of California  
State Capitol, Suite 1173  
Sacramento, CA 95814

The Honorable Kevin de León  
State Senate President pro Tempore  
State Capitol, Room 205  
Sacramento, CA 95814

The Honorable Toni Atkins  
Speaker of the California State Assembly  
California State Capitol, Room 219  
Sacramento, California 94249-0078

Re: State Special Legislative Session on Infrastructure

Dear Governor Brown, President pro Tem de León, and Speaker Atkins

As mayors of California's largest cities, we write to thank you for your commitment to improving the state's most pressing infrastructure needs and to urge a bipartisan solution that ensures increased investment in our local streets and roads.

As the State Legislature convenes for its Special Session on infrastructure improvement, we urge the development of a solution that incorporates proposals from both parties and prioritizes increased investment in local streets and roads. Specifically we recommend that the state adopt the following:

First, at least half of all new investment in transportation infrastructure be allocated directly to local governments and that local governments be given the flexibility to determine the best use of those funds for transportation infrastructure improvements in their localities.

Second, any new funding is constitutionally protected to ensure that it is spent on transportation projects.

Third, vital road repair and maintenance projects on existing right of ways should be exempted from the California Environmental Quality Act (CEQA) to ensure their timely completion while still protecting the environment.

Fourth, public private partnerships are expanded to help local governments complete projects on time and on budget.

Fifth, a portion of this year's unallocated Cap-and-Trade funds are directed towards improving our local streets and roads.

The work you are doing to improve investment in California's streets and roads is crucial to the economic and environmental health of our state. We are confident that a compromise with these provisions will lead to much needed enhancements and increased investment in our transportation networks.

Thank you again for your work on this important issue.

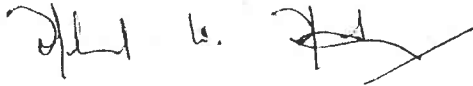
Sincerely,



ERIC GARCETTI  
Mayor, City of Los Angeles



Tom Tait  
Mayor, City of Anaheim



HAROLD W. HANSON  
Vice Mayor, City of Bakersfield



ASHLEY SWEARENGIN  
Mayor, City of Fresno




ROBERT GARCIA  
Mayor, City of Long Beach



LIBBY SCHAAF  
Mayor, City of Oakland



KEVIN JOHNSON  
Mayor, City of Sacramento



SAM LICCARDO  
Mayor, City of San Jose



ED LEE  
Mayor, City and County of San Francisco



MIGUEL PULIDO  
Mayor, City of Santa Ana

cc: Senator Jim Beall  
Senator Jean Fuller  
Assemblymember Jim Frazier  
Assemblymember Kristin Olsen