

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

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Michael R. Kodama

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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: April 12, 2017

SUBJECT: UPDATE AND/OR ACTION REGARDING SB 1 (BEALL) THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

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

Late last Thursday evening the State Legislature voted to approve SB 1 and within the next few weeks the Governor is expected to sign the new transportation funding package.

As authorized by the Eco Rapid Transit Board of Directors, a letter was sent to Senator Beall (with a copy to Senator Tony Mendoza) thanking him for his leadership and informing the Senator of the Board's support for SB 1.

BACKGROUND

On Wednesday, March 29th a new transportation funding agreement was announced by Governor Jerry Brown, Senate President pro Tem Kevin de León (D-Los Angeles) and Assembly Speaker Anthony Rendon (D-Lakewood) representing the hard work of Sen. Jim Beall (D-San Jose) and Assembly Member Jim Frazier (D-Oakley), who have championed the need to provide new investment in the transportation system as chairs of their respective houses' transportation committees. The agreement, officially called *The Road Repair and Accountability Act of 2017*, will provide \$5.2 billion annually and is a significant investment in California's transportation infrastructure. The new provisions were incorporated into Senator Beall's SB 1.

The following are major categories of expenditures for revenues generated by the enactment of SB 1. (Figures are project **annual average amounts** provided for each category over ten years):

- \$1.49 billion for state highway maintenance and rehabilitation.
- \$1.48 billion for local streets and road maintenance and rehabilitation.
- \$769 million for transit purposes.
- \$400 million for state bridge and culvert repair and maintenance.
- \$300 million for trade corridor improvements.
- \$250 million for congested corridor improvements.
- \$200 million for "local partnerships" for local agencies that have adopted local sales tax measures for transportation purposes.
- \$100 million for the Active Transportation Program.
- \$82.4 million for Regional Transportation Improvement Plans.



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- \$27.5 million for Interregional Transportation Improvement Plans.
- \$25 million for local planning grants (SB 375 planning).
- \$25 million for Freeway Service Patrols.
- \$7 million for transportation research at state universities.

Enactment of SB1 establish the *Road Maintenance and Rehabilitation (RMR)* Program to address deferred maintenance on the state highway system and the local street and road system. Funding for the program shall be prioritized for expenditure on basic road maintenance and road rehabilitation projects, and on critical safety projects, as specified. Funding from the RMRA would be distributed as follows:

- \$200 million per year would be allocated to the CTC for a program for local jurisdictions that have approved transportation sales tax measures and other local funds dedicated for transportation purposes. The CTC will develop guidelines for this program in cooperation with Caltrans and regional and local agencies. Sound wall projects for freeways built prior to 1987 are explicitly eligible for funding.
- \$100 million per year would be allocated to the CTC for the Active Transportation Program (ATP), for bicycle and pedestrian projects.
- \$400 million per year would be allocated to Caltrans for bridge and culvert maintenance and rehabilitation.
- \$25 million per year would be allocated to support Freeway Service Patrols throughout the state.
- \$5 million would be allocated annually for five years (\$25 million total) for the California Workforce Development Board to assist local agencies to implement policies to promote pre-apprenticeship training programs, as specified.
- \$25 million per year would be allocated to Caltrans for local and regional planning grants.
- \$2 million per year would be allocated to the California State University system and \$5 million per year to the University of California's Institutes for Transportation Studies to fund transportation research and transportation-related workforce education, training, and development.
- The remainder of RMRA funding would be distributed by formula with 50% allocated to the state for maintenance and the SHOPP, and 50% allocated to cities and counties for local streets and roads.

The RMR Program requires Caltrans and cities and counties to consider and utilize, to the extent possible and cost effective, the following:

- Advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and reduce greenhouse gas emissions through material choice and construction methods.
- Advanced technologies and communications systems in transportation infrastructure that help accommodate advanced automotive technologies, such as ZEV charging or fueling and autonomous vehicle systems.



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- Features in projects to better adapt to withstand the negative effects of climate change and make the system more resilient to impacts such as fires, floods, and sea level rise.
- Complete streets elements to improve the quality of bicycle and pedestrian facilities and improve safety for all users.

In the coming months Eco Rapid Transit staff will continue to monitor the implementation of SB1 and the related funding opportunities presented by provisions of this new state transportation program.

RECOMMENDATION

It is recommended that the Board:

1. Discuss information presented and offer action items; and/or
2. Receive and file the item.