

May 15, 2015

# APPENDIX 5

## Funding Plan

May 2015

**Pacific Coast Highway Safety  
Study:  
Funding Plan**

City of Malibu



Prepared for:  
City of Malibu  
and  
Southern California Association  
of Governments

May 15, 2015

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# **PACIFIC COAST HIGHWAY SAFETY STUDY: FUNDING PLAN**

Introduction  
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## **1.0 INTRODUCTION**

The City of Malibu is actively analyzing potential improvements along Pacific Coast Highway (PCH), an important arterial running through the City. A complete safety study and alternatives analysis is being completed and a set of improvement recommendations will be made. The purpose of this document is to identify potential funding sources for these improvements. The City has had good success in seeking funding sources for improvements to PCH in the past, and as long as the focus is toward safety, this success will likely continue.

## **2.0 LOCAL FUNDING SOURCES**

The City of Malibu is located within Los Angeles County. In addition to local City funds that are allocated to maintain city streets, the County of Los Angeles has funding available through Proposition C, Measure R, the Transportation Development Act (TDA), and the Call for Projects program.

### **2.1 CITY FUNDING SOURCES**

The City of Malibu receives funding dedicated to roadway maintenance and improvements through distribution of gas taxes and related revenues. This funding source largely addresses maintenance of existing city owned roadways and is able to undertake limited capital improvements. The City also receives general purpose revenues derived from property taxes, sales taxes and other sources that can be applied to a wide variety of City needs. These funds are generally not applied to transportation needs unless other sources are unavailable.

The City receives a local return of Proposition C and Measure R funds described below that is derived from collection of a countywide sales tax. These funds are generally restricted to transportation purposes but are historically used to supplement gas taxes to fully fund street maintenance activities.

There are various funding sources available for improvements of the types recommended. These funds are often dedicated for transportation or safety purposes, but they often require a City match of at least 10 percent. The funding sources above may be needed for local match.

The City receives a small share of the fines and forfeitures related to traffic enforcement on roadways within the City. This is normally sufficient for funding of limited capital improvements and can be used to match grants and other sources. The amount could potentially rise based upon increased enforcement, but would not likely increase by more than 10-20%. It should be noted that this funding source cannot be used to pay salaries for more enforcement personnel.



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## **2.2 COUNTY FUNDING SOURCES**

### **Proposition C**

Proposition C is a local sales tax initiative which imposes a .5 cent sales tax in Los Angeles County. It flows directly to Metro to be used by Metro or programmed to other agencies. Under Proposition C, the 20% Local Return funds are distributed to cities on a per capita basis exclusively for public transit purposes, including commuter bikeways and bike lanes, street improvements supporting public transit service, and Pavement Management System projects. Some portion of these funds could be used to provide for improvements or to match other improvements.

### **Measure R**

Measure R is also a local sales tax initiative which imposes a .5 cent sales tax in Los Angeles County, enacted in 2008, and is also administered by Metro. Under Measure R, the 15% Local Return funds are distributed to incorporated cities within Los Angeles County on a per capita basis. Eligible uses include major street resurfacing, rehabilitation and reconstruction, pothole repair, left turn signals, bikeways, pedestrian improvements, streetscapes, signal synchronization, and transit.

Measure R also features a number of competitive project programs that provide funding for a wide variety of purposes and initiatives. These are generally based upon project merit, in competition with other projects of similar types. Some of these funds are distributed to the regional Councils of Government, including the Las Virgenes Council of Governments that includes Malibu. The City has had good success in securing funds through these programs and can expect to continue this success.

Table 1 details the City's most recent Measure R project list and associated funding.

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**Table 1 – Measure R Currently Programmed Projects**

<b>Funding Agreement No.</b>	<b>PROJECT NAME</b>	<b>FY13-14 (\$1,000s)</b>	<b>FY14-15 (\$1,000s)</b>	<b>FY15-16 (\$1,000s)</b>	<b>FY16-17 (\$1,000s)</b>	<b>Total (\$1,000s)</b>
MR311.24	Civic Center Way Improvements	\$0	\$500	\$2,100	\$750	\$3,350
MR311.30	PCH Roadway and Bike Improvements from Busch Dr to North City limits	\$500				\$500
TBD	PCH Roadway and Bike Improvements from Busch Dr to Sotuh City limits	\$0	\$50	\$700		\$750
MR311.26	PCH Raised Median and Channelization from Webb Wy to Puerco Cyn Rd	\$50	\$500	\$2,500	\$900	\$3,950
MR311.27	PCH Intersection Improvements	\$0	\$150	\$2,150	\$1,000	\$3,300
MR311.32	PCH and Big Rock Dr Intersection & La Costa Crosswalk Improvements	\$550	\$400			\$950
MR311.28	PCH/Kanan Dume Rd Intersection and Arrester Bed	\$800	\$100			\$900
MR311.29	PCH Regional Traffic Message System	\$300				\$300
<b>TOTAL</b>		<b>\$2,200</b>	<b>\$1,700</b>	<b>\$7,450</b>	<b>\$2,650</b>	<b>\$14,000</b>

Note: All dollar values are in \$1000s of dollars.

For funding agreement number MR311.26, Caltrans is working on a median enhancement project from Puerco Canyon Road to Corral Canyon Road. The City and Caltrans are working to combine the projects. The City has recently requested that an additional \$3,000,000 be allocated for the City's portion of these median improvements.

For funding agreement number MR311.29, the City has requested an additional \$500,000 to fund permanent Congestion Management System (CMS) signs at the PCH intersections at Malibu Canyon Road and Kanan Dume Road.

Additionally, the City has requested \$3,500,000 in funding for a shoulder enhancements project, but this project has not yet been funded.



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### **Transportation Development Act (TDA)**

The TDA is considered a local funding source resulting from a .25 cent sales tax for the state of California. The funds are apportioned to each county by the State Board of Equalization according to the amount of tax collected in the county. The funds are held by the County of Los Angeles which deducts for its administrative costs and distributes the balance as directed by the Metro Accounting Department. These funds are intended for transit programs to meet unmet needs, but may be used for street and road improvements if all transit needs are met. This is not considered to be a likely source of funding for PCH safety improvements except where they directly relate to transit.

### **Metro's Call for Projects Program**

A key component of the Los Angeles County Transportation Improvement Program (TIP) is the Call for Projects program, a process that distributes discretionary capital transportation funds to regionally significant projects. Metro accepts Call for Projects applications every other year in eight model categories. Local jurisdictions are encouraged to submit applications proposing projects for funding.

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### **3.0 STATE FUNDING SOURCES**

The City of Malibu is located within the State of California, which has additional funding sources available.

#### **3.1 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

A five-year state-regional program, adopted every two even years, of capital improvements on and off the State Highway System that increase the capacity of the transportation system. The STIP is funded from the State Highway Account (SHA), the primary funds of which are the \$0.18 cents per gallon state gasoline tax and Federal (primarily STP) funds. The California Transportation Commission (CTC) must approve each County's STIP in its entirety. CTC allocation is required by the end of the fiscal year that the project is listed in the STIP.

The program provides funding for capital acquisition and construction of State highways and freeways, carpool lanes, local roads, public transit, pedestrian and bike facilities, grade separations, TDM, soundwalls, safety projects. Projects are nominated for State funding sources through the LA Metro Call for Projects process or Metro Board action.

Some of the funds under this program are provided directly to Caltrans for highway improvements. These include SHOPP funds that can be used for a wide variety of purposes on State Highways. While PCH projects may be appropriate for funding, these funds are limited on a statewide basis, so only high priority projects are likely to receive this type of funding. Some of the more effective improvements may be appropriate, but they will face competition from other projects.

#### **3.2 OFFICE OF TRAFFIC SAFETY FUNDS**

The Governor's office of Traffic Safety receives funds from State and Federal programs that can be used for traffic safety purposes. These funds are generally not eligible for construction projects. They can be used to purchase equipment for enforcement (such as radars, data terminals, etc.), fund focused enforcement programs, or other special programs. Some elements of the suggested improvements for PCH might be appropriate for this funding source, such as the bicycle condition hot line. It can also be used to fund safety research

#### **3.3 ACTIVE TRANSPORTATION PROGRAM (ATP)**

The ATP is funded by approximately \$129 million of various state and federal funds from appropriations in the annual Budget Act. Funds for the program are appropriated to the Department of Transportation, for allocation by the California Transportation Commission. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to



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School (SR2S), into a single program with a focus to make California a national leader in active transportation.

The program provides funding to improve walking or bicycling, and to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to improve safety, reduce traffic and air pollution.

Half of these funds are awarded statewide on a competitive basis. The remainder is distributed through County Transportation Commissions, including LA Metro. They generally go to projects that did not receive statewide competitive funding but score highly within the county. These funds are appropriate for bicycle and pedestrian improvements, and especially when focused around schools. Shoulder widening projects might receive funding using these sources. Pedestrian crossing improvements would also score well, especially where there is an existing safety issue.

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### **4.0 FEDERAL FUNDING SOURCES**

In addition to local sources, the Federal Government has money available for transportation improvements. These programs are all funded by federal gasoline taxes and related sources. The most recent Federal Highway Funding program is about to expire. Each renewal results in a reformulation of Federal improvement programs, but most legacy programs can be anticipated to continue assuming that the gasoline tax is extended and contributed the Federal Highway Trust Fund. Special funding programs that are most appropriate for PCH are described.

#### **4.1 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP, MAP-21)**

HSIP is a Federal funding program which created in 2006 whose purpose is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. It replaced a similar program known as Hazard Elimination (HES) and operates in a similar manner.

The HSIP program was created as a core Federal-aid program and it is expected to continue under a new Highway Bill. The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail. These funds are distributed to the States under a formula and used to fund State and local projects on a competitive basis. The competition is based upon the equivalent loss value for actual reported collisions compared to the cost of the improvement and an expected effectiveness measurement. Projects with numerous injury and fatal collisions will score high for loss equivalent. If projects are identified with costs much lower than the loss equivalent, they have a good chance of being funded. Traffic signal improvements, guardrails, sign upgrades, medians, and other similar improvements are especially appropriate due to their low costs and high effectiveness.

This program is most appropriate for funding of improvements of the type proposed for PCH, and many of the locations may score well based upon past success scores. It is not so attractive for larger cost projects, including projects requiring feasibility studies. This program is currently open for project proposals.

#### **4.2 CONGESTION MITIGATION AND AIR QUALITY (CMAQ)**

This Federal program is intended to address congestion and air quality issues but does not provide for new road capacity. It is most appropriate for projects that improve traffic flow and reduce emissions. Traffic Signal improvements are often funded through this program. It is also expected to be extended under the next Highway Act.



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### **4.3 OTHER FEDERAL PROGRAMS**

Each Highway Act includes the creation of new programs that can often be most applicable to a specific project. It is important to understand the suitability and goal of each improvement to insure that projects nominated for funding have a high chance for success. Safety improvements are more likely to be funded through special dedicated programs and thus have a very good chance of being funded. But if the safety improvement includes a substantial component that is not safety related, the likelihood of funding goes down. Landscaped medians are an area that can be difficult to fund under special programs.

Many Federal and State programs are based upon cost effective approaches that presume that only a proportion of all crashes can be alleviated. Programs such as HSIP are highly regulated examples of this approach. These programs are not as well suited for alleviation of conditions where collisions might occur, but they have not occurred frequently in the past. Many communities are taking a Vision Zero approach to fatalities and serious injuries. Under this approach, maintaining average collision rates is not acceptable. As these programs become embedded, it may become easier to fund safety improvements for locations that do not currently have severe collision histories but have conditions similar to other locations that do have collision histories.

Under the cost effective approach, upgrading intersections to provide left turn phasing might be considered only if the location met numerical safety or traffic criteria that is based upon average experiences. Under a vision zero approach, the better safety record for locations with left turn signals may form greater justification for provision of left turn signals at other locations. These issues may come forward at locations on PCH, and the trend in Federal safety programs may evolve to suggest different funding strategies.

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## **5.0 CONCLUSIONS**

The Measure R highway program will be able to fund many specific improvements recommended in the Alternatives Analysis Report. Some of the improvements requiring further study also likely be eligible for Measure R funding, especially if their project costs are within the range of project awards. The prospect for funding for most of the recommended projects is considered to be very good.