

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
ACTION AGENDA SUMMARY

DEPT: Public Works *mbm*

BOARD AGENDA # C-9

Urgent Routine

AGENDA DATE January 12, 2010

CEO Concurs with Recommendation YES NO
(Information Attached)

4/5 Vote Required YES NO

SUBJECT:

Approval to Adopt a Resolution Supporting the Findings of the California Statewide Local Streets and Roads Needs Assessment

STAFF RECOMMENDATIONS:

Adopt a resolution supporting the findings of the California Statewide Local Streets and Roads Needs Assessment.

FISCAL IMPACT:

There is no impact to the General Fund with the adoption of this resolution. However, the resolution strongly urges the State of California to identify sufficient and stable funding sources for local street and road maintenance and rehabilitation.

BOARD ACTION AS FOLLOWS:

No. 2010-027

On motion of Supervisor Monteith, Seconded by Supervisor O'Brien
and approved by the following vote,

Ayes: Supervisors: O'Brien, Chiesa, Monteith, DeMartini, and Chairman Grover

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None

1) X Approved as recommended

2) _____ Denied

3) _____ Approved as amended

4) _____ Other:

MOTION:

ATTEST:

Christine Ferraro
CHRISTINE FERRARO TALLMAN, Clerk

File No.

Approval to Adopt a Resolution Supporting the Findings of the California Statewide Local Streets and Roads Needs Assessment

DISCUSSION:

The League of California Cities (League) and the California State Association of Counties (CSAC) initiated a statewide study to fully assess the condition of the local roadway system and complete the overall transportation-funding picture for California's transportation network. The study collected existing road condition information to determine the future funding needs necessary to maintain the system in good condition. Information was obtained by surveying all 58 counties and 478 cities in 2007-2008. The results show that California's local streets and roads as a whole are inadequate. If current funding remains the same, the statewide condition is projected to deteriorate to an at-risk rating in 10 years and to a poor rating by 2033.

Based on the results of the study, approximately \$51.7 billion of additional funding is needed to bring just the pavement condition of the State's local streets and roads to a level where taxpayer's money can be spent cost-effectively.

The survey calculated that Stanislaus County would need more than \$1.3 billion dollars, over the next 10 years, to bring the pavement condition and essential components (drainage, curb, gutters, sidewalks, traffic signals and street lights) to a level of best management practices. This is the condition that represents a level where roads need preventative maintenance treatments (chip seals, slurry seals, and thin overlays) as opposed to overlays and reconstruction. Preventative maintenance is much less expensive and more environmentally friendly.

The current condition of Stanislaus County roads is better than the average of the survey. The County has resurfaced 225 lane miles of roadway since 2007. While the County pavement condition ranks higher than the statewide average, the local roads in the County still require significantly increased funding levels to maintain best management practices.

This effort is part of the education and outreach campaign developed by the League of California Cities and California State Association of Counties to help spread the word about the results of the study and the need for additional investment in the local street and road system. The expected outcomes are:

- Educate local elected officials and community members about the status of the local system and why revenues allocated in the State budget are so essential to protecting infrastructure investments -- i.e. Proposition 42 and Highway User Tax Account (gas tax) funds.
- Reconnect with key legislative members that work on transportation issues to discuss the specific details of the report and ideas for protecting revenues as State budget negotiations resume in January 2010.
- Gain local media coverage throughout the State by presenting the results of the study within a narrow time period. Making these presentations in January is also

Approval to Adopt a Resolution Supporting the Findings of the California Statewide Local Streets and Roads Needs Assessment

important as our statewide associations prepare for the Fiscal Year 2010-11 budget negotiations.

- Better enable the League and CSAC to advocate at the state level to save existing transportation revenues, building on the groundswell of attention from local leaders and elected officials, as well as local media outlets.

A fact sheet is attached for reference and the full study can be found at www.SaveCaliforniaStreets.org.

POLICY ISSUES:

The Board should consider if the recommended actions are consistent with its priorities of providing a safe community, a healthy community and a well-planned infrastructure system.

STAFFING IMPACT:

There are no staffing impacts associated with this item.

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THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
STATE OF CALIFORNIA

Date: January 12, 2010

No. 2010-027

On motion of Supervisor Monteith Seconded by Supervisor DeMartini
and approved by the following vote,

Ayes: Supervisors: O'Brien, Chiesa, Monteith, DeMartini, and Chairman Grover

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None

Item # C-9

THE FOLLOWING RESOLUTION WAS ADOPTED:

**A RESOLUTION SUPPORTING THE FINDINGS OF THE CALIFORNIA STATEWIDE LOCAL STREETS
AND ROADS NEEDS ASSESSMENT**

WHEREAS, cities and counties own and operate over 81% of the roads in California, where every trip begins and ends, and the local system is critical for safety and mobility of the traveling public, farm to market needs, multimodal needs, and commerce; and

WHEREAS, while federal and state governments regularly assess their transportation system needs, no such data existed for the local component of the state's transportation network; and

WHEREAS, the California Statewide Local Streets and Roads Needs Assessment provides critical analysis and information on the local transportation network's condition and funding needs; and

WHEREAS, the study surveyed all of California's 58 counties and 478 cities in 2007-08, resulting in data from more than 93% of local street and road miles; and

WHEREAS, the results show that California's local streets and roads are on a path of significant decline. On a scale of zero (failed) to 100 (excellent), the statewide average pavement condition index (PCI) is 68, placing it in the "at risk category"; and

WHEREAS, if current funding remains the same, the statewide condition is projected to deteriorate to a PCI of 58 in 10 years, and further to 48 ("poor" category) by 2033; and

WHEREAS, even more critical, the unfunded backlog is \$70 billion over the next 10 years and will more than double in the next 20 years; and

WHEREAS, ongoing road maintenance is a significant public safety concern. Fatality rates on county roads already exceed those of the State's freeway system. A county's failure to maintain its paved road network (potholes filling, sealing, overlays, etc.), traffic signals, signs, and street lights has a direct correlation to traffic accidents, injuries and deaths; and

ATTEST: **CHRISTINE FERRARO TALLMAN, Clerk**
Stanislaus County Board of Supervisors,
State of California



WHEREAS, to spend the taxpayer's money cost-effectively, preserving and maintaining the local system in good condition is less costly than to let it deteriorate. To bring the pavement condition and essential components, such as storm drains and gutters, of local streets and roads to a level of best management practices there needs to be an additional investment of nearly \$70 billion dollars over the next 10 years; and

WHEREAS, in order to bring the local system back into a cost-effective condition, thereby preserving the public's \$271 billion pavement investment and stopping further costly deterioration, at least \$7 billion annually in new money going directly to cities and counties is needed to stop the further decline and deterioration of our streets and roads; and

NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF SUPERVISORS OF STANISLAUS COUNTY supports the findings of the California Statewide Local Streets and Roads Needs Assessment; and

RESOLVED FURTHER, that the county clerk shall send this resolution with an accompanying letter from the Chair of the Board of Supervisors to the Governor and each legislator, expressing vehement opposition to future cuts to vital transportation funding such as Proposition 42 and the Highway User Tax Account (HUTA) and strong support for adequate and stable funding sources for local street and road maintenance and rehabilitation; and

RESOLVED FURTHER, that the COUNTY strongly urges the state to identify sufficient and stable funding sources for local street and road maintenance and rehabilitation.

ADOPTED this 12th day of January, 2010.

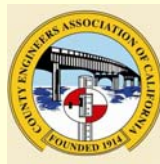


- **Cities and counties own and operate over 81% of the road mileage in California, where every trip begins and ends.**
- The local system is critical for the safety and mobility of the traveling public, farm to market needs, multimodal needs, and commerce.
- **The Assessment captures data for more than 93% of local streets and roads in California, with 85% of data coming from industry recognized pavement management systems.**
- The data analysis shows that, on the Pavement Condition Index (PCI) which ranks roadway pavement conditions on a scale of zero (failed) to 100 (excellent), the statewide average for local streets and roads is 68, an “at risk” rating. The condition is projected to deteriorate to a PCI of 58 in 10 years, and further to 48 (“poor condition”) in 2033.
- **The unfunded backlog is \$70 billion over the next 10 years and that will more than double in the next twenty years.**
- To bring the pavement condition and essential components, such as storm drains and gutters, of local streets and roads to a level of Best Management Practices (BMP) there needs to be an additional investment of \$7 billion dollars annually.
- **Achieving pavement BMP is the most cost-effective way to maintain local streets and roads. Using BMP also has the lowest impact on mobility and commerce.**
- The Assessment is a collaborative effort of the League of California Cities, California State Association of Counties, County Engineers Association of California, and other local and regional transportation agencies.



Statewide Local Streets & Roads Needs Assessment

Stanislaus County Public Works Department
January 12, 2010

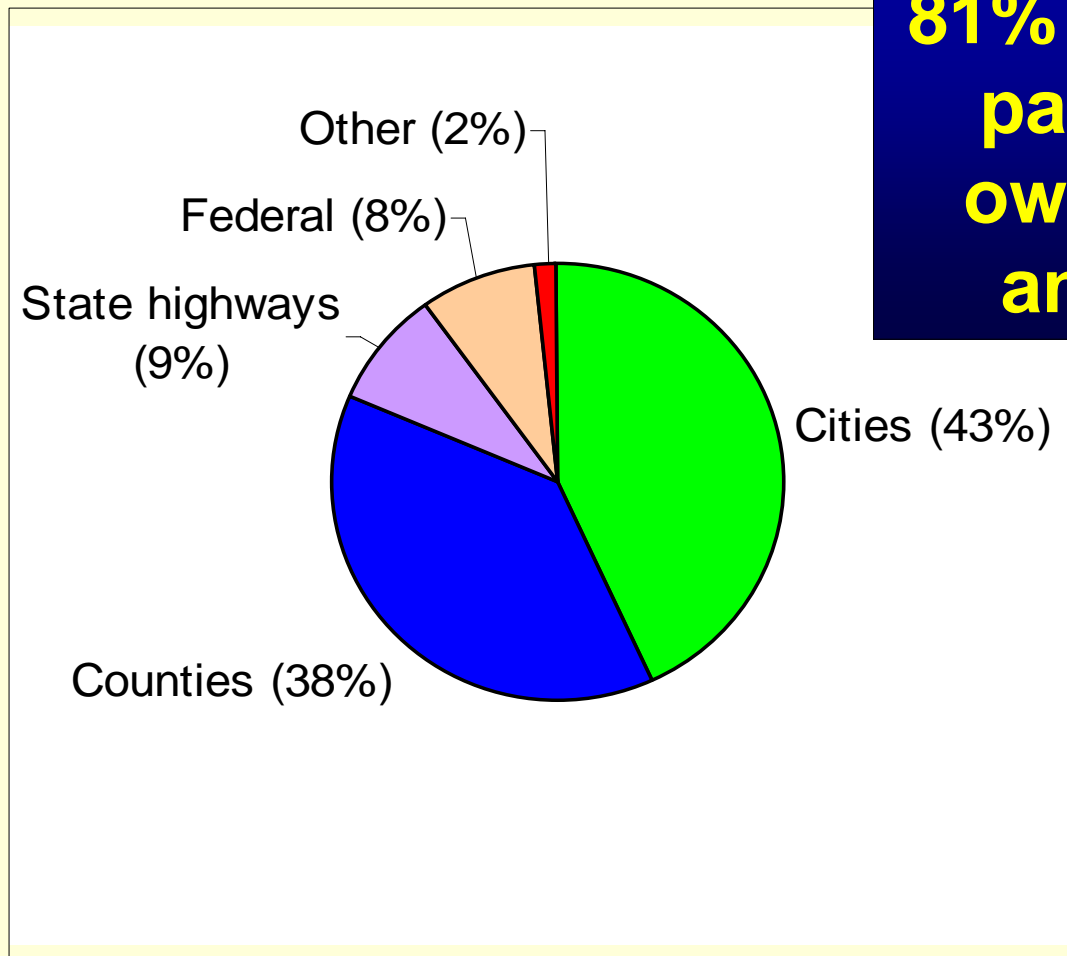


RTPA
RCTF

Study Objectives

- What are conditions of local streets & roads?
- How much will it cost to improve/maintain pavements in an acceptable condition?
- What are safety, traffic & regulatory needs?
- Is there a funding shortfall? If so, what is it?

Local Streets & Roads are Huge Part of State Network



81% of California's pavements are owned by cities and counties!

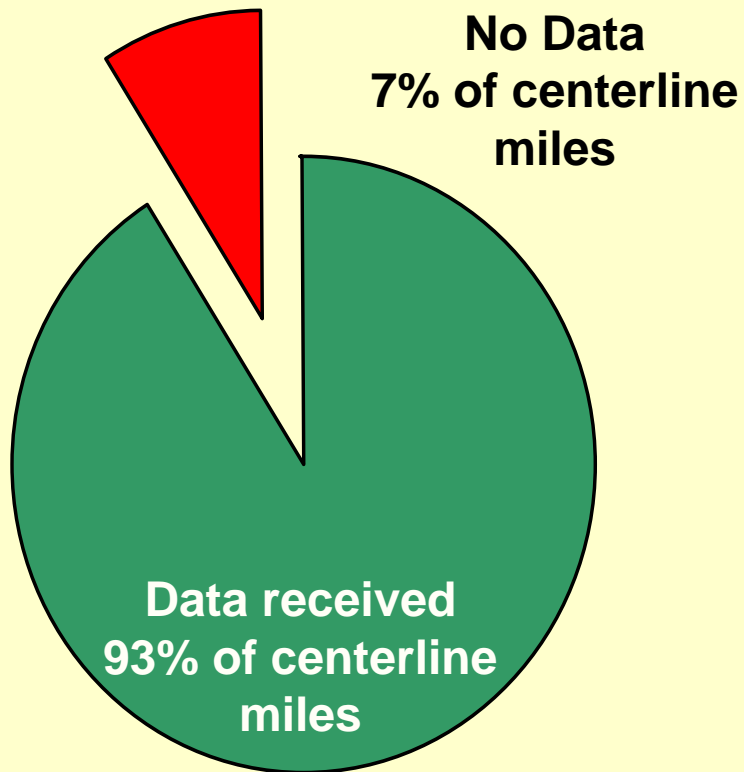
It's Not Just Pavements ...

- Sidewalks
- ADA ramps
- Curb & gutter
- Storm drains
- Lighting

Study Assumptions

- 10 year analysis period
- Constant 2008 \$
- Pavement goal is best management practices
- Inclusion of safety, traffic & regulatory elements
- Does not include new streets or capital improvements.

Data Collection

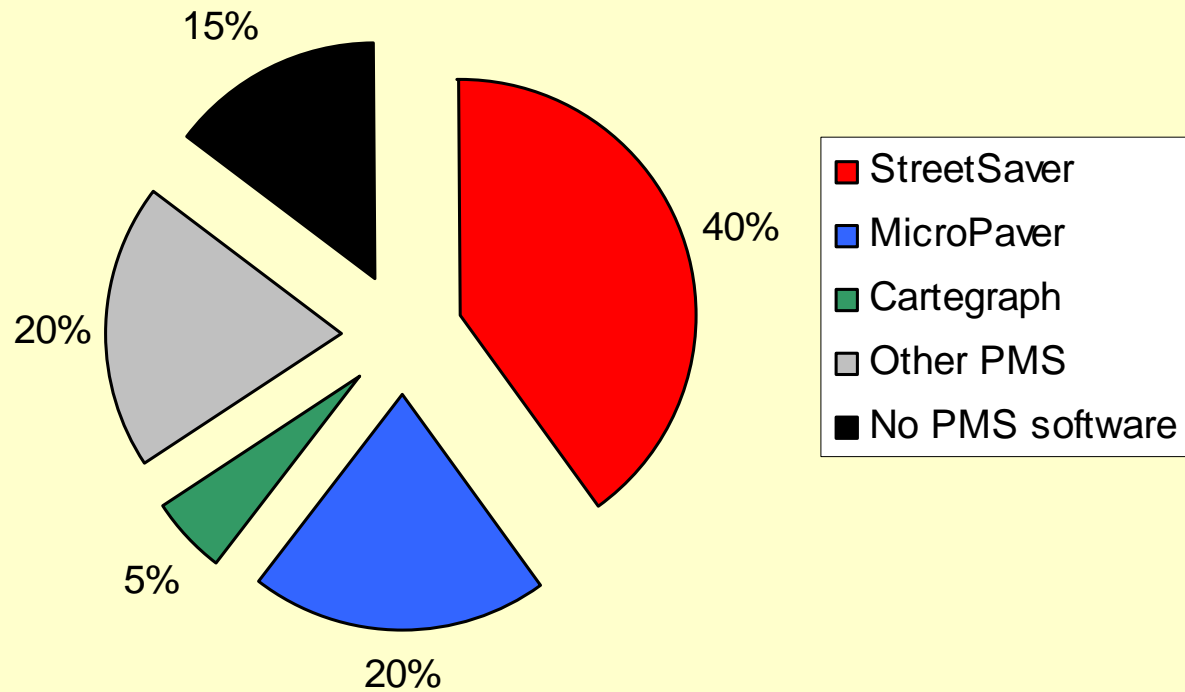


- Total of 406 agencies
 - 56 counties
 - 350 cities
- Missing 130 agencies
 - Mostly small cities
 - No data
 - No resources

Quality Assurance

- Validation checks
 - Lengths – compared with HPMS
 - Areas – simple checks
 - Math errors
 - Mismatched units
 - Tests of reasonableness
- Made follow-up calls/emails – only medium/large agencies

How Good Are Pavement Data?



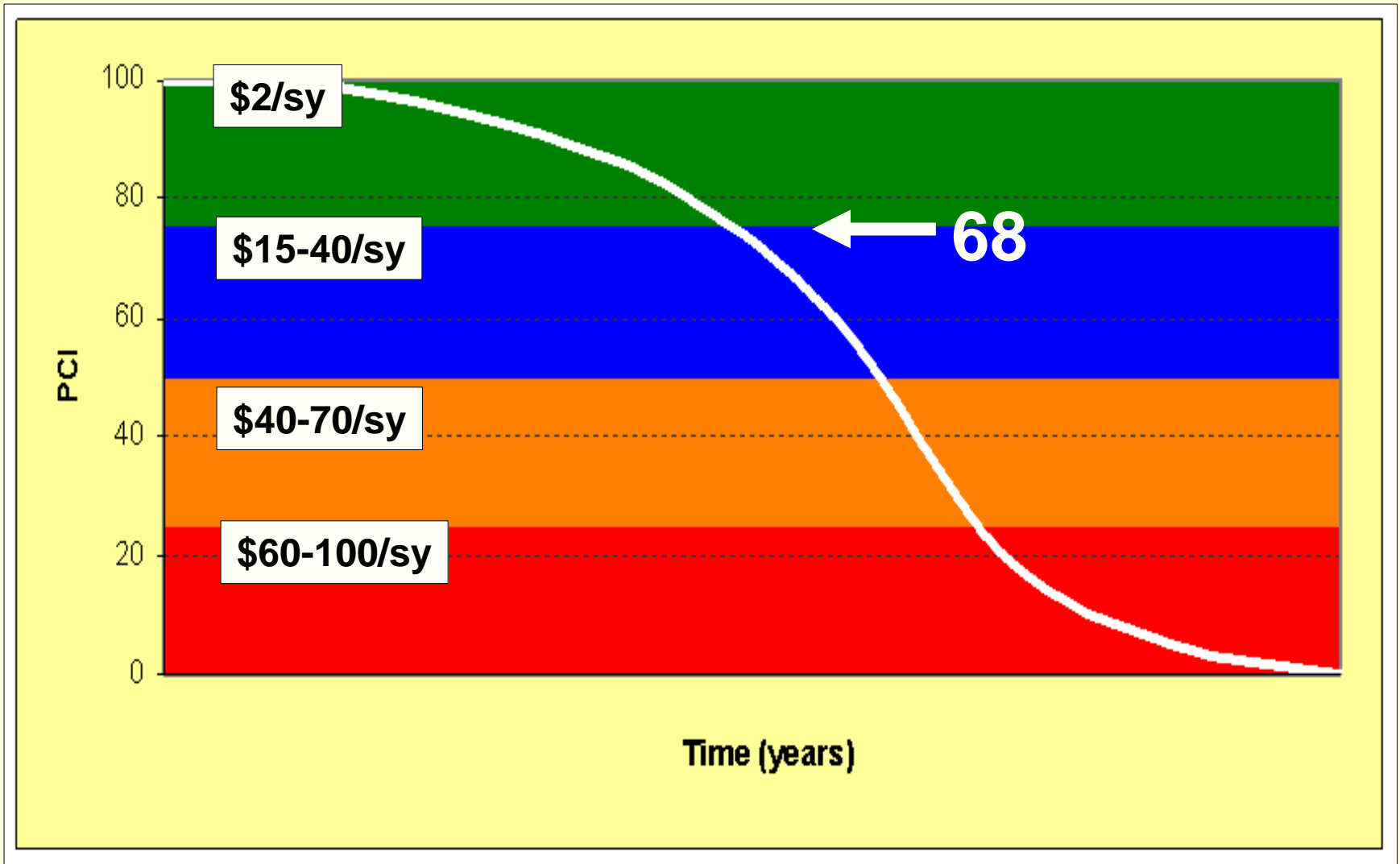
Pavement Condition Index



Statewide Average PCI = 68



Why is 68 Critical?



Condition of Stanislaus County Local Roads

- Stanislaus County has an average PCI of 88, ranging between 36 and 100 (recently resurfaced road).
- 3,074 lane miles of paved and unpaved roadway.
- 225 miles of roadway have been resurfaced since 2007.
- 2010 with ARRA and RSTP funds will be resurfacing upwards of 200 miles

Funding Sources

Funding Sources	Annual Funding		
	FY 2006/07 & 07/08	FY 08/09	FY 09/10 onward
State (Prop 42, HUTA)	41.0%	40.5%	52.9%
State - Prop 1B**	10.0%	0%	0%
Federal with ARRA*	10.8%	35.9%	10.4%
Local (sales tax measure)	38.1%	23.6%	36.8%

- ARRA local share is assumed to be 40% of \$1.6 billion.
- **Stan. County - \$2.5m ea. FY09/10, FY10/11, FY11/12

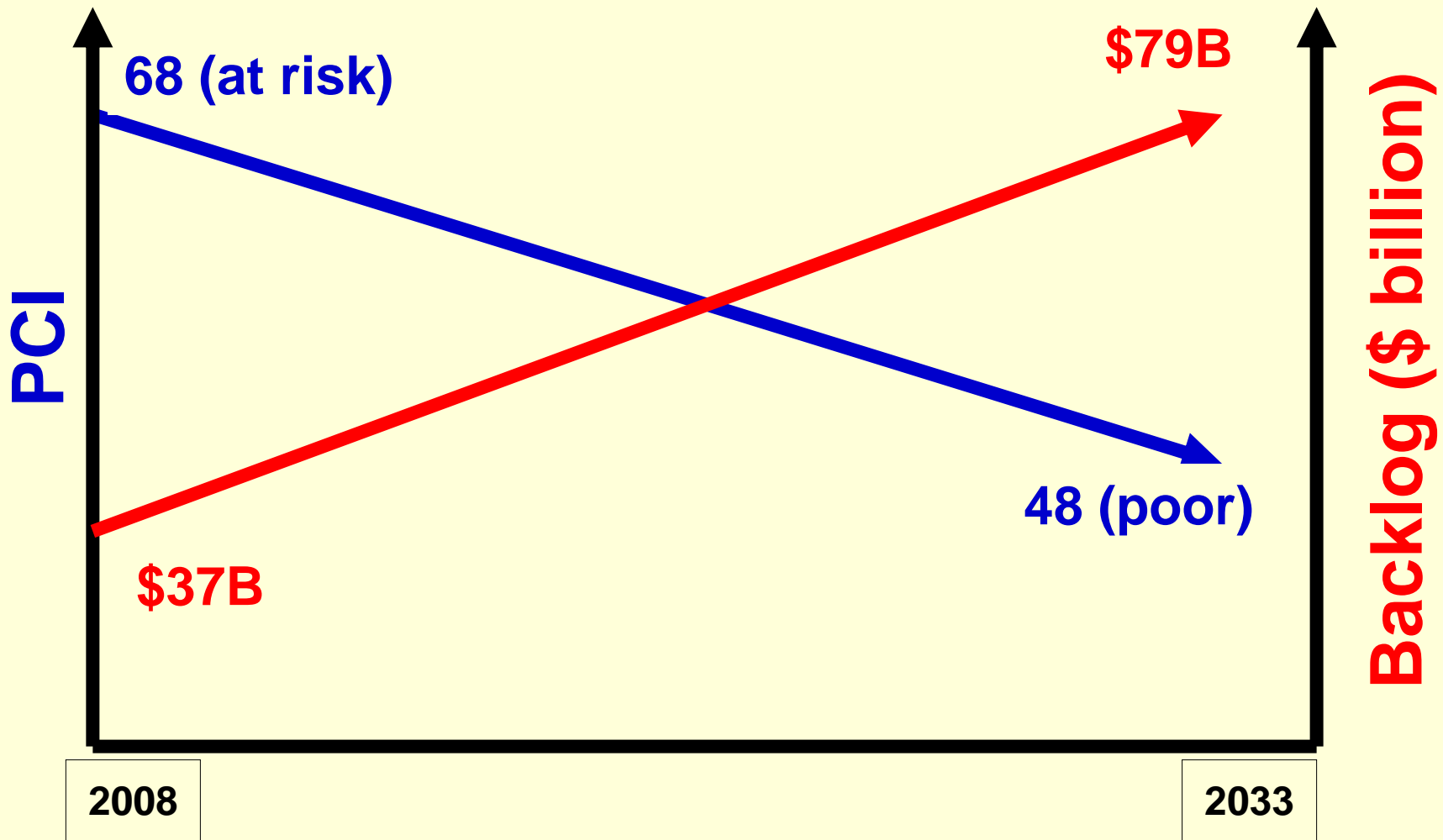
Critical Revenue Streams

- Proposition 42: Cities and Counties will receive approximately \$592 million in FY 2009-10.
 - Stanislaus receives \$4.5m of this amount.
 - Used for maintenance and rehabilitation of local roads.
- Highway Users Tax Account (HUTA/Gas Tax): Cities and Counties will receive \$986 million in FY 2009-10.
 - Stanislaus receives \$8.0m of this amount.
 - Most flexible source of revenue used for operations and maintenance and rehabilitation of local roads.

Transportation Funds in Jeopardy in FY 2010-11

- The State deferred the first two quarters of Proposition 42 funds to cities and counties in FY 2009-10.
- The State also deferred seven months of gas tax subventions to cities and counties in FY 2009-10.
- The LAO projects approximately \$20 billion budget deficit over the next 18 months.
- Governor's current proposal eliminates Prop42 and increases excise tax, resulting in a 5-cent per gallon tax cut.
- This will result in an immediate and long term reduction of revenue for roadway maintenance.

What Happens If We Don't Get More Funding?



Total 10 Year Shortfall (\$B)

Transportation Asset	10 Year Needs	Existing Funding	10 Year Shortfall
Pavements	\$ 67.6	\$ 15.9	\$ 51.7
Essential Components	\$ 32.1	\$ 12.4	\$ 19.7
Total shortfall			\$71.4



38 cents/gallon!

Funding Shortfall for Stanislaus County

- Stanislaus County's current annual shortfall is in excess of \$100 million (this includes roadway resurfacing, drainage and pedestrian facilities).
- Stanislaus County has approximately 1,300 CL miles of roads in need of immediate maintenance and rehabilitation.

Summary

- Good News

- Data received represents 93% of local system
- Statewide average PCI = 68
- Gas is \$3.00/gallon today

- Not so good news

- PCI = 68 is at risk category & drops to 48 by 2033 with existing funding
- Need to more than double existing funding to maintain transportation assets
- State proposal will devastate existing fund sources



Questions?