

COUNTY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT
TRANSPORTATION DIVISION



Measure A

Program of Projects

and

California Statewide
Local Street and Roads

Needs Assessment

April 12, 2011

Board of Supervisors Hearing

Presentation Overview

Measure A Program of Projects

- Priorities
- North County POP
- South Coast POP
- Measure A Maintenance of Effort
- Measure A Distribution Formula

Statewide Local Streets and Roads Needs Assessment

- Purpose of the Report
- Statewide and Local Results
- County Transportation Asset Needs

Priorities

Reaffirm Resolution No. 10-101 establishing priorities for the County's use of Measure A revenues

Priority No. 1

- Use Measure A revenue to fully fund the repair and maintenance of the County's Transportation assets

Priority No. 2

- Improve the safety of drivers and pedestrians
- Relieve congestion at local roads and intersections

5-Year Program of Projects

- Two Programs of Projects are required for the County
- Measure A funding for the North County and the South Coast are separate funding sources and must be reported separately to SBCAG
- Essentially there is a Firewall between North County and South Coast funding
- Both Programs of Projects will be sent to the SBCAG Board for Approval

5-Year Program of Projects

Measure A
& Local Street and Roads
Needs Assessment

Program Categories

- Maintenance, Improvement or Construction of Roadways and Bridges
- Safety Improvements
- Urban Forestry Street Tree Program
- Storm/Fire Damage Repair
- Roadway Drainage Facilities
- Traffic Maintenance
- Landscaping Maintenance



5-Year Program of Projects

Alternative Transportation Categories

- Maintenance, Repair, and Construction of Bike and Pedestrian Facilities
- Safe Routes to School Improvements
- Reduced Transit Fares for Seniors and Disabled
- Bus and Rail Transit Services



Maintenance of Effort

- SBCAG Board Amended the Ordinance in October 2010
- Reduced Maintenance of Effort by 17.62%
- Reduction of \$254,182 from Fiscal Year 2010/11
- Maintenance of Effort will be indexed by Sales Tax Receipts

Distribution Options

South Coast

Options for Distribution		Supervisorial District			
		1	2	3 South	Totals
<i>Existing Method under Measure "A" - Recommended</i>					
<i>Distribution of Measure "A" Funding to each Supervisorial District on the South Coast by Fifty Percent Population and Fifty Percent Lane Mile</i>	<i>Distribution Percentage by 50% Population/50% Lane Miles</i>	30.99%	39.89%	29.12%	100.00%
<i>Option #1</i>					
<i>Distribution of Measure "A" Funding to each Supervisorial District by Population</i>	<i>Distribution Percentage by Unincorporated Population within each District</i>	25.81%	42.24%	31.95%	100.00%
<i>Option #2</i>					
<i>Distribution of Measure "A" Funding to each Supervisorial District by Actual Lane Miles within each District</i>	<i>Distribution Percentage by Lane Miles within each District</i>	36.16%	37.55%	26.29%	100.00%
	<i>Pavement Condition Index within District</i>	68	63	70	

Existing Formula - Distributes revenues based on 50% of lane miles and 50% of the population to each District on the South Coast.

Recommended Existing Method – 50% Population and 50% Lane Miles

Distribution Options

North County

Options for Distribution		Supervisorial District			
		3 North	4	5	Totals
<u>Existing Method under Measure "A"</u> Distribution of Measure "A" Funding to each Supervisorial District in the North County by Fifty Percent Population and Fifty Percent Lane Mile	Distribution Percentage by 50% Population/50% Lane Miles	44.66%	43.44%	11.89%	100.00%
<u>Option #1</u> Distribution of Measure "A" Funding to each Supervisorial District by Population	Distribution Percentage by Unincorporated Population within each District	39.77%	56.19%	4.04%	100.00%
<u>Option #2 - Recommended</u> Distribution of Measure "A" Funding to each Supervisorial District by Actual Lane Miles within each District	Distribution Percentage by Lane Miles within each District	49.56%	30.70%	19.74%	100.00%
	Pavement Condition Index within District	56	68	54	

Existing Formula - Distributes revenues based on 50% of lane miles and 50% of the population to each District In the North County.

Recommend Option #2 – 100% Lane Miles

Distribution Options

Discretionary Funding

		Supervisorial District					
		1	2	3	4	5	Totals
<i>Recommended Method</i>							
<i>Distribution of Measure "A" Funding to each Supervisorial District by Actual Lane Miles within each District</i>	<i>Distribution Percentage by Lane Miles within each District</i>	11.21%	11.64%	42.35%	21.19%	13.62%	100.00%

Public Works receives Discretionary Funding from time to time, such as ARRA and Proposition 1B funds

Public Works recommends distributing these types of funds by Lane Miles across the entire County. This is a true needs based formula.

Purpose of the Needs Assessment Report

- Provide an Update to the October 2009 Statewide Local Streets and Roads Needs Assessment Report
 - Pavement Condition of Local Streets and Roads Statewide
 - Define the Cost to bring pavements into a state of Pavement Preservation
 - Define the Cost to maintain local streets and roads in a state of Pavement Preservation
 - Determine the Funding needs for essential components (i.e. ADA curb ramps, curb, gutter and sidewalk, and drainage facilities)

Results from the Needs Assessment Report

- Statewide Average Pavement Condition Index is 66 as compared to 68 in Oct 2009 (pavement is “at risk”)
- This statewide average will drop to 54 by 2020 with existing funding
- Percentage of “failed” streets will increase from 6.1% to 25% by 2020
- As of today, the County’s Pavement Condition Index is 64 as compared to 67 in Oct 2009, also “at risk”



Results from the Needs Assessment Report

Over the next 10 years...

- The Statewide need is \$56.3 billion (\$51.7 billion in 2009) to bring just the pavement into a state of Pavement Preservation
- Another \$22.6 billion (\$19.7 billion in 2009) is needed to repair essential component facilities
- The total need is approximately \$79 billion Statewide – this equates to an additional \$7.9 billion per year for the next 10 years.
- After the initial investment over 10 years - Need \$2.3 billion per year to sustain the gains made

This needed funding is equivalent to about a 53 cent gas tax increase

County Funding Need

Five Year Unfunded Transportation Infrastructure Backlog

Infrastructure Component	Supervisorial District					Totals by Component
	First	Second	Third	Fourth	Fifth	
Pavement	\$5,299,800	\$10,807,650	\$61,101,000	\$10,479,150	\$21,812,400	\$109,500,000
Concrete	\$1,714,970	\$7,436,820	\$14,873,640	\$6,542,880	\$1,131,690	\$31,700,000
Bridge Maintenance	\$20,910,000	\$160,000	\$23,340,000	\$1,050,000	\$0	\$45,460,000
Drainage	\$3,240,090	\$3,516,480	\$14,765,220	\$5,790,870	\$5,987,340	\$33,300,000
Totals of Unfunded Backlog Need by District	\$31,164,860	\$21,920,950	\$114,079,860	\$23,862,900	\$28,931,430	\$219,960,000
Percent of Unfunded Backlog Need by District	14.17%	9.97%	51.86%	10.85%	13.15%	100%

1667 Lane Miles of Asphalt Pavement Over 15,000 Street Trees

110 Major Bridge Structures

Concrete Hardscape Improvements

42 Traffic Signals

Over 4,100 Drainage Facilities

Recommendations

- Adopt the attached Resolution for the Measure A Five-Year Local Program of Projects for Fiscal Years 2010/11 through 2015/2016, for submittal to the Santa Barbara County Local Transportation Authority for acceptance;
- Adopt the attached Resolution which establishes priorities and policies for the use of the local portion of the one-half cent sales tax for the transportation needs in Santa Barbara County;
- Approve Notice of Exemption pursuant to the County's California Environmental Quality Act (CEQA) guidelines for the above; (Post);
- Consider recommendations for the distribution of Measure A revenues within Supervisorial Districts;
- Direct staff to prepare Fiscal Year 2010/11 Road Maintenance Annual Plan (RdMap) based upon approved Measure A distribution formula.

Recommendations Cont'd

- Approve the attached resolution supporting the findings of the 2010 California Statewide Local Streets and Roads Needs Assessment;
- Authorize the Chair to sign a letter to the Governor and all local state legislators expressing opposition to future cuts to vital state transportation funding.

THANK
YOU