



BOARD OF SUPERVISORS
AGENDA LETTER

Agenda Number:

Clerk of the Board of Supervisors
105 E. Anapamu Street, Suite 407
Santa Barbara, CA 93101
(805) 568-2240

Department Name: Public Works
Department No.: 054
For Agenda Of: February 10, 2015
Placement: Departmental
Estimated Time: 30 Minutes
Continued Item:
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors
FROM: Department Director Scott D. McGolpin, Public Works Director, 568-3010
Contact Info: Chris Sneddon, Deputy Director, Transportation, 568-3064
SUBJECT: California Statewide Local Streets and Roads Needs Assessment Report and
County Local Streets and Roads Summary; All Districts

County Counsel Concurrence

As to form: Yes

Auditor-Controller Concurrence

As to form: N/A

Recommended Actions:

That the Board of Supervisors:

- A. Receive the attached report, *California Local Streets & Roads Needs Assessment 2014 Update Executive Summary*; All Districts (30 minutes)
- B. Adopt the attached Resolution supporting the findings of the California Local Streets & Roads Needs Assessment; and urging the State to identify a sufficient and stable funding source for local street and road maintenance and rehabilitation.
- C. Find that the proposed action does not constitute a "Project" within the meaning of CEQA, pursuant to 14 CCR 15378(b)(2) (continuing administrative or maintenance activities, such as purchases for supplies, personnel-related actions, general policy and procedure making), and approve the filing of the attached Notice of Exemption on that basis.

Summary Text:

California's local street and road system continues to be in crisis. Every trip begins on a city street or county road, as local agencies are responsible for 81% of California's pavement. California roads are in a state of decline that will eventually lead to less safe, less efficient and less reliable travel if deferred maintenance needs are not met.

Proper maintenance of California's transportation infrastructure is critical to provide a seamless, interconnected system that supports the traveling public and economic vitality throughout the State. This system includes more than just our roads – it includes bridges, drainage systems, traffic components, sidewalks, and other hardscape. Roads comprise the bulk of the backlog, but all of these components are in need of deferred maintenance.

The 2014 California Local Streets & Roads Needs Assessment report shows a steady downward trend in the pavement condition since 2008. On a scale of zero (failed) to 100 (excellent), the statewide average pavement condition index (PCI) has deteriorated from 68 in 2008, to 66 (“at risk” category) in 2014. Projections indicate that in 10 years, 25 percent of California’s streets and roads will be in the “failed” category. Santa Barbara County’s transportation system overall PCI is currently 60 (“at risk”) and is projected to decline to “poor” within the next 10 years.

Public safety concerns intensify the urgency for state and local decision makers to find solutions, and funding sources for maintenance and repair of our transportation network.

Counties and Cities would need more than \$72.7 billion over the next 10 years to bring the system up to “good” condition. The current annual funding level for the local system is \$1.7 billion a year. Just to maintain the status quo for pavements would require an additional investment of \$3.3 billion a year. Locally, Santa Barbara County would need \$20 million per year to bring its transportation system up to a “good” condition over the same 10 years. To postpone the condition from slipping from “at risk” to “poor” would require \$12 million per year. Currently, \$3 million of this need is funded with Measure A revenue, leaving an annual unfunded need of \$9 million to slow the decline of the system into the poor and failed category. In fiscal years 13/14 and 14/15, your Board approved General Fund contributions for deferred maintenance totaling \$3.6 million. This funding helped to rehabilitate some the County’s most deteriorated roads. Additional funding like this could keep our roads from falling into the “poor” condition category. If County roads fall into “poor” condition, it will cost up to twice as much to repair in the future.

Inevitably, the longer these vital repairs are deferred, the more costly it will be for the County. Lack of any investment will result in higher costs and added risk to all users of the County’s transportation system: school buses; emergency vehicles; utility services; movers of goods and services; cars, buses and bikes; will find it more and more challenging to arrive at their destinations.

Background:

Santa Barbara County has been tracking and reporting its deferred transportation maintenance backlog since the mid 1990’s. The first comprehensive statewide study of California’s local street and road system took place in 2008. It provided critical analysis and information on the statewide local transportation network condition and funding needs. The 2014 update provides another look at this vital component of the State’s transportation system and finds further deterioration and a growing funding shortfall statewide. This biennial assessment allows the County to compare its needs and analysis with other counties throughout the State.

This update surveyed all of California’s 58 counties and 482 cities in 2014. The information collected captured data from more than 99 percent of the State’s local streets and roads. This level of participation exemplifies the interest at the local level to provide comprehensive and defensible data to demonstrate the gravity of this growing problem, and gather support for finding a solution.

The results show that California’s local streets and roads are moving ever closer to the edge of a cliff. If current funding remains the same, the statewide condition is projected to deteriorate to a Pavement Condition Index (PCI) of 55, categorized as “poor” by 2024. Even more critical, the unfunded backlog will increase from \$40 billion to \$61 billion. Santa Barbara County’s backlog is projected to increase from \$260 million to \$500 million in that time with a PCI of 43.

Addressing this unfunded backlog requires both additional funding and a strategy for applying that funding in the most cost effective way. The most efficient way to maintain a pavement system is to increase its PCI to a point where Best Management Practice (BMP) can be applied. It costs twelve times less to maintain a BMP pavement compared to a pavement that is at the end of its service life. Even a modest resurfacing is four times more expensive than maintenance of a pavement in the BMP condition.

Santa Barbara County has been a leader in cost-effective pavement preservation for over a decade. Using a comprehensive pavement management system, the deferred maintenance backlog is tracked, and funding is applied to preserve the overall system most effectively.

While this pavement preservation system maximizes effectiveness of infrastructure maintenance, it cannot prevent deterioration without adequate funding. In recent years the level of funding available for pavement preservation has steadily declined. Measure A provides critical funding for road maintenance, albeit at a reduced percentage of overall distribution from Measure D. State funding from STIP and RSTP for local infrastructure will be used for the 101HOV and other named projects in the Measure A Strategic Plan by the Santa Barbara County Association of Governments (SBCAG). In addition, Federal earmarks that were previously available for rehabilitation and demonstration projects are gone. The biggest funding source for maintenance, operations, and pavement preservation - Gas Tax (HUTA) from the State - will fall precipitously from FY14/15 to FY15/16: projections are down by over \$2.5M for Santa Barbara County alone. Without a reversal of these trends and supplemental funding, pavement preservation does not have adequate funding to be used effectively.

While the federal government provides no funding for local road maintenance and does not appear to have plans to address it, solutions are being contemplated to address this need at the State level. Generating funding through a user tax based on miles driven versus gas tax could provide additional funding for road maintenance. States like Oregon have already begun implementing so-called Vehicle Miles Traveled (VMT) systems for generating road maintenance funding. California is exploring pilot programs to do the same. Innovative strategies like these may create opportunities to address the gap between what is needed to maintain infrastructure and the resources currently available.

The 2014 California Statewide Local Streets & Roads Needs Assessment explores these issues on a statewide level. It puts the current status and future needs of Santa Barbara County in the context of the entire State. The conclusions from this study are inescapable. Given existing funding levels available to cities and counties for maintaining their local systems, the condition of California's local streets and roads will continue to decline in the next 10 years and into the future. Unless this issue is addressed, costs to maintain the local system will only continue to grow, while the safety, quality, and reliability of California's local transportation network continue to deteriorate.

Attached for your Board's information is the Executive Summary from the 2014 California Statewide Local Streets & Roads Needs Assessment. The entire report can be found at the following website: www.savecaliforniastreet.org.

Fiscal and Facilities Impacts:

Budgeted: N/A

Fiscal Analysis:

Narrative:

The County's current five-year unfunded backlog for transportation infrastructure is approximately \$260 million. Of this amount, the pavement component alone is approximately \$110 million.

Special Instructions:

Please forward one copy of the executed Resolution, and a certified stamped minute order to the attention of Gena Valentine Felix, Public Works Department, Transportation Division, ext. 3064.

Attachments:

1. 2014 California Statewide Local Streets & Roads Needs Assessment Executive Summary
2. Resolution
3. Notice of Exemption

Authored by:

Chris Sneddon, Deputy Director, Transportation Division, 568-3064