



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

007 DEC 03 PM 3:50

COUNTY OF SANTA BARBARA
CLERK OF THE BOARD OF SUPERVISORS

Department Name: Public Works
Department No.: 054
For Agenda Of: January 5, 2009
Placement: Set Hearing
Estimated Time: 30 Minutes Total
Continued Item: (20 Minutes Staff)
If Yes, date from:
Vote Required: Majority

0105-32 10-00039

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

County Counsel Concurrence

As to form: No

Auditor-Controller Concurrence

As to form: No

Other Concurrence: N/A

Recommended Actions:

That the Board of Supervisors:

- Set a public hearing for January 12, 2010, to receive a report on the recently completed California Statewide Local Streets and Roads Needs Assessment Report; All Supervisorial Districts (30 minutes total; 20 minutes staff);
- Approve the attached resolution supporting the findings of the California Statewide Local Streets and Roads Needs Assessment;
- Authorize the Chair to sign the attached letter to the Governor and all local state legislators expressing opposition to future cuts to vital transportation funding.

Summary Text:

California's local street and road system is reaching a point of no return. City streets and county roads are where every trip begins and ends. Whether traveling by bike, bus, rail, truck or family automobile, Californians and Santa Barbara County residents rely on the local streets network to start and end their trips.

Local Agencies are the owners and operators of 81 percent of the State's roads, as such cities and counties determined that a study to evaluate the current condition and the needs of our local street network was of critical importance for several reasons. While federal and state governments regularly assess their system needs, no such data existed for the local street component of the State's transportation network. Historically, transportation funding investment decisions have not been based on local pavement condition data, or adequate recognition of the local street system.

The objective of Statewide Local Streets and Road Needs Assessment Report was to fully analyze the condition of the local street system and complete the overall transportation funding picture for California's transportation network. The report provides answers to the following questions: What are the pavement condition of local streets and roads? What will it cost to bring pavements up to a level of Best Management Practice (state of Pavement Preservation)? How much will it cost to maintain the local roads, once we achieve a condition of Pavement Preservation, or optimal pavement condition? What are the needs for the essential components (curb ramps, curb and gutters, sidewalks, and drainage facilities) to maintain a functioning system? Is there a funding shortfall? If so, what is it? What are the solutions? The study collected existing road condition information to determine the future funding needs necessary to maintain the State's local road network in a good condition.

The study surveyed all of California's 58 counties and 478 cities in 2007-08. The response from the local agencies was outstanding. The results of the study are based on data collected from more than 93% of the State's local streets and roads. The County of Santa Barbara's data was included in this document as well.

Throughout the study, the costs were calculated based on bringing the local street and road network into a state of Pavement Preservation. Pavement Preservation, or Best Management Practices (BMP's) as referred to in the Statewide Needs Assessment report, means improving the roadway condition to a level where it can be maintained using cost-effective, convenient, and environmentally friendly Pavement Preservation treatments (i.e. fog seals, micro surfacing, scrub seals, thin lift overlays). The importance of Pavement Preservation is significant: as roadway conditions deteriorate, the cost to repair them increases exponentially. For example, it costs twelve-times less to maintain a section of pavement that is in a state of Pavement Preservation, than to maintain a section of pavement that is at the end of its service life. In other words, we can treat a local road with a Scrub Seal with a Microsurfacing over the top for \$9/sy every 7 to 10 years, but if no treatment is performed on the roadway until the end of its useful life it would need to be reconstructed at an approximate cost of \$100/sy. Even a modest resurfacing is four-times more costly than treating a section of pavement with Pavement Preservation techniques. By bringing roads into a state of Pavement Preservation, cities and counties will be able to maintain streets and roads at the most cost-effective level.

In addition to presenting the results of the Statewide Local Streets and Roads Needs Assessment Report, the Department will provide the Board with information on the condition of Santa Barbara County's maintained local road network.

Background:

In 2007, to better advocate for additional local transportation system investments, and to protect existing revenues from State raids in the budget, the League of Cities and the California State Association of Counties (CSAC), in conjunction with the County Engineers Association of California (CEAC) and Los Angeles County, embarked on the first ever comprehensive statewide needs assessment of California's local street and road network.

The conclusions from the Statewide Local Streets and Roads Needs Assessment Report are inescapable. Given existing road maintenance funding levels available to local agencies, California's local street and road system will deteriorate rapidly, and within the next 25 years, it will deteriorate to a poor condition. This report assumes existing funding sources stay in place into the future. However as we saw last summer the State Legislature threatened to take our local share of the Highway Users Tax (HUTA) which proves even the funding sources we have depended on for decades are in potential jeopardy. This report's value to Local Agency decision makers can not be over estimated. Attached for the Board's information is the Executive Summary from the California Statewide Local Streets and Roads Needs

Assessment. The Executive Summary provides a summary of the findings from the entire report. 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 \$226 million. Of this amount, the pavement component alone is approximately \$117 million.

Staffing Impacts:

Legal Positions:
None

FTEs:
None

Special Instructions:

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

Attachments:

1. Resolution supporting the findings of the California Statewide Local Streets and Roads Needs Assessment
2. Letter to the Governor and local state legislators expressing opposition to future cuts to vital transportation funding
3. California Statewide Local Streets and Roads Needs Assessment Executive Summary

Authored by:

Dacé B. Morgan, P.E., Deputy Director, Transportation Division, 568-3064

cc:

**RESOLUTION OF THE BOARD OF SUPERVISORS OF
THE COUNTY OF SANTA BARBARA,
STATE OF CALIFORNIA**

IN THE MATTER OF SUPPORTING THE)
FINDINGS OF THE CALIFORNIA)
STATEWIDE LOCAL STREETS AND)
ROADS NEEDS ASSESSMENT)

RESOLUTION NO. _____

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, the local street and road system provides two-fold opportunity for economic recovery during the worst fiscal crisis in California in decades. The maintenance and preservation of the local transportation network provides both public and private sector jobs and thus supports economic recovery in every corner of the state. Furthermore, well maintained infrastructure is critical for economic development by attracting businesses and providing for the safe and efficient movement of both people and goods; 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; 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, the County of Santa Barbara currently has a PCI of 67 and is considered "at risk" at this time; 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 currently exceed those of the State's freeway system. Inadequate transportation funding in the State for local agencies has impacted the proper maintenance of city and county paved road networks (pothole filling, sealing, overlays, etc.), traffic signals, signs, and street lights and has a direct correlation to traffic accidents, injuries and deaths; and

WHEREAS, to spend the taxpayer's money cost-effectively, preserving and maintaining the local transportation system in good condition is less costly in the long term; and

WHEREAS, in order to bring the local system back into a cost-effective condition or a state of pavement preservation, 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

WHEREAS, the County of Santa Barbara has an unfunded transportation backlog of \$226 million; and

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

RESOLVED FURTHER, that the clerk shall send this resolution with an accompanying letter from the Chair of the Board of Supervisors to the Governor and each local legislator, expressing 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 into the future; 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 into the future.

ADOPTED this _____ day of _____, 2010.

CHAIR, BOARD OF SUPERVISORS

ATTEST:

MICHAEL F. BROWN
CLERK OF THE BOARD OF SUPERVISORS

BY: _____

APPROVED AS TO FORM:

DENNIS MARSHALL
COUNTY COUNSEL

BY:  _____