

## **Agenda Item II-D**

- 1. Local Streets and Roads Maintenance/Rehabilitation Crisis Fact Sheet**
- 2. 2014 California Local Streets and Roads Needs Assessment Slides**
- 3. Exhibit A—Comparative Analysis- Pending State Transportation Legislation**
- 4. History of the Base Gasoline Excise Tax Rate Chart**
- 5. Vehicle Fuel Efficiency/Revenue Loss Chart**
- 6. Measure “C” Revenue Forecast Chart**

# Local Streets and Roads Maintenance/Rehabilitation Crisis Fact Sheet

- FACT:** Approximately 93 % of all home to work commute trips in Fresno County occur in a car or a truck.
- FACT:** Economic prosperity in the Fresno County region will result in more Vehicle Miles Travelled (VMT) which translates to increased dependence on local streets and roads.
- FACT:** The San Joaquin Valley is one of the fast growing regions in population in the state. Additional population translates into additional VMT on the local street and road network and increased “wear and tear” on our local streets and roads.
- FACT:** The average Pavement Condition Index (PCI) for local streets and roads statewide is 66. This rating is considered to be in the “at- risk” category.
- FACT:** Only 56% of California’s local streets and roads are in good condition.
- FACT:** 25% of California’s streets and roads will be in a failed condition by 2024 under existing funding levels.
- FACT:** The 10 year funding shortfall statewide for local streets and roads is \$7.7 billion.
- FACT:** Cities and counties are estimated to spend \$1.65 billion annually on pavement. This is only 0.88% of the total invested in the pavement network.
- FACT:** The gas tax is the single largest funding source for maintaining roads in cities and counties, yet this source is projected to decline statewide and nationally.
- FACT:** Cities and counties receive more than 50% of their pavement funding from the state.
- FACT:** The total statewide local bridge needs are estimated at \$4.3 billion over the next 10 years.
- FACT:** An additional \$90 million/year is needed statewide to ensure that no more than 20% of the state’s bridges are structurally deficient.



# California Statewide Local Streets & Roads Needs Assessment 2014 Update

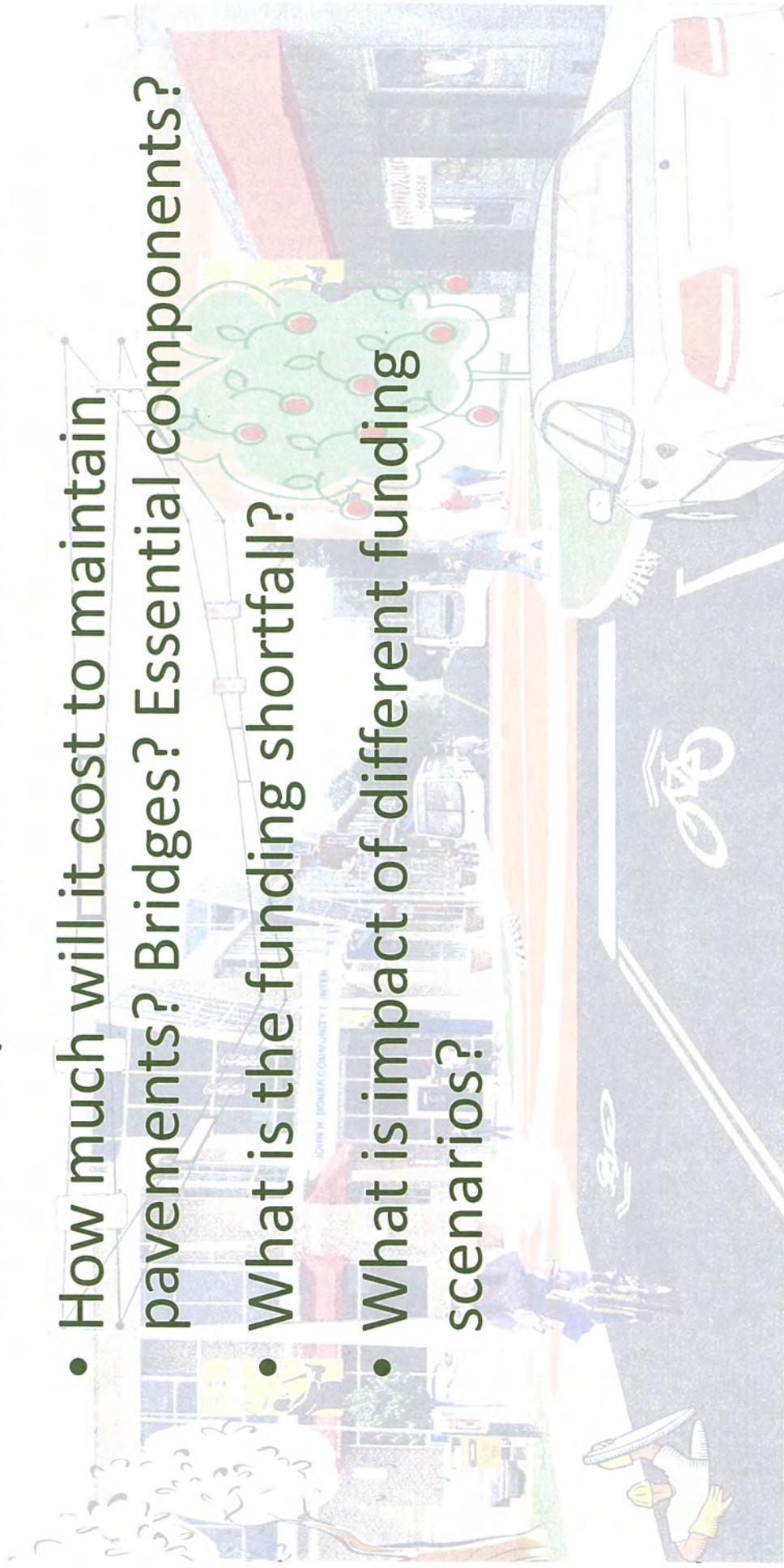


RTPA  
RCTF



# Background

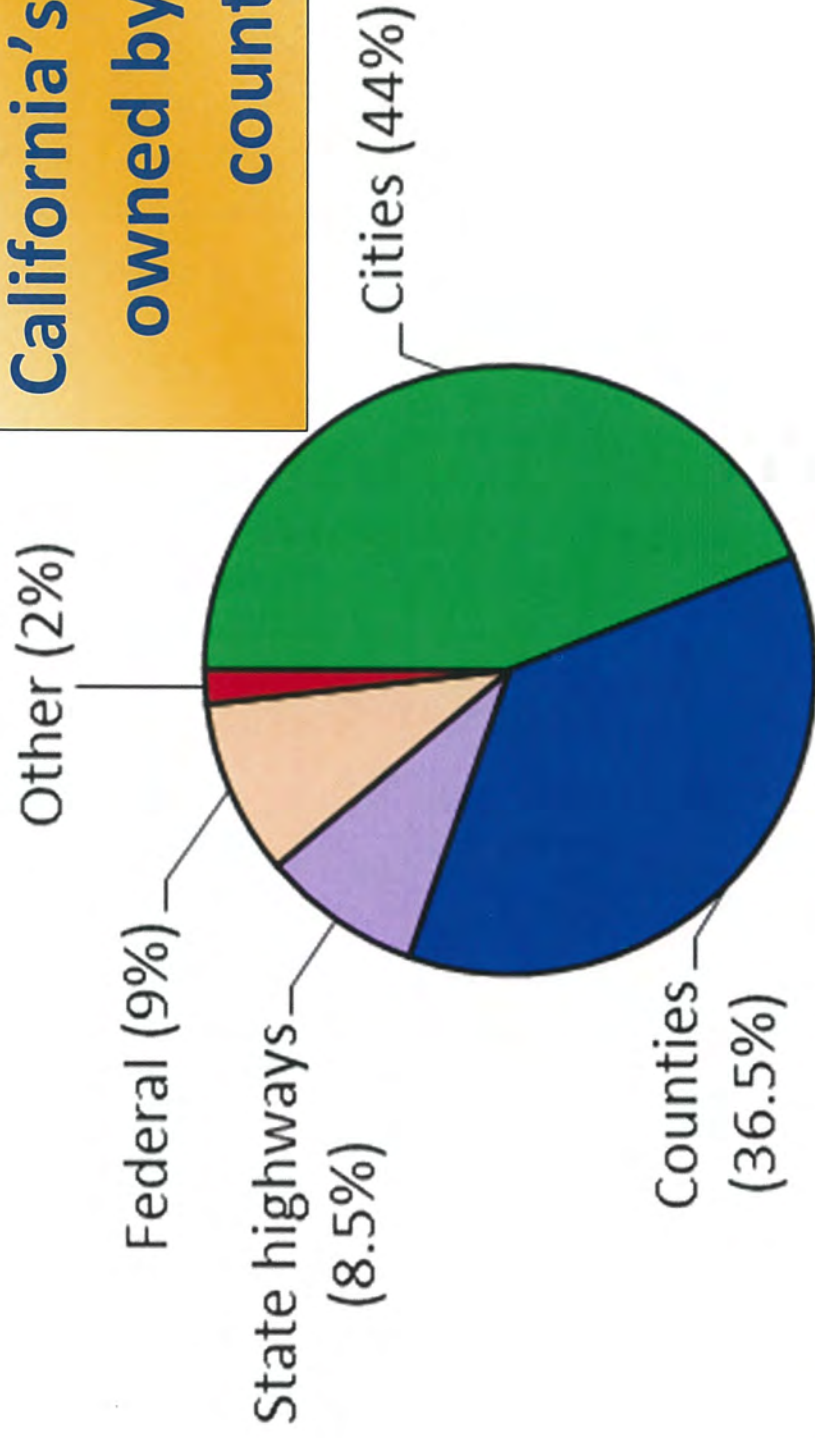
- What are pavement conditions statewide?
- How much will it cost to maintain pavements? Bridges? Essential components?
- What is the funding shortfall?
- What is impact of different funding scenarios?





# Local Roads Are A Huge Part of California's Network

**More than 80% of  
California's roads are  
owned by cities &  
counties!**



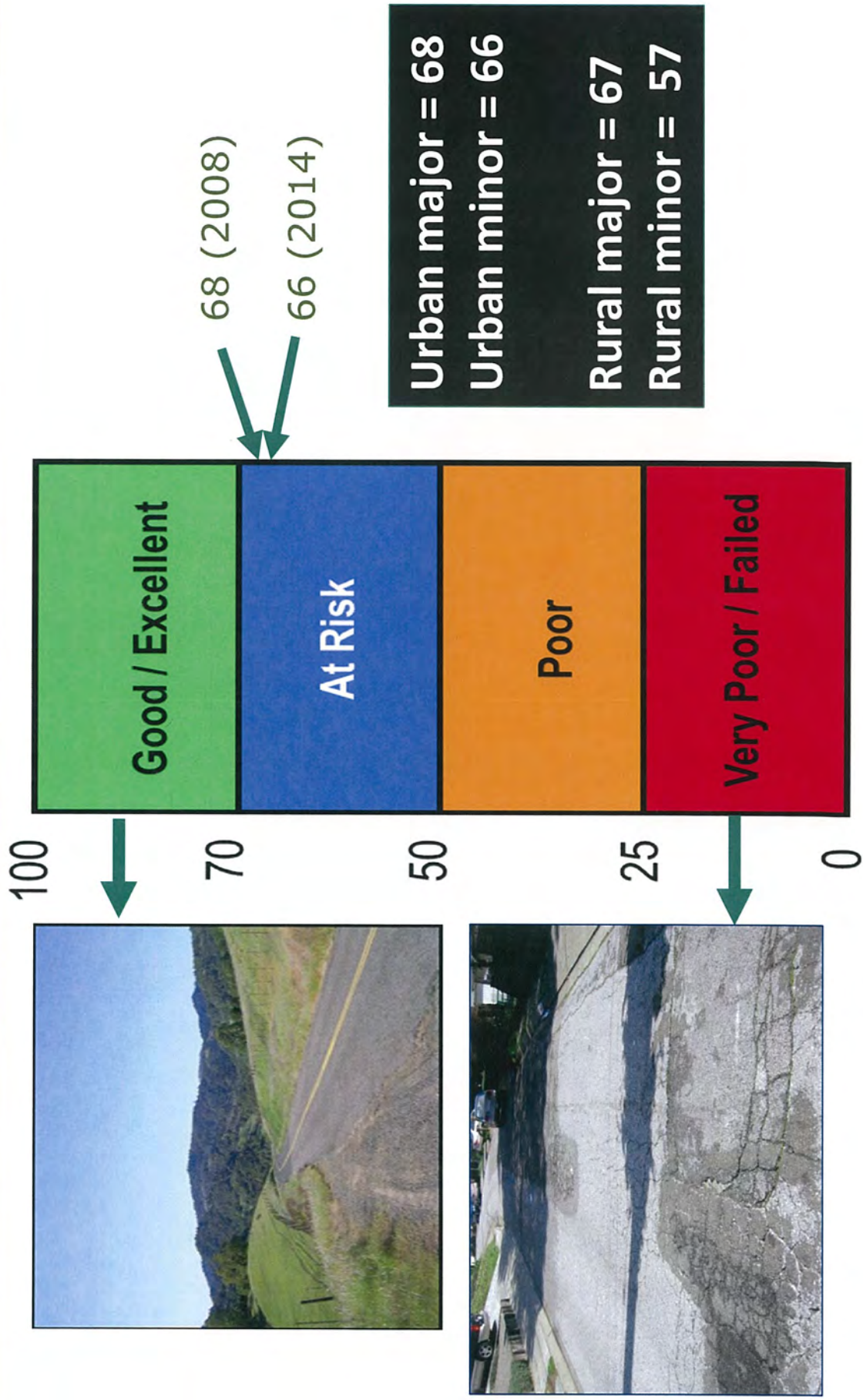


# Pavements





# Average Pavement Condition Index





Statewide Average PCI = 66



**This doesn't look too bad...**





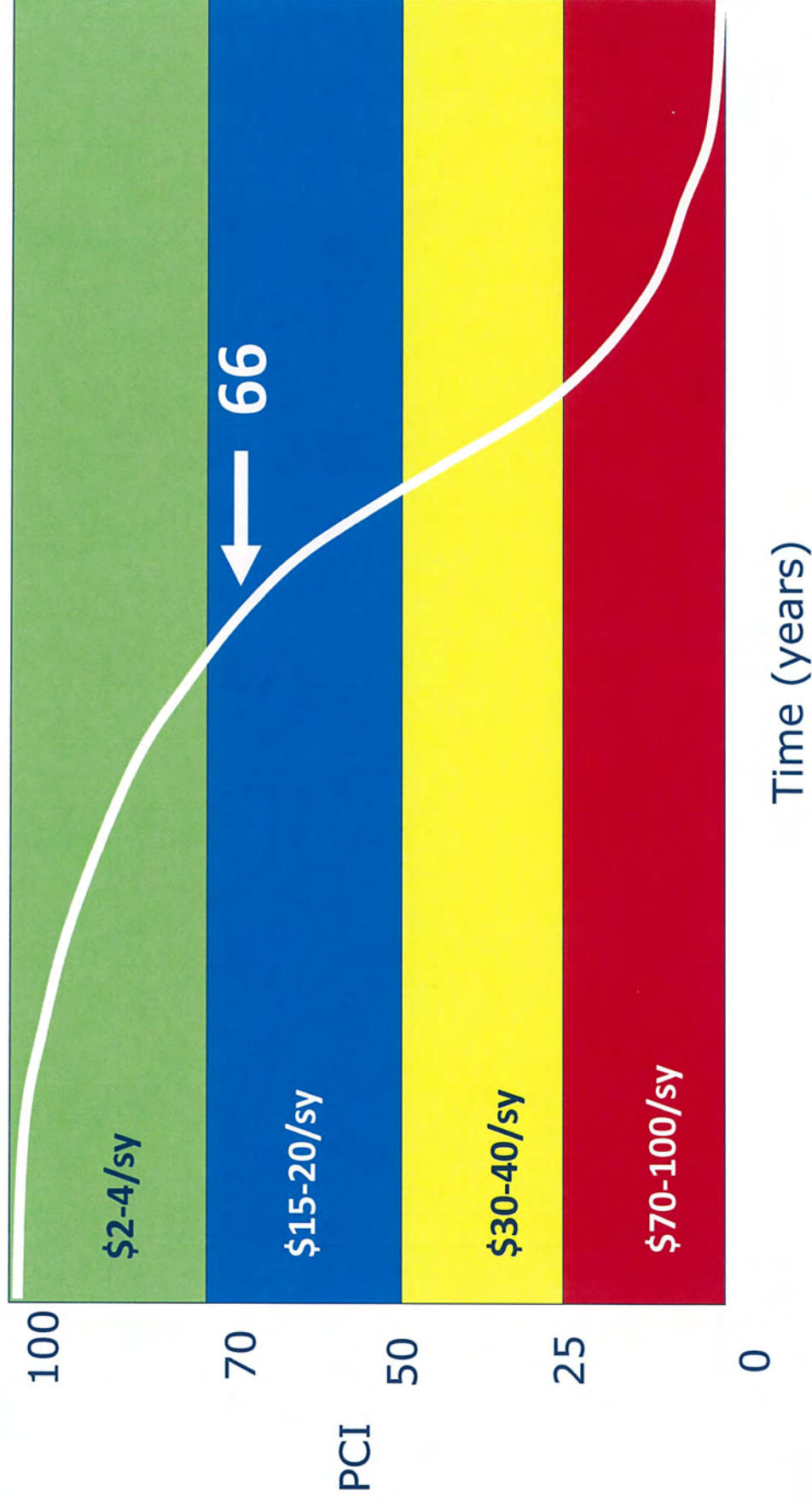
Table 2.3 Summary of PCI Data by County (including Cities) for 2008-2014

County (Cities Included)	Center Line Miles	Lane Miles	Area (sq. Yd.)	Average Weighted PCI*			
				2008	2010	2012	2014
Alameda County	3,538	7,999	82,401,946	66	67	68	66
Alpine County	135	270	1,900,800	40	45	45	44
Amador County	478	958	6,485,201	31	34	33	33
Butte County	1,800	3,676	26,771,323	70	67	65	66
Calaveras County	717	1,333	8,937,332	55	53	51	51
Colusa County	987	1,524	12,503,304	61	60	60	62
Contra Costa County	3,376	7,048	63,500,917	72	70	71	68
Del Norte County	324	644	5,334,695	70	68	64	63
El Dorado County	1,253	2,508	21,571,673	62	58	63	63
Fresno County	6,196	12,680	106,057,018	74	70	69	69
Glenn County	910	1,822	13,917,626	68	68	68	68
Humboldt County	1,471	2,933	24,234,864	61	56	64	64
Imperial County	3,000	6,087	45,427,410	74	72	57	57
Inyo County	1,135	1,803	13,700,999	75	57	60	62
Kern County	5,026	11,648	103,132,477	66	63	64	64
Kings County	1,328	2,796	20,026,009	63	62	62	62
Lake County	753	1,494	9,997,345	33	31	40	40
Lassen County	431	879	6,282,324	55	69	66	66
Los Angeles County	21,330	57,630	459,830,656	68	67	66	66
Madera County	1,822	3,680	23,490,290	48	48	47	47
Marin County	1,021	2,055	17,166,574	61	61	61	63
Mariposa County	1,122	561	3,949,440	53	44	44	53
Mendocino County	1,124	2,256	16,004,034	51	49	37	35
Merced County	2,330	4,954	37,182,870	57	58	58	58
Modoc County	1,491	2,983	17,545,534	42	40	56	46
Mono County	727	1,453	10,071,369	71	68	66	67
Monterey County	1,779	3,726	33,599,361	63	45	50	50
Napa County	726	1,508	12,896,309	53	60	59	59
Nevada County	802	1,617	10,370,868	72	71	72	71
Orange County	6,601	16,808	150,276,239	78	76	77	77
Placer County	1,986	4,194	34,182,680	79	77	71	69
Plumas County	704	1,409	11,409,902	71	66	66	64

\* PCI is weighted by area.

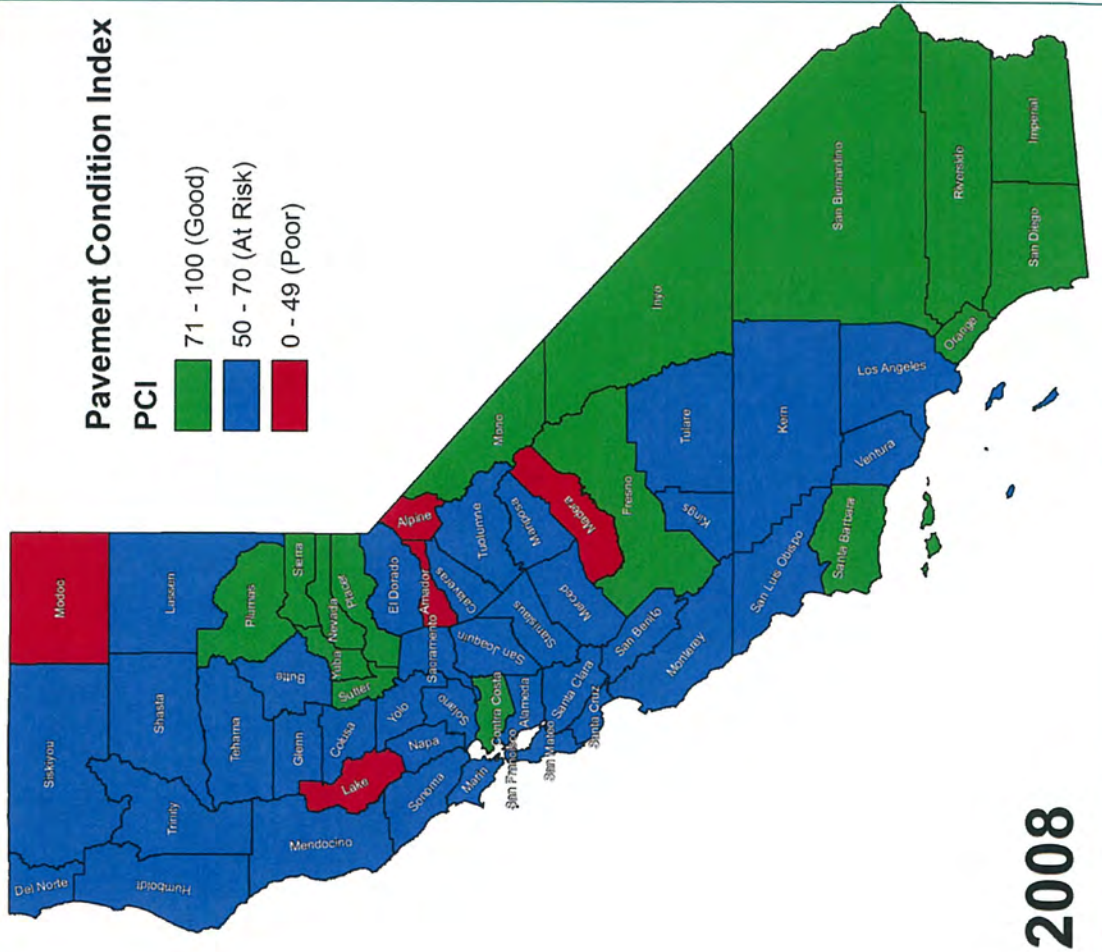


# So Why is 66 Critical?

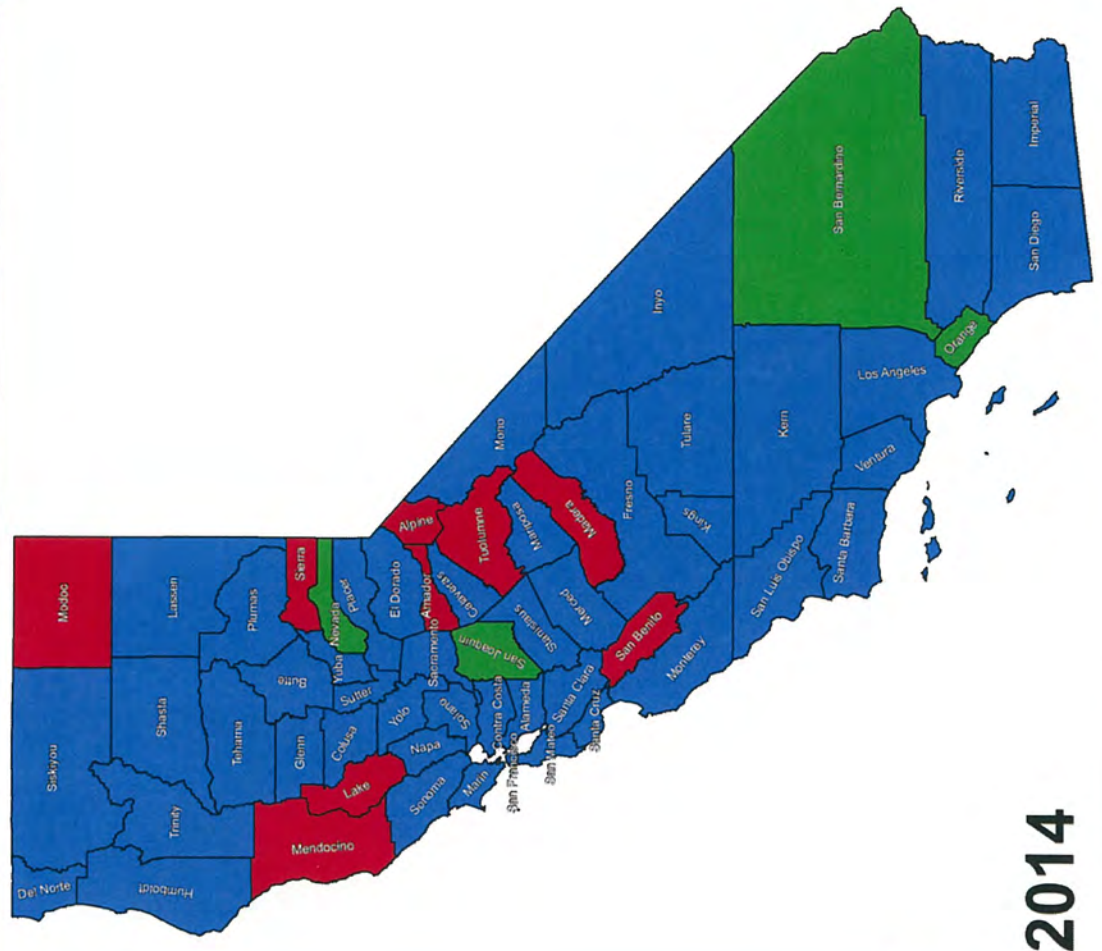




# PCI Trends



2008



2014



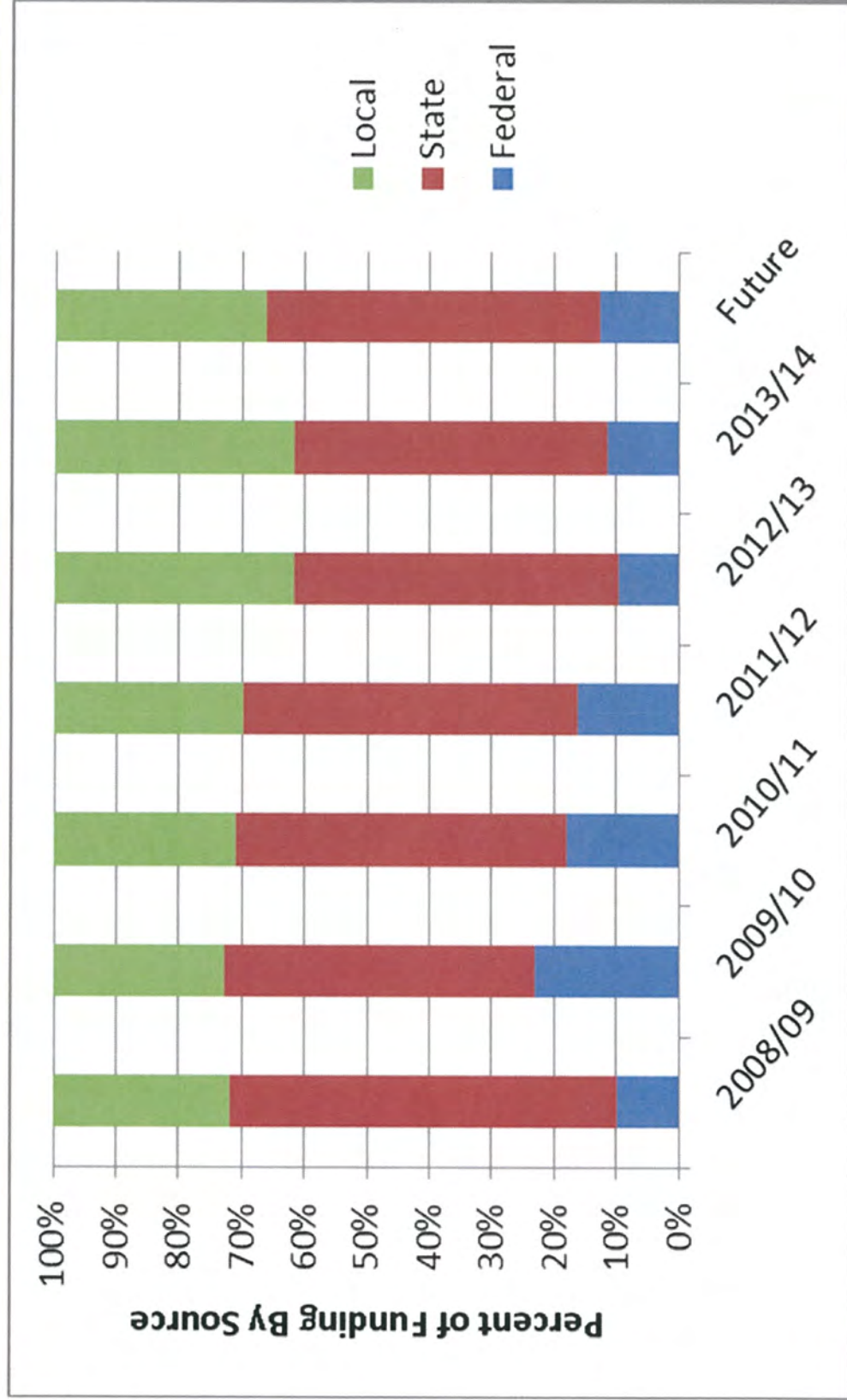
# What Happens without New Funding?



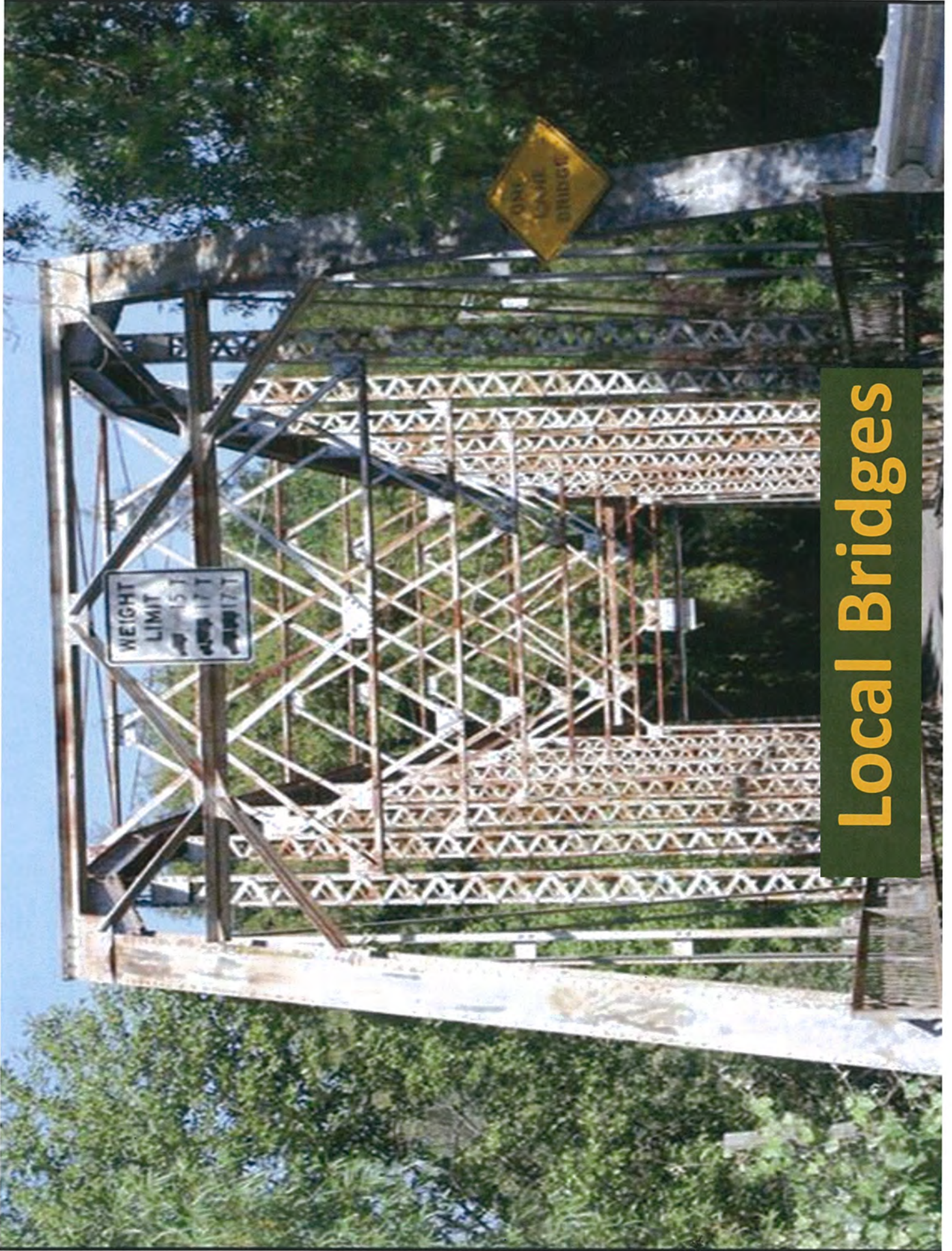
**The percent of roads in failed condition will increase from 6.2% to almost 25% by 2024 under current funding**



# Percent of Pavement Funding By Source







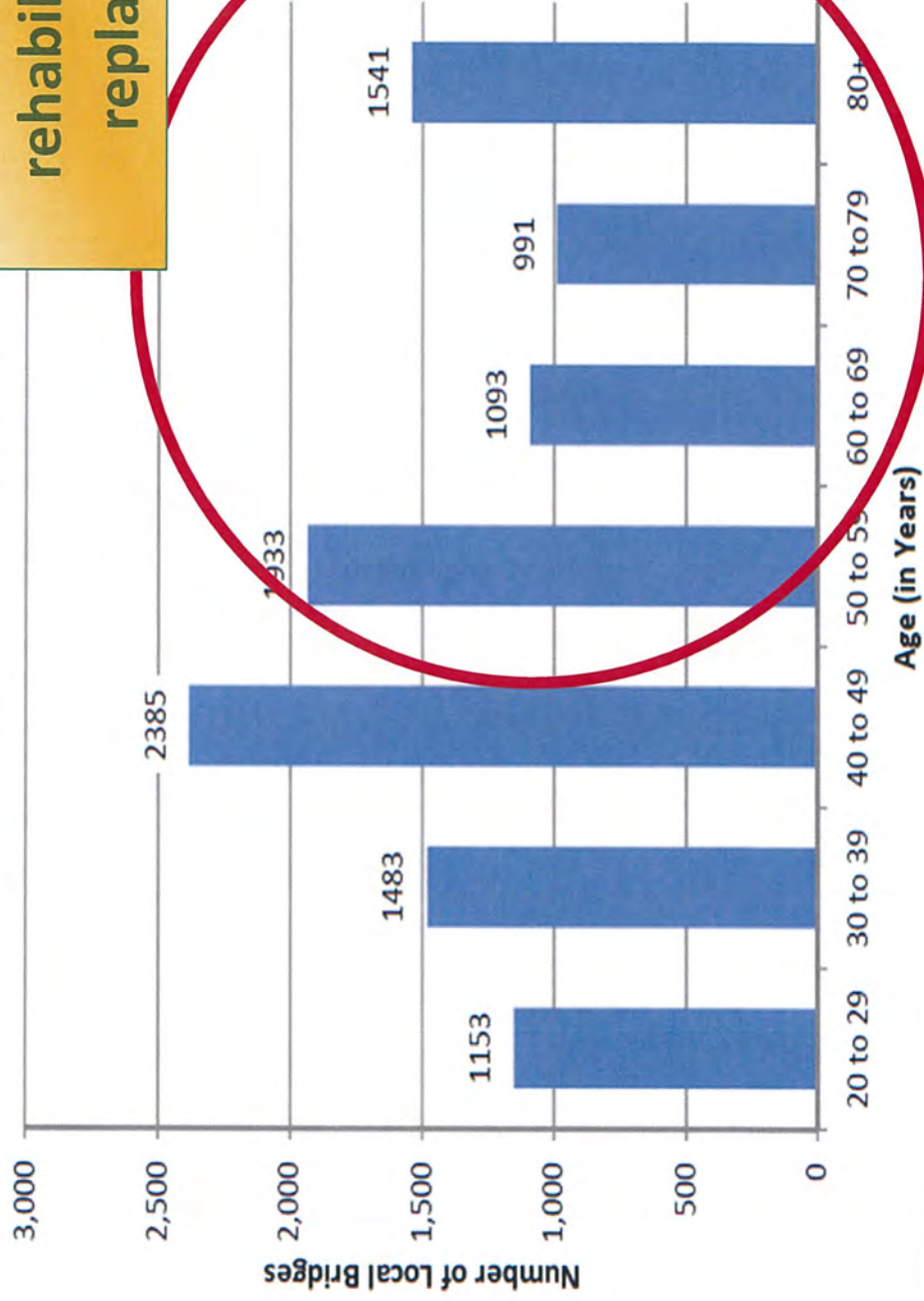
# Local Bridges



# Bridges Are Getting Old

55% require rehabilitation or replacement

Age Distribution of Local Bridges



# It's Not Just Roads and Bridges



- Sidewalks
- Street lights
- Curb ramps
- Signs
- Curb & gutter
- Retaining walls
- Storm drains



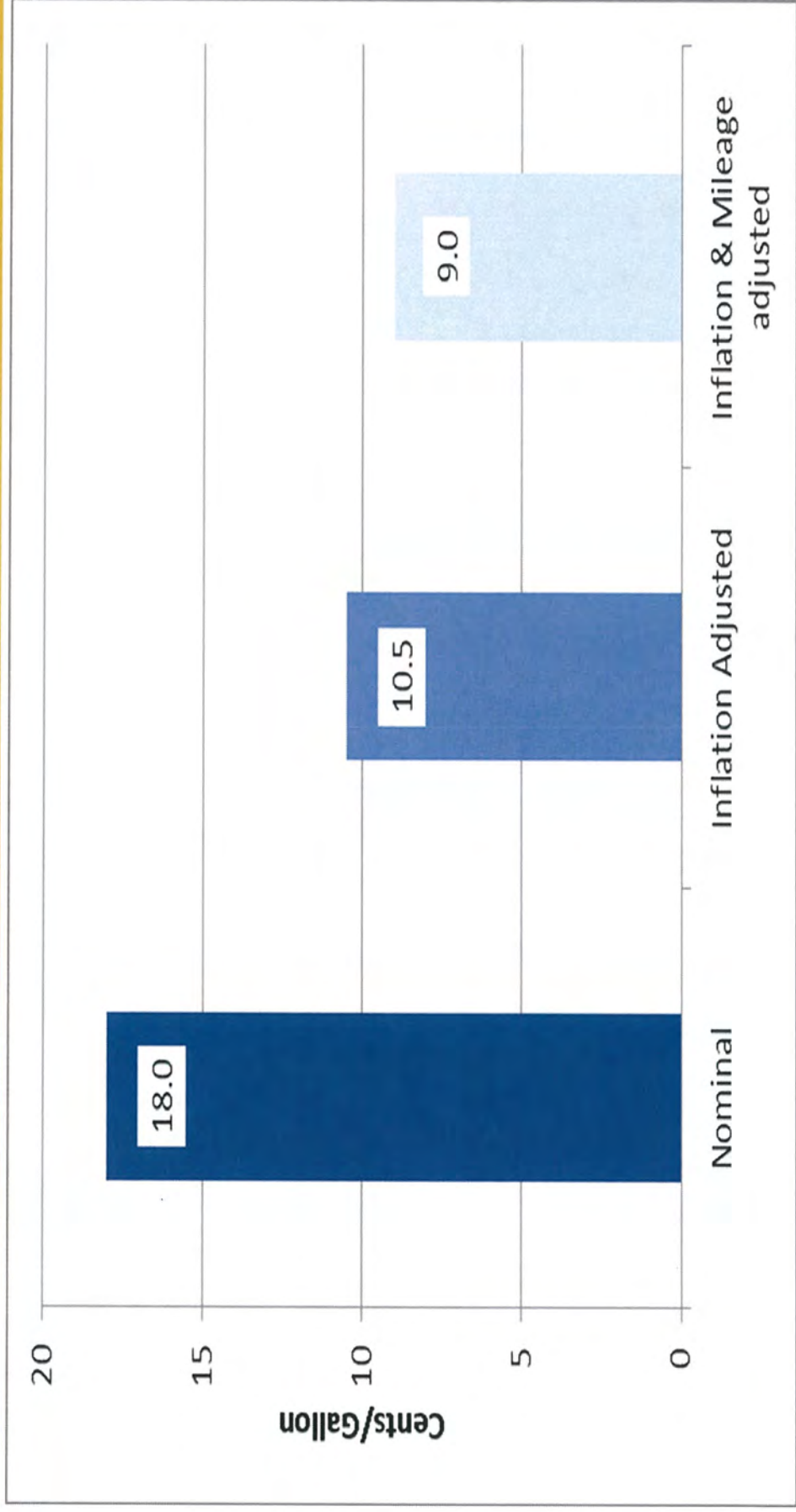


# What Are Funding Shortfalls?

Transportation Asset	10 Year Needs (2014 \$B)	Funding	Shortfall
Pavements	\$72.7	\$10.1	\$ (20.9)
Essential Components	\$31.0	\$3.0	\$ (1.3)
Bridges	\$4.3	\$29.7	\$ (78.3)
<b>Totals</b>	<b>\$108.0</b>		

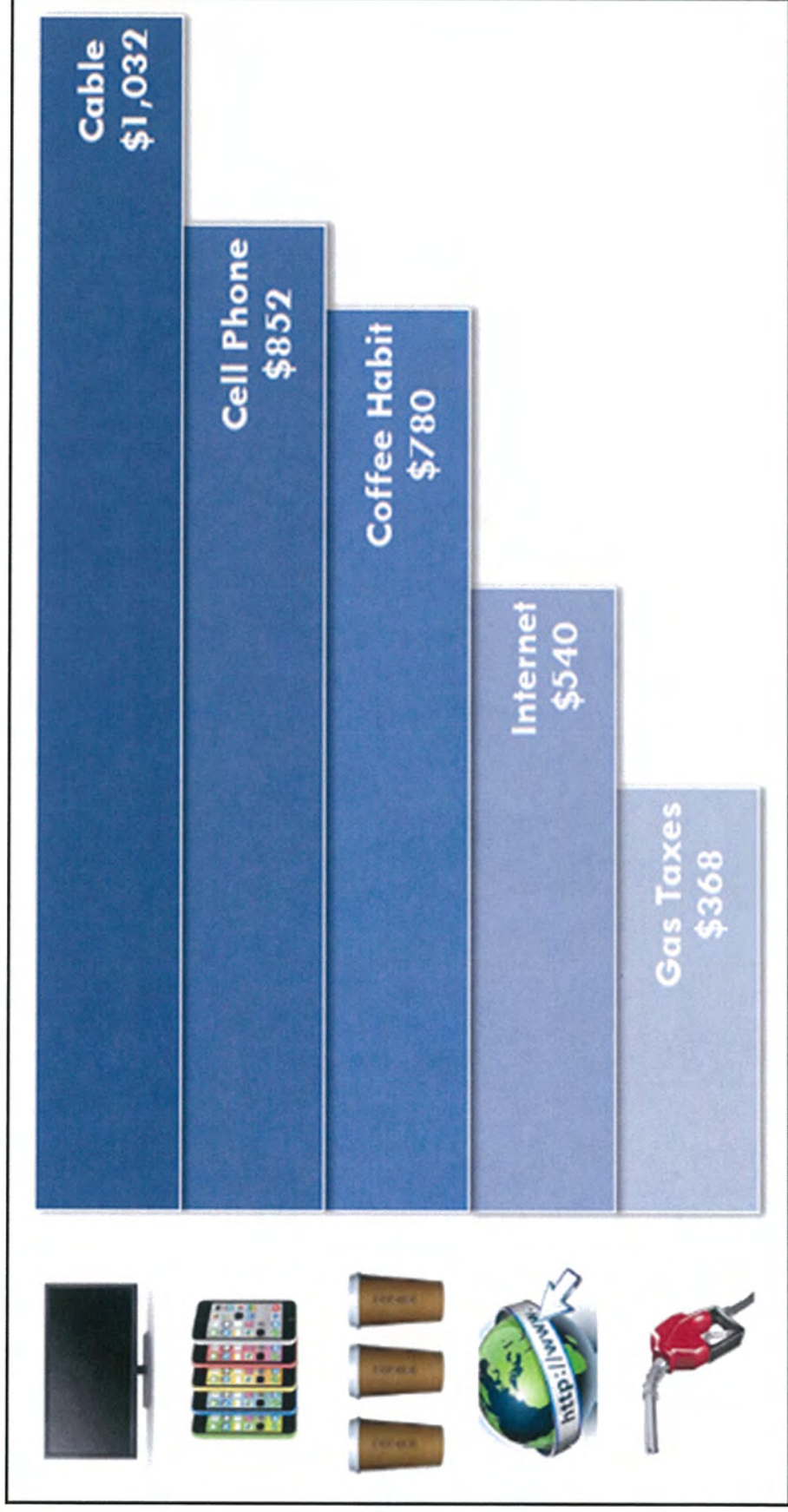


# Value of “Constant Rate” State Gas Tax in 2014





# Existing State and Federal Gas Tax Compared with Other Items (\$/year)



From: Caltrans Division of Budgets



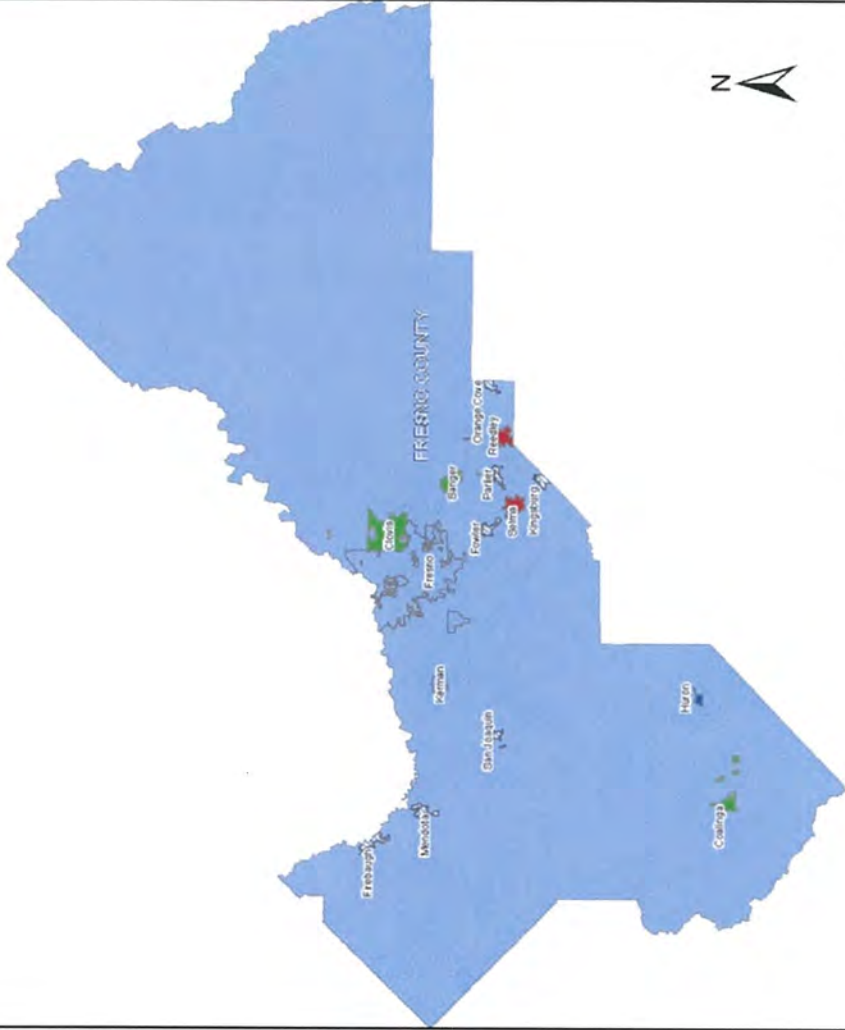
# Pavement Needs by County (2014 \$)

Calaveras County	716.98	1,332.66	8,937,332	51	2514
Colusa County	986.70	1,523.51	12,503,304	62	\$317
Contra Costa County	3,376.49	7,047.81	63,500,917	68	\$1,577
Del Norte County	323.88	643.80	5,334,695	63	\$129
El Dorado County	1,252.70	2,508.40	21,671,673	63	\$635
Fresno County	6,195.51	12,679.92	106,057,018	69	\$2,572
Glenn County	910.42	1,821.73	13,917,626	68	\$354
Humboldt County	1,470.96	2,933.21	24,234,864	64	\$683
Imperial County	2,999.96	6,086.66	45,427,410	57	\$1,236
Inyo County	1,134.80	1,802.50	13,700,999	62	\$308
Kern County	5,026.42	11,648.11	103,132,477	64	\$2,927





# Fresno County



## Pavement Condition Index

Reported	Estimated
Good (71-100)	Good (71-100)
At Lower Risk (61-70)	At Lower Risk (61-70)
At Higher Risk (50-60)	At Higher Risk (50-60)
Poor (0-49)	Poor (0-49)



© October 2014 INCE. GIS mapping data are from US Census Bureau TIGER Cartographic Boundary, Sherriffles (http://www.census.gov/govmaps-data/statmgr.html), accessed October 2014. Boundaries represent incorporated city limits from U.S. Census GIS and are approximate in shape.



	FUNDING SOURCES	EXPENDITURES	POLICIES & REFORMS
<b>Governor's Proposal</b>	<p><b>Raises \$3.6 Billion in New Revenue</b></p> <ul style="list-style-type: none"> <li>• <u>\$500 Million</u> from CPI adjustments</li> <li>• <u>\$300 Million</u> from 11 cent diesel tax increase</li> <li>• <u>\$2 Billion</u> from \$65 per year vehicle fee</li> <li>• <u>\$100 Million</u> in Caltrans efficiencies</li> <li>• <u>\$500 Million</u> in Cap &amp; Trade Funding (<i>1 time?</i>)</li> </ul> <p><b>Plus \$879 Million in One Time Loan Repayments</b></p> <ul style="list-style-type: none"> <li>– <u>\$265 Million</u> for transit and intercity rail</li> <li>– <u>\$334 Million</u> for trade corridors,</li> <li>– <u>\$148 Million</u> to local traffic congestion relief</li> <li>– <u>\$132 Million</u> in state highway repairs.</li> </ul>	<p><b>New Road Maintenance &amp; Rehab Account (RMRA)</b></p> <p>--- <b>\$1.8 Billion for State Programs</b></p> <ul style="list-style-type: none"> <li>• <u>\$1.6 Billion</u> to SHOPP</li> <li>• <u>\$200 Million</u> for Goods Movement (TCIF)</li> </ul> <p>--- <b>\$1.8 Billion for Local Programs</b></p> <ul style="list-style-type: none"> <li>• <u>\$1.050 Billion</u> to local streets and roads</li> <li>• <u>\$250 Million</u> to State-Local Partnership for any county with a dedicated transportation fee</li> <li>• <u>\$400 Million</u> commuter rail &amp; low carbon transit</li> <li>• <u>\$100 Million</u> – Local complete street program</li> </ul>	<ul style="list-style-type: none"> <li>• Ballot <b>initiative</b> to protect revenues</li> <li>• Indexes gas and diesel tax rates to CPI</li> <li>• Eliminates fuel tax swap; restores pre-swap 18 cent excise rate</li> <li>• CEQA exemption for repairs in ROW</li> <li>• P3 extension for 10 years</li> <li>• CM/GC extended to 12 projects</li> <li>• Unspecified Caltrans efficiencies (\$100 M)</li> <li>• Advanced mitigation (\$30 M)</li> </ul>
<b>Legislative Proposals from Democrats</b>	<p><b>\$3.9 Billion in New Road Funding: Beall (SBX1-1)</b></p> <ul style="list-style-type: none"> <li>• <u>\$1.8 Billion</u> --- 12 cents/gal increase on motor fuels</li> <li>• <u>\$572 Million</u> --- 22 cents/gal on diesel fuels</li> <li>• <u>\$1.5 Billion</u> – New \$35 vehicle registration fee and another \$35 fee for road access (\$100 for Zero Emission Vehicles)</li> </ul> <p><b>\$1 Billion in Restored Weight Fees (ABX1-1);</b></p> <ul style="list-style-type: none"> <li>• <u>\$1 Billion</u> in weight fees remain in State Highway Account</li> </ul> <p><b>\$700 Million Transit Funding: (SBX1-7 &amp; 8) (ABX1-7 &amp; 8)</b></p> <ul style="list-style-type: none"> <li>• <u>\$400 Million</u> by doubling allocations from Cap &amp; Trade for Intercity Rail and Low Carbon Transit programs</li> <li>• <u>\$300 Million</u> (estimated) from 3.5% increase on diesel fuel sales tax for State Transit Account</li> </ul> <p><b>Active Transportation Program (SBX1-23)</b></p> <ul style="list-style-type: none"> <li>• <u>\$125 Million</u> <i>redirected</i> to ATP from State Hwy. Account</li> </ul>	<p><b>Road Maintenance &amp; Rehab. Account (SBX1-1)</b></p> <ul style="list-style-type: none"> <li>• <u>\$300 Million</u> to Goods Movement via TCIF program (from extra 10 cents/gal on diesel fuel)</li> <li>• <u>5% (est. \$180 Million)</u> incents new local sales taxes</li> <li>• <u>Remaining \$3.4 Billion</u> split equally for SHOPP and to cities and counties for local streets and roads</li> <li>• CTC oversight of fund expenditures</li> </ul> <p><b>Weight Fee &amp; Transit Funding:</b> Per existing State Highway Account and Cap and Trade programs</p> <p><b>Active Transportation Program (SBX1-23)</b></p> <ul style="list-style-type: none"> <li>• Funds redirected to current ATP;</li> <li>• Also includes policy reform proposal in SBX1-1 related to STIP and SHOPP performance criteria.</li> </ul>	<p><b>SBX1-1 (and SB 16 from regular session)</b></p> <ul style="list-style-type: none"> <li>• Indexes gas and diesel tax rates to CPI</li> <li>• Eliminates fuel tax swap; restores base rate</li> <li>• Increase Caltrans efficiencies by 30% with savings dedicated to SHOPP maintenance</li> </ul> <p><b>Late Active Transportation Amends (SBX1-1)</b></p> <ul style="list-style-type: none"> <li>• STIP &amp; SHOPP capital projects must address bike and pedestrian access unless excluded</li> <li>• CTC develops criteria for STIP &amp; SHOPP to address GHG, social equity, public health, and effects on disadvantaged communities.</li> <li>• CTC develops LSR criteria to measure PCI, bridge health, maintenance LOS, GHG, ATP benefits, and public health co-benefits.</li> </ul>
<b>Legislative Proposals from Republicans</b>	<p><b>Senate Bills Redirect \$1.3 Billion in Existing Revenues</b></p> <ul style="list-style-type: none"> <li>• <u>\$1.3 Billion</u> (est.)* in Cap and Trade (proposals overlap) <ul style="list-style-type: none"> <li>– Redirect all cap and trade funds derived from motor vehicle fuels to transportation (SBX1-2)</li> <li>– Redirect 65% of cap and trade proceeds (approximate motor fuel contribution) to CTC (SBX1-6)</li> </ul> </li> </ul> <p><b>Assembly Bills Redirect \$4.4 Billion in Existing Revenues</b></p> <ul style="list-style-type: none"> <li>• <u>\$500 Million</u> - 25% of Cap &amp; Trade to SHOPP (ABX1-17)*</li> <li>• <u>\$1 Billion</u> from rededicating Weight Fees (ABX1-18)</li> <li>• <u>\$200 Million</u> from AHSC (ABX1-13)</li> <li>• <u>\$1 Billion</u> annually from General Fund (ABX1-14)</li> <li>• <u>\$685 Million</u> by eliminating vacant positions (ABX1-20)</li> <li>• <u>\$500 Million</u> by redirecting capital outlay (ABX1-15)</li> </ul>	<p><b>Senate Bill Methodologies</b></p> <ul style="list-style-type: none"> <li>• <u>\$1.3 Billion*</u> in cap in trade (proposals overlap) <ul style="list-style-type: none"> <li>– Appropriated for transportation infrastructure annually, including streets and highways, but excludes high speed rail (SBX1- 2)</li> <li>– For priority projects; 40%state highways, <u>40% local streets and roads</u>, &amp; 20% transit (SBX1-6)</li> </ul> </li> </ul> <p><b>Assembly Bill Methodologies</b></p> <ul style="list-style-type: none"> <li>• <u>\$1 Billion</u> weight fees stay in State Hwy Account</li> <li>• <u>\$500 Million*</u> --- 25% Cap &amp; Trade funds to SHOPP</li> <li>• <i>Remaining bills would evenly split funds:</i> <ul style="list-style-type: none"> <li>– <u>\$1.2 Billion</u> for the SHOPP</li> <li>– <u>\$1.2 Billion for Local Streets and Roads</u></li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Ballot <b>initiative</b> to protect revenues (SCAX1-1)</li> <li>• Eliminate sunset on P3 authority (SB1X-14)</li> <li>• CEQA: exempt ROW repairs (SBX1-11) and prohibit enjoining construction (ABX1-21)</li> <li>• Increases Caltrans contracting and limit use of temp funding for permanent positions (SB X1-9)</li> <li>• Create Inspector General (SBX1-13)</li> <li>• Convert STIP to regional grants (ABX1-10)</li> <li>• Allow Design-Build (AB 1X-22)</li> <li>• Remove CTC from CalSTA (SBX1-12; ABX1-19)</li> <li>• Two county pilot for county operation of state highways (AB1X-16)</li> </ul>

\* Cap and Trade: All calculations based on \$2 billion in annual revenues

\*\* General Disclaimer: This chart is only a summary. Some funding totals and outcomes are inferred. See referenced legislation for specific details.

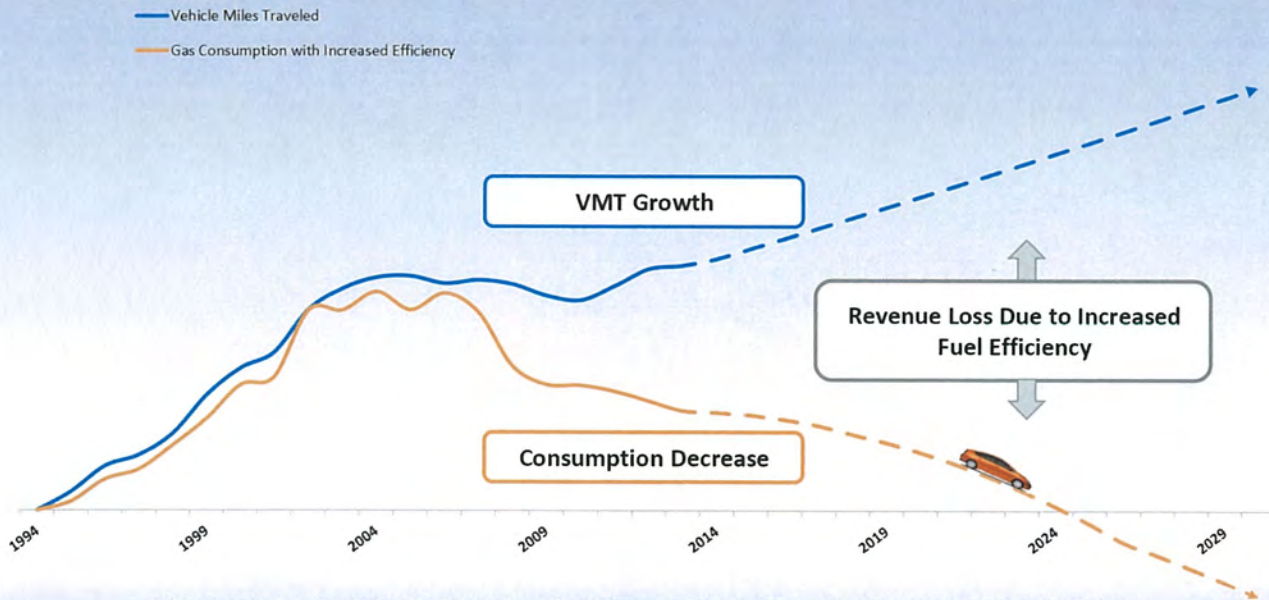


# History of the Base Gasoline Excise Tax Rate



Source: Board of Equalization. Escalation based on California State Highway Construction Cost Index and Consumer Price Index

# Crisis Grows As Vehicle Fuel Efficiency Accelerates Revenue Loss



In this conceptual chart, Vehicle Miles Traveled and Fuel Consumption have been indexed to the same starting point in 1994 to enable comparison of the relative change of the two metrics over time

**Measure "C" Sales Tax Projections  
Street/Road Maintenance and Rehabilitation Program**

Jurisdiction	Population		Road Mileage		Funding %	1/2 Cent Sales Tax Estimates		
	Total	% of County	Miles	% of Total		Annually	10 Years	20 Years
City of Clovis	108,039	10.97%	325.59	5.38%	9.57%	\$6,914,167	\$69,141,666	\$138,283,333
City of Coalinga	16,667	1.69%	38.78	0.64%	1.43%	\$1,032,505	\$10,325,053	\$20,650,107
City of Firebaugh	8,154	0.83%	21.82	0.36%	0.71%	\$513,623	\$5,136,228	\$10,272,456
City of Fowler	5,944	0.60%	34.86	0.58%	0.60%	\$430,924	\$4,309,237	\$8,618,473
City of Fresno	520,453	52.86%	1,674.86	27.66%	46.56%	\$33,624,643	\$336,246,425	\$672,492,851
City of Huron	6,914	0.70%	14.02	0.23%	0.58%	\$422,153	\$4,221,529	\$8,443,057
City of Kerman	14,366	1.46%	43.52	0.72%	1.27%	\$920,054	\$9,200,544	\$18,401,088
City of Kingsburgh	12,101	1.23%	45.70	0.75%	1.11%	\$801,952	\$8,019,515	\$16,039,030
City of Mendota	11,763	1.19%	52.66	0.87%	1.11%	\$804,108	\$8,041,080	\$16,082,160
City of Orange Cove	9,220	0.94%	23.84	0.39%	0.80%	\$578,288	\$5,782,881	\$11,565,763
City of Parlier	15,395	1.56%	27.77	0.46%	1.29%	\$929,705	\$9,297,047	\$18,594,093
City of Reedley	25,999	2.64%	65.27	1.08%	2.25%	\$1,624,856	\$16,248,556	\$32,497,111
City of San Joaquin	4,047	0.41%	20.86	0.34%	0.39%	\$284,826	\$2,848,261	\$5,696,521
City of Sanger	26,024	2.64%	66.93	1.11%	2.26%	\$1,631,180	\$16,311,800	\$32,623,600
City of Selma	24,844	2.52%	91.14	1.51%	2.27%	\$1,638,446	\$16,384,456	\$32,768,912
Unincorporated Area	174,611	17.74%	3,507.87	57.93%	27.78%	\$20,064,104	\$200,641,042	\$401,282,084
<b>Total</b>	<b>984,541</b>	<b>100.00%</b>	<b>6,055.49</b>	<b>100.00%</b>	<b>100.00%</b>	<b>\$72,215,532</b>	<b>\$722,155,320</b>	<b>\$1,444,310,640</b>

**Notes:**

Population estimates provide by the 2015 Dept. of Finance

Road mileage data provided by 2013 Caltrans data

Funding percentage equated at (0.75 X Population % + 0.25 X Road Mile %)