

Local Street & Road
Rehab and Maintenance
Funding Crisis



Local Streets & Roads: The System

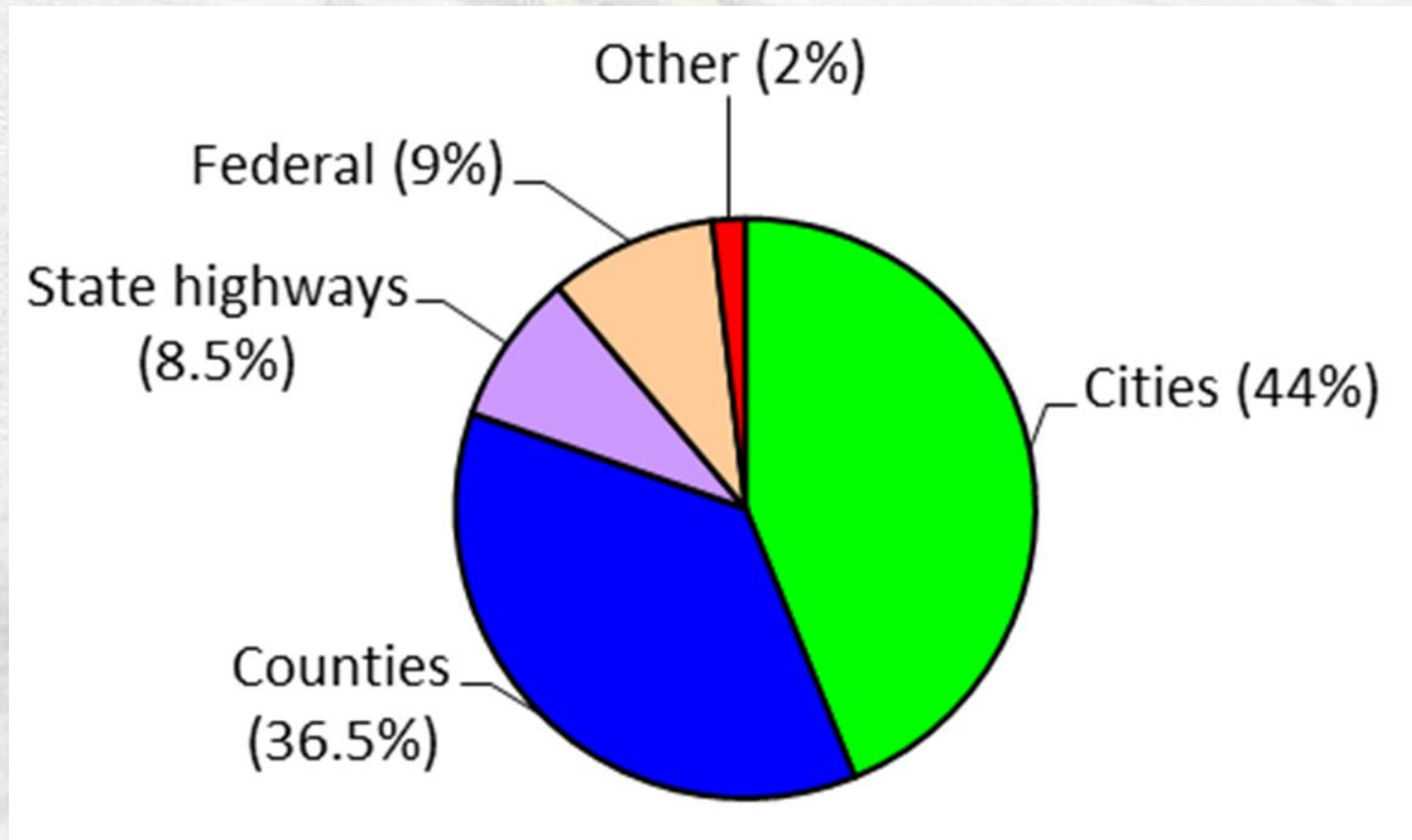
- Our 15 incorporated cities and the County of Fresno have an existing multi-billion dollar investment in our local street and road system
- There are 6,266 “local” maintained streets and roads in the Fresno County region. 3,074 miles are in an urban setting and 3,191 in a rural environment
- Over 14 million miles are travelled daily on our “local” streets and roads network

**2013 Maintained Mileage & Daily Vehicle Miles of Travel
Estimates by Jurisdiction**

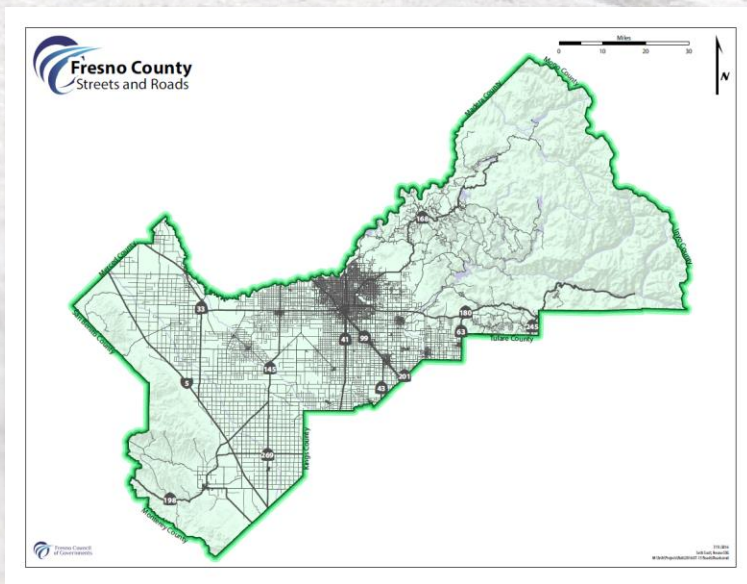
JURISDICTION	MAINTAINED MILES			DAILY VEHICLE MILES OF TRAVEL (DVMT) [1,000]		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
CLOVIS	0.70	324.89	325.59	1.14	1,085.58	1,086.72
COALINGA	5.54	33.24	38.78	1.94	32.49	34.43
FIREBAUGH	21.50	0.32	21.82	13.31	0.34	13.65
FOWLER	31.68	3.18	34.86	35.23	8.42	43.65
FRESNO	23.06	1,664.38	1,687.43	115.02	6,510.85	6,625.87
FRESNO COUNTY	3,052.94	663.99	3,716.93	3,118.17	2,389.28	5,507.45
HURON	14.02		14.02	4.91		4.91
KERMAN	11.22	21.60	32.82	11.69	18.13	29.81
KINGSBURG	0.95	44.75	45.70	0.33	52.00	52.33
MENDOTA	0.79	51.87	52.66	0.40	87.73	88.13
ORANGE COVE	1.49	22.35	23.84	1.96	29.36	31.33
PARLIER		27.77	27.77		28.42	28.42
REEDLEY	1.73	63.54	65.27	1.19	149.61	150.80
SAN JOAQUIN	6.91	13.95	20.86	8.65	10.94	19.59
SANGER	1.00	65.93	66.93	0.35	146.22	146.57
SELMA	18.11	73.03	91.14	58.99	106.29	165.28
TOTAL	3,191.64	3,074.79	6,266.42	3,373.28	10,655.66	14,028.94

Source: 2013 California Public Road Data;
Highway Performance Monitoring System data

- More than 80% of California's roads are owned by cities and counties



- Fresno County is responsible for 59% of the “local” road network in Fresno County
- Fresno County’s 3,700+ mile road network is the economic “backbone” for moving over \$6 billion in agricultural goods and services

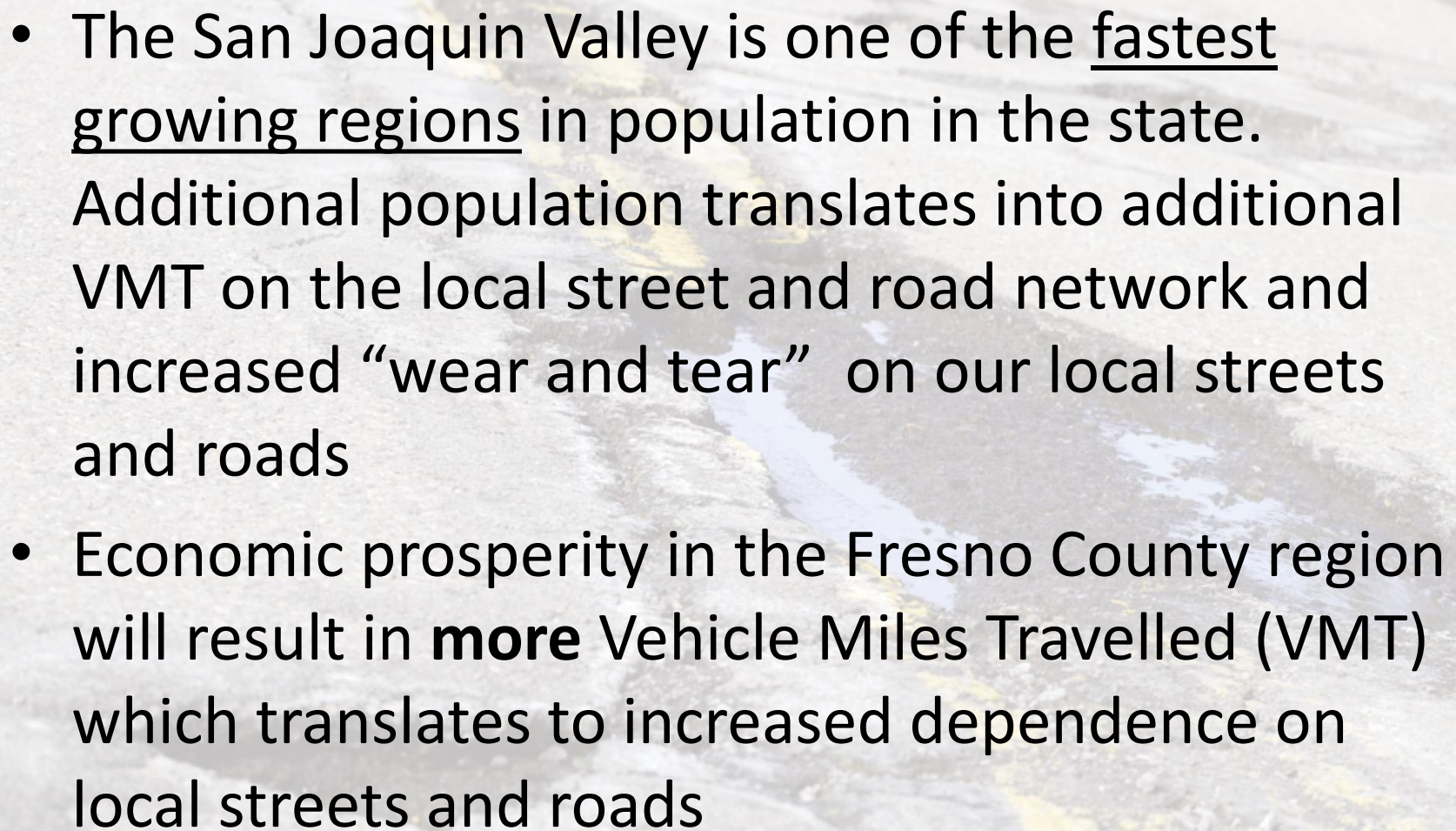


- Approximately 93% of all home-to-work commute trips in Fresno County occur in a car or a truck
- Every trip by car, bus, bicycle or foot “begins and ends” on a local street



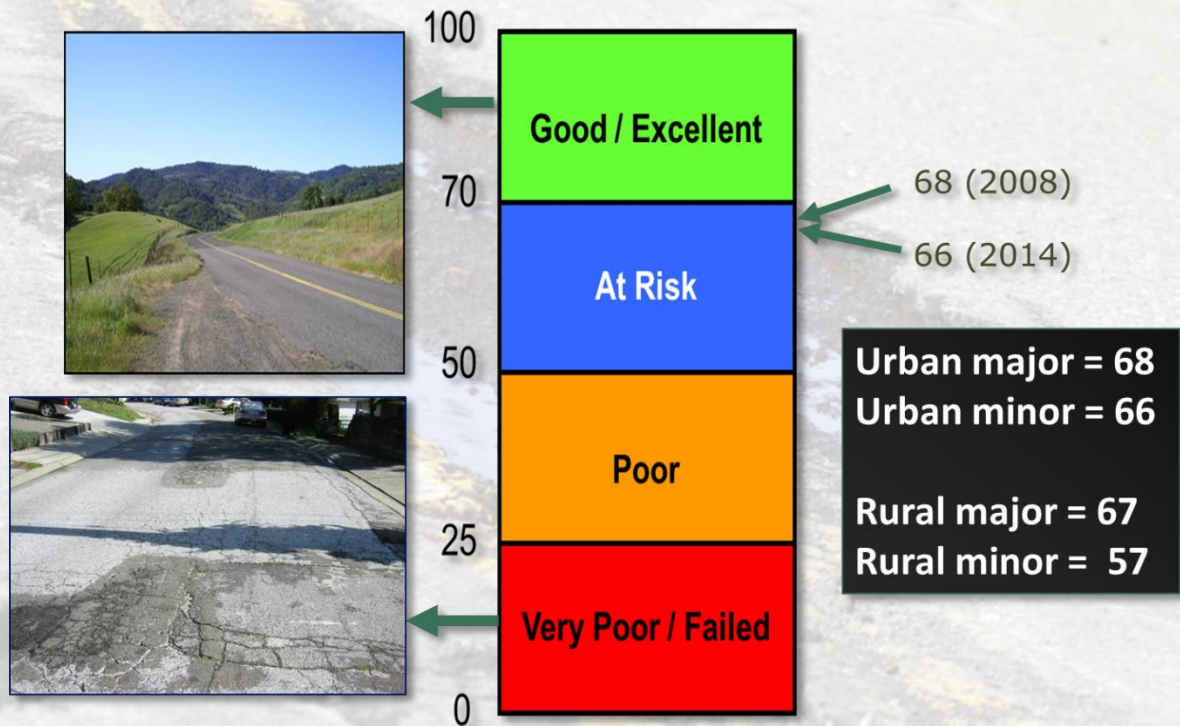
- A properly functioning, well maintained local street and road system is absolutely **critical** for the safety/mobility of the travelling public, emergency responders, law enforcement, “farm to market” needs and overall regional commerce



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- The San Joaquin Valley is one of the fastest 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
 - 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

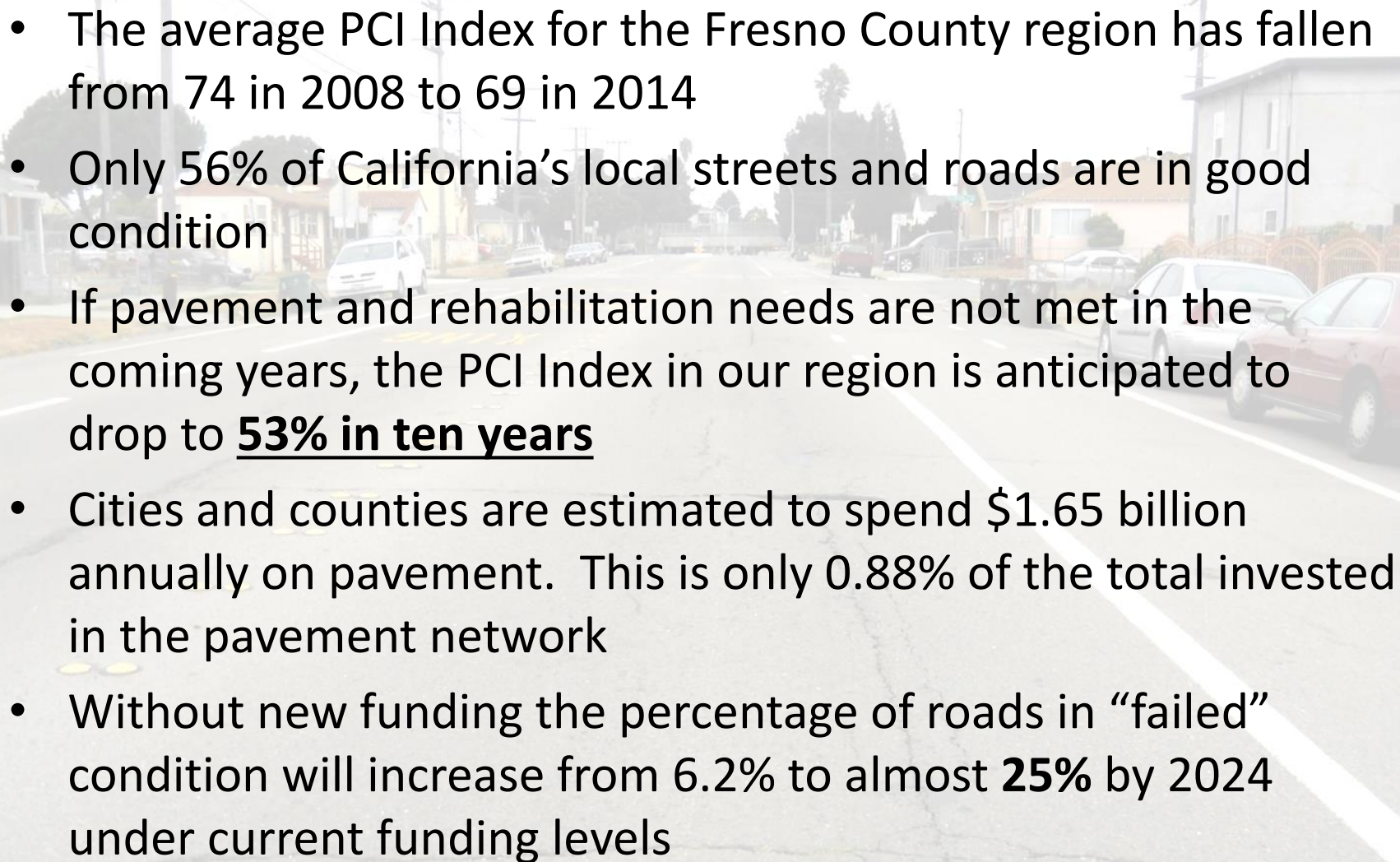
The Condition of Local Streets & Roads in our Region

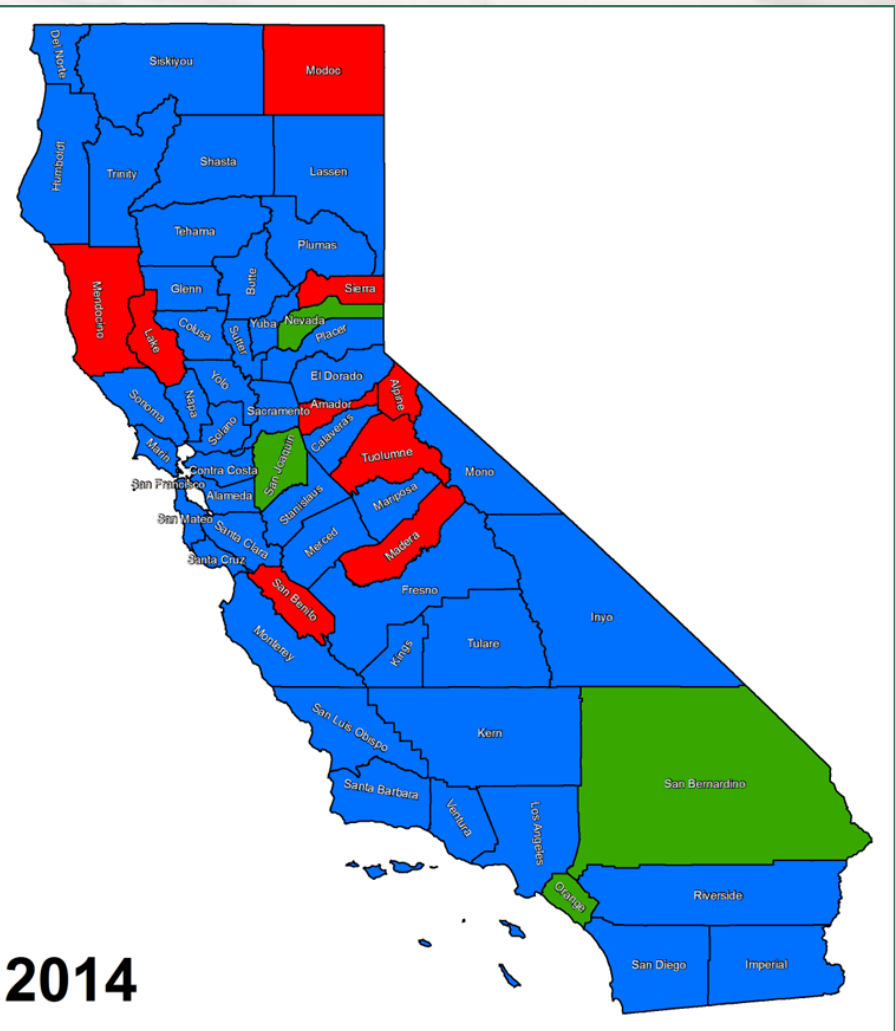
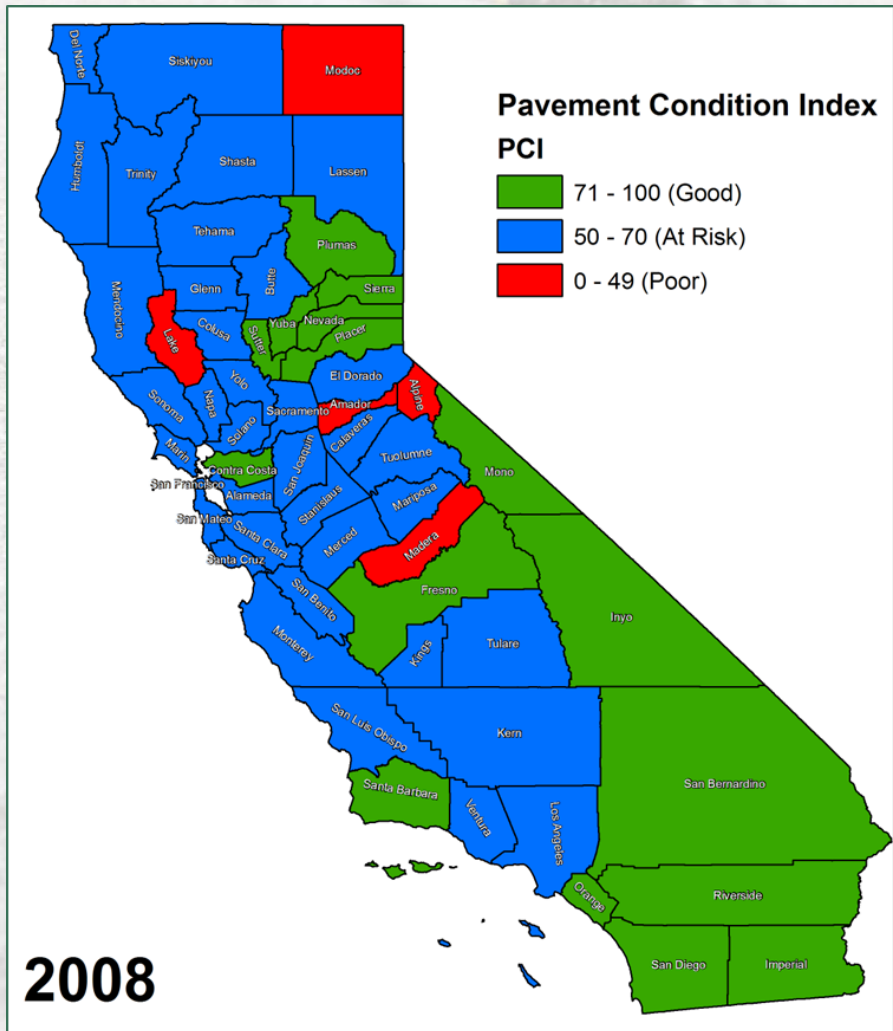
- The average Pavement Condition Index (PCI) for local streets and roads statewide is 66. This rating is considered to be in the “at-risk” category



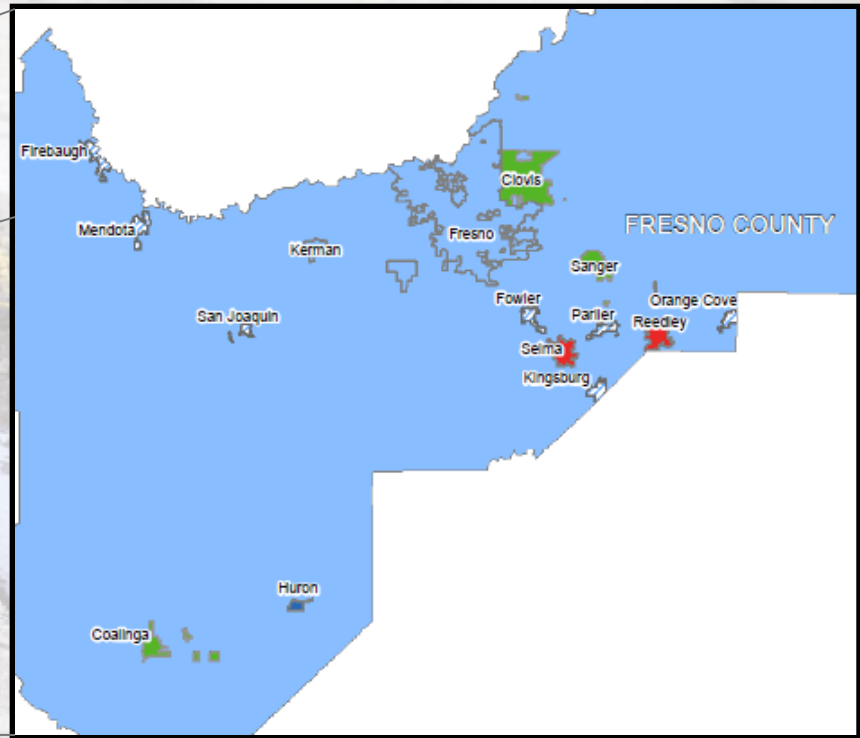
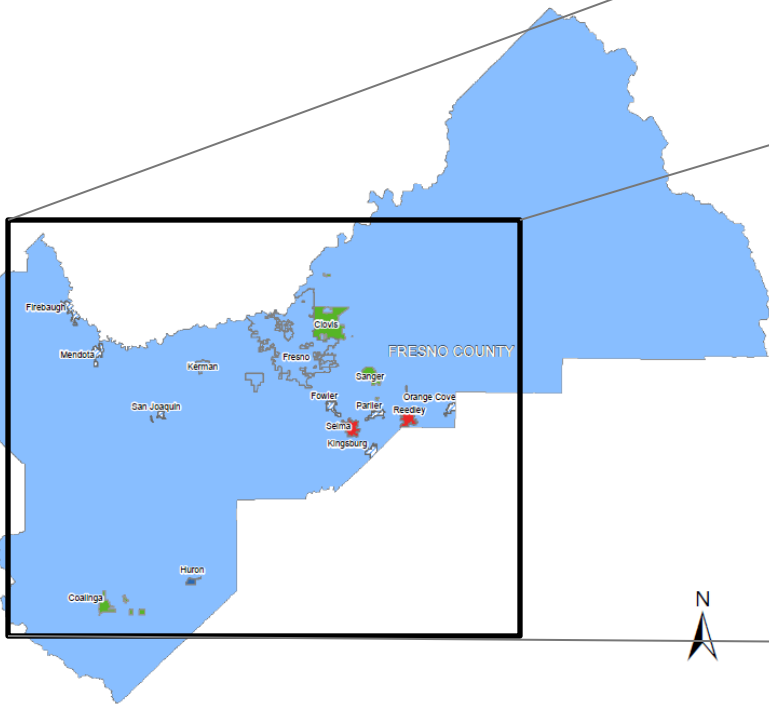


Not too bad...right?

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- The average PCI Index for the Fresno County region has fallen from 74 in 2008 to 69 in 2014
 - Only 56% of California's local streets and roads are in good condition
 - If pavement and rehabilitation needs are not met in the coming years, the PCI Index in our region is anticipated to drop to **53% in ten years**
 - 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
 - Without new funding the percentage of roads in "failed" condition will increase from 6.2% to almost **25%** by 2024 under current funding levels



Fresno County



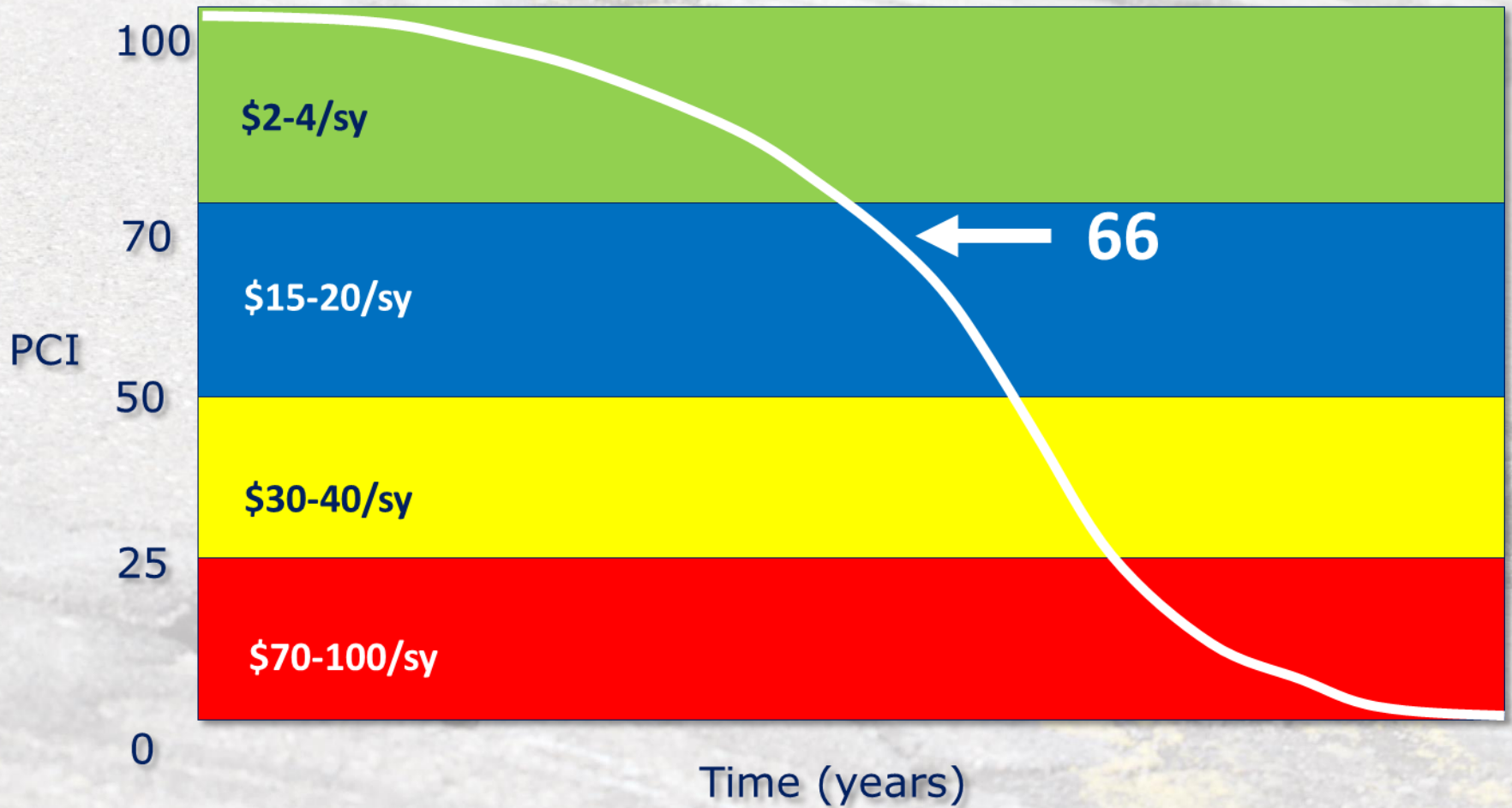
Pavement Condition Index

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)



(C) October 2014 INCE. GIS mapping data are from US Census Bureau TIGER Cartographic Boundary Shapefiles (<https://www.census.gov/geomatics/data/tiger.html>), accessed October 2014. Boundaries represent incorporated city limits from U.S. Census data and are approximate in shape/area.

So...why is 66 a critical point?



Statewide Needs Assessment (2016)

Maintenance Needs

<u>Agency</u>	<u>\$ Amount</u>
Clovis	\$400,000
Coalinga	\$2,500,000
Firebaugh	\$1,000,000
Fowler	\$750,000
Fresno	\$19,900,000
Fresno County	\$500,000,000
Huron	\$1,000,000
Kerman	\$1,200,000
Kingsburg	\$1,000,000
Mendota	\$1,000,000
Orange Cove	\$620,000
Parlier	\$1,005,557
Reedley	\$3,500,000
San Joaquin	\$1,000,000
Sanger	\$2,500,000
Selma	\$1,250,000
TOTAL	\$538,625,557

Current Road Conditions

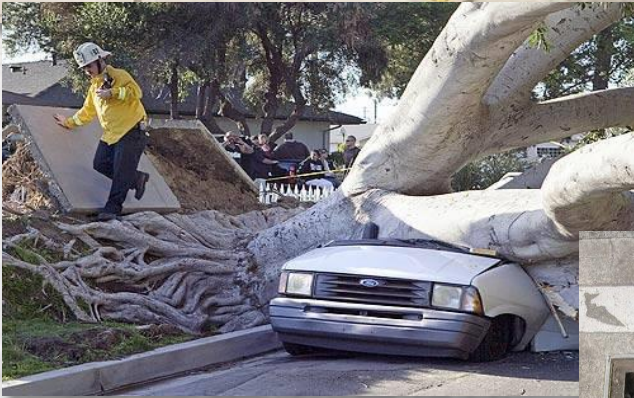


- It cannot be overstated enough:

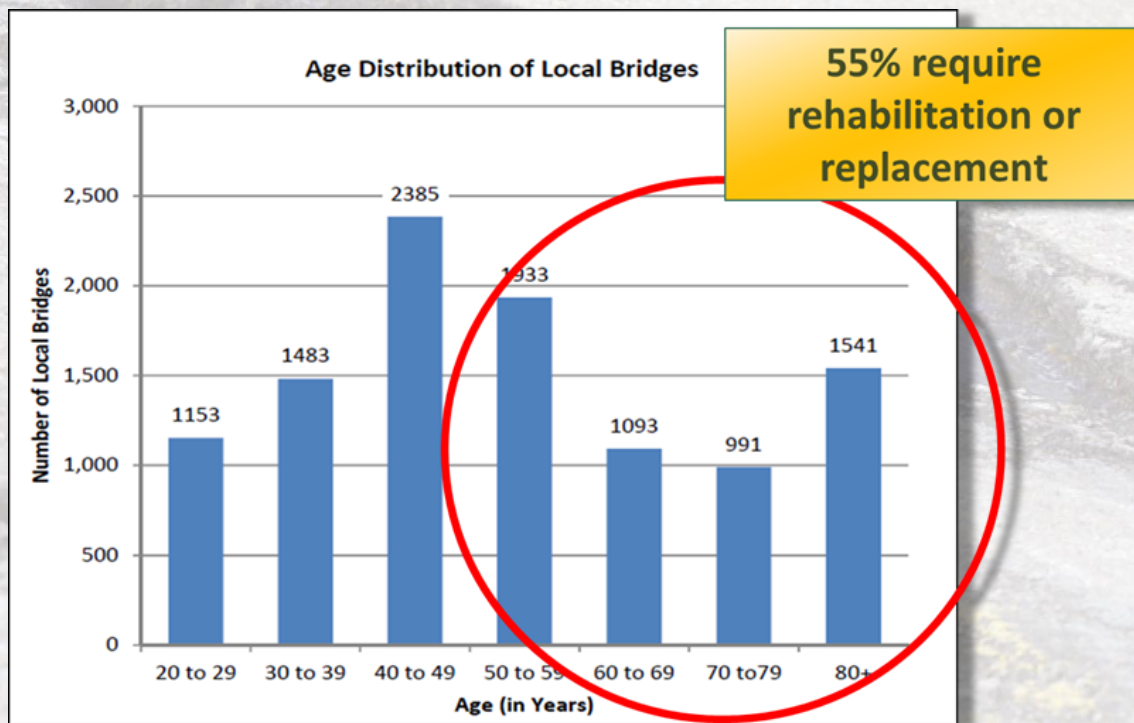
**Delaying street/road
infrastructure maintenance
and rehabilitation only
increases the cost of those
repairs**

It's Not Just Roads & Bridges

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



- 50% of California's bridges are owned by cities and counties. Over 15,000 local bridges
- The total statewide local bridge needs are estimated at \$4.3 billion over the next 10 years
- An additional \$90 million/year is needed statewide to ensure that no more than 20% of the state's bridges are structurally deficient



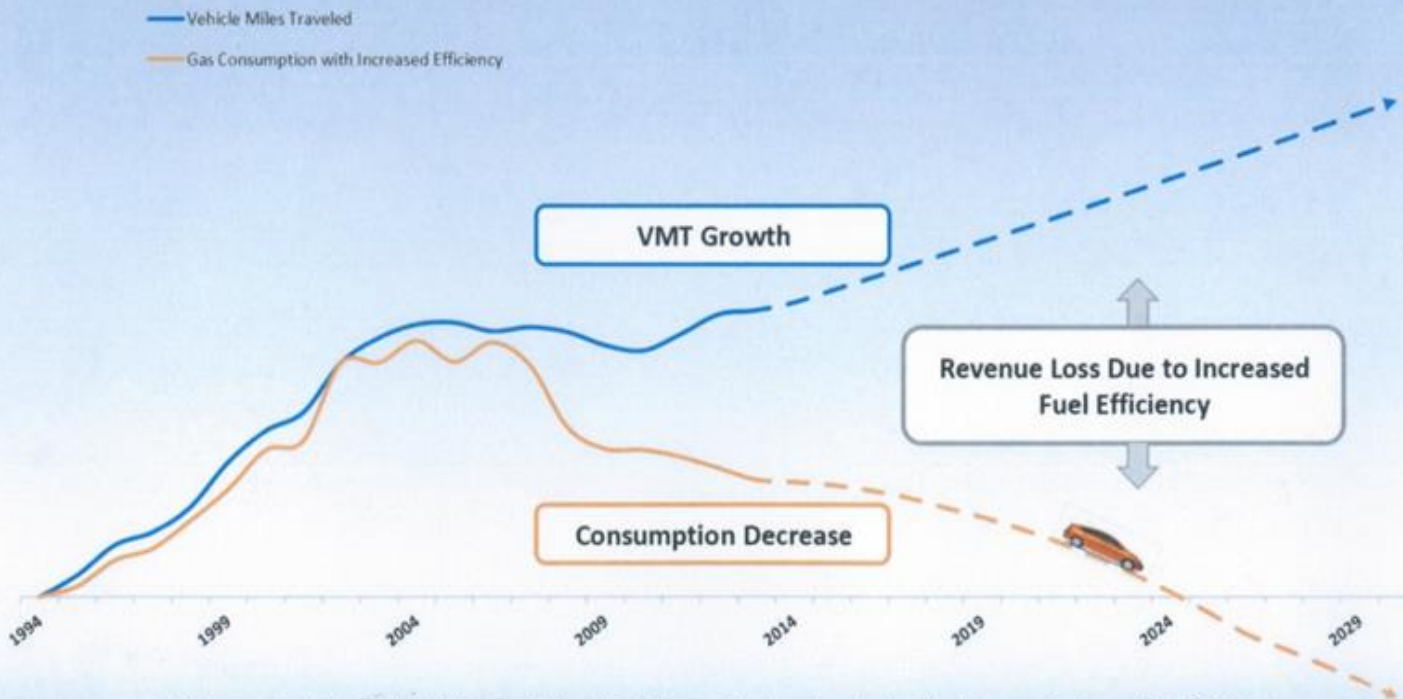
The Local Street and Road Transportation Funding Crisis

History of the Base Gasoline Excise Tax Rate

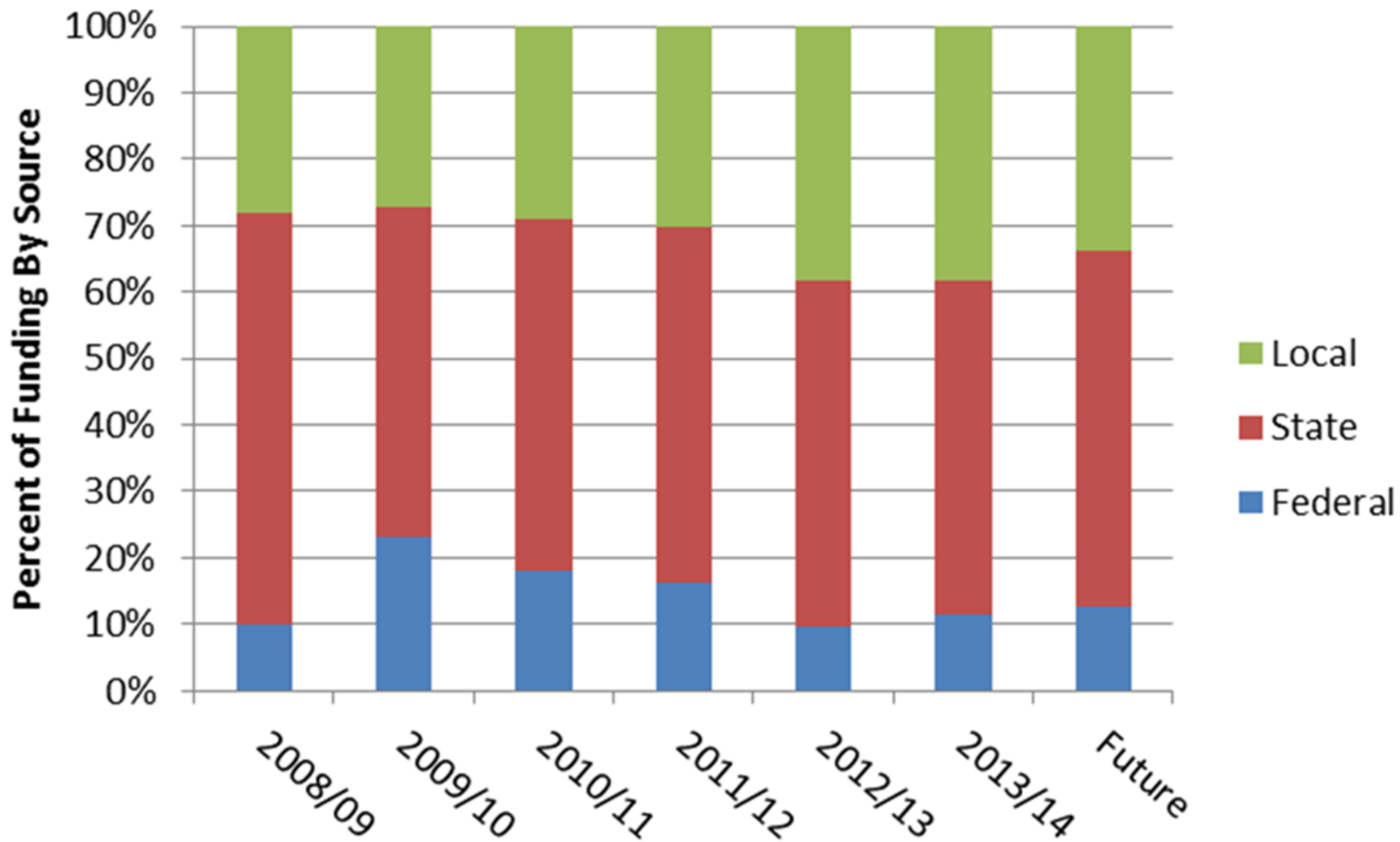


Source: Board of Equalization. Escalation based on California State Highway Construction Cost Index and Consumer Price Index

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



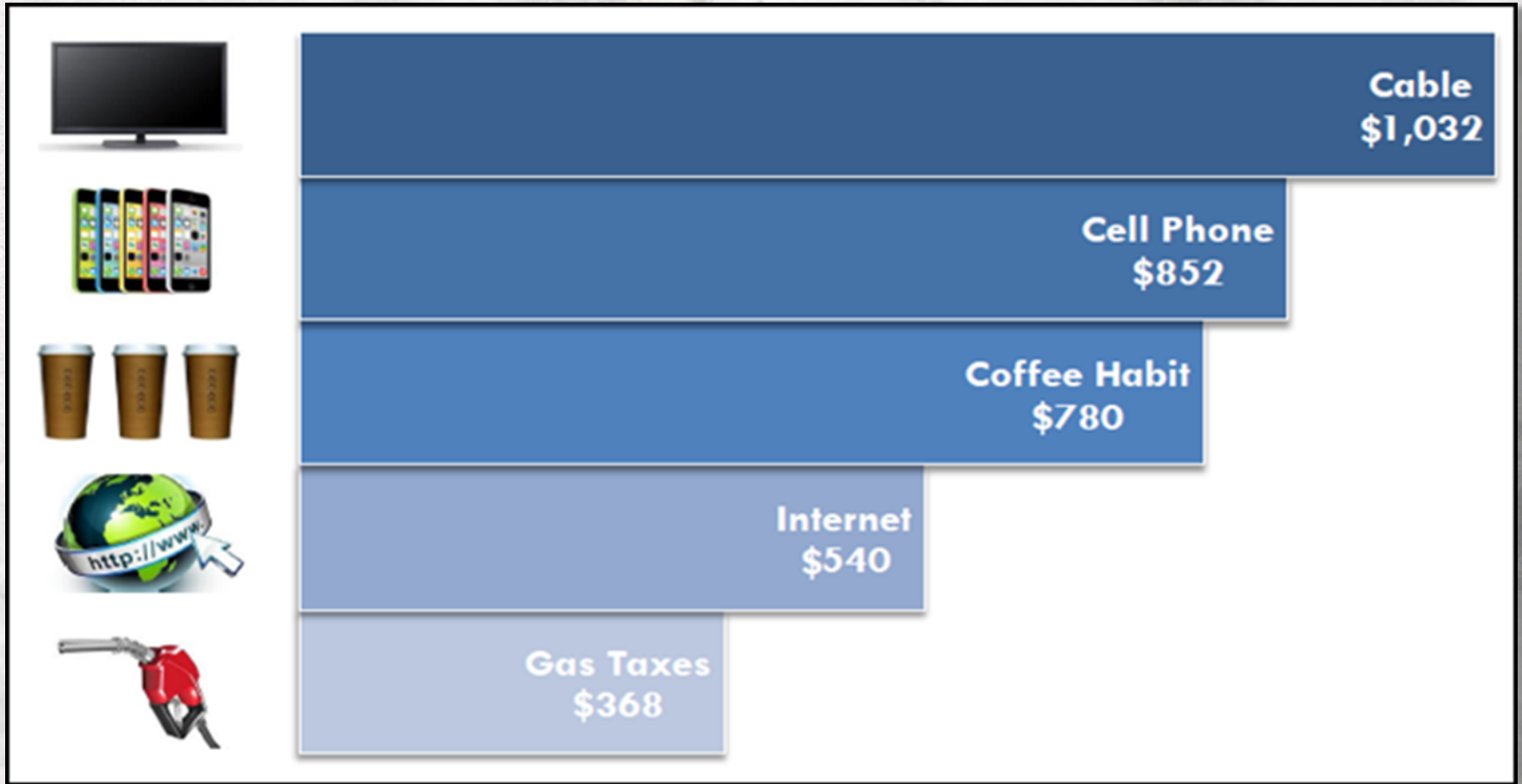
- Cities and counties receive more than 50% of their pavement funding from the state
- The gas tax is the single largest funding source for maintaining roads in cities and counties, yet this source is projected to decline statewide and nationally
- In general, Federal-Aid funds allocated to streets and roads cannot be used on local streets and roads
- The 10 year funding **shortfall** statewide for local streets and roads is

\$78.3 billion

A “Self-Help” Solution to the Local Streets and Roads Maintenance and Rehabilitation Crisis Facing our Region

Funding type	2010/11	2011/12	2012/13	2013/14	Future
Funding Available (\$M)	\$885	\$903	\$1,204	\$1,332	\$987
Federal	16%	16%	12%	13%	11%
State	31%	31%	28%	23%	31%
Local	53%	53%	60%	65%	58%

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



- Fresno County voters have twice (1986 & 2006) supported a sales tax measure focused solely on transportation
- Fresno County voters overwhelmingly approve the reauthorization of Measure “C” in 2006 with 78% support
- The Measure “C” “brand” has an outstanding reputation with Fresno County voters—**“Promises Made, Promises Kept”**
- Regions throughout the state are beginning to accept the fact that if they are serious about addressing unfunded transportation needs in their region, the “self- help” route is your best option moving forward

**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
Total	984,541	100.00%	6,055.49	100.00%	100.00%	\$72,215,532	\$722,155,320	\$1,444,310,640

Notes:

Population estimates provide by the 2015 Dept. of Finance
Road mileage data provided by 2013 Caltrans data

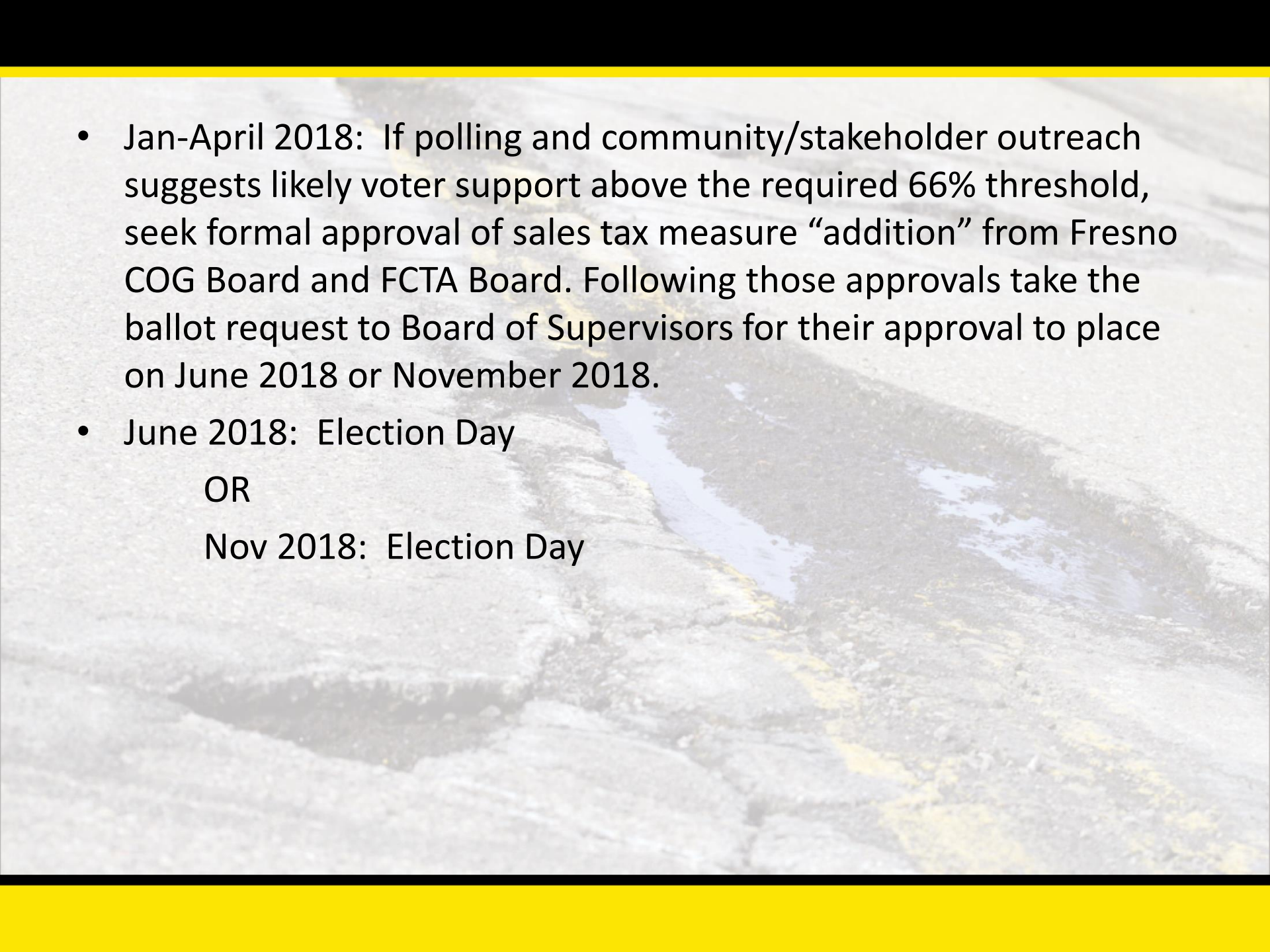
Funding percentage equated at (0.75 X Population % + 0.25 X Road Mile %)

Source: Fresno COG

Proposed Timeline

- July 2016: Take funding concept to Fresno COG Policy Board for Approval
- Sept. 2016: Take funding concept to Fresno County Transportation Authority Board for Approval
- Oct-Dec. 2016: Begin preliminary transportation stakeholder outreach- Chamber of Commerce, Farm Bureau, Building Industry Association, Trucking Association, etc. to gauge their interest and support. Monitor Sacramento Legislature/California Transportation Commission for pending legislation/policies to address the transportation funding crisis. Form Regional Steering Committee to develop specific “definition” of maintenance and rehabilitation for purposes of this sales tax measure and to guide the overall process

- Jan-April 2017: Continue monitoring transportation funding developments in Sacramento and Washington DC. Begin outreach with City Councils and the Board of Supervisors. Conduct initial polling to determine existing levels of voter support for a Measure “C” “Local Street and Road Maintenance and Rehabilitation” sales tax increase
- May- Dec. 2017: Begin working with member agencies to identify the specific projects that each community would deliver if they had “additional” local” street and maintenance rehabilitation funding. Work with the polling consultant to develop a “message” that resonates with voters to help gain passage of the new sales tax measure. COG/FCTA begin public outreach process to the general public and related interest groups. Conduct a second poll near the end of the year to determine if “messaging “is increasing support

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- An aerial photograph of a road with yellow dashed lines. A blue liquid spill is visible on the road surface, running parallel to the yellow lines. The background is a light-colored, textured surface, possibly a road or a field.
- Jan-April 2018: If polling and community/stakeholder outreach suggests likely voter support above the required 66% threshold, seek formal approval of sales tax measure “addition” from Fresno COG Board and FCTA Board. Following those approvals take the ballot request to Board of Supervisors for their approval to place on June 2018 or November 2018.
 - June 2018: Election Day
OR
Nov 2018: Election Day