

Local Street & Road
Rehab and Maintenance
Funding Crisis



Local Streets & Roads: The System

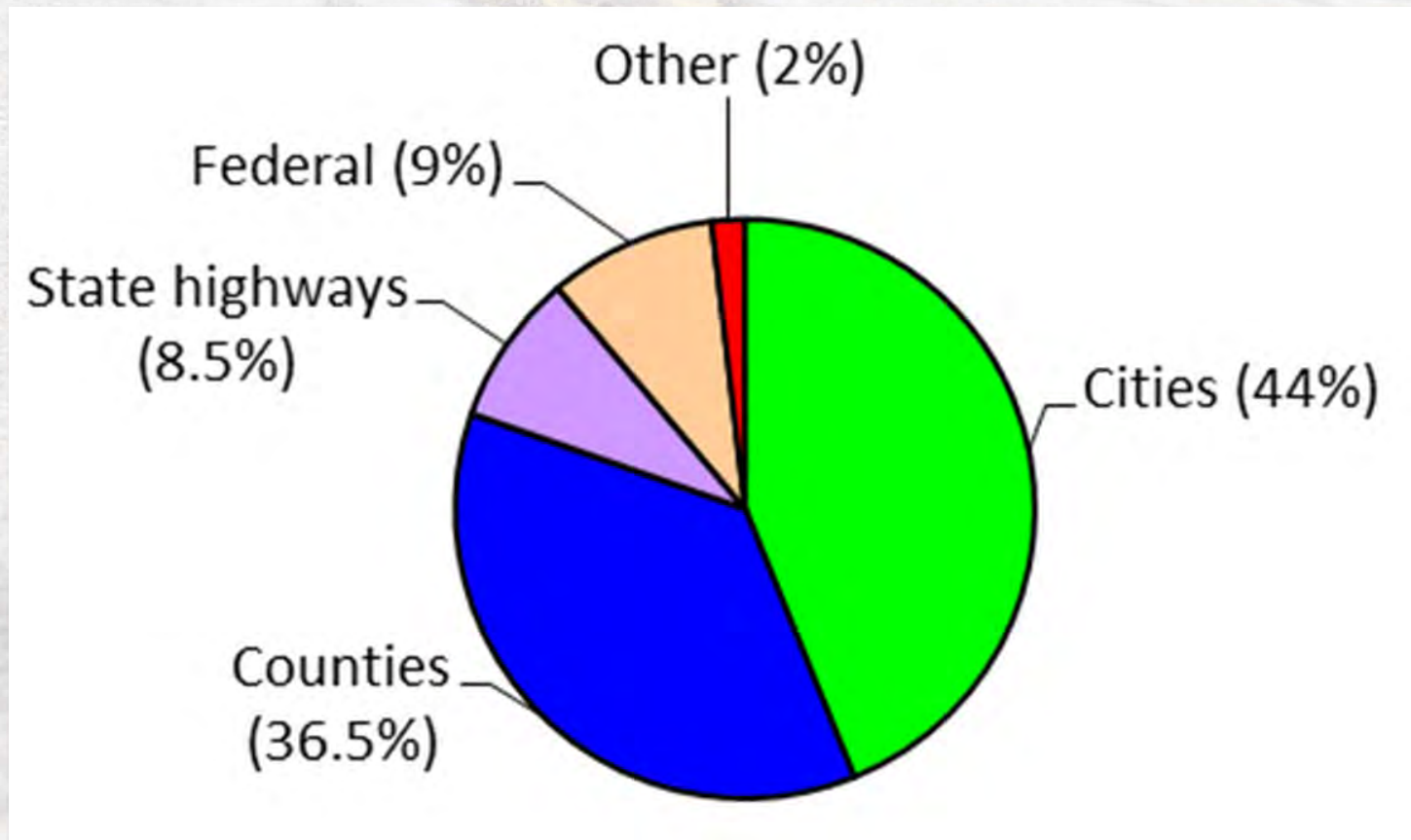
- Our 15 incorporated cities and the County of Fresno have an existing multi-billion dollar investment in our local street and road system
- There are 6,266 “local” maintained streets and roads in the Fresno County region. 3,074 miles are in an urban setting and 3,191 in a rural environment
- Over 14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

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

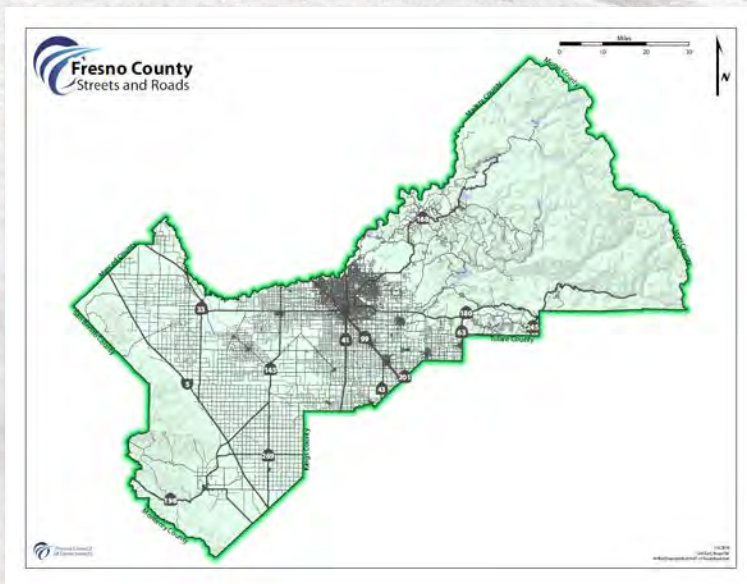
Jurisdiction	Maintained Miles			Daily Vehicle Miles of Travel (DVMT) [1,000]		
	Rural	Urban	Total	Rural	Urban	Total
Clovis	0.70	324.89	325.59	1.14	1,085.58	1,086.72
Coalinga	5.54	33.24	38.78	1.94	32.49	34.43
Firebaugh	21.50	0.32	21.82	13.31	0.34	13.65
Fowler	31.68	3.18	34.86	35.23	8.42	43.65
Fresno	23.06	1,664.38	1,687.43	115.02	6,510.85	6,625.87
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
Fresno County	3,052.94	663.99	3,716.93	3,118.17	2,389.28	5,507.45
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

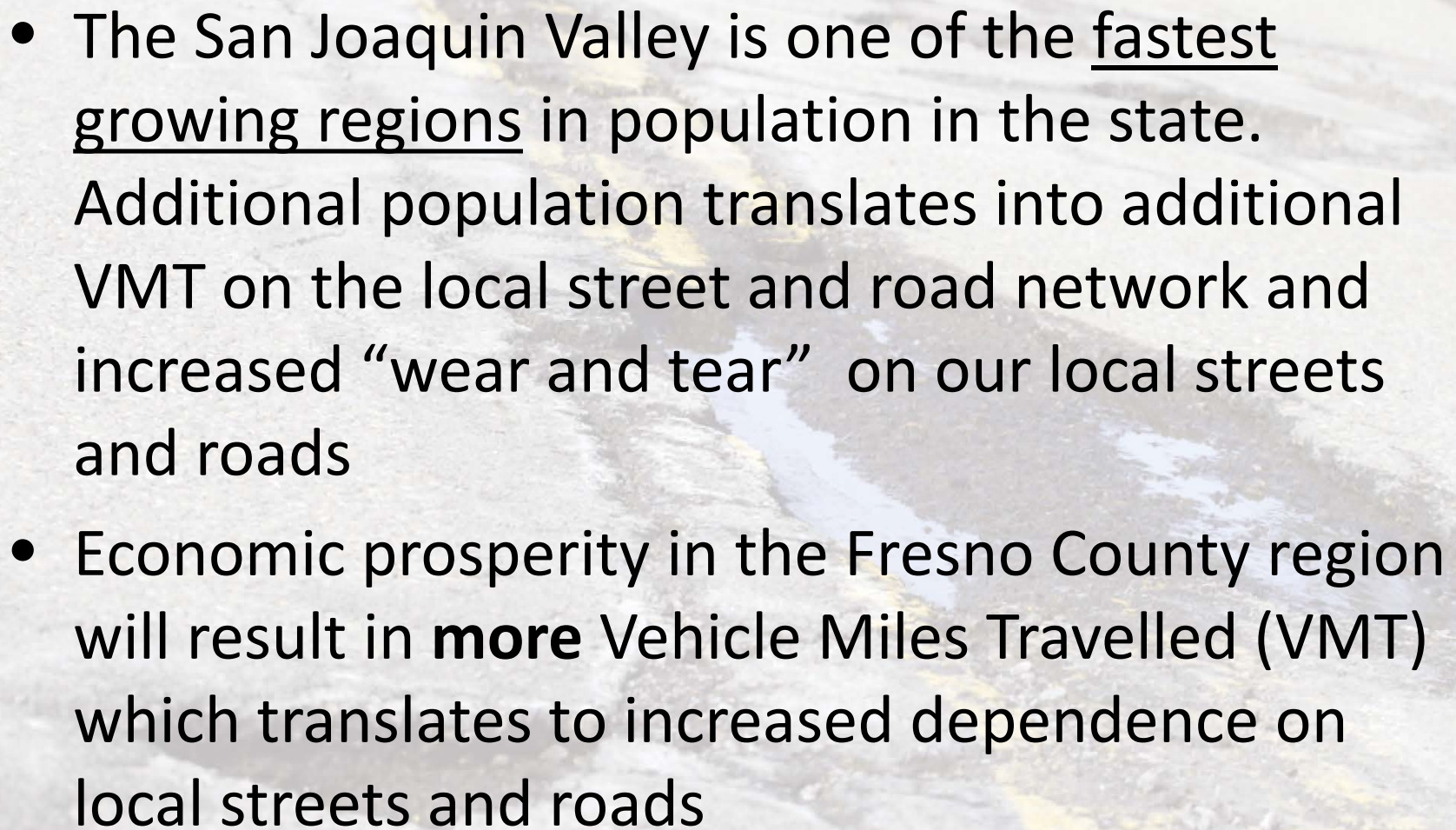


- Approximately 93% of all home-to-work commute trips in Fresno County occur in a car or a truck
- Every trip by car, bus, bicycle or foot “begins and ends” on a local street



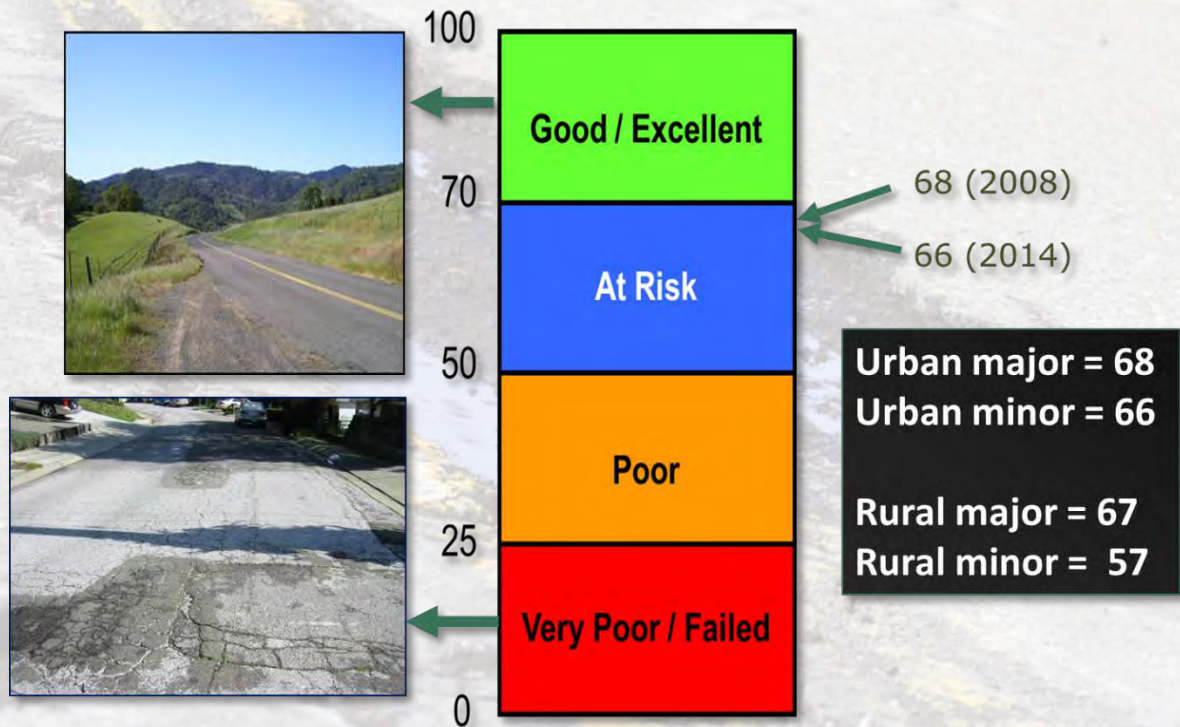
- A properly functioning, well maintained local street and road system is absolutely **critical** for the safety/mobility of the travelling public, emergency responders, law enforcement, “farm to market” needs and overall regional commerce



- 
- An aerial photograph of a winding road through a valley, with yellow highlights indicating specific areas of interest or damage. The road is a light gray color, and the surrounding landscape is a mix of green and brown, suggesting a rural or agricultural area. The road curves through the valley, and the yellow highlights are scattered along its length, particularly in the middle and lower sections.
- 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

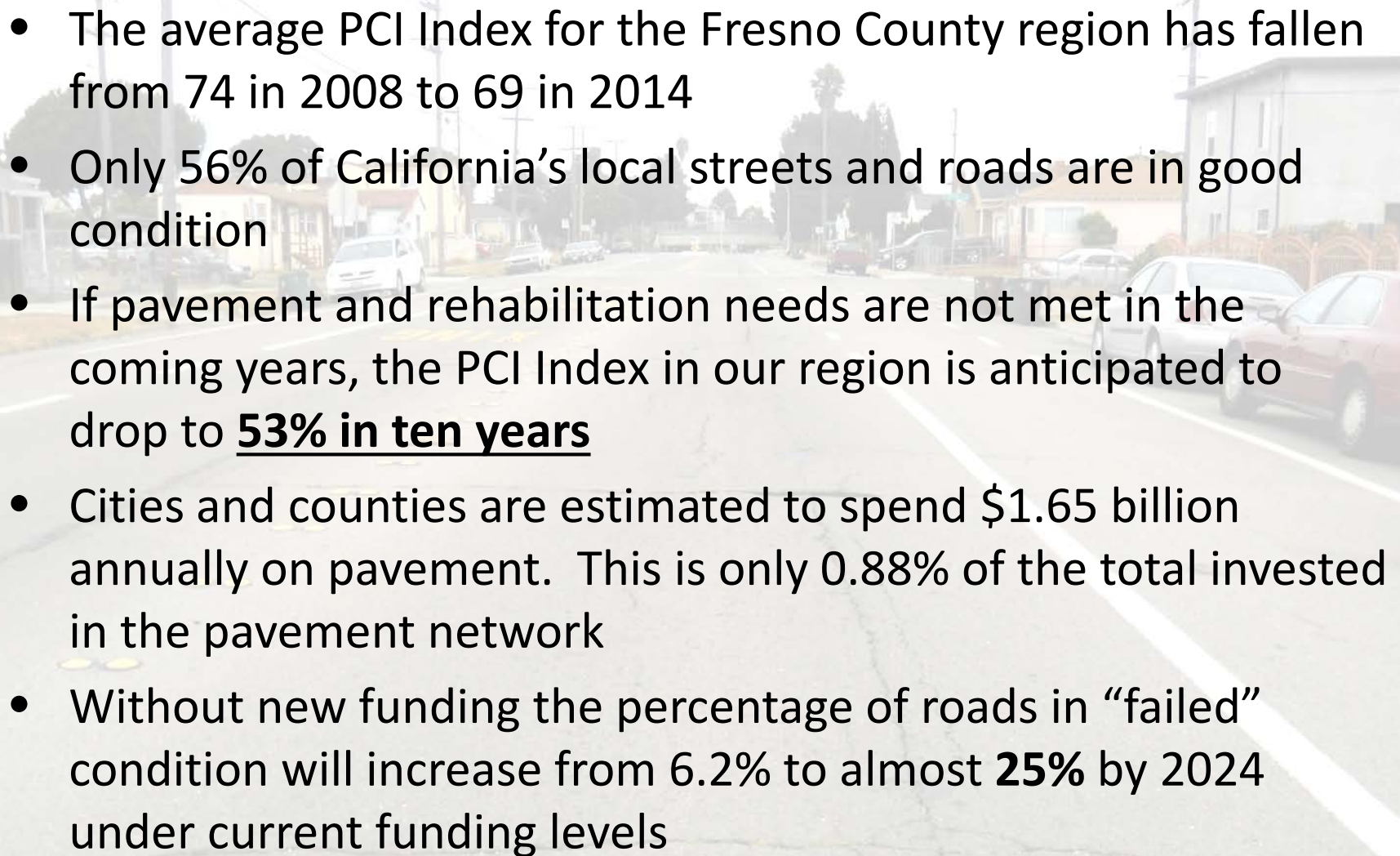
The Condition of Local Streets & Roads in our Region

- 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

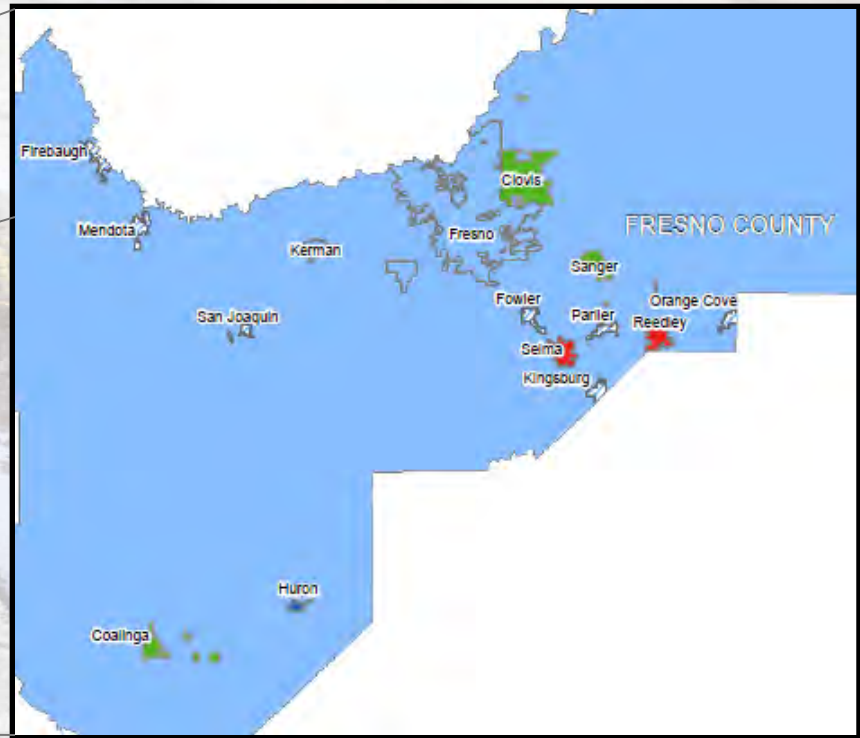
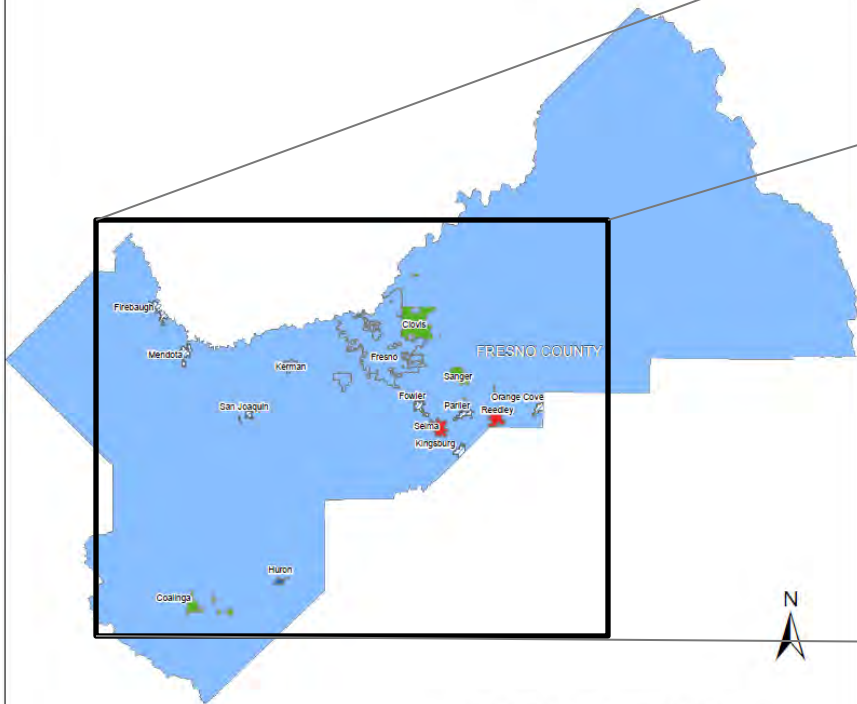




Not too bad...right?

- 
- 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



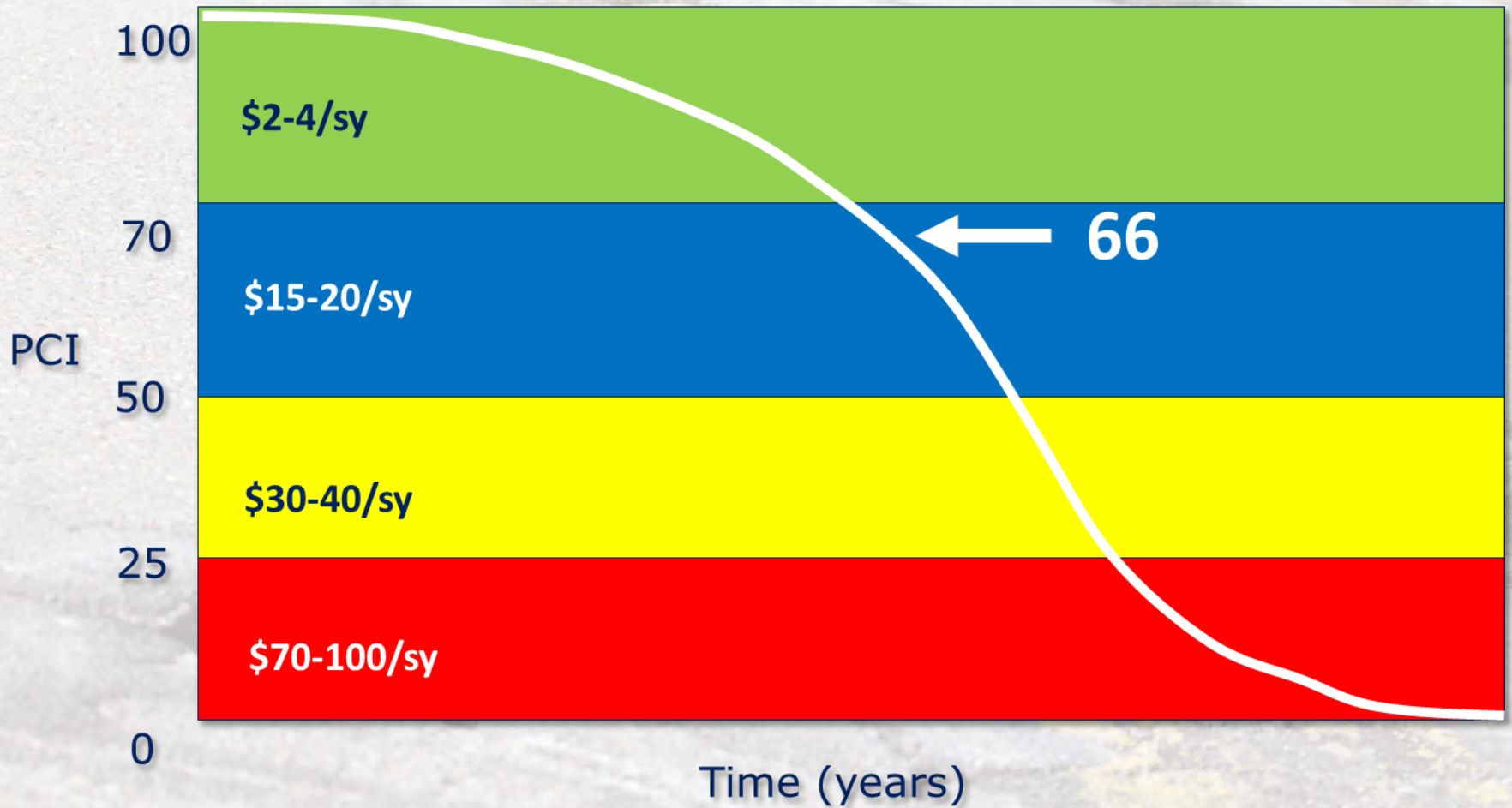
Pavement Condition Index

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)



© October 2014 NCE. GIS mapping data are from US Census Bureau TIGER Cartographic Boundary Shapefiles (<https://www.census.gov/geomatics-data/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:

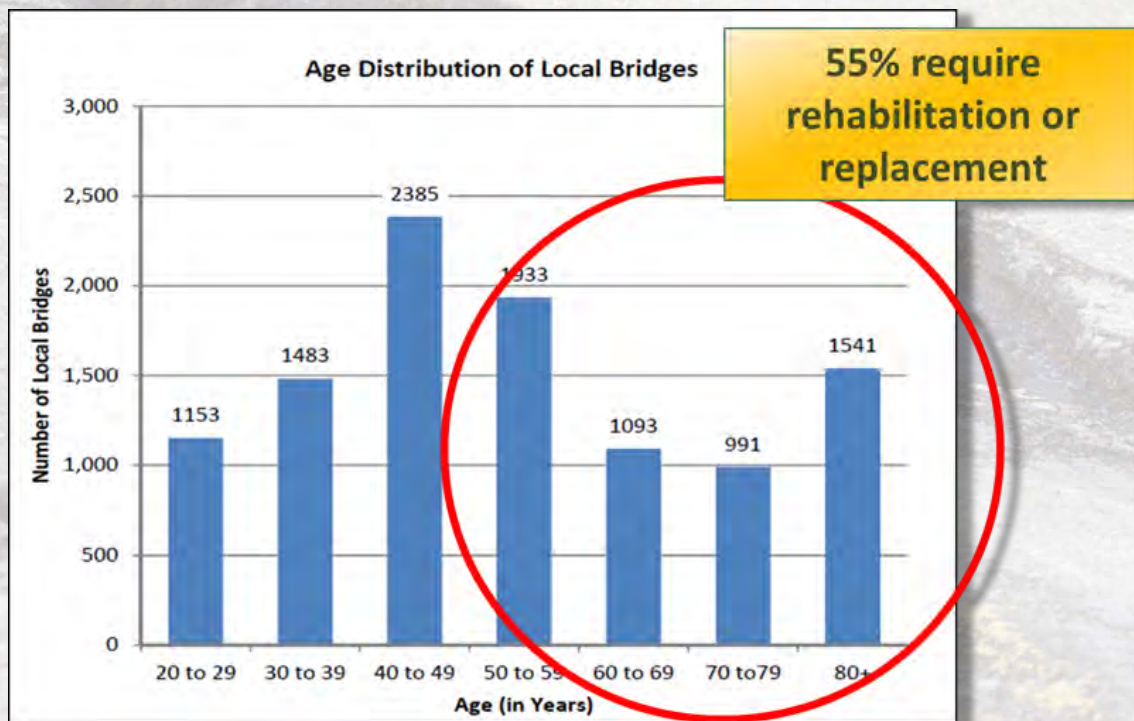
**Delaying street/road
infrastructure maintenance
and rehabilitation only
“increases” the cost of those
repairs in the future.**

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



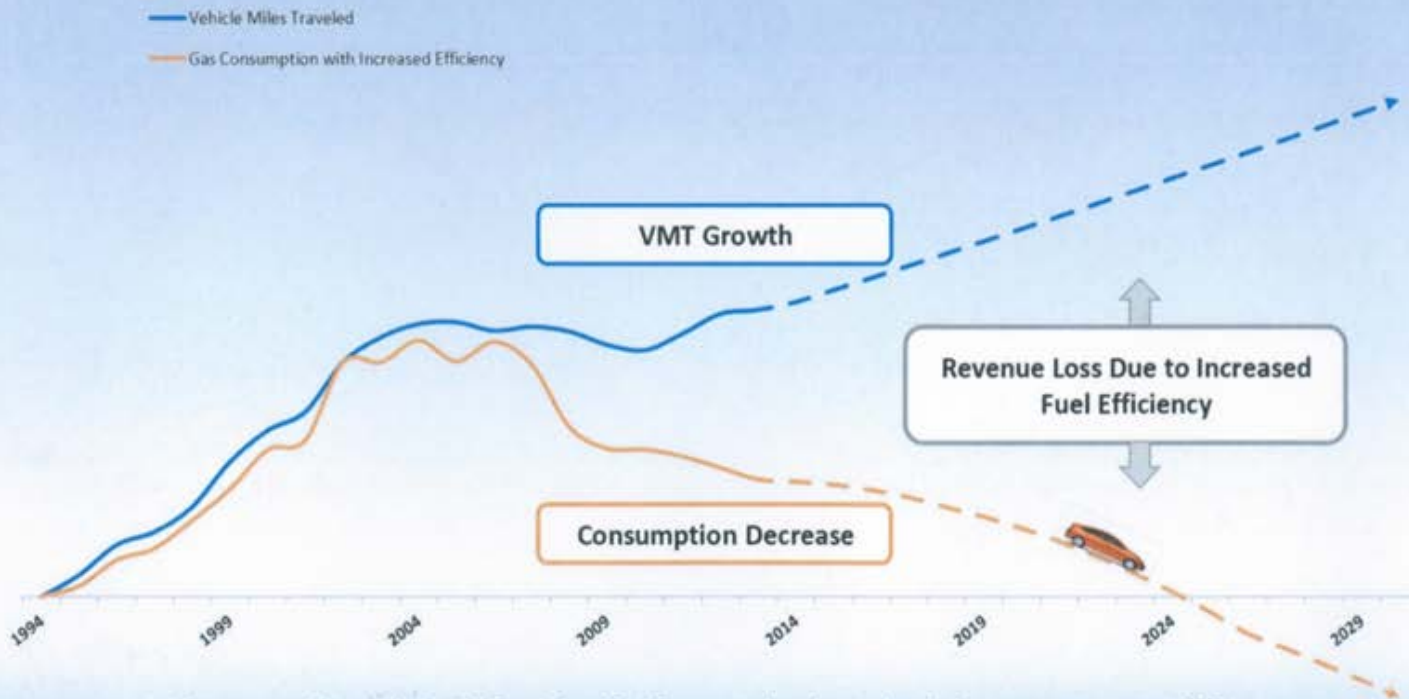
The Local Street and Road Transportation Funding Crisis

History of the Base Gasoline Excise Tax Rate



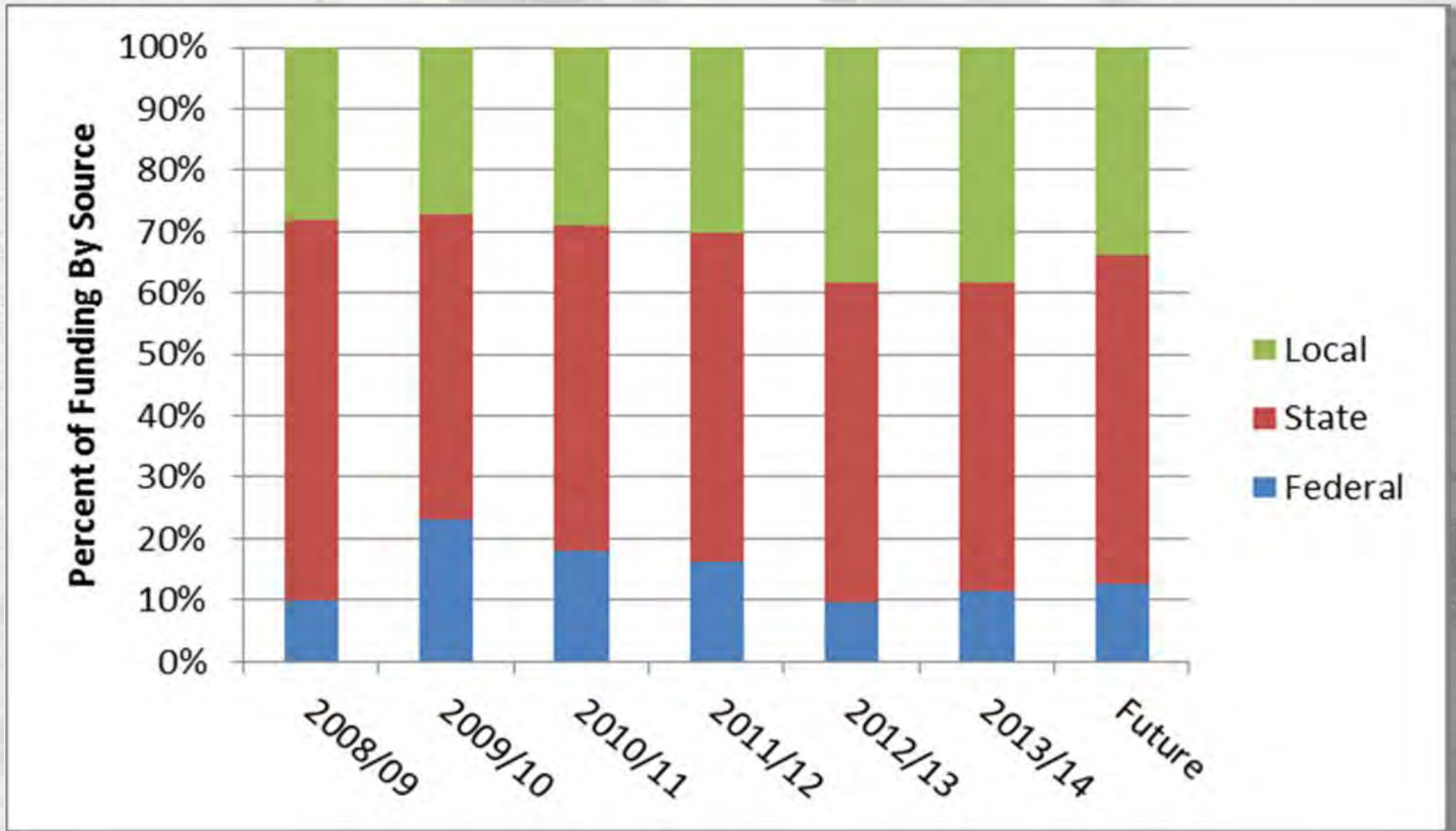
Source: Board of Equalization. Escalation based on California State Highway Construction Cost Index and Consumer Price Index

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

Street/Road Funding by Source



- 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
- The base excise tax of 18¢ per gal approved by voters in the 90's is only worth 8¢ today
- 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**

An aerial photograph of a road surface showing significant wear and tear. A large, dark, irregular pothole is visible in the lower-left quadrant. The road is marked with faded yellow lines, and the overall surface appears cracked and uneven. The text is overlaid on this image.

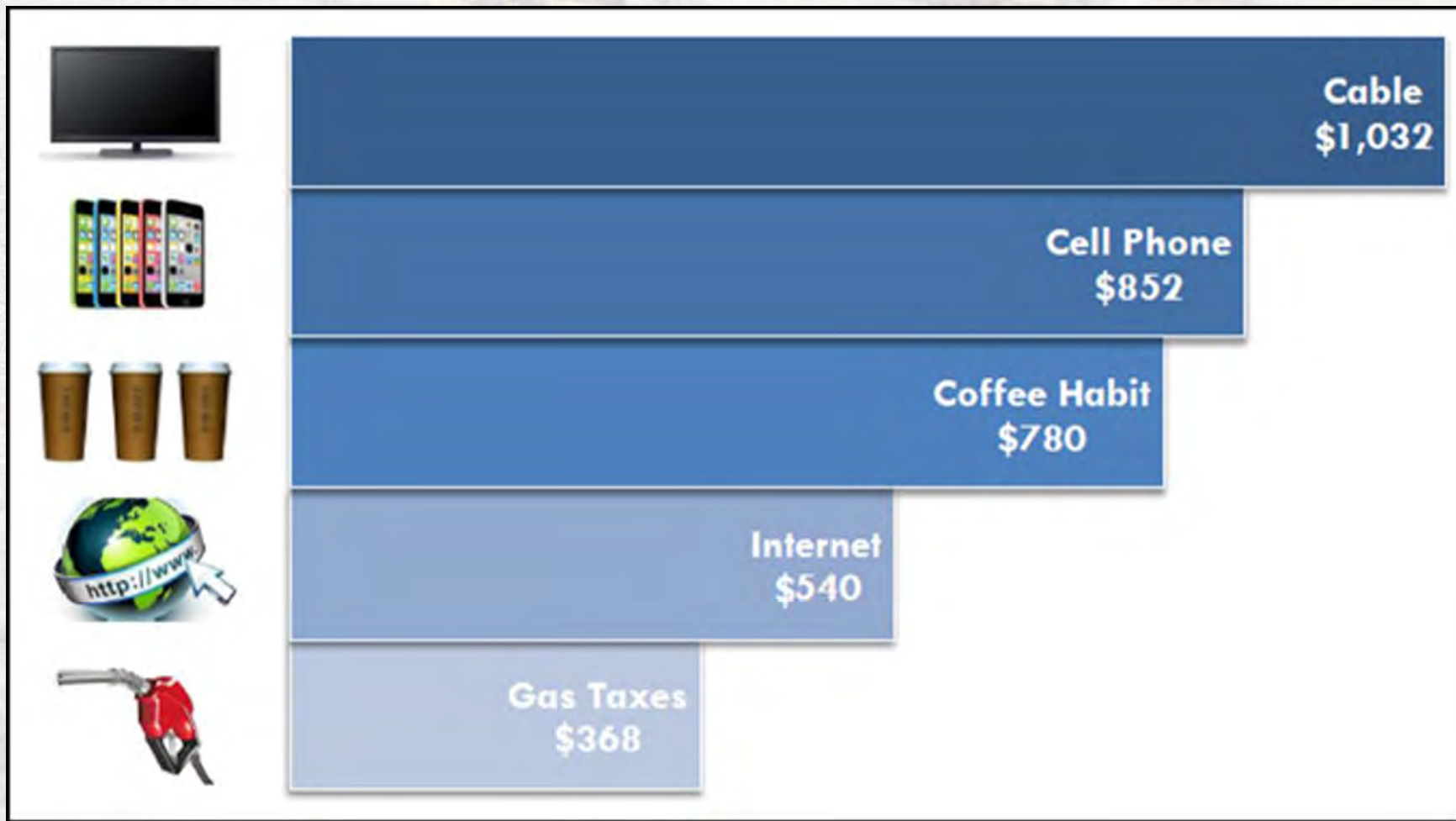
A “Self-Help” Solution to the Local
Streets and Roads Maintenance
and Rehabilitation Crisis Facing
our Region

Why Transportation Sales Taxes Are Popular

- Direct Voter Approval
- The Taxes Have Finite Lives
- Specific Identification of the Projects to be Built with the Dollars
- “Local Control” Over Revenues
- Note: Many motorists feel they are already “paying” for the proposed sales tax increase in individual car repairs (alignment, suspensions, tires, etc.) necessitated by our poor streets and roads. Statewide avg. = \$800

- 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

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



The Concept

- Seek Fresno County Voter approval for a supplemental sales tax measure (amount to be determined) that would provide revenues for repair and maintenance of our local streets and road systems **ONLY**
- Amount of sales tax increase ($\frac{1}{4}\text{¢}$ or $\frac{1}{2}\text{¢}$) to be determined by Regional Steering Committee appointed to guide the process
- Length of time (8, 10 or 20 years, etc.) that the supplemental sales tax would be collected to be determined by Regional Steering Committee

“Self-Help” County Revenues in California

County	Duration	Est. Rev. 2014 (mil \$)	County	Duration	Est. Rev. 2014 (mil \$)
Alameda	2002-2022	141	San Bern.	1990-2040	160
Contra Costa	1989-2034	75	San Diego	1988-2048	262
Fresno	1987-2027	67	San Fran.	1990-2034	89
Imperial	1990-2050	13	San Joaquin	1991-2041	51
LA (1% Tax)	Permanent	1,449	San Mateo	1989-2033	78
LA (Meas. R)	2009-2039	725	Santa Barb.	1990-2040	33
Madera	1990-2027	8	Santa Clara	1996-2036	211
Marin	2005-2025	25	San. Cl. BART	2013-2043	53
Napa	2018-2043	--	Sonoma	2005-2025	21
Orange	1991-2041	2	Son-Marín	2009-2029	33
Riverside	1989-2039	160	Tulare	2007-2037	30
Sacramento	1989-2039	107	TOTAL		\$3,793

Red Text = Counties that have multiple transportation tax measures

Source: Transportation Funding in California 2014 – Caltrans

Population & Road Mileage by Jurisdiction

<i>Jurisdiction</i>	Population		Road Mileage		Funding %
	<i>Total</i>	<i>% of County</i>	<i>Miles</i>	<i>% of Total</i>	
City of Clovis	108,039	10.97%	325.59	5.38%	9.57%
City of Coalinga	16,667	1.69%	38.78	0.64%	1.43%
City of Firebaugh	8,154	0.83%	21.82	0.36%	0.71%
City of Fowler	5,944	0.60%	34.86	0.58%	0.60%
City of Fresno	520,453	52.86%	1,674.86	27.66%	46.56%
City of Huron	6,914	0.70%	14.02	0.23%	0.58%
City of Kerman	14,366	1.46%	43.52	0.72%	1.27%
City of Kingsburgh	12,101	1.23%	45.70	0.75%	1.11%
City of Mendota	11,763	1.19%	52.66	0.87%	1.11%
City of Orange Cove	9,220	0.94%	23.84	0.39%	0.80%
City of Parlier	15,395	1.56%	27.77	0.46%	1.29%
City of Reedley	25,999	2.64%	65.27	1.08%	2.25%
City of San Joaquin	4,047	0.41%	20.86	0.34%	0.39%
City of Sanger	26,024	2.64%	66.93	1.11%	2.26%
City of Selma	24,844	2.52%	91.14	1.51%	2.27%
Unincorporated Area	174,611	17.74%	3,507.87	57.93%	27.78%
Total	984,541	100.00%	6,055.49	100.00%	100.00%

Potential Revenue Generation at ¼¢

<i>Jurisdiction</i>	1/4 Cent Sales Tax Estimates			
	<i>Annually</i>	<i>8 Years</i>	<i>10 Years</i>	<i>20 Years</i>
City of Clovis	\$3,457,083	\$27,656,666.58	\$34,570,833	\$69,141,666
City of Coalinga	\$516,253	\$4,130,021.32	\$5,162,527	\$10,325,053
City of Firebaugh	\$256,811	\$2,054,491.27	\$2,568,114	\$5,136,228
City of Fowler	\$215,462	\$1,723,694.69	\$2,154,618	\$4,309,237
City of Fresno	\$16,812,321	\$134,498,570.19	\$168,123,213	\$336,246,425
City of Huron	\$211,076	\$1,688,611.44	\$2,110,764	\$4,221,529
City of Kerman	\$460,027	\$3,680,217.62	\$4,600,272	\$9,200,544
City of Kingsburgh	\$400,976	\$3,207,806.04	\$4,009,758	\$8,019,515
City of Mendota	\$402,054	\$3,216,432.09	\$4,020,540	\$8,041,080
City of Orange Cove	\$289,144	\$2,313,152.55	\$2,891,441	\$5,782,881
City of Parlier	\$464,852	\$3,718,818.67	\$4,648,523	\$9,297,047
City of Reedley	\$812,428	\$6,499,422.21	\$8,124,278	\$16,248,556
City of San Joaquin	\$142,413	\$1,139,304.20	\$1,424,130	\$2,848,261
City of Sanger	\$815,590	\$6,524,719.96	\$8,155,900	\$16,311,800
City of Selma	\$819,223	\$6,553,782.44	\$8,192,228	\$16,384,456
Unincorporated Area	\$10,032,052	\$80,256,416.74	\$100,320,521	\$200,641,042
Total	\$36,107,766	\$288,862,128	\$361,077,660	\$722,155,320

Potential Revenue Generation at ½¢

<i>Jurisdiction</i>	1/2 Cent Sales Tax Estimates			
	<i>Annually</i>	<i>8 Years</i>	<i>10 Years</i>	<i>20 Years</i>
City of Clovis	\$6,914,167	\$55,313,333.16	\$69,141,666	\$138,283,333
City of Coalinga	\$1,032,505	\$8,260,042.65	\$10,325,053	\$20,650,107
City of Firebaugh	\$513,623	\$4,108,982.54	\$5,136,228	\$10,272,456
City of Fowler	\$430,924	\$3,447,389.37	\$4,309,237	\$8,618,473
City of Fresno	\$33,624,643	\$268,997,140.38	\$336,246,425	\$672,492,851
City of Huron	\$422,153	\$3,377,222.87	\$4,221,529	\$8,443,057
City of Kerman	\$920,054	\$7,360,435.23	\$9,200,544	\$18,401,088
City of Kingsburgh	\$801,952	\$6,415,612.08	\$8,019,515	\$16,039,030
City of Mendota	\$804,108	\$6,432,864.18	\$8,041,080	\$16,082,160
City of Orange Cove	\$578,288	\$4,626,305.11	\$5,782,881	\$11,565,763
City of Parlier	\$929,705	\$7,437,637.35	\$9,297,047	\$18,594,093
City of Reedley	\$1,624,856	\$12,998,844.41	\$16,248,556	\$32,497,111
City of San Joaquin	\$284,826	\$2,278,608.40	\$2,848,261	\$5,696,521
City of Sanger	\$1,631,180	\$13,049,439.92	\$16,311,800	\$32,623,600
City of Selma	\$1,638,446	\$13,107,564.87	\$16,384,456	\$32,768,912
Unincorporated Area	\$20,064,104	\$160,512,833.48	\$200,641,042	\$401,282,084
Total	\$72,215,532	\$577,724,256	\$722,155,320	\$1,444,310,640

SJV Counties Existing Sales Tax Rates

- San Joaquin — 8.0%
- Stanislaus — 7.625%
- Merced — 7.5%
- Madera — 8.0%
- Fresno — 8.225%
- Kings — 7.5%
- Tulare — 8.0%
- Kern — 7.5%

Fresno County Cities Existing Sales Tax Rates

- Huron — 9.225%
- Reedley — 8.725%
- Sanger — 8.975%
- Sanger — 8.725%

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

- Monitor legislative and policy developments in Sacramento/Washington DC, California State Transportation Agency (CALSTA), California Transportation Commission (CTC)

Oct-Dec. 2016 (cont.):

- Begin preliminary outreach to transportation stakeholder groups to gauge their interest and support
 - Business Community
 - Fresno County Farm Bureau
 - Economic Development Corp. (EDC)
 - Public Safety Providers
 - Chamber of Commerce
 - Building Industry Assoc. (BIA)
 - Trucking Groups
 - Emergency Service Providers
 - School Districts

- Formation of Regional Steering Committee to develop policies and guidelines for the ***Local Street/Road Maintenance and Rehabilitation Program*** and provide overall guidance for the process

Jan-April 2017

- Continue to monitor transportation funding developments in Sacramento/Washington DC
- Begin outreach to City Councils and the Board of Supervisors
- Conduct initial polling to determine existing levels of voter support for an additional sales tax dedicated to Local Street/Road Maintenance and Rehabilitation **“only”**

May-Dec 2017

- If polling shows voter support greater than the required 2/3rds threshold. Fresno COG would begin working with member agencies to identify specific projects that each community would deliver if they had new “additional” local street/road maintenance and rehabilitation funding

May-Dec 2017 (cont.)

- 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 general public and interested community groups
- Conduct a second poll near the end of the year to determine if “messaging” is increasing support
- Develop partnership between public/private sector to “educate” and “advocate” for the passage of the sales tax measure



Jan-Nov 2018

- If polling and community support suggests likely voter support above the required 66% threshold, seek formal approval for placing new sales tax measure on ballot from Fresno COG/FCTA. Following those approvals, take the ballot request to the Fresno County Board of Supervisors for their approval to place on either the June or November 2018 ballot

A photograph of a road surface, likely asphalt, showing a significant pothole in the center. The road is marked with yellow double lines. The word "QUESTIONS?" is overlaid in the center of the image, underlined. The image is framed by a yellow border at the top and bottom.

QUESTIONS?