



**COUNTY OF SAN MATEO**  
Inter-Departmental Correspondence  
Public Works



**Date:** October 28, 2014  
**Board Meeting Date:** December 9, 2014  
**Special Notice / Hearing:** None  
**Vote Required:** Majority

**To:** Honorable Board of Supervisors

**From:** James C. Porter, Director of Public Works

**Subject:** California Statewide Local Streets and Roads Needs Assessment

**RECOMMENDATION:**

Adopt a Resolution supporting:

- A) The findings of the comprehensive statewide study entitled, "California Local Streets & Roads Needs Assessment 2014 Update" dated October 2014; and
- B) The need to identify adequate and stable State transportation funding for local street and road maintenance and rehabilitation.

**BACKGROUND:**

In 2007, the League of California Cities (League), the California State Association of Counties (CSAC), the County Engineers Association of California, and the Los Angeles County Department of Public Works embarked on a mission to complete the first comprehensive statewide study of California's local street and road system. The current report, dated October 2014, is the third update since the initial report completed in 2009 with updates in 2011 and 2013.

On January 26, 2010, your Board adopted Resolution No. 070594, supporting the 2009 report and authorizing that the Resolution and a letter, declaring opposition to future cuts in vital transportation funding and support for stable funding for local streets and roads, be sent to the Governor and each State Legislator involved with transportation policies and budget making decisions.

On March 1, 2011, your Board adopted Resolution No. 071282, supporting the 2011 report and authorizing that a letter be sent to the each State Legislator involved with transportation policies and budget making decisions, supporting a comprehensive fix to the transportation tax swap, which eliminated sales tax on gasoline (Proposition 42

funds) and replaced the lost funds with an increase in the gasoline excise tax (Highway User Tax Account - HUTA).

On April 23, 2013, your Board adopted Resolution No. 072474, supporting the 2013 report and the need to identify adequate and stable State transportation funding for local street and road maintenance and rehabilitation, similar to the recommendations of this Board report for the 2014 report.

### **DISCUSSION:**

The objectives for the study were to assess the condition of the local system, complete the overall transportation funding picture for California's transportation network, and educate the public and policymakers at all levels of government about the infrastructure investments needed to provide California with a seamless transportation system. California's 58 counties and 482 cities, which own and maintain 81% of the publicly maintained lane-miles in the State, were surveyed as part of the study. Information was collected that resulted in capturing data for more than 99% of the State's local street and road miles.

The pavement condition index (PCI) is a measurement of a road's condition. Typically, a score between zero and 25 is considered "failed;" between 25 and 50 is considered "poor;" between 50 and 70 is considered "at risk;" and between 70 and 100 is considered "good/excellent." The results of the study show that the statewide average PCI is 66, placing it in the "at risk" category.

The study underscores the need for adequate funding for the State's local streets and roads. According to the study, an additional \$72.7 billion of funding over the next ten years is needed to achieve a statewide PCI of 84, which is considered a Best Management Practice (BMP). At these BMP levels, less expensive preventative maintenance treatments, such as slurry seals and chip seals would be recommended to keep the roads in good condition. If the current funding levels remain unchanged, the study indicated that the statewide condition is projected to deteriorate to a PCI of 55 by 2024. By comparison to the State average of 66, the roads within the unincorporated areas of the County of San Mateo (County) currently have an average PCI of 68. If the County can improve and maintain its road system to BMP levels, the Department can more cost-effectively maintain more streets on an annual basis.

The Department relies predominately on HUTA funds to maintain and improve County roads. During the previous five fiscal years, funding from Proposition 1B has provided an additional \$17 million for County road maintenance activities and road projects. This was a significant source of funding for road work and contributed to maintaining the County's average PCI while reducing the use of HUTA funds in recent years. The Proposition 1B funds were fully expended by June 2014 in accordance with the Proposition 1B requirements. Future roadwork will be supported by the limited HUTA funds received by the County as there are no other significant sources of anticipated funding from State or Federal sources. General Funds are not used for road maintenance activities.

The study also presented information relative to additional funding necessary for jurisdictions to comply with regulatory requirements relative to American Disabilities Act, National Pollutant Discharge Elimination System, and Traffic Sign Retroreflectivity requirements. These costs are in addition to the increased funding required to improve the statewide PCI for the road systems. Compliance with these requirements add to the total cost of a roadway project and were found to be significantly greater than the cost for these items reported in the 2012 study.

The Department is in agreement with the findings in the study, and recommends your support of the findings of the study. A complete copy of the 2014 study can be obtained at:

<http://www.savecaliforniastreet.org/read-the-report/>

County Counsel has reviewed and approved the Resolution as to form.

Support of the study and transportation funding contributes to the Shared Vision 2025 outcome of a Collaborative Community through demonstration of the County's support of an alliance with the other counties and cities for preservation of the State's local streets and roads.

**FISCAL IMPACT:**

Supporting the study and adequate transportation funding recognizes the importance of maintaining local streets at particular levels through ongoing maintenance efforts and road construction projects, while identifying the need for reliable and sufficient funding.

There is no impact to the General Fund.