



COUNTY OF HUMBOLDT

AGENDA ITEM NO.
C-15

For the meeting of: March 22, 2016

Date: March 7, 2016

To: Board of Supervisors

From: *TK* Thomas K. Mattson, Director of Public Works

Subject: Resolution Urging the State of California to Provide New Sustainable Funding for State and Local Transportation Infrastructure

RECOMMENDATION(S): That the Board of Supervisors:

Adopts the resolution urging the State of California to provide new sustainable funding for State and local transportation infrastructure.

DISCUSSION:

Governor Edmond G. Brown, Jr. called an extraordinary session of the legislature to address the immense underfunding of California's transportation infrastructure. The Governor focused on many of the State's infrastructure needs at this session. Unfortunately, the Governor made no mention of priorities for local streets and roads. Yet cities and counties own and operate more that eighty-one percent of streets and roads throughout the state.

Humboldt County has participated in the efforts with the California State Association of Counties, League of California Cities, and California's Regional Transportation Planning Agencies to study unmet funding needs for local roads and bridges, and other essential components.

Prepared by Art Reeve CAO Approval Tommy Olsen

REVIEW: Auditor _____ County Counsel _____ Personnel _____ Risk Manager _____ Other _____

TYPE OF ITEM:
 Consent
 Departmental
 Public Hearing
 Other _____

BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT
Upon motion of Supervisor Fennell Seconded by Supervisor Bass
Ayes Sundberg, Fennell, Lovelace, Bohn, Bass
Nays _____
Abstain _____
Absent _____

PREVIOUS ACTION/REFERRAL:

Board Order No. _____

Meeting of: _____

and carried by those members present, the Board hereby approves the recommended action contained in this Board report.

Dated: March 22, 2016
By: Kathy Hayes
Kathy Hayes, Clerk of the Board

The primary outputs from the *2014 California Statewide Local Streets and Roads Needs Assessment*, provide critical analysis and information on the conditions of the pavement on local streets and roads and the costs to bring them up to standards. As indicated in the name, the study applied to paved roads only. The average Pavement Condition Index (PCI) for paved roads in the Humboldt County Maintained System is 58, placing it in the “At Risk” category where pavements will begin to deteriorate much more rapidly and require rehabilitation or rebuilding rather than more cost-effective preventative maintenance if funding is not increased. Local streets and roads face an estimated shortfall of \$78 billion in deferred maintenance and an annual shortfall of \$7.8 billion.

A broad coalition of cities, counties, labor, business, public safety and transportation advocates has formed to meet the Governor’s call to address California’s chronic transportation infrastructure funding shortfall. The attached proposed resolution is similar to ones passed by other Counties and was developed by the California State Association of Counties.

FINANCIAL IMPACT:

No financial Impact.

The request for more transportation funding conforms to the Strategic Framework of the County by providing and maintaining infrastructure.

OTHER AGENCY INVOLVEMENT:

League of California Cities, County Engineers Association of California, California State Association of Counties, California’s Regional Transportation Planning Agencies, California Alliance for Jobs, and Fix Our Roads Coalition.

ALTERNATIVES TO STAFF RECOMMENDATIONS:

The Board of Supervisors could choose to not pass this resolution. However, this would be in conflict with the Board’s Strategic Framework.

ATTACHMENT:

Resolution

BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT, STATE OF CALIFORNIA

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RESOLUTION NO. 16-34

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF HUMBOLDT
URGING THE STATE TO PROVIDE NEW SUSTAINABLE FUNDING FOR STATE AND
LOCAL TRANSPORTATION INFRASTRUCTURE**

WHEREAS, Governor Edmund G. Brown, Jr. has called an extraordinary session to address the immense underfunding of California's transportation infrastructure; and

WHEREAS, cities and counties own and operate more than eighty-one percent (81%) of streets and roads in California, and from the moment we open our front door to drive to work, bike to school, or walk to the bus station, people are dependent upon a safe, reliable local transportation network; and

WHEREAS, the County of Humboldt has participated in efforts with the California State Association of Counties, League of California Cities, and California's Regional Transportation Planning Agencies to study unmet funding needs for local roads and bridges, including sidewalks and other essential components; and

WHEREAS, the resulting 2014 California Statewide Local Streets and Roads Needs Assessment, which provides critical analysis and information on the local transportation network's condition and funding needs, indicates that the condition of the local transportation network is deteriorating as predicted in the initial 2008 study; and

WHEREAS, the results show that California's local streets and roads are on a path of significant decline. On a scale of zero (0) - "failed" to one hundred (100) - "excellent", the statewide average pavement condition index ("PCI") is sixty-six (66), placing it in the "at risk" category where pavements will begin to deteriorate much more rapidly and require rehabilitation or rebuilding rather than more cost effective preventative maintenance if funding is not increased; and

WHEREAS, the results show that the County of Humboldt's local streets have a statewide average pavement condition index of fifty-eight (58), placing them in the "fair" category; and

WHEREAS, if funding remains at the current levels, in ten (10) years, twenty-five percent (25%) of local streets and roads in California will be in "failed" condition; and

WHEREAS, cities and counties need an additional one billion seven hundred million dollars (\$1,700,000,000) just to maintain a status quo pavement condition of sixty-six (66), and much more revenue to operate the system with Best Management Practices, which would reduce the total amount of funding needed for maintenance in the future; and

WHEREAS, models show that an additional three billion dollars (\$3,000,000,000) annual investment in the local streets and roads system is expected to improve pavement conditions statewide from an average "at risk" condition to an average "good" condition; and

WHEREAS, if additional funding isn't secured now, it will cost taxpayers twice as much to fix the local system in the future, as failure to act this year will increase unmet funding needs for local transportation facilities by eleven billion dollars (\$11,000,000,000) in five (5) years and twenty-one billion dollars (\$21,000,000,000) in ten (10) years; and

WHEREAS, modernizing the local street and road system provides well-paying construction jobs and boosts local economies; and

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WHEREAS, the local street and road system is also critical for farm-to-market needs, interconnectivity, multimodal needs and commerce; and

WHEREAS, police, fire, and emergency medical services all need safe reliable roads to react quickly to emergency calls and a few minutes of delay can be a matter of life and death; and

WHEREAS, maintaining and preserving the local street and road system in good condition will reduce drive times and traffic congestion, improve bicycle safety and make the pedestrian experience safer and more appealing, which leads to reduced vehicle emissions helping the state achieve its air quality and greenhouse gas emissions reductions goals; and

WHEREAS, restoring roads before they fail also reduces construction time which results in less air pollution from heavy equipment and less water pollution from site run-off; and

WHEREAS, in addition to the local system, the state highway system needs an additional five billion seven hundred million dollars (\$5,700,000,000) annually to address the state's deferred maintenance; and

WHEREAS, in order to bring the local system back into a cost-effective condition, at least seven billion three hundred million dollars (\$7,300,000,000) annually in new money going directly to cities and counties is required.

NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF SUPERVISORS OF THE COUNTY OF HUMBOLDT strongly urges the Governor and Legislature to identify a sufficient and stable funding source for local street and road and state highway maintenance and rehabilitation to ensure the safe and efficient mobility of the traveling public and the economic vitality of California.

BE IT RESOLVED FURTHER, that the COUNTY OF HUMBOLDT strongly urges the Governor and Legislature to adopt the following priorities for funding California's streets and roads.

1. **Make a significant new investment in transportation infrastructure.** Any package should seek to raise at least six billion dollars (\$6,000,000,000) annually and should remain in place for at least ten (10) years or until an alternative method of funding our transportation system is agreed upon.
2. **Focus on maintaining and rehabilitating the current system.** Repairing California's streets and highways involves much more than fixing potholes. It requires major road pavement overlays, fixing unsafe bridges, providing safe access for bicyclists and pedestrians, replacing storm water culverts, as well as operational improvements that necessitate the construction of auxiliary lanes to relieve traffic congestion choke points and fixing design deficiencies that have created unsafe merging and other traffic hazards. Efforts to supply funding for transit in addition to funding for roads should also focus on fixing the system first.

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3. Equal split between state and local projects. We support sharing revenue for roadway maintenance equally between the state, cities and counties, given the equally-pressing funding needs of both the state and local systems, as well as the longstanding historical precedent for collecting transportation user fees through a centralized system and sharing the revenues across the entire network through direct subventions. Ensuring that funding to local governments is provided directly, without intermediaries, will accelerate project delivery and ensure maximum accountability.
4. Raise revenues across a broad range of options. Research by the California Alliance for Jobs and Transportation California shows that voters strongly support increased funding for transportation improvements. They are much more open to a package that spreads potential tax or fee increases across a broad range of options, including fuel taxes, license fees, and registration fees, rather than just one source. Additionally, any package should move California toward an all-users pay structure, in which everyone who benefits from the system contributes to maintaining it - from traditional gasoline fueled vehicles, to new hybrids or electric vehicles, to commercial vehicles.
5. Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects. While the focus of a transportation funding package should be on maintaining and rehabilitating the existing system, California has a critical need to upgrade the goods movement infrastructure that is essential to our economic well-being. Establishing a framework to make appropriate investments in major goods movement arteries can lay the groundwork for greater investments in the future that will also improve air quality and reduce greenhouse gas emissions.
6. Strong accountability requirements to protect the taxpayers' investment. Voters and taxpayers must be assured that all transportation revenues are spent responsibly. Local governments are accustomed to employing transparent processes for selecting road maintenance projects aided by pavement management systems, as well as reporting on the expenditure of transportation funds through the State Controller's Local Streets and Roads Annual Report.

Dated: March 22, 2016



MARK LOVELACE, Chair
Humboldt County Board of Supervisors

BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT, STATE OF CALIFORNIA

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Adopted on motion by Supervisor Fennell, seconded by Supervisor Bass, and the following vote:

AYES:	Supervisors	Sundberg, Fennell, Lovelace, Bohn, Bass
NAYS:	Supervisors	--
ABSENT:	Supervisors	--
ABSTAIN:	Supervisors	--

STATE OF CALIFORNIA)
County of Humboldt)

I, KATHY HAYES, Clerk of the Board of Supervisors, County of Humboldt, State of California, do hereby certify the foregoing to be an original made in the above-entitled matter by said Board of Supervisors at a meeting held in Eureka, California.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Seal of said Board of Supervisors.



By ANA HARTWELL
Deputy Clerk of the Board of Supervisors of the
County of Humboldt, State of California