



MARIPOSA COUNTY

Public Works • (209) 966-5356



RESOLUTION - ACTION REQUESTED 2015-426

MEETING: September 1, 2015

TO: The Board of Supervisors

FROM: Tony Stobbe, Public Works Director

RE: Resolution Urging the State to Provide Infrastructure Funding

RECOMMENDATION AND JUSTIFICATION:

Adopt a Resolution Urging the State to Provide New Sustainable Funding for State and Local Transportation Infrastructure.

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 the State needs in calling the extraordinary session. Through the efforts of local government, it is clear that the statewide system, including local needs, will be considered.

Mariposa County 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.

The primary outputs from the Local Streets and Roads Needs Study to this point are the conditions of the pavements and the cost to bring them up to a standard. As indicated in the name, the studies apply to paved roads only. The average pavement condition index for the paved roads in the Mariposa County maintained system is 44, indicating the average condition is in the "poor" category. There are roads that have been recently paved that are in the "good" category, but also roads in the "failed" category.

Pavements deteriorate over a period of time. Early in the deterioration process, the life can be extended relatively inexpensively utilizing seals. As the pavements further deteriorate, the maintenance cost increase until ultimately, total reconstruction is required. If additional funding is not secured now, the pavements will continue to deteriorate and will cost taxpayers twice as much to fix the transportation infrastructure, including the local road system, in the future.

Fire and emergency medical services need safe reliable roads to react to emergency calls. Restoring roads before they fail reduces construction time which results in less

air pollution from heavy equipment and less water pollution from site run-off.

The proposed resolution is similar to ones passed by other Counties and was developed by the California State Association of Counties.

The Road Commissioner participated in preparing this item and is supportive of this recommendation.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

The Board of Supervisors has approved like resolutions in the past.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

The Board could choose to not pass a resolution and remain silent on the issue of transportation funding sustainability.

FINANCIAL IMPACT:

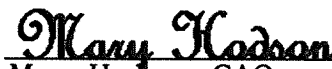
No financial impact

ATTACHMENTS:

Formal Resolution Urging the State to Provide Sustainable Funding (DOC)

CAO RECOMMENDATION

Requested Action Recommended



Mary Hoatson, CAO 8/26/2015

RESULT: ADOPTED BY CONSENT VOTE [UNANIMOUS]

MOVER: Marshall Long, District III Supervisor

SECONDER: Kevin Cann, District IV Supervisor

AYES: Smallcombe, Jones, Long, Cann, Carrier

**MARIPOSA COUNTY BOARD OF SUPERVISORS
RESOLUTION NO. 426**

**A RESOLUTION 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 81 percent 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 Mariposa 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 (failed) to 100 (excellent), the statewide average pavement condition index (PCI) is 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 Mariposa's local streets have a statewide average pavement index of 44, placing them in the "poor" category; and

WHEREAS, if funding remains at the current levels, in 10 years, 25 percent of local streets and roads in California will be in "failed" condition; and

WHEREAS, cities and counties need an additional \$1.7 billion just to maintain a status quo pavement condition of 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 \$3 billion 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 \$11 billion in five years and \$21 billion in ten years; and

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

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 reduce 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 \$5.7 billion 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 \$7.3 billion annually in new money going directly to cities and counties is needed.

NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF SUPERVISORS OF THE COUNTY OF MARIPOSA 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.

RESOLVED FURTHER, that the County of Mariposa 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 \$6 billion annually and should remain in place for at least 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.
3. **Equal split between state and local projects.** We support sharing revenue for roadway maintenance equally (50/50) between the state and cities and counties, given the equally-


pressing funding needs of both 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.

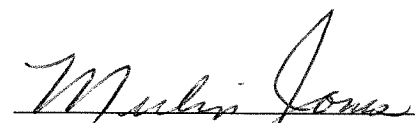
PASSED AND ADOPTED by the Mariposa County Board of Supervisors this 1st day of September, 2015 by the following vote:

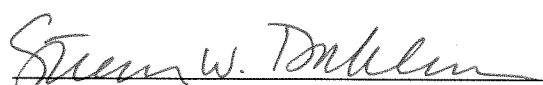
AYES: SMALLCOMBE, JONES, LONG, CANN, CARRIER
NOS: NONE
ABSENT: NONE
ABSTAINED: NONE

ATTEST:



RENE' LaROCHE
Clerk of the Board



MERLIN JONES, Chair
Mariposa County Board of Supervisors
APPROVED AS TO FORM


STEVEN DAHLEM
County Counsel

Mariposa County Board of Supervisors

District 1 ... ROSEMARIE SMALLCOMBE
District 2 MERLIN JONES
District 3 MARSHALL LONG
District 4 KEVIN CANN
District 5 JOHN CARRIER



MARY HODSON
County Administrative Officer

RENE LAROCHE
Clerk of the Board

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September 2, 2015

Governor Jerry Brown
Office of the Governor
State Capital Building
Suite 1173
Sacramento, CA 95814

Dear Governor Brown:

At its meeting on September 1, 2015, the Mariposa County Board of Supervisors adopted Mariposa County Resolution 15-426 urging the State to provide new sustainable funding for State and local transportation infrastructure.

Enclosed you will find a copy of the Board of Supervisor's Resolution for your reference.

Sincerely,

A handwritten signature in cursive script that reads "Merlin Jones".

Merlin Jones,
Board of Supervisors Chair

Enclosure