

DEPARTMENT: Public Works

By: Michael Edwards

Phone: 966-5356

RECOMMENDED ACTION AND JUSTIFICATION: (Policy Item: Yes ___ No x)

Resolution supporting AB 585, Ashburn, to provide additional funding for County roads. This bill would shift approximately \$106 million annually from the State Highway Account to County Road Funds. Mariposa County's share would be approximately \$880,000.

Attachment #1 is a copy of the bill. Attachment #2 is a draft recommended letter to be sent to our state legislative delegation describing the necessity of this bill.

The Assembly Transportation Committee is scheduled to hear testimony on this bill in mid-April. The Board may wish to consider appointing one or two members to testify.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

The Board has taken action in the past to support legislative actions to assist rural road funding needs.

LIST ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

1. Take no action. Support for this bill would be diminished.
2. Take other actions such as seeking new local taxes, traffic mitigation fees or other reallocations of existing revenues to assist in funding needs for the County road system.

COSTS: (x) Not Applicable

A. Budgeted current FY \$ _____

B. Total anticipated costs \$ _____

C. Required additional funding \$ _____

D. Internal transfers \$ _____

SOURCE: () 4/5th Vote Required

A. Unanticipated revenues \$ _____

B. Reserve for contingencies \$ _____

C. Source description: Contingencies, if approved: \$ _____

SPECIAL INSTRUCTIONS:

List the attachments and number the pages consecutively:

1. AB 585
2. Draft letter to Senator Monteith and Assembly Member House

CLERK'S USE ONLY

Res. No.: 92-103 Ord. No. _____

Vote - Ayes: 5 Noes: _____

Absent: _____ Abstained: _____

() Approved () Denied

() Minute Order Attached () No Action Necessary

ADMINISTRATIVE OFFICER'S RECOMMENDATION:

This item on agenda as:

Recommended

Not Recommended

For Policy Determination

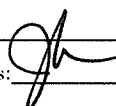
Submitted with Comment

Date: _____

ATTEST: MARGIE WILLIAMS, Clerk of the Board
County of Mariposa, State of California

By: _____
Deputy

Comment: _____

A.O. Initials: 

Mariposa County Board of Supervisors

District 1.....PATTI A. REILLY
 District 2.....DOUG BALMAIN
 District 3.....ROBERT C. STEWART
 District 4.....GARRY R. PARKER
 District 5.....BOB PICKARD



JANET HOGAN
 County Administrative Officer

MARGIE WILLIAMS
 Clerk of the Board

P.O. Box 784
 MARIPOSA, CALIFORNIA 95338
 (209) 966-3222
 1-800-736-1252

FAX (209) 966-5147

April 1, 1997

The Honorable George House
 California State Assembly
 State Capitol, Room 4017
 Sacramento, CA 95814

RE: Support of AB 585

Dear Mr. House:

The Mariposa County Board of Supervisors recently took action to support your bill which is vitally important to the survival of the State's county road system. We appreciate your efforts.

As you are aware, County roads are by far the most financially neglected portion of our State's transportation system. They are also, unquestionably, of critical importance to the economic health of California. They provide the most vital part of the farm-to-market connection. They serve the State's increasing demand for access to non-urban recreational opportunities. They are providing a higher and higher degree of work commute traffic. However, due to deferred safety improvements on these roads (as a result of inadequate funding), the public cost per lane-mile, in terms of loss of life and property, is by far the highest of any other portion of the transportation system.

The Board understands that all modes of transportation are severely underfunded, that the public's past investment in infrastructure is rapidly eroding and that this is a nationwide problem. However, in attempting to examine how to prioritize existing sources of funding, one should look at the greatest need. A 1995 survey of Metropolitan Planning Organizations (MPO's), representing primarily urban transportation systems, and Regional Transportation Planning Agencies (RTPA's), representing mostly rural and suburban systems, showed the following significant deficit discrepancies:

1995 STATEWIDE DEFICITS (Millions \$ / Percent of Total Need)

CAPITAL IMPROVEMENTS

	<u>State Highways</u>	<u>Local Streets and Roads</u>	<u>Transit/Rail</u>
RTPA's	\$2,634.8 / 70.7%	\$1,505.6 / 61.1%	\$ 301.1 / 55.8%
MPO's	\$5,130.9 / 11.5%	\$6,014.4 / 36.5%	\$3,547.6 / 13.2%

OPERATIONS AND MAINTENANCE

	<u>State Highways</u>	<u>Local Streets and Roads</u>	<u>Transit/Rail</u>
RTPA's	\$944.6 / 44.5%	\$ 774.9 / 49.8%	186.5 / 21.8%
MPO's	\$768.9 / 3.0%	\$3,355.8 / 22.1%	\$1,591.1 / 2.3%

Clearly, the greatest need (deficit) is in the non-urban highways, streets and roads.

The modest, but none-the-less appreciated, \$106 million annual reallocation of funds proposed by your bill only begins to address the aforementioned inequities and will not significantly damage the State's highway program. Over the last two years, there has been considerable noise made about the very large deficit due to the underfunding (or overprogramming) of the S.T.I.P. However, we now learn that the 1998 S.T.I.P. is being advanced because of a large surplus and a large effort is being made to deliver projects immediately that were undeliverable by Caltrans last year. The Legislature should consider the fact that counties can, and will, deliver needed projects and maintenance in a timely, predictable fashion if the funding is available.

While the State Highway Account has been going from an alleged deficit to a surplus situation, consider what has happened in Mariposa County over the past four years:

- ◆ Gas tax revenue to our Road Fund has stagnated and begun to decline.
- ◆ The County had to cut back its historic General Fund contribution to the Road Fund by 24% because of state budget crisis pass-throughs to counties.
- ◆ Forest receipts to the Road Fund are down by 30%.
- ◆ Transportation tax (1/4 cent sales tax) revenue to the Road Fund is down by 27% because of increased cost of our mandated local transit system, which uses the county road system.
- ◆ Court fine revenues to the Road Fund dropped 72% in 1991 and are down another 17% since then.
- ◆ The County formally halted its road improvement program (all available funding shifted to help preserve the existing system).
- ◆ The County laid off four Road Fund employees (12% of the work force).
- ◆ ISTEA (which was to be the federal program that provided road improvement funds) was underfunded. It was also supposed to provide flexibility in how transportation dollars could be spent, but the only flexibility provided was for funds to be shifted away from highways and roads to transit and rail projects.
- ◆ The State implementation of ISTEA took full advantage of ISTEA's "flexibility" and shifted funds away from highways and roads.
- ◆ Predictably, despite our best efforts, the surface quality of our local roads has declined dramatically.

The above scenario is not unique to Mariposa County, but similar, or worse, situations exist in all counties.


We appreciate the efforts you and your colleagues are making on our behalf to correct the overall transportation funding crisis. Given the difficulty of that task and the facts on how the existing funds are distributed, it would seem prudent to begin putting funds where they will do the most good. AB 585 is a good step in that direction.

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Thank you , again, for your support in this important matter.

Very truly yours,



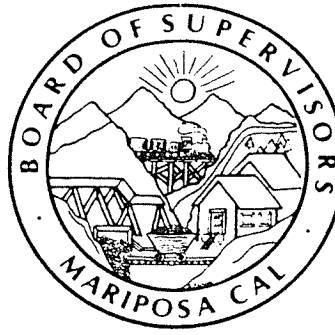
Robert C. Stewart, Chairman

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cc: Governor Pete Wilson
Senator Dick Monteith
Assembly Member Roy Ashburn
Assembly Member Kevin Murray, Chairman, Assembly Transportation Committee
California State Association of Counties
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FAX (209) 966-5147

April 1, 1997

The Honorable Dick Monteith
 California State Senate
 State Capitol, Room 2048
 Sacramento, CA 95814

RE: Support of AB 585

Dear Senator Monteith:

The Mariposa County Board of Supervisors recently took action to support your bill which is vitally important to the survival of the State's county road system. We appreciate your efforts.

As you are aware, County roads are by far the most financially neglected portion of our State's transportation system. They are also, unquestionably, of critical importance to the economic health of California. They provide the most vital part of the farm-to-market connection. They serve the State's increasing demand for access to non-urban recreational opportunities. They are providing a higher and higher degree of work commute traffic. However, due to deferred safety improvements on these roads (as a result of inadequate funding), the public cost per lane-mile, in terms of loss of life and property, is by far the highest of any other portion of the transportation system.

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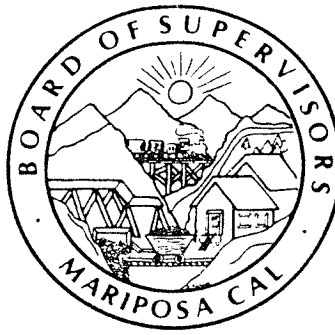


Robert C. Stewart, Chairman

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April 1, 1997

The Honorable Roy Ashburn
 California State Assembly
 State Capitol, Room 4102
 Sacramento, CA 95814

RE: Support of AB 585

Dear Mr. Ashburn:

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As you are aware, County roads are by far the most financially neglected portion of our State's transportation system. They are also, unquestionably, of critical importance to the economic health of California. They provide the most vital part of the farm-to-market connection. They serve the State's increasing demand for access to non-urban recreational opportunities. They are providing a higher and higher degree of work commute traffic. However, due to deferred safety improvements on these roads (as a result of inadequate funding), the public cost per lane-mile, in terms of loss of life and property, is by far the highest of any other portion of the transportation system.

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Re: AB 585

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Very truly yours,



Robert C. Stewart, Chairman

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Dale Wagerman and Associates

MARIPOSA COUNTY BOARD OF SUPERVISORS

MINUTE ORDER

TO: MIKE EDWARDS, Public Works Director
FROM: MARGIE WILLIAMS, Clerk of the Board *MW*
SUBJECT: SUPPORTING AB 585; RES. 97-103

THE BOARD OF SUPERVISORS OF MARIPOSA COUNTY, CALIFORNIA,
ADOPTED THIS Order on April 1, 1997

ACTION AND VOTE:

B) Resolution Supporting AB 585, Ashburn, to Provide Additional Funding for
County Roads

BOARD ACTION: (M)Parker, (S)Balmain, Res. 97-103 adopted/Ayes: Unanimous.
Mike Edwards suggested that a Board member or two accompanying him to testify at the
April 14th hearing on this matter. Board concurred with Supervisors Pickard and Stewart
working with Public Works to represent the Board on this matter.

cc: Supervisor Pickard
Supervisor Stewart
File