



El Dorado County Road Condition and Funding

Board of Supervisors Meeting
1/24/17



Presentation Overview

- Why are we here today?
- What is the condition of County roads?
- Why are County roads in their current condition?
- What can El Dorado County do to impact the roads?
- Can the County use MC&FP funding for road maintenance?
- What could/should be done moving forward for funding?



Why Are We Here Today?

- There has been a statewide conversation about the condition of roads
 - Conversation is not just happening in El Dorado County
- Historically, the State has funded a large majority of road maintenance
 - State funding has decreased and is projected to decrease into the future without action
- The funding gap for roads is large and without State help it puts the County in a difficult situation
- MC&FP funding for road maintenance?
- Board requested an update of PCI in September



What Is the Condition of County Roads?

- What Is Pavement Condition Index (PCI)?
 - PCI was developed by the United State Army Corps of Engineers. The method is based on a visual survey of the number and types of distresses in a pavement
 - Provides a consistent, accurate, nonbiased, impartial, statistically based method for assessing and comparing pavement conditions throughout the County



What Is the Condition of County Roads?

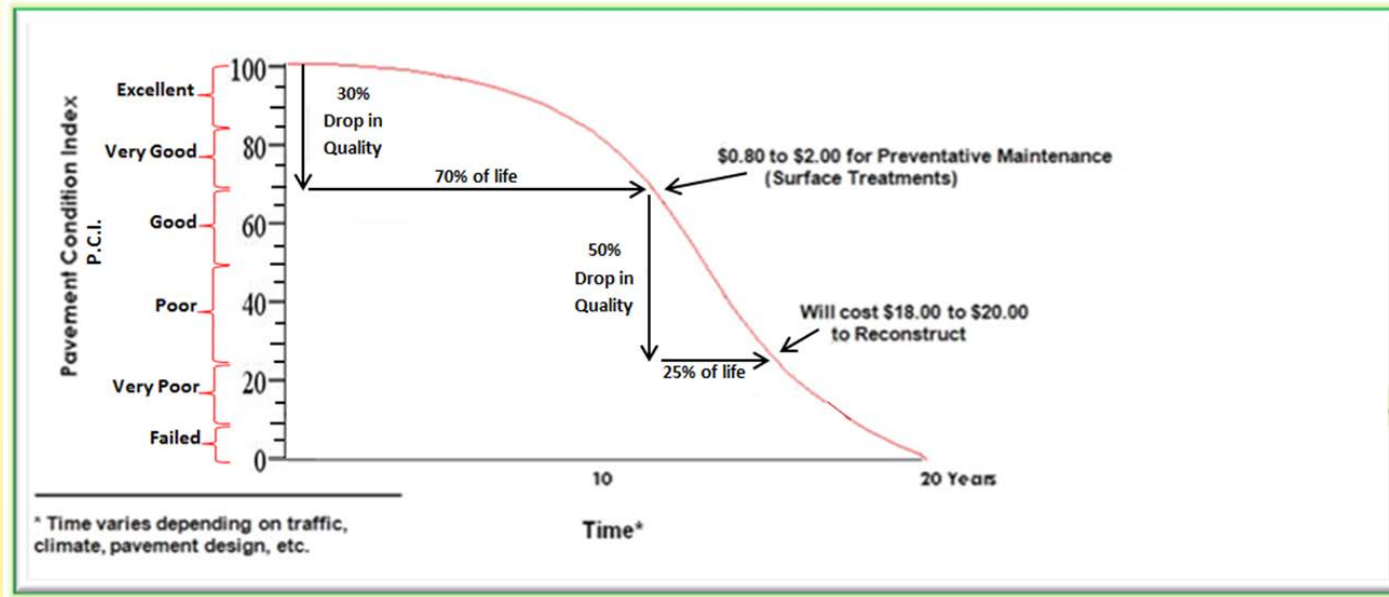
- What does a PCI score mean?

HIGH	LOW	RATING
100	70	EXCELLENT TO GOOD
69	50	AT RISK
49	25	POOR
24	0	FAILED



What Is the Condition of County Roads?

- Good roads require preventative maintenance which is more cost effective





What Is the Condition of County Roads?

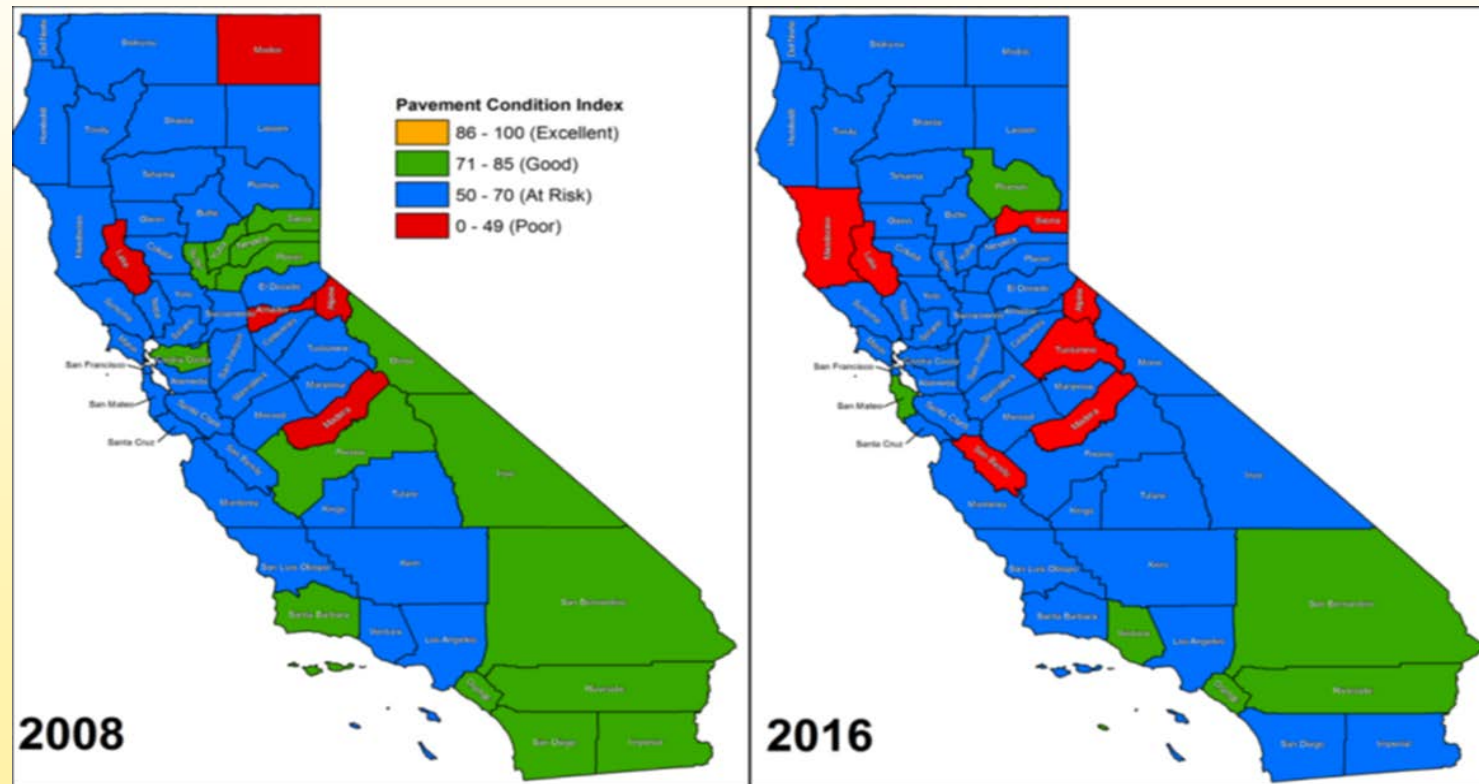
- What is the ideal PCI?
 - National standard for PCI is 70
 - El Dorado County's current countywide PCI is 64
- How do our County roads rate?

Rating	% of Roads
Excellent to Good	48.0%
At Risk	26.0%
Poor	21.0%
Failed	5.0%



What Is the Condition of County Roads?

- Most of California counties' PCI puts them at risk



From the consulting firm
that wrote the California
Statewide Local Streets
and Road Needs
Assessment Final Report
2016



What Is the Condition of County Roads?

- What are other rural counties' PCI scores
 - Rural counties

Year	El Dorado County	Rural County Average
2016	64	57

From the consulting firm that wrote the California
Statewide Local Streets and Road Needs Assessment
Final Report 2016



What Is the Condition of County Roads?

- What are the PCIs of counties with similar urban road systems

County	PCI (2016)	County Road Miles (2014)	Urban Road Miles (2014)	Percent Urban (2014)
Butte	64	1,299.21	360.89	28%
Nevada	63	562.19	135.96	24%
San Luis Obispo	62	1,335.43	328.06	25%
Yuba	60	625.70	148.5	24%
El Dorado	64	1,079.37	256.28	24%
Median	63	1079.37	256.28	24%

From the consulting firm that wrote the California
Statewide Local Streets and Road Needs Assessment
Final Report 2016



What Is the Condition of County Roads?

- What are the PCIs of counties with similar road miles

County	PCI (2016)	County Road Miles (2014)
Humboldt	62	1,206.81
Inyo	62	1,133.49
Mendocino	32	1,014.34
Placer	62	1,045.69
Shasta	64	1,191.18
Tehama	54	1,089.25
El Dorado	64	1,079.37
Median	62	1089.25

From the consulting firm that wrote the California
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What Is the Condition of County Roads?

- What are the PCI scores for counties that are in the Sierra Nevada and Cascade ranges?

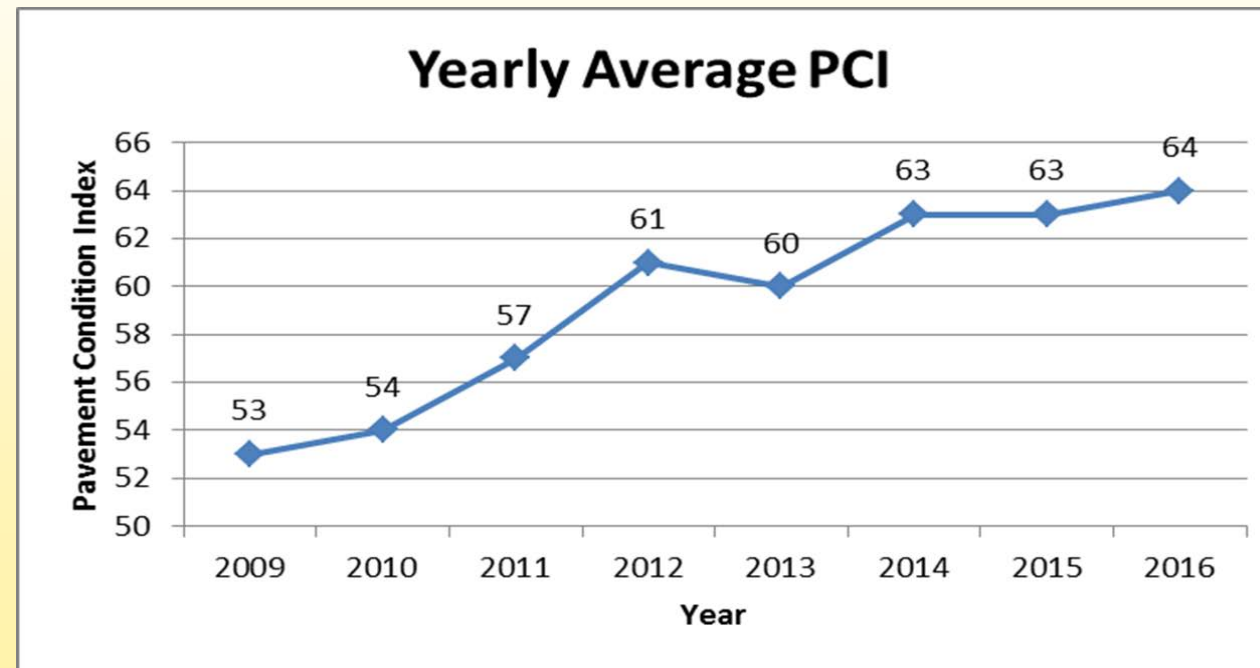
County	PCI (2016)	County Road Miles (2014)
Alpine	44	134.96
Amador	55	410.64
Butte	64	1,299.21
Calaveras	48	689.64
Fresno	62	1,674.86
Inyo	62	1,133.49
Lassen	63	881.04
Madera	50	1,511.39
Mariposa	65	560.5
Modoc	60	985.26
Mono	63	684.42
Nevada	63	562.19
Placer	62	1,045.69
Plumas	73	679.5
Shasta	64	1191.18
Sierra	43	391.48
Siskiyou	60	1360.91
Tehama	54	1089.25
Trinity	62	629.30
Tulare	61	3,034.50
Tuolumne	41	610.33
El Dorado	64	1,079.37
Average	58	983.60

From the consulting firm that wrote the California
Statewide Local Streets and Road Needs Assessment
Final Report 2016



What Is the Condition of County Roads?

- El Dorado County countywide PCI history has increased.
Why?





What Is the Condition of County Roads?

- What efficiencies and strategies has Transportation used :
 - **Pavement Rehabilitation (Major or Minor)** - Crews fix failed areas and overlay only these failed areas and then chip seal or slurry seal the entire roadway
 - **Preventive Maintenance** – By repairing roads at an earlier age you can use a lower cost repair (chip seal vs overlay or rebuild)
 - **Use of Superior Materials** – Rubberized overlays and chip seals
 - These materials last longer, or require less preparation, saving equipment and labor costs



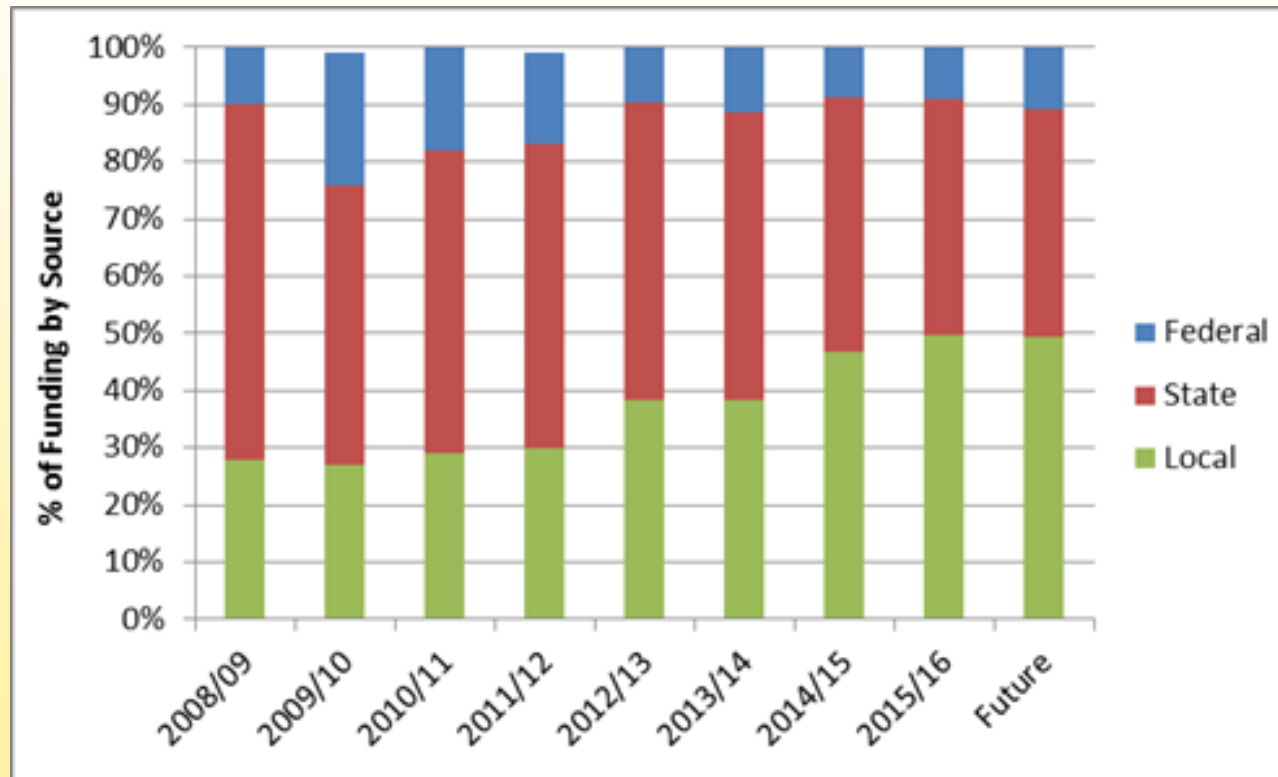
What Is the Condition of County Roads?

- A large majority of California counties PCIs have declined
- El Dorado County Transportation Division has found efficiencies and strategies that have allowed for an increased PCI
- However, at some point there will be a lack of new efficiencies and strategies to be found



Why are County Roads in Their Current Condition?

- State funding has decreased as a percent of total funding



From the consulting firm that wrote the California Statewide Local Streets and Road Needs Assessment Final Report 2016 and Caltrans



Why are County Roads in Their Current Condition?

- As state funding has decreased local governments have increased funding

	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
Pavement Funding (\$M)	\$1,453	\$1,571	\$1,557	\$1,530	\$1,691	\$1,836	\$1,938	\$1,967
Federal	10%	23%	18%	16%	10%	11%	9%	9%
State	62%	49%	53%	53%	52%	50%	44%	41%
Local	28%	27%	29%	30%	38%	38%	47%	50%

- State funding has decreased due to a decrease in gas tax
 - Different variables have caused this

From the consulting firm that wrote the California
Statewide Local Streets and Road Needs Assessment
Final Report 2016



What Can the County Do to Impact the Roads

- How have local governments been increasing their responsibility for transportation funding?
 - Sales tax for transportation purposes

	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
Total Sales Tax (\$M)	\$285	\$258	\$256	\$279	\$374	\$455	\$364	\$475
Percent of total funding	10%	10%	12%	13%	17%	18%	16%	19%

From the consulting firm that wrote the California
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Final Report 2016



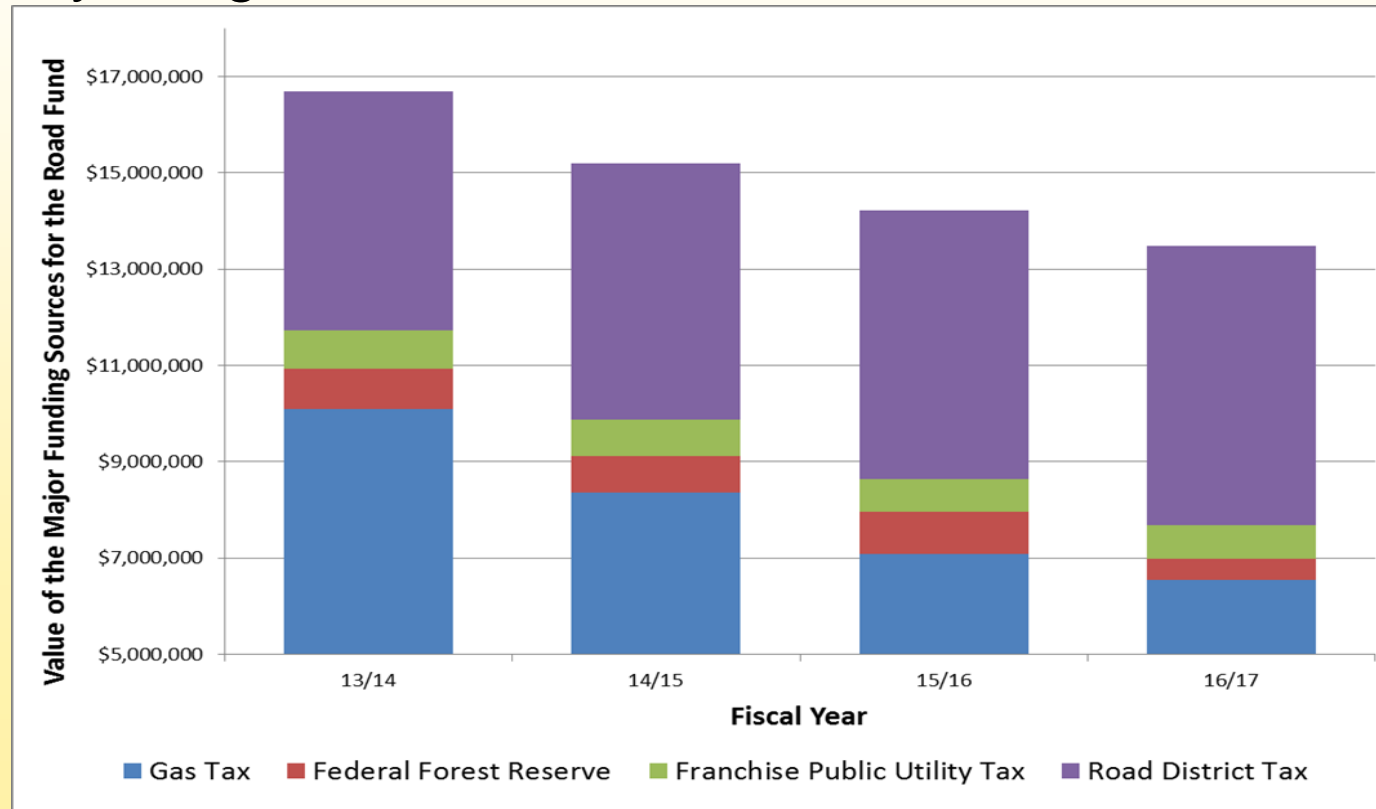
What Can the County Do to Impact the Roads

- Statewide
 - Keep Local Roads at 65
 - \$3.5 Billion per year
 - Get Roads to 70 and Keep them There
 - \$7 Billion per year – until 2027 then \$2.5 billion per year is needed
- El Dorado County
 - Keep our Roads at 64
 - \$10M per year just for roads
 - Get our Roads to 70 and Keep them There
 - \$16M per year just for roads



What Can the County Do to Impact the Roads

- Locally the gas tax contribution to roads is decreasing as well





What Can the County Do to Impact the Roads

Road Maintenance and Operations Funding*

	FY16/17**	FY15/16	FY14/15	FY13/14	FY12/13	FY11/12
Gas Tax	\$6,533,295	\$7,080,321	\$8,349,245	\$10,098,571	\$7,440,570	\$9,101,004
Road District Tax	\$5,800,079	\$6,142,170	\$5,314,124	\$4,500,000	\$9,494,297	\$4,810,318
Other	\$2,061,870	\$2,894,912	\$1,859,452	\$2,445,644	\$2,665,324	\$2,541,374
General Fund	\$ -	***	\$ -	\$2,040,837	\$500,000	\$491,324
LT Tribe	\$2,500,000	\$250,000	\$1,284,742	\$ -	\$ -	\$ -
Total	\$ 16,895,244	\$ 16,367,403	\$ 16,807,563	\$ 19,085,052	\$ 20,100,191	\$ 16,944,020

*Figures provided by the Community Development Agency – Administration and Finance Division

**Recommended Budget Figures Including Additional Contribution at Board's Request

***The Board re-allocated \$500 thousand in General Fund money in FY 15/16 that is accounted for in the CIP for overlay activities



What Can the County Do to Impact the Roads

- The Road Fund – Maintenance and Operations White Paper written in the summer of 2016 identified possible long term and short term funding options
- Possible long term options identified at that time:
 - Sales tax measure
 - Increase solid waste franchise fee percent
 - Increase TOT percent
 - Tribe agreement funding
 - Other – Utility user tax, property transfer tax, etc.



What Can the County Do to Impact the Roads

■ Possible short term options

- General fund
 - 16% of all road funding came from General fund dollars
 - Concern about the State mandating MOE based on prior local supplemental funding – General fund dollars and limiting nature
 - Proposition 42 – City of Santa Rosa and County of Fresno
- Sacramento Metropolitan Utility District (SMUD)
 - Competing interests
- Missouri Flat Master Circulation & Funding Plan (MC&FP)
 - Board policy decision



Can the County Use MC&FP Funding for Road Maintenance?

- MC&FP funding current status
- Legal conclusion re: Measure E and MC&FP
- Option to use MC&FP funding for road maintenance
- Requirements for closing MC&FP

Possible State Action

- AB1 – Assembly Member Frazier – reintroduced
 - Include increases to gas tax, vehicle registration fee, zero emission vehicle registration fee, etc.
- SB 1 – Senator Beall – reintroduced
 - Include increases to gas tax, vehicle registration fee, zero emission vehicle registration fee, etc.
- Governor released a revised transportation proposal this month
- CSAC and the Fix Our Roads Coalition are working on education, outreach and media events this month



Conclusion

- Statewide road funding has decreased
- State has a large funding gap to localities for roads
- County road PCIs have decreased statewide
- El Dorado County Transportation staff have worked to create efficiencies to increase the PCI with less funding
- There are limited local funding options
- What would MC&FP funding contribute to the County's road maintenance challenges



Staff Recommendation and Next Steps

- 1) Staff Recommendation: Do not begin to unwind MC&FP at this time.
- 2) Board direction to Staff: Pursue additional options for road maintenance revenue.
 - Begin discussions re: tribal funding agreement.
 - Explore feasibility of increasing Transient Occupancy Tax.
 - Explore feasibility of increasing solid waste franchise fee.
 - Explore feasibility, benefits, and necessary timeline for placing a special sales tax measure on the ballot.