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FUNCTIONS

Administration & Business Services
Airports
Engineering
Land Improvement
Roads and Bridges
Landfills

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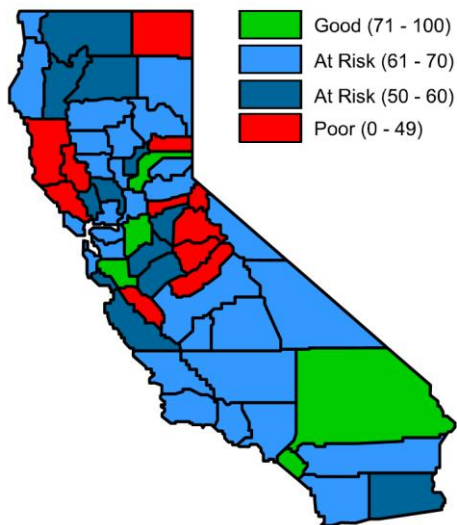
August 29, 2016

Mendocino County Board of Supervisors
501 Low Gap Road, Room 1010
Ukiah, CA 95482

RE: Frazier – Beall Transportation Funding Package; Assembly Bill X1 26 (Frazier) and Senate Bill X1 1 (Beall); as introduced on August 18, 2016 – SUPPORT

Honorable Board Members:

The Transportation funding crisis has been, and continues to be, of immediate and urgent concern. On November 5, 2013, staff from the Mendocino Council of Governments (MCOG) and Mendocino County Department of Transportation (MCDOT) presented the results of the Pavement Condition Index (PCI) report and California Statewide Needs Assessment Project. The Mendocino County 2013 PCI (updated every 3 years) shows that only 19% of the County's 660 miles of paved roads are in good condition with a PCI above 69 –the other 81% is at risk of failure or in poor condition with a PCI below 50. One third of the County's paved roads are considered failed.



The report is collaboration between the California State Association of Counties, the League of California Cities, and the state's regional transportation planning agencies. Since the first survey six years ago when the statewide average was 68, California's local streets and road conditions continue to decline. Today it is 66, which falls into the at risk category. In the next 10 years it is estimated that the local system will have a funding shortfall of \$78.3 billion. Existing funding for California's local streets and roads is just \$1.7 billion annually; however, \$3.328 billion is needed just to maintain the current statewide average rating of 66. Estimates suggest Mendocino County would need to spend \$9 million per year to maintain an existing PCI of 35 extrapolated (42 MCOG).

| | | | 10 Year Needs (2014 \$M) | | | |
|--------------------------|------------|---------------------------------|--------------------------|----------------------|--------|-------|
| County (Cities included) | Lane Miles | Pavement Condition Index (2014) | Road | Essential Components | Bridge | Total |
| Mendocino County | 2,256 | 35 extrapolated (42 MCOG) | \$625 | \$109 | \$58 | \$792 |

To view the California Statewide Needs Assessment Project, which was unveiled on October 27, 2014, please visit www.savecaliforniastreet.org.

The California State Association of Counties (CSAC) Lobby Day, on May 18, 2016, was attended by several Mendocino County officials including 1st District Supervisor Carre Brown, Chief Executive Officer Carmel J. Angelo, and MCDOT Director Howard Dashiell. The focus of the event was two key infrastructure issues – transportation funding and storm water funding.

The CSAC staff worked together with the Fix Our Roads Coalition (FOR Coalition), on a transportation funding package compromise that brought together two transportation funding bills: Senator Jim Beall’s bill; Senate Bill X1 1 (Transportation Funding: environmental mitigation: oversight) and Assembly Member Jim Frazier’s bill; Assembly Bill 1591 (Transportation Funding). This effort resulted in the Frazier – Beall Transportation Funding Package introduced on August 9, 2016.

CSAC staff remains cautiously optimistic about getting a transportation funding bill approved this year. There are still challenges, however, over raising taxes, registration fees, and prioritizing where to spend the additional funds. The FOR Coalition is trying to direct at least half of the revenues to the local road system (Cities and Counties). More information about the FOR Coalition can be found at: <http://fixcaroads.com/newsroom/>.

CSAC has provided “highlights” of the Frazier – Beall Transportation Funding Package. Those “highlights” are summarized below:

ABX1 26 (Frazier) and SBX1 1 (Beall): Cities and Counties will receive approximately \$2.5 billion in new local streets and roads revenue on an annual basis. A breakdown of the estimated revenues as of August 18, 2016 by funding source is as follows:

- \$1.9 billion from the new gas tax and increased fee on vehicle registration, and a new zero emission vehicle registration fee.
- \$440 million, at full implementation, from the weight fee return (pending amendments).
- \$495 million from the reset of the price-based excise tax (in addition to existing price-based excise tax revenues).
- \$44 million from returned non-highway/off highway vehicle related price-based excise tax revenues.

Mendocino County will receive \$8,112,312 of the estimated \$2.5million. Wrapped up in this portion, however, is a previous Proposition 42 sales tax on gas funds amount of \$3 million that are “smoothed” in order to reduce fluctuations in revenue due to varying gas prices.

Approximately \$5 million of the \$8,112,312 is new revenue, perhaps more.

In addition to the amounts mentioned above, local streets and roads would receive one-time revenues of \$351.5 million in transportation loan repayments. Mendocino County’s estimate share of this one-time revenue would be \$2 million.

Mendocino County currently has a backlog of \$625 million in deferred maintenance on paved surfaces. Not included in the statewide report, but estimated by MCDOT, is an additional \$30 million need to improve our dirt and gravel roads.

In order to preserve existing improvements, prevent further deterioration of the County’s paved roads, and improve our dirt and gravel roads, I recommend and request the Board of Supervisors support the Frazier – Beall Transportation Funding Package.

I will, of course, respond to any questions that you may have.

Respectfully submitted,

HOWARD N. DASHIELL
Director of Transportation