



Department of Transportation (MCDOT)

Director's Report – April 4, 2017

- **County Engineers Association of California Conference:** The MCDOT Director participated at the County Engineers Association of California (CEAC) 2017 Public Works Officers Institute for three days; Wednesday, March 22, through Friday, March 24. CEAC holds a concurrent fall conference with the California State Association of Counties (CSAC) and a concurrent spring conference with the League of California Cities. CEAC membership also includes dues for the National Association of County Engineers and affiliation with CSAC for the sharing of legislative lobbyist's services. The opportunity to meet and discuss common issues with other Engineers and Transportation officials from surrounding counties was very beneficial. I learned quite a lot from the following sessions:

Transportation Policy Committee: Discussion of the critical elements of the Transportation Funding Plan(s) comparisons between Senate Bill (SB) 1/Assembly Bill (AB) 1-Beall/ Frazier and the Governor's plan, which is being called the "Road Maintenance and Rehabilitation Act"(RMRA). All the proposals include provisions to "stabilize" the price-based excise tax (old Proposition (Prop.) 42/New Highway Users Tax Account, which caused the decrease three years ago in MCDOT funding as gas prices fell. The proposals include some new Local Streets & Roads funding (using the old Prop. 42 formula): SB 1/AB 1 show \$7 million in TOTAL and the Governor's show \$3.7 million in TOTAL, so when you subtract the \$3 million in revenue included from the 2013-14 price-based excise tax, Mendocino County's net gain would be \$4 million to \$0.7 million respectively. I do not have the details yet, but I understand that the fuel tax and vehicle registration fee increases that fund RMRA will phase in over a period of 5 years, so the payments to Mendocino County will not come to be in this upcoming fiscal year and will increase on some scale over time.

Federal Highway Administration (FHWA) Storm Damage Permanent Repairs for On-System Roads: Allowance for repairs may be accelerated to six months (this summer), if existing Right-of-Way requirements and meeting of Cost/Benefit analysis including environmental clearance requirements are met. MCDOT is attempting to press forward under this allowance for Orr Springs Road, County Road (CR) 223, Milepost (MP) 39.20, and Mountain View Road, CR 510, MP 22.02.

Federal Emergency Management (FEMA) Storm Damage Repairs for Off-System Roads: Off-System Road repairs follow a procedure requiring National Environmental Policy Act clearance which MCDOT intends to expedite with our Federal partners to the greatest extent possible, placing priority for repairs on Peachland Road, CR 128, MP 0.95 and MP1.14; Laytonville-Dos Rios Road, CR 322, MP 3.34 to MP 4.19; Eel River Road, CR 240B, MP 7.85 to 8.10; and Blackhawk Drive, CR 371, MP 2.00.

Local Highway Bridge Program: Mendocino County has 12 bridges in the FHWA Replacement Program of 100% reimbursed bridges (by way of the Toll Credits program). The program is overcommitted statewide and new projects will be slow to add and existing projects ready to construct may be delayed. The backlog of existing statewide bridge projects represent 19 years of backlogged projects at present funding levels.