



*Department of Transportation (MCDOT)*

**Director's Report – April 18, 2017**

- **Update Senate Bill 1, Senate Constitutional Amendment 5 & Assembly Constitutional Amendment 5 – Transportation Funding, Reform and Protection Plan:** The California State Association of Counties (CSAC) has been leading a coalition effort to support additional transportation investments for nearly three years. Last week's action by the Legislature to pass Senate Bill (SB) 1 (Beall), Senate Constitutional Amendment (SCA) 2 (Newman), and Assembly Constitutional Amendment (ACA) 5 (Frazier), was a result of that commitment and a huge victory for transportation that will provide significant public benefit in every county across California.

The Mendocino County Board of Supervisors (BOS) and Mendocino Council of Governments (MCOG) also supported this effort over two years ago under the old SB 16 (Beall). Most of the critical elements of the old SB 16 are included in this current "Transportation Funding, Reform and Protection Plan". There are 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. There is some new Local Streets & Roads funding (using the old Prop. 42 formula); at the April 4, 2017, BOS meeting MCDOT estimated the average NEW funding would be \$2.6 million per year in the first ten years. Better news came this week when Mendocino County's net gain average projection was increased to \$4.9 million per year in the first ten years.

MCDOT is working on an Expenditure Plan to present at the upcoming three year 2017 update of the MCOG sponsored Pavement Condition Index (PCI) Report and scenarios applying these new funds. MCDOT will seek BOS input on the goals we set, and the standard of improvement to our road system we will accept, given the opportunities of this funding and other factors involved.

For example, we know the 2016 Statewide Needs Assessment listed Mendocino County Roads as having \$602 million in unmet pavement needs. We know that for the purposes of consistency the statewide report sets this value based upon scenarios which would bring paved systems back to a PCI of 80 or greater. If, Mendocino County made this our goal, and costs stay constant, it would take 123 years, at \$4.9 million per year, to achieve a countywide score of PCI 80.

MCDOT believes that this fall, when we have the MCOG update on the PCI for our road segments, that a ten to twenty year plan can be devised using a combination of Pavement Preservation and Corrective Maintenance activities that will meet moderate PCI improvement goals. The BOS could consider such a plan that might look as follows:

Urban Collector	47 miles	PCI 70
Urban Local/ Rural Major Collector	255 miles	PCI 60
Rural Minor Collector	<u>193 miles</u>	PCI 50
Subtotal	495 miles	
Local Road Chip Seal	190 miles	PCI 40 – Involves more crew effort.
Local Road Gravel	330 miles	Add rock, shape, and grade more often.

MCDOT would apply the most cost effective methods possible to achieve a plan like the one above. However, when Pavement Preservation strategies are exhausted, and reconstruction methods are required, costs-per-mile will be high. I believe that the funding projected will allow us to apply a combination of half Pavement Preservation and half Corrective Maintenance (reconstruction) methods to treat the 495 miles of main roads at \$4.9 million per year, over 20 years, and achieve scores of PCI 50 to 70. Because major contract methods would be used for most of the 495 miles of main road projects; the remaining 520 miles of chip sealed and gravel roads will receive additional attention from the County Maintenance Crews and raise their condition.

Corrective Maintenance includes: Resurfacing, Restoration and Rehabilitation (RRR) projects. Such projects range from "full depth reclamation", to thick overlays, such as, the application of new pavement at a thickness of 3 inches of Hot Mix Asphalt which is proven to last 21 years under moderate traffic loads.

Pavement Preservation includes: Chip Seals, Rubberized Chip Seal micro surface, multi-layer application of all types (Cape Seal).

Much can change in twenty years, roads treated in year one may need retreatment before year twenty. Costs can also change, so projections of what is achievable may vary. A twenty year plan will be specific one year at a time. The Mendocino County Board of Supervisors will be the decision maker for allocating these funds based upon a specific yearly plan presented at a public board meeting which considers specific road segments and the most effective treatment for those segments. MCDOT will prepare a long range 20 year guidance plan with the 495 miles of main roads listed for treatment by name and year by fall 2017. The Board of Supervisors may annually review and propose amendments to any twenty year plan to provide for the use of additional federal, state, or local funds, to account for unexpected revenue, or to take into consideration, unforeseen circumstances.

MCDOT believes that since we now have a real and dependable funding source (SB 1, SCA 5 & ACA 5), and a known amount of \$4.9 million with CPI stabilizers, that it is reasonable to try and map out a long range plan. It will be difficult to pick the order and proposed treatment of a list of named roads projected out twenty years and there will be many specific details to designate every year on every road. However, we think such a plan can be made based on what we believe the cost to treat roads is; on average approximately \$200,000 per mile. This cost is based on the department's cost analysis over the past 12 years, where chip seals cost \$40,000 per mile; thick overlays cost \$400,000 per mile, and other treatment costs fall somewhere in between.

Public agreement to setting lesser than optimum surface smoothness; i.e. agreeing to a goal of PCI 40 to 70 instead of PCI 80 to 100 is key. I only ask that the BOS think about it, and if other outcomes or strategies need to be explored, share that input.