



# SB 1

## The Road Repair and Accountability Act of 2017

Fresno Chamber of Commerce Presentation

*Given by the*

Fresno Council of Governments

May 16, 2018

# FRESNO COUNTY LOCAL STREETS & ROADS: THE SYSTEM

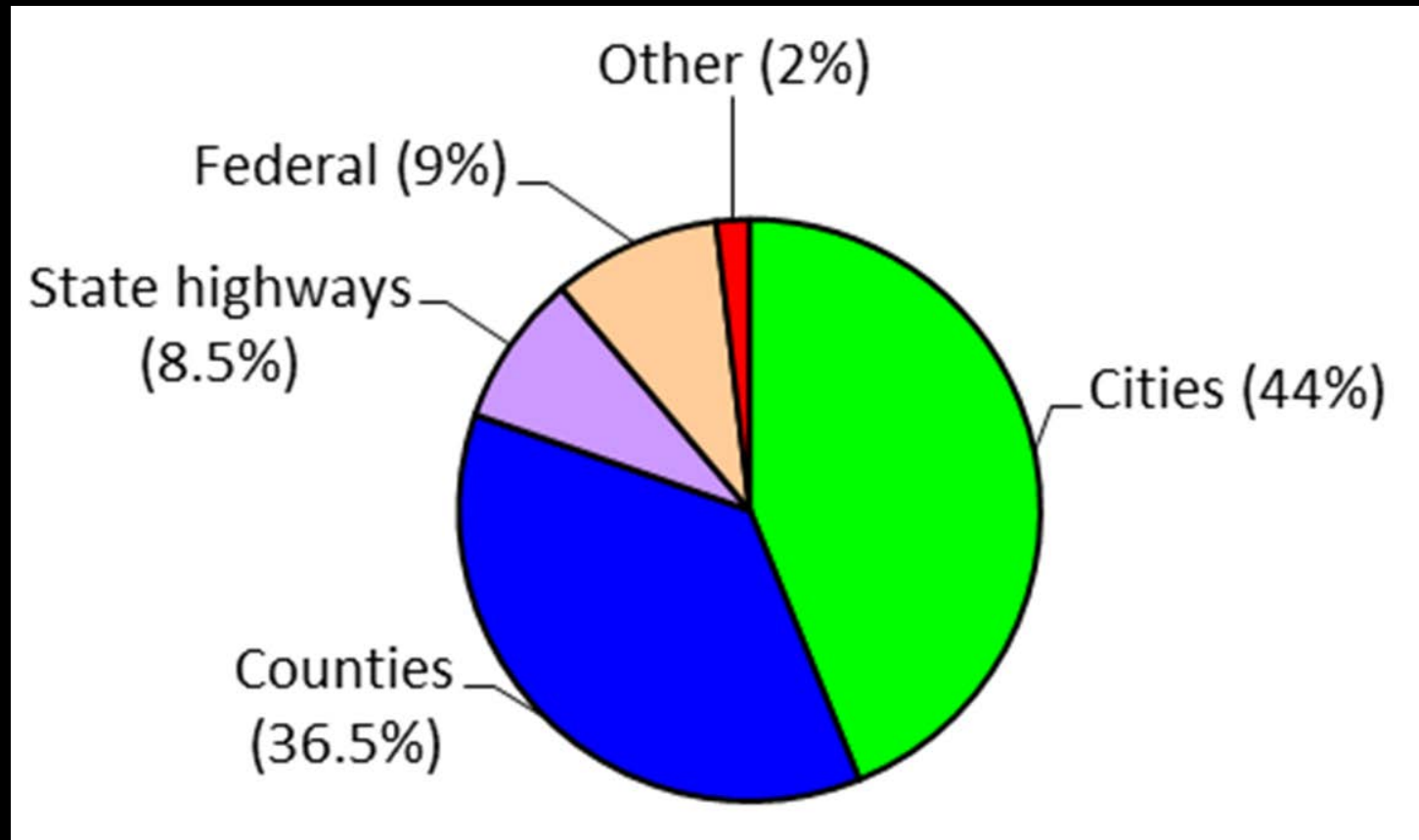
- Our 15 incorporated cities and the County of Fresno have an existing multi-billion dollar investment in our local street and road system
- There are 6,536 “local” maintained streets and roads in the Fresno County region. 3,261 miles are in an urban setting and 3,274 in a rural environment
- Just under 14 million miles are travelled daily on our “local” streets and roads network



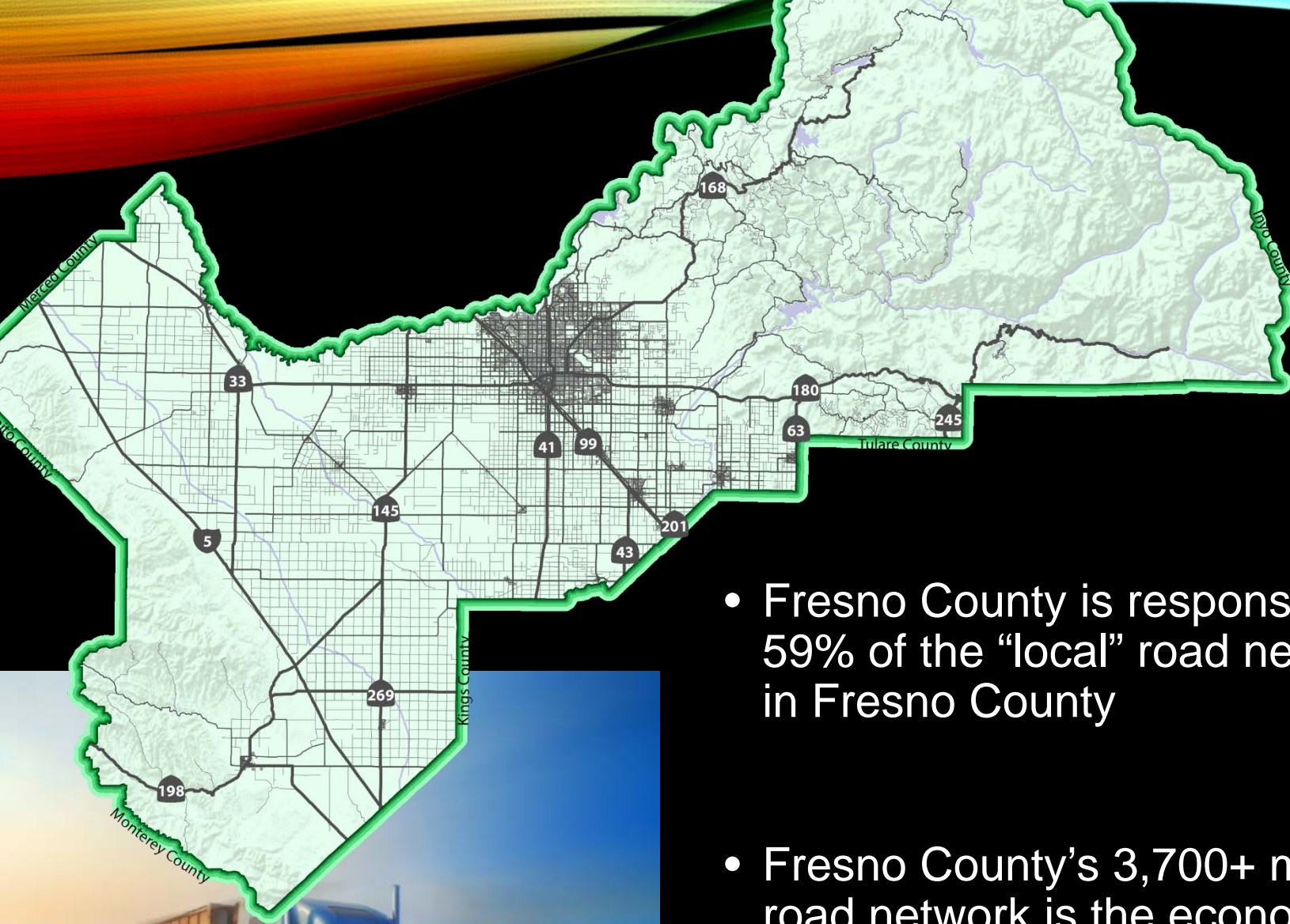
# 2016 MAINTAINED MILES & DAILY VEHICLE MILES OF TRAVEL ESTIMATES BY JURISDICTION

JURISDICTION	MAINTAINED MILES			DAILY VEHICLE MILES OF TRAVEL (DVMT) [1,000]		
	RURAL	URBANIZED	TOTAL	RURAL	URBANIZED	TOTAL
CLOVIS	0.02	374.39	374.42	0.07	1,274.69	1,274.76
COALINGA	2.49	56.17	58.66	7.72	74.51	82.23
FIREBAUGH		21.74	21.74		33.39	33.39
FOWLER		35.37	35.37		76.11	76.11
FRESNO	8.96	1,607.34	1,616.30	15.14	5,958.69	5,973.83
HURON		13.02	13.02		13.82	13.82
KERMAN		49.38	49.38		72.52	72.52
KINGSBURG		71.61	71.61		99.99	99.99
MENDOTA		23.27	23.27		31.82	31.82
ORANGE COVE		35.01	35.01		45.79	45.79
PARLIER		29.67	29.67		65.26	65.26
REEDLEY	2.32	87.62	89.94	2.35	178.73	181.08
SAN JOAQUIN	14.11		14.11	9.24		9.24
SANGER	1.40	96.92	98.32	0.55	126.88	127.43
SELMA		84.01	84.01		164.49	164.49
FRESNO COUNTY	3,245.42	676.19	3,921.61	3,972.64	1,716.45	5,689.09
	<b>3,274.71</b>	<b>3,261.71</b>	<b>6,536.42</b>	<b>4,007.70</b>	<b>9,933.13</b>	<b>13,940.82</b>

# MORE THAN 80% OF CALIFORNIA'S ROADS ARE OWNED BY CITIES AND COUNTIES







- Fresno County is responsible for 59% of the “local” road network in Fresno County
- Fresno County’s 3,700+ mile road network is the economic “backbone” for moving over \$6 billion in agricultural goods and services



- Approximately 93% of all home-to-work commute trips in Fresno County occur in a car or a truck
- Every trip by car, bus, bicycle or foot “begins and ends” on a local street

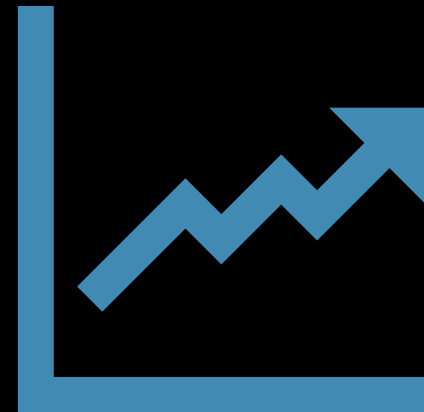






A properly functioning, well maintained local street and road system is absolutely **critical** for the safety/mobility of the travelling public, emergency responders, law enforcement, “farm to market” needs and overall regional commerce

- The San Joaquin Valley is one of the fastest growing regions in population in the state. Additional population translates into additional VMT on the local street and road network and increased “wear and tear” on our local streets and roads
- Economic prosperity in the Fresno County region will result in **more** Vehicle Miles Travelled (VMT) which translates to increased dependence on local streets and roads





# THE CONDITION OF LOCAL STREETS & ROADS

The average Pavement Condition Index (PCI) for local streets and roads statewide is 65. This rating is considered to be in the “at- risk” category




**Good / Excellent**

**At Risk**

**Poor**

**Very Poor / Failed**

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- The average PCI for the Fresno County region has fallen from 74 in 2008 to 64 in 2016
  - Only 56% of California's local streets and roads are in good condition
  - If pavement and rehabilitation needs are not met in the coming years, the PCI in our region is anticipated to drop to **53% in ten years**
  - Cities and counties are estimated to spend \$1.65 billion annually on pavement. This is only 0.88% of the total invested in the pavement network
  - Without new funding the percentage of roads in “failed” condition will increase from 6.2% to almost **25%** by 2024 under current funding levels

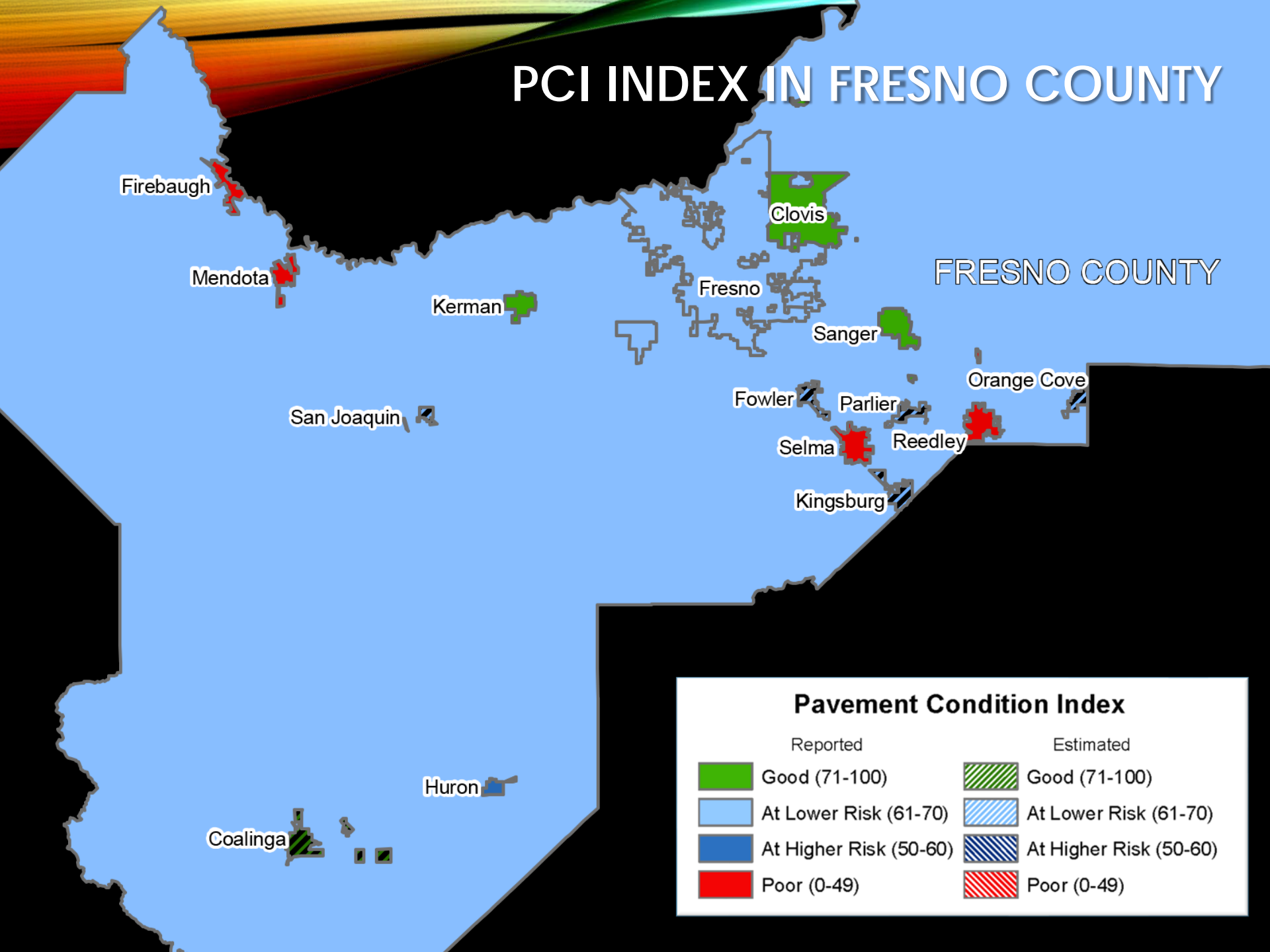
**Not too bad  
...right?**







# PCI INDEX IN FRESNO COUNTY



## Pavement Condition Index

Reported

Estimated



Good (71-100)



Good (71-100)



At Lower Risk (61-70)



At Lower Risk (61-70)



At Higher Risk (50-60)



At Higher Risk (50-60)

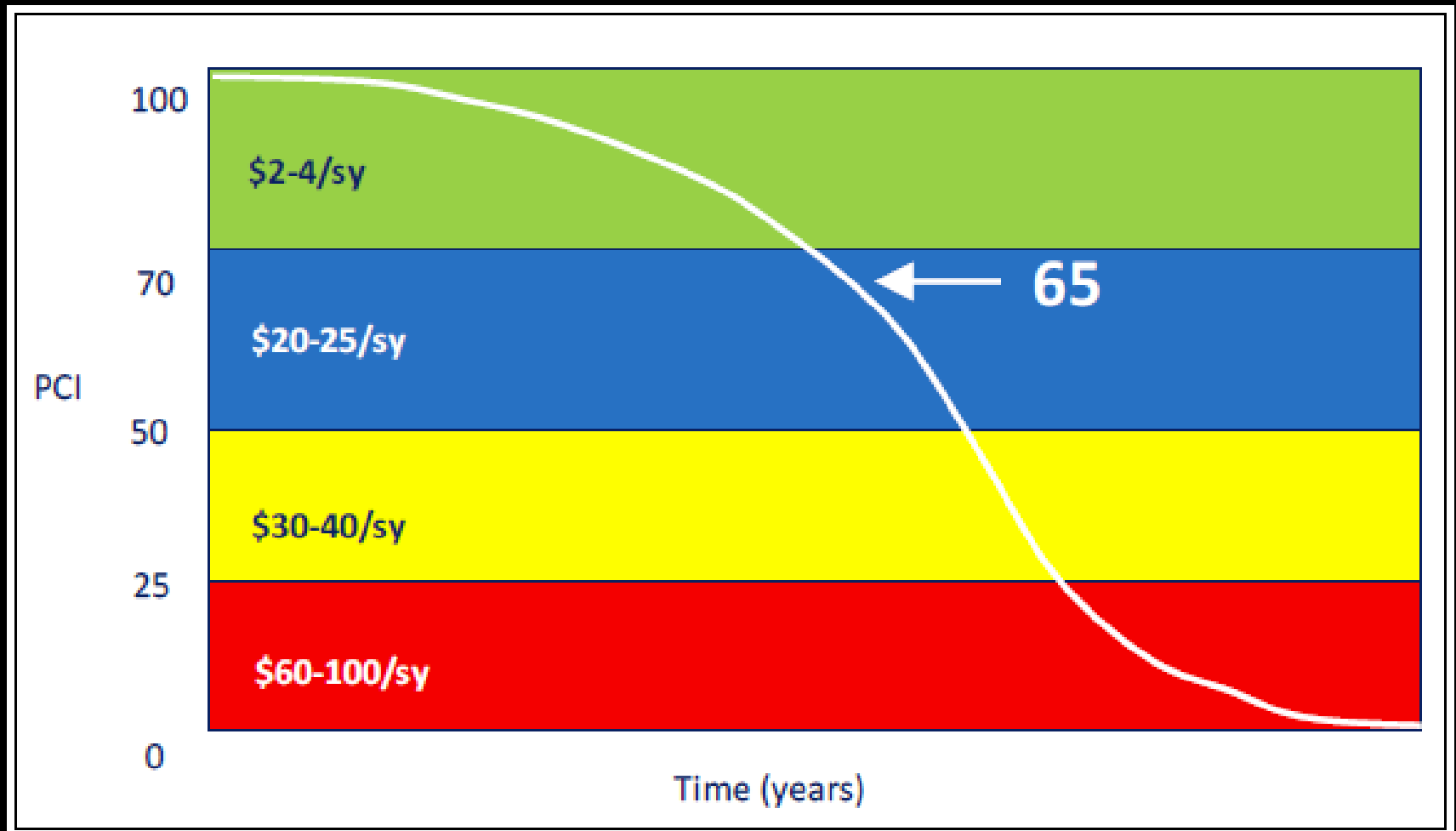


Poor (0-49)



Poor (0-49)

# So...why is 65 a critical point?





# CURRENT ROAD CONDITIONS



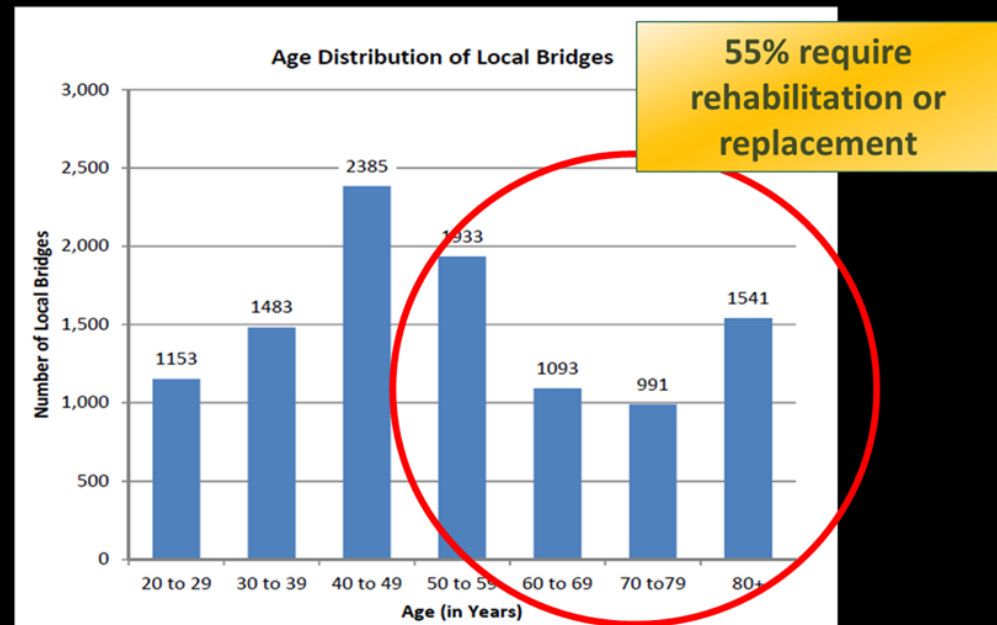


It cannot be overstated:

“Delaying street/road  
infrastructure maintenance  
and rehabilitation only  
INCREASES the cost of  
those repairs in the future.”

# BRIDGE SYSTEM

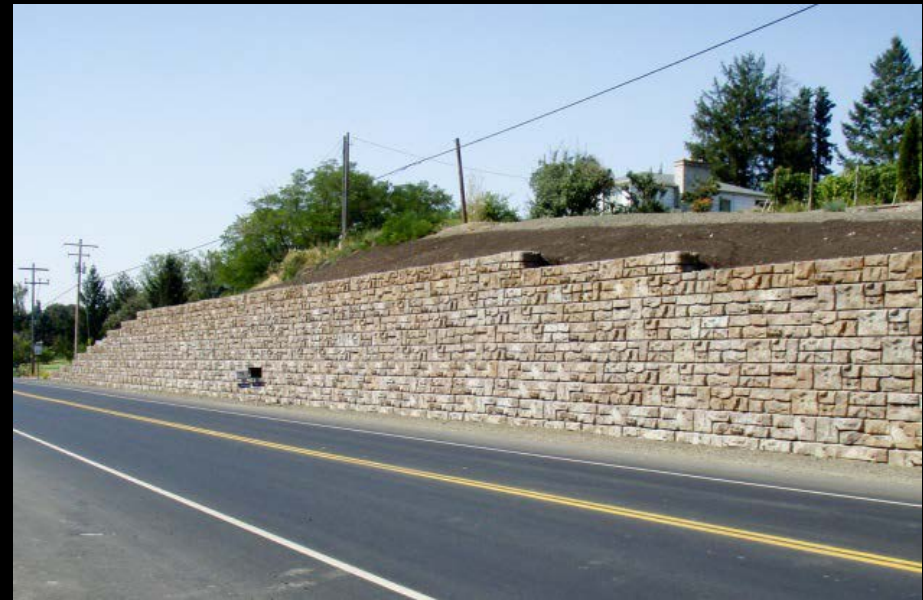
- 48% of California's bridges are owned by cities and counties. Over 12,000 local bridges
- The total statewide local bridge needs are estimated at \$4.6 billion over the next 10 years



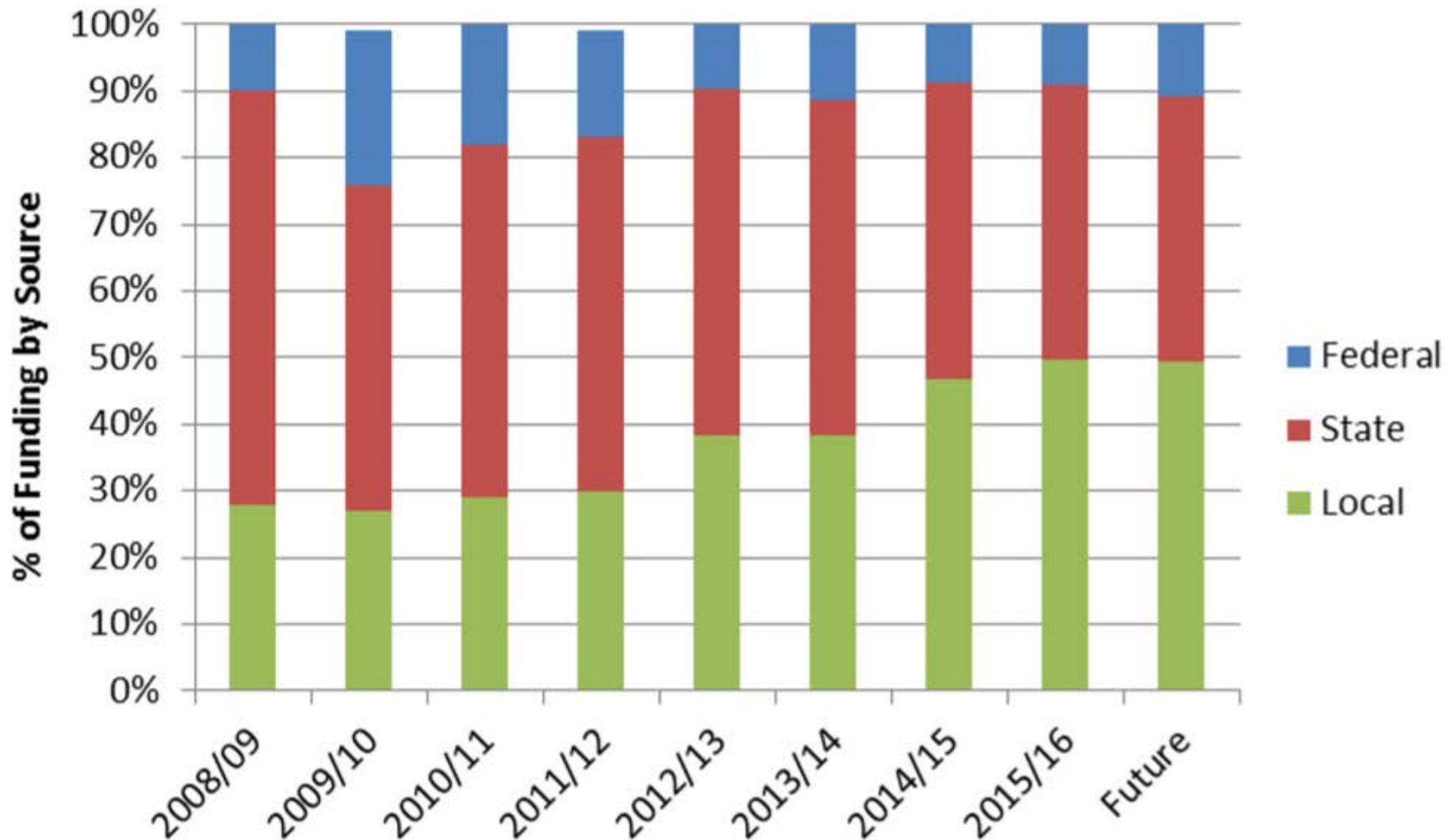


# IT'S NOT JUST ROADS & BRIDGES

- Sidewalks
- Curb ramps
- Curb & gutter
- Storm Drains
- Street lights
- Signs
- Retaining walls



# Street/Road Funding by Source





# THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

- Signed April 28, 2017
- Invests \$52.5 billion over the next decade
- Augments existing programs and creates new funding programs
- Creates Road Maintenance and Rehabilitation Account (RMRA) to allocate portion of revenues
- Includes accountability measures for Caltrans and local agencies

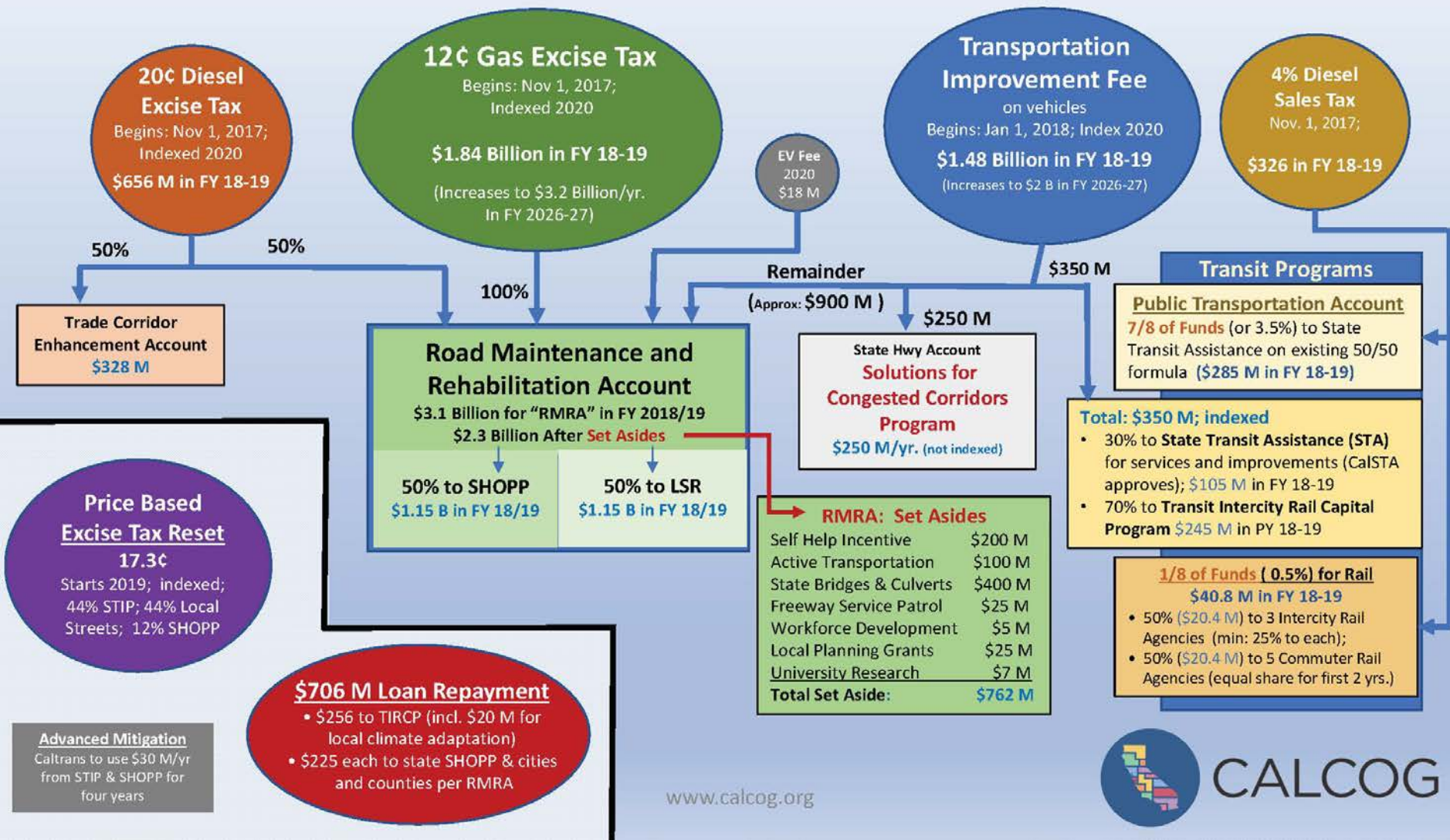


# SB 1 REVENUES

Tax/Fee Type	Timeframe	Modification
<u>Gasoline Excise Tax</u>	Nov. 1, 2017	12 cent increase
<u>Diesel Excise Tax</u>	Nov. 1, 2017	20 cent increase
<u>Diesel Sales Tax</u>	Nov. 1, 2017	4% increase
<u>Transportation Improvement Fee</u>	Jan. 1, 2018	\$25 to \$175 fee (60% will pay \$50 or less)
<u>Gasoline Price-Based Excise Tax</u>	July 1, 2019	17.3 cents reset + annual Consumer Price Index (CPI)
<u>Zero Emission Vehicle Fee</u>	July 1, 2020	\$100 annual fee on model 2020 and later vehicles + annual CPI
<u>Loan Repayment</u>	Must be paid back by June 30, 2020	\$706 million

# SB 1: TRANSPORTATION ACCOUNT FLOWS

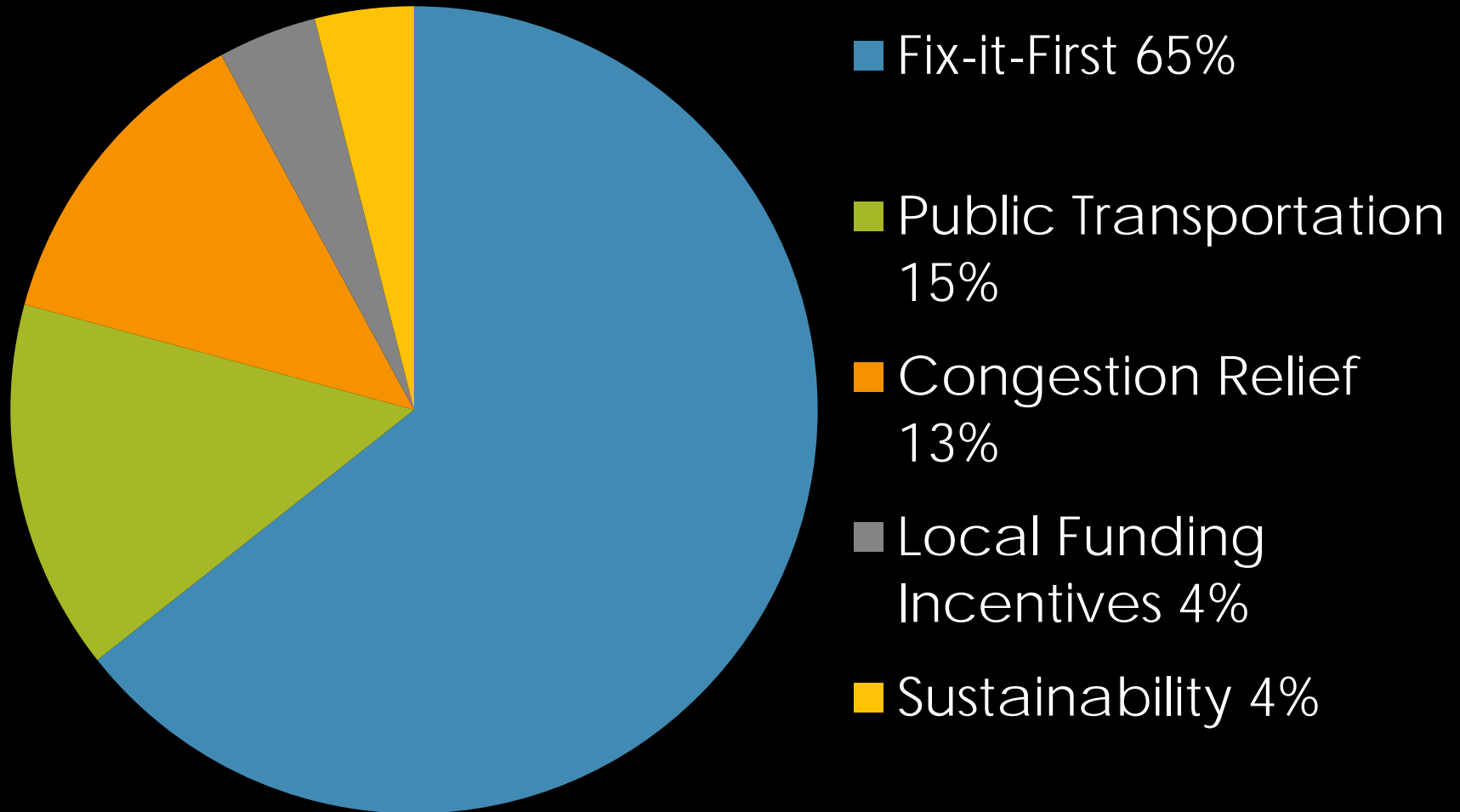
FY 18-19 is selected because it is the first full year when most of the new revenues are fully implemented. Figures are from Senate Appropriations Committee Analysis



# SB 1 10-YEAR REVENUE TIMEFRAME

Fix-it-First 65%	Local Street & Road Repairs	\$1.5 billion
	State Highway Maintenance and Rehabilitation	\$1.5 billion
	State Highway Bridges and Culverts	\$400 million
Public Transit 15%	Transit Operations and Capital	\$750 million
	STIP – Interregional Share (may also fund freight movement projects)	\$27.5 million
Congestion Relief 13%	High Priority Freight Corridors	\$300 million
	Congested Corridor Relief Program – new	\$250 million
	STIP – Regional Share	\$82.5 million
	Freeway Service Patrol Programs	\$25 million
Local Funding Incentives 4%	Local Partnership Program	\$200 million
Sustainability 4%	Active Transportation Program	\$100 million
	Parks, off-highway vehicle, boating, and agricultural programs	\$80 million
	Local Planning Grants	\$25 million
	California University Transportation Research	\$7 million
	Workforce Development Funding	\$5 million
	<b>Total:</b>	<b>\$5.25 billion</b>

# USES OF REVENUES





# SB 1 FACTS

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Average cost to motorists is roughly  
\$10/month

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No funds from SB 1 go into the General Fund  
(assumes approval of Prop 69 by voters in  
June 2018)

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Fewer vehicle repairs will be needed due to  
improved roads from SB 1

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Job creator

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All projects must meet accountability and  
transparency provisions

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**No funds** will be used to fund the high-speed  
rail

# WHAT SB 1 MEANS TO FRESNO COUNTY

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More funding for new and existing programs

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Allocates \$32m in additional funding for maintenance and rehabilitation projects to Fresno County and its incorporated cities for local streets and roads

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Allocates \$58m in State Transportation Improvement Program (STIP) funding over the next 5 years to the Fresno County region – Veterans Blvd and SR 99 interchange

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Nearly doubles region's Active Transportation Program (ATP) funding to \$4.8m over next 4 years

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Creates a local partnership program (LPP) that will provide an estimated \$2.25m annually that will be paired with Measure "C" funding to deliver regional priority projects

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Allocates ~\$450k annually for regional transportation planning activities



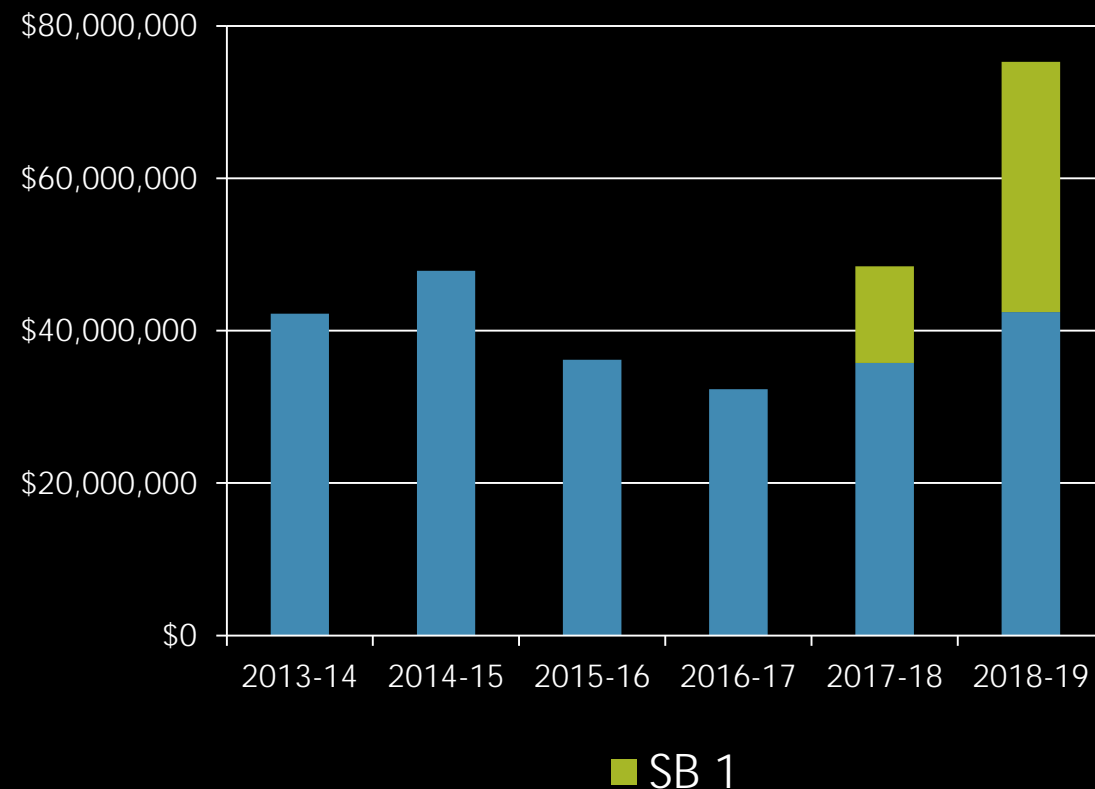
# SB 1 LOCAL STREETS & ROADS PROGRAM

Used for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system only.

- \$1.5B per year statewide nearly doubling local street and roads funding for each city and county
- Total of \$75M annually in local streets and roads funding to Fresno County and it's incorporated cities

# PROJECTED HIGHWAY USER TAX ACCOUNT AND SB 1 REVENUES FOR FRESNO COUNTY

Fresno County Totals



2018-19

	Highway User Tax Account	SB 1
Cities	\$20,369,565	\$14,577,529
County	\$22,095,142	\$18,235,614
Total	\$42,464,707	\$32,813,143

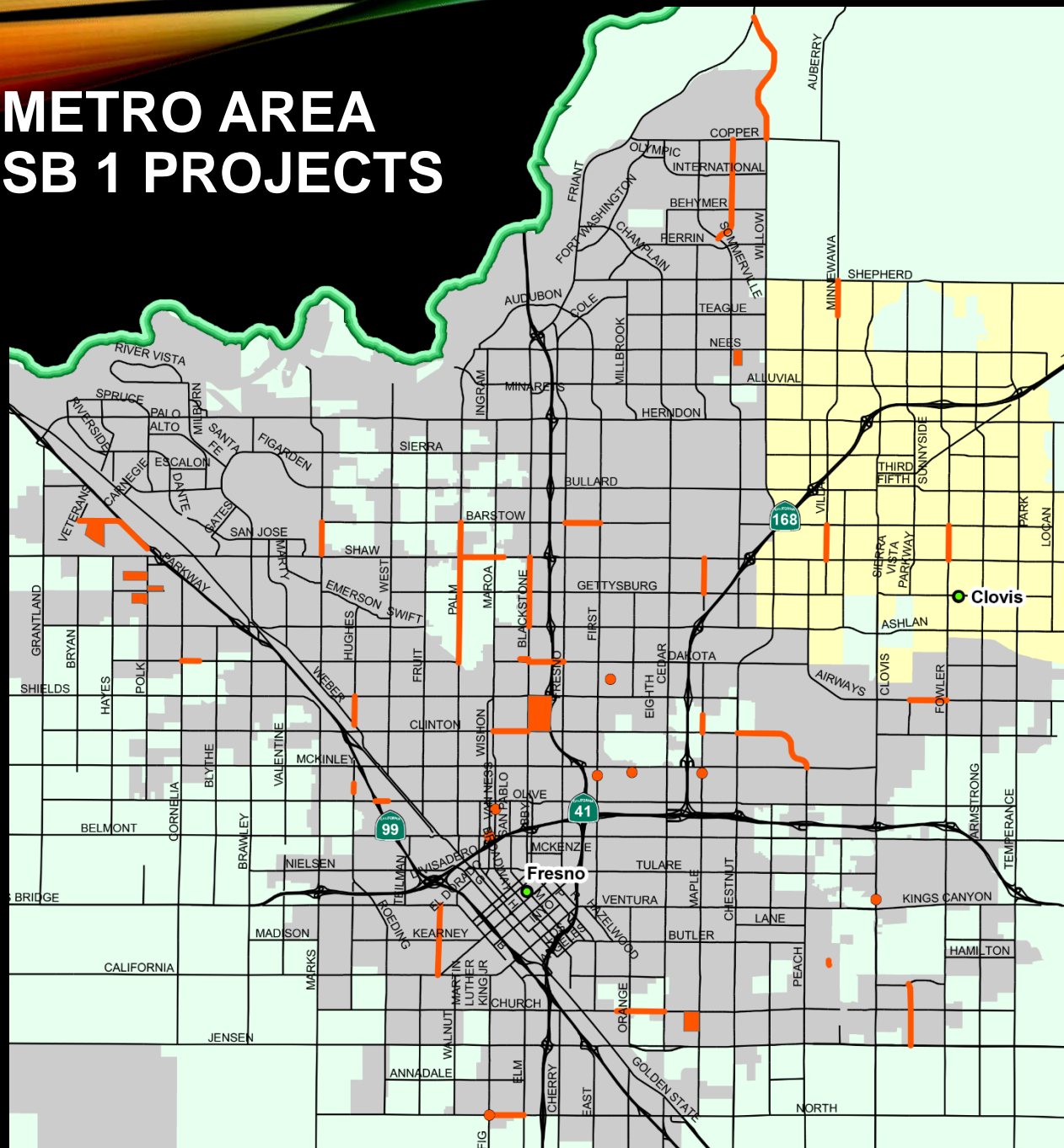


# SB 1 LOCAL STREETS AND ROADS PROGRAM FY 2018-19 PROJECTED REVENUES BY CITY

	HUTA	SB 1	Total
<b>Clovis</b>	\$2,741,194	\$1,965,236	\$4,706,430
<b>Coalinga</b>	\$454,009	\$320,916	\$774,925
<b>Firebaugh</b>	\$208,691	\$145,527	\$354,218
<b>Fowler</b>	\$156,729	\$108,071	\$264,800
<b>Fresno</b>	\$12,968,094	\$9,329,772	\$22,297,866
<b>Huron</b>	\$183,683	\$127,500	\$311,183
<b>Kerman</b>	\$367,522	\$259,295	\$626,817
<b>Kingsburg</b>	\$311,498	\$218,911	\$530,409
<b>Mendota</b>	\$298,945	\$209,862	\$508,807
<b>Orange Cove</b>	\$237,417	\$166,233	\$403,650
<b>Parlier</b>	\$390,331	\$275,015	\$665,346
<b>Reedley</b>	\$654,528	\$464,011	\$1,118,539
<b>Sanger</b>	\$660,928	\$468,625	\$1,129,553
<b>San Joaquin</b>	\$105,983	\$72,214	\$178,197
<b>Selma</b>	\$630,012	\$446,340	\$1,076,352
<b>Fresno County</b>	\$22,095,142	\$18,235,614	\$40,330,756
<b>Total</b>	<b>\$42,464,706</b>	<b>\$32,813,142</b>	<b>\$75,277,848</b>

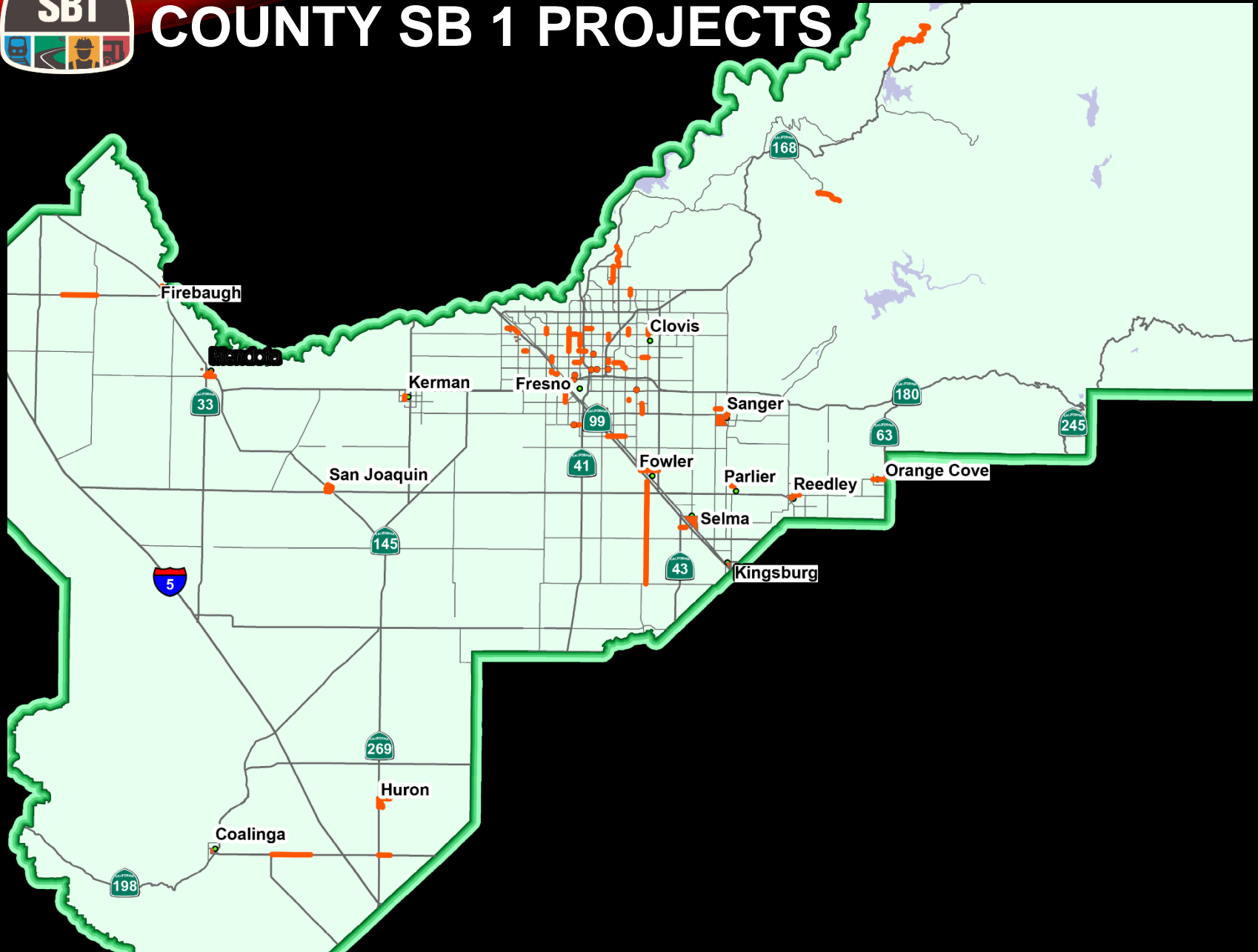


# METRO AREA SB 1 PROJECTS



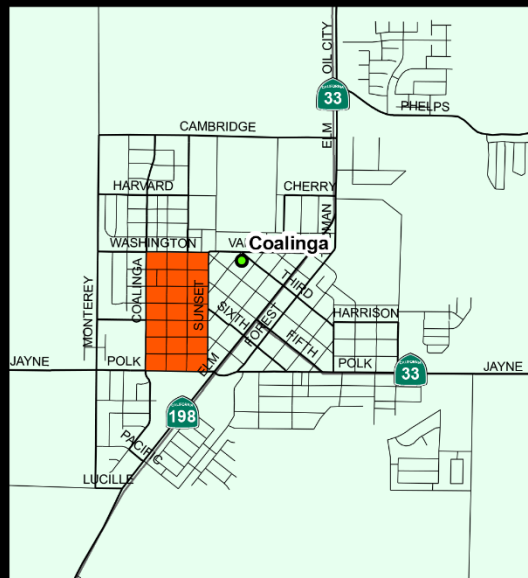
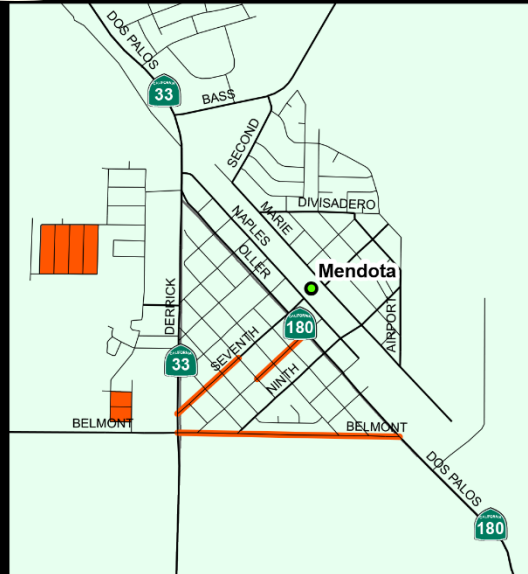


# COUNTY SB 1 PROJECTS





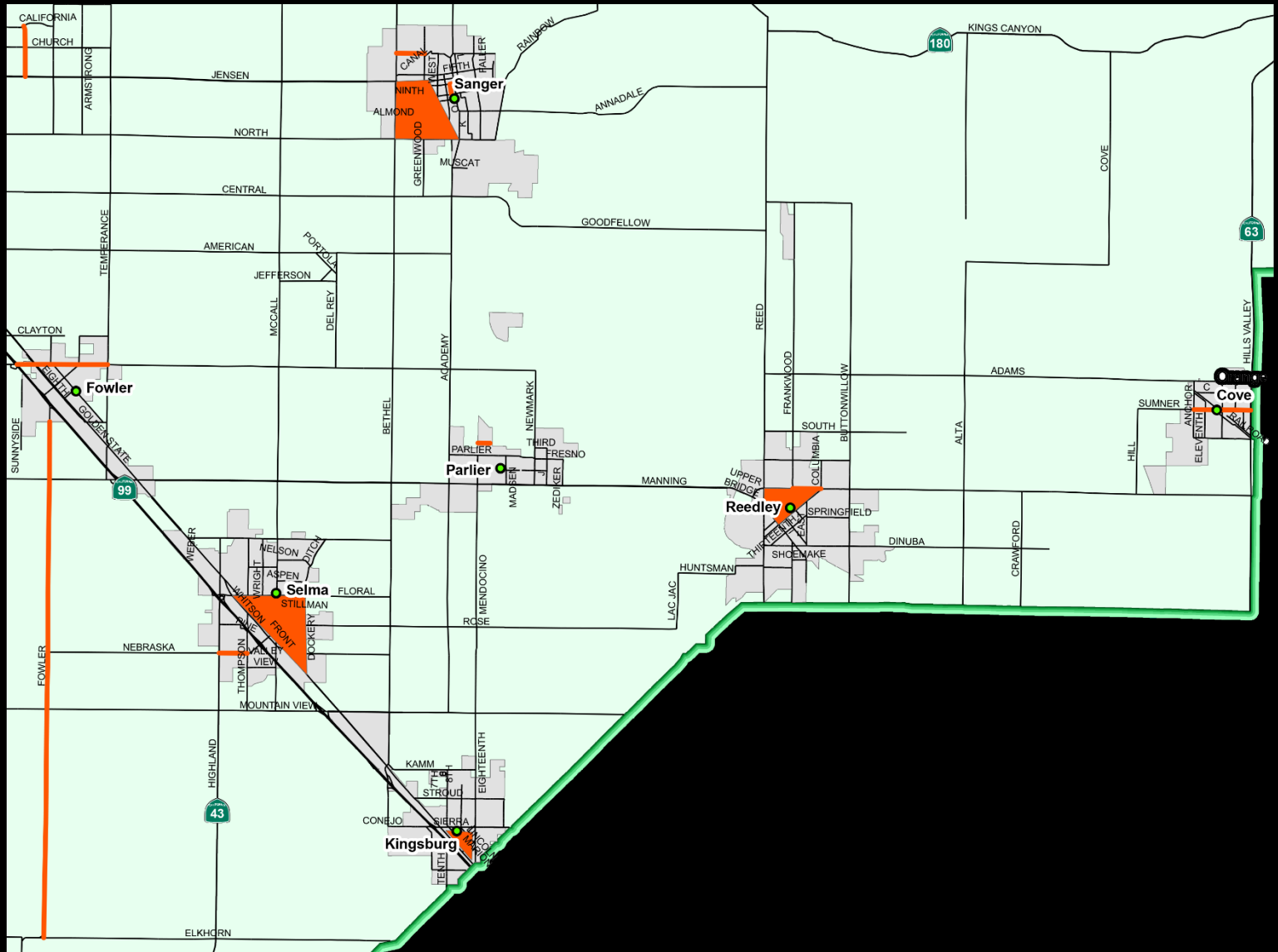
# WESTSIDE CITIES SB 1 PROJECTS







# EASTSIDE CITIES SB 1 PROJECTS





# SB 1 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

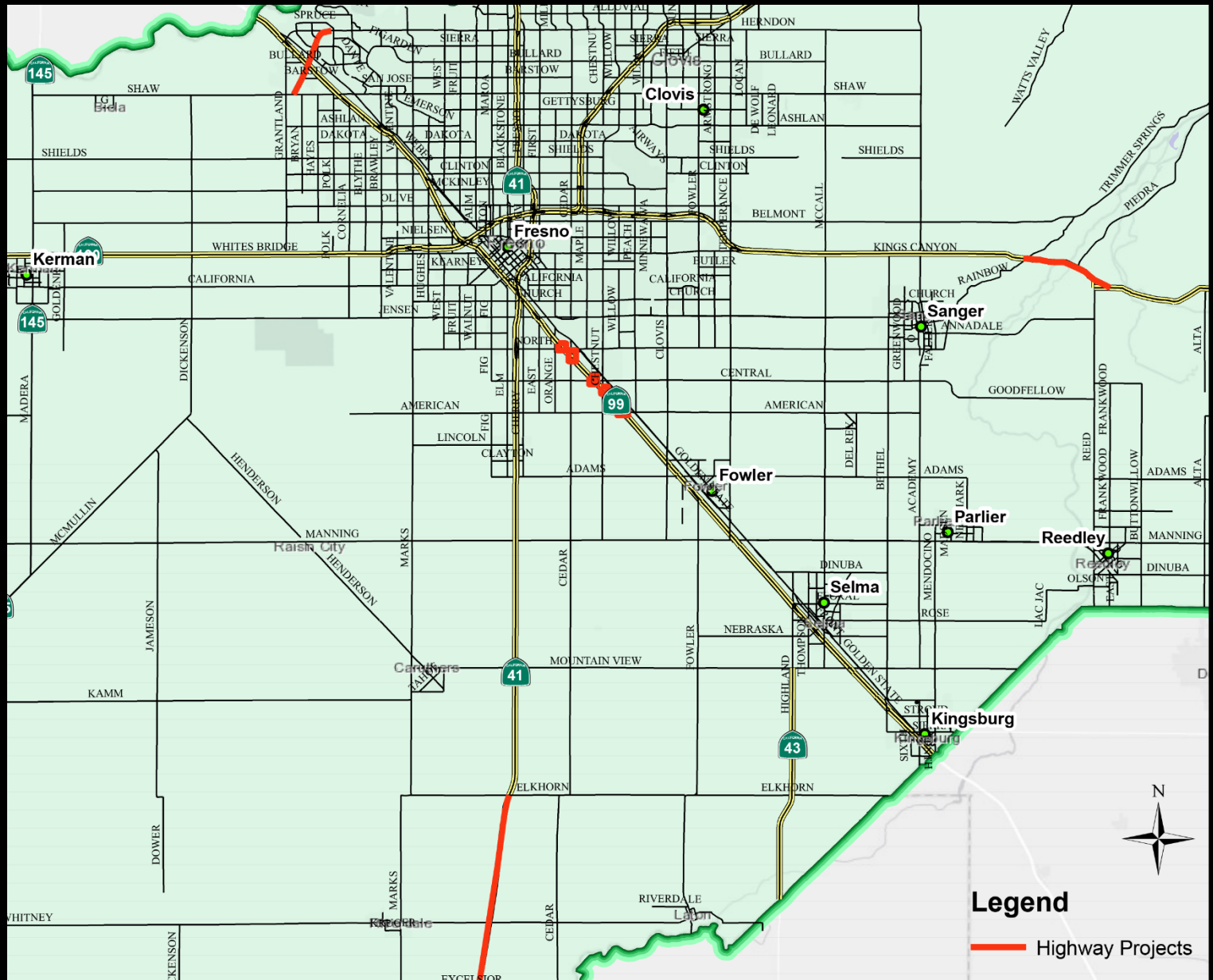
STIP funding is matched with Measure "C" revenues to deliver projects identified in the 2006 expenditure plan approved by the voters

## **Benefits of SB 1**

- STIP no longer in deficit
- Able to fund regional priority projects, as promised, on expenditure plan
- \$58.5M to our region over the next 5 years
- Interregional Transportation Improvement Program (ITIP) SR 41 project – widen from 2 to 4 lanes from Elkhorn to Kings County line
  - \$2M STIP funding for ROW (\$4M in future STIP funding)
  - \$8M ITIP funding for PS&E/ROW/ROW support (\$49M in future ITIP funding)



# MAP OF STIP/ITIP FUNDED PROJECTS





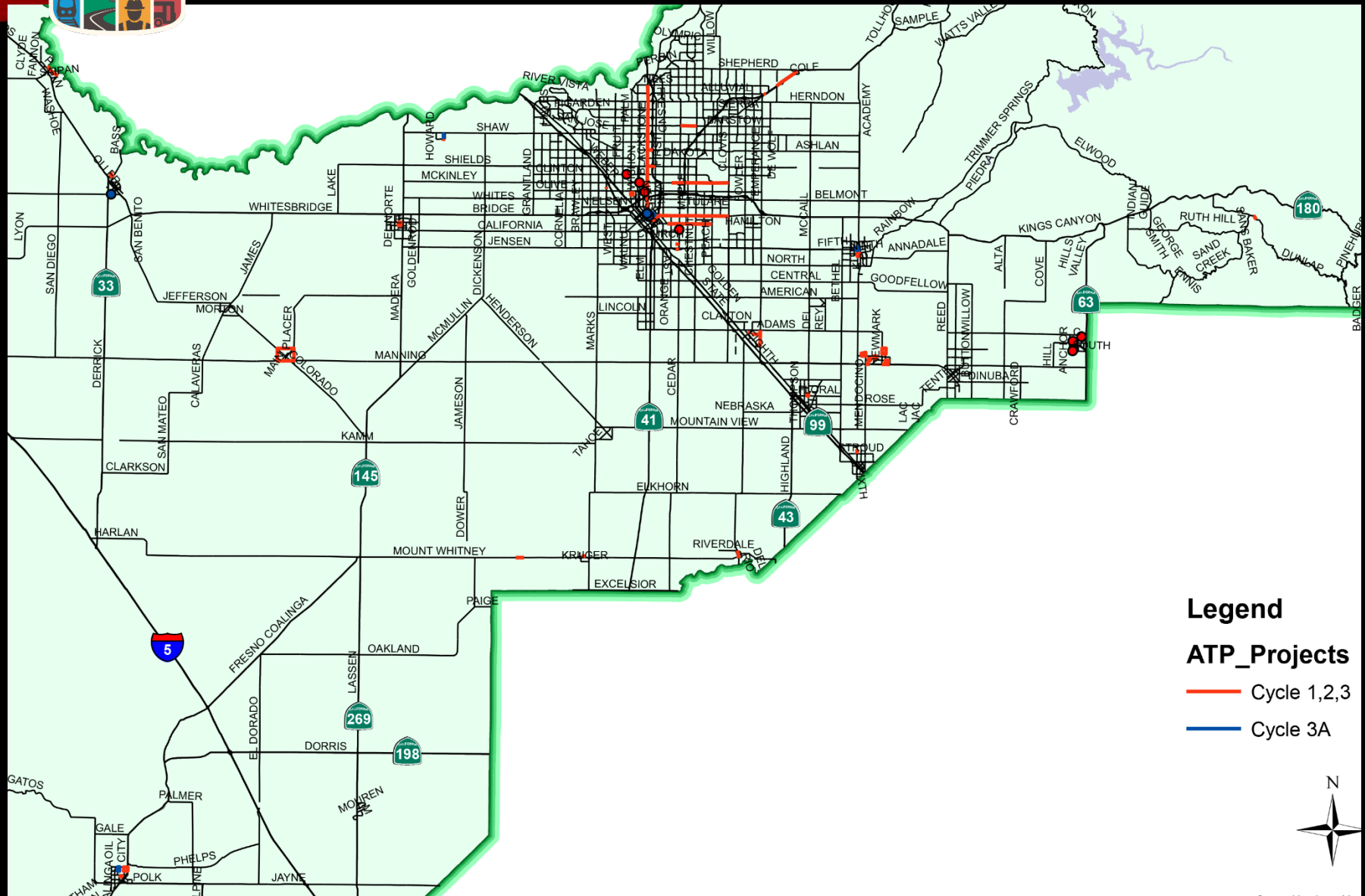
# SB 1 ACTIVE TRANSPORTATION PROGRAM (ATP)

Competitive program for projects that increase biking and walking for transportation, improves safety for people biking and walking, reduces vehicle use and greenhouse gas emissions and ensures that the disadvantage communities fully share in the benefits of this program

## **Benefits of SB 1**

- Adds \$100M annually to ATP
- Available regional funding - \$4.7M (cycle 4) vs \$2.8M (cycle 3)
- Advanced \$2.21M to deliver projects 2 years earlier and awarded \$645k for 3 new projects
- Statewide Awarded funding to our region - \$809k







# SB 1 LOCAL PARTNERSHIP PROGRAM

- \$200M annually – split 50/50 between formula and state competitive program
- Rewards counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements
- \$2.25M annually in formula funds to allocate to region's priority projects
- Incentives for renewing Measure (Measure "C" expires in 2027)
- Veterans Blvd is the Fresno region's LPP nominated project for the statewide competitive funding (\$20M)



# CALTRANS STATEWIDE COMMITMENTS



## Road Repairs

By 2027, Caltrans will repair or replace:



**17,000**

Miles of Pavement



**55,000**

Culverts and Drains



**7,700**

Signals, Signs and Sensors



**500**

Bridges



## Performance Targets



**98%**

Pavement in  
Good/Fair Condition



**90%**

Traffic Management  
Systems in Good Condition



**90%**

Drains/Culverts in  
Good/Fair Condition



**90%**

Rating on Pavement  
Maintenance



**Fix**

500 Bridges



# 2018 SHOPP EXPENDITURES

District 6 has programmed:

- \$87.5M – Collision Reduction
- \$19.5M – ADA Mandates
- \$227M – Bridge Preservation
- \$16.6M – Facilities
- \$592.4M – Roadway Preservation
- \$49.6M – Mobility Improvements
- \$11.5M – Roadside Preservation
- \$20.5M – Major Damage Restoration





# QUESTIONS

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