

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: NANCY ADAMS, TRANSPORTATION PLANNER
SUBJECT: TRANSPORTATION AND PUBLIC WORKS
SUPPORT OF TRANSPORTATION FUNDING – STATE AND LOCAL

AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by resolution, support funding for state and local transportation infrastructure.

EXECUTIVE SUMMARY

The California League of Cities and the California Transit Association are both encouraging their respective members to urge the Governor and Legislature to provide new sustainable funding for state and local transportation infrastructure including both roads and transit.

Maintaining our local transportation infrastructure supports two Council Goals:

- City Council Goal 2B, specifically Strategic Objective 2 – Develop Funding plan for long-term Unfunded Liabilities, including Labor and Infrastructure, to Achieve Fiscal Sustainability and
- City Council Goal 3 – Provide Leadership for Environmental Initiatives, specifically Strategic Objective 1 – Improve Transportation Network to Reduce Vehicle Miles Traveled and Promote Multi-Modal Transportation.

BACKGROUND

On July 20, 2015, in response to their request, City staff submitted a list of projects that would be immediately eligible for transportation funding to the League of California Cities. (See Attachment 1).

The City of Santa Rosa is responsible for maintaining 492 center line miles of local streets and roads. Of this total road network an estimated 64% do not have dedicated funding sources.

Over the past few decades there has been a declining trend in investment for transportation infrastructure. This has been due primarily to declining gas tax revenues and unfavorable state and federal formulas allocating transportation infrastructure funding.

A recent report prepared by TRIP, a National Transportation Research Group, ranks the “Santa Rosa Area” third in a list of 25 urban regions with a population between 250,000 and 500,000 with the greatest share of major roads and highways with pavements that are in poor condition and provide a rough ride. This percentage is largely based on the road network condition in the unincorporated area of Santa Rosa. The analysis is based on an IRI (International Roughness Index) which evaluates “ride quality” and not road stability, such as PCI (Pavement Condition Index), which is the predominant metric in the Bay Area.

According to the TRIP report, the average motorist in Santa Rosa Area is spending an estimated \$811.00 per year in additional vehicle operating costs as a result of driving on roads in need of repair.

City staff have participated in discussion with the California Transit Association to develop proposals for legislation providing funding for transit infrastructure including replacement and rehabilitation of aging vehicles and maintaining the state of good repair of existing transit fleets and facilities.

PRIOR CITY COUNCIL REVIEW

On December 3, 2013, the City Council conducted a study session to obtain an update on the pavement asset management and funding.

During 2014 and 2015, the City Council discussed Measure A – Sonoma County Transactions and Use Tax Measure, a county wide sales tax measure, at several meetings prior to the June 2015 election.

On April 14, 2015, the City Council adopted Resolution No. 28627 supporting the Sonoma County 2015 Transactions and Use Tax Measure (Measure A) in which the County had represented that said funds would be used to repair and maintain roads within the nine (9) cities and the unincorporated areas of Sonoma County.

ANALYSIS

The replacement value of the City’s pavement is over \$1 billion. The Metropolitan Transportation Commission (MTC) StreetSaver pavement management system indicates that \$14 million per year must be spent on pavement rehabilitation to maintain the current PCI of 61. This amounts to an annual investment of approximately 1.3% of the value of the asset. Unfortunately, over the last 20 years, the City has only averaged approximately 0.5% per year on our pavement asset, equating to an average annual investment of \$5.4 million per year.

Because we should be spending \$14 million, but are actually spending less than \$6 million each year, the backlog of needs increases. The longer we wait to address this problem, the more difficult it will become. The backlog of needed pavement projects is also subject to inflation, especially the price of oil. If the price of oil increases greater than general inflation, the price to rehabilitate our pavement will also increase greatly.

The City road network is a vital asset to the community providing access to homes, businesses, schools, services as well as being a critical component of public safety and connectivity to neighboring communities.

In 2006, California voters passed Proposition 1B that included funding for transit capital needs and paratransit services. Those funds have been fully appropriated and are no longer available for transit capital maintenance and rehabilitation. The loss of the Prop1B funds creates a shortfall for transit capital and operations. Over the last six years, the City received \$750,000 annually from Proposition 1B. These funds have provided the local match for the replacement of aging buses, and major maintenance needs for the fixed route and paratransit vehicles. Funds now used for operations will have to be diverted to provide the local match to federal funds for bus replacement.

The legislation proposed by the California Transit Association would not deplete the funds request for streets and roads maintenance, repair and replacement. They are an extension of the current diesel sales tax dedicated to transit and an increase in the share of the funding from Cap and Trade revenues allocated to transit. That increase in cap and trade funds recognizes the role transit must play to curb vehicle miles travelled and key to the State's ability to meet the Governor's ambition greenhouse gas emission reductions. Without these increased funding sources, it will be difficult to maintain existing CityBus services, let alone increase service.

FISCAL IMPACT

Approval of this action does not have a fiscal impact on the General Fund.

ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) because it is not a project which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, pursuant to CEQA Guideline section 15378.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable

NOTIFICATION

Not applicable

ATTACHMENTS

- League of California Cities Letter (Project List for transportation funding)
- Resolution/Exhibit A (Legislative Support)

CONTACT

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