

REPORT TO COUNCIL

City of Sacramento

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www.CityofSacramento.org



STAFF REPORT
February 2, 2010

**Honorable Mayor and
Members of the City Council**

Title: Protect Funding for Local Streets and Roads Maintenance

Location/Council District: All

Recommendation: Receive and file.

Contact: Bob Cooper, Supervising Engineer, Tel: 808-1873

Presenters: Jerry Way, Director of Transportation; Juan Montanez, Streets Manager

Department: Transportation

Division: Street Services

Organization No: 15001621

Description/Analysis

Issue: The City has over 3030 lane miles (27.01 million square yards) of paved roadway which requires routine preventive maintenance. Over the past 10 years, due to lack of funding many of the roads have been neglected. Maintenance deferral has created a backlog which will require approximately \$77 million to repair. Ongoing street maintenance is a significant public safety, livability, and economic concern. As the current economic crisis in California continues, the City of Sacramento's street system which is already under severe financial pressure, must try to protect its financial interests from additional funding cuts and by advocating in favor of policies that support the basic maintenance and operation of transportation facilities.

Policy Considerations: Over the years, California voters have repeatedly passed ballot measures to dedicate gas taxes to transportation and road safety improvements. Despite these efforts, the State has threatened to raid the Cities and Counties Highway Users Tax Account (HUTA) gas tax funds that are supposed to fund transportation improvements. The League of California Cities (League), California State Association of Counties (CSAC), and local transportation partners have recently completed the California Statewide Local Streets and Roads Needs Assessment Report (Attachment 3). This

comprehensive report details not only the current street and road conditions and critical roadway components but also what the future holds for the local transportation system if actions are not taken to protect current funding by advocating in favor of a much needed increase at the state and federal levels in road maintenance funds.

Environmental Considerations:

California Environmental Quality Act (CEQA): The presentation does not involve an activity that may cause a direct or indirect change in the environment and, therefore, does not require compliance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21065).

Sustainability Considerations: All work related to local street and road maintenance supports the City's Sustainability policies.

Other: None

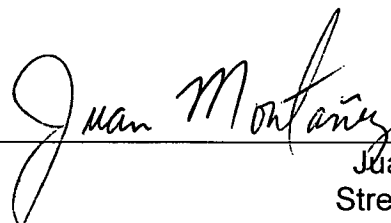
Commission/Committee Action: None

Rationale for Recommendation: While the state continually attempts to raid and borrow local government transportation funds, it is very important that the City of Sacramento act to protect taxpayer's funds for ongoing road maintenance and transportation services that support our quality of life and local economy.

Financial Considerations: None as a result of this presentation.

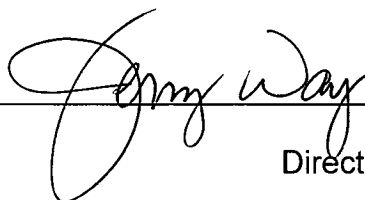
Emerging Small Business Development (ESBD): The actions considered in this report are not subject to the City's ESBD requirements.

Respectfully Submitted by:



Juan Montanez
Streets Manager

Approved by:



Jerry Way
Director of Transportation

Recommendation Approved:



RAY KERRIDGE
City Manager

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Attachment 1**Background**

Aside from being the state capital, Sacramento is the largest job center in a region of approximately 1.6 million people. Based on current SACOG's projections, by 2030 over 3 million people will live in the Sacramento area and more than 80 percent of all trips (passengers and freight traffic) will continue to use roads. It is almost impossible to overstate the economic importance of a good transportation system. That is, a transportation system that includes local streets and roads as well as air and rail. Likewise, without local streets and roads in good condition the potential for economic growth and sustainability of any region will be reduced. Like other major metropolitan areas, Sacramento needs all of its current federal and state transportation funds for the ongoing maintenance of its roads. The Department of Transportation (DOT) recommends that we make the preservation of our City's street infrastructure a priority. Funding for the maintenance of our streets plays a critical role in allowing us to sustain the quality of life for residents of Sacramento and the general public, while ensuring the safety of all motorists who utilize our roadways. It is imperative that the City of Sacramento join the other counties and cities in California to prohibit the state from taking, borrowing or redirecting local taxpayer funds dedicated to transportation improvements.

Ongoing street maintenance is a significant public safety concern and neglecting a road causes pavement failure and the need to reconstruct the whole roadbed. The annual cost of maintaining 2.7 million square yards of pavement (10% of City's roadway system) is \$10 to \$12 million. The City receives \$6 million per year for road maintenance which is one-half of its needs. With a funding gap of \$6 million per year, many of the City's roads have been neglected. Currently, the cost of resurfacing the backlog of streets in the City of Sacramento is over \$77 million. Without adequate funding and a large supplement, annual pavement maintenance funding shortfalls will continue to increase and the deterioration of roads and streets will continue and accelerate with time. Further deterioration means that even more money will be needed when funds do become available.

DOT uses a pavement management application (PMA) system that contains a database with extensive data on all streets in the city. One of the outputs of this system is a number called the Pavement Quality Index or PQI. The limits of PQI are from 20 to 100. A lower PQI indicates a street with poor pavement condition whereas a higher PQI would indicate a street that has just been resurfaced, or possibly, a new street. DOT has adopted a target PQI of 75 which would indicate a street in "good" condition. A PQI less than 40 indicates that preventive maintenance is no longer beneficial to the pavement or cost effective and reconstructive work is highly recommended. Currently the City has approximately 92 lane miles of streets that are below a PQI of 40 which is a 26 lane mile increase over 2007. The cost to reconstruct a street with PQI of 40 or below is \$45 per square yard as opposed to the cost of routine road maintenance which ranges from \$1 per square yard to \$30 per square yard depending on type of street and selected treatment.

Attachment 2

Road Maintenance Needs

- The City has over 27 million square yards of paved roadway (3,000 lane miles) which require routine maintenance.
- Ongoing street maintenance is a significant public safety and economic concern.
- Failure to maintain street pavement has a direct correlation to traffic accidents, injuries and deaths.



Road Maintenance Needs

- The annual cost of maintaining 2.7 million square yards of pavement (10% of City's roadway system) is \$10 to \$12 million.
- The City receives approximately \$6 million per year for road maintenance which is ½ of its needs.

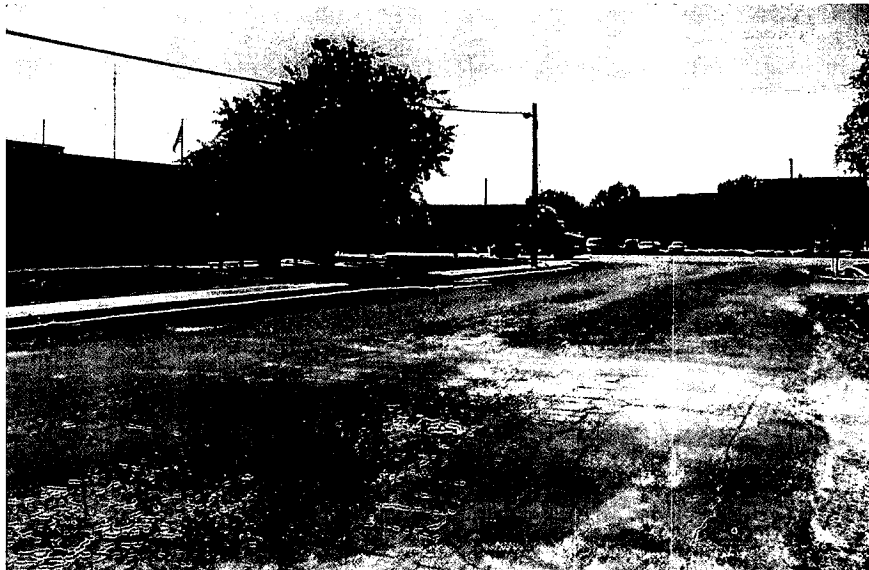
Road Maintenance Needs

- With a funding gap of \$6 million per year, many of the City's roads have been neglected and will continue to be neglected.
- In 2008, maintenance deferral created a backlog of approximately 14 million square yards of pavement which represents approximately 50% of our roads at the cost of \$77 million.

Road Maintenance Needs



Road Maintenance Needs



Road Maintenance Needs



Road Maintenance Needs




TRANSPORTATION

Road Maintenance Needs



Road Maintenance Needs

- Funding for road maintenance varies from year to year.
- Sources are gas tax, Measure A sales tax, and state and federal sources.
- California voters have repeatedly and overwhelmingly passed ballot measures to dedicate the gas taxes we pay at the pump to road improvements.



Road Maintenance Needs

- The State continues to threaten to raid the Cities and Counties Highway Users Tax Account (HUTA) gas tax funds that are supposed to fund transportation improvements.
- Cities and Counties need to have a stable source of funding for road maintenance.



Road Maintenance Needs

- A well maintained roadway system is essential to the overall economic growth and quality of life of any region.
- The Department of Transportation supports the League of Cities and California State Association of Counties' actions to protect taxpayers funds for the ongoing road maintenance.



Road Maintenance Needs

- The City of Sacramento supports all actions that protect current funding and advocate for a much needed increase at the state and federal level for ongoing road maintenance funds over the next 30 years.

Attachment 3

California Statewide Local Streets and Roads Needs Assessment
(139 pages)