

FACTS ABOUT STREETS AND ROADS FUNDING IN CONTRA COSTA

- **Contra Costa County Public Works is responsible for maintaining 666 miles of roads, 111 vehicle and pedestrian bridges and hundreds of miles of road drainage facilities in the unincorporated areas.**
- **Decreased revenue for streets and roads is not keeping pace with increased demand on the system** including increased vehicle miles traveled, increased collisions and traffic congestion, and deterioration in pavement condition.
- **There are only three revenues sources that pay for streets and roads maintenance** in unincorporated Contra Costa – (1) Gas Excise Tax, (2) Price-Base Gas Excise Tax, and (3) a portion (about 18%) of the dedicated one-half cent Contra Costa transportation sales tax.
- **Gas Excise Tax of 18 cents per gallon has not been raised since 1993 and revenues have remained relatively flat** -- \$16.9 million in 2010/11 and \$17.1 million in 2016/17. Substantially improved fuel efficiency and the increasing number of electric cars have offset the increased number of total cars on the road and the increase in vehicle miles traveled. Less gas is needed to drive the same amount of miles. The tax is based on the amount of gas purchased, not on the price of gas. Purchasing power now reduced to 9 cents due to inflation.
- **Revenues from Price-Base Excise Tax on Gas have significantly decreased (down 65% since 2011).** These revenues have been volatile and are based both on the price of gas and amount of gas purchased. Average weekly California gas prices have ranged between \$2.30 and \$4.65 per gallon since 2010. Revenue has dropped from \$7.5 million in 2010/11 and \$10.7 million in 2011/12 to \$2 million in 2016/17.
- **Revenues from Contra Costa's dedicated one-half cent transportation sales tax have slightly increased** from \$1.8 million in 2010/11 to \$2.4 million in 2016/17. This tax is based on all retail sales in the County and fluctuates based on economic activity.
- **Total funding to the County for streets and roads has decreased** from \$26.1 million in 2010/11 to \$21.5 million in 2016/17 despite the fact that during this same period there has been a 9% increase in the number of vehicles on the road in California and an increase of 18 million more vehicle miles travelled per day.
- State gas tax is the primary funding source used by Contra Costa County to fund the operations, maintenance, and improvement of the unincorporated transportation network.

Operations and Maintenance – Gas tax revenues are used to operate and maintain pavements, road drainage (underground and above ground facilities), culvert inspection and replacement, signs, striping, vegetation control, bike lanes, pedestrian facilities,

trails, traffic signals, safety lighting, shoulder grading, slope maintenance, storm response (clean-up, downed trees, clogged drains, etc), hydrauger maintenance, curbs, bike lane sweeping, storm drain debris removal, pothole repair, surface treatment program (slurry seal, chip seal, cape seal, micro-surface, overlays), road reconstruction, bridge maintenance, local bridge inspections, illegal dumping clean-up, clean water treatment facilities, and guardrails.

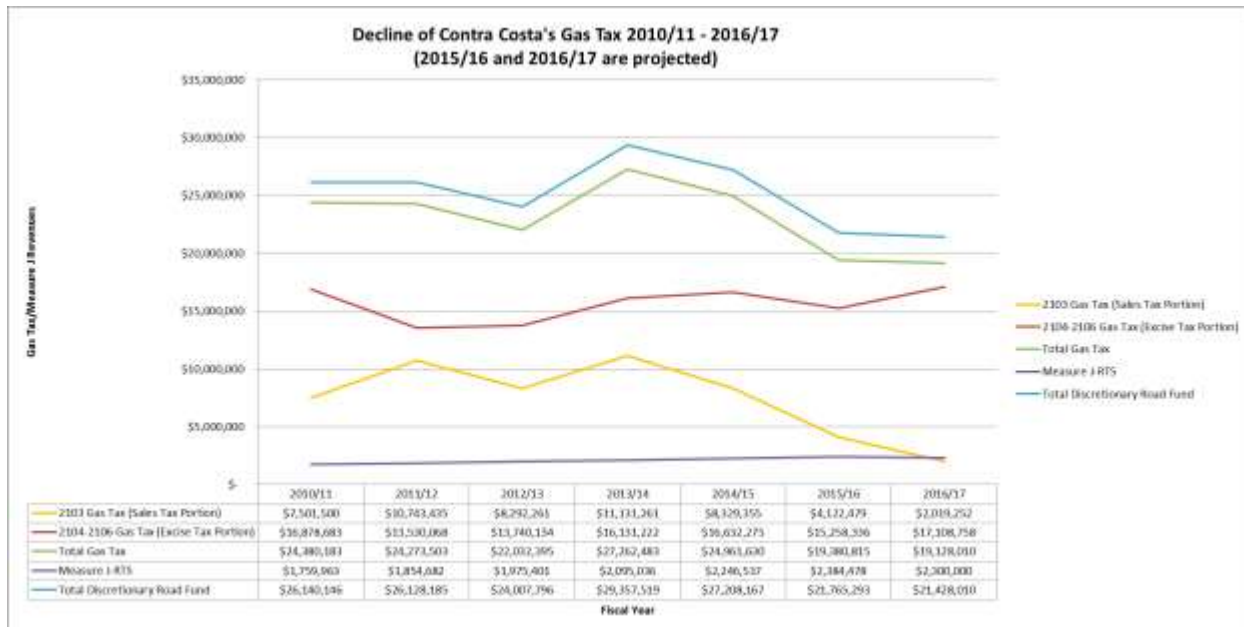
Capital Projects – Used to construct capital transportation projects such as bike lanes, pedestrian facilities, curb ramps (ADA compliance), safety improvements, shoulder improvements, complete streets, green streets (green infrastructure), traffic calming, and bridge replacement. Local gas tax is also used to leverage local, state and federal grant funds. Last year for every \$1 dollar we spent on staff time to prepare grant applications, we were able to get \$17 dollars in return. This resulted in successfully securing \$5,080,000 at a cost of \$300,900.

Without having gas tax as required local match money to go after grants, the County would miss an opportunity to obtain additional outside funding to help construct much needed safety, maintenance, and multi-modal transportation improvements.

Traffic Operations – Gas tax fully funds the Traffic Operations Section. This section is responsible for traffic safety investigations, traffic operational improvements, traffic signal timing, traffic signal maintenance and upgrades, traffic data collection, Neighborhood Traffic Calming Program, traffic collision evaluations, encroachment investigations, speed surveys, traffic resolutions, parking restrictions, traffic impact evaluations from new development, CHP coordination, truck restrictions, permit load requests, State coordination, and public assistance.

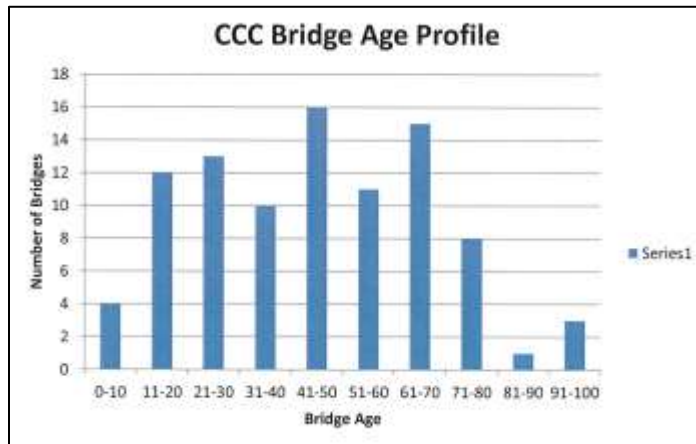
Road Administrative Functions – The gas tax funds several administrative functions that support the County's road program. These include the Development Impact fee program, self-insurance (Risk Management), Road Finance Functions, Transportation Planning (Department of Conservation and Development), Utility Undergrounding Program (Rule 20A Funds), transportation planning studies, interagency coordination, state coordination, public meetings, project development, alignment studies, Road Records, County Counsel, claim investigations, and Public Assistance.

This graph shows how Contra Costa County's discretionary road fund has been impacted by the decline of the gas tax.



- Contra Costa, including its cities, has a pavement condition index of 68 on a scale of 0-100 with 0 being failed and 100 being new and a 10 year pavement funding need of \$1.6 billion.
- Unincorporated County has a condition index of 70. The condition index for unincorporated County has been trending down and does not meet our overall goal of 80. A PCI of 80 would provide a pavement condition that would be the most cost effective target for preventative maintenance operations.
- Unincorporated Contra Costa had to delay a \$1.7 million preventative surface treatment project in 2016 due to the decline in gas tax revenues. Unincorporated Contra Costa has cancelled its 2017 Surface Treatment Program.
- The cost of delaying preventative maintenance. For pavements with a PCI of 70-100, \$2-\$4/SY; PCI of 50-70, \$15-\$20/SY; PCI 25-50, \$30-\$40/SY; and PCI 0-25, \$70-\$100/SY.
- Unincorporated Contra Costa had to delay the **Byron Main Street Sidewalk Improvement Project, Pomona Street Pedestrian Safety Enhancements, and Tara Hills Pedestrian Infrastructure Project** a second year due to the decline in gas tax revenues. For 2017 additional projects will be delayed including, **Pedestrian Crossing Enhancement – Central and East County** and the **Blackhawk Road Bikeway Project**. Without increased revenues, these projects may be delayed indefinitely.

- The **Kirker Pass Road Truck Climbing Lane** safety improvement project is in jeopardy of moving forward if the legislature fails to act on a transportation funding fix.
- 40% of Unincorporated Contra Costa bridges are age 50 or older. These bridges are nearing the end of their useful life and will need major rehabilitation or to be replaced.



- Contra Costa, including the 19 cities, has a need of \$118 million for local bridges.
- Collisions in unincorporated Contra Costa have increased dramatically. More funding needs to be made available to address these safety issues. Contra Costa has had a safety project, **Vasco Road Safety Project – Phase 2**, shelf ready for approximately 4 years with no source to fund this much needed project.
- Unfunded mandates continue to put pressure on the declining gas tax revenues. ADA compliance and Clean Water Act are two major unfunded mandates. The current Municipal Regional Permit for Clean Water has new requirements for Green Infrastructure and PCB and Mercury discharges, in addition to the existing trash reduction requirements.
- Due to the lack of stormwater funding, programs such as the road program will need to pick up the costs to comply with the Clean Water Permit. Functions such as Street Sweeping (\$150,000-\$200,000/year), Trash clean-up (\$1,000,000/year and climbing to meet 100% trash reduction by 2022), and Green Infrastructure Plan (\$500,000+ to develop plan and millions more to retrofit existing system to green infrastructure and long term maintenance).

Statewide:

- California's road system continues to be in crisis
- The conditions of California's street and road system are rolling toward a cliff's edge. On a scale of zero to 100, with 0 being failing, the statewide average Pavement Condition Index has deteriorated to 66.
- Local streets and roads face an estimated shortfall of \$78 billion in deferred maintenance and an annual shortfall of \$7.8 billion
- CalTrans faces a \$59 billion backlog in deferred maintenance and an annual shortfall in the State Highway Operation and Protection Program (SHOPP) of \$5.7 billion
- Our crumbling roads cost motorists **\$762 a year per driver** for vehicle maintenance.
- 55% of local bridges require rehabilitation or replacement
- California has **4 of 5** cities with the worst road conditions in the nation
- Without additional funding, 1/4 of local streets and roads will be in **failed condition by 2024**.
- Cities and counties are estimated to spend \$1.6 billion annually on pavements. This is only 0.88% of the total invested in the pavement network. Industry standards say that between 2%-4% should be spend on maintaining the pavement network. At a minimum, transportation funding would need to more than double to reach the bare minimum of the industry standard range.
- The gas tax is the single largest funding source for cities and counties, yet this is projected to decline statewide and nationally.
- Other components of our roads are failing as well, such as drainage systems, guard rail, traffic signing and striping. The statewide funding need for these essential components (non-pavement transportation network assets) is \$32.1 billion.
- The statewide need for local bridges is \$4.6 billion