

California Statewide Needs Assessment Local Transportation System 2012 Update

May 7, 2013



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CALIFORNIA STATEWIDE NEEDS ASSESSMENT PROJECT
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Study Objectives

- What are pavement conditions statewide?
- How much will it cost to maintain pavements? Bridges? Essential components?
- What is the funding shortfall?
- What is impact of different funding scenarios?

New Things in 2012 Assessment

- Sustainable practices
- Complete streets
- Bridge scenarios



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Pavements

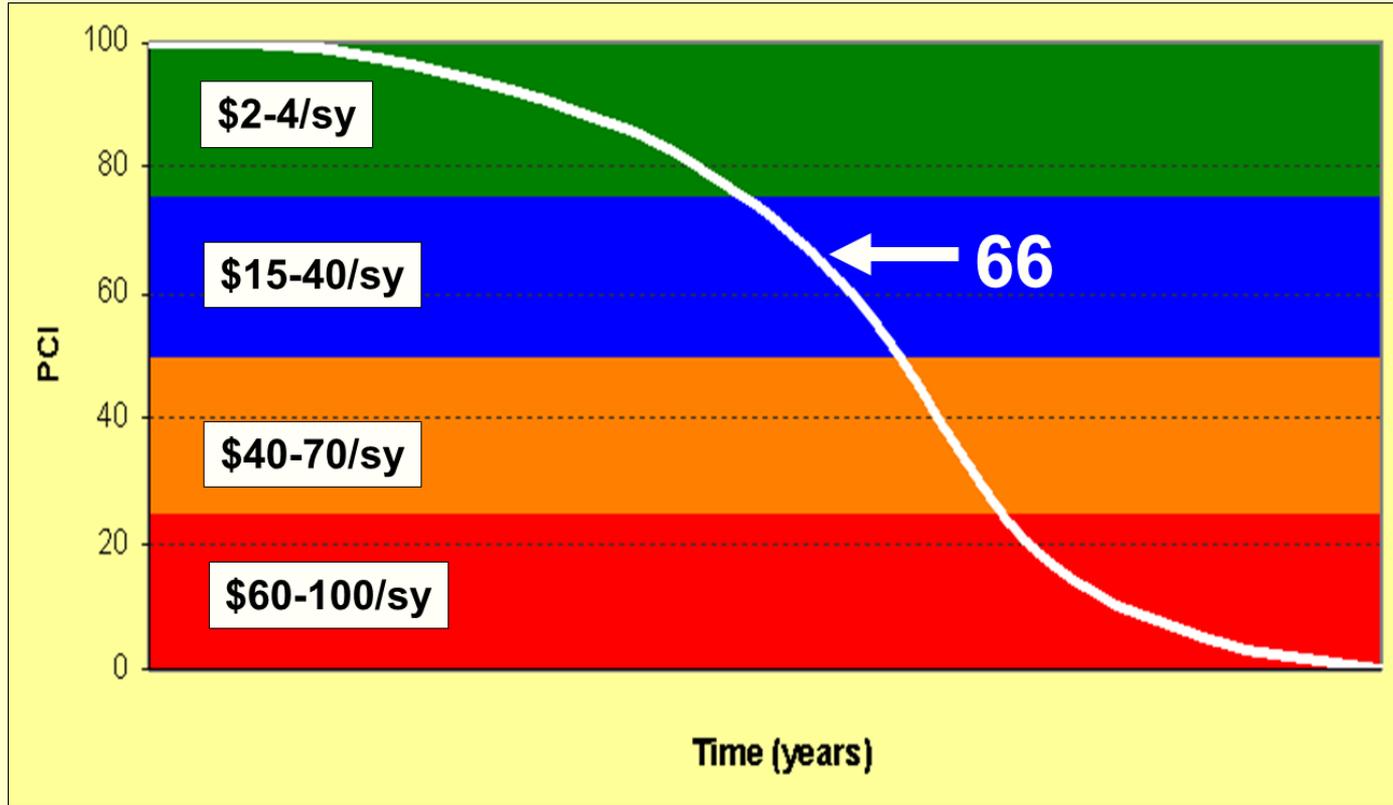
A wide-angle photograph of a residential street. The road is paved with asphalt and shows signs of wear, including a prominent longitudinal crack in the foreground. On the left side, a row of tall palm trees lines the sidewalk. A dark SUV is parked on the left side of the road. In the middle ground, a white pickup truck is parked on the right side. The right side of the street features a sidewalk with a red curb and a building with a sign that reads "American Red Cross". The building has the number "311" above its entrance. The sky is clear and blue.

Statewide Average PCI = 66

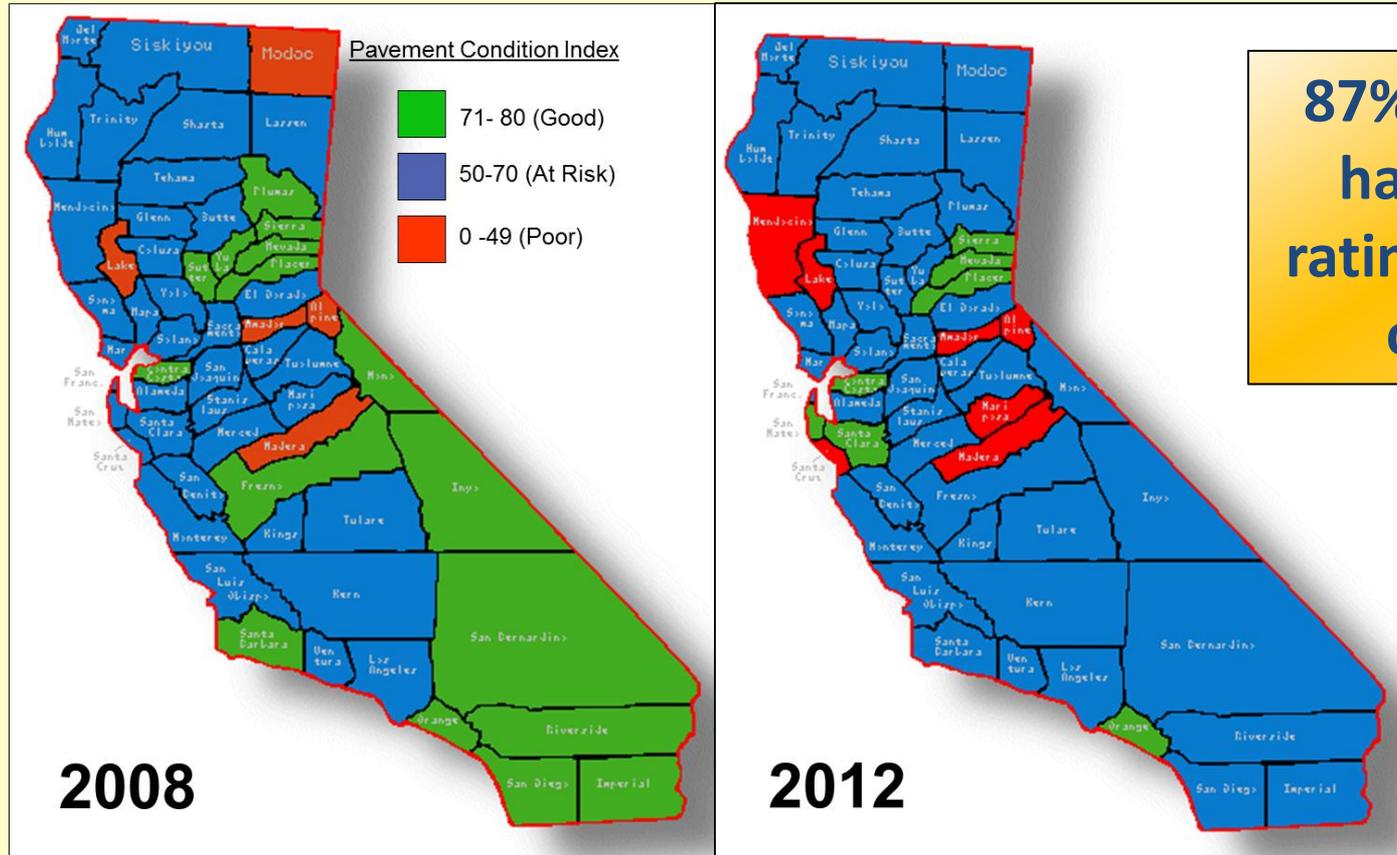


This doesn't look too bad ...

So Why is 66 Critical?



Statewide Trends



87% of counties have average rating of “at risk” or “poor”

Sustainable Practices

Recycling technologies

| Technology | # of Agencies | Wings | Add'l Cost | Cost Savings |
|--------------|---------------|-------|------------|--------------|
| RAP | 66 | 28 | | |
| CIR | 40 | | | 70% |
| Warm Mix | | | | 23% |
| Porous/ | | | 5 | 156% |
| | | 16 | 5 | -30% |
| | 133 | 12 | 46 | 18% |
| Preservation | 145 | 33 | 18 | -36% |

If just 50% of eligible projects use recycled materials, we can save \$8.8 billion!

Bridges

WEIGHT
LIMIT
15 T
17 T
17 T

ONE
LANE
BRIDGE



Who Owns Bridges?

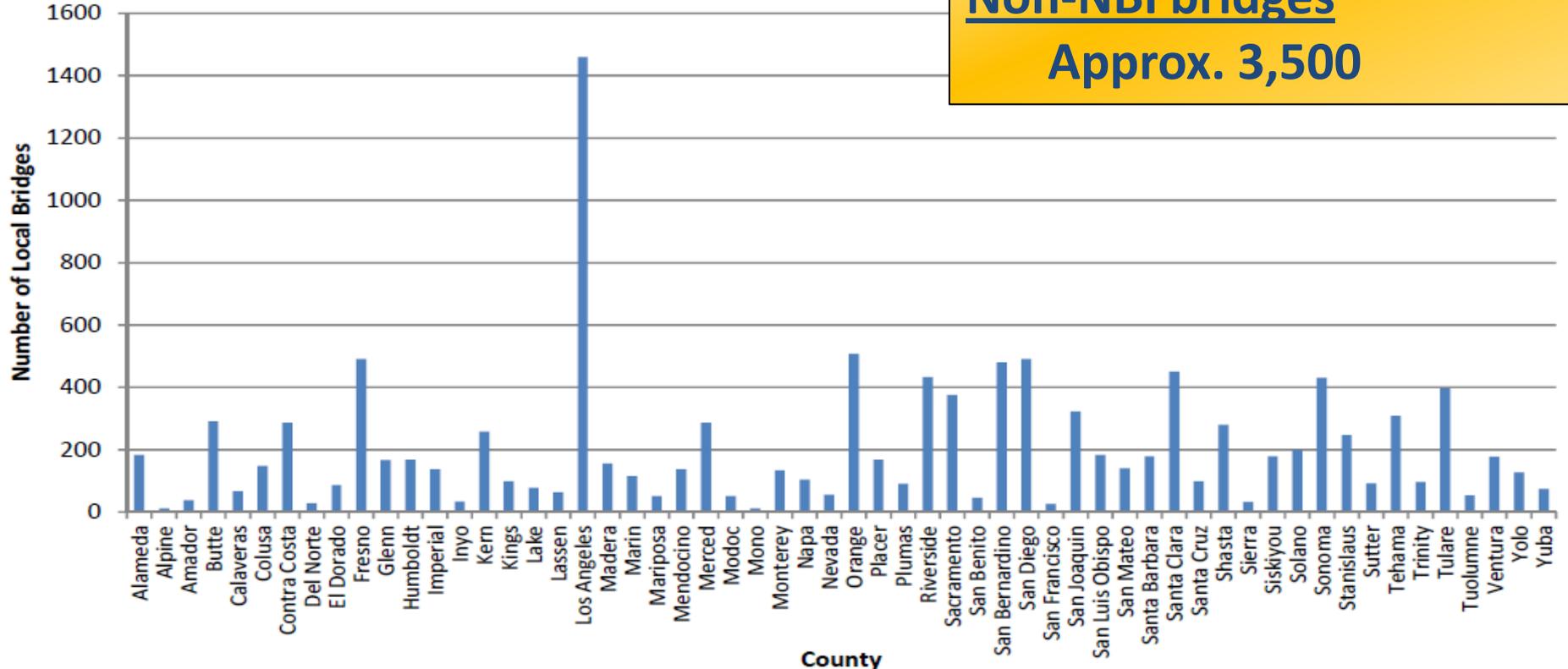
National Bridge Inventory

11,863 bridges

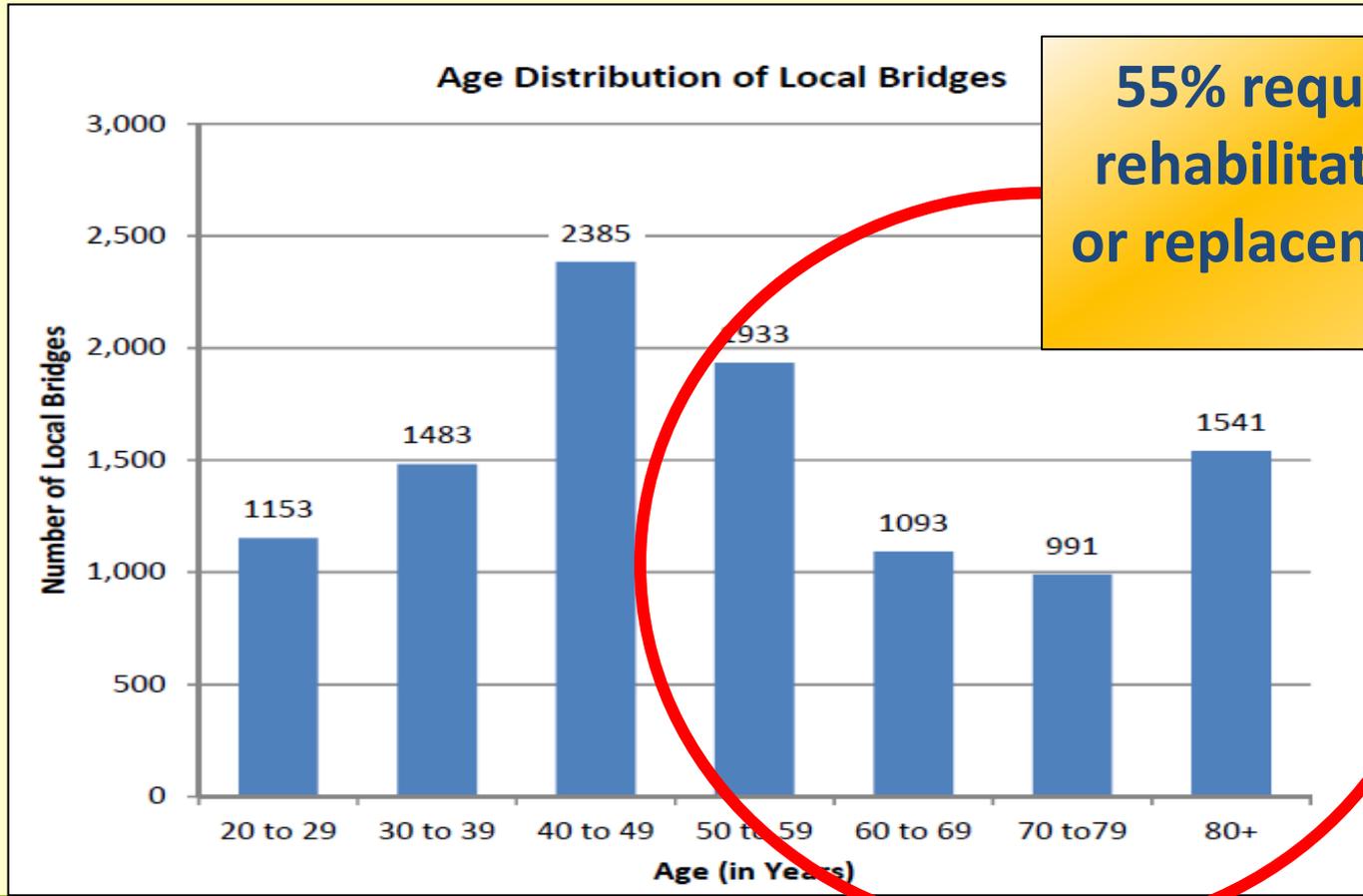
Non-NBI bridges

Approx. 3,500

Local Bridge count by County



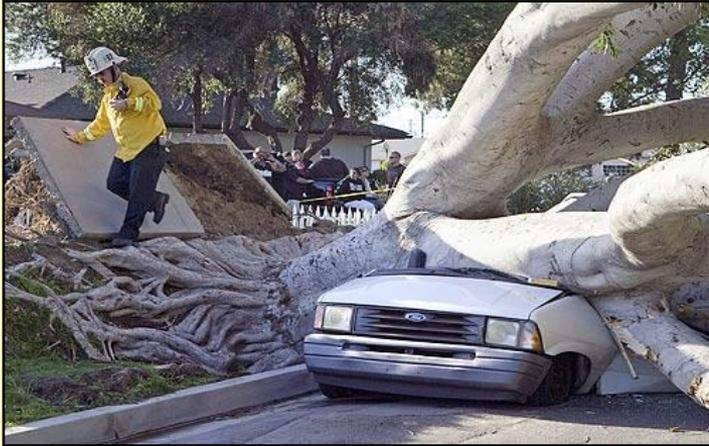
Bridges Are Getting Old



**55% require
rehabilitation
or replacement**

It's Not Just Roads and Bridges

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



Total Transportation Needs

| Transportation Asset | 10 Years (\$B) | | |
|----------------------|-----------------|----------------|------------------|
| | Needs | Funding | Shortfall |
| Pavement | \$ 72.4 | \$ 13.3 | \$ (59.1) |
| Essential Components | \$ 30.5 | \$ 8.7 | \$ (21.8) |
| Bridges | \$ 4.3 | \$ 3.0 | \$ (1.3) |
| Totals | \$ 107.2 | \$ 25.1 | \$ (82.1) |

56 cents/gal
or
76 cents/day!



How bad will the local transportation system get?



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The percent of roads in failed condition will increase from 6.6% to 25% by 2022.



**Buses, pedestrians, bicyclists,
drivers, residents are all affected**



A photograph showing the aftermath of a bridge failure. The bridge's metal truss structure is collapsed and twisted, with debris scattered across the ground. Large trees are visible in the background, and a few people can be seen standing on a structure to the right. A yellow text box is overlaid on the center of the image.

Bridge failures have catastrophic impacts on local communities

Conclusions

- Transportation system is not great and it's not getting better
 - 25% of roads will be failed in 10 years
 - 38% of bridges will be structurally deficient
- Additional funding required to hold infrastructure together
- Deferring repairs will cost *much more* later!



NOW →

California's local street and road system is deteriorating rapidly. Every dollar's worth of maintenance put off today will escalate to as much as \$50 worth of replacement costs later, costing California taxpayers billions of extra dollars.

LATER →

Unless additional funding is established, a quarter of streets and roads in California will be in "failed" condition in just ten years. We can either address the backlog of maintenance now, or pay a lot more in the future as the system continues to decline.

This study was sponsored by the cities and counties of California and managed by the Metropolitan Transportation Commission (MTC). The Oversight Committee is composed of representatives from the following:



\$1 to repair and maintain



\$50 to reconstruct or replace



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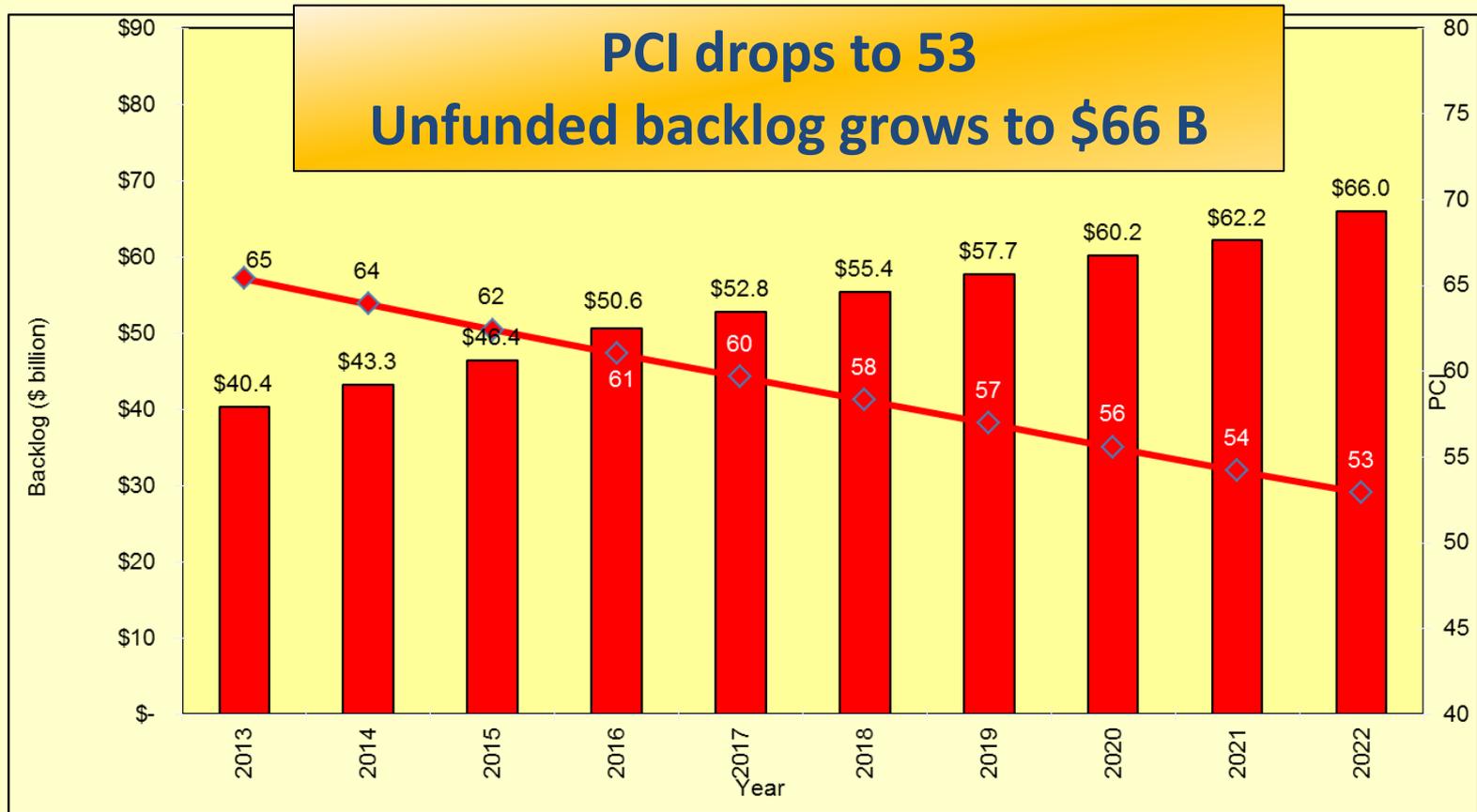


Pavement Funding Scenarios

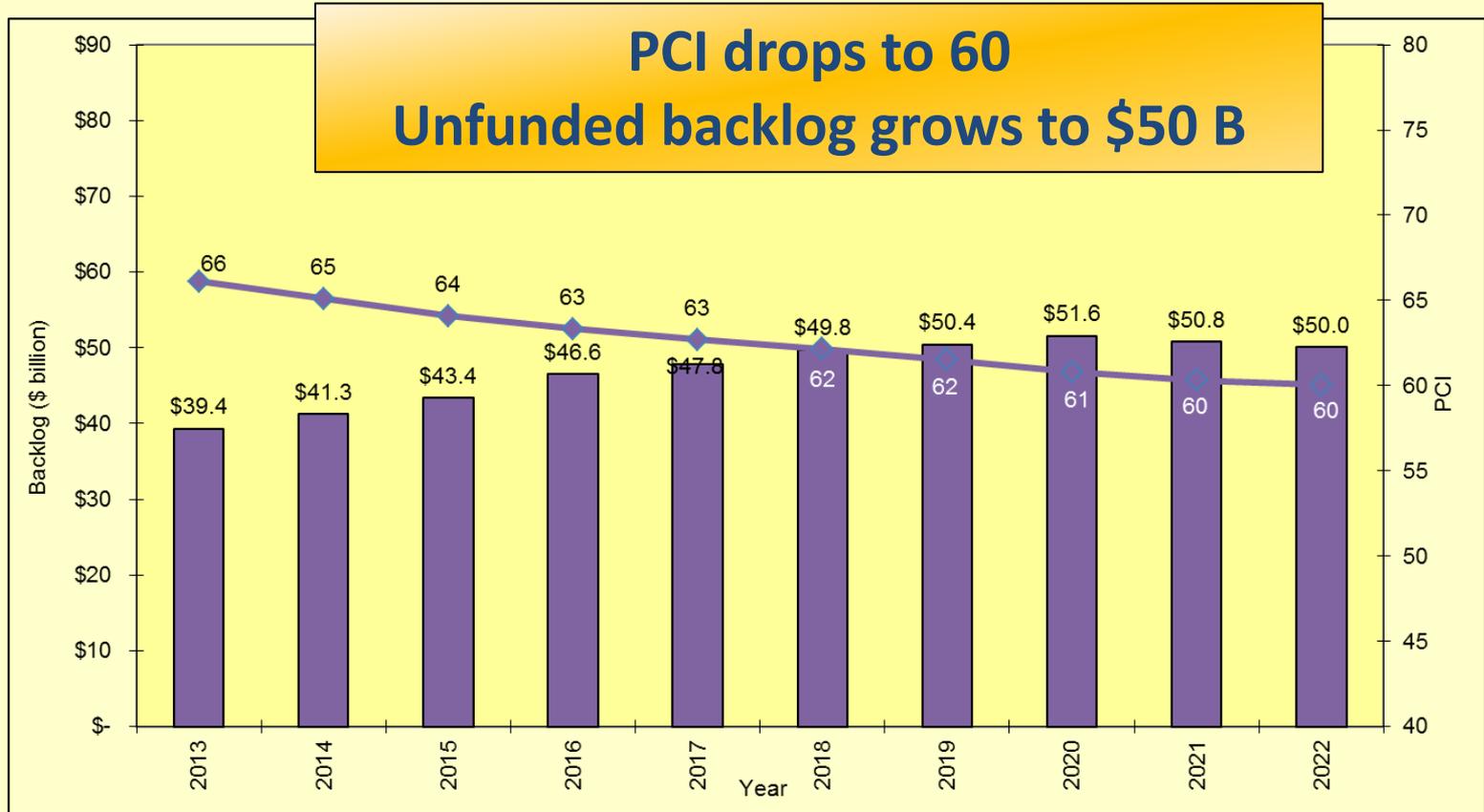
1. Existing funding (\$1.33 billion/year)
2. Transportation CA measure (\$1B/yr)
 - a. Bond i.e. \$4.23 billion/year for first 5 years, \$1.33 billion for next 5 years
 - b. No bond i.e. \$2.33 billion/year
3. Maintain current PCI at 66
4. Efficiency scenario
5. Best mgmt practices



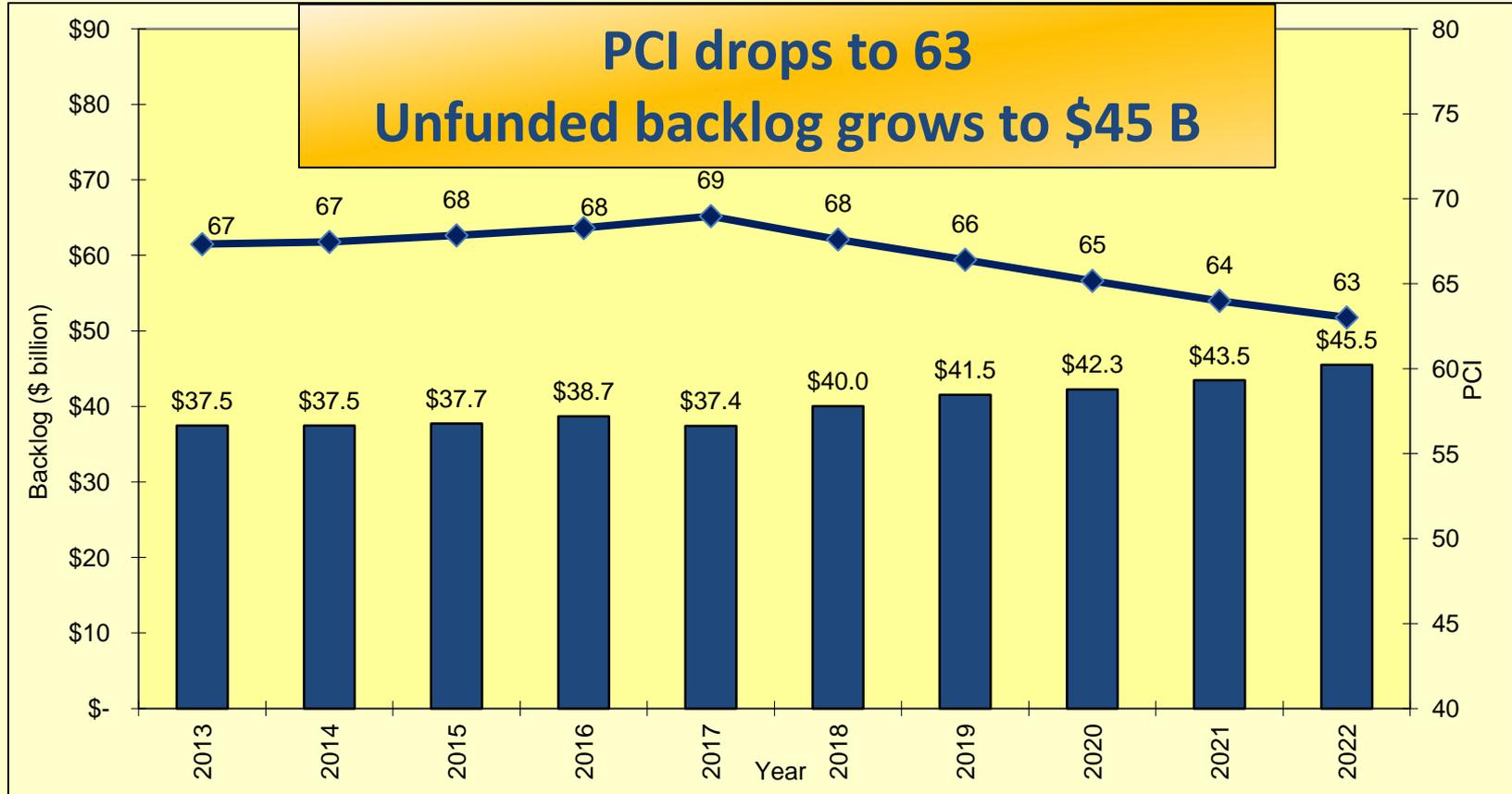
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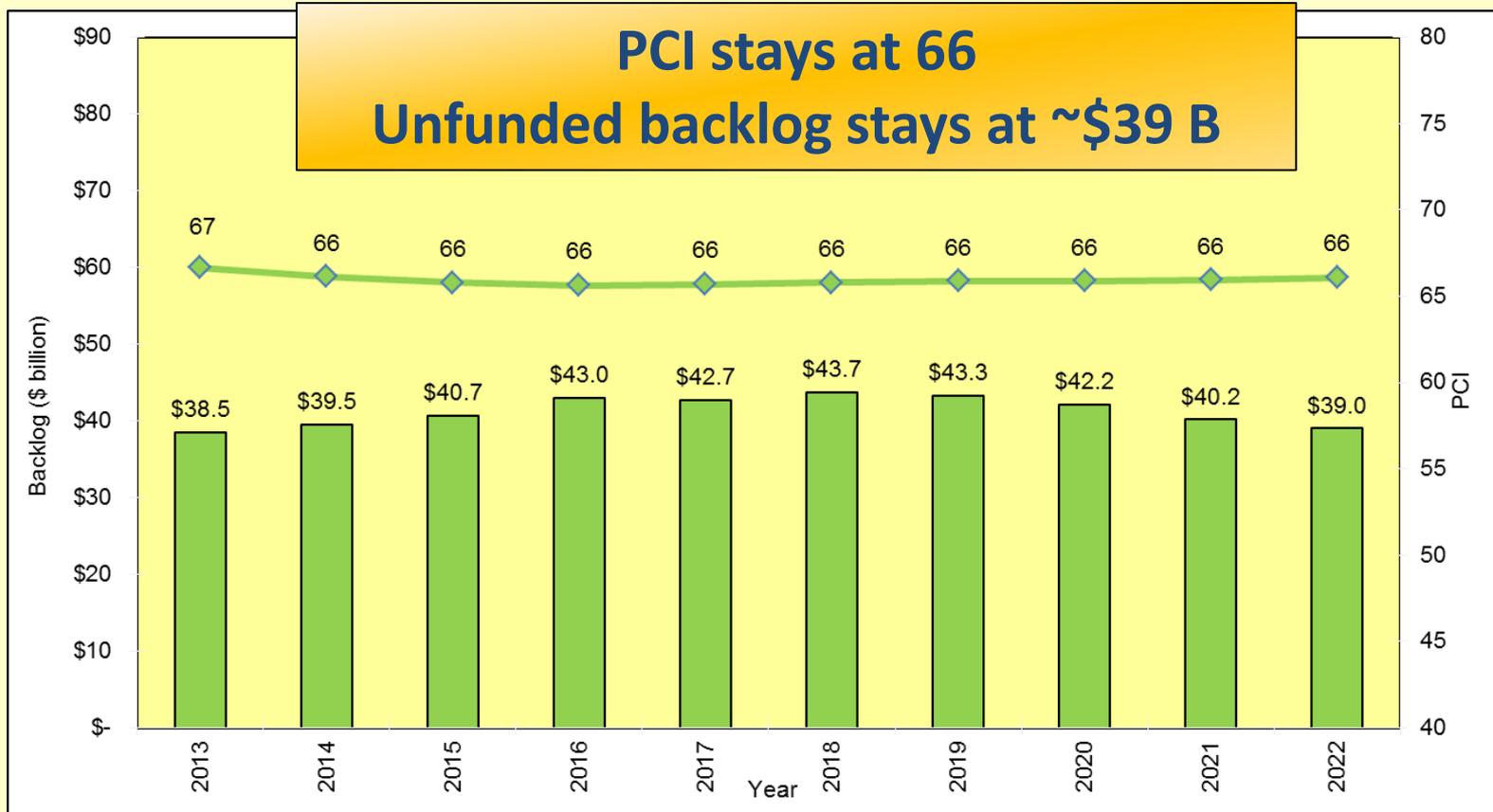
2a. No bond (\$2.33 B/year)



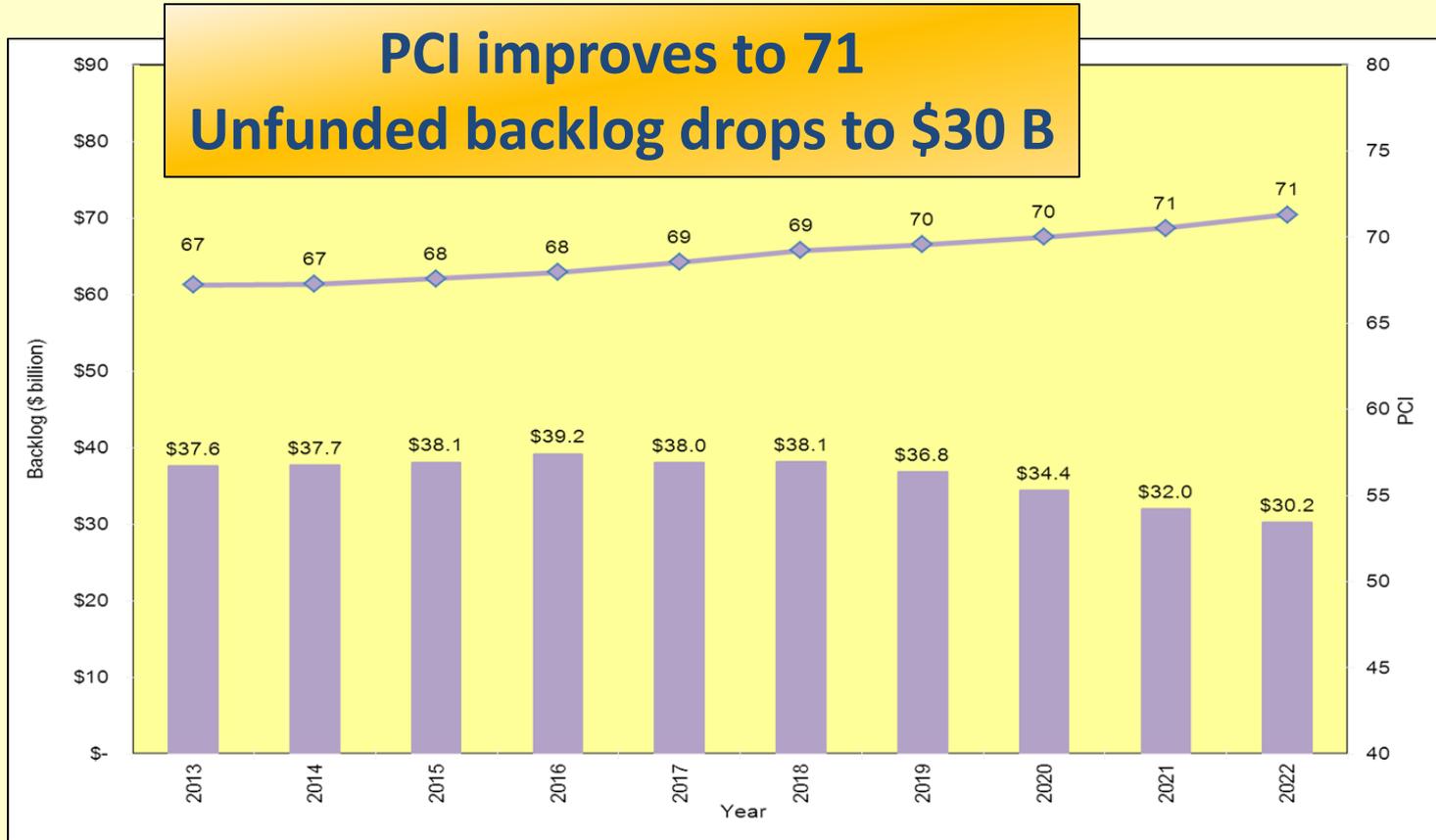
2b. Bond (\$4.2B/\$1.3B)



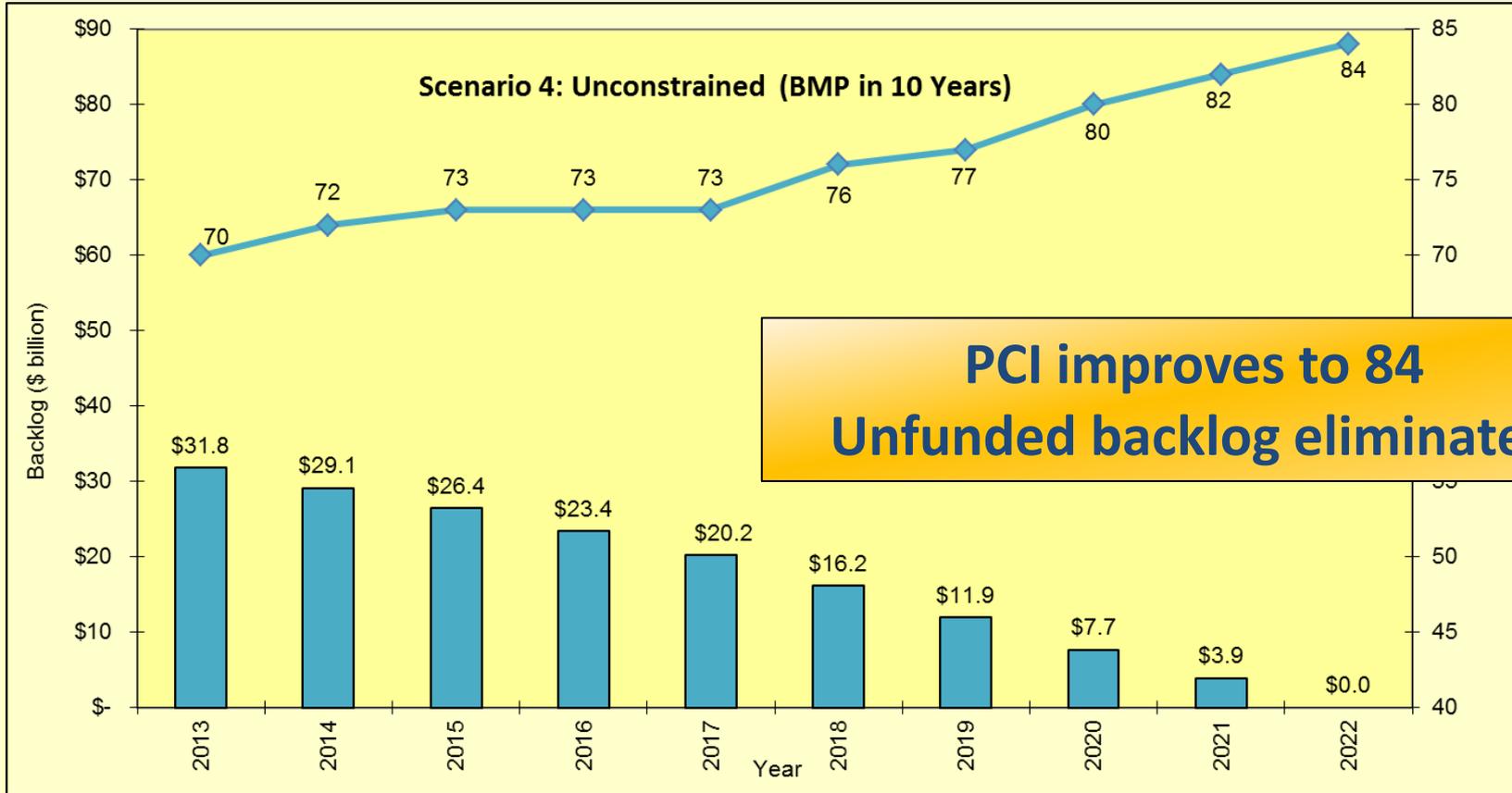
3. Maintain PCI = 66 (\$3.2 B/year)



4. Efficiencies (\$4.1 B/yr)



5. BMP (\$7.2 B/year)

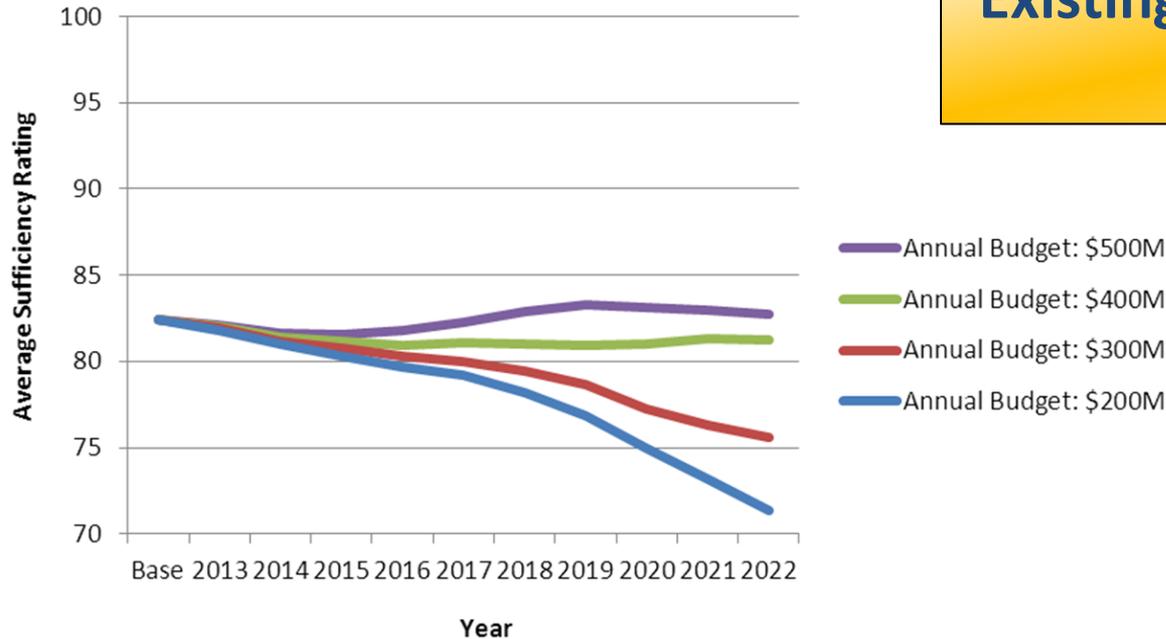


Impacts of Different Scenarios

| Scenarios | Annual Budget (\$B) | % Pavements in Failed Condition | % Pavements in Good Condition |
|------------------------|---------------------|---------------------------------|-------------------------------|
| Current Conditions | - | 6.6% | 56% |
| 1. Existing Funding | \$ 1.33 | 25% | 46% |
| 2A. No bond | \$ 2.33 | 23% | 68% |
| 2B. Bond | \$4.23/\$1.33 | 21% | 71% |
| 3. Maintain PCI = 66 | \$ 3.23 | 20% | 78% |
| 4. Efficiency Savings | \$ 4.11 | 16% | 83% |
| 5. Best Mgmt Practices | \$ 7.23 | 0% | 100% |

Average Sufficiency Rating

Average Sufficiency Rating by Year and Annual Budget

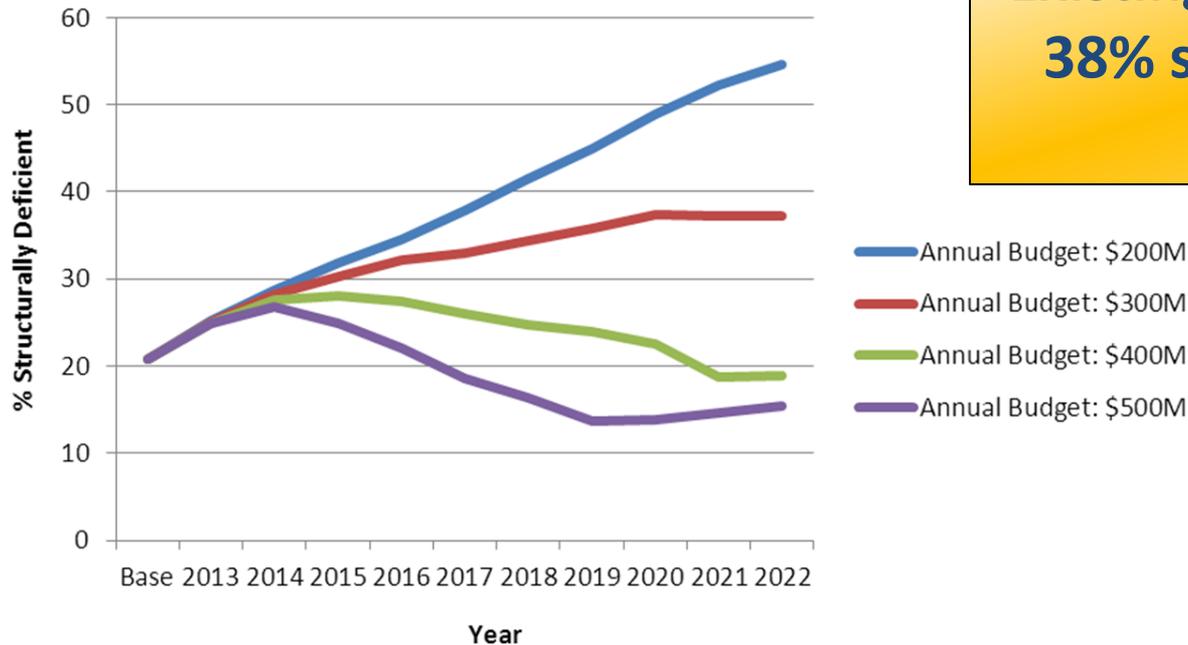


**Existing budget will result in
SR = 75**



Percent Structurally Deficient

% Structurally Deficient by Year and Annual Budget



Existing budget will result in 38% structurally deficient bridges.