

M e m o r a n d u m**To:** CHAIR AND COMMISSIONERS**CTC Meeting:** January 22, 2014**Reference No.:** 4.10
Information**From:** SUSAN BRANSEN
Interim Executive Director**Subject:** **RESULTS OF THE 2014 STATEWIDE LOCAL STREETS AND ROADS NEEDS ASSESSMENT****ISSUE:**

The California State Association of Counties (CSAC) and the League of California Cities (League) will present the results of the 2014 California Local Streets & Roads Needs Assessment.

BACKGROUND:

The 2014 California Local Streets & Roads Needs Assessment (Needs Assessment) is a culmination of the original assessment in 2008 and subsequent 2010 and 2012 updates. The Needs Assessment addresses the conditions of local streets and roads, and identifies the required rehabilitation and maintenance costs for the next decade, identifies essential components (such as safety, traffic and regulatory), and recognizes the funding shortfall and the impacts of different funding scenarios.

The 2014 Needs Assessment includes a number of findings, including a projected funding shortfall of \$82.2 billion over the next 10 years to bring the local street and road pavement condition and essential components to a level of best management practices.

Attached is a fact sheet outlining the findings of the 2014 California Local Streets & Roads Needs Assessment. The full report can be downloaded at <http://www.savecaliforniastreet.org>.

Attachment: 2014 California Local Streets & Roads Needs Assessment Fact Sheet



The 2012 Statewide Needs Assessment shows a steady downward trend in pavement condition.

- In 10 years, under existing funding levels, a quarter of the streets and roads in California will be in “failed” condition. More than twice the current funding level is needed just to maintain current pavement conditions.

Cities and counties own and operate 81% of the local streets and roads in California.

- Every trip – by car, bus, bicycle, or on foot - begins and ends on a local street or road.
- The local system is critical for the safety and mobility of the traveling public, emergency responders, law enforcement, farm to market needs, commerce, and multimodal needs such as bicycles and buses.

The local street and road system provides two-fold opportunity for economic recovery.

- The system provides opportunity for public and private sector jobs, supporting economies across the state.
- Modernizing local streets and roads will create well-paying construction jobs that help boost local economies, attract businesses, and provide for the safe and efficient movement of both people and goods.

Investing in local streets and roads now will help the environment later.

- Maintenance reduces drive time and traffic congestion, improves bicycle safety, and makes the pedestrian experience safer and more appealing - all of which lead to reduced vehicle emissions.
- Cars and trucks sustain less damage and use less fuel on well-maintained streets.
- Restoring roads before they fail will reduce future construction costs and also translates to less air and water pollution.

The Assessment captures more than 98% of local streets and roads in California, with 92% of the data coming from pavement management systems.

- On the Pavement Condition Index (PCI) which ranks roadway pavement conditions on a scale of zero (failed) to 100 (excellent), the statewide average for local streets and roads is 66, an “at risk” rating.
- The condition is projected to deteriorate to a PCI of 53 in 10 years.

The funding shortfall is \$82.2 billion over the next 10 years.

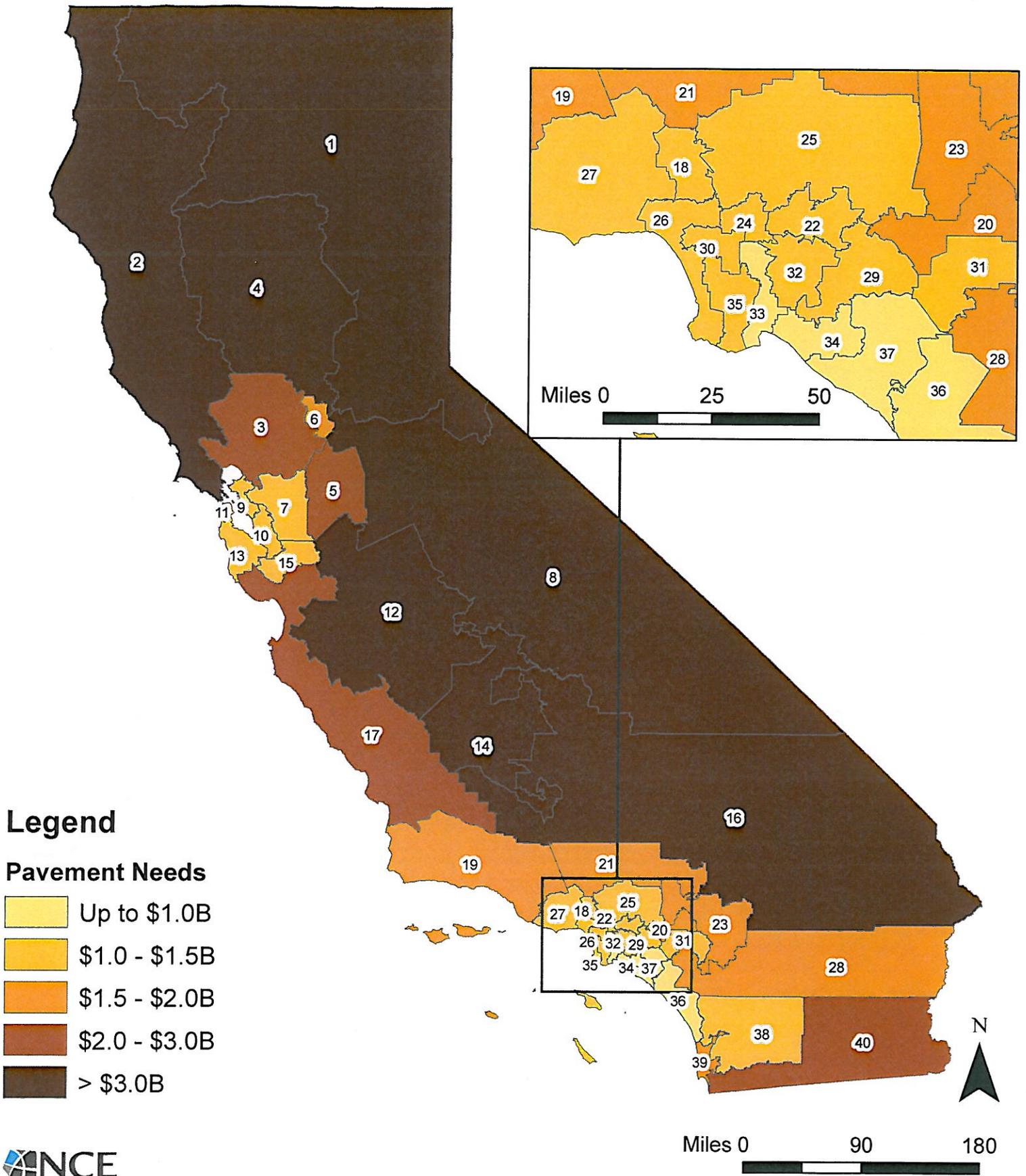
- To bring the pavement condition and essential components such as storm drains, gutters, sidewalks and curbs of local streets and roads to a level of Best Management Practices (BMP), there needs to be an additional investment of \$8.22 billion dollars annually over the next ten years.
- Achieving pavement BMP is the most cost-effective way to maintain local streets and roads, and has the lowest impact on mobility and commerce.

Nichols Consulting Engineers, Chtd. performed the study. It 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:

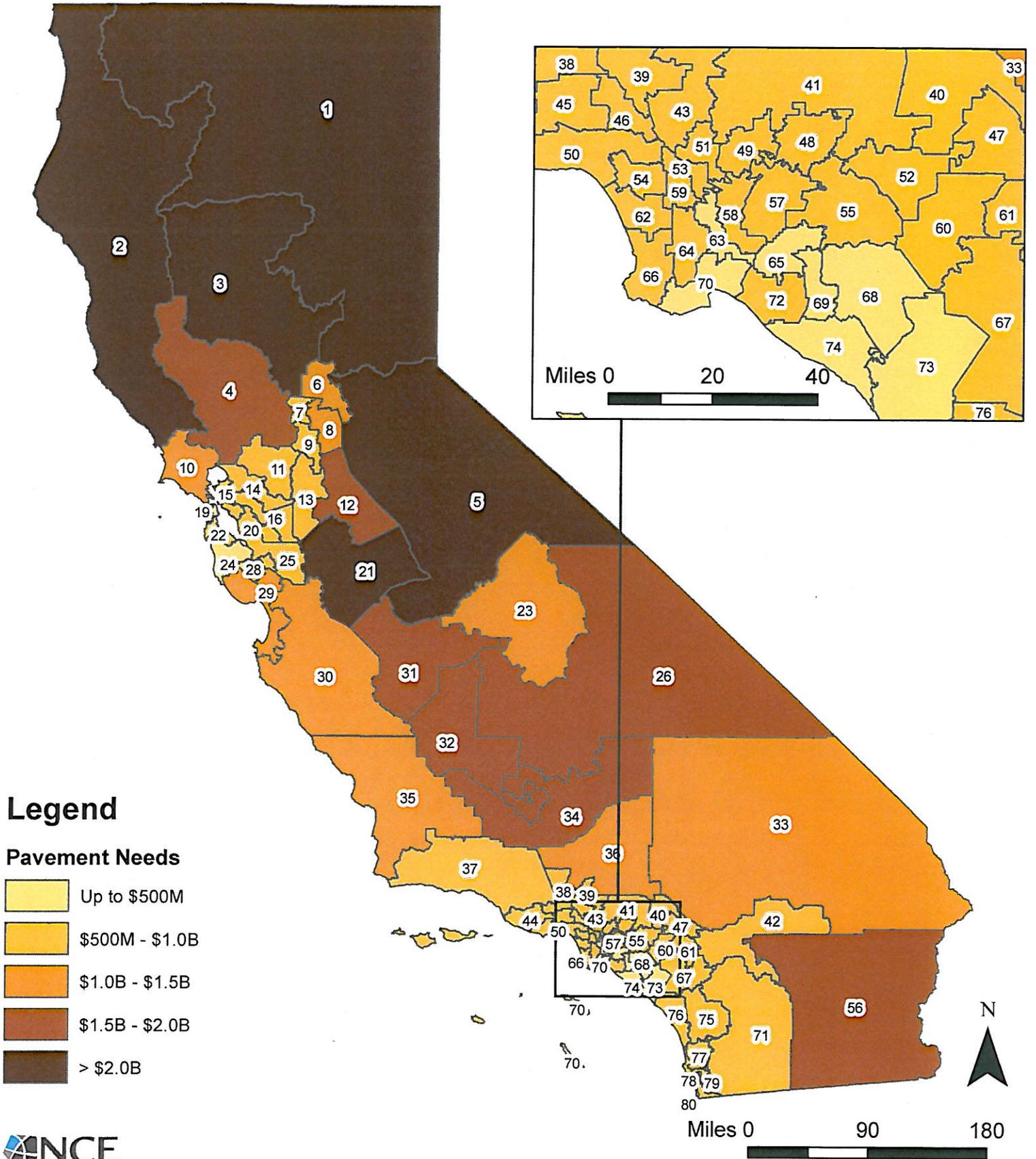
- League of California Cities (League)
- California State Association of Counties (CSAC)
- County Engineers Association of California (CEAC)
- California Regional Transportation Planning Agencies (RTPA)
- California Rural Counties Task Force (RCTF)
- Metropolitan Transportation Commission (MTC)
- County of Los Angeles, Department of Public Works

The full report can be downloaded at: <http://www.savecaliforniastreet.org>

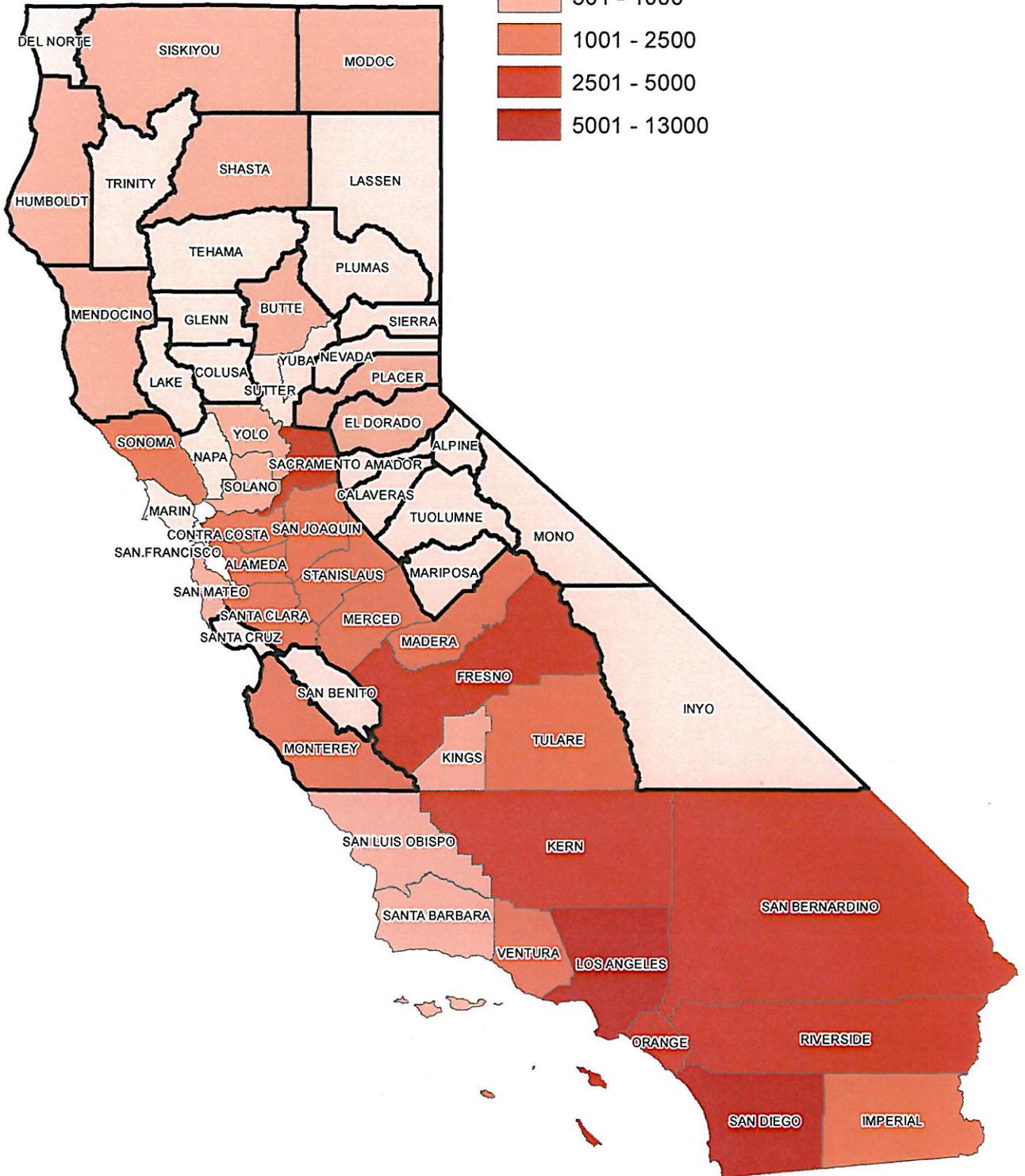
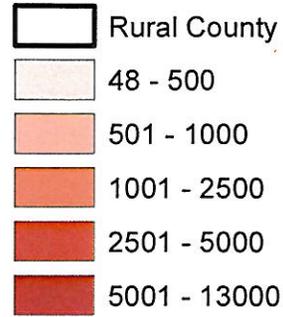
Pavement Funding Needs by State Senate District



Pavement Funding Needs by State Assembly District

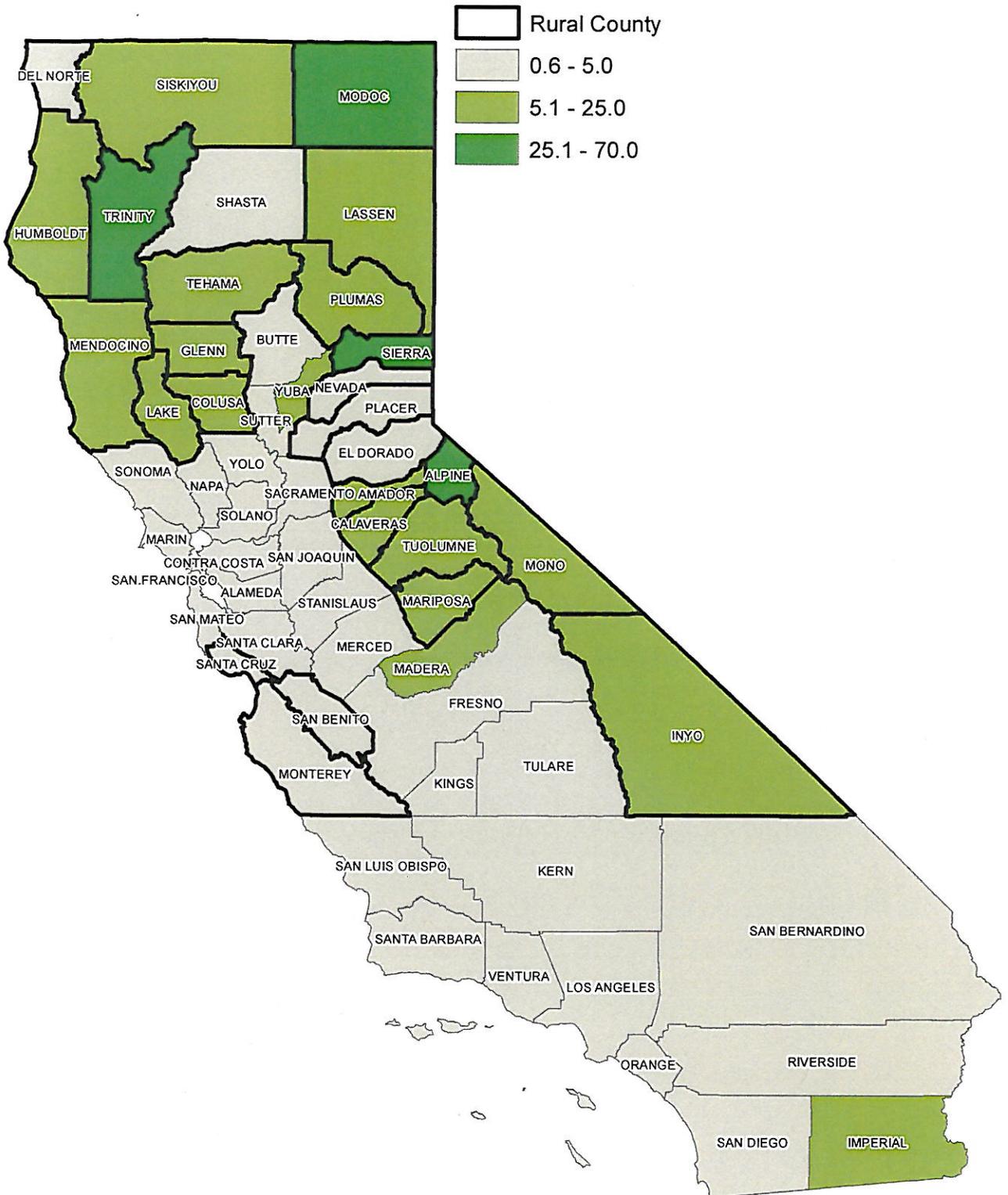


10-Year Pavement Needs by County (\$M)

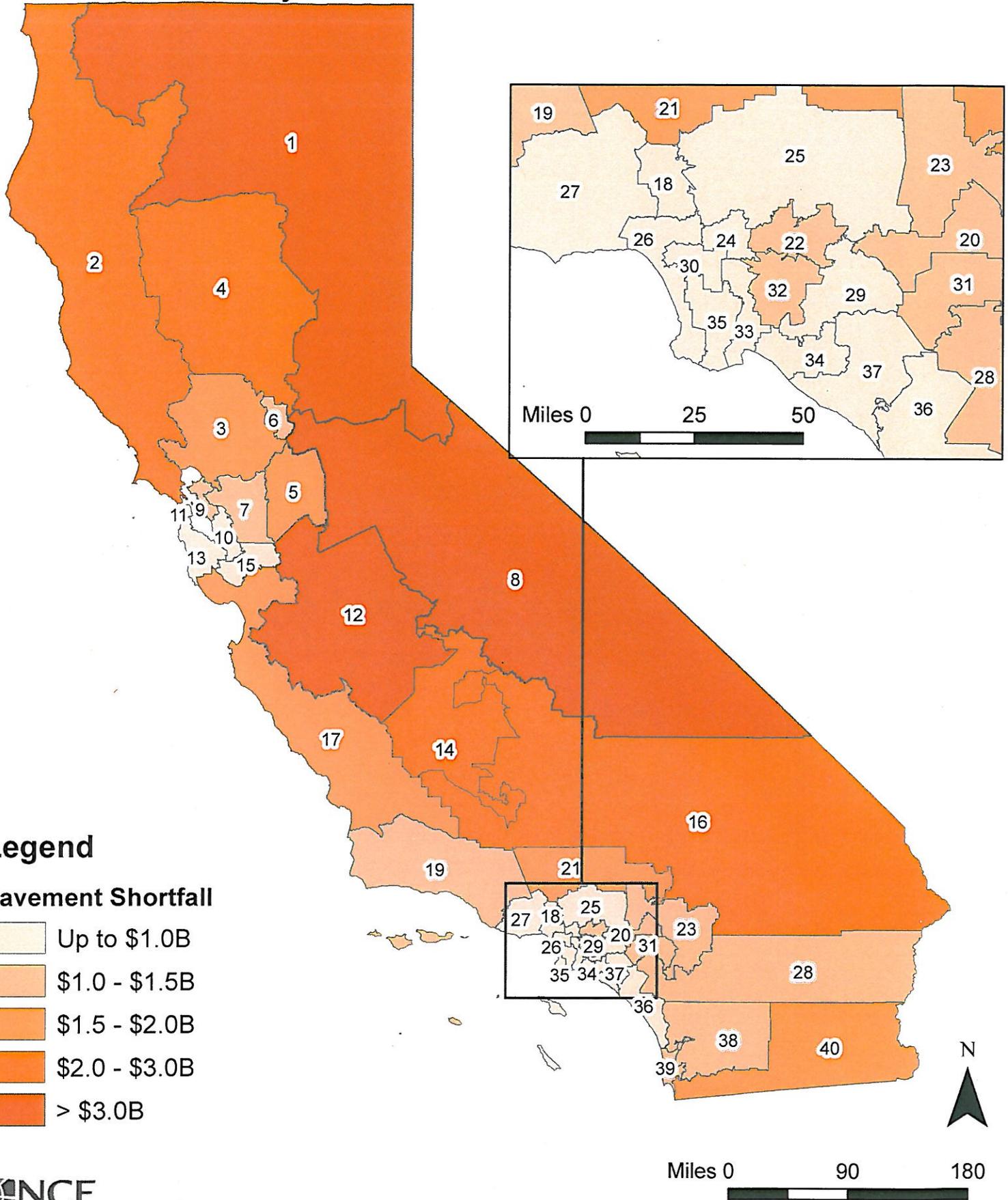




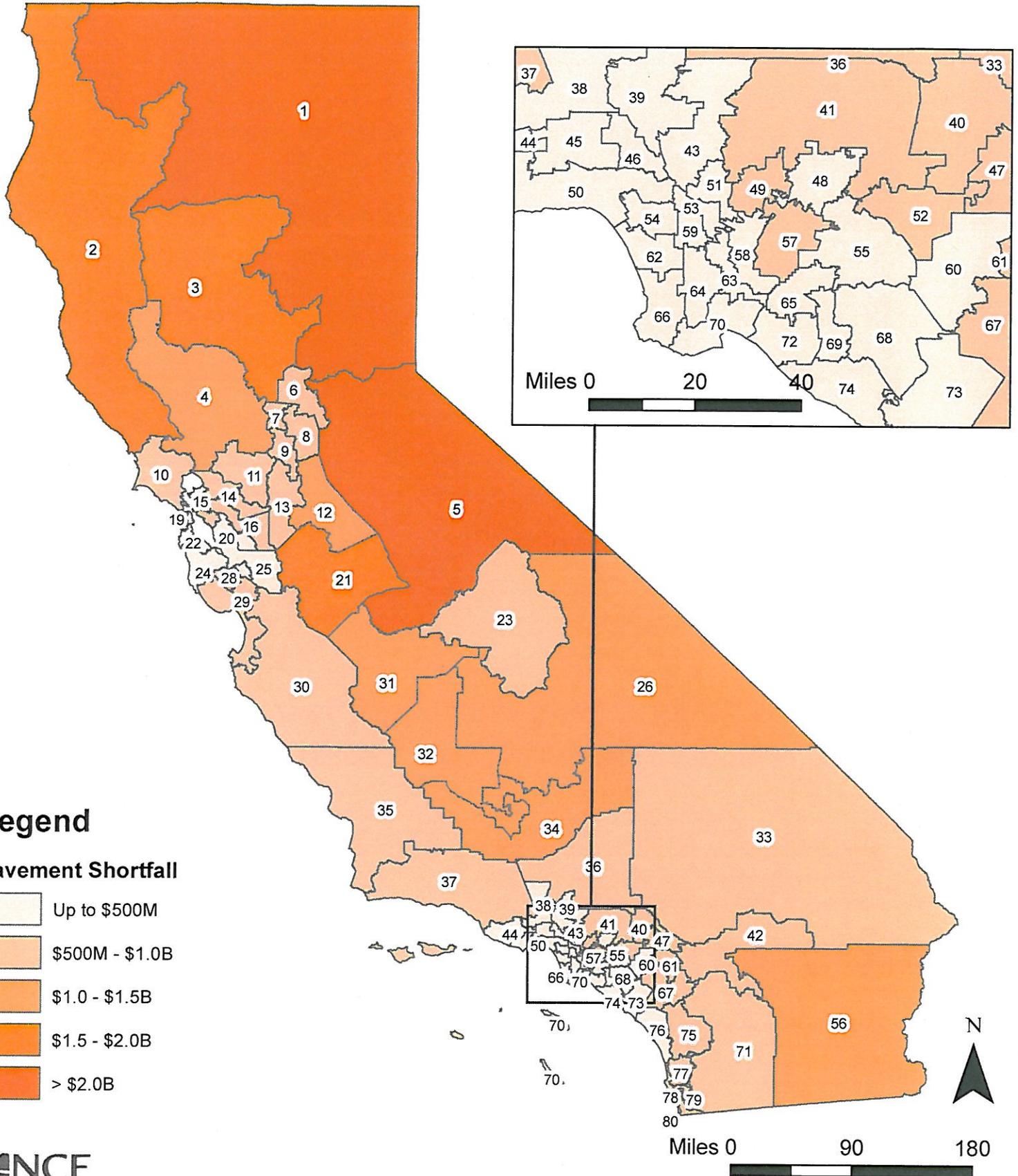
Pavement Needs/Population by County (\$M per 1000 capita)



Pavement Funding Shortfall by State Senate District



Pavement Funding Shortfall by State Assembly District





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STREETS

California Statewide Local Streets & Roads Needs Assessment

2014 Update

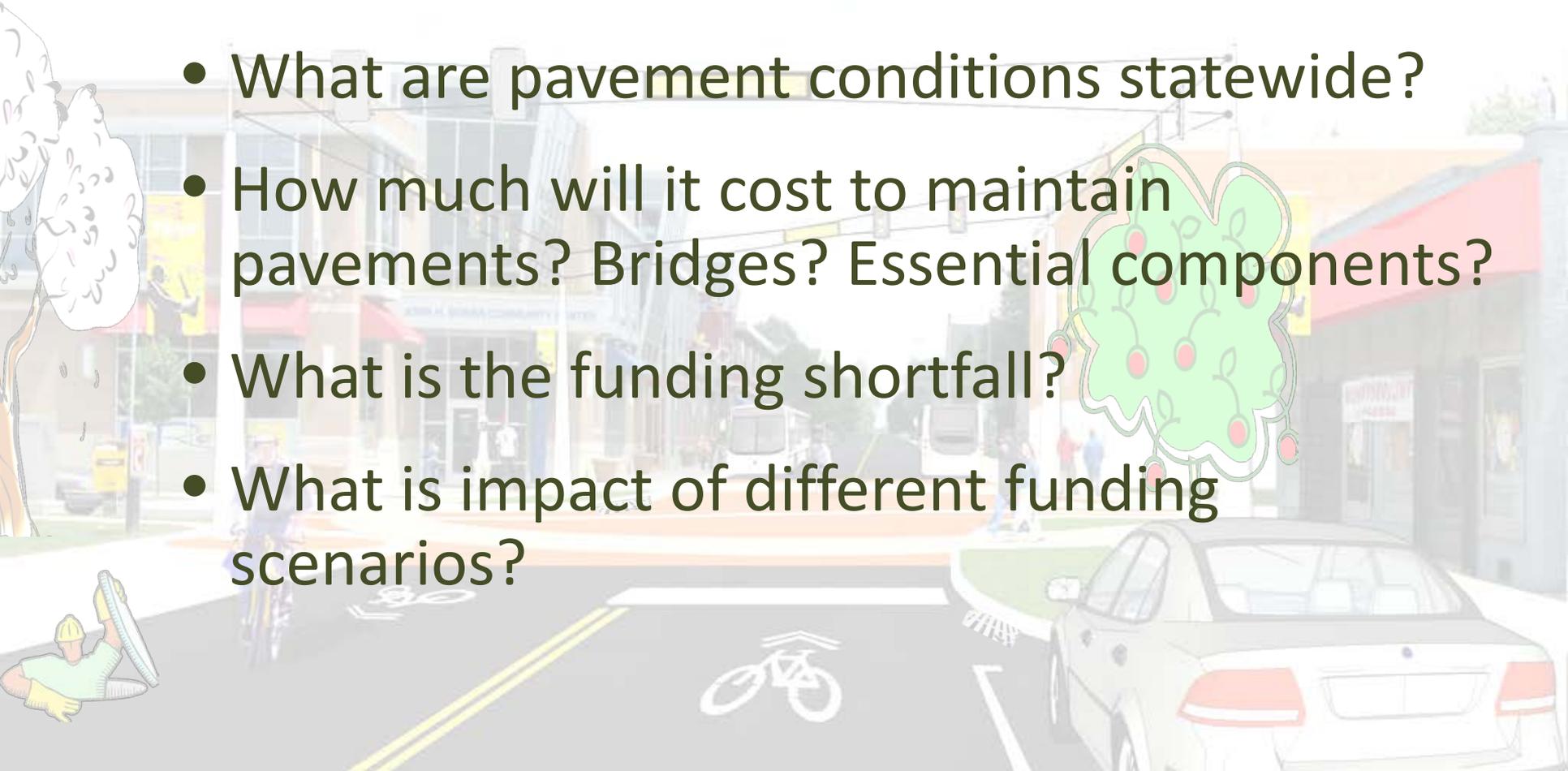


RTPA
RCTF

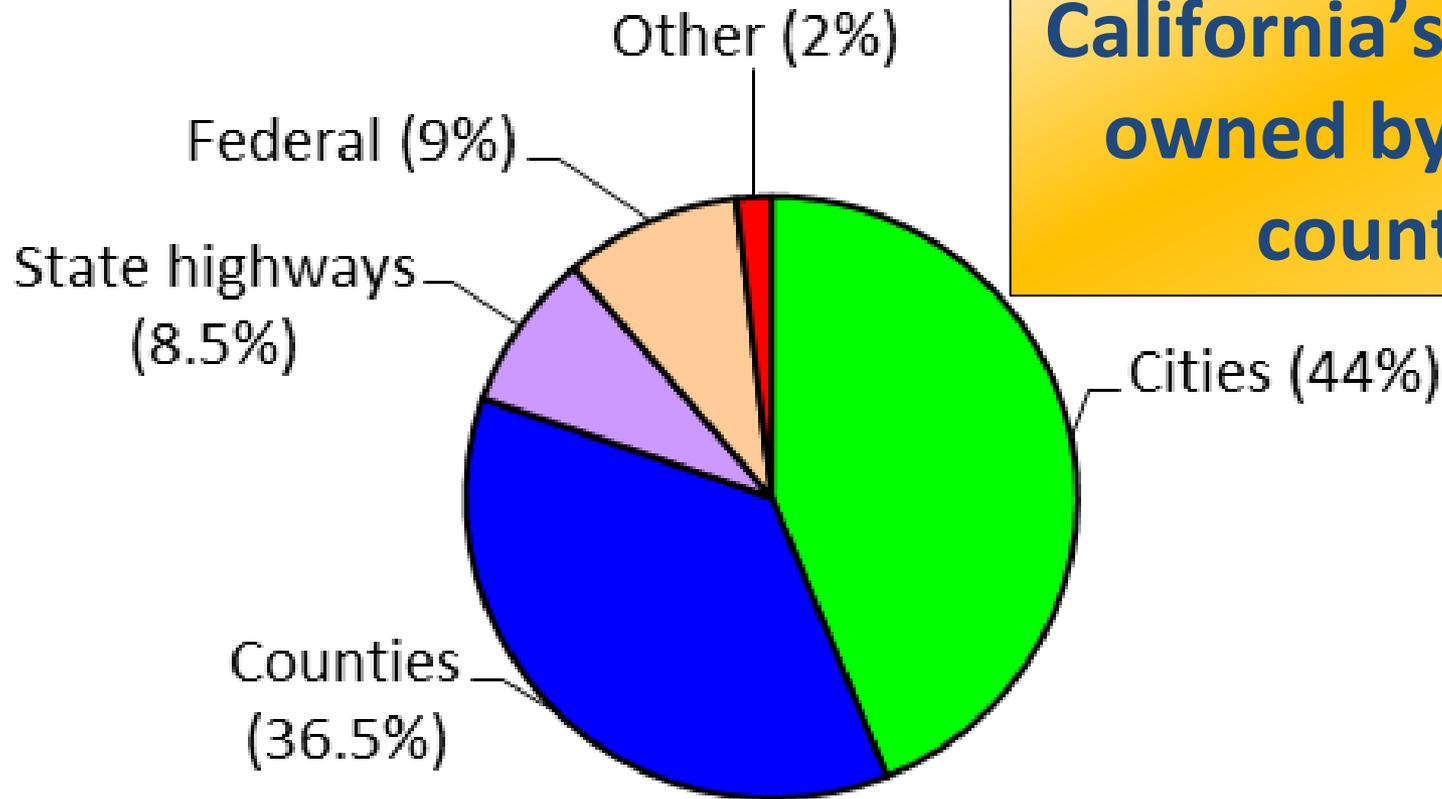


Background

- Biennial updates since 2008
- 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?



Local Roads Are Huge Part of California's Network

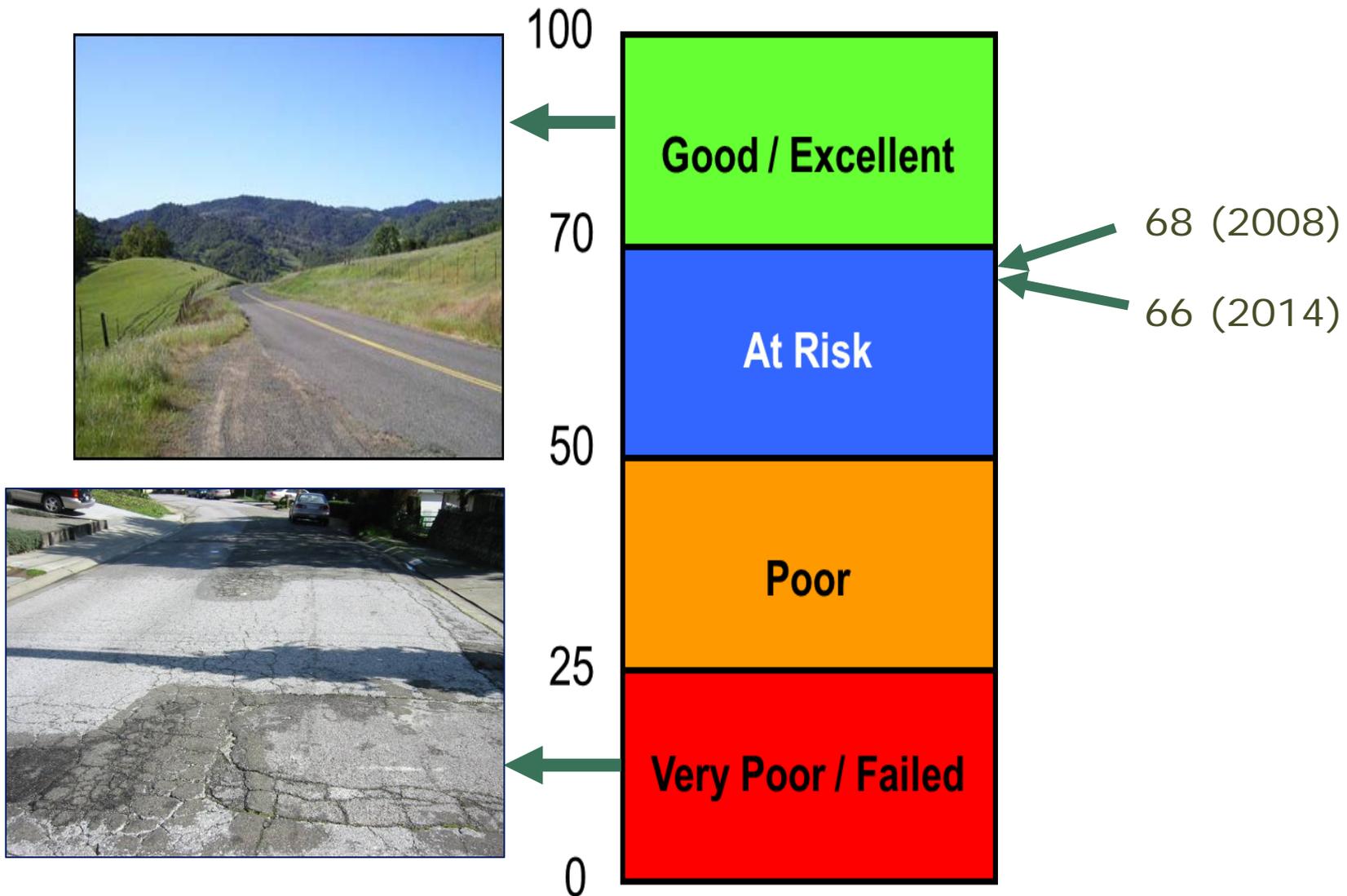


More than 80% of California's roads are owned by cities & counties!

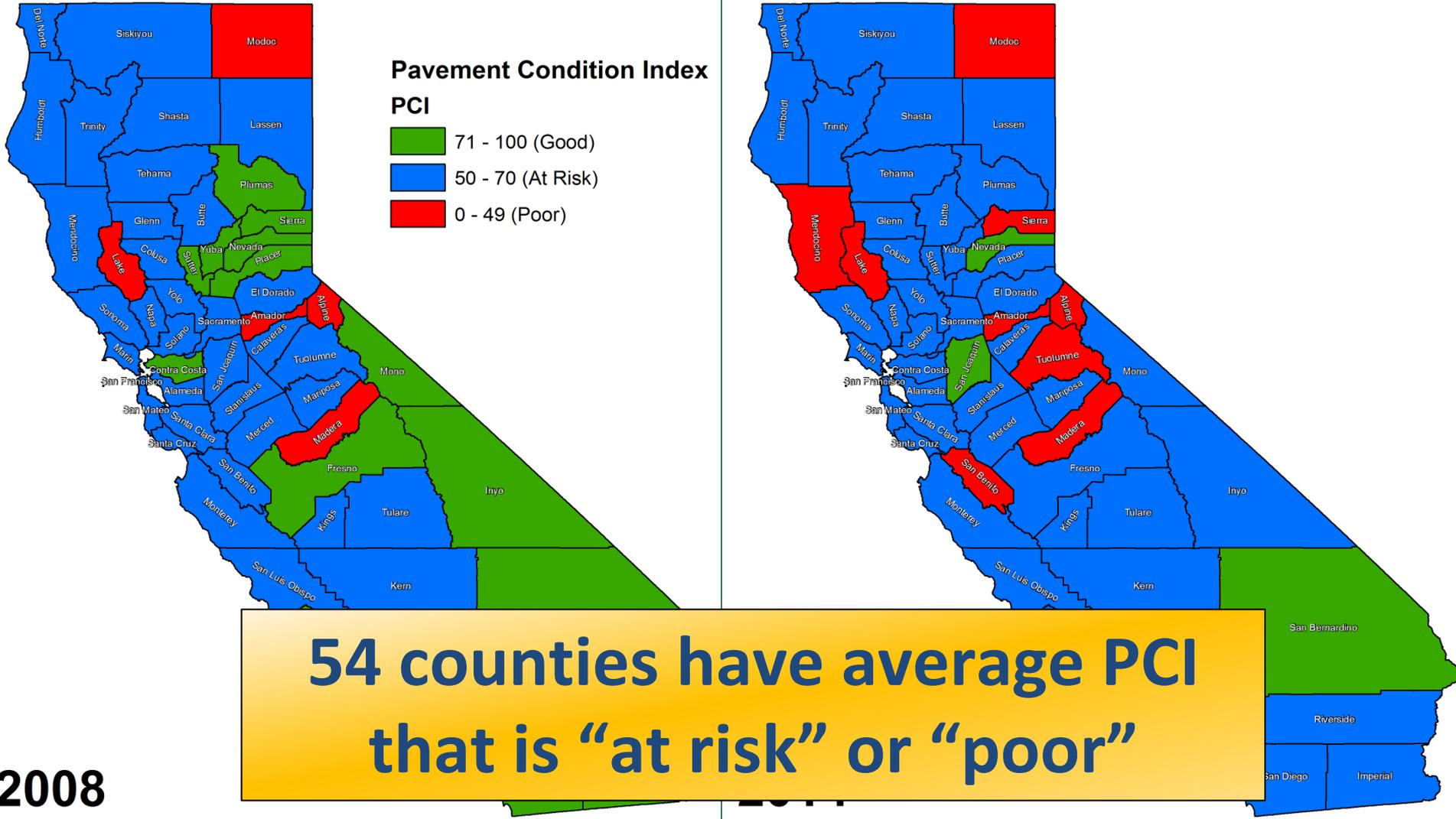
How Do Local Roads Fit Into California's Transportation Network?

- First and last mile - local roads feed into freight network
- Active transportation – accommodates all modes e.g. bikes, pedestrians, handicapped
- Transit – buses, shuttles, taxis, trains
- Water quality – storm drain system
- Reduce GHG – congestion management, signals, alternate modes, new paving technologies

Average Pavement Condition Index



PCI Trends



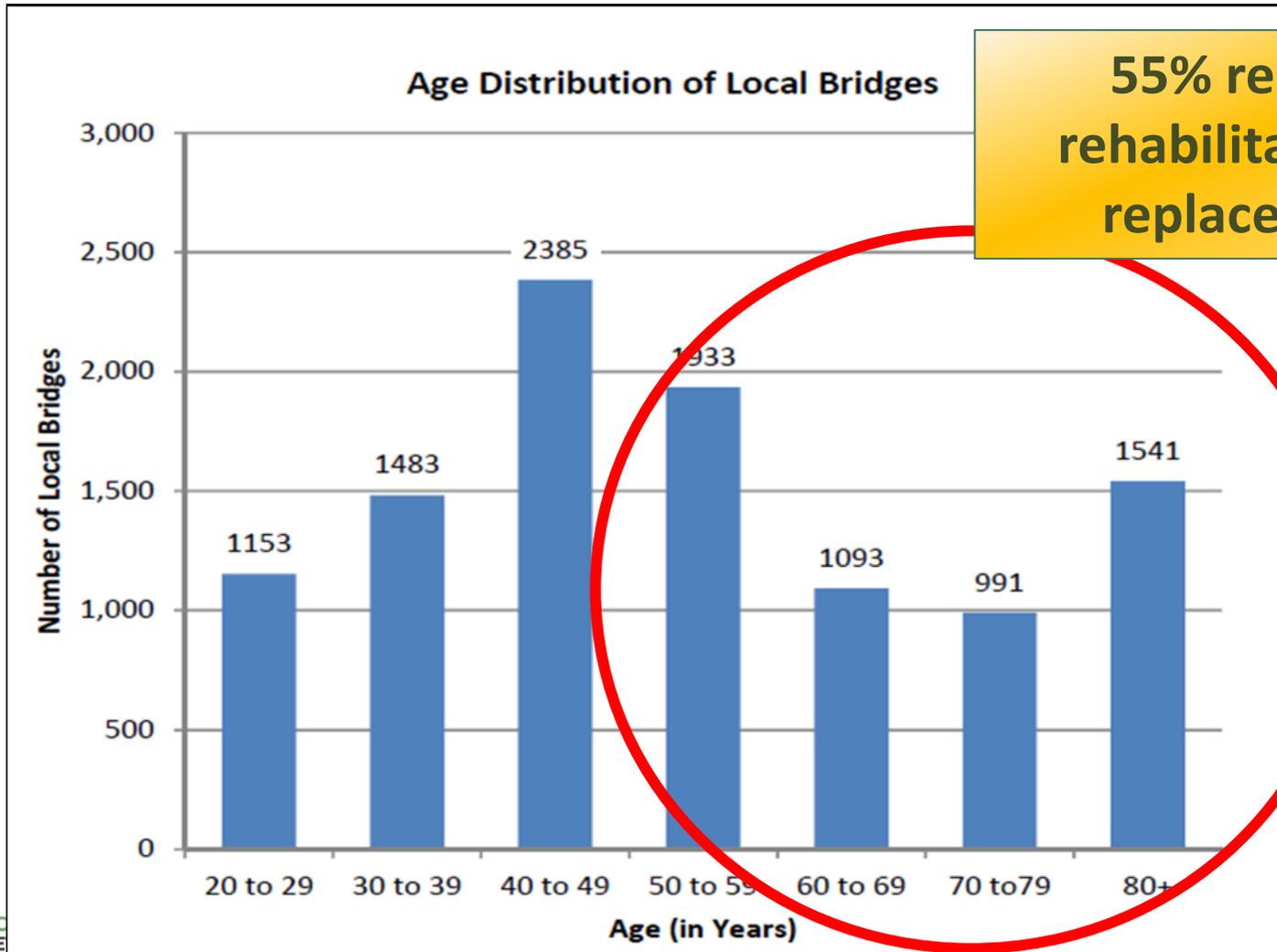
What Is a Failed Road?

The percent of roads in failed condition will increase from 6.2% to almost 25% by 2024 under current funding



- **50% of California's bridges are owned by cities & counties**
- **Over 15,000 local bridges**

Bridges Are Getting Old

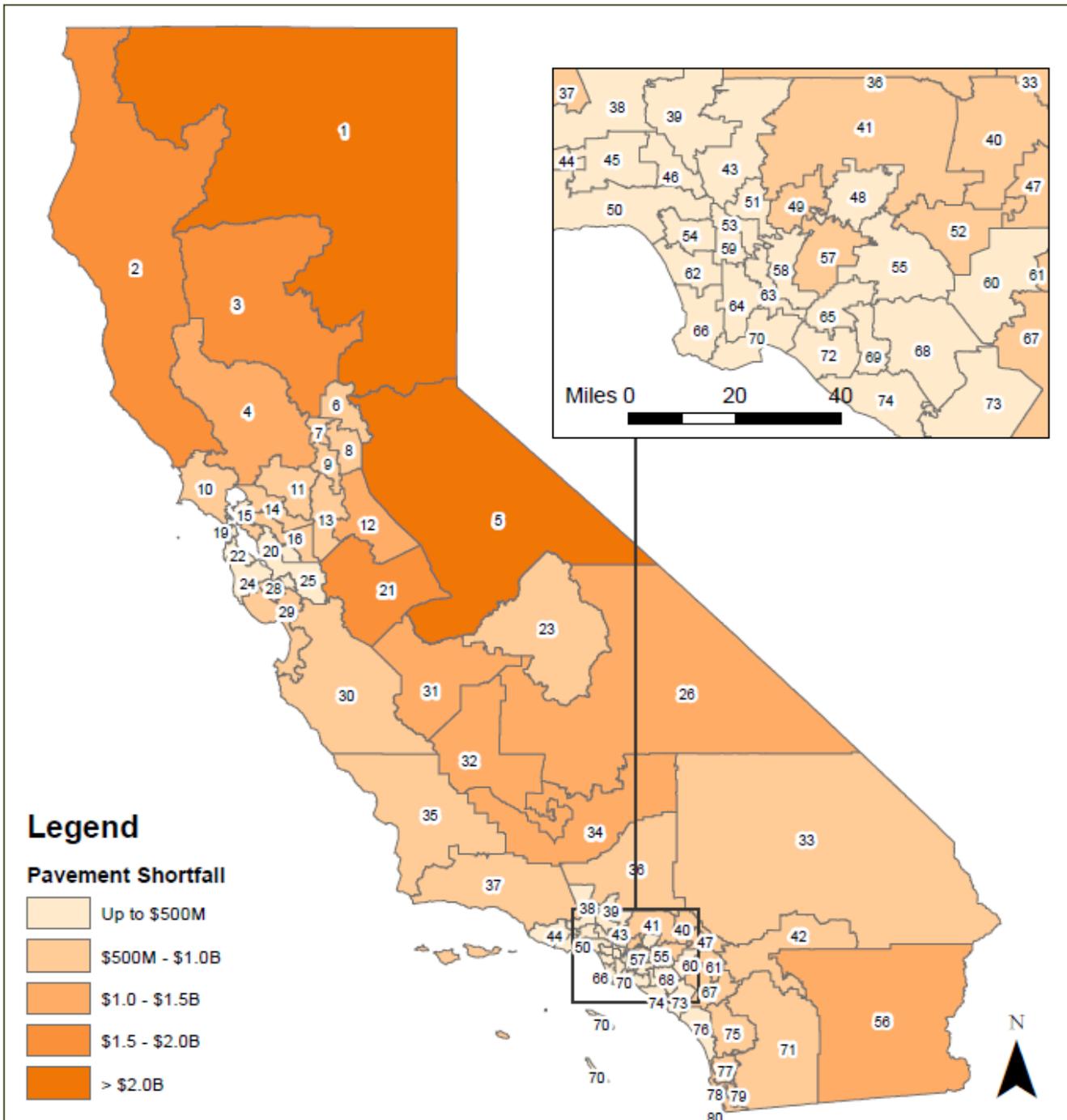


55% require rehabilitation or replacement

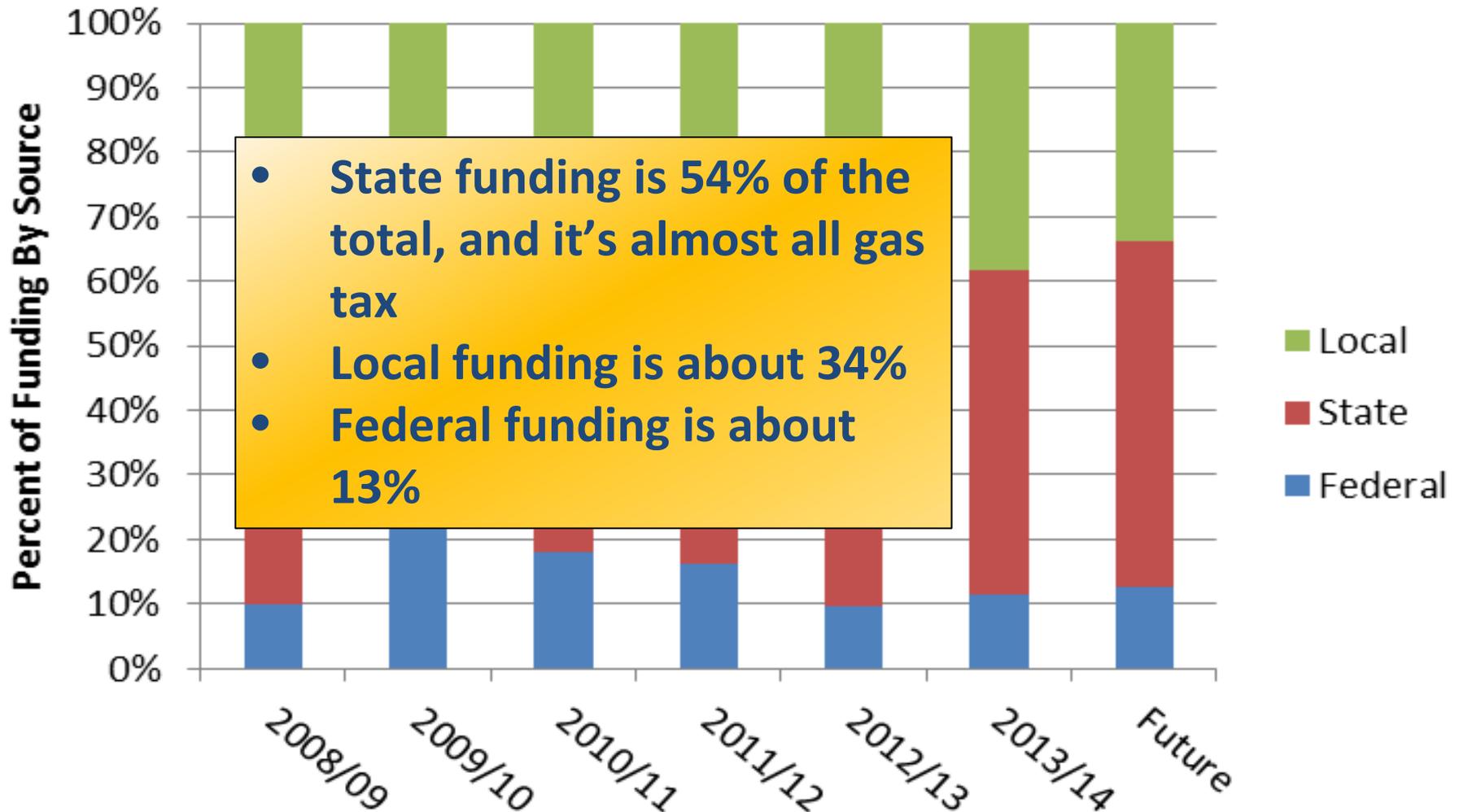
What Are Funding Shortfalls?

Transportation Asset	10 Year Needs (2014 \$B)	Funding	Shortfall
Pavements	\$72.7	\$16.6	\$ (56.1)
Essential Components	\$31.0	\$10.1	\$ (20.9)
Bridges	\$4.3	\$3.0	\$ (1.3)
Totals	\$108.0	\$29.7	\$ (78.3)

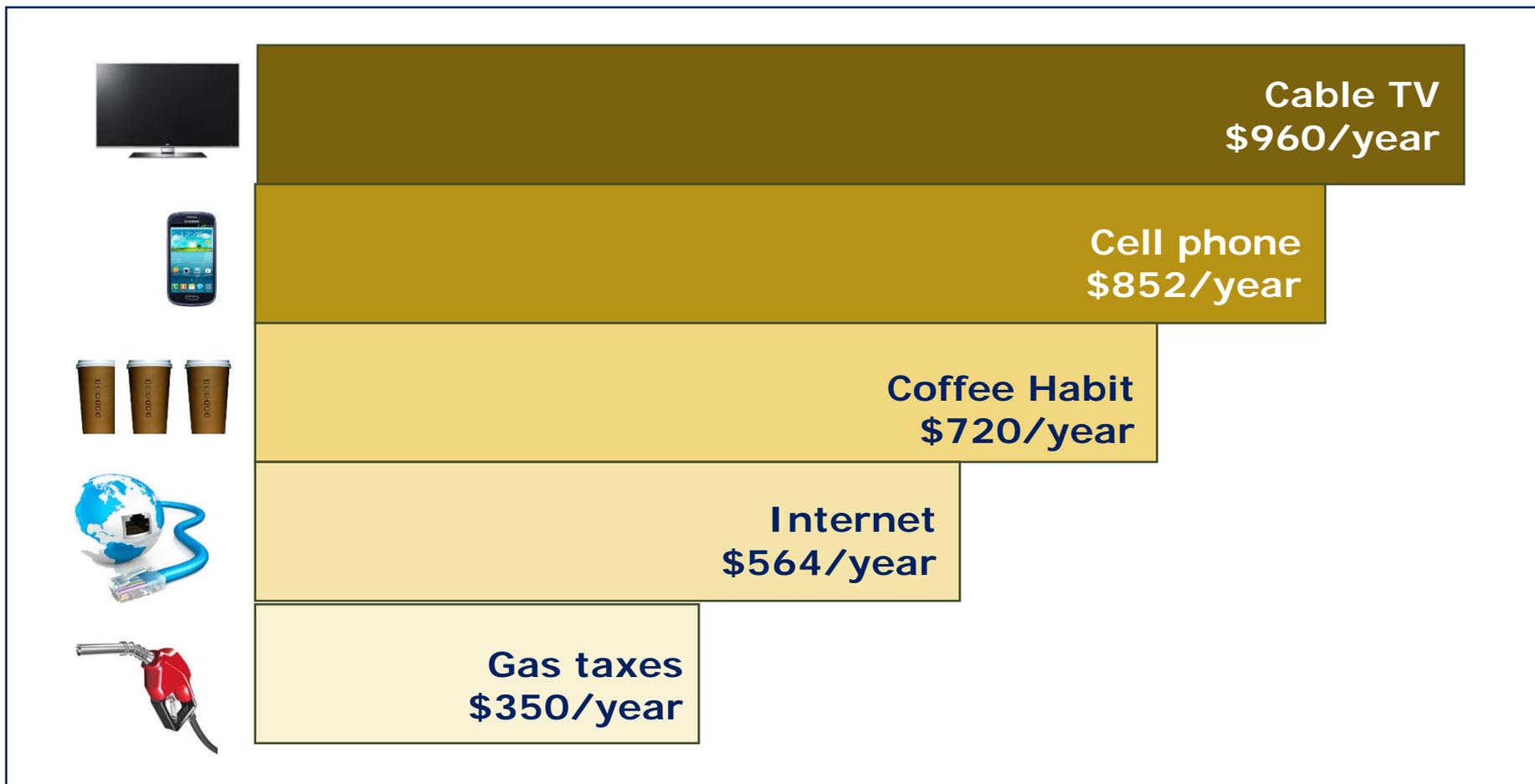
Pavement Shortfalls by Assembly District



Sources of Funding



Existing State and Federal Gas Tax Compared with Other Items (\$/year)



Potential Funding Solutions

Potential Solutions	Savings/Revenues (\$M/year)
New technologies to stretch existing dollars	\$ 912
Restore gas tax to 1994 levels	\$ 1,700
Index gas tax to CPI (2%)	\$ 48
Raise gas tax by 10 cents/gallon	\$ 1,330
Return weight based fees	\$ 950
Mile-based fee (SB 1077)	Unknown
Additional Local Sales Tax Measures (15 counties)	\$300

Findings

- Local road network is deteriorating, and by 2024:
 - Average PCI will deteriorate from 66 to 55
 - Unfunded backlog will grow to from \$40 to \$61 billion
 - Almost 25% of roads will be in failed condition
 - Similar conclusions for bridges, safety and other essential transportation components
- An additional \$7.8 billion/year is needed

Conclusions

- Californians and our economy relies on the local transportation system
- New sustainable sources of revenues must be created that are focused on preservation of existing local road network
- Californians need to work together to find ways to fund local streets & roads



SAVE CALIFORNIA STREETS

Questions?

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