


**California Statewide
Local Streets & Roads
Needs Assessment**

2016 Update

Presented to:
League of Cities Public Works Officers Institute
March 23, 2017





Project Sponsors

- California State Association of Counties (CSAC)
- League of California Cities (League)
- County Engineers Association of California (CEAC)
- Regional Transportation Planning Agencies (RTPA)
- Rural Counties Task Force (RCTF)




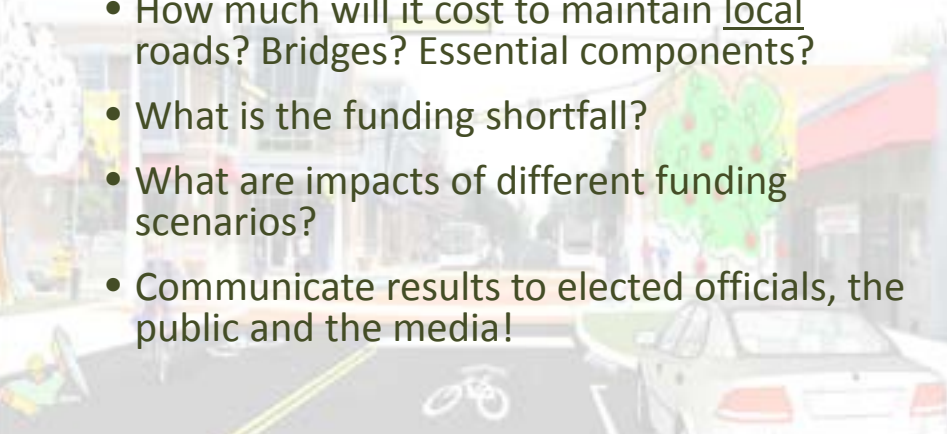
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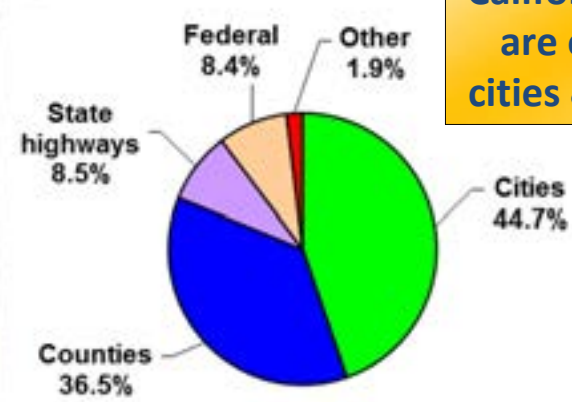


Project Objectives

- What are pavement conditions statewide?
- How much will it cost to maintain local roads? Bridges? Essential components?
- What is the funding shortfall?
- What are impacts of different funding scenarios?
- Communicate results to elected officials, the public and the media!




Local Roads Are A Huge Part of California's Network




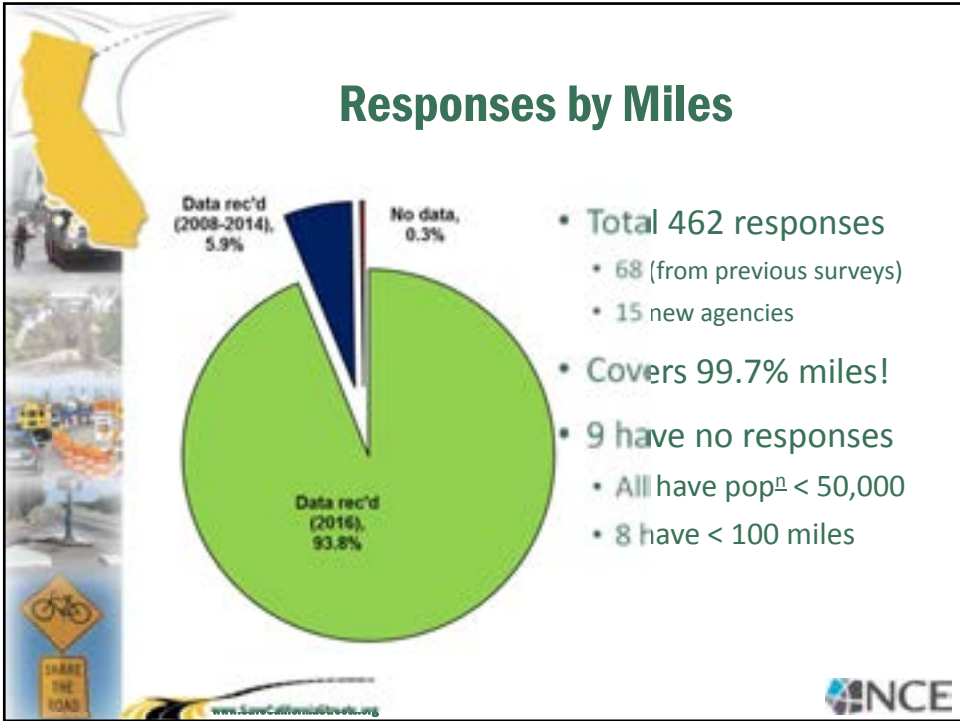
More than 81% of California's roads are owned by cities & counties!

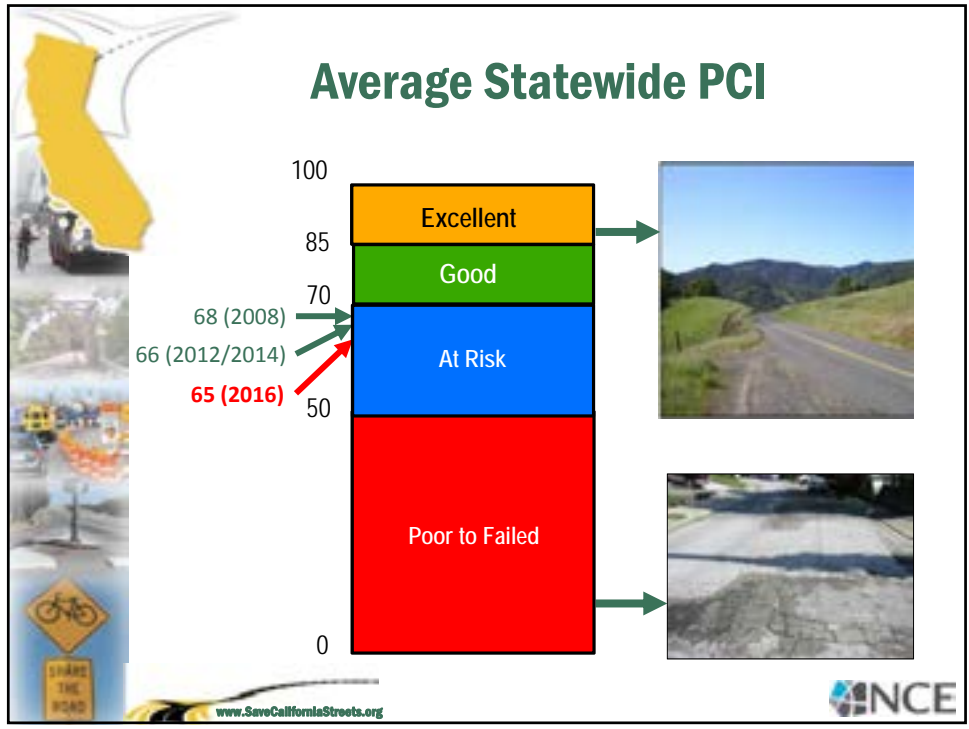
Ownership Type	Percentage
Cities	44.7%
Counties	36.5%
State highways	8.5%
Federal	8.4%
Other	1.9%



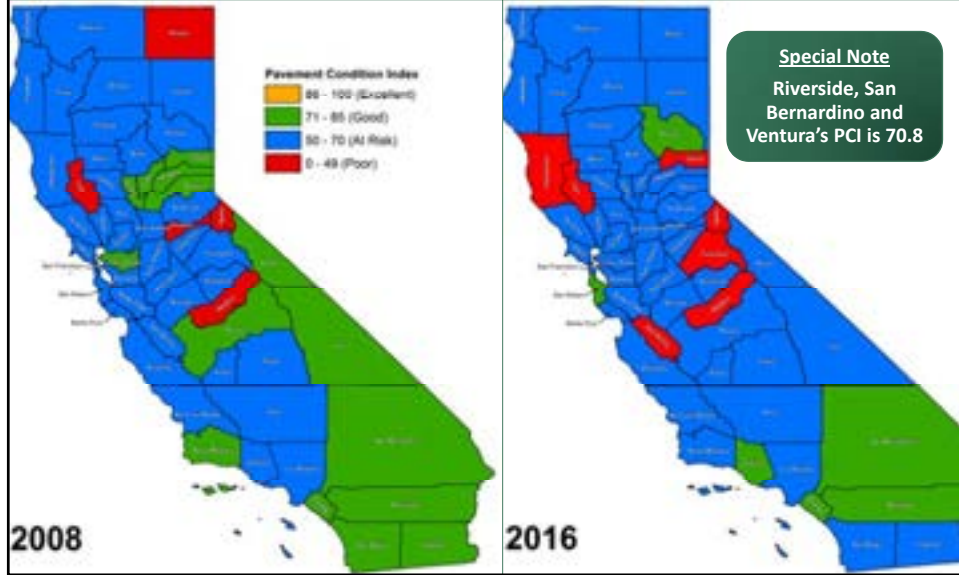
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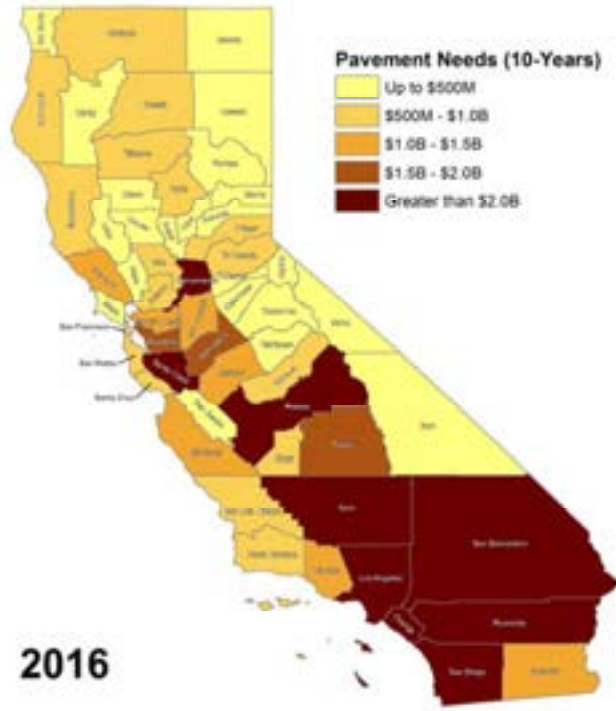




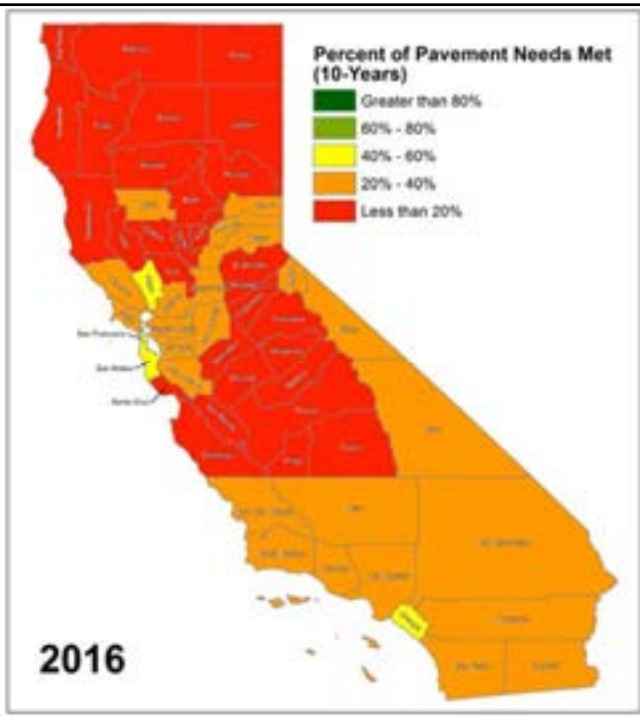
Average PCI by County



Pavement Needs
\$70 B



Percent Needs Met



Essential Components

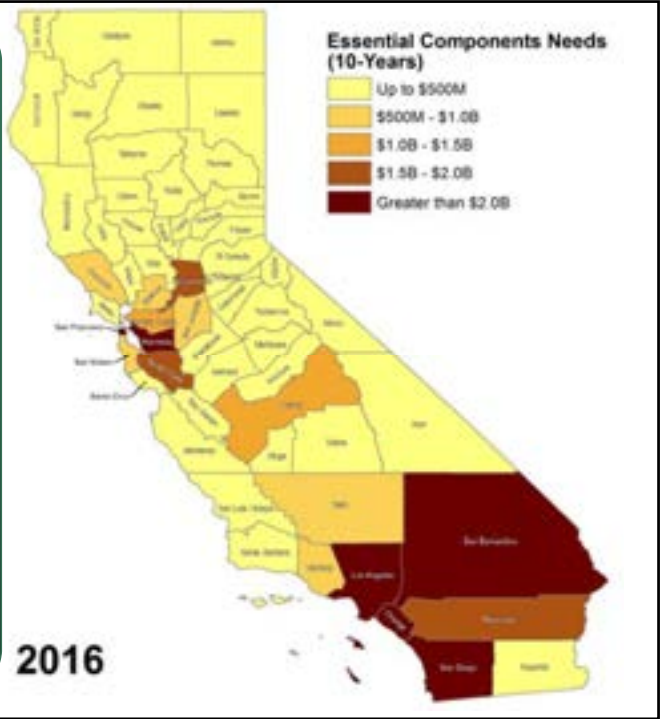


Essential Components Include:



They add up ... approximately 30% of total needs!

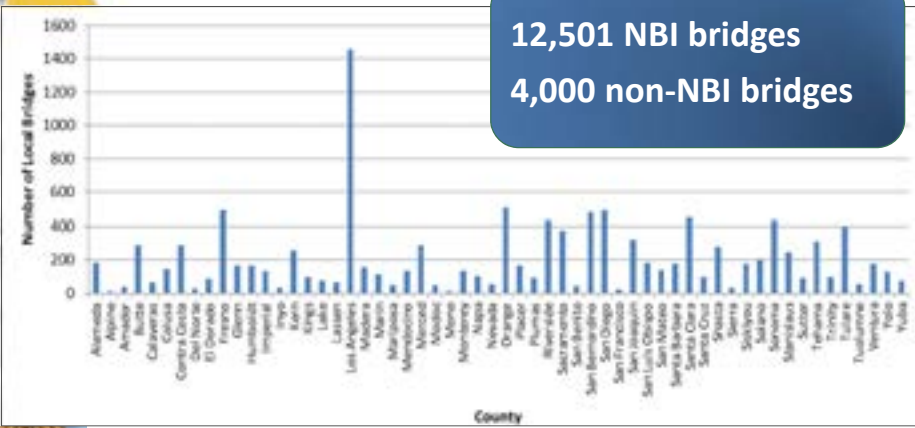
**Essential
Component
Needs
\$32.1 B**



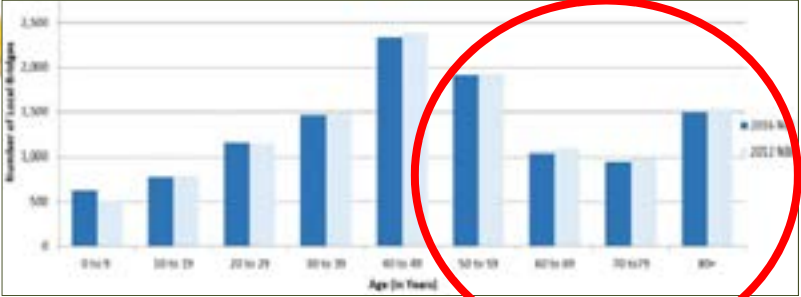
Local Bridges



How Many Local Bridges?

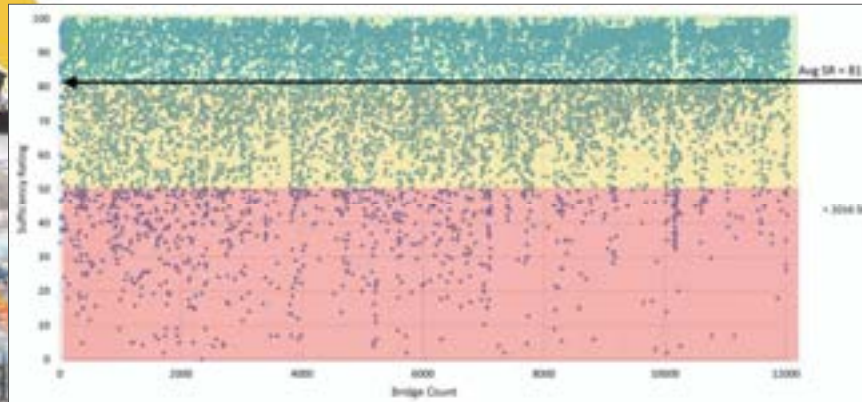


Age Distribution of NBI Bridges



Almost half are more than 50 years old!

Sufficiency Rating – All NBI Bridges

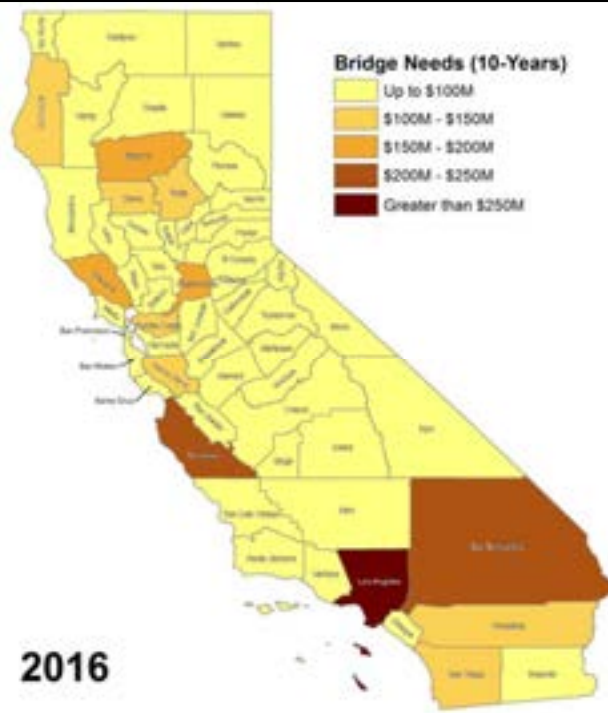


1,448 are structurally deficient
1,930 functionally obsolete

829 require replacement
1,834 require rehabilitation

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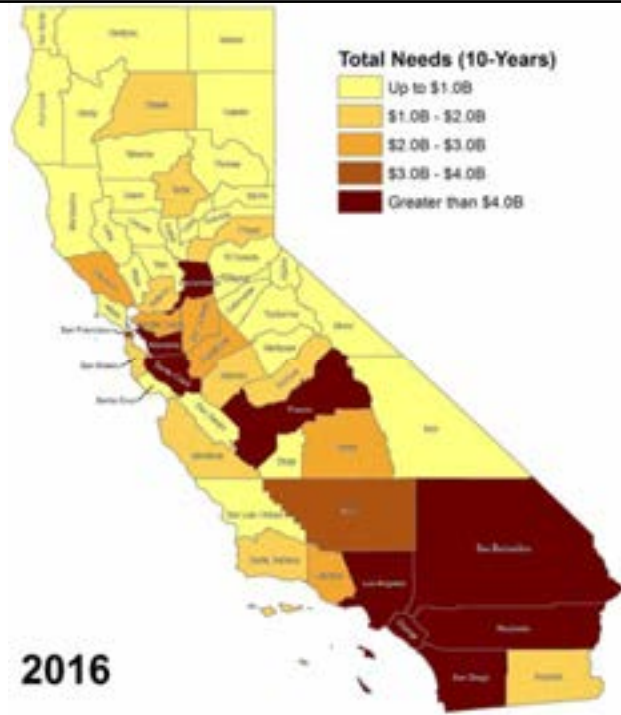
**Bridge
Needs
\$4.6 B**



Total Needs

(Pavements,
Essential
Components,
Bridges)

\$106.7 B

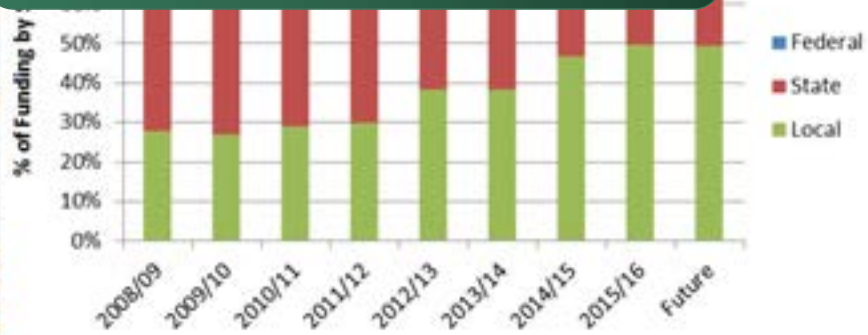


Funding Analysis



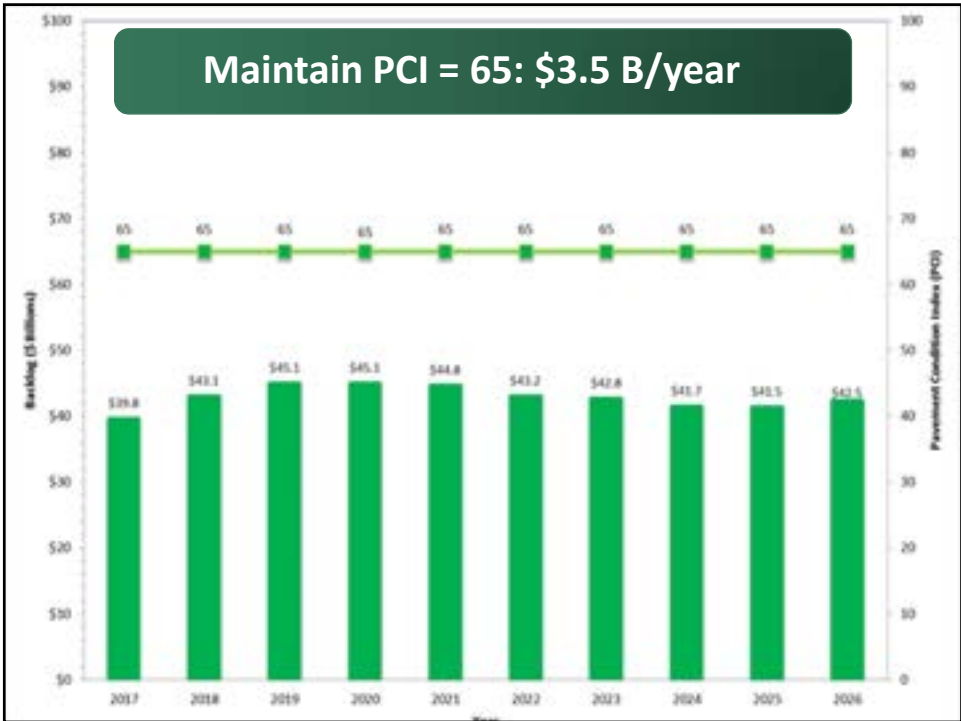
Funding Trends

More reliance on local funding, less on state. Federal is stable at 10%



Existing Funding: \$1.98 B/year








Summary

Transportation Asset	10 Year Needs	Funding	Shortfall
Pavement	\$ 70.0	\$ 19.8	\$ (50.2)
Essential Components	\$ 32.1	\$ 11.0	\$ (21.1)
Bridges	\$ 4.6	\$ 2.9	\$ (1.7)
Totals	\$ 106.7	\$ 33.7	\$ (73.0)

For the average driver, this is an additional 67 cents a day



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What is Happening at the State Level



November 22, 2013

Dear valued stakeholders:

Thank you for your work and advocacy on behalf of the people of California to fix our roads. While there will not be a near-term success of the Legislature to approve a transportation funding deal in 2013, our work on this critical issue continues.

The Administration, Assembly and Senate are all committed to tackling this issue early in the new year to address our critical infrastructure and transportation needs – and we'll need your continued support.

Let's get it done!


Governor of the State of California


Speaker of the California State Assembly



Assembly Speaker Anthony Padilla



Legislative Proposals

- **Governor's Budget Proposal: \$1.148 B**
 - Would bring total funding for Local Streets & Roads to \$3.128 Billion.
 - While helpful the statewide average PCI would continue to deteriorate at this level of funding and the backlog in unmet needs would continue to grow.
 - Funded in part by –
 - \$2.1 billion in Road Improvement Charge on all vehicles
 - \$1.1 billion from eliminating the annual adjustments to the gasoline tax and resetting to the FY 2013-14 rate of 21.5 ¢





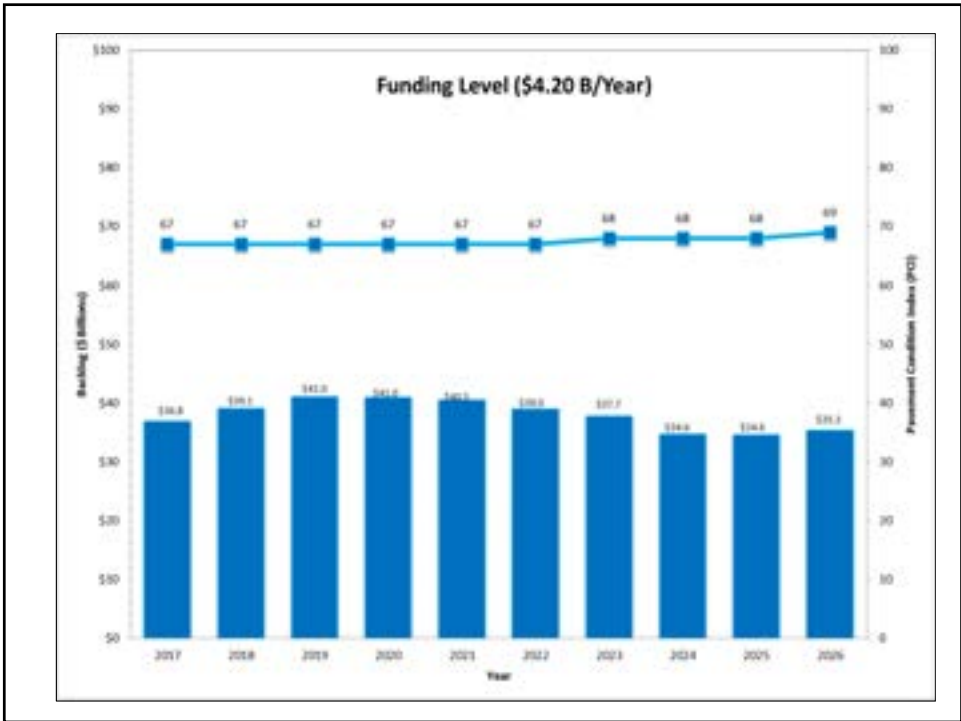
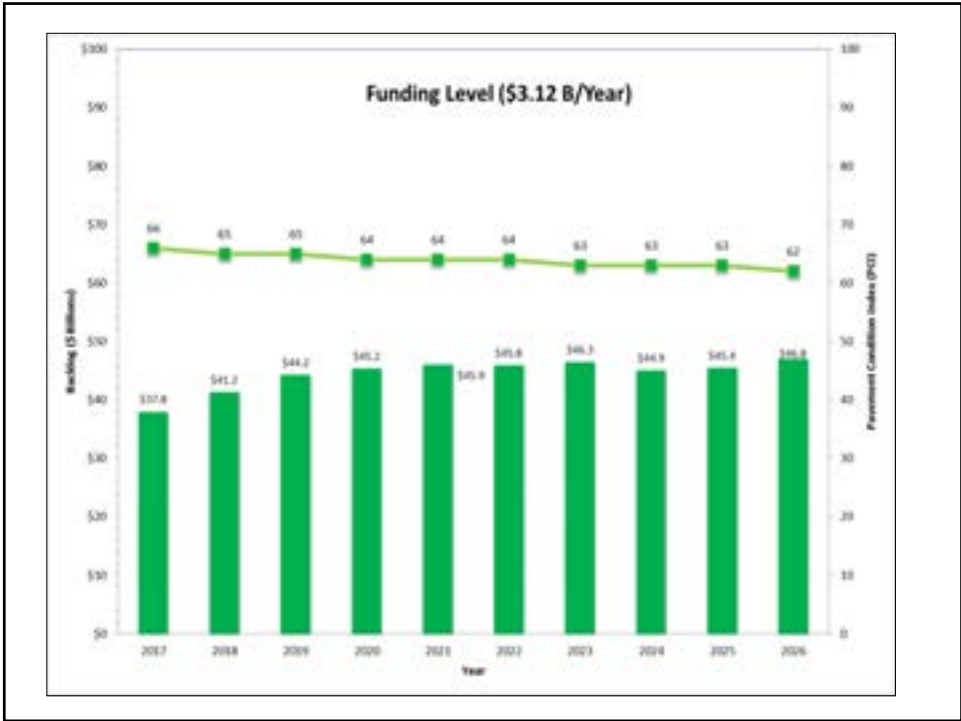
Legislative Proposals

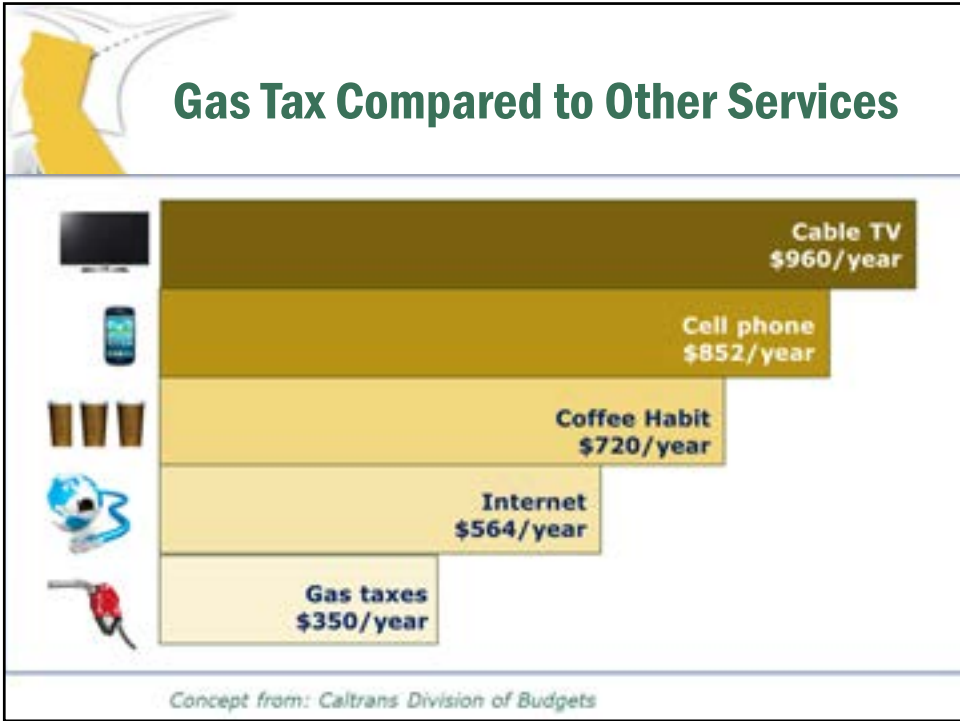
- **Legislative Proposals (AB-1 & SB-1): \$2.2B**
 - Would bring total funding for Local Streets & Roads to \$4.208 Billion.
 - Over next 10 years the statewide PCI would improve and the unmet needs backlog would shrink.
 - Funded in part by –
 - \$1.8 billion from 12 cent increase in gasoline excise tax
 - \$1.3 billion from \$38 increase to Vehicle Registration fees
 - \$1.1 billion from resetting price based tax on gasoline to 17.3 cents (its original rate).



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Scenarios	2016 PCI	2026 PCI	2026 Deferred Maintenance (\$B)	2026 Pavement Condition			
				% Good	% Fair	% Poor	% Failed
1. Existing (\$1.98B/year)	65	56	\$ 58.9	47.0	18.8	12.0	22.2
2. Existing + \$1.14B (\$3.12B/year)		62	\$ 46.8	67.0	3.4	8.2	21.4
3. Existing + \$2.22B (\$4.20B/year)		69	\$ 35.3	80.5	0.0	0.9	18.6





Wrap Up



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Findings

- Local road network is deteriorating, and with no additional funding by 2026:
 - Average PCI will deteriorate from 65 to 56
 - Unfunded backlog will grow by \$20 billion in just 10-years
 - Almost a quarter of roads will be in failed condition
 - Similar conclusions for bridges, safety and other essential transportation components


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Conclusions

- Californians and our economy rely on the local transportation system
- New sustainable sources of revenues must be created that are focused on preservation of existing local road network
- Legislature is considering two bills – SB-1 and AB-1. Support is needed.

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How to Support

- Join the coalition: www.fixcaroads.com/coalition-list
- Write or call your state legislator(s): http://www.legislature.ca.gov/legislators_and_districts/legislators/your_legislator.html
 - Tell them about the impacts of dwindling gas tax revenues on your industry and jobs.
 - Tell them the impacts of increasing transportation revenue on jobs.
 - Tell them about the cost savings that can come from effective pavement preservation

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How to Support

Support SB 1 and/or AB 1

- SB 1: Write to Senator Jim Beall, State Capitol, Room 2082, Sacramento, CA 95814-4900
- AB 1: Write to Assembly Member Jim Frazier, P.O. Box 942849, Sacramento, CA 94249-0011

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More Information At:
www.SaveCaliforniaStreets.org

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 RTPA
RCTF

