California Statewide Local Streets and Roads Needs Assessment 2012 Report Results

February 5, 2014
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
Pavements
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”
If just 50% of eligible projects use recycled materials, we can save $8.8 billion.
Who Owns Bridges?

National Bridge Inventory
11,863 bridges
Non-NBI bridges
Approx. 3,500
Bridges Are Getting Old

55% require rehabilitation or replacement
It’s Not Just Roads and Bridges

- Sidewalks
- Curb ramps
- Curb & gutter
- Storm drains
- Street lights
- Signs
- Retaining walls
## Total Transportation Needs

<table>
<thead>
<tr>
<th>Transportation Asset</th>
<th>Needs</th>
<th>10 Years ($B)</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Funding</td>
<td>Shortfall</td>
<td></td>
</tr>
<tr>
<td>Pavement</td>
<td>$ 72.4</td>
<td>$ 13.3</td>
<td>$ (59.1)</td>
<td></td>
</tr>
<tr>
<td>Essential Components</td>
<td>$ 30.5</td>
<td>$ 8.7</td>
<td>$ (21.8)</td>
<td></td>
</tr>
<tr>
<td>Bridges</td>
<td>$ 4.3</td>
<td>$ 3.0</td>
<td>$ (1.3)</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>$ 107.2</td>
<td>$ 25.1</td>
<td>$ (82.1)</td>
<td></td>
</tr>
</tbody>
</table>

- 56 cents/gal or 76 cents/day!
How bad will the local transportation system get?
The percent of roads in failed condition will increase from 6.6% to 25% by 2022.
Buses, pedestrians, bicyclists, drivers, residents are all affected
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!
Next Steps

- 2014 Report Update
- Maintenance and Preservation - GHG Connection
- Cap and Trade
- Weight Fees
- Voter Thresholds
- Mileage Based User Fee
- Reforms/Efficiencies
- MAP 21 Reauthorization
Conclusions

Delays in funding will cost...

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:
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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
1. Existing Funding ($1.33 B/year)

PCI drops to 53
Unfunded backlog grows to $66 B
2a. No bond ($2.33 B/year)

PCI drops to 60
Unfunded backlog grows to $50 B
2b. Bond ($4.2B/$1.3B)

PCI drops to 63
Unfunded backlog grows to $45 B
3. Maintain PCI = 66 ($3.2 B/year)

PCI stays at 66
Unfunded backlog stays at ~$39 B
4. Efficiencies ($4.1 B/yr)

PCI improves to 71
Unfunded backlog drops to $30 B
5. BMP ($7.2 B/year)

Scenario 4: Unconstrained (BMP in 10 Years)

PCI improves to 84
Unfunded backlog eliminated
### Impacts of Different Scenarios

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

Existing budget will result in SR = 75
Percent Structurally Deficient

Existing budget will result in 38% structurally deficient bridges.