

2012 California Statewide Needs Assessment and Santa Barbara County – Local Roads Report



RTPA
RCTF

CALIFORNIA STATEWIDE NEEDS ASSESSMENT PROJECT

WWW.SAVECALIFORNIASTREETS.ORG



2012 CALIFORNIA STATEWIDE NEEDS ASSESSMENT

OVERVIEW

PURPOSE

RESEARCH

RESULTS

STRATEGIES

RECOMMENDATIONS

2012 California Statewide Needs Assessment

- Purpose
- Research
 - Current Condition
 - Funding
- Results
 - Statewide
 - Santa Barbara County
- Strategies: The Road Ahead



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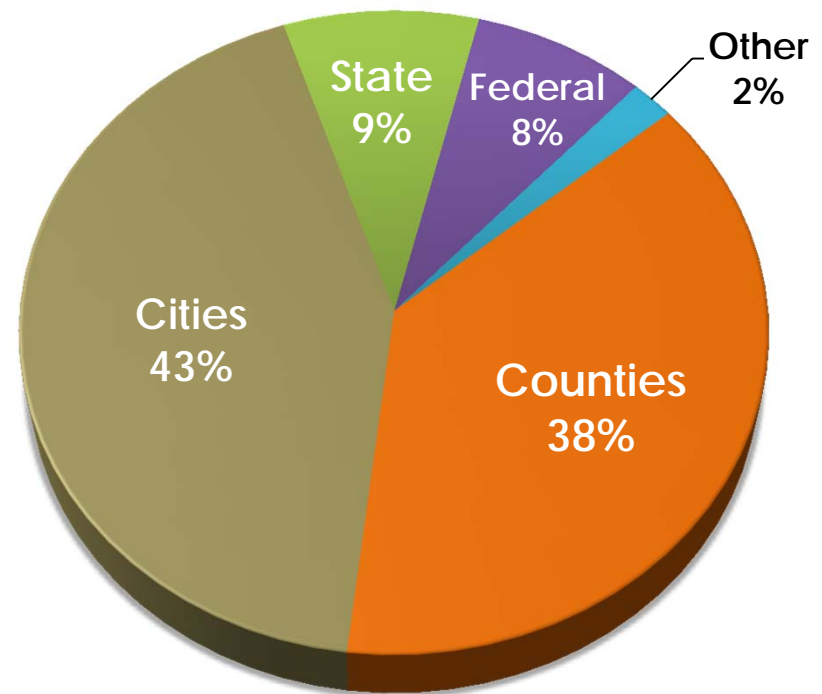
RESULTS

STRATEGIES

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Local roads are major component of statewide infrastructure

81% of California's pavements are owned by cities and counties



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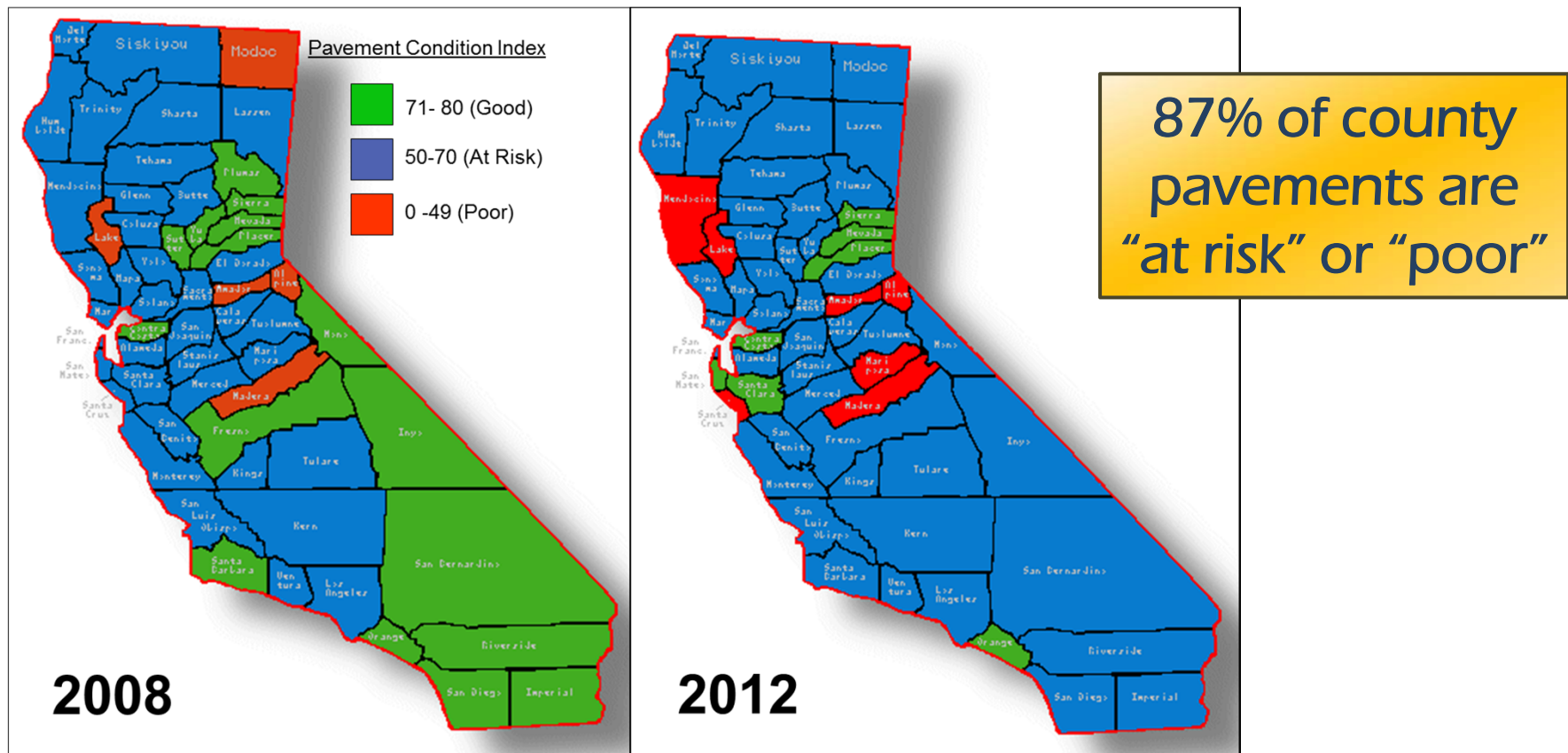
RESEARCH

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Condition: current and projected



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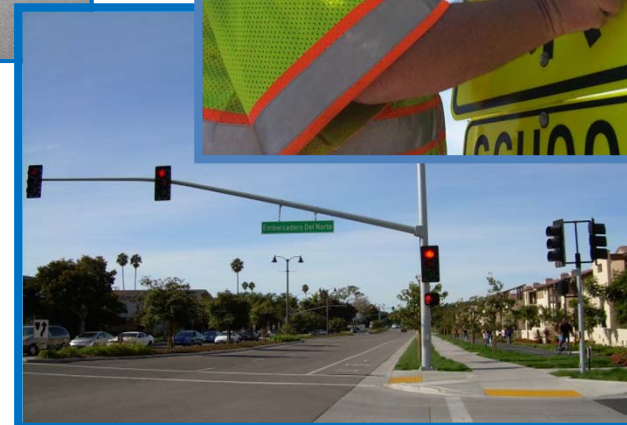
STRATEGIES

RECOMMENDATIONS

Study Includes:

- Pavement
- Bridges
- Hardscape
- Storm drains
- Street lights
- Signs
- Retaining walls

58 counties
482 cities
98% of the State's local
streets and roads



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Statewide Average PCI = 66



- Cities - 68
- Counties - 62
- Santa Barbara County - **61**



STATEWIDE
2012: 10% failed
2020: 25% failed

COUNTY:
2012: 5% failed
2020: 28% failed

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Statewide backlog (billions)

Transportation Asset	2012		
	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	\$(82.2)

Equivalent to 56¢/gallon gas tax increase would be needed to address

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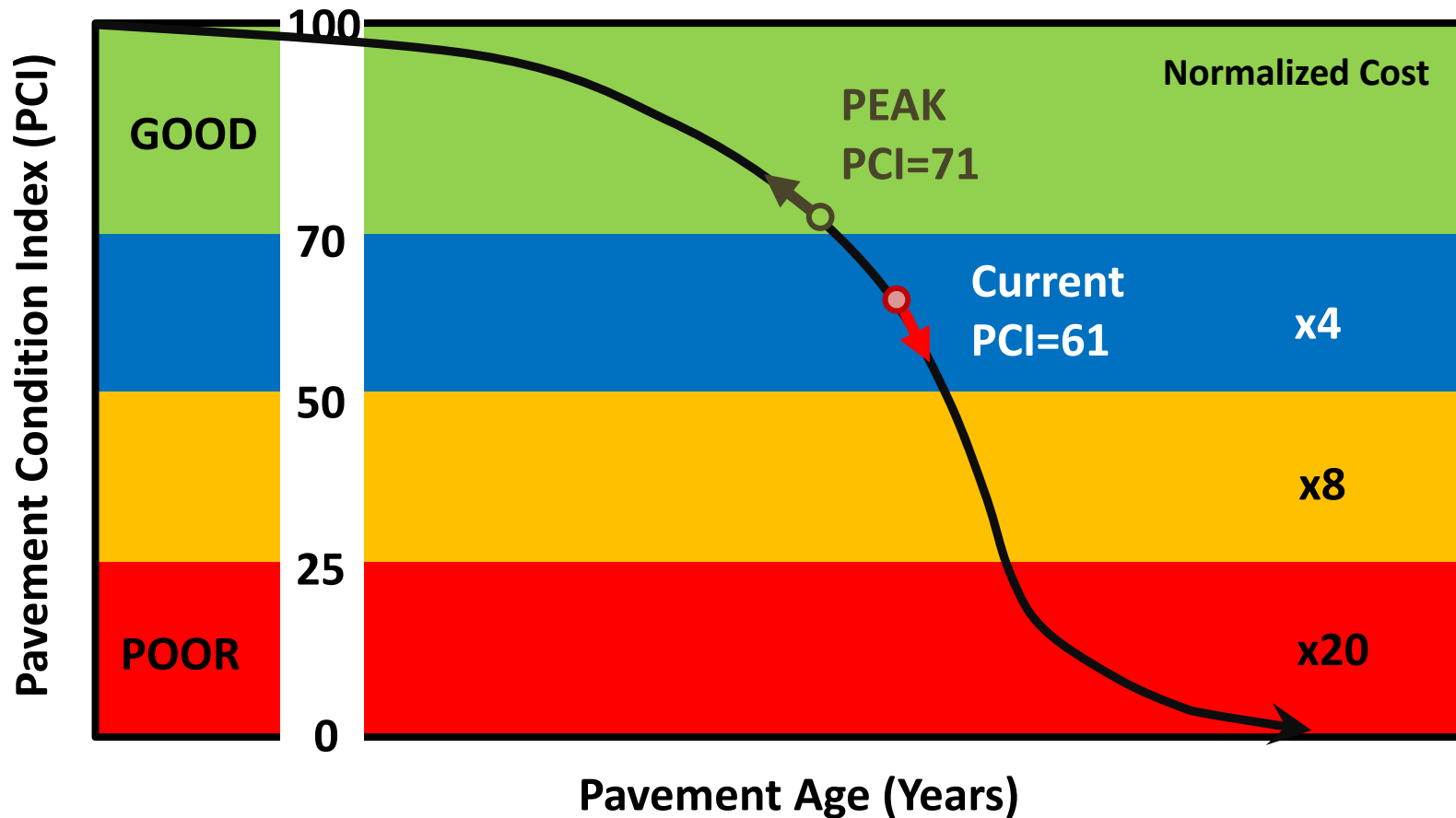
RESEARCH

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Countywide average PCI = 61



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Santa Barbara County backlog

Component	Supervisorial District					Total
	First	Second	Third	Fourth	Fifth	
Pavement	\$14,800,000	\$28,200,000	\$43,500,000	\$17,100,000	\$6,500,000	\$110,100,000
Hardscape and Trees	\$3,900,000	\$13,700,000	\$5,900,000	\$13,700,000	\$2,000,000	\$39,200,000
Bridges	\$9,000,000	\$6,800,000	\$34,600,000	\$6,400,000	\$800,000	\$57,600,000
Drainage Structures	\$6,000,000	\$6,200,000	\$16,000,000	\$6,900,000	\$4,000,000	\$39,100,000
Traffic Devices	\$500,000	\$1,100,000	\$1,500,000	\$600,000	\$300,000	\$4,000,000
Total	\$34,200,000	\$56,000,000	\$101,500,000	\$44,700,000	\$13,600,000	\$250,000,000

\$3M/year spent on roads backlog

\$9M/year additional to keep from deteriorating further

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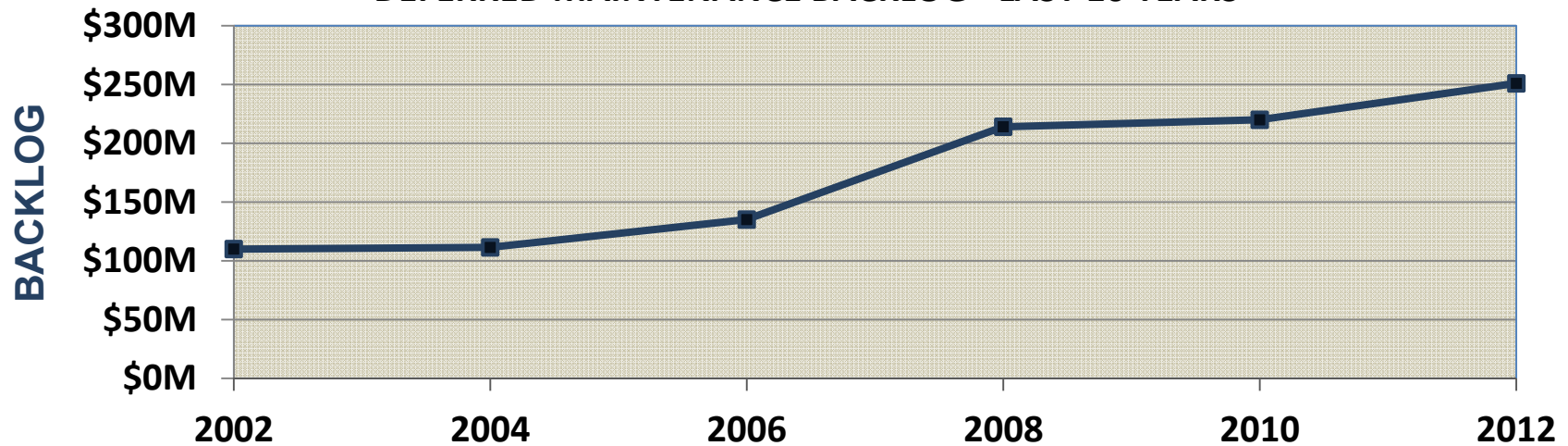
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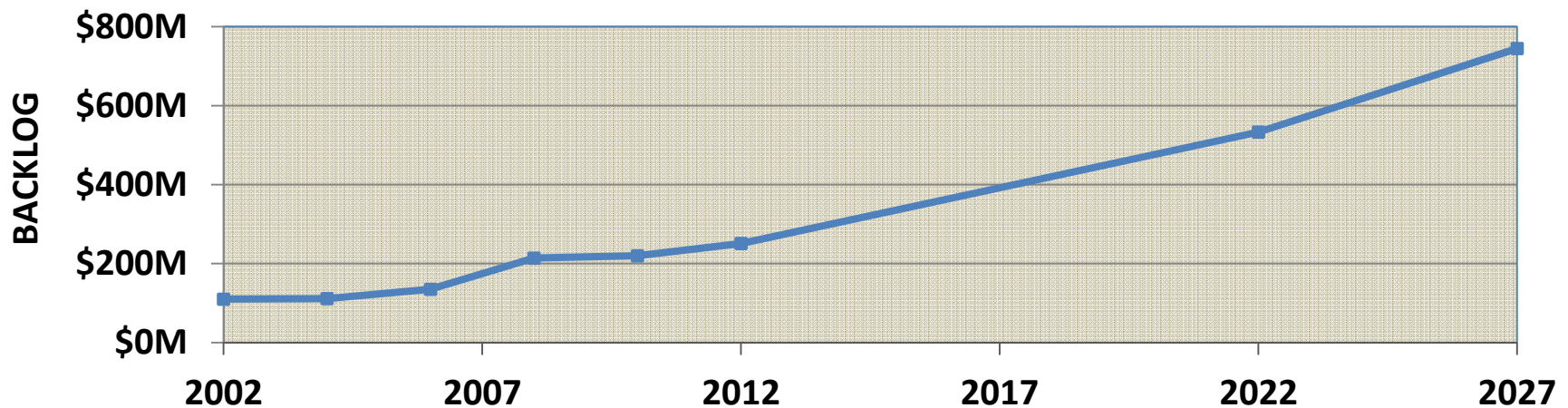
STRATEGIES

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DEFERRED MAINTENANCE BACKLOG - LAST 10 YEARS



PROJECTED DEFERRED MAINTENANCE COST INCREASE



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- Determine the need
- Set priorities
- Engage decision makers

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Focus on pavement – deterioration is constant



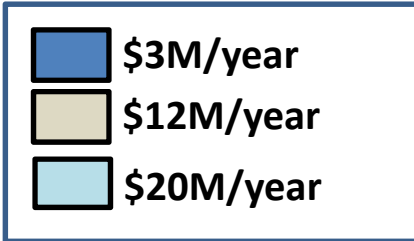
Year One:
Brand
New Road

3-5
Years

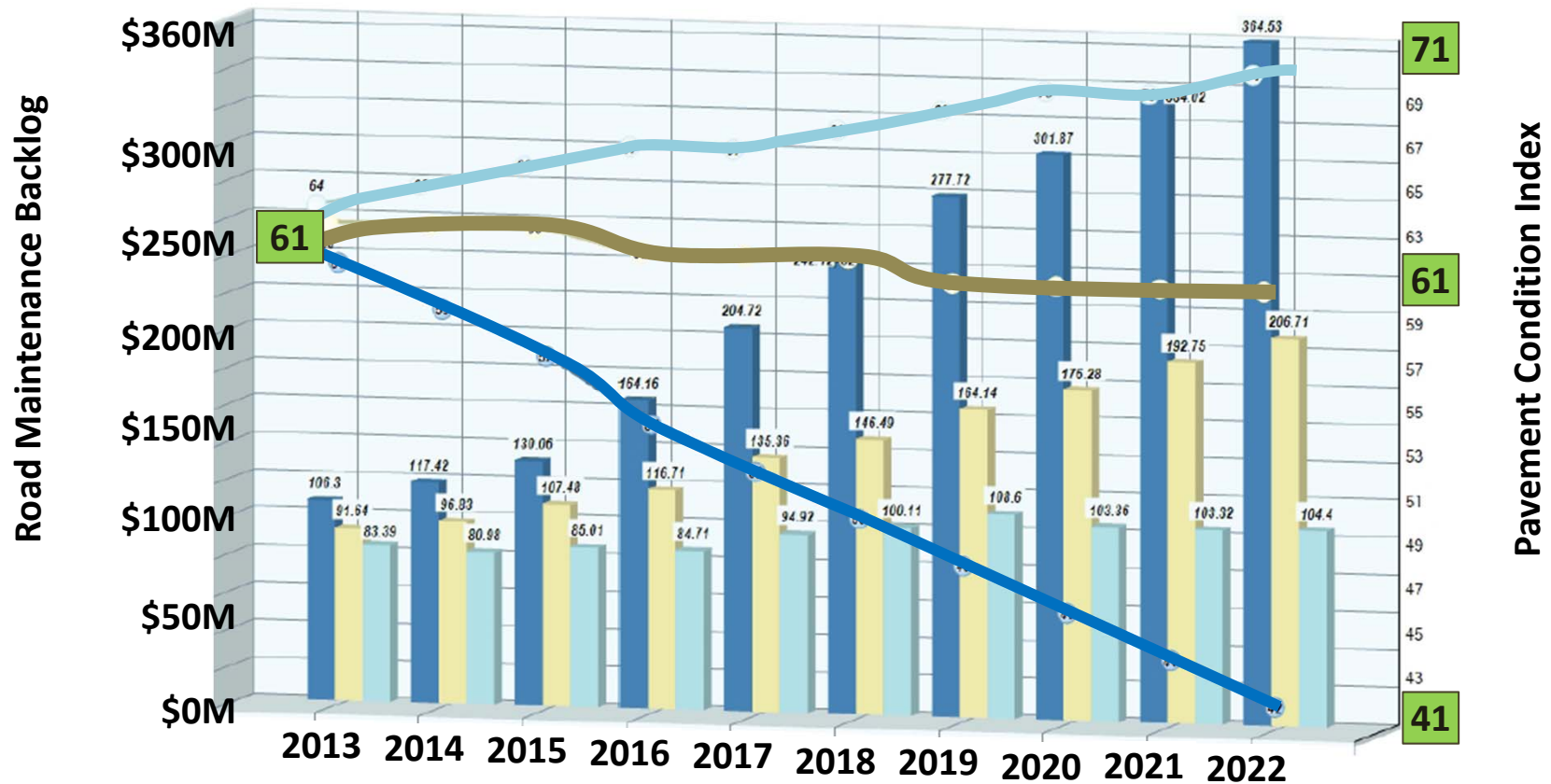
5-10
Years

10-20
Years

2012 CALIFORNIA STATEWIDE NEEDS ASSESSMENT



Determine the Need:
what would correct the backlog



Pavement Preservation



Year One:
New Road



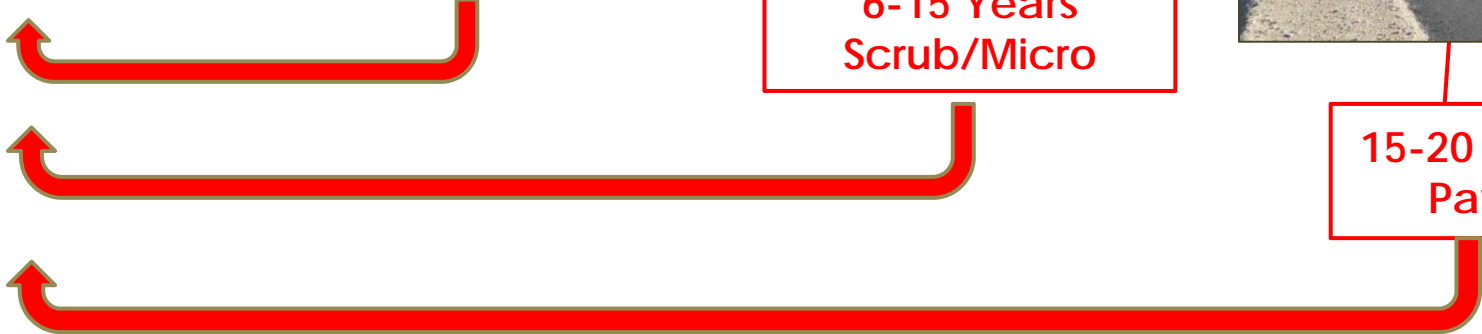
1-6 Years
Fog Seal



6-15 Years
Scrub/Micro



15-20 Years
Pave



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Future options for Santa Barbara County – Modeled after other local agencies with similar funding shortfalls:

- **Concentrate funding on high-volume, backbone roads**
- **Discontinue surface treatments on residential roads – corrective maintenance only**
- **Prioritize roads for removal from the maintained system**



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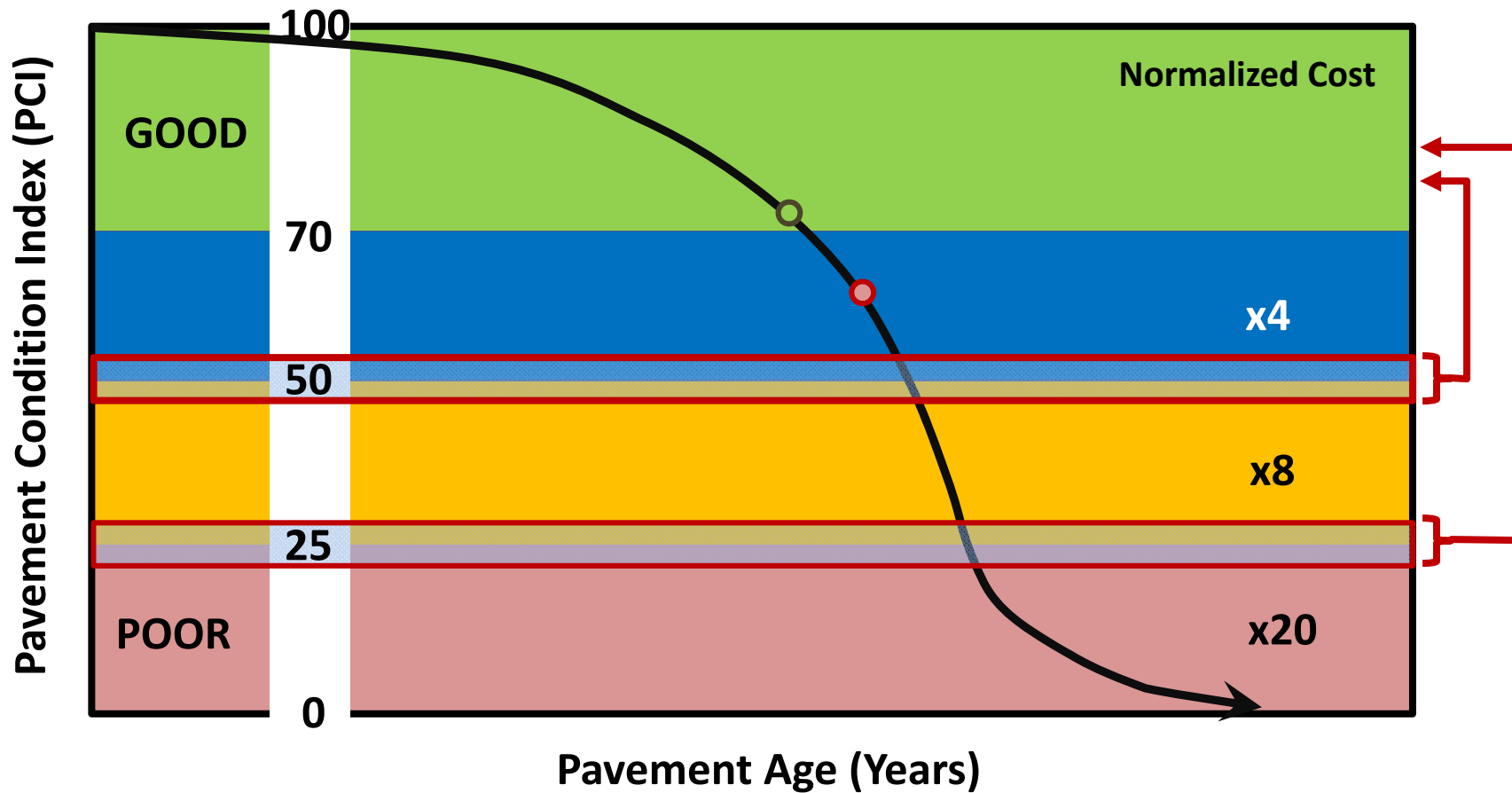
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Targeted use of funds - \$3M scenario



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Recommendations:

- A. Receive a report on the recently completed 2012 California Statewide Local Streets and Roads Needs Assessment Report; All Districts (30 minutes)**
- B. Adopt a Resolution supporting the findings of the California Statewide Local Streets and Roads Needs Assessment and urging the State to identify a sufficient and stable funding source for local street and road maintenance and rehabilitation.**
- C. If the Resolution is adopted, authorize the Chair to sign letters addressed to the Governor and local State Legislators urging them to identify a sufficient and stable funding source for local street and road maintenance and rehabilitation.**

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CALIFORNIA STREETS IN CRISIS

Either spend the money now to repair and maintain, or expect to pay a lot more in the future

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:

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

Download the Report at:
savecaliforniastreet.org

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THE END