



**SAVE
CALIFORNIA
STREETS**

Report on Local and State Transportation Infrastructure in Santa Barbara County



RTPA
RCTF



Overview

- **Purpose of Presentation**
- **Local Pavement Conditions**
 - Statewide
 - Locally
 - Funding
- **Caltrans Pavement Conditions**
 - Statewide
 - Locally
 - Funding
- **Closing**

Report on Local and State Transportation Infrastructure in Santa Barbara County

- Purpose

Provide an overview of the condition of the Local and State Transportation system.

2014 Statewide Local Streets & Roads Needs Assessment

- Assessment Focus

- Local Streets and Roads current pavement conditions
- Cost to repair all streets and roads
- Needs of the essential components for a functioning system
- How large is the funding shortfall?

It's Not Just Roads and Bridges

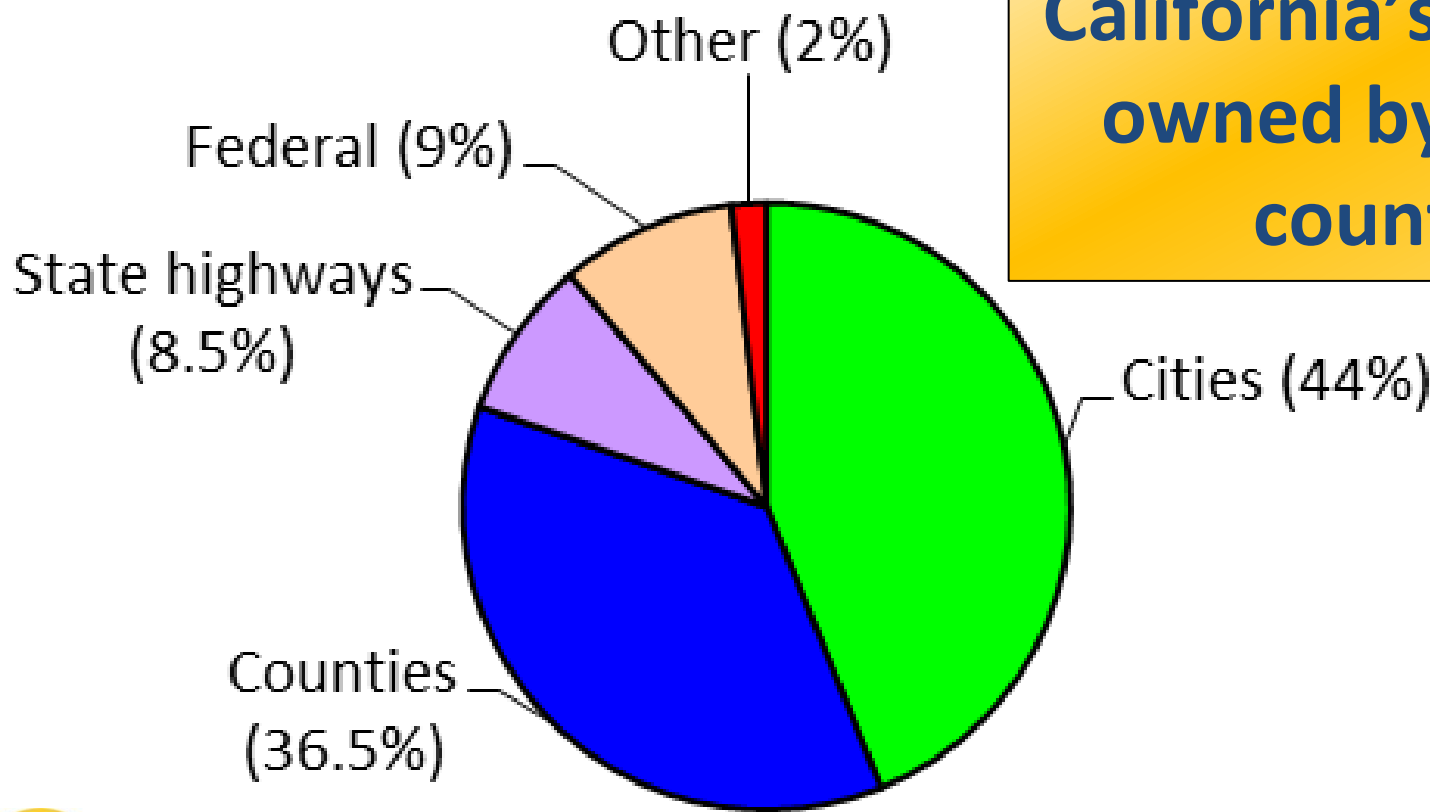


- Sidewalks
- Street lights
- Curb ramps
- Signs
- Curb & gutter
- Retaining walls
- Storm drains



Local Roads are the Majority of California's Transportation Network

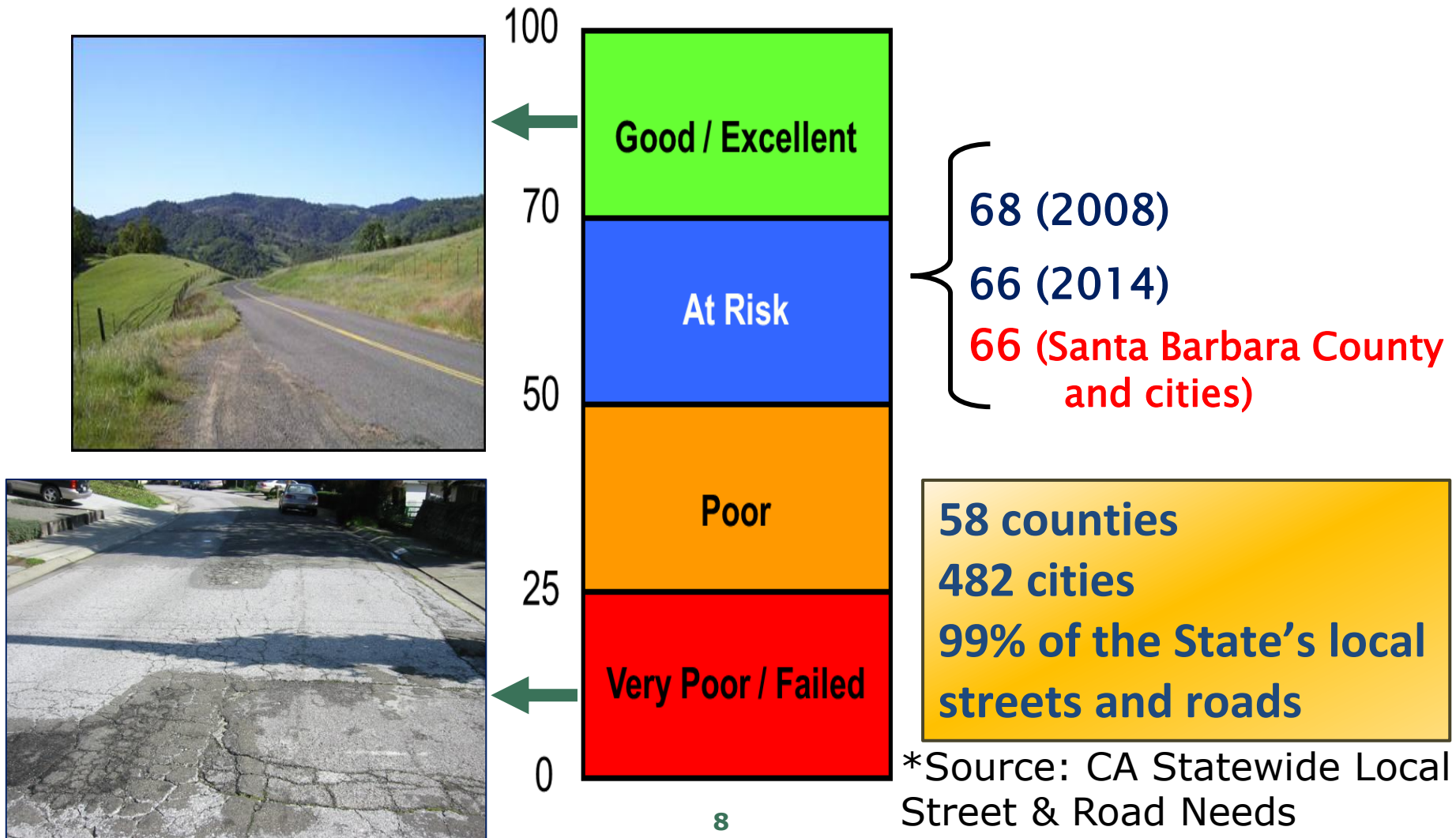
More than 81% of California's roads are owned by cities & counties!





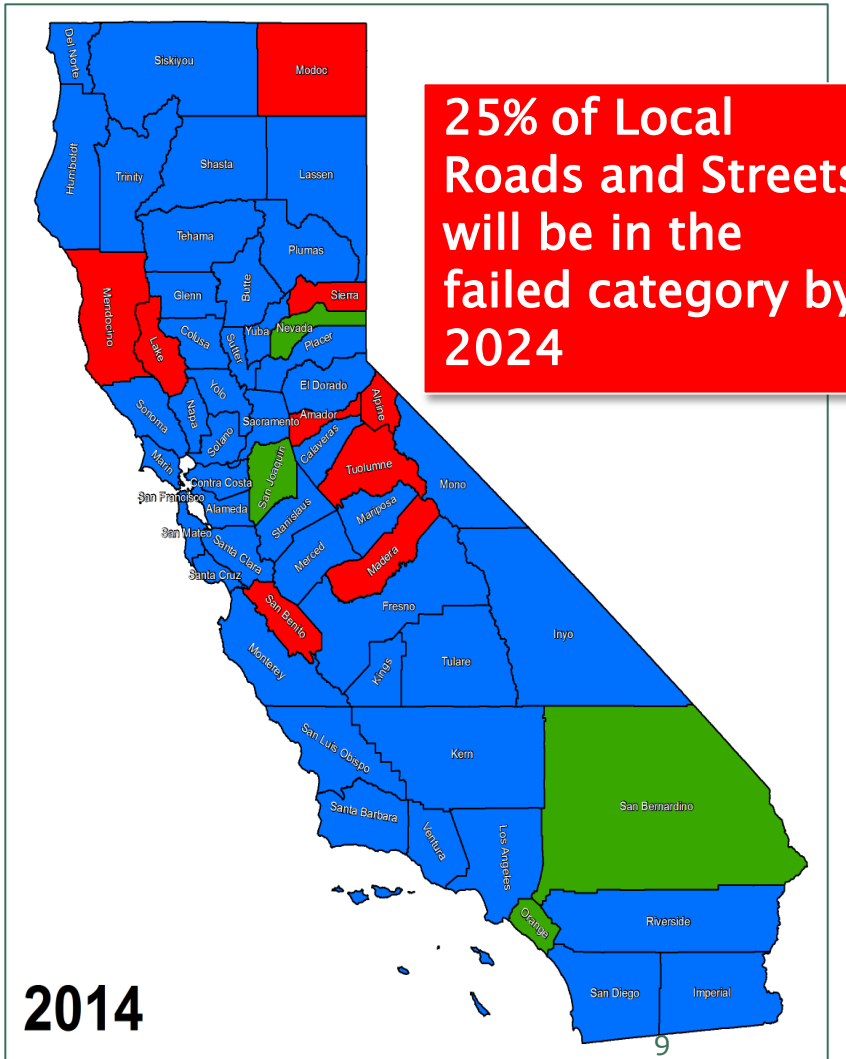
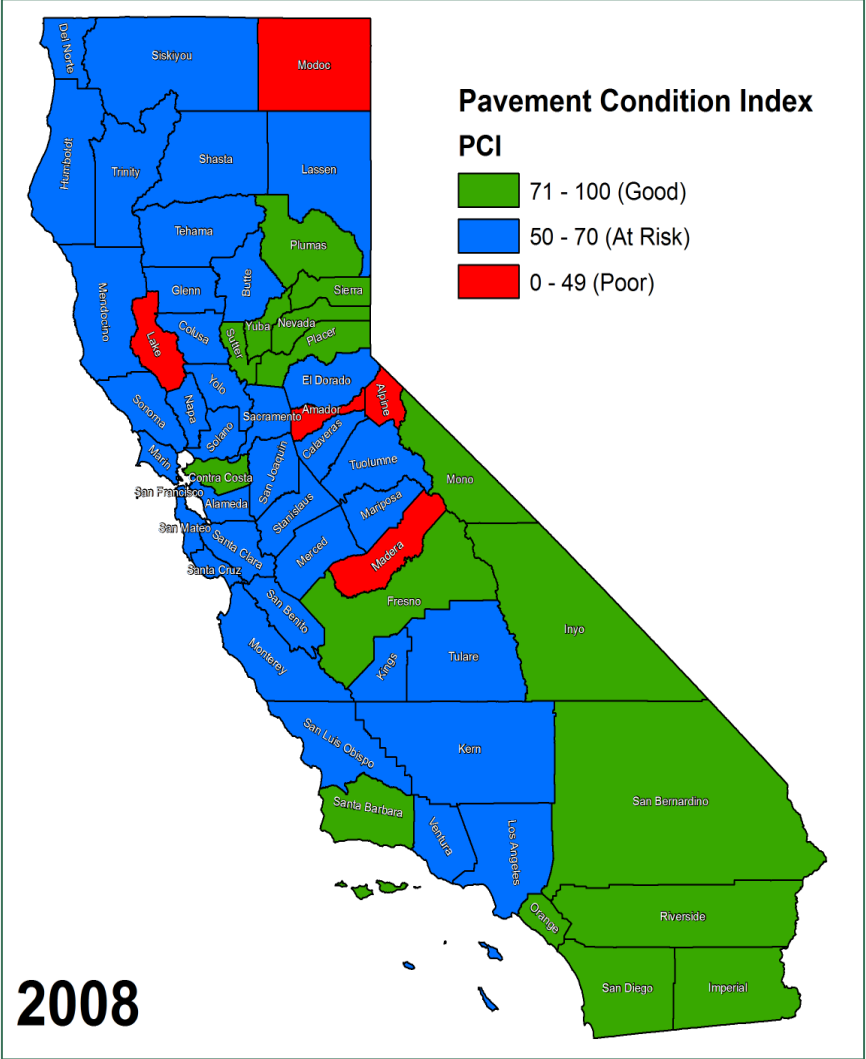
Pavements

Statewide Average Local Pavement Condition Index

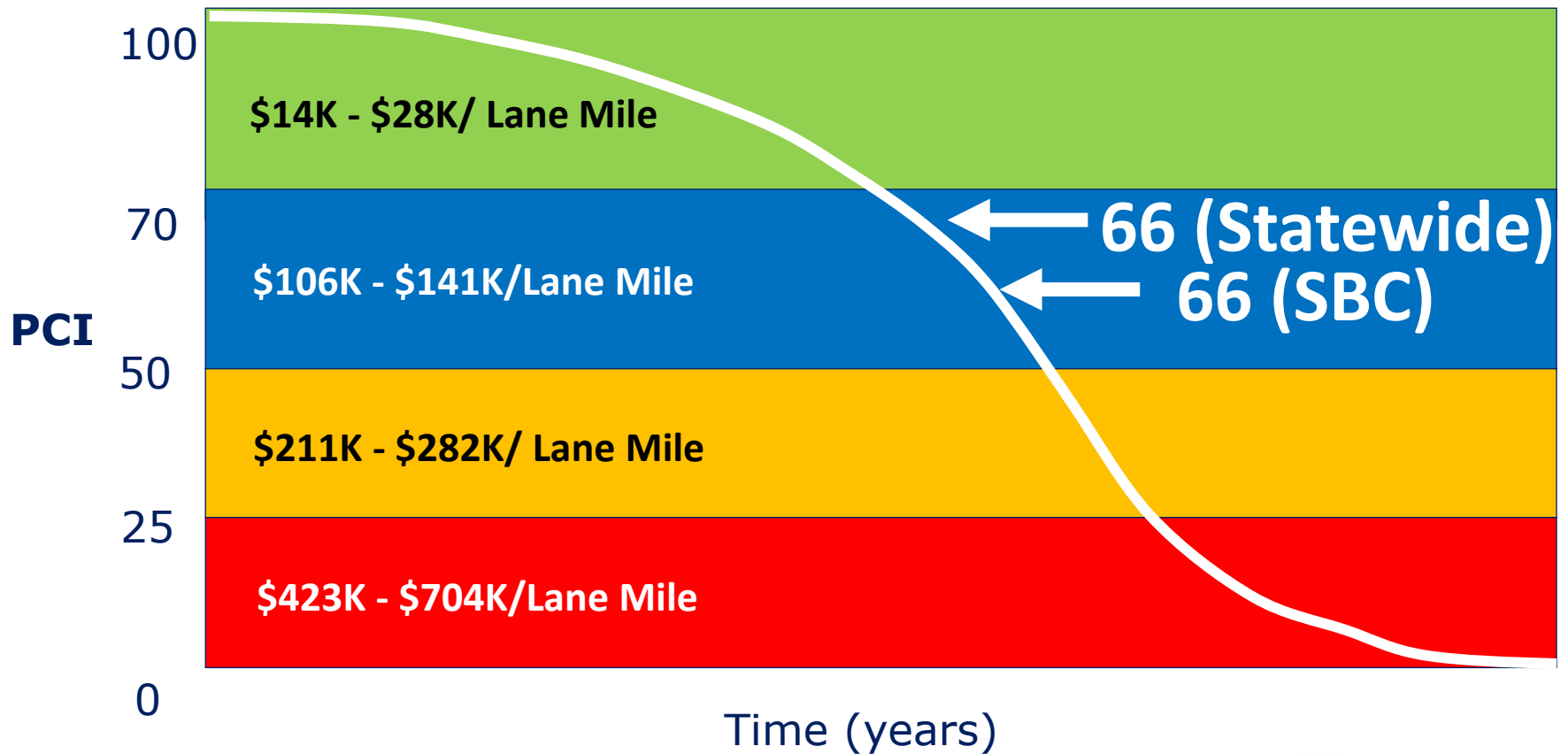


*Source: CA Statewide Local Street & Road Needs Assessment 2014

PCI Statewide Local Trends



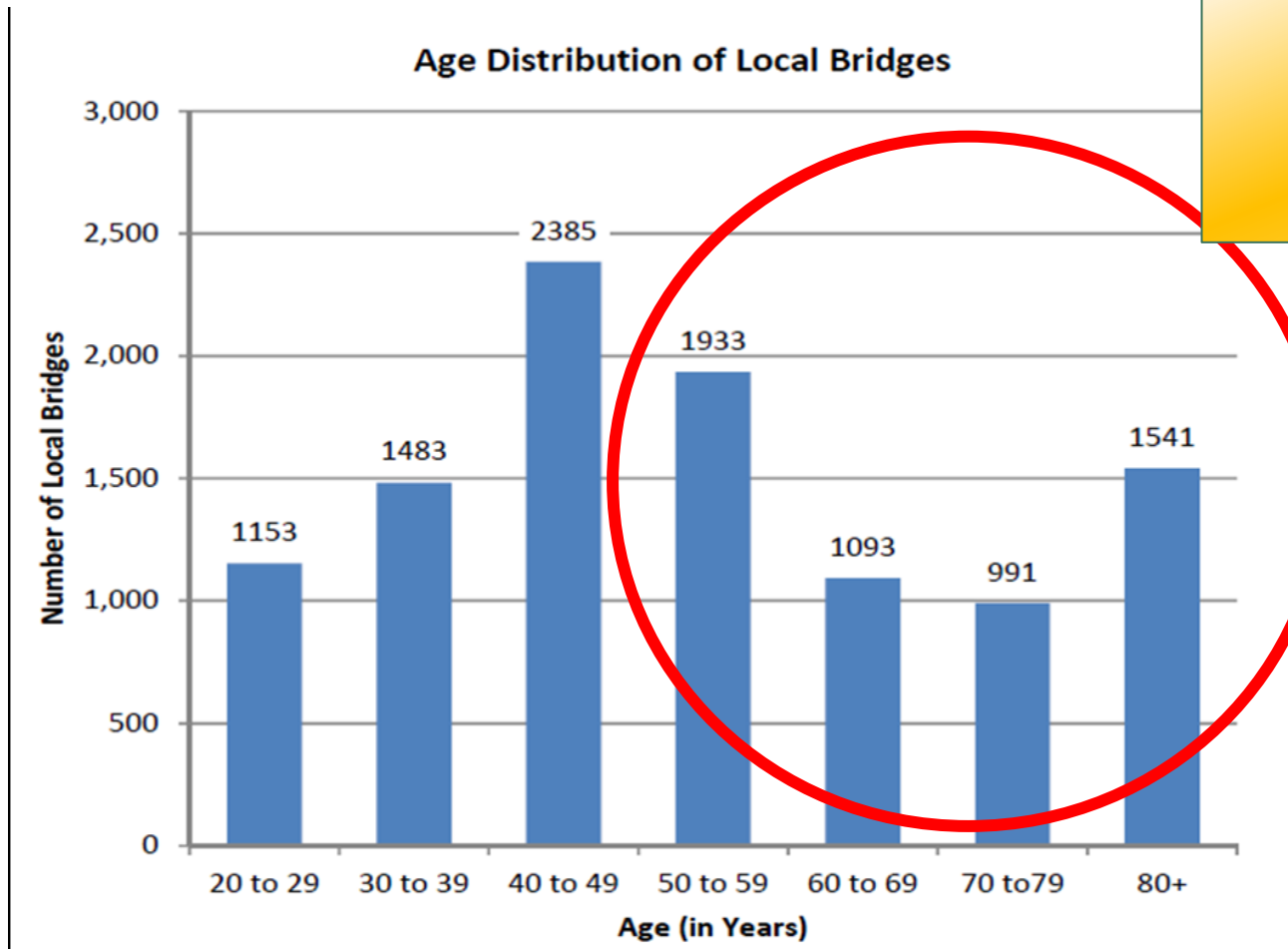
So Why is 66 Critical?





Local Bridges

Local Bridges Are Getting Old Statewide



55% require rehabilitation or replacement

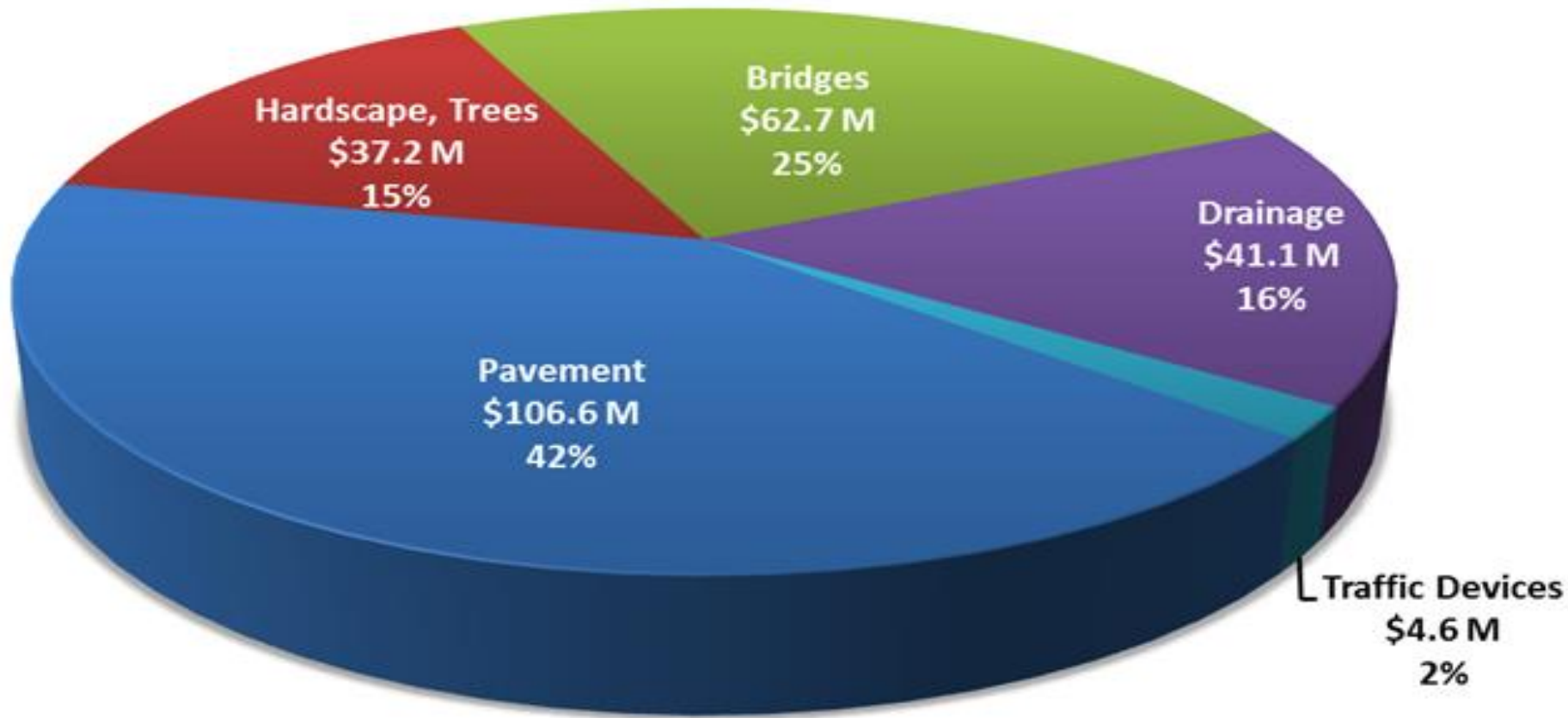
What Are Statewide Local Funding Shortfalls?

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)

Findings - Condition of Santa Barbara County Local Roads

- Unincorporated County roads have an average PCI of 60
- This is down from 61 in 2012
- Santa Barbara County roads are projected to deteriorate to a PCI of 43 by 2024 with current funding levels
- Santa Barbara County has a backlog of \$252M

Santa Barbara County \$252M Deferred Maintenance Backlog



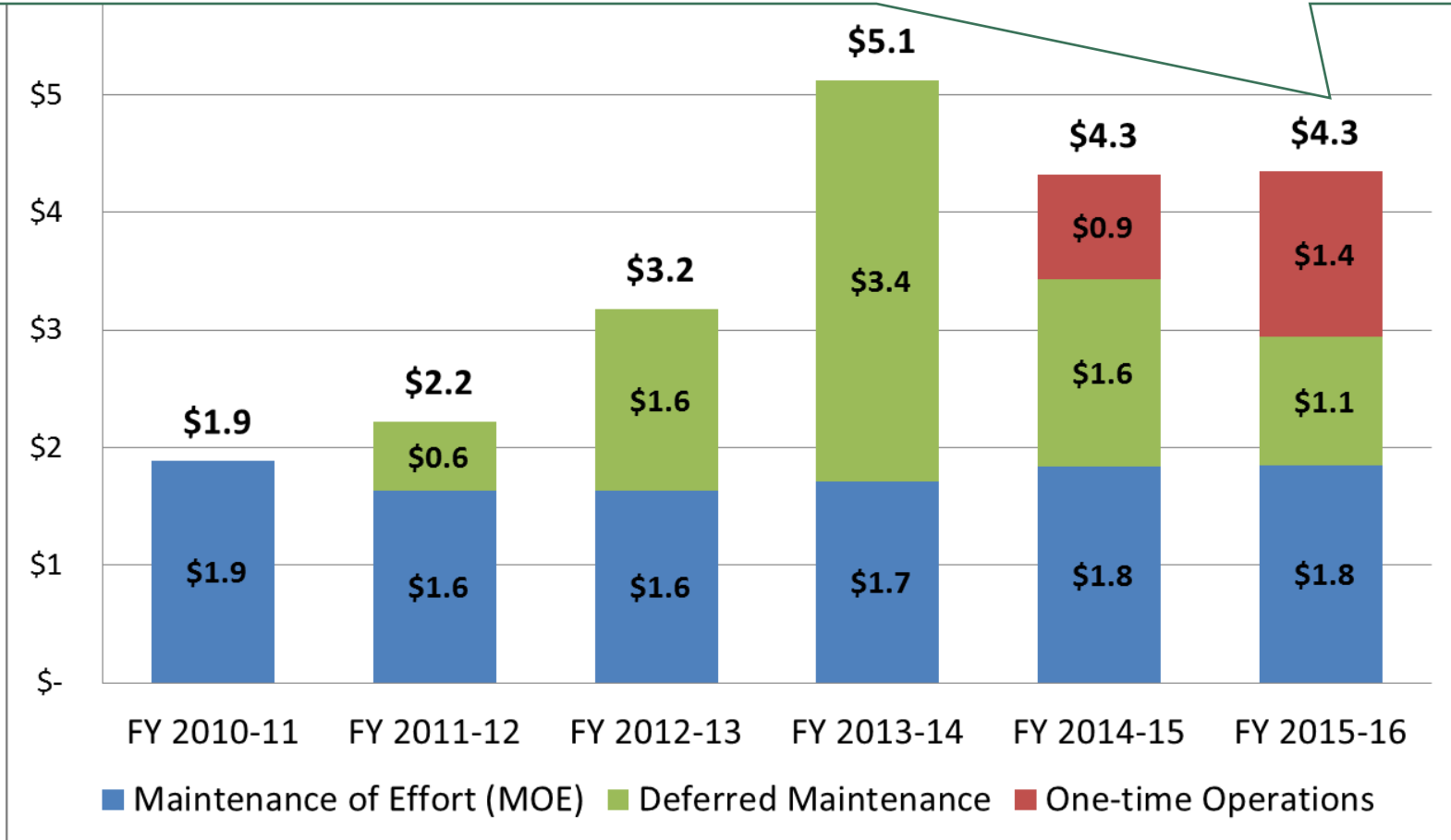
Deferred Maintenance Funding Assistance

- In 2014, your Board approved a Maintenance Funding Plan for Roads, Buildings and Parks
 - 18% of the unallocated growth of general fund revenues
 - Projected new funding \$24.7 million (over 5 years)
 - Projected new funding \$100 million (10 years)
- Public Works unfunded need for pavement preservation alone is estimated at \$12 million per year to maintain existing conditions
- County efforts need to be matched with regional, state, and federal efforts

General Fund Contributions to Roads

(\$millions)

FY 2015-16 Gas Tax revenue down \$2.9M, offset by Board allocation of \$1.4M General Fund.



Caltrans Presentation

PAVEMENT CONDITION AND FUNDING

District 5

Santa Barbara County

Tim Gubbins

District 5 Director

February 2016

2015 STATE OF THE PAVEMENT REPORT

■ <http://www.dot.ca.gov/hq/maint/Pavement/Pavement Program/>

- Highway Condition and Needs
- Vehicle Miles Traveled on Rough/Smooth Pavement
- Prioritizing Pavement Needs
- Cost, Expenditures and Funding
- Maintenance and SHOPP Financial Plans



MEASURING PAVEMENT CONDITION BEFORE MAP-21

- **State:**

- International Roughness Index (IRI) for all pavements
- Cracking (Alligator B for asphalt and 3rd stage for concrete pavements)
- Faulting for concrete pavements

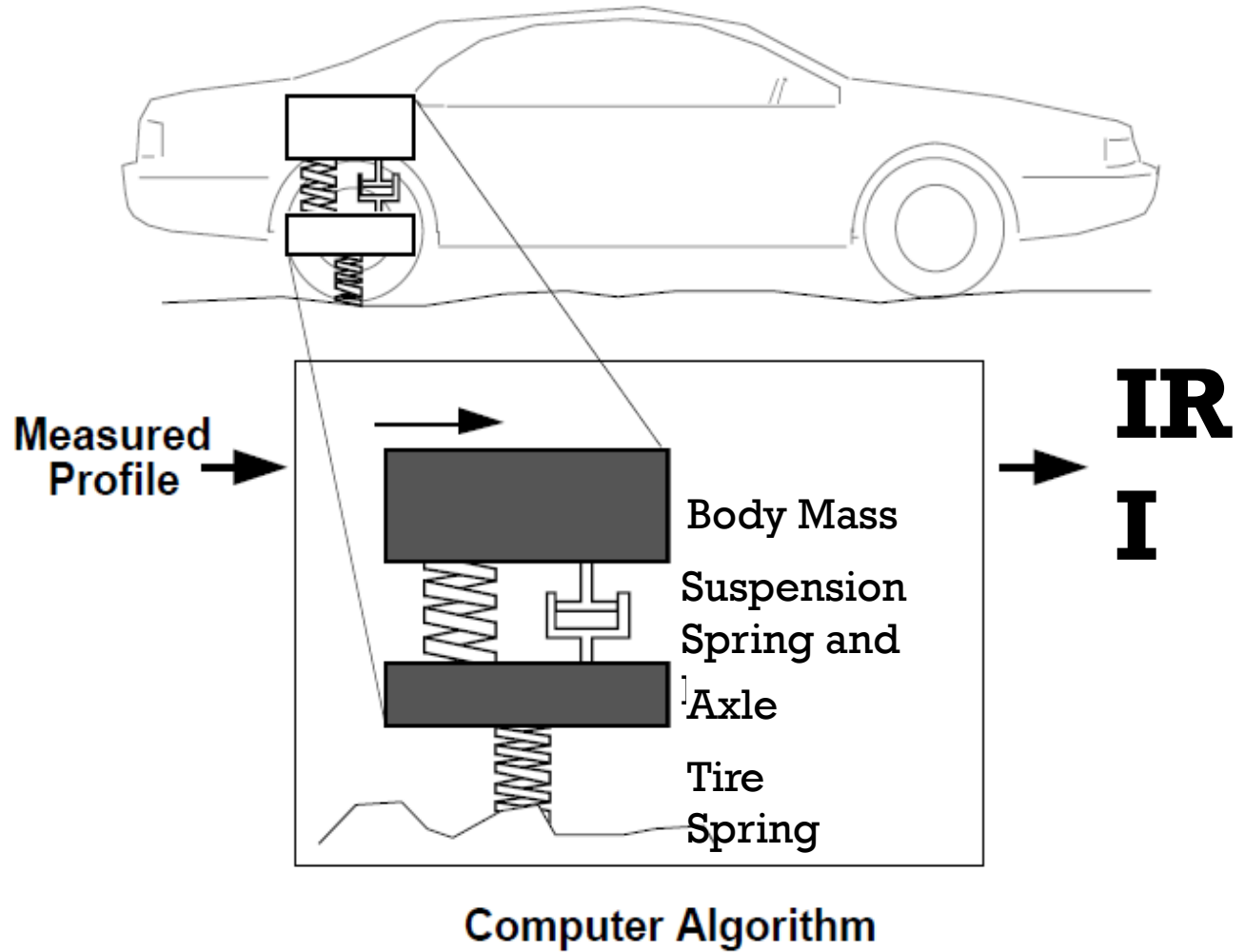
- **Locals:**

- Pavement condition index (PCI)

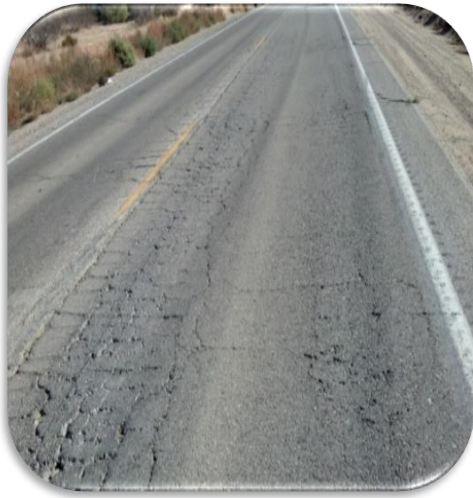
MEASURING PAVEMENT CONDITION AFTER MAP-21

- **State and Locals (on NHS):**
 - International Roughness Index (IRI) for all pavements
 - Cracking for all pavements
 - Faulting for jointed plain concrete pavements
 - Rutting for asphalt pavements

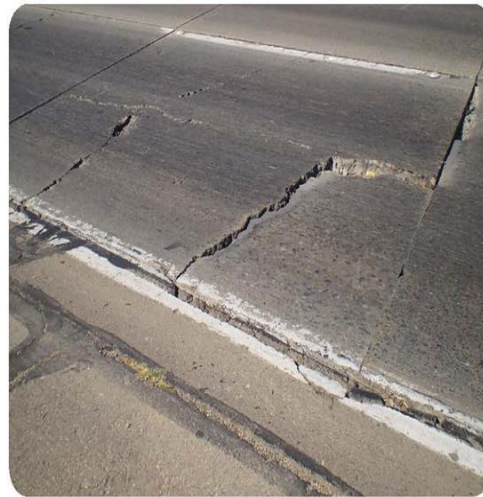
IRI



CRACKING



Asphalt Pavement



Concrete Pavement
Jointed



Concrete Pavement
Continuously Reinforced

FAULTING AND RUTTING



DISTRICT 5

2015 PAVEMENT CONDITION SURVEY

Lane Mile Inventory	County					
Priority Group	MON	SB	SBT	SCR	SLO	Grand Total
No Distress	624.64	794.87	146.56	243.46	766.55	2576.09
MAJOR DISTRESS	67.71	53.85	12.15	10.37	62.88	206.96
MINOR DISTRESS	63.41	54.95	46.12	54.48	77.57	296.52
POOR RIDE QUALITY	39.13	24.34	2.05	22.59	15.78	103.88
Grand Total	794.88	928.01	206.88	330.90	922.78	3183.45

DISTRICT 5

2015 PAVEMENT CONDITION SURVEY

Lane Mile Inventory	County					
IRI	MON	SB	SBT	SCR	SLO	Grand Total
1-94 (GOOD RIDE QUALITY)	428.89	616.59	83.63	169.87	540.09	1839.06
95-170 (ACCEPTABLE RIDE QUALITY)	304.44	261.70	84.63	97.44	305.47	1053.69
>170 (POOR RIDE QUALITY)	61.55	49.71	38.62	63.59	77.23	290.70
Grand Total	794.88	928.01	206.88	330.90	922.78	3183.45

SHOPP AND THE TRANSITION TO ASSET MANAGEMENT

State Highway Operation and Protection Program

- 38 Programs – Examples: Pavement, Bridge, Drainage Improvements, ADA – each with it's own performance measure
- Districts are provided target allocations for each program
- Candidate projects are developed to meet the target allocation
- Candidate projects compete Statewide for funding
- There are no county minimums.
- Programming is determined based on available funding and how well the candidate project addresses the performance measure.

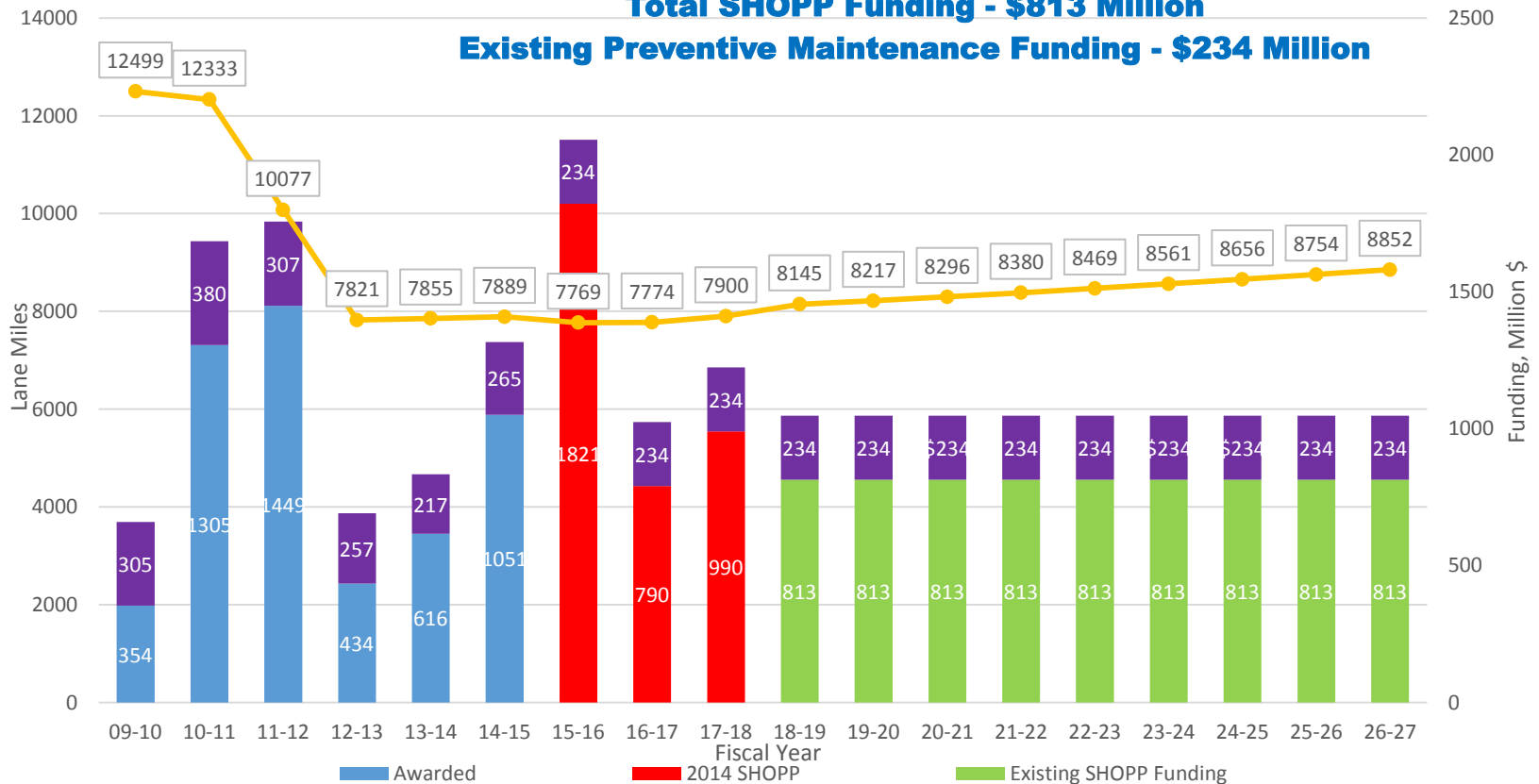


Asset Management

- Caltrans is recommending the following asset classes:
- Pavement –Required by MAP-21
- Bridges –Required by MAP-21
- Culverts
- Intelligent Transportation System Elements
- Projects will typically incorporate more than one asset, taking a system approach -especially where a number of assets are co-dependent and are required to work together to deliver an agreed standard of service.

STATE FUNDING LEVELS

Pavement Investment Plan - Current Funding - \$1 Billion
(\$2 Billion needed to reduce distressed lane miles to < 10% of system)
Total SHOPP Funding - \$813 Million
Existing Preventive Maintenance Funding - \$234 Million



DISTRICT 5 NEEDS

- Distressed Lane Miles = 609
 - Statewide goal is to reduce distressed lane miles to 10% of system.
 - District 5 would need to reduce distressed lane miles to approximately 320 LM.

- 257 LM in need of Rehabilitation \$230 Million
 - 109 LM on Class 3 Roads

- 352 LM qualify for CAPM \$115 Million
 - 163 LM on Class 3 Roads

- Santa Barbara Needs
 - Rehabilitation 54 LM
 - CAPM 80 LM

SHOPP PAVEMENT FUNDING FOR SANTA BARBARA COUNTY

2014 SHOPP

County	Route	Post Miles	Vicinity
SB	101	21.0/27.1	Near Goleta
SB	101	2.6/11.9	with HOV
SB	154	R5.9/22.9	Cachuma Pass
SB	246	R20.7/26.3	Buellton

2016 SHOPP (DRAFT)

County	Route	Post Miles	Vicinity
SB	1	R36.4/49.2	Solomon Road to Jct 166/1
SB	101	2.6/11.9	Continued with HOV

SHOPP PAVEMENT FUNDING FOR SANTA BARBARA

2018 SHOPP (Planned)

County	Route	Post Miles	Vicinity
SB	1; 246	19.3/20.6; 8.3/9.55	Lompoc
SB	101	R46.2/52.34	Nojoqui Grade
SB	135	11.71/17.79	Santa Maria
SB	246	9.55/R20.9	East of Lompoc

OTHER PAVEMENT WORK . . .

- Pavement work can also be accomplished in other ways.
 - State Forces – digouts, crack sealing, patching
 - Maintenance Funded Contract Work
 - Preventive Maintenance Seal Coats
 - Thin Overlays
 - Digouts
 - Slab Replacements

Governor's Proposed Budget for 2016-2017

Provide an estimated \$3.6 billion for transportation infrastructure

- Proposed Revenues:
 - \$2 billion annually from a new \$65 vehicle registration tax
 - \$1 billion annually from increases in gasoline and diesel excise tax rates
 - \$500 million annually from cap-and-trade auction revenues
 - \$100 million from efficiencies at Caltrans

Governor's Proposed Budget for 2016-2015 (cont.)

- Proposed use:
 - \$1.5 billion to rehabilitate state highways
 - \$1.4 billion for local streets and roads—SB County would get approximately \$6 million
 - \$400 million for transit
 - \$200 million to improve trade corridors
 - \$120 million for state highway maintenance

<http://www.lao.ca.gov/Publications/Report/3324>

Questions?

Thank you!