



California Statewide Local Streets & Roads Needs Assessment

2014 Update



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Overview

- Purpose of Assessment
- Statewide Pavement Conditions
- Local Pavement Conditions
- Funding for Infrastructure Maintenance
- Closing

2014 Statewide Local Streets & Roads Needs Assessment

Purpose

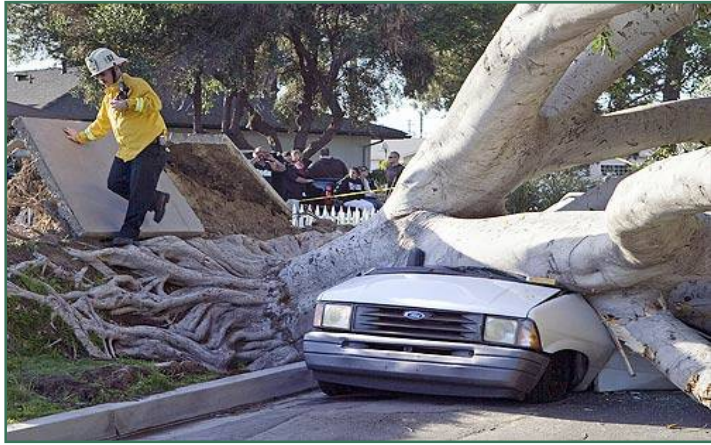
Fourth biennial study to assess the current condition and steady decline of the State's roadway system.

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?
- What are the solutions?



It's Not Just Roads and Bridges

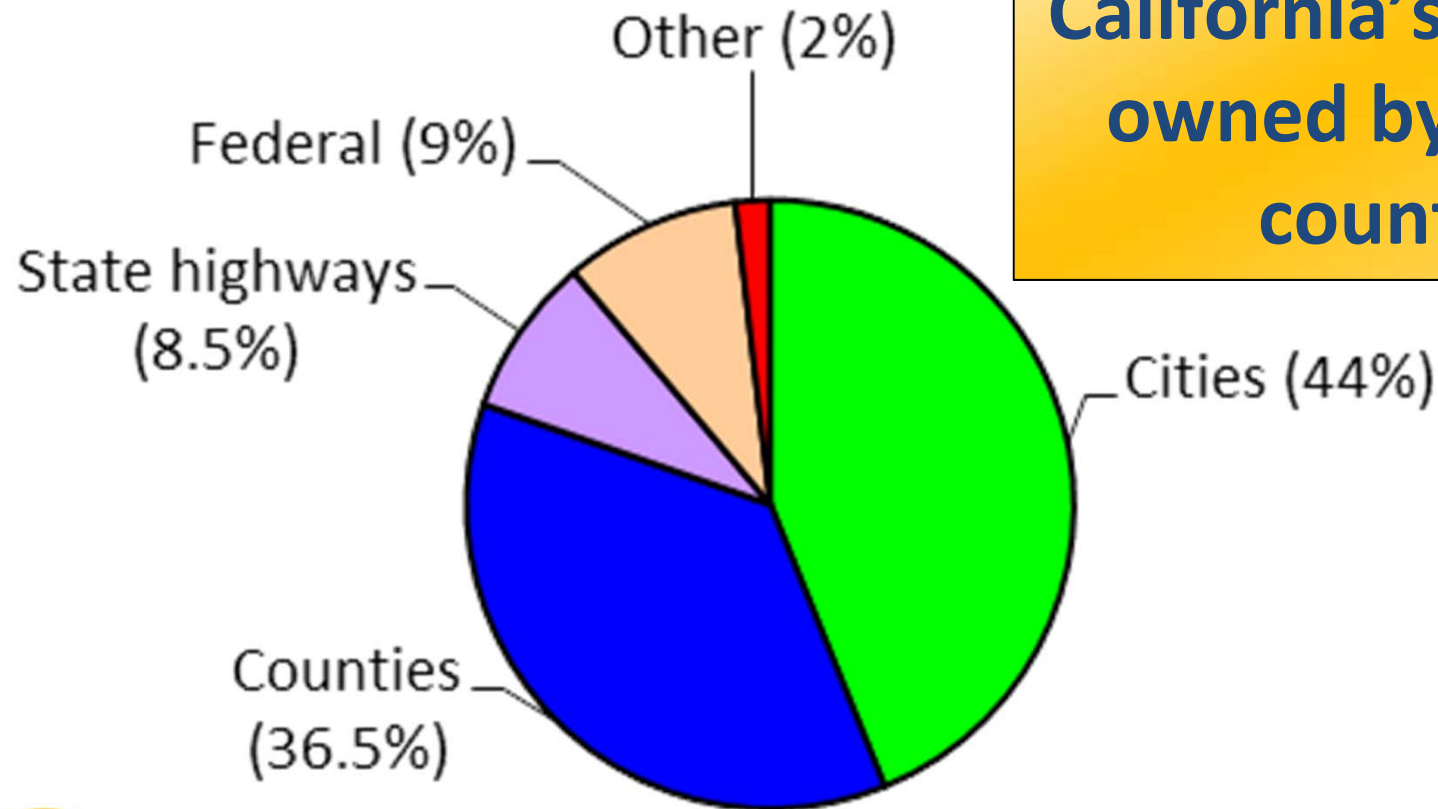


- Sidewalks
- Curb ramps
- Curb & gutter
- Storm drains
- Street lights
- Signs
- Retaining walls



Local Roads are the Majority of California's Transportation Network

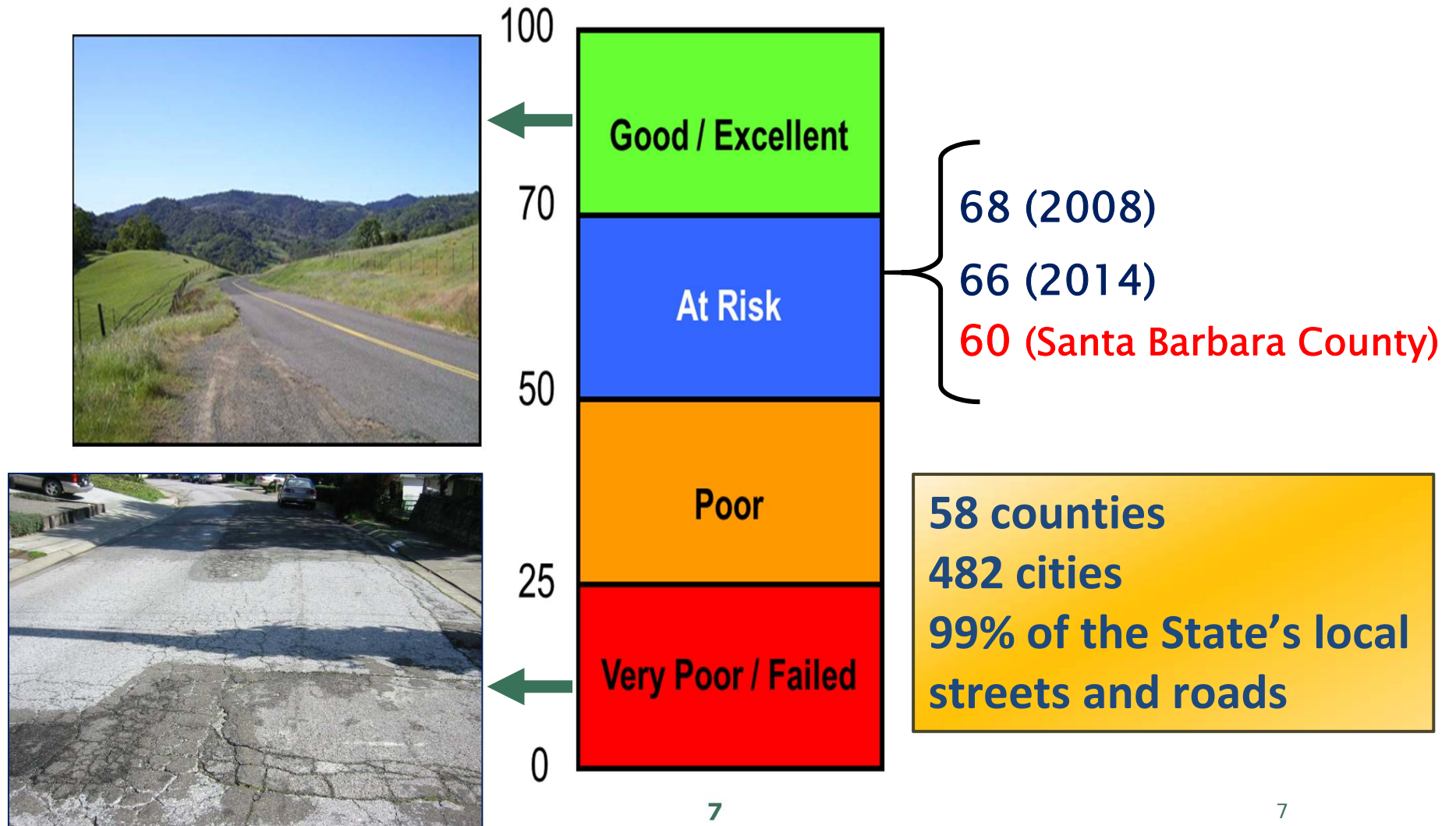
More than 81% of California's roads are owned by cities & counties!



Pavements

A photograph of a residential street with asphalt pavement. The road is lined with palm trees on the left and a sidewalk with a red curb on the right. A white pickup truck is parked on the right side of the road, and a dark SUV is parked on the left. In the background, there are houses and a building with a sign that reads 'American Red Cross'. The word 'Pavements' is written in large yellow letters at the bottom of the image.

Statewide Average Pavement Condition Index



PCI Trends

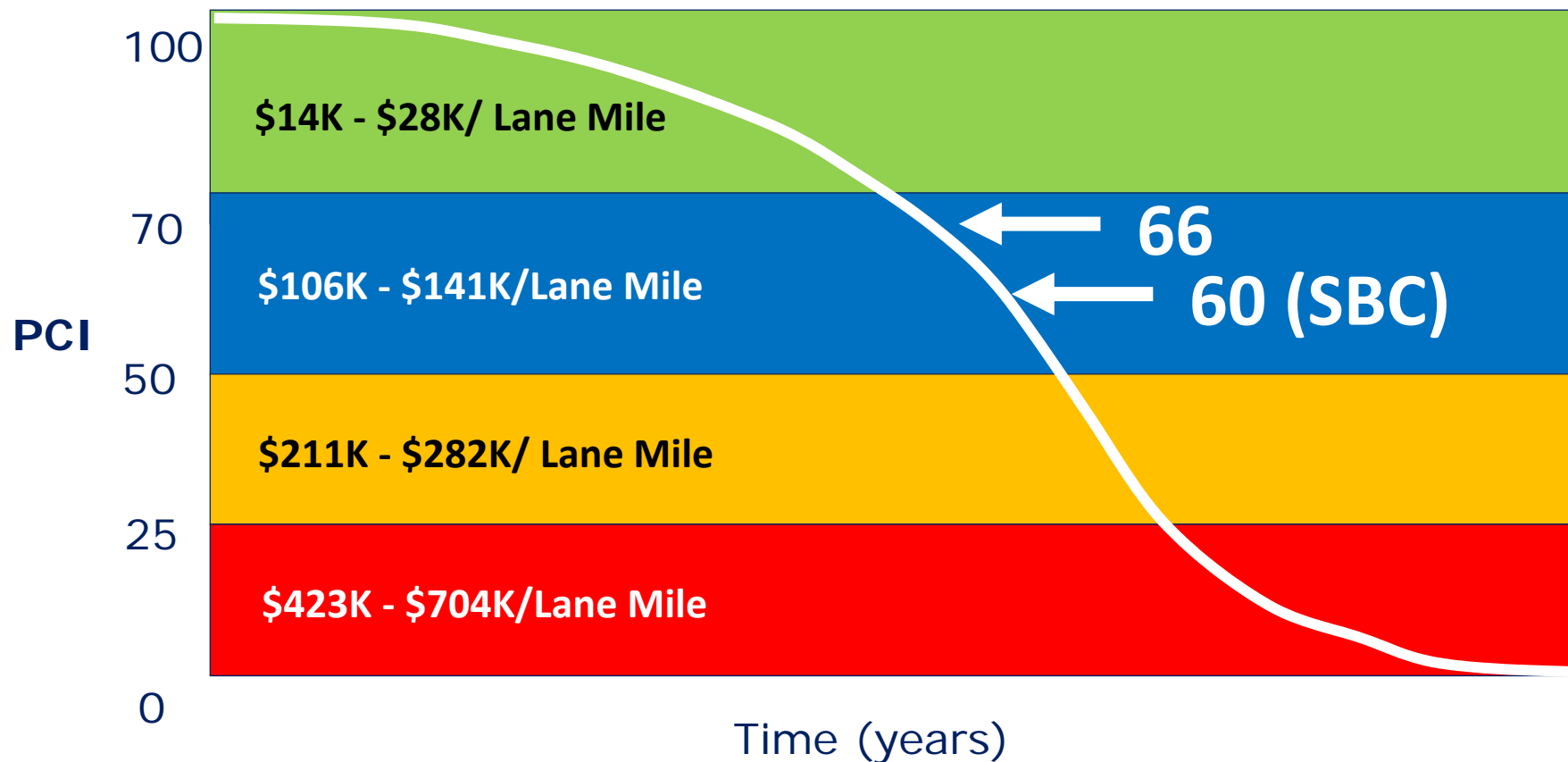


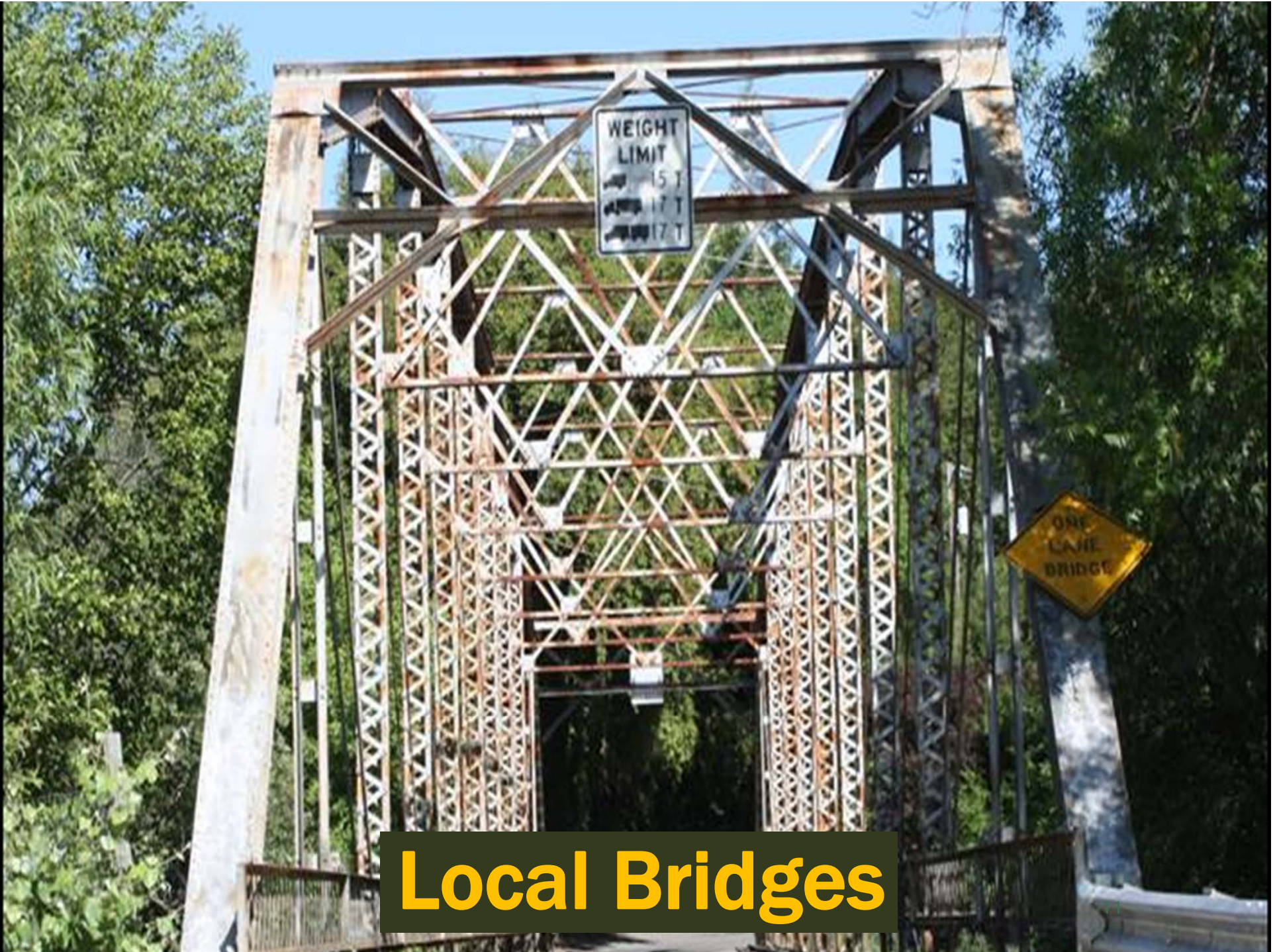
Statewide Average PCI = 66



This doesn't look too bad...

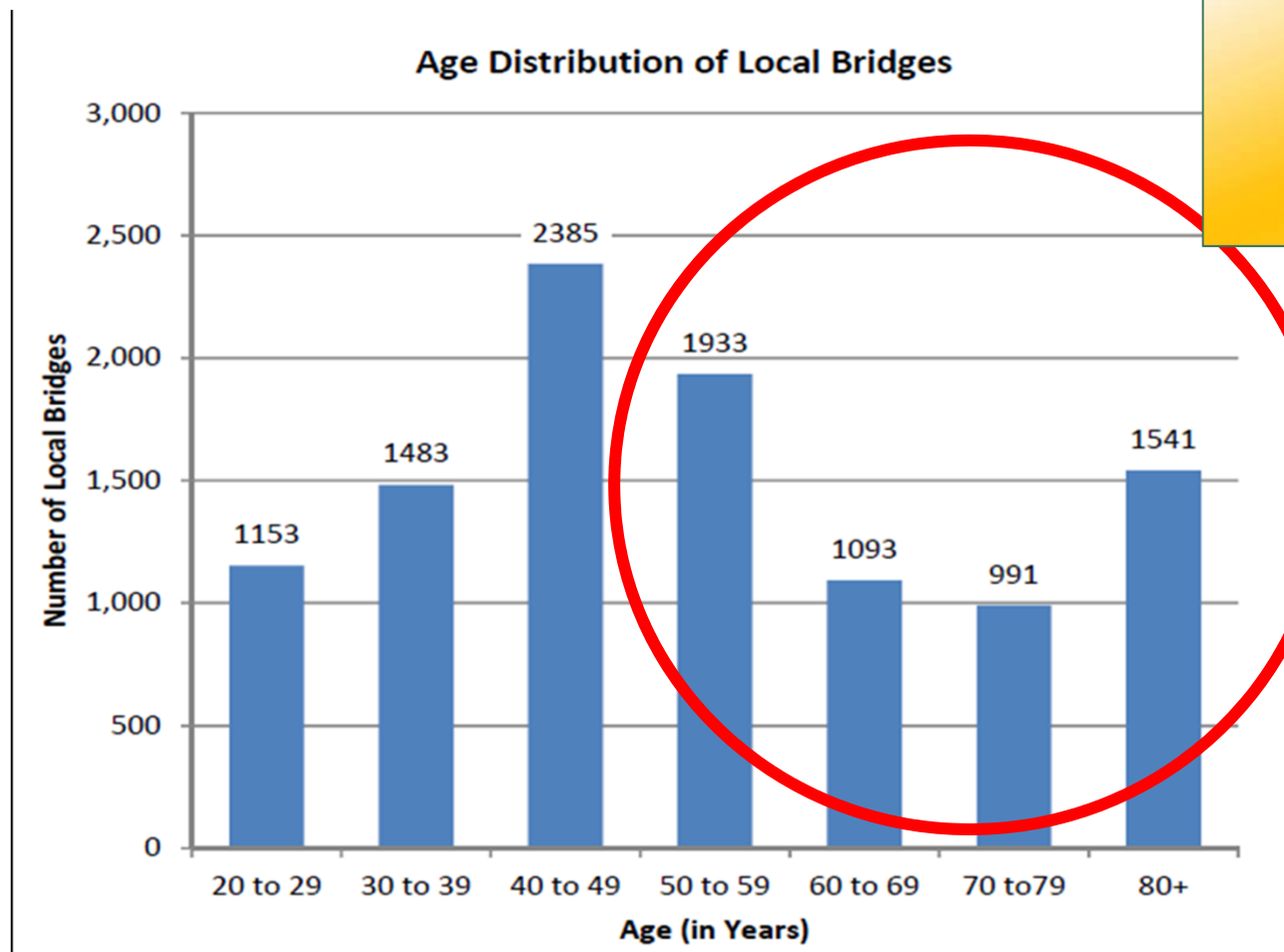
So Why is 66 Critical?





Local Bridges

Bridges Are Getting Old



**55% require
rehabilitation or
replacement**

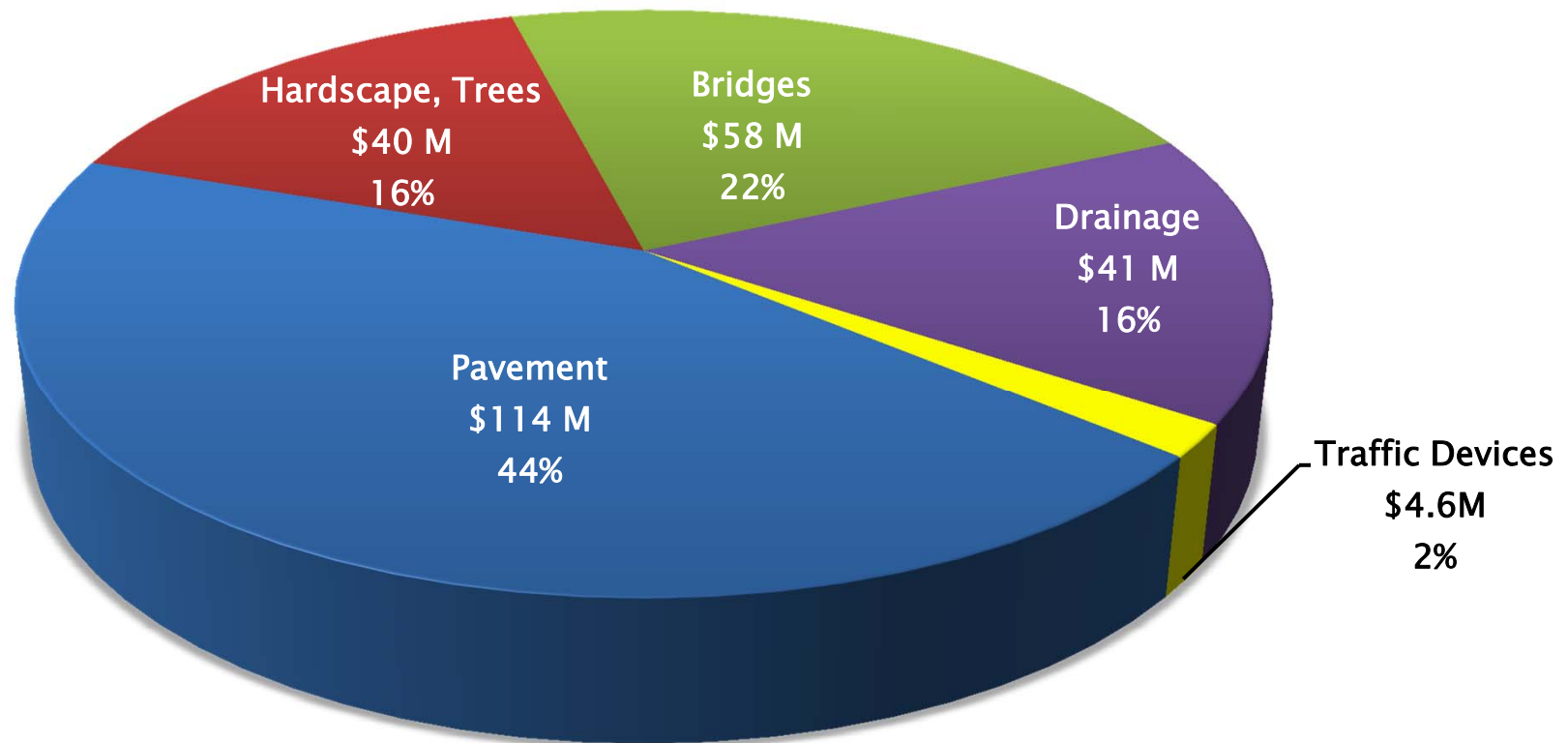
What Are Funding Shortfalls?

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)

Findings - Condition of Santa Barbara County Local Roads

- Santa Barbara County has 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 \$257.2M

Santa Barbara County \$257M Deferred Maintenance Backlog



Statewide Findings

Our Statewide road network is deteriorating, and by 2024:

- Average PCI will deteriorate from 66 to 55
- Unfunded backlog will grow to from \$40 to \$56 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

What Happens without New Funding?



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

Deferred Maintenance Funding Assistance

- In 2014, your Board approved a Maintenance Funding Plan
 - 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 \$9 million per year
- County efforts need to be matched with regional, state, and federal efforts

Regional, State, and Federal Funding for Infrastructure Maintenance



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Infrastructure Maintenance Funding Shortage

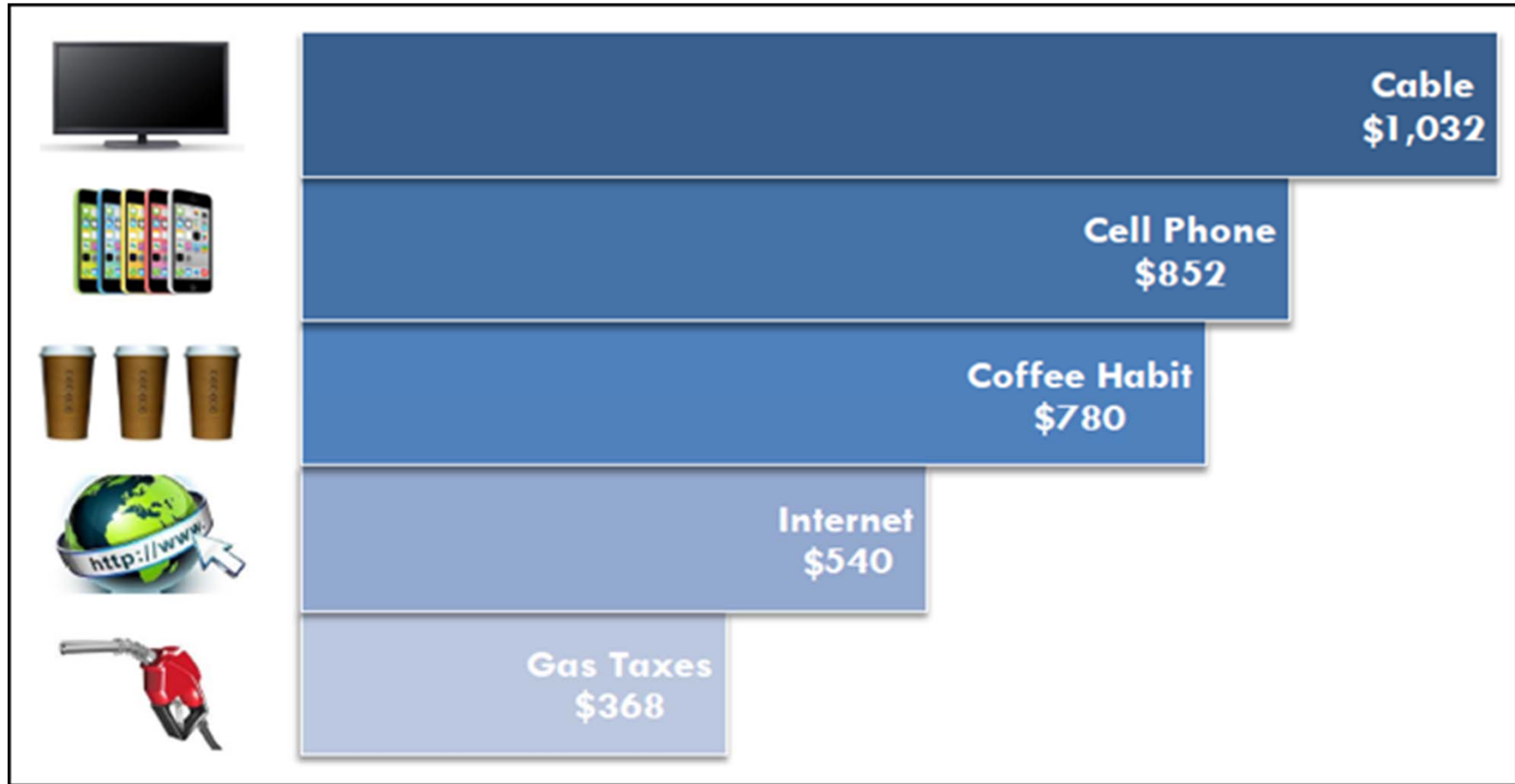
Funding for Infrastructure Maintenance has steadily declined:

- Measure A – critical road maintenance funding – reduced from Measure D.
- State funding from STIP and RSTP for local infrastructure will be used for the 101HOV and other named projects in the Measure A Strategic Plan by SBCAG.
- Federal earmarks previously available for rehabilitation and demonstration projects are gone.
- Gas Tax (HUTA) – The biggest funding source for maintenance, operations, and Pavement Preservation – projections from FY14/15 to FY15/16 are down by over \$2.5M for Santa Barbara County alone.

Without a reversal of these trends and supplemental funding, pavement preservation does not have adequate funding to be used effectively.



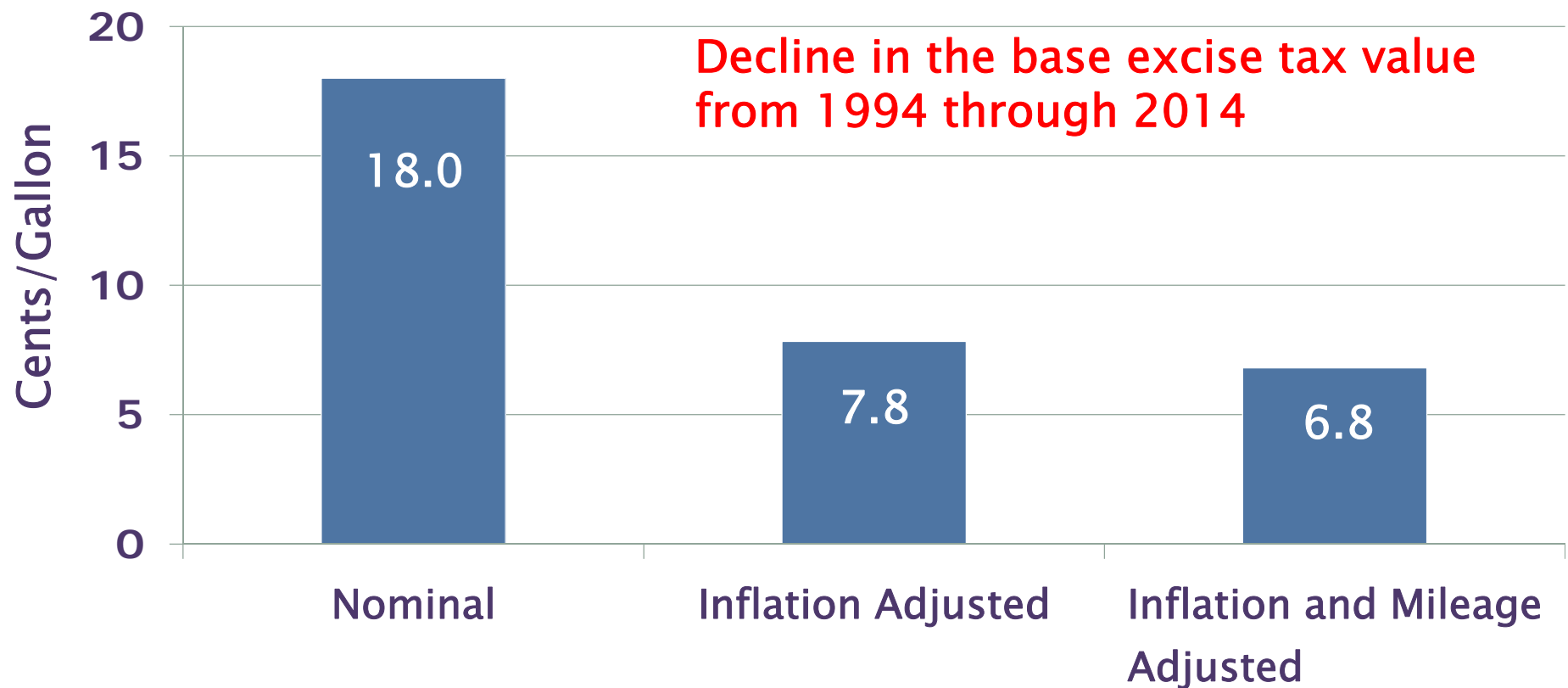
Existing State and Federal Gas Tax Compared with Other Items (\$/year)



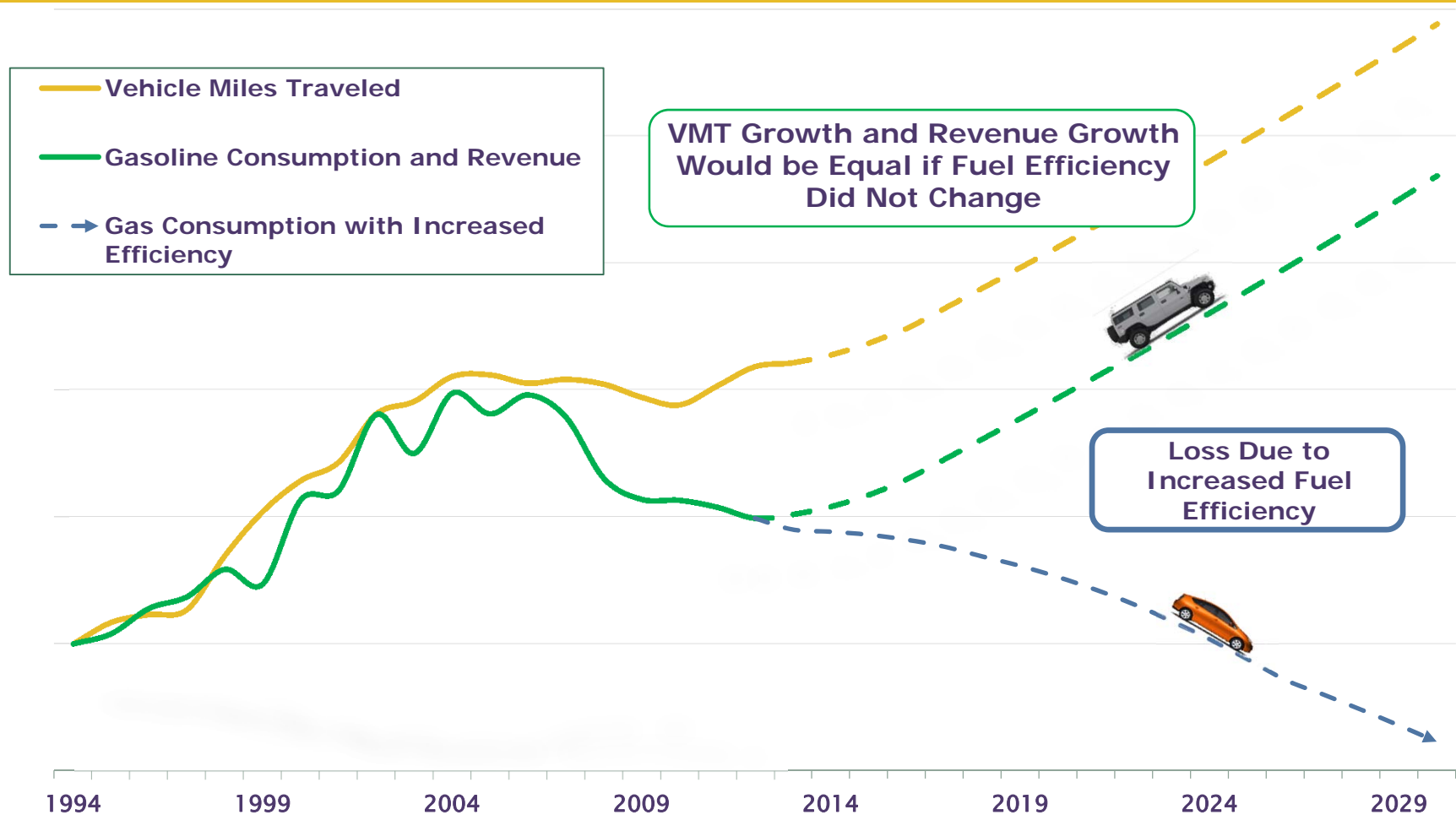
From: Caltrans Division of Budgets



What is the 18-cent Gas Tax Worth Today?



Revenue Loss Due to Increases in Fuel Economy



Senate Bill 1077 – Road Usage Charge Pilot Program

- Signed by Governor Jerry Brown on 9/29/14
- Vehicles – Road Usage Charge Pilot Program Requirements:
- 15 member Road Usage Charge Technical Advisory Committee (TAC) creation
- California Transportation Commission (CTC), TAC and CalSTA roles and responsibilities
- Policy considerations for the TAC
- Public and stakeholder input
- Pilot program implementation schedule
- Final Report to the TAC, CTC and Legislature
- Issues for inclusion in Final Report due 2018



Conclusions

- Californians and our economy rely on the local transportation system
- New sustainable sources of revenues focused on preserving the existing local road network must be created
- Californians must work together to find ways to fund local streets & roads
- Your Board's leadership in creating a local source of maintenance revenue is a model for others



Questions?



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Thank You!

