

***California Statewide Local Streets and  
Roads Needs Assessment Report***

***Board of Supervisors Hearing January 12, 2010***



## ***Presentation Overview***

- Purpose of Report
- Statewide Participation
- Results From the Report
- County Funding Needs
- Impacts to Current Funding
- Results of Loss of Funding
- Recommendations

***Historically, Statewide transportation funding investment decisions have not been based on local pavement condition data***



## *Purpose of the Report*

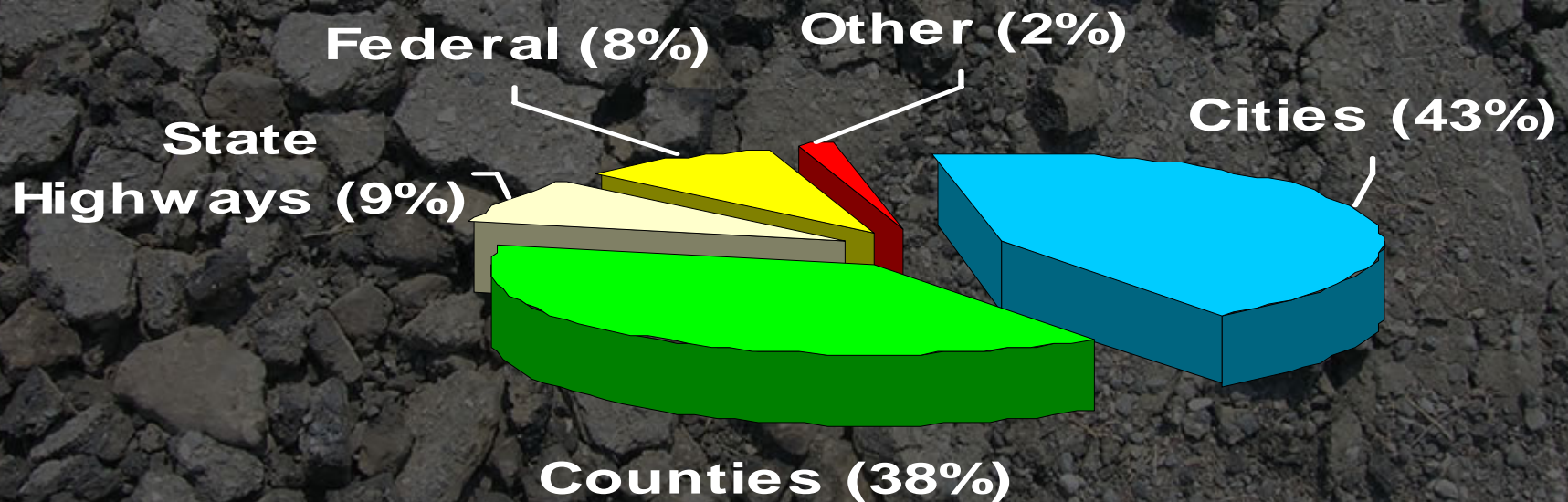
- Pavement Condition of Local Streets and Roads Statewide
- Define the Cost to bring pavements into a state of Pavement Preservation
- Define the Cost to maintain local streets and roads in a state of Pavement Preservation
- Determine the Funding needs for essential components (i.e. ADA curb ramps, curb, gutter and sidewalk, and drainage facilities)

***This Document Serves as a Benchmark in the State of California***



## *Purpose of the Report*

- Local Agencies are the owners and operators of 81% of the State's roads





## *Statewide Participation*

- The Study surveyed all counties and cities in the state, and 56 counties and 350 cities responded in 2007-08
- Results of the study represent 93% of all of the State's Local Streets and Roads (including Santa Barbara County)



January 12, 2010

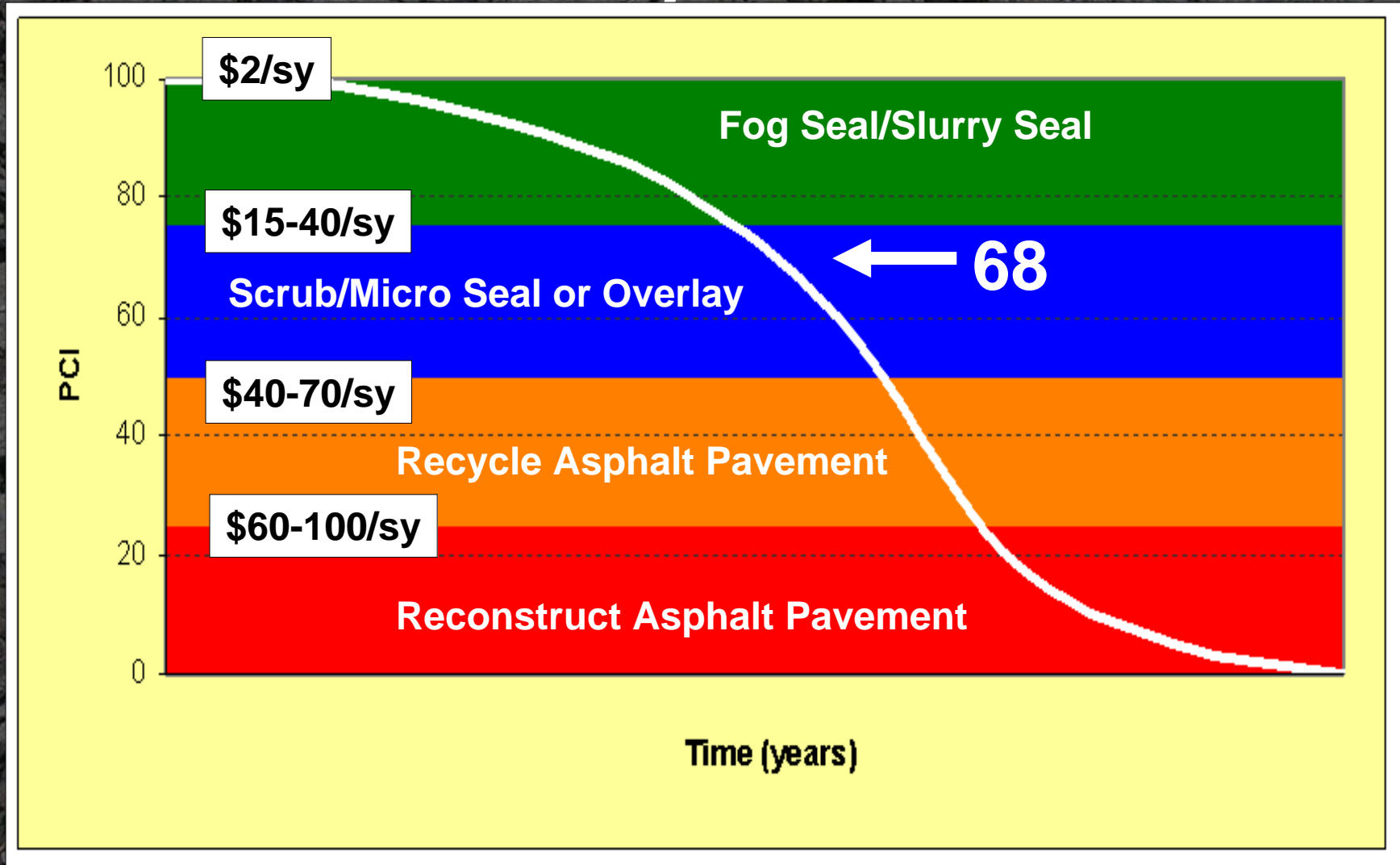
## Results from the Report

- Statewide Average Pavement Condition Index is 68 (pavement is “at risk”)
  - This statewide average will drop to 48 by 2033 with existing funding
  - The existing funding must double to maintain our local transportation assets
- As of today, the County’s Pavement Condition Index is 67, also “at risk”



*The results show that California's local streets and roads are on the edge of a cliff*

## Results from the Report





## *Results from the Report*

Over the next 10 years....

- The Statewide need is \$51.7 billion to bring just the pavement into a state of Pavement Preservation
- Another \$19.7 billion is needed to repair essential component facilities
- The total need is in excess of \$71 billion Statewide – this equates to an additional \$7 billion per year for the next 10 years.
- After the initial investment over 10 years - Need \$1.8 billion per year to sustain the gains made

***This needed funding is equivalent to about a 38 cent gas tax increase***



## *County Funding Needs*

- County's Transportation Assets
  - 1667 Lane Miles of Asphalt Pavement
  - 110 Major Bridge Structures
  - 50 Traffic Signals
  - Over 15,000 Street Trees
  - Concrete Hardscape Improvements
  - Over 4,100 Drainage Facilities



## County Funding Needs

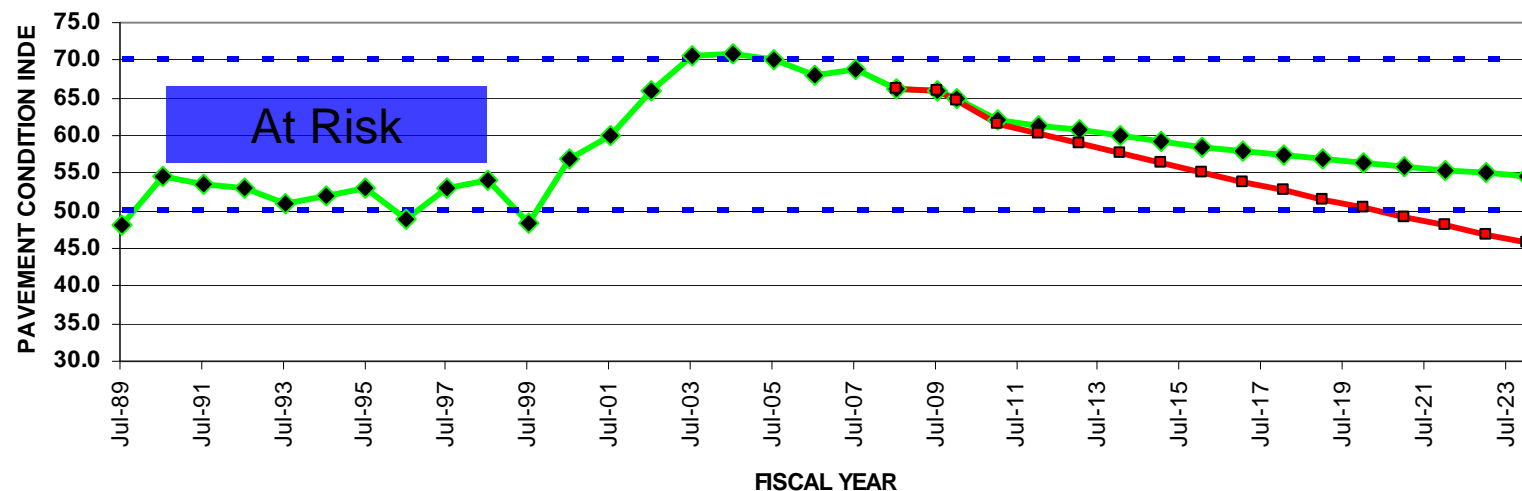
### Five Year Unfunded Transportation Infrastructure Backlog

| Infrastructure Component                    | Supervisory District |              |              |              |              | Totals by Component |
|---|----------------------|--------------|--------------|--------------|--------------|---------------------|
|   | First                | Second       | Third        | Fourth       | Fifth        |                     |
| Pavement                                    | \$11,670,000         | \$17,505,000 | \$46,680,000 | \$24,507,000 | \$16,338,000 | \$116,700,000       |
| Concrete                                    | \$1,302,562          | \$11,378,250 | \$10,736,400 | \$14,459,130 | \$793,658    | \$38,670,000        |
| Bridge Maintenance                          | \$15,306,250         | \$340,000    | \$20,333,750 | \$510,000    | \$90,000     | \$36,580,000        |
| Drainage                                    | \$3,339,336          | \$3,624,192  | \$15,217,488 | \$5,968,248  | \$6,170,736  | \$34,320,000        |
| Totals of Unfunded Backlog Need by District | \$31,618,148         | \$32,847,442 | \$92,967,638 | \$45,444,378 | \$23,392,394 | \$226,270,000       |



## County Funding Needs

PCI Chart - State Gas Tax Impacts





## *Impacts to Current Funding*

- The State deferred the first two quarters of Proposition 42 funds to cities and counties in FY 2009-10
- The State also deferred seven months of gas tax subventions to cities and counties in FY 2009-10
- The Legislative Analysts' Office projects another approximately \$20 billion budget deficit over the next 18 months alone
- The state gas taxes will once again be in jeopardy



## *Impacts to Current Funding*

- State Gas Tax FY09/10 deferral of 7 months (with potential of losing it all)
  - Deferral to County \$3.7 Million (potential loss)
- Potential State Gas Tax FY10/11 loss of 100%
  - Loss to County \$6.3 Million
- Delay in receiving first 2 quarters of Proposition 42 FY09/10
  - Delay to County \$1.85 Million
- Potential Loss of Proposition 42 for FY10/11
  - Loss to County \$4.4 Million
- 20% Reduction in Measure A Revenues as compared to Measure D



## *Results of Loss of Funding*

- Public Complaints and liability increases
- Severe reduction in pavement condition / public safety
- Tremendous gains and improvements from Measure D funding are in jeopardy
- Will erase any benefit of the federal economic stimulus monies at the local level
- Loss of State Gas Tax and/or Proposition 42 revenues to the County is not sustainable and will result in a very different looking County
- Our work directly affects the health and safety of Santa Barbara County Residents

***We need stable transportation revenues into the future to maintain these County Assets***



## *Recommendations*

- Conduct a public hearing for January 12, 2010, to receive a report on the recently completed California Statewide Local Streets and Roads Needs Assessment Report; All Supervisorial Districts;
- Approve the attached resolution supporting the findings of the California Statewide Local Streets and Roads Needs Assessment;
- Authorize the Chair to sign a letter to the Governor and all local state legislators expressing opposition to future cuts to vital state transportation funding.



***Thank You***

*Board of Supervisors Hearing January 12, 2010*