# Statewide Local Streets & Roads Needs Assessment









RTPA RCTF

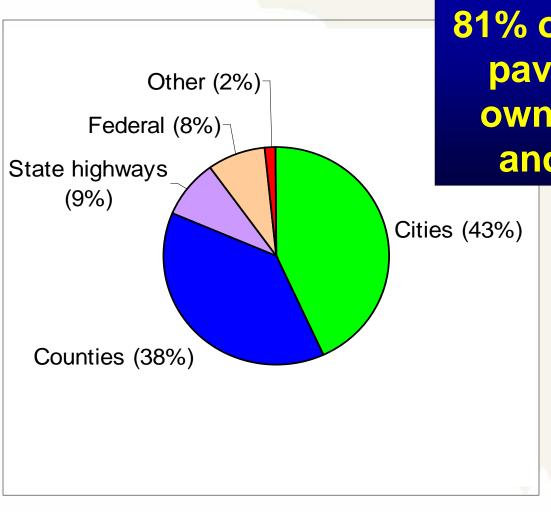


### **Study Objectives**

- What are conditions of local streets & roads statewide?
- How much will it cost to improve/maintain pavements in an acceptable condition?
- What are safety, traffic & regulatory needs?
- What is the funding shortfall?



### Local Streets & Roads are a Huge Part of the State Network



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



#### It's Not Just Pavements ...

- Sidewalks
- ADA ramps
- Curb & gutter
- Storm drains
- Street Lighting
- Traffic Signals







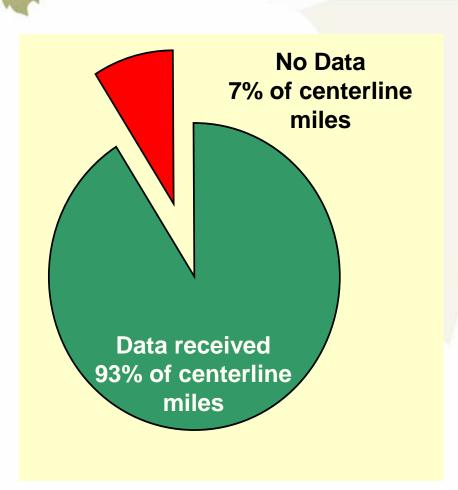


### Study Assumptions

- 10 year analysis period
- 2008 dollars with no adjustments for inflation
- Pavement goal is best management practices
- Inclusion of safety, traffic & regulatory elements
- Does <u>not</u> include new streets or capital improvements.



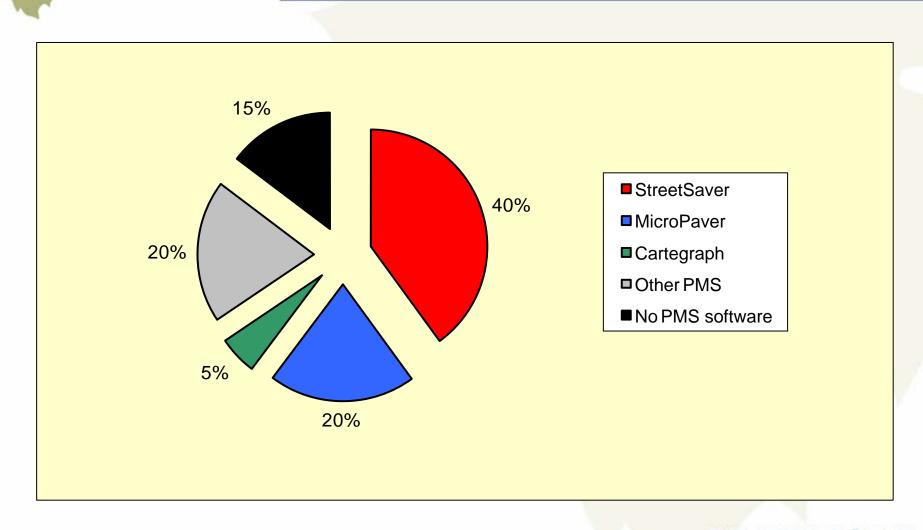
#### **Data Collection**



- Total of 406 agencies
  - 56 counties
  - 350 cities
- Missing 130 agencies
  - Mostly small cities
  - No data
  - No resources



#### **Data Validity**

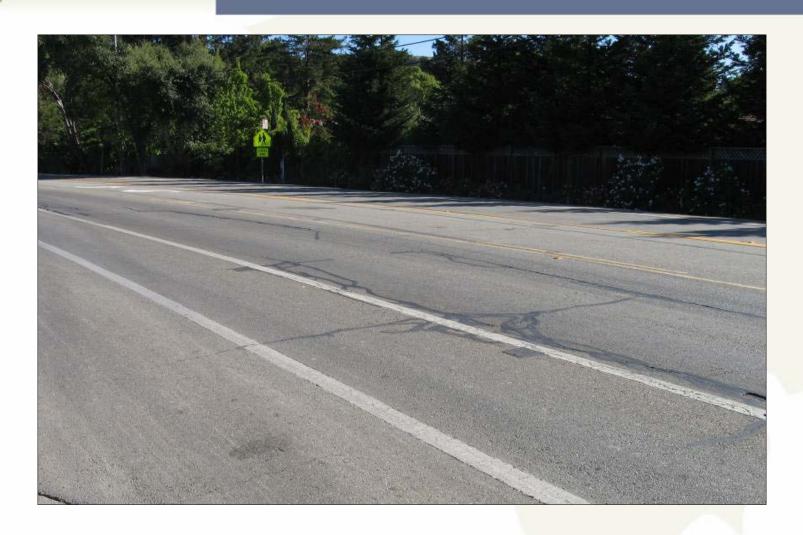




#### **Pavement Condition Index**

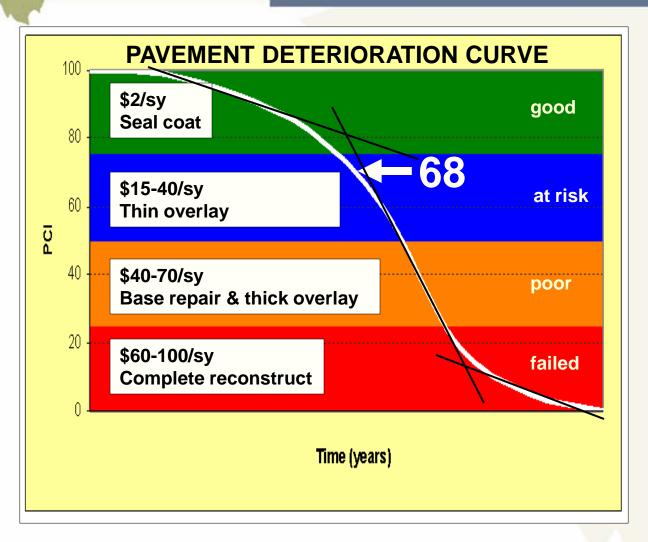


#### **Statewide Average PCI = 68**





#### Why is 68 Critical?



- Streets are in at risk category
- Preventative
   Maintenance is insufficient
- Deterioration occurs more rapidly over time
- Cost to restore to a good condition is about 10 times the maintenance only cost



### What Are the Statewide Funding Sources?

	Annual Funding		
Funding Sources	FY 2006/07 & 07/08	nx/na	
State (gas taxes)	41.0%	40.5%	
State - Prop 1B	10.0%	0%	
Federal	10.8%	35.9%*	
Local	38.1%	23.6%	

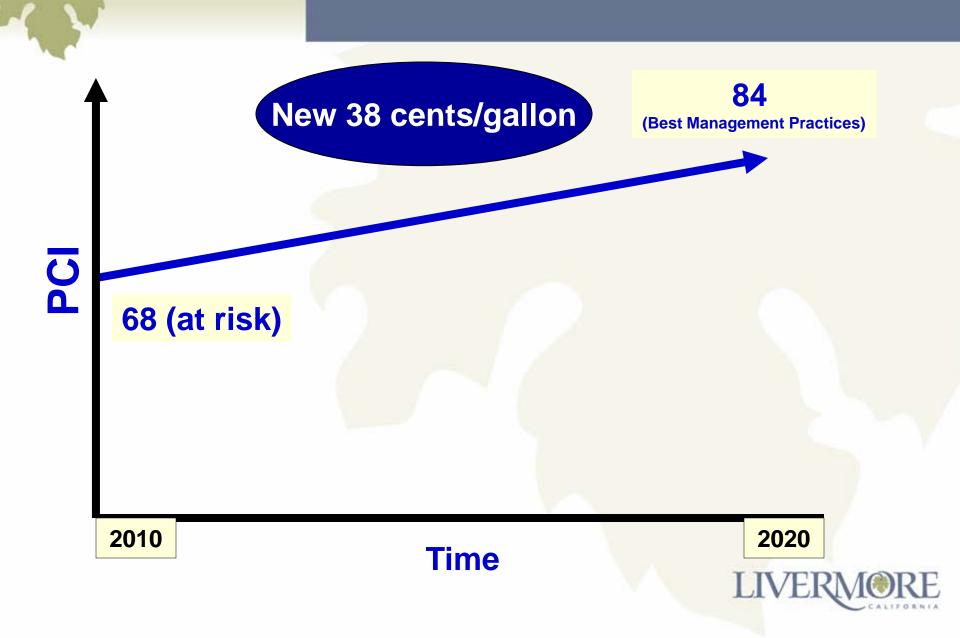


<sup>\*</sup> One time ARRA included, local share is assumed to be 40% of \$1.6 billion.

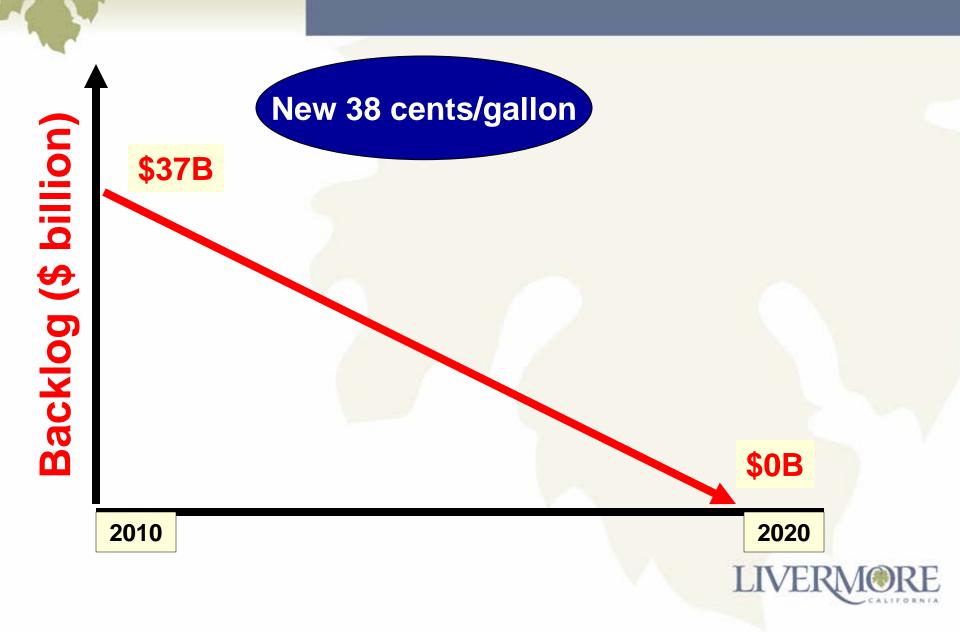
## What Happens If We Don't Get **More Funding? 68 (at risk)** PC 48 (poor) 2008 2033 **Time**



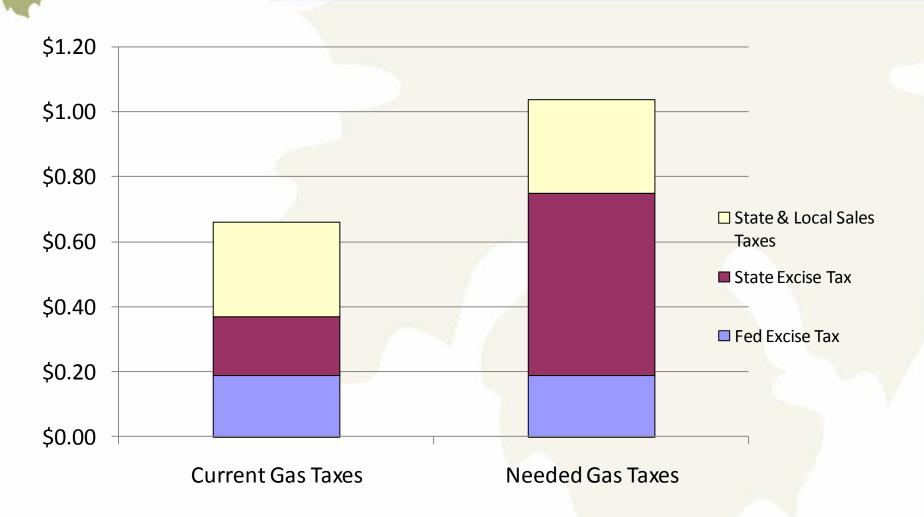
#### **How Can This Be Avoided?**



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### Current and Needed Gasoline <u>Taxes</u>





#### **Livermore's Funding Sources**

		Annual Funding		
Funding Sources	2006/07	& 07/08	08/09	09/10*
State (gas taxes)	2,110,000	\$1,530,000	\$2,010,000	\$1,350,000
State - Prop 1B	\$0	\$1,300,000	\$0	\$1,300,000
Federal (inc ARRA)	\$460,000	\$0	\$1,400,000	\$0
Measure B	\$870,000	\$890,000	\$890,000	\$670,000
Refuse Vehicle Impact Fee**	\$0	\$840,000	\$840,000	\$840,000
General Fund	\$300,000	\$0	\$0	\$0
TOTALS	\$3,740,000	\$4,560,000	\$5,140,000	\$4,160,000

LIVERMORE ANNUAL NEED

\$6,500,000

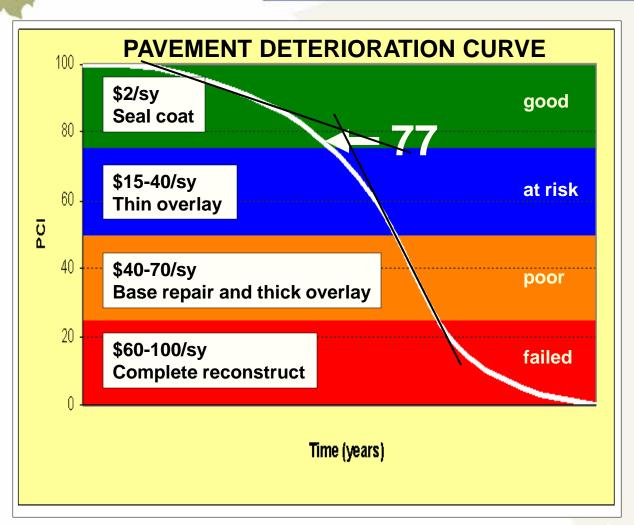


<sup>\*</sup> Projected based on receipts as of 12/15/09

<sup>\*\*</sup> Enacted FY 2007/08

<sup>\*\*\*</sup> Funding supports pavement maintenance and rehabilitation, sidewalks, ADA ramps, traffic signal upgrades, street lighting repairs, etc.

#### Where is Livermore?



- 293 centerline miles
- Overall Pavement Condition Index (PCI) rating = 77
- Deferred Maintenance
   Backlog = \$23.5 Million
- To eliminate the backlog and improve to best management practice (PCI = 84) requires an additional \$3.5 million annually over the next 10 years



#### **Summary**

- Statewide average Pavement Condition Index = 68
- PCI = 68 is in the at risk category & PCI drops to 48 by 2033 with existing funding
- Revenues are decreasing while construction costs are anticipated to increase
- Need to more than double existing funding statewide to maintain transportation assets
- Staff requests Council adopt a resolution to support the findings of the Local Streets and Roads Assessment

