

This presentation may be modified to meet the needs of the individual presenter. It could be part of an overall presentation on your agency's pavement mgmt system update, or a standalone presentation.

You can remove the logos and banner in the Master slide view.

It may be helpful to also hand out a copy of the Executive Summary which is available on the [www. saveCaliforniaStreets.org](http://www.saveCaliforniaStreets.org) website.

What is the Study About?

- What are conditions of local streets & roads?
- How much will it cost to improve/maintain pavements in an acceptable condition?
- What are safety, traffic & regulatory needs?
- Is there a \$\$ shortfall? If so, what is it?

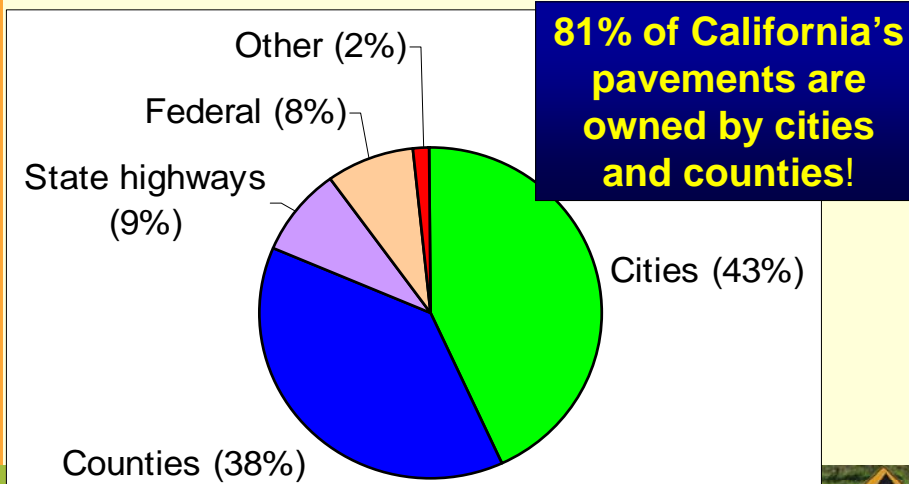


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The statewide study was intended to answer these questions

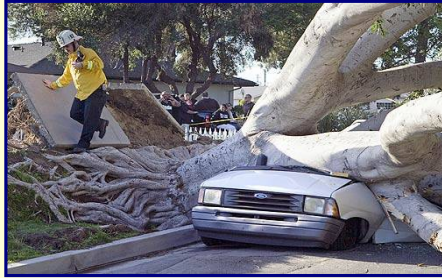
Local Streets & Roads are Huge Part of State Network



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Any presentation should first put things in context. The local streets & roads network forms a huge percentage of the state's network – it's part of a compelling argument to maintain this network in good condition so that it can continue to contribute to the state's economic well-being. To connect with the average person, we can say "from the moment we walk out the front door in the morning to the time we reach our destination, we have to travel on local streets or roads. We can walk to the bus stop, bike to work, drive to a train station, go to school – every trip starts on a local street."

It's Not Just Pavements ...



- Sidewalks
- ADA ramps
- Curb & gutter
- Storm drains
- Others



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This study includes both pavement and non-pavement assets, which we have categorized as safety, traffic and regulatory elements. When we use the term “non-pavement”, this can mean different things to different people. So this slide is intended to give them an idea of some of the other assets examined in this study.

You can replace these photos with examples from your own agency.

Study Assumptions

- 10 year analysis period
- Constant 2008 \$
- Pavement goal is best mgmt practices
- Inclusion of safety, traffic & regulatory elements
- Does not include new streets or capital improvements.

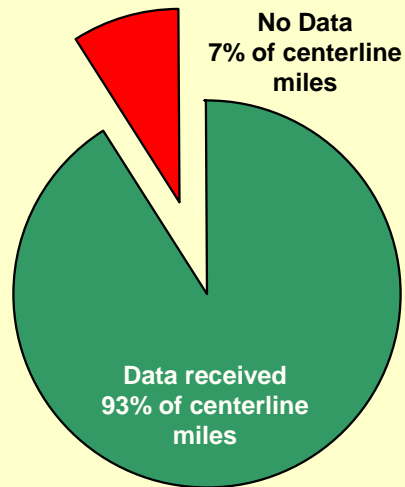
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These are some of the assumptions we used in this study. It may not be necessary to include this if the audience is non-technical.

Note that bridges were not included in the original scope of work – the report has a brief chapter that discusses the projects identified for funding in the Federal Highway Bridge Program, but this is not a needs assessment.

Data Collection



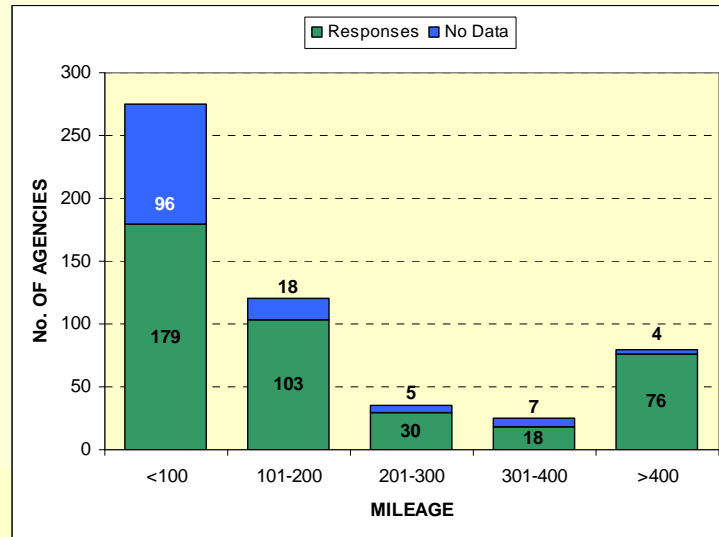
- Total of 406 agencies
 - 56 counties
 - 350 cities
- Missing 130 agencies
 - Mostly small cities
 - No data
 - No resources

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Data collection was extremely successful – we rec'd information on 93% of the state's local streets and roads! The agencies who did not respond were typically very small cities, with no or limited staff to collect this data or no data at all.

Are Data Representative?



It's not enough to collect lots of data – it must also represent the state. Therefore, we looked at the distribution of data by size of the network. Again, most of the large and medium sized agencies were captured. The majority of the missing data came from small cities, and since they're small, their needs will be correspondingly small and therefore will not have a large impact on the overall study.

We define medium to large > 100 centerline miles

Quality Assurance

- Validation checks
 - Lengths – compared with HPMS
 - Areas – simple checks
 - Math errors
 - Mismatched units
 - Tests of reasonableness
- Made follow-up calls/emails – only medium/large agencies

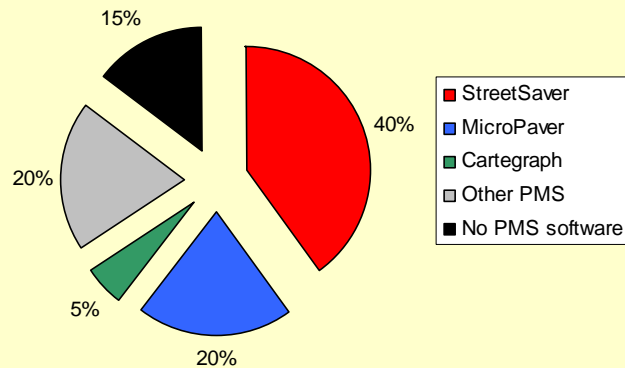
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QA was critical since there were so much data to analyze. These are examples of the validation checks that were made – if there were any questions on the data rec'd, follow up calls or emails were made. However, due to limited resources, only medium and large agencies were targeted for clarification.

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How Good Are Pavement Data?



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Again, we wanted to make sure we had good data. Because 85% of the respondents had a PMS (345 agencies), this gave us a significantly higher comfort level. The presence of a PMS indicated that there was some rational and documented process that was in place for the pavement data, which lent credibility to the results obtained.

Interestingly, the Metropolitan Transportation Commission's (MTC in the San Francisco Bay Area) StreetSaver software was used by 40% of the respondents, followed by the American Public Works Association's (APWA) MicroPAVER. Cartegraph, a proprietary software program, was a distant third.

Safety, Traffic & Regulatory Data

- Safety, traffic & regulatory
 - 188 partial, 58 complete
- Funding/expenditures
 - 29 counties & 108 cities responded

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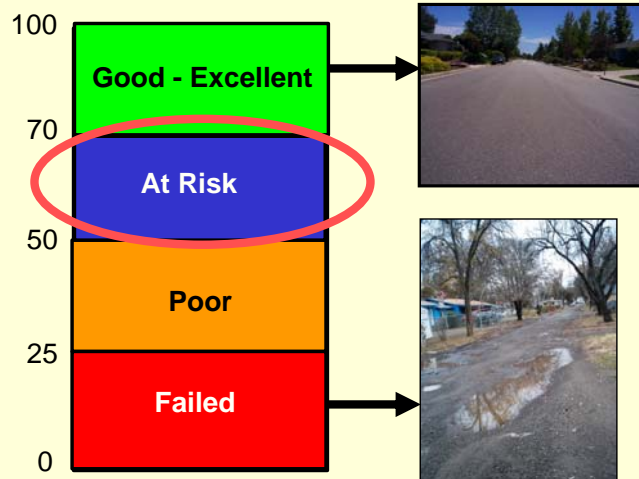


The data rec'd on the safety, traffic & regulatory elements was not of the same quality as the pavement data. This was expected, since many agencies do not have a formal tracking system of these assets. Nonetheless, we rec'd data from 188 agencies, which was sufficient for us to do some regression analysis.

The funding/expenditures data was also more limited.

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Pavement Condition Index



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One of the questions we will try to answer in this study is “What are the pavement conditions statewide?” While many scales are used to determine pavement condition, they all follow the same concept i.e. a ranking from excellent to failed. We need to establish whether local streets and roads are, on average, in the “good to excellent” condition or in “fair” or worse.

Note that the blue category has been labeled as “at risk”. This is where pavements are at risk of deteriorating rapidly without any maintenance – this is illustrated later in Slide 13.

You can replace these photos with examples from your own agency.

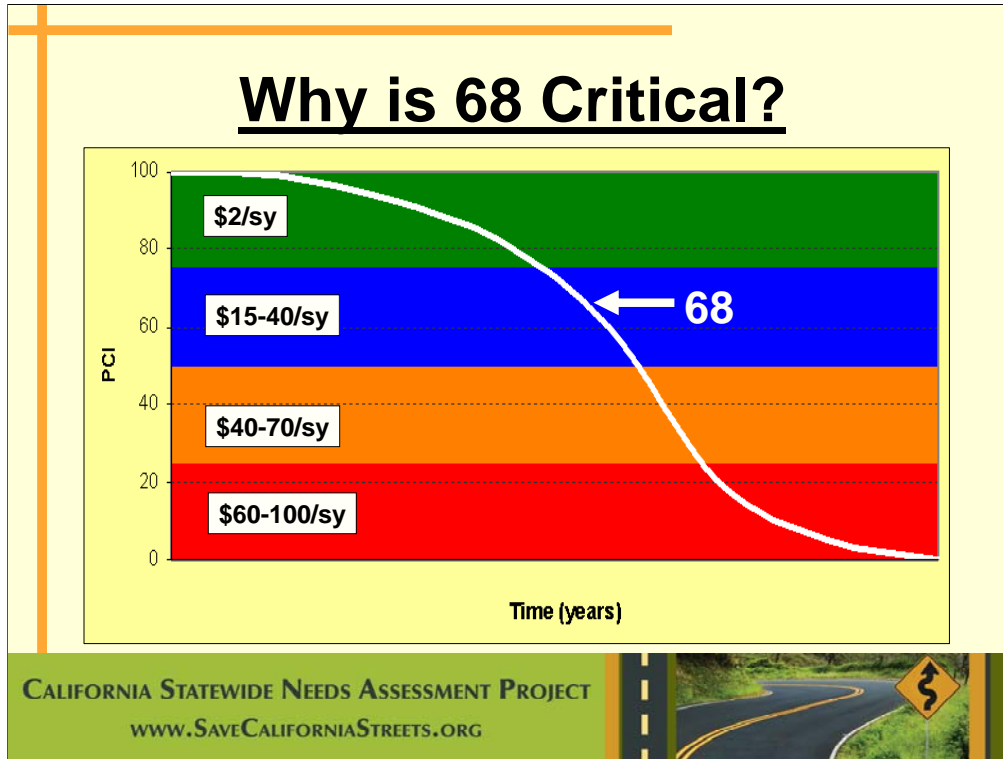
Statewide Average PCI = 68



The statewide average is 68, and this is what 68 looks like. To the average layman, this may not look that bad – it's got some cracking that has been sealed, a little weathering, but by and large, still provides a smooth ride and no need to slow down.

So why is this a problem?

You may want to include some information here about what your agency's PCI is, and how it compares to the statewide average.

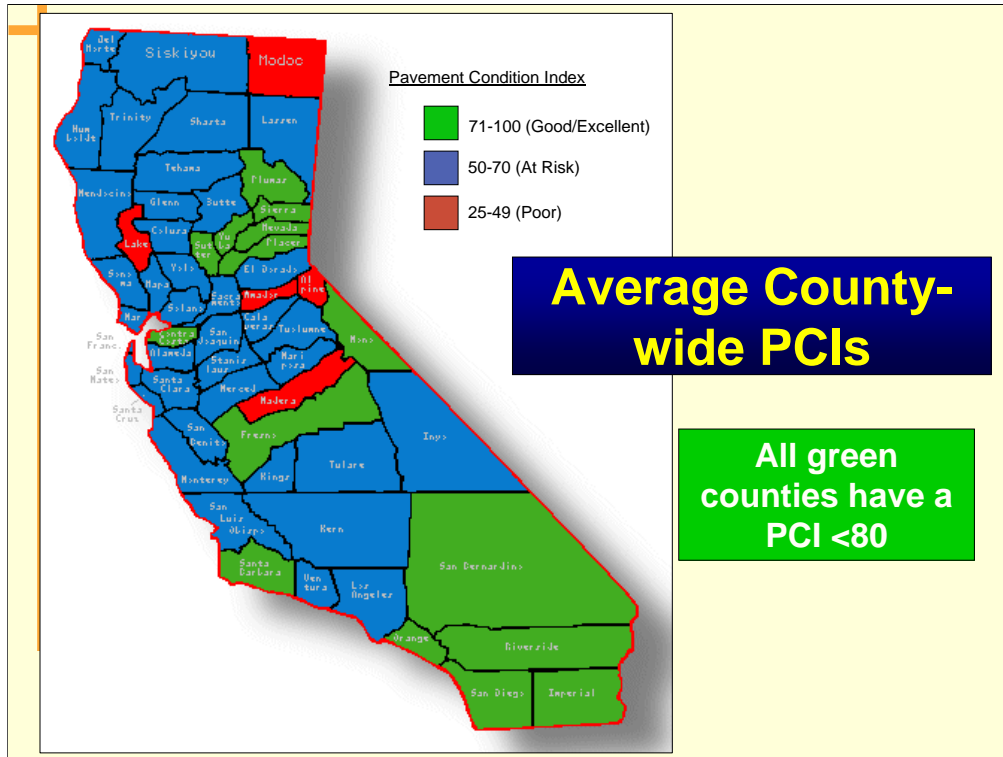


This slide explains why 68 is a critical number. This PCI is on the “edge of a cliff” in terms of its location in the pavement life cycle.

The color bands correspond to the “good, at risk, poor etc” descriptions in Slide 11.

The average cost (2008 costs) for typical treatments in each category have been included. A pavement that requires \$2/sy to maintain in the “good” category will quickly require “\$60-100/sy” to reconstruct if we do not maintain it. The goal is to try to preserve good roads at a low cost and not let them deteriorate to the point where they will cost 30-50 times more to repair.

You can indicate your agency’s PCI on this slide as a comparison.



These are county-wide PCI averages (includes cities in each county) for the entire state.

The key point to note is that the blue or “at risk” counties form almost 2/3 of the state.

The green counties have slightly skewed data, because counties such as San Bernardino and Riverside have experienced significant growths in the past 10 years. New subdivisions with new streets have sprung up, and these new streets skew the PCI higher. In addition, when we looked at the “green” counties a little more closely, they all have average PCIs less than 80 i.e. they are pretty close to falling to the “blue” or at risk category.

Needs Calculations

1. Pavement condition goal = reach best management practices in 10 years
2. M&R decision tree
3. Performance (prediction) models
4. Escalation factors
5. Calculate “biggest bang for the buck” i.e. optimization

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These are the factors we had to consider in our needs analysis.

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Funding Sources

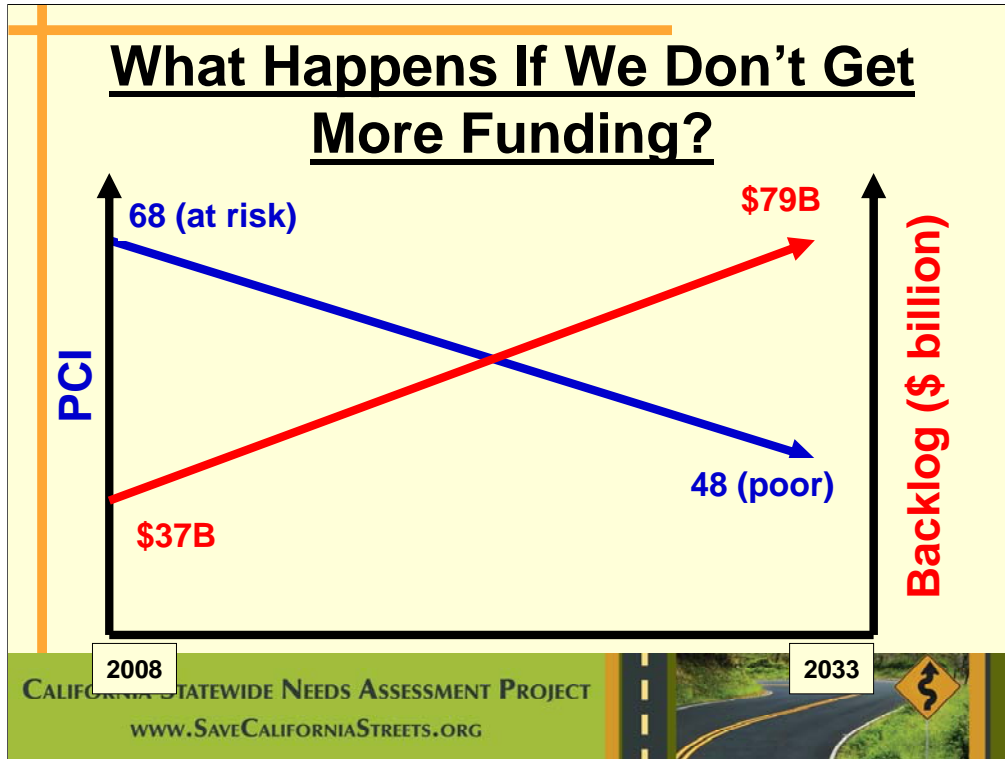
Funding Sources	Annual Funding		
	FY 2006/07 & 07/08	FY 08/09	FY 09/10 onward
State	41.0%	40.5%	52.9%
State - Prop 1B	10.0%	0%	0%
Federal with ARRA*	10.8%	35.9%	10.4%
Local	38.1%	23.6%	36.8%

* ARRA local share is assumed to be 40% of \$1.6 billion.

A summary of the funding sources indicate that:

- Local agencies have been very creative at locating revenue sources (sales taxes, redevelopment, general fund, assessment districts, bonds etc) – they represent approximately 1/3 of the funding spent on pavements.
- The biggest percentage comes from the state (includes gas tax or HUTA, Prop 41, Prop 1B). However this may be at risk given the state's recent budget difficulties.
- ARRA funding was a one-time event, and only resulted in some \$640 million for cities and counties statewide.

You can include your agency's breakdown of revenues here.



Here're the consequences of not enough funding ...

- Pavements get worse (PCI falls from 68 to 48 by 2033)
- The backlog of work more than doubles from \$37 billion to \$79 billion.

These are all 2008 real dollars and do not include escalation or inflation.

What Happens If We Don't Get More Funding?



To the average resident, this is what they will see or experience – a deterioration in the public infrastructure.

You can replace these photos with examples from your own agency.

Total 10 Year Shortfall (\$B)

Transportation Asset	10 Year Needs	Existing Funding	10 Year Shortfall
Pavements	\$ 67.6	\$ 15.9	\$ 51.7
Essential Components	\$ 32.1	\$ 12.4	\$ 19.7
Total shortfall			\$71.4

38 cents/gallon!

Finally, what is the funding shortfall ?

The \$71.4 billion equates to an additional 38 cents a gallon. To put things in perspective, gas cost \$4.65/gallon in June 2008, and today's price is \$3.10/gal (Oct 2009). It's not that much more. For the average driver (10,000 miles/year, a car with 20 mpg), this equates to approximately an extra 50 cents a day.

Summary

- **Good News**

- Data received represents 93% of local system
- Statewide average PCI = 68
- Gas is \$3.10/gallon today

- **Not so good news**

- PCI = 68 is at risk category & drops to 48 by 2033 with existing funding
- Need to more than double existing funding to maintain transportation assets

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Today's gas prices should be updated as needed

How Does it Affect Your Agency?

- CSAC/League's Objectives
 - Increase awareness – state, county, city elected officials
 - Media release Jan 2010
 - Position for Jan 2010 budget debate – HUTA & Prop. 42 funds
 - Prepare for possible “ask” of Legislature

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What Can You Do To Help?

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Media Release – Jan 2010

- Statewide press conference – Sacramento and/or Los Angeles
- **Get your city/county's data/analysis ready**
- Local PIOs to release report before Council/BOS presentation with local results
 - Write Op-Ed in local papers
 - Prepare Press release/fact sheet
 - Get other contacts to talk to media e.g. contractor, private businesses affected

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Talking Points

- ✓ California's streets & roads are not just at risk – they are at the edge of a cliff.
- ✓ Too many are in “failed” condition
- ✓ Under current funding levels, they will rapidly deteriorate to a poor condition
- ✓ Investment in local streets & roads are an investment in goods movement, public safety & economic growth

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Presentations to Councils/BOS

- Jan 4th or 11th 2010 – Public Works Directors to make presentations
 - Template presentation available from League/CSAC
- Get your city/county's data/analysis ready
 - Pictures of local streets & roads
- Start strategizing on what you want to say



Good Luck!
Any Questions?

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