



## Chapter 6. Summary

As outlined in Chapter 1, the study objectives were to determine the answers to a series of questions:

1. What are the conditions of local streets and roads?
2. What will it cost to bring them up to an acceptable condition?
3. How much will it cost to *maintain* them in an acceptable condition for the next 10 years?
4. Similarly, what are the needs for safety, regulatory and operational components?
5. How much is the funding shortfall?
6. What are the impacts of different funding scenarios?

The results of this study continue to be sobering. It is clear that California’s local streets and roads are not just at risk; they are on the edge of a cliff with an average PCI of 66. With this pavement condition and the existing funding climate, there is a clear downward trend.

By 2020, with the current funding, the pavement condition index will continue to deteriorate to 54. Even more critically, the backlog will increase from \$39.1 billion to \$63.6 billion. This is assuming that construction costs do not outstrip the anticipated revenues. It also does not include any additional costs due to new roads/streets that will be added. Further, it is estimated that almost a quarter of California’s local streets and roads will be in “failed” condition.

Table 6.1 summarizes the results from Chapters 3, 4 and 5 and the answers to Questions 2 to 5 above. The total funding needs over the next 10 years is \$102.9 billion, and the resulting shortfall is \$56.3 billion for pavements, \$22.3 billion for the safety, regulatory and operational components and \$0.3 billion for bridges. The total shortfall is \$78.9 billion.

**Table 6.1 Summary of 10-Year Needs and Shortfall Calculations (2010 \$ Billion)**

Transportation Asset	Needs	Funding Available	Shortfall
Pavements	\$ 70.5	\$ 14.2	\$ (56.3)
Essential Components*	\$ 29.1	\$ 6.8	\$ (22.3)
Bridges	\$ 3.3	\$ 3.0	\$ (0.3)
<b>Totals</b>	<b>\$ 102.9</b>	<b>\$ 23</b>	<b>\$ (78.9)</b>

\* Does not include NPDES

The cost of NPDES regulations continue to be of concern; the case studies show that these costs may range from 2 to 10 percent of an agency’s transportation expenditures. However, this does not include additional costs from other expenditures that are transportation related, such as flood control or clean water programs. While the information provided was not sufficient to extrapolate statewide, one trend was clear: all four agencies interviewed expected significant increases in NPDES expenditures in the future.

The conclusions that can be drawn from this study are inescapable. Given existing funding levels, California’s local streets and roads can be expected to deteriorate rapidly within the next 10 years. In addition, costs of any deferred maintenance will only continue to grow. The additional funding scenarios analyzed also serve to emphasize this point. The loss of revenue sources such as the gas tax, even for a short period, will have negative impacts on the local street and road network. One





dollar of maintenance deferred today will cost \$1.53 in 2020, assuming no increases in labor or construction costs.

To bring the transportation network to an acceptable level will require more than double the existing level of funding. For pavements, that would require an increase of at least \$56.3 billion. For essential components, it would require \$22.3 billion for a total of \$78.6 billion.

However, once the BMP goal is reached, it would only require approximately \$2.3 billion annually to maintain the pavement network at this level.

Even just to maintain the existing pavement condition at 66 would require \$3.1 billion/year, more than double the existing funding level.

To put the shortfall in perspective, \$78.6 billion over 10 years translates to an additional 53 cents per gallon at the pump (based on an estimated 14.8 billion gallons of fuel purchased in California in 2009).

