



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. Is there a funding shortfall? If so, what is it?

The results of this study are 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 68. With this pavement condition and the existing funding climate, there is a clear downward trend.

By 2018, with the current funding, the pavement condition index is expected to deteriorate to 58. Even more critically, the backlog will increase from \$37 billion to \$58 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.

Table 6.1 summarizes the results from both Chapters 3 and 4 and the answers to Questions 2 to 5 above. The total funding needs over the next 10 years is \$99.7 billion, and the resulting shortfall is \$51.7 billion for pavements, and \$19.7 billion for the safety, regulatory and operational components. The total shortfall is \$71.4 billion.

Table 6.1 Summary of 10-Year Needs and Shortfall Calculations (2008 \$ Billion)

Transportation Asset	Needs	Funding	Shortfall
Pavements	\$ 67.6	\$ 15.9	\$ 51.7
Essential Components	\$ 32.1	\$ 12.4	\$ 19.7
Totals	\$ 99.7	\$ 28.3	\$ 71.4

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.

To bring the transportation network to an acceptable level will require more than double the existing level of funding, i.e. for pavements, it will require an increase of at least \$51.7 billion and for safety, traffic and regulatory components, it will require \$19.7 billion for a total of \$71.4 billion.

However, once the BMP goal is reached, it will only require approximately \$1.8 billion annually to maintain the pavement network at this level.

Finally, although a statewide bridge needs assessment was not included in this study, Caltrans has identified and approved \$2.6 billion for bridge projects, of which approximately \$300 million is the local match.

