

Rural Counties Task Force Local Roads Needs Assessment

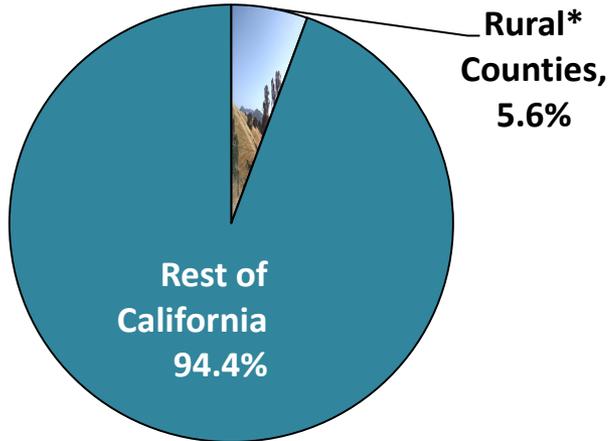
California Transportation Commission
Fresno, CA
May 28, 2015



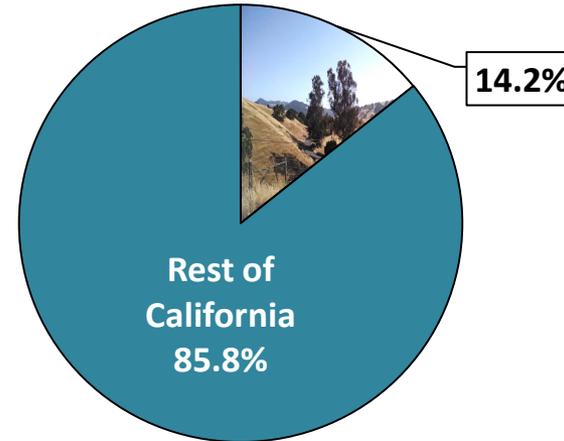
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Some Facts and Figures

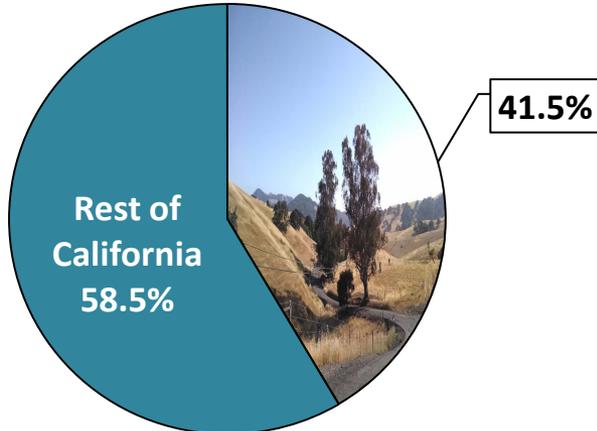
Population



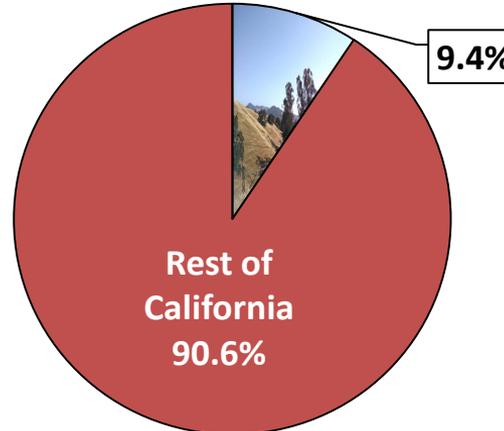
Maintained Lane Miles



Land Area in Square Miles

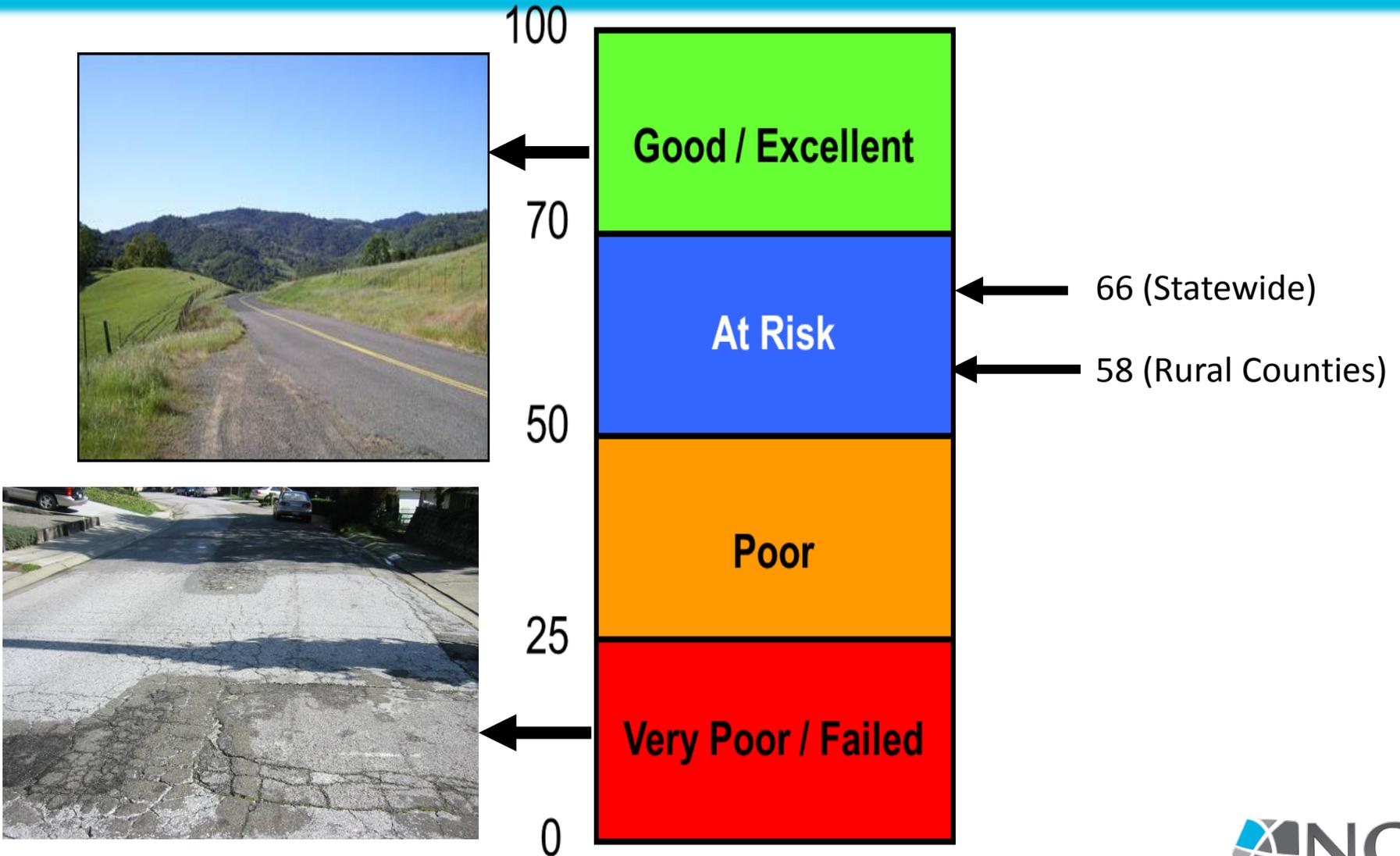


Pavement Funding

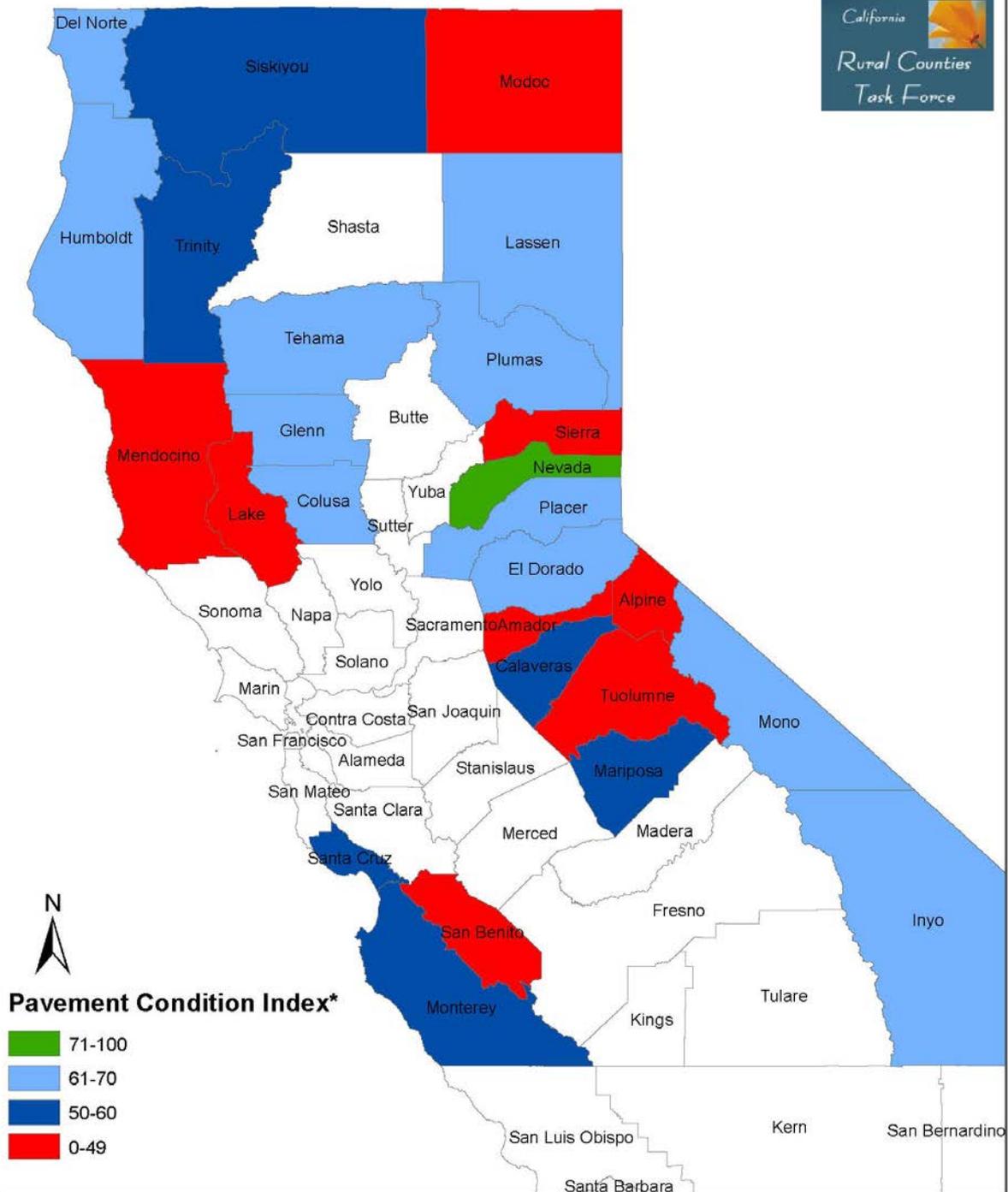


* Alpine, Amador, Calaveras, Colusa, Del Norte, El Dorado, Glenn, Humboldt, Inyo, Lake, Mariposa, Lassen, Mendocino, Modoc, Mono, Monterey, Nevada, Placer, Plumas, San Benito, Santa Cruz, Sierra, Siskiyou, Tehama, Trinity, Tuolumne

Average PCI

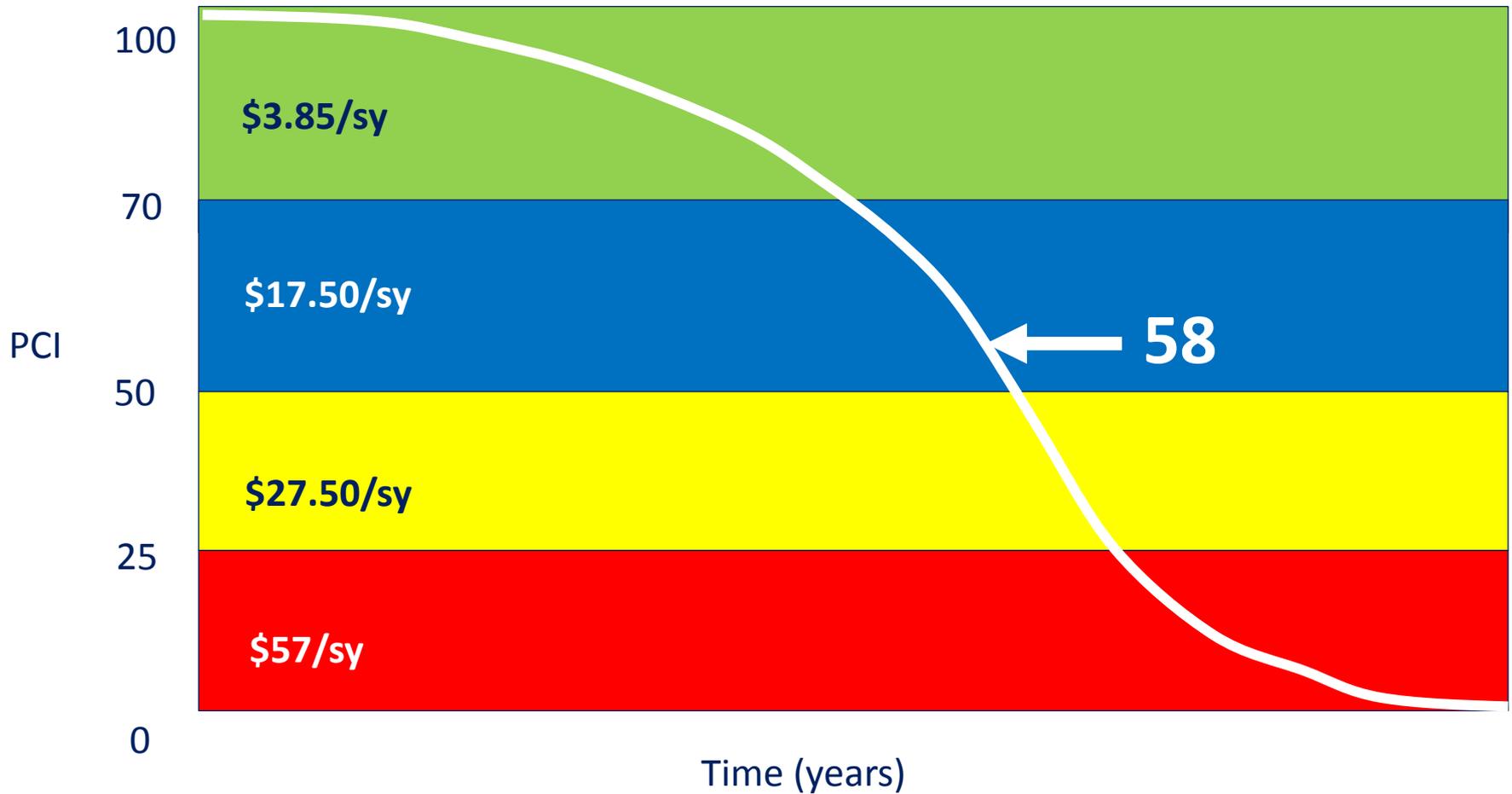


Average PCI



- Only Nevada County is in good condition
- Rest are either at risk or in poor condition

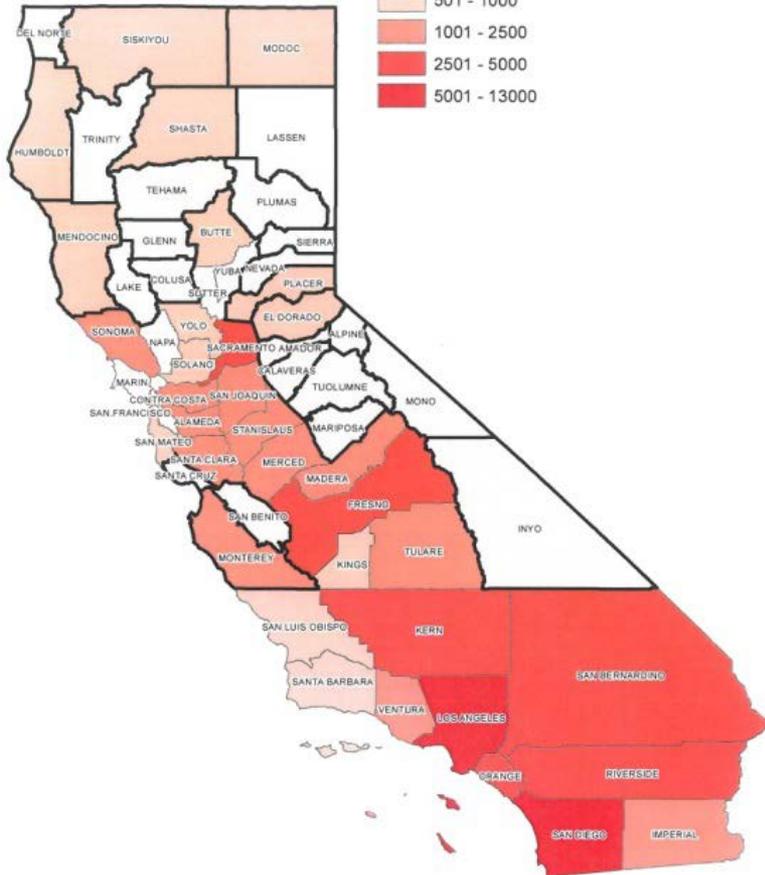
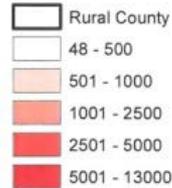
How Bad is 58?



Needs Per Capital Comparisons

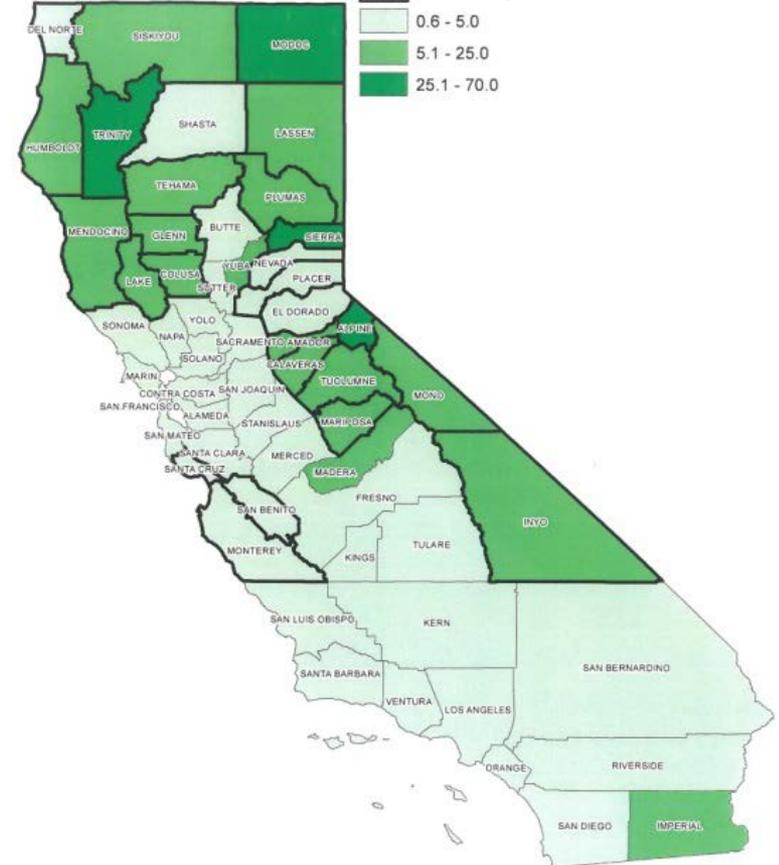
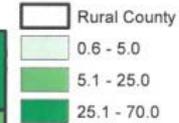
10 Year Needs

10-Year Pavement Needs by County (\$M)



10 Year Needs Per Capita

Pavement Needs/Population by County (\$M per 1000 capita)



Funding Shortfall for 26 Rural Counties

	Pavement Needs* (\$ million)	Funding Available (\$ million)	Shortfall (\$ million)
Local Roads	\$ 7,275	\$3,080	\$ 4,195
State Highways	\$ 732**	Unknown	

* Target PCI differs by county. Average is 68.

** State highways are 10 year needs

Conclusions

- ❖ Average PCI for rural roads = 58
- ❖ 20 year analysis to reach target PCI
 - Impacts of existing funding (\$3.08 billion)
 - Average PCI drops to 42
 - Deferred maintenance = \$6.7 to \$8.1 billion
 - Funding to reach target (PCI = 68) is \$7.3 billion
 - Shortfall = \$4.2 billion
- ❖ State highways need \$732 m (10 years)

Conclusions

- ❖ Funding shortfall is disproportionate for rural counties
- ❖ Economies of scale not always available due to distances between roads
- ❖ Local revenue sources e.g. sales tax measures not as effective for rural counties as for urban
 - More roads, not many people

Questions?

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