

Background:

The state's transportation network is falling apart: There is a **\$130 billion shortfall** of funds needed to repair our state's network of roads (\$59 billion for state highways and \$73 billion for local streets and roads).



It has been 23 years since California has increased funding for transportation. As a result, road repairs now receive only 50% of the funding they did back in 1994. Inflation, more fuel efficient cars, and electric and hybrid vehicles have eroded transportation funding over the years.

(California State Transportation Agency, CalSTA, Exploring Road User Charge as Alternative to the Gas Tax, 2015)

The longer we wait to address our maintenance needs, the worse they become and the more expensive they are to fix.

- CA drivers are paying **\$53.6 billion** annually in additional car repairs, congestion delays and traffic crashes due to poorly maintained roads. (National Transportation Research Group-TRIP, 8/16)
- Car repairs alone cost drivers in California an average of \$762 annually due to pothole-filled roads. (TRIP, 7/15)
 - Regionally, the annual cost is higher:
 - San Francisco/Oakland-\$978
 - **Los Angeles/Orange Counties-\$892**
 - San Jose-\$863
 - San Diego-\$722 (TRIP, 11/16)
- Los Angeles and San Francisco rank **#1 and #4 in the world's most congested cities**. (2016 Global Traffic Scorecard, Inrix)
- Ten of California's urban centers have pavement conditions that rank among the nation's most deteriorated including the top three in the nation: San Francisco/Oakland; **Los Angeles/Orange Counties**; and San Jose. (TRIP, 11/16)
- **It costs eight times more to fix a road than to maintain it**. Preventive care cost: \$115,000/mile. Rehabilitative care cost: \$894,000/mile. (CalTrans State of the Pavement report 2015)
- **More than 1,300 of California bridges are structurally deficient**. According to the study, "out of the 25,431 bridges in California, 1,388, or 5%, are classified as structurally deficient. This means one or more of the key bridge elements, such as the deck, superstructure or substructure, is considered to be in "poor" or worse condition (American Road and Transportation Builders Association (ARBTA), February 2017)
- The Federal Highway Administration estimates that **for every \$1 spent** on road, highway and bridge improvements **there is an average benefit of \$5.20** in the form of reduced vehicle maintenance costs, reduced delays, reduced fuel consumption, improved safety, and reduced maintenance costs.
- According to the 2016 California Statewide Local Streets and Roads Needs Assessment, the number of counties with pavement conditions in the "poor" or "at risk" category has grown from 42 in 2008 to 52 in 2016.
- It is projected that **22 percent of local streets and roads will be in failed condition in 10 years** (2026). (2016 California Statewide Local Streets and Roads Needs Assessment)