

**ROCKY MOUNTAIN WEST  
PAVEMENT PRESERVATION PARTNERSHIP  
OCTOBER 5, 2011**

**“The Value of Pavement Preservation  
From the County Perspective”**

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Western Region Vice President  
National Association of County Engineers  
Director, Transportation and Land Management Agency  
County of Riverside, California**

- ◉ National Association of County Engineers (NACE)  
“Local Roads Matter Campaign”
- ◉ County Engineers Association of California (CEAC)  
“Local Streets and Roads Needs Assessment”
- ◉ Riverside County Experience

# local roads matter!

**National Association  
of County Engineers**

to trade

to families

in times of crisis

to healthcare

to seniors

to schools

to revitalization

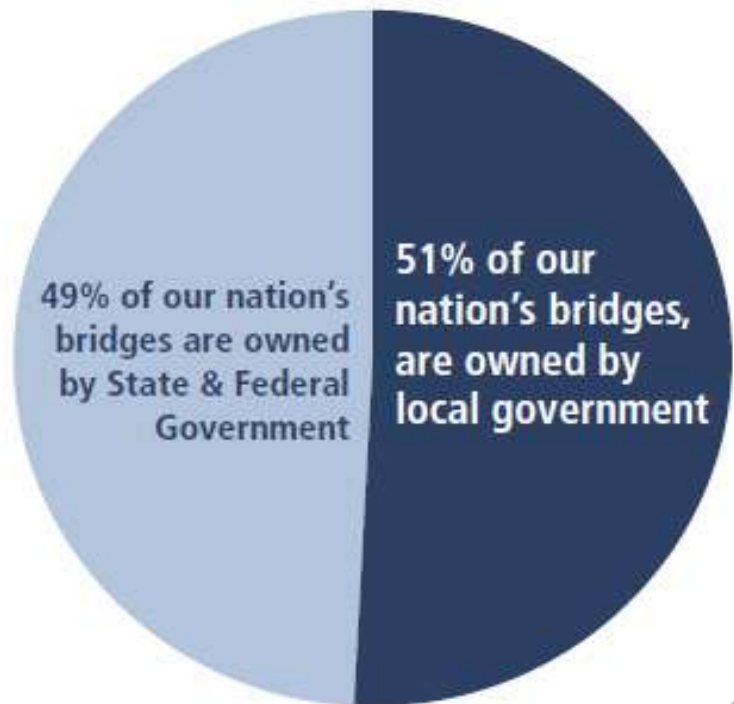
to business

to the economy

to YOU!

# local roads matter!

## National Association of County Engineers



cities and townships  
owned by counties

# USDOT Bureau of Transportation Statistics

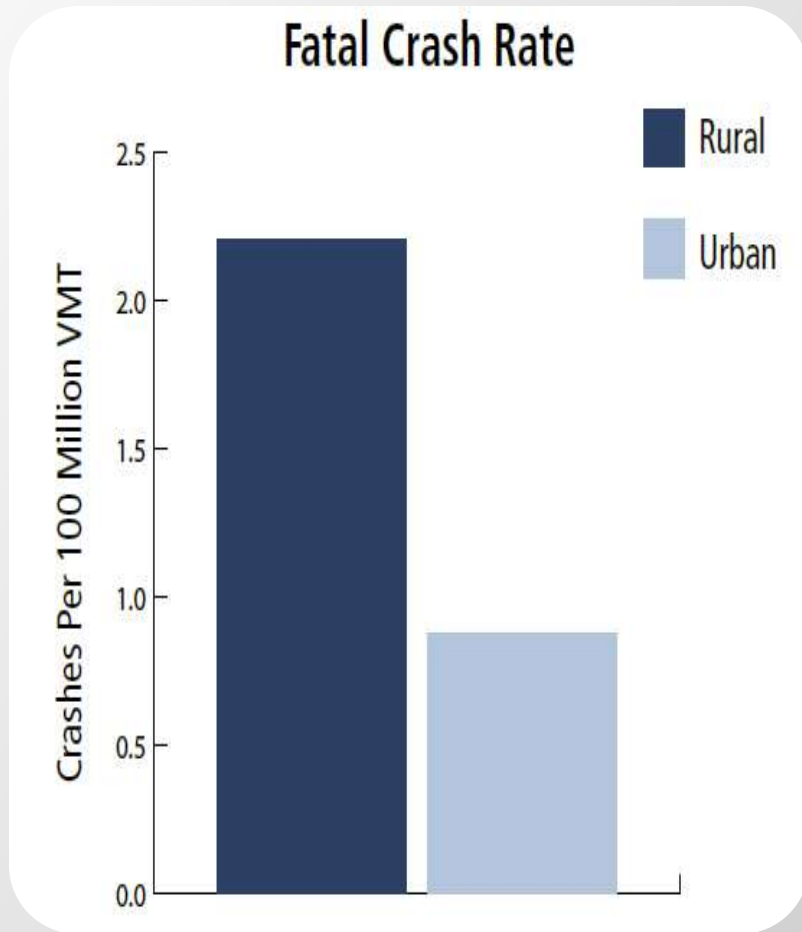
## Condition of U.S. Roadways by Functional System

Functional Class	Total Miles In U.S.	# of Miles Reporting to Pavement Condition Report	% Reporting Miles that are Poor to Fair	# Reporting Miles that are Poor to Fair	% Share of Total Poor to Fair Miles
<b>RURAL</b>					
Interstate	30,360	30,512	22.8	6,957	2.0
Other Principal Arterial	94,766	94,500	34.6	32,697	9.4
Minor Arterials	135,296	134,914	46.6	62,870	18.1
Major Collectors	419,437	378,753	64.9	245,811	70.5
Minor Collectors	262,899	--	--	--	--
Local	2,045,000	--	--	--	--
<b>Rural Total</b>	<b>2,987,758</b>	<b>638,753</b>	<b>54.5</b>	<b>348,335</b>	<b>100.0</b>
<b>URBAN</b>					
Interstate	16,132	15,899	39.8	6,328	3.2
Other Expressways	10,913	10,659	49.5	5,276	2.7
Other Principal Arterials	63,282	61,064	70.5	43,050	21.8
Minor Arterials	104,033	101,637	66.9	67,995	34.4
Collectors	109,555	106,843	70.0	74,790	37.9
Local	740,273	--	--	--	--
<b>Urban Total</b>	<b>1,044,368</b>	<b>296,102</b>	<b>66.7</b>	<b>197,439</b>	<b>100.0</b>
<b>Urban and Rural Total</b>	<b>4,032,126</b>				

Source: [http://www.bts.gov/publications/national\\_transportation\\_statistics/html/table\\_01\\_26.html](http://www.bts.gov/publications/national_transportation_statistics/html/table_01_26.html)

# local roads matter!

## National Association of County Engineers



The fatality rate on local roads is twice that on the interstate system. Inadequate traffic controls and signals, poor pavement conditions and problems with geometry and alignment all contribute to an unacceptable safety record that requires national attention and investment.

# local roads matter!

## National Association of County Engineers

- ⦿ Over 56% of fatal crashes (23,260 in 2007) occur on rural roadways
- ⦿ NACE supports a “Toward Zero Fatalities” policy goal that seeks a 50% reduction in fatalities and serious injuries during the next authorization period
  - Improving the Highway Safety Improvement Program (HSIP) and dedicating increased HSIP funding to local road safety improvements
  - Continuing the High Risk Rural Road Program (HRRR) and increasing the authorization level to \$1 billion
  - Streamlining FHWA project review and approval for local road safety improvements that do not involve capacity increases, acquisition of real estate, and are under \$500,000 in value

- ⦿ The Congressionally chartered National Surface Transportation Policy and Revenue Study Commission estimates:
  - Need \$240 billion annually for 10 years in Federal funding for highway, road and bridge infrastructure
  - Current spending is \$68 billion annually
  - One-time stimulus American Recovery and Investment Act of \$26.7 billion



# NACE Legislative Reauthorization Positions:

- ⦿ Support an aggressive Safety Program for making local Roads Safer through a “Toward Zero Fatalities” policy goal
- ⦿ Implement Project Streamlining for Low Cost Safety Improvement Projects
- ⦿ Preserve and enhance the set aside for Federal Highway Bridge Replacement and Rehabilitation Program (HBRRP)
- ⦿ Support Congressional action for legislation to raise the federal gas tax in the next reauthorization an additional 10 cents to achieve a \$73 billion program by 2015
- ⦿ Promote alternative funding, such as Tolls, Public-Private Partnerships and Vehicle Miles Traveled

# NACE Emphasis on Pavement Preservation

Nearly half of NACE affiliate state associations have already begun communicating the importance of our nations roads

Needs Assessment Reports and Documents	
Arizona	California
Indiana	Iowa
Michigan	Minnesota
New Jersey	New York
North Dakota	Ohio
Oklahoma	South Dakota
Washington	

To learn more about the nationwide needs assessments, visit  
“Local Roads Matter” on the NACE Website:

<http://www.countyengineers.org/LRM/index.html>



# Let's act as if they do.

to trade  
to families  
in times of crisis  
to healthcare  
to seniors  
to schools  
to revitalization  
to business  
to the economy  
to YOU!

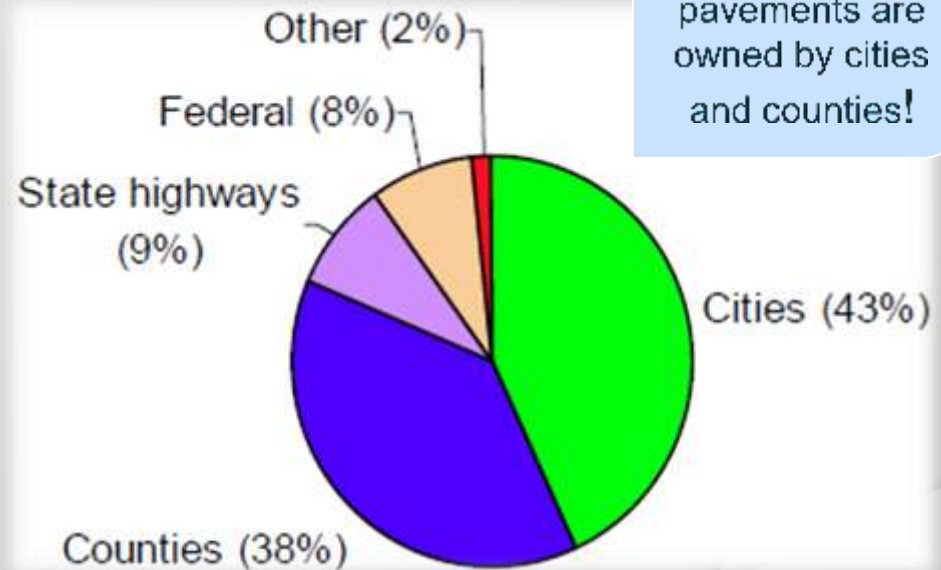
- ⦿ It is time to address all of our nation's highway and bridge investment needs, from the commuter's driveway to the interstate and home again
- ⦿ Create a strong partnership between federal, state and local governments
- ⦿ We can restore balance and proportionality in road funding through an effective and thoughtful surface transportation re-authorization

# California Statewide Local Streets and Roads Needs Assessment

**Objective:** Report condition of local road system and quantify funding

## Key Questions:

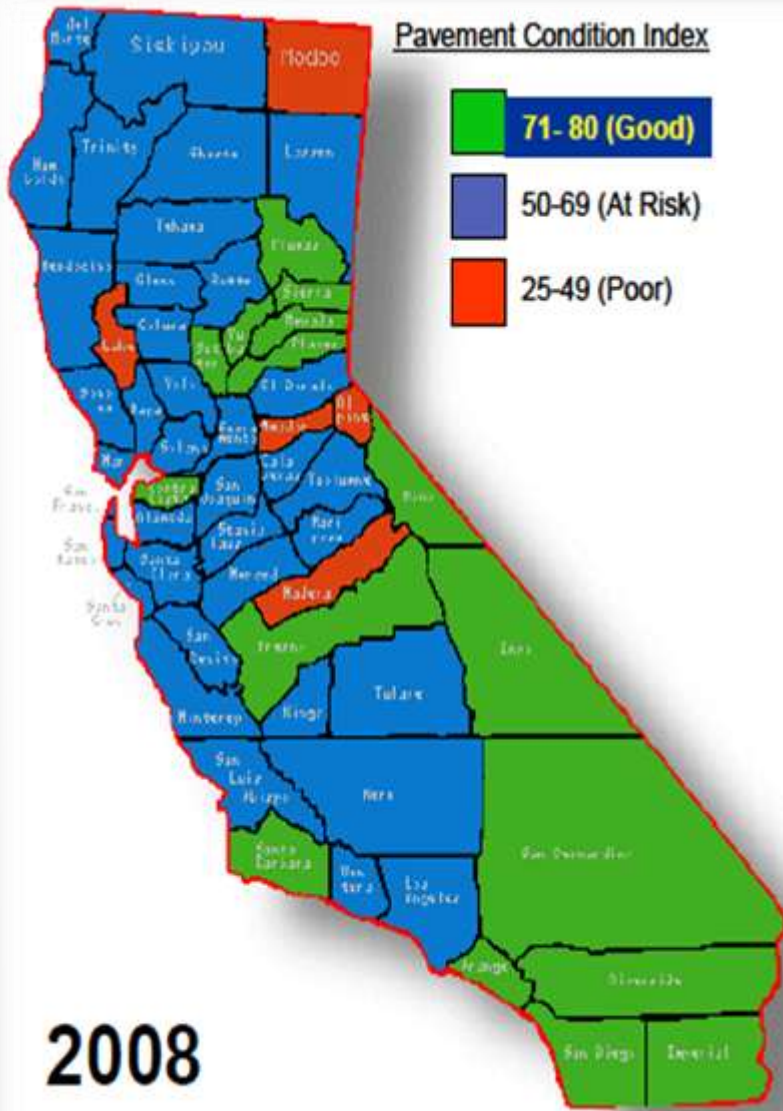
1. What are the existing pavement conditions?
2. How much will it cost to bring pavements to an acceptable level?
3. How much will it cost to maintain pavements at optimal conditions?
4. How much is the funding shortfall and what are the solutions?



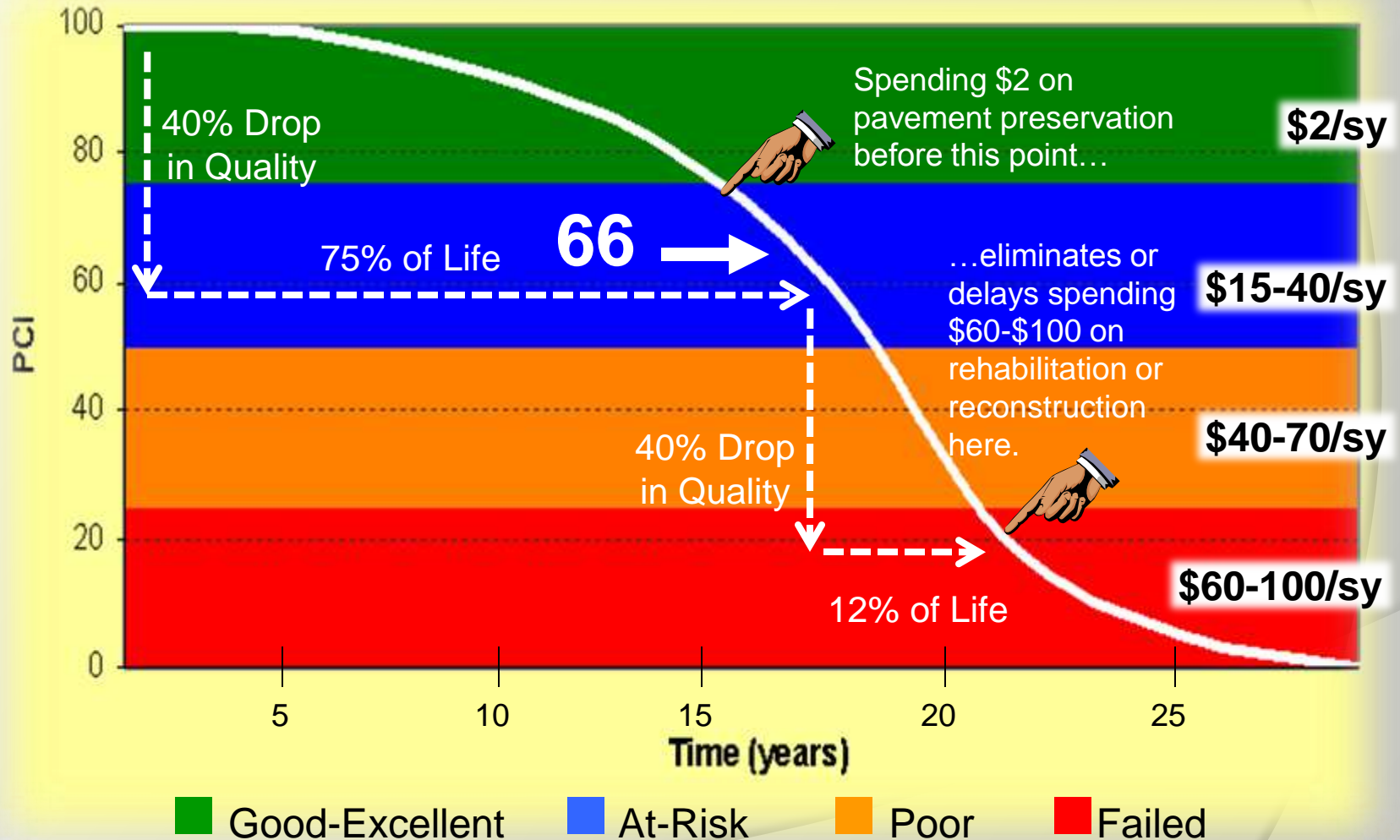
81% of California's pavements are owned by cities and counties!

Breakdown of Maintained Centerline Miles by Agency

### Pavement Condition Index



# Typical Pavement Deterioration



# Pavement Preservation – the sensible approach

- Cost effective use of taxpayer money
- Preserve and maintain roads in good condition
- Deteriorated roads are more expensive to repair
- Study costs developed to achieve good pavement condition or Best Management Practices (BMP)
- Improve pavement to condition that only requires preventative maintenance, i.e., slurry seals, chip seals, thin overlays
- More environmentally friendly than pavement rehabilitation or reconstruction
- Least impact on public mobility and commerce

# Total 10 Year Shortfall (\$B)

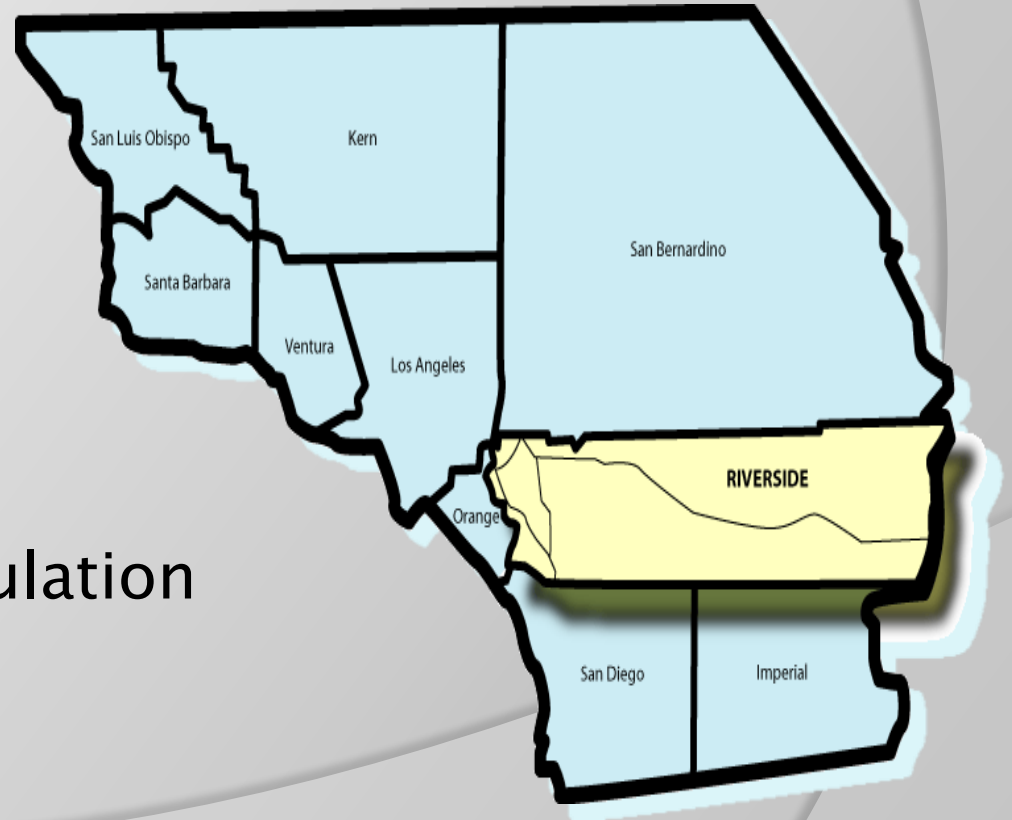
Transportation Asset	10 Year Needs	Existing Funding	10 Year Shortfall
Pavements	\$ 70.5	\$ 14.2	(\$ 56.3)
Essential Components	\$ 29.1	\$ 6.8	(\$ 22.6)
<b>Total Shortfall</b>			<b>\$78.9</b>

Equivalent to a 53 cent per gallon gas tax increase.



# About Riverside County

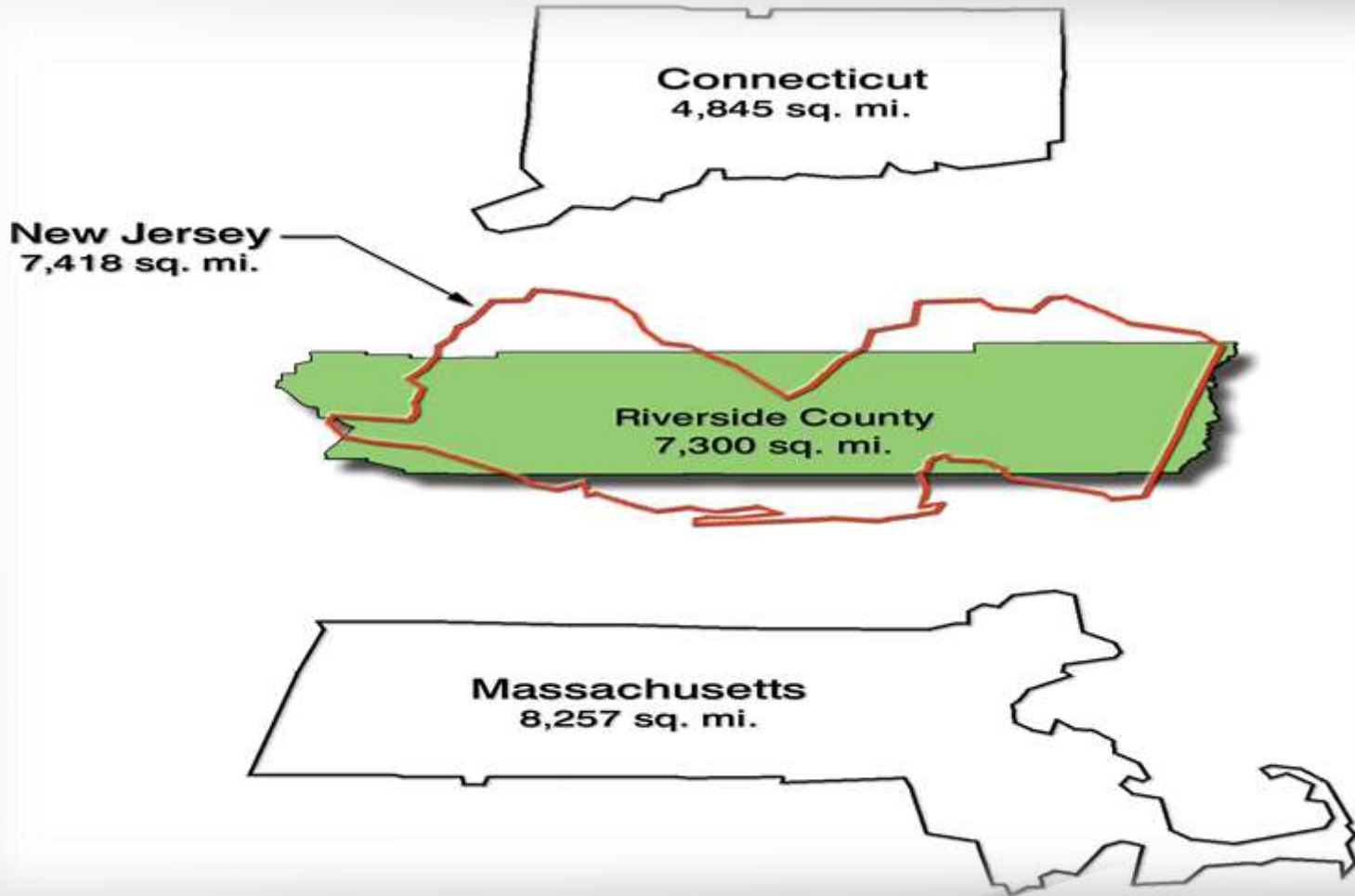
- Riverside County has 7,300 square miles and is the 4<sup>th</sup> largest county in California
- 1990 Population
  - 1.17 million
- 2000 Population
  - 1.55 million
- 2010 Population
  - 2.24 million
- 2035 Projection Population
  - 3.60 million



# Nationally 11<sup>th</sup> Largest County by Population

<u>COUNTY</u>	<u>STATE</u>	<u>POP (M)</u>	<u>COUNTY SEAT</u>
1. LA	CA	9.80	Los Angeles
2. Cook	IL	5.20	Chicago
3. Harris	TX	4.07	Houston
4. Maricopa	AZ	4.02	Phoenix
5. San Diego	CA	3.05	San Diego
6. Orange	CA	3.02	Santa Ana
7. Kings	NY	2.50	Brooklyn
8. Dallas	TX	2.49	Dallas
9. Miami-Dade	FL	2.48	Miami
10. Queens	NY	2.30	Queens
11. <b>RIVERSIDE</b>	<b>CA</b>	<b>2.20</b>	<b>RIVERSIDE</b>
12. San Bernardino	CA	2.02	San Bernardino

# How large is Riverside County?



# Riverside County Transportation Priorities for 2600 Mile Road System



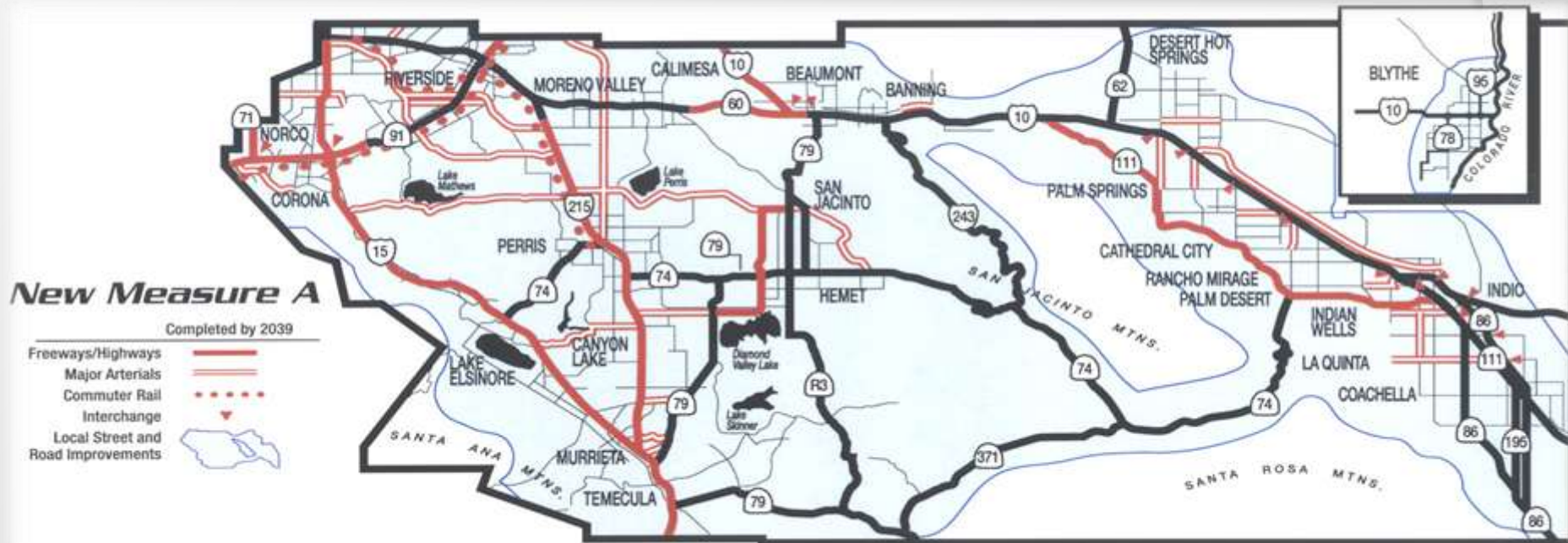
- ⦿ Improve Safety
- ⦿ Maintain Existing Road System  
(Pavement Preservation)
- ⦿ Expand Road System to Accommodate Growth and Promote Economic Development

# Federal and State Funds

- ⦿ 1993 – Last Federal Fuel Tax Increase
- ⦿ 1994 – Last State Gas Tax Increase
- ⦿ 2002 – State Voters Approved Proposition 42
  - Dedicated Sales Tax to Transportation
- ⦿ 2011 – State Approved Prop 42 / Gas Tax Swap

# Measure “A”

- Original ½ cent sales tax measure – passed in 1988 – expired June 2009.
- Measure extended by the voters in November 2002 – 30 year extension starting in 2009 through 2039.
- Generate about \$4.5 Billion over 30 years.



# TUMF Program Basics

## Western County TUMF (WRCOG)

- ⦿ Established in 2003
- ⦿ Will generate about \$5 Billion in transportation funding assessed to new development in Western Riverside County to fund roads, bridges, interchanges, transit
- ⦿ Improvements needed by 2035

## Coachella Valley TUMF

- ⦿ Established in 1989
- ⦿ Based on Priority Network
- ⦿ Projected to generate \$600 – 700 Million

# Riverside County Integrated Project 2003

- ◉ Balance population growth and transportation needs with habitat and endangered species protection
- ◉ New County General Plan
- ◉ Transportation Corridor Mobility Plan
- ◉ Multi-Species Habitat Conservation Plan



# Riverside County

## 10-Year Transportation Improvement Program Valued at \$1.5 Billion

- Create Jobs
- Promote Economic Development
- Improve County Road Safety
- Maintain County Road System
- Replace Deficient Bridges
- Expand Major Arterials, Highways and Interchanges

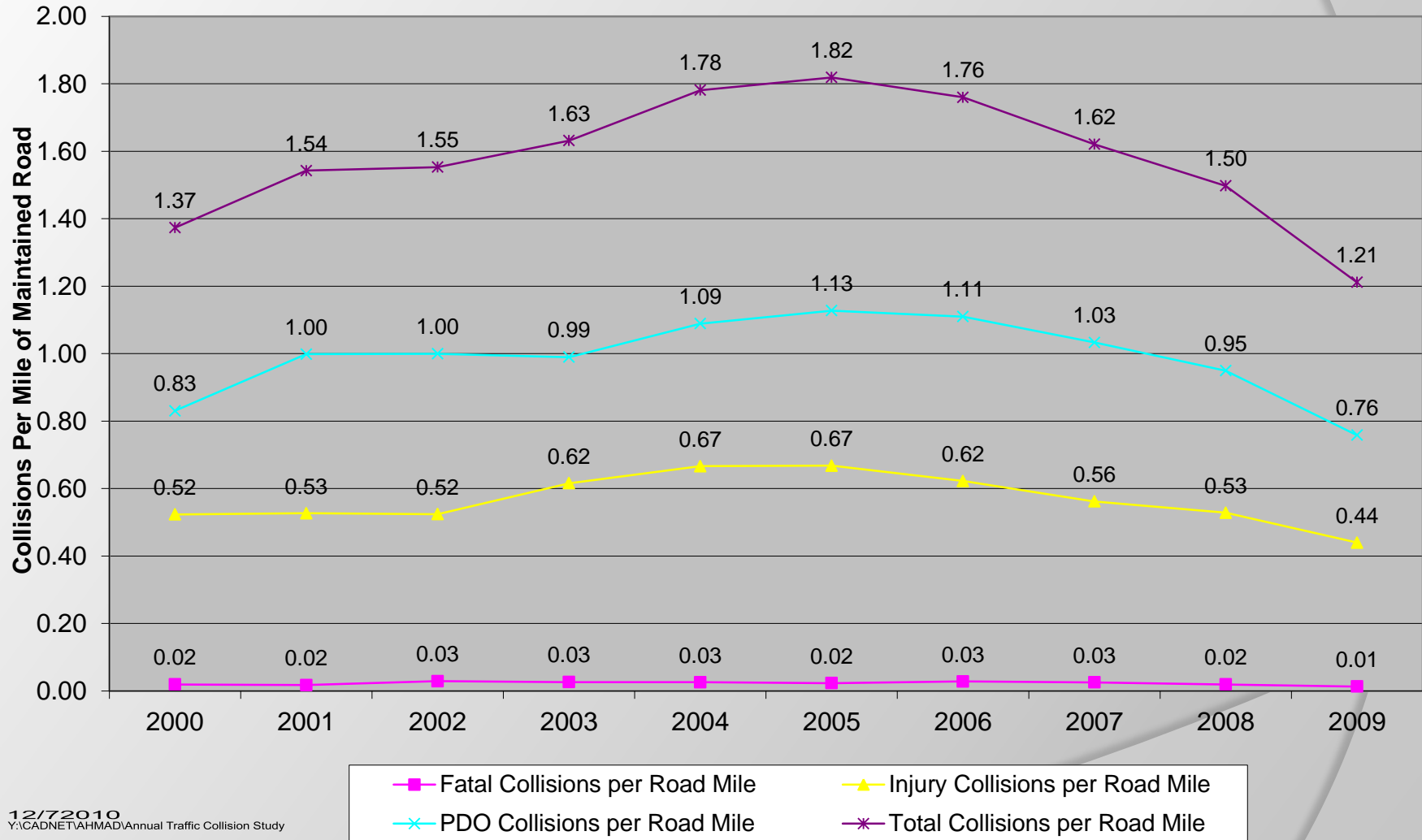
# Riverside County Historical PCI (Pavement Condition Index)\*

95/96 96/97 97/98 98/99 99/00 00/01 01/02 02/03 03/04 04/05 05/06 06/07 07/08 08/09 09/10

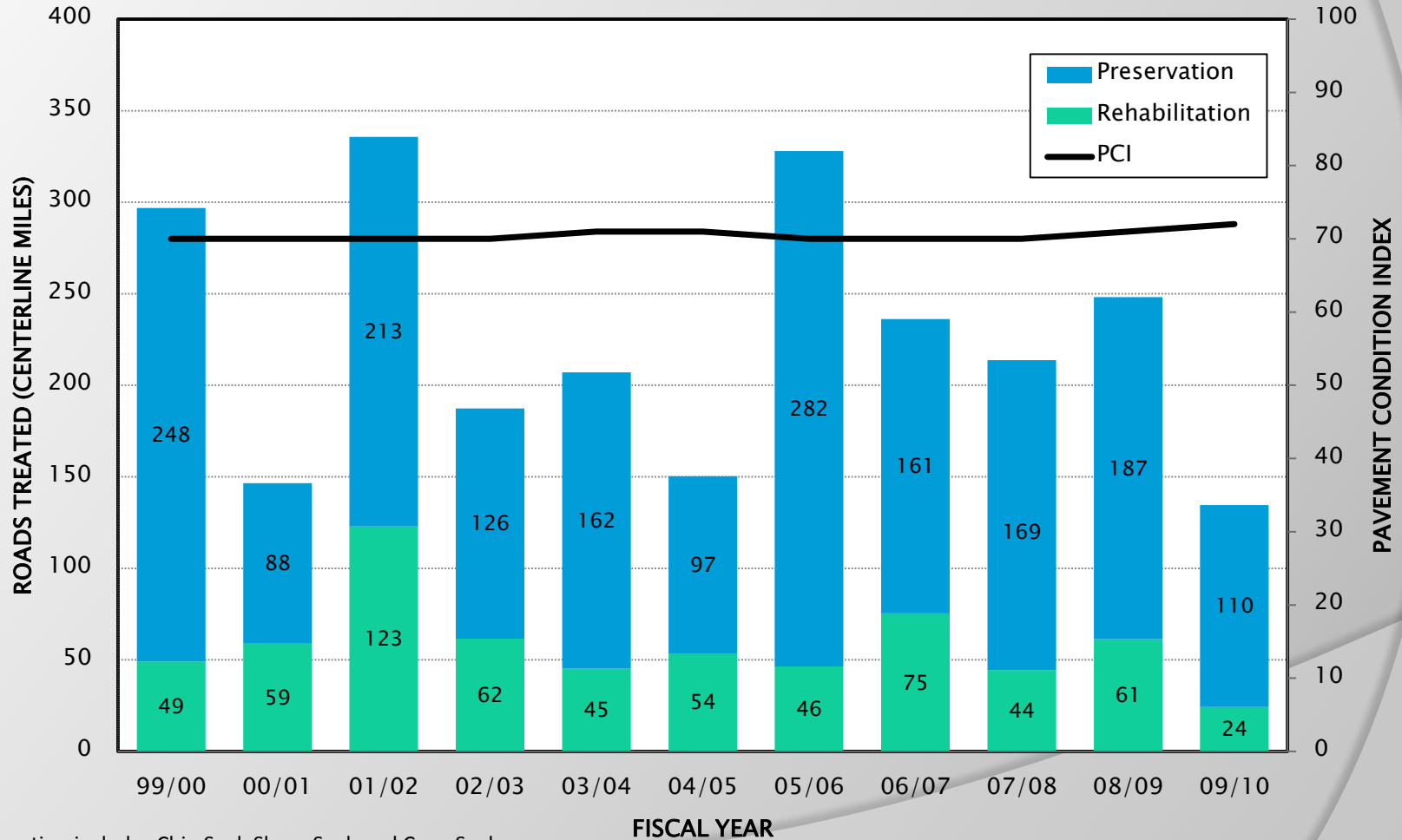
67 66 69 70 70 70 70 70 71 71 70 70 70 71 72

Countywide

# Collisions Per Road Mile

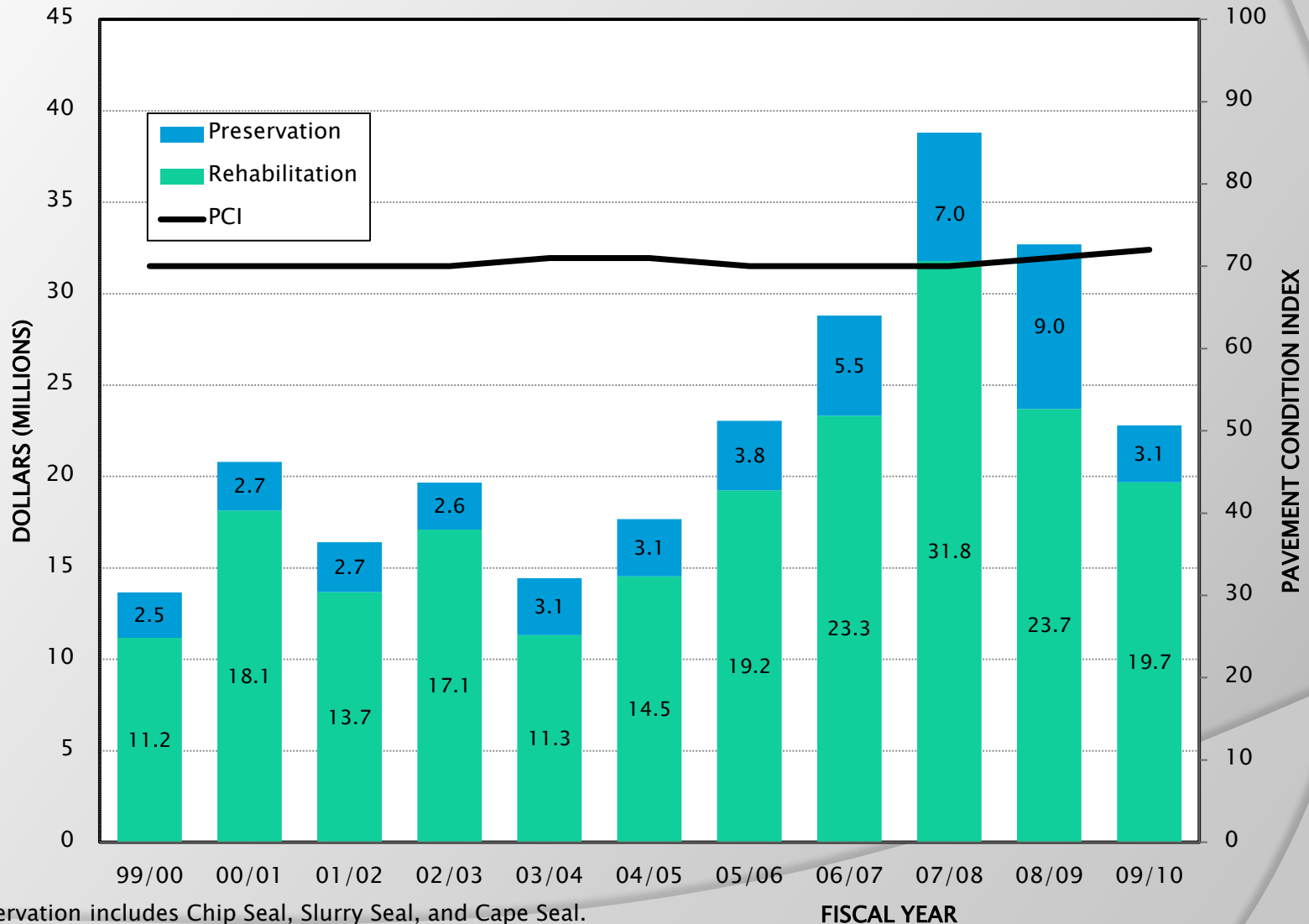


# Road Miles Treated vs. PCI Trend



Preservation includes Chip Seal, Slurry Seal, and Cape Seal.  
Rehabilitation includes Overlays and Reconstruction.

# Funding vs. PCI Trend



Preservation includes Chip Seal, Slurry Seal, and Cape Seal.  
Rehabilitation includes Overlays and Reconstruction.

# Action Plan –



- ⦿ Implement Pavement Preservation Strategy to Stretch Funding Dollars
- ⦿ Increase Transportation Funding
- ⦿ Create Strong Partners at Federal, State and Local Level
- ⦿ Get the Message Out to all levels of government: Increase Transportation Funding!

*Thank you.*