



Protecting Our Transportation Investment

and recognizing the co-benefits

BRIDGES



RAIL



ROADS



Revenue or
Spending Problem?

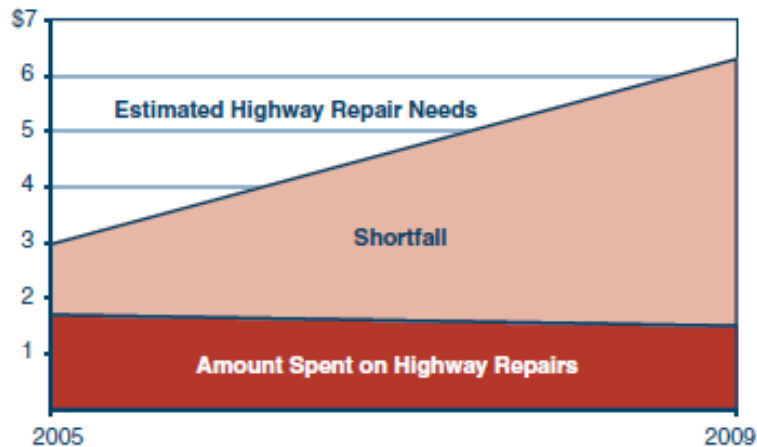
I-5 bridge section falls north of Seattle

SEATTLE – A large section of a bridge on Interstate 5 north of Seattle collapsed Thursday evening, sending vehicles and people plunging into the swirling, icy waters of the Skagit River.



Highway Maintenance and Reconstruction Severely Underfunded

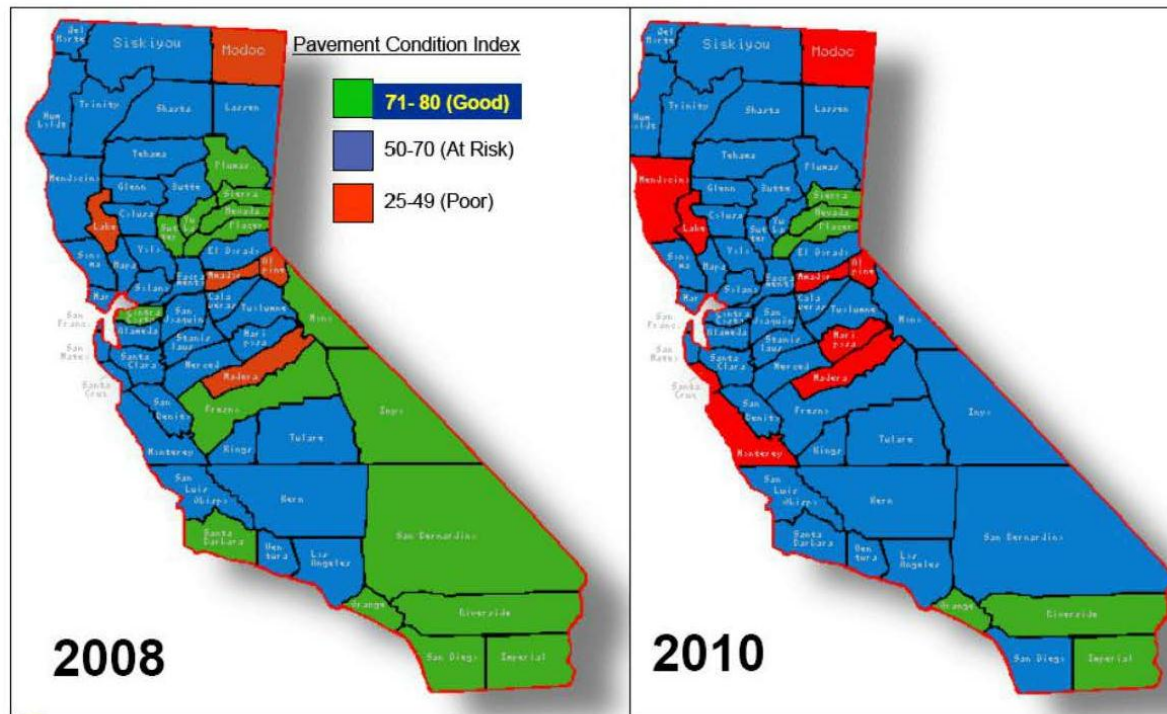
Annual Spending on Highway Repairs Falls Short of Needs (In Billions)



Source: *Overview of Transportation Funding*, Legislative Analyst's Office, March 13, 2013

State Spending Shortfall

Average Pavement Condition by County



Source: California Statewide Local Streets and Roads Needs Assessment, February 2011,
Prepared for CSAC/League of California Cities

Deteriorating Network Quality

Pavement condition is getting
worse

U.S. NEWS



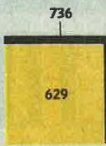
From the Ground Up

Projected needs and funding for infrastructure systems based on current trends, through 2020 (all figures in billions)

SURFACE TRANSPORTATION



ELECTRICITY



AIRPORTS



WATER/ WASTE- WATER



Source: American Society of Civil Engineers

...governors are pushing to raise revenue to fund fixes for creaky infrastructure. Here, renovations on the George Wade Bridge in Pennsylvania.

States Look to Pay Repair Tab

By KRIS IVAN... designated as structurally deficient, meaning engineers have... ing to the nonpartisan group. Michigan's Republican Gov... how many miles they drive... Deaths are alarms being... saved over aging infrastructure.

Revenue Problem?

U.S. keeps building new highways while letting old ones crumble

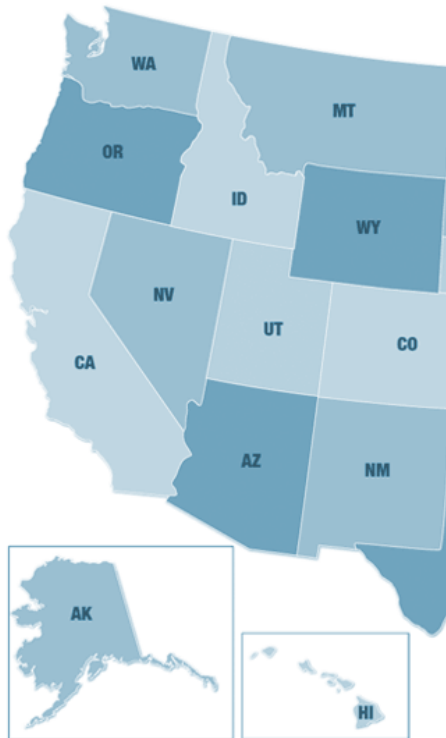
McClatchy Newspapers (Curtis Tate and Greg Gordon)

Posted: 02/03/2013 9:54 AM

In California, transportation officials estimate that 60 percent of the state's roads and a quarter of its bridges need to be repaired or replaced, at a projected cost of \$70 billion over a decade, some \$52 billion more than the available funds.

Repair Priorities Map

Use the map below to find out how much each state spent to get its roads into good condition and keep them that way. C



California

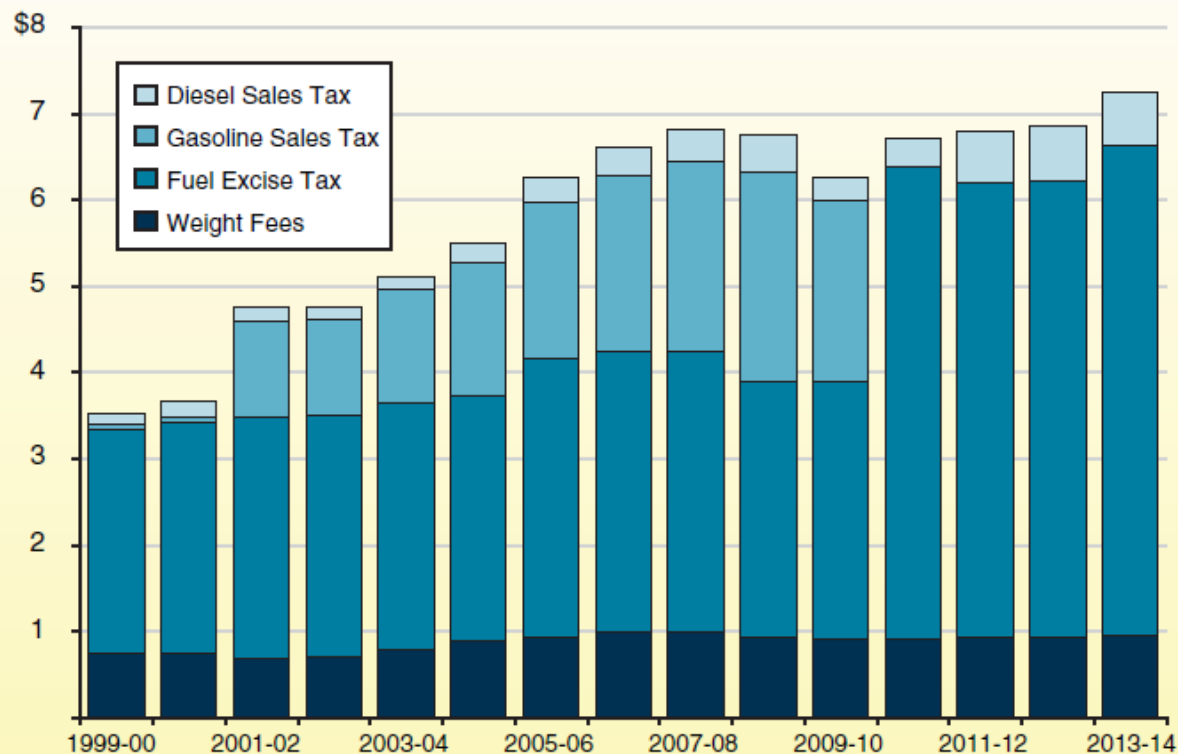
70% of California's roads have fallen out of good condition, and it would take approximately \$1,277,422,682 per year over the next twenty years to bring all of the state's roads into good repair and keep them that way. Despite this need, between 2004 and 2008 California spent 20% of its highway capital funds on road expansion - \$790,707,369 - but only 17% on road repair and maintenance - \$674,290,234.

[Read More](#)

Spending Problem?

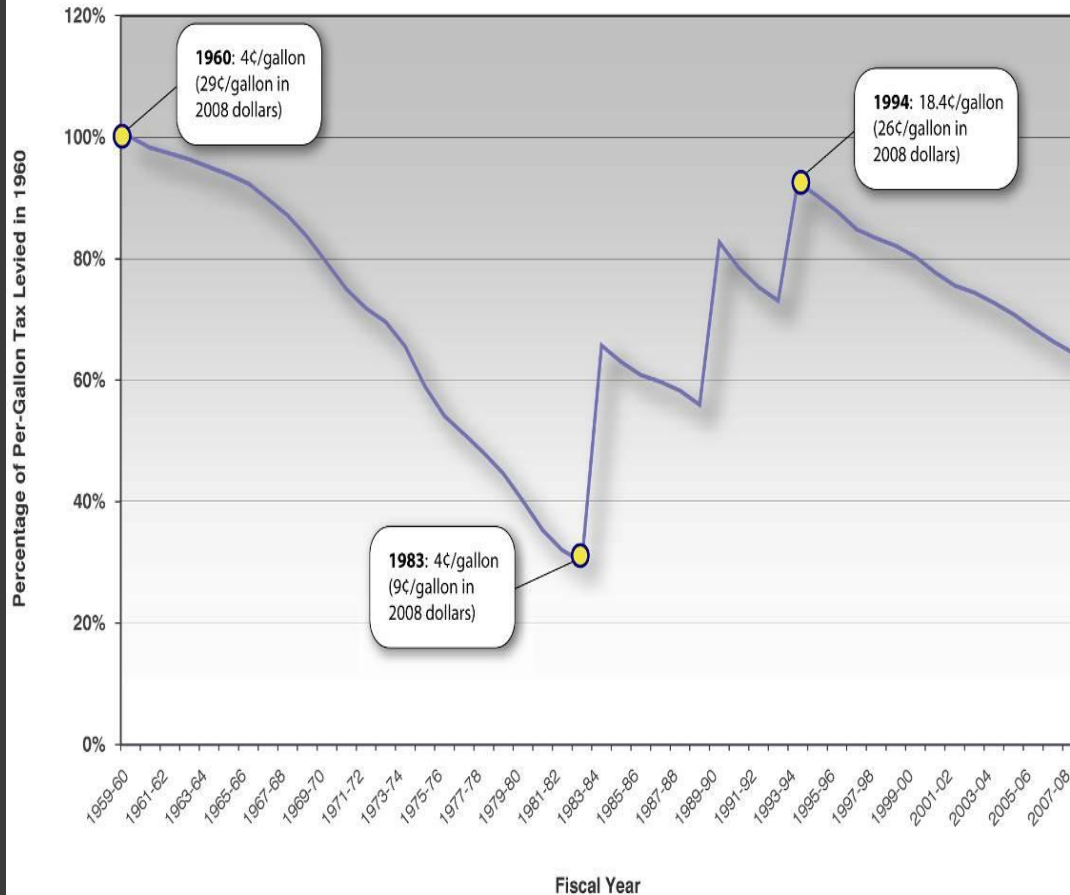
State Transportation Revenues Have Increased

(In Billions)



Total state transportation revenues have roughly doubled over the past 15 years—from \$3.5 billion in 1999-00 to an estimated \$7.2 billion in 2013-14.

VALUE OF PER-GALLON FEDERAL GAS EXCISE TAX IN CONSTANT DOLLARS (1960-2008)

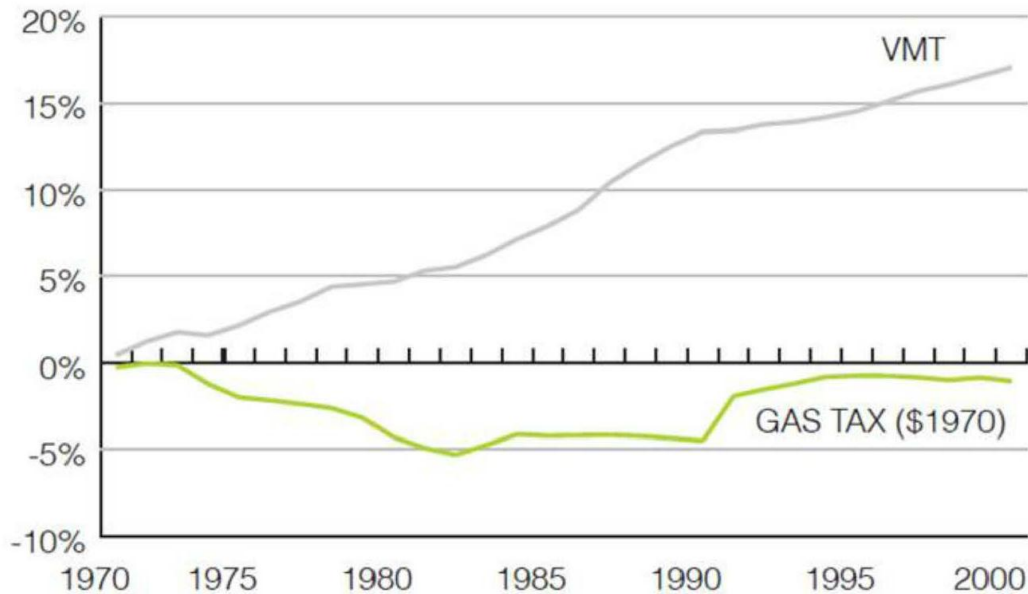


Declining Purchasing Power

Declining due to inflation,
increasing fuel efficiency,
increase construction
costs

Figure 10.1

Change in VMT vs. Gas Tax Revenue

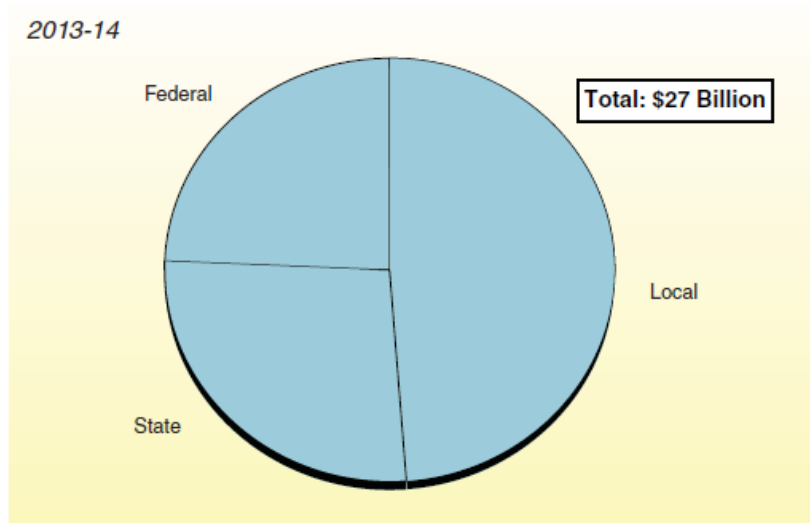


Source: SACOG, September 2011.

Declining Purchasing Power

Problem is worse when
gas taxes are main
funding source

Estimated Total Transportation Funding in California



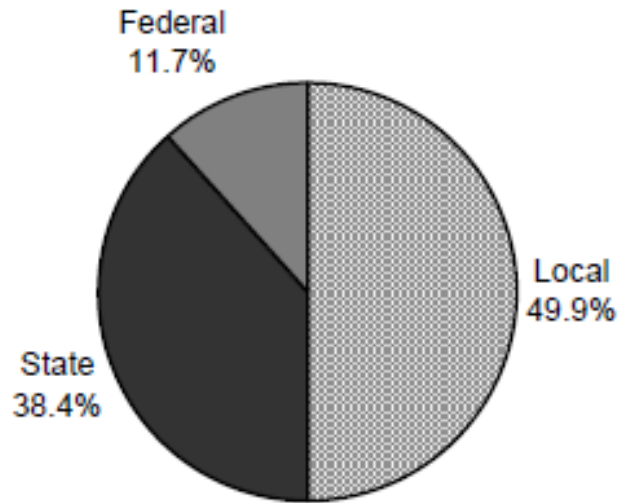
- ✓ In 2013-14, we estimate approximately \$27 billion in transportation revenues will be provided from all levels of government.
- ✓ Local governments provide almost half of all transportation funding in California. Local transportation funding sources are varied and include local sales taxes, transit fares, development impact fees, and property taxes.
- ✓ About one-fourth of the state's transportation funding will be received from the federal government, mainly through the surface transportation program "Moving Ahead for Progress in the 21st Century Act" or MAP-21.
- ✓ The remaining one-fourth of transportation funding comes from a variety of state revenue sources.

Most Funding is Local

Federal share ... smaller, less reliable?

Figure 2

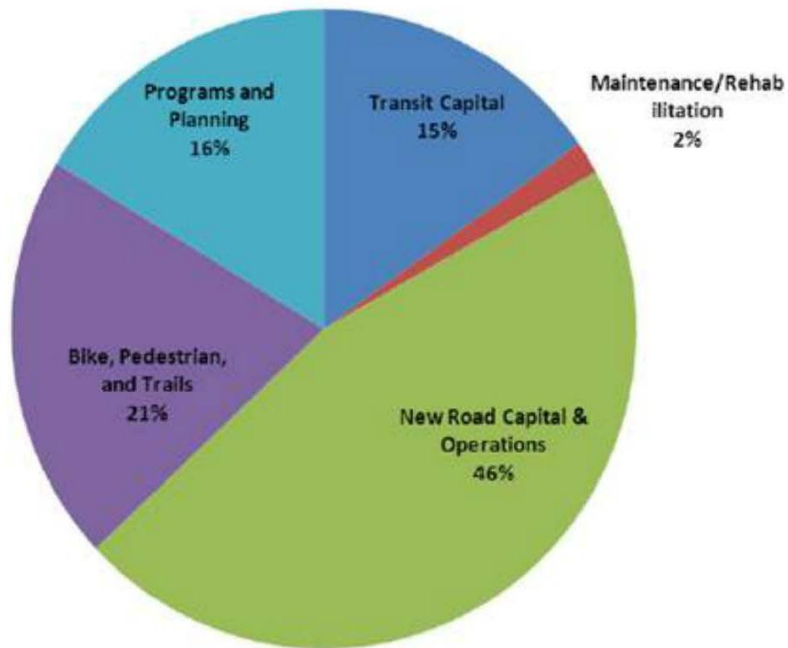
Monies Made Available to Cities and Counties by Source
Fiscal Year 2009-10



Source: *Streets and Roads Annual Report, 63rd Edition*,
California State Controller, November 29, 2011.

Especially for Local Streets
(Fed = 7%-14% since 2005)

Figure B1.1. Discretionary Funding Distribution



Source: SACOG 2035 MTP/SCS

**Expanding the Problem,
Deferring the Solution**



Fresno County Roadways and Transportation

Current Snapshot



Road Miles by Functional Classification

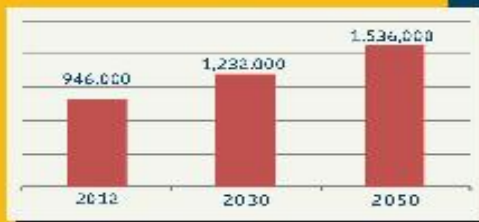


Road Miles Maintained by Agency



Total lane miles = **15,931**
Lane miles per thousand residents = **16.8**

Total County Population



Mode Split for All Trips



Current Condition of Roadways



Dilemma: Level of Service v Asset Preservation



We've built a transportation network that we can no longer afford to operate and maintain with current revenue levels, spending practices, and performance expectations.



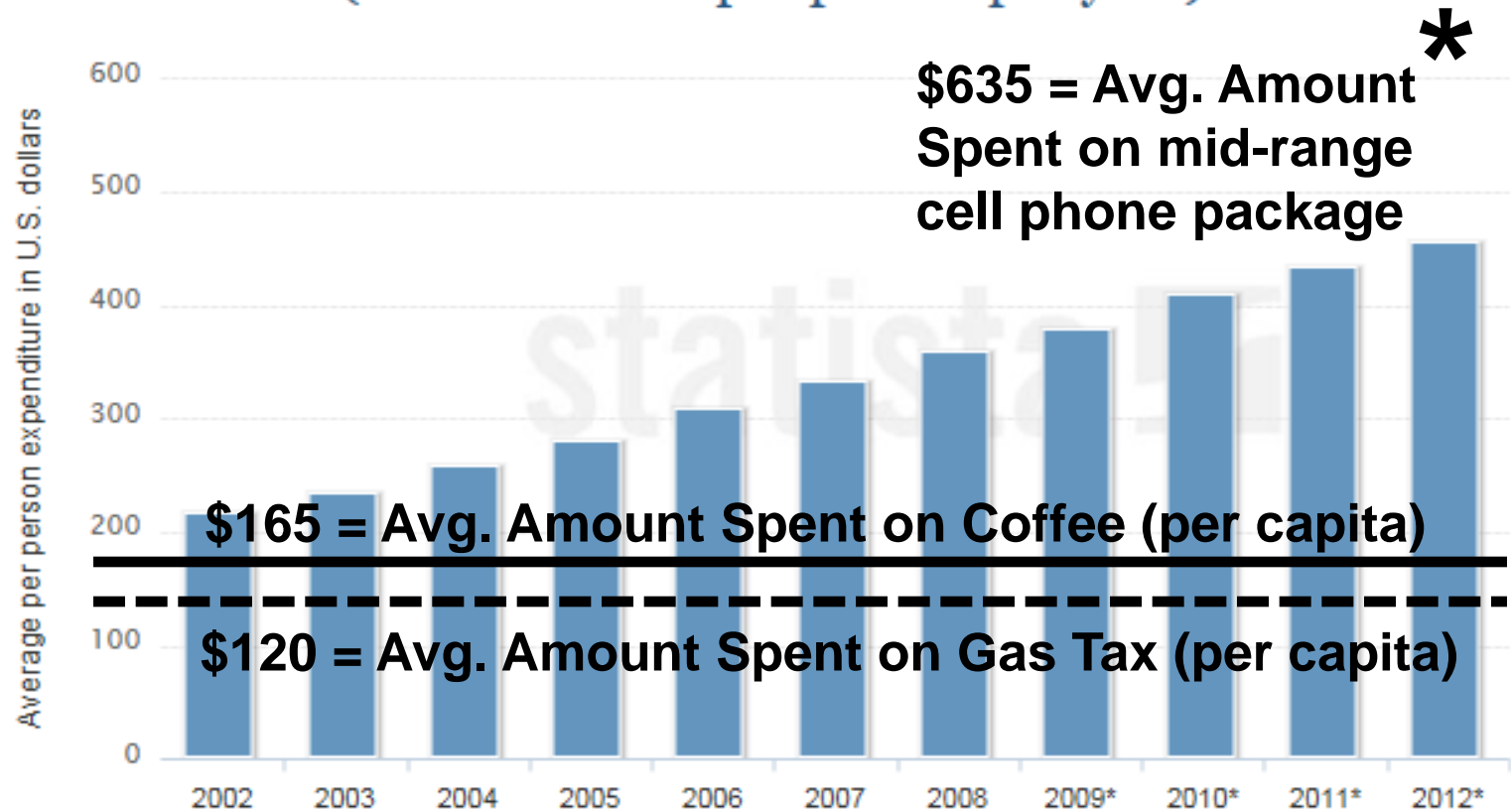
Paul Chinn / The Chronicle

Do we need more O&M spending?

For Fresno county to achieve a “good” rating:

- Triple current O&M spending, or
- Become more compact and capacity efficient and increase spending about 70%

Average amount of money spent on television in the U.S. from 2002 to 2012* (in U.S. dollars per person per year)



United States; Veronis Suhler Stevenson

Source: U.S. Census Bureau

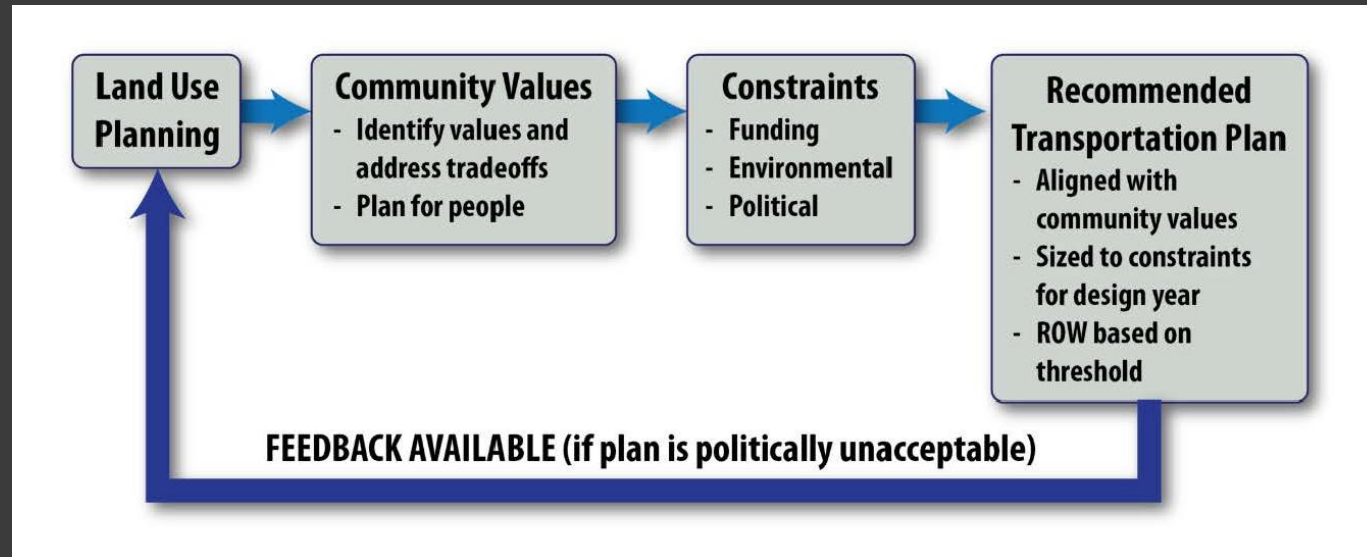
© Statista 2012

Willing to Pay More?



Traditional Planning Paradigm

Planning beyond our means...



New Planning Paradigm

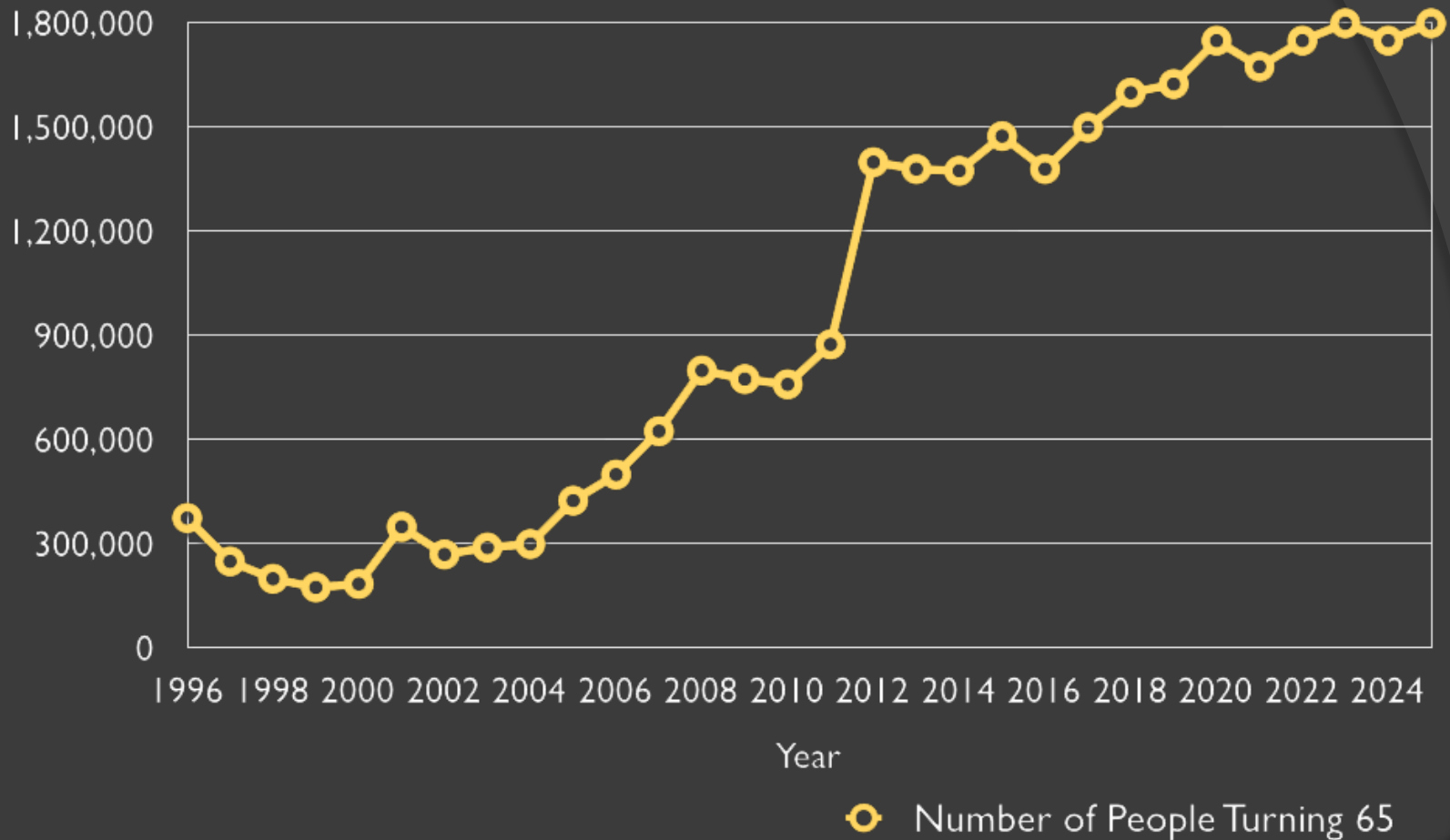
Aligning community values and financial means...

- ❑ *Moving from sprawl to location efficient (eg SCS)*
- ❑ *Moving from single use to multiple use...*
(one travel choice to many travel choices)



Trends

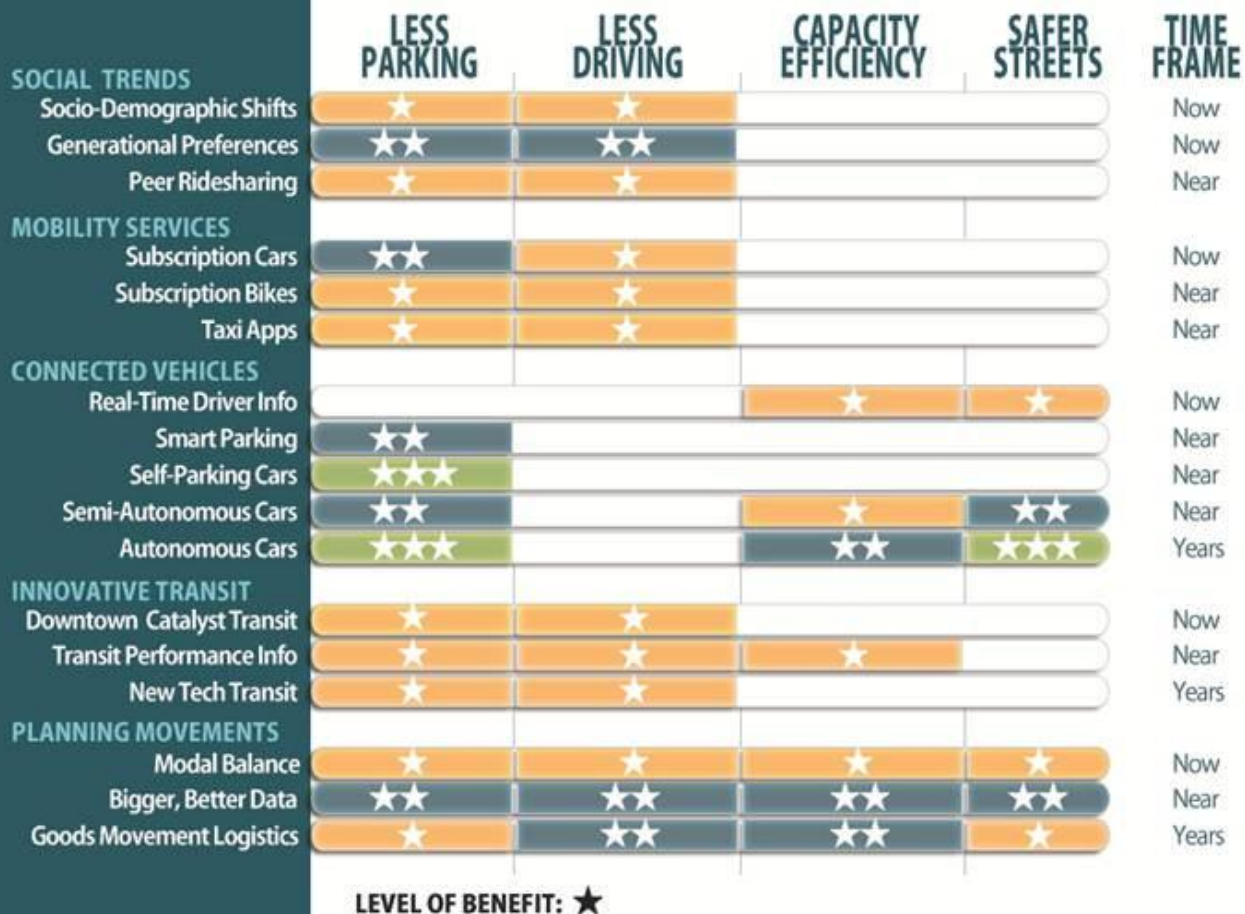
Less single family household creation and demand, increased single person households and new demand for smaller mixed use communities and products, plus...



Market Changes

will be influenced by demographics...

17 Future-Shaping Phenomena



Trends

Completing the Streets...



Before



After

Source: <http://t4america.org/images/cs-before-after3.jpg>

Effective use of existing facilities...



Solutions

Not just more money...



Land Use Changes

30-44 percent reduction in trips from mixed-use, transit-oriented, and infill development patterns...

Compact Urban Development versus Conventional Suburban Development

38%

Potential reduction in upfront
infrastructure costs

10%

Potential reduction in police,
ambulance, and fire service costs

10x

Potential increase in tax
revenue generation

Urban Form Savings

*Building Better Budgets by Smart
Growth America, 2013*



Network Investment Changes

Spending like a Business or a Utility?

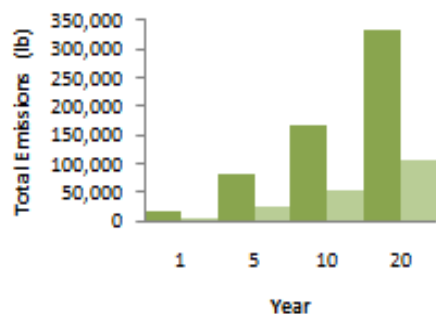
ENERGY & COST CALCULATION

Signal vs Roundabout Intersection

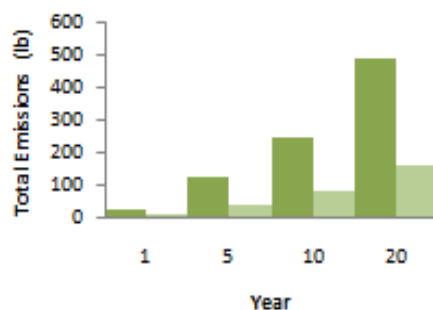
■ Signal ■ Roundabout

Emissions

Carbon Dioxide (CO₂)

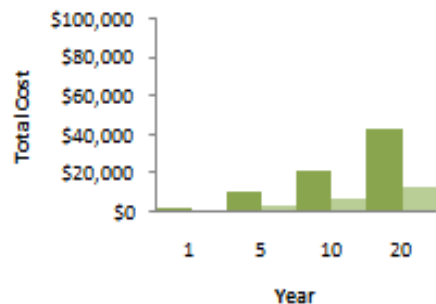


Nitrogen Oxides (NO_x)

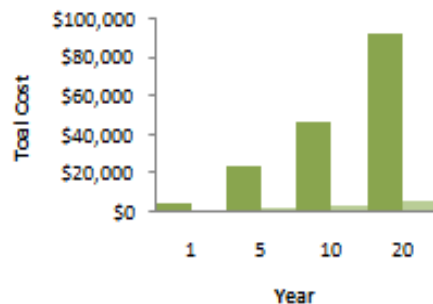


Energy and Maintenance Costs

Energy Cost



Maintenance Cost



Lifetime Cost and Benefit

UNITED STATES DISTRICT COURT
WESTERN DISTRICT OF WISCONSIN

MILWAUKEE INNER-CITY CONGREGATIONS ALLIED
FOR HOPE (MICAH), et al.,
Plaintiffs,

v.

Case No. 12-C-0556

MARK GOTTLIEB, et al.,
Defendants.

DECISION AND ORDER

In the present case, two organizations representing residents of Milwaukee's inner city challenge a decision of the Federal Highway Administration ("FHWA") and the Wisconsin Department of Transportation ("WisDOT") to make improvements to the "Zoo Interchange," which is a part of the Interstate Highway System located in the Milwaukee Metropolitan Area. The plaintiffs contend that the agencies failed to prepare an adequate environmental impact statement before deciding to proceed with the project, in violation of the National Environmental Policy Act of 1969 ("NEPA"). Before me now is the plaintiffs' motion for a preliminary injunction. The plaintiffs seek an order prohibiting the agencies from taking further action in connection with the project pending a final decision on the merits of this case.

For the reasons stated below, I find that the plaintiffs have a likelihood of success on the merits and that they are likely to suffer irreparable harm in the absence of an injunction. However, an injunction could delay the project and increase its cost, and in deciding whether to issue an injunction I must balance this potential delay and potential increased cost against the harm that the plaintiffs would suffer in the absence of an

New Imperatives?

❑ Federal Funding: MAP-21

❑ Legal

- impact on dependents and environment if agency spends on highways vs transit
- effect if highway on sprawl

Legislature Should Consider Prioritizing Funding

- ☑ It is likely that reduced levels of funding will be available for transportation purposes in the future. This means the Legislature will need to prioritize expenditures for these programs.
- ☑ The state's core transportation programs are the maintenance and reconstruction of the state's existing highways. The two programs through which this work is performed—Highway Maintenance and SHOPP—are both already significantly underfunded, our analysis shows. Given these likely fiscal restraints, the Legislature should consider prioritizing funding for these programs over other transportation purposes, such as new construction.
- ☑ Opportunities may exist to reduce traffic congestion with operational and demand management tools, which could cost significantly less than building capacity expansion projects. The Legislature should direct Caltrans to report on whether and to what extent it plans to expand the use of operations and traffic management strategies. The Legislature may wish to consider prioritizing funding for lower-cost operational improvements over capacity-increasing capital projects.

Expect less funding

Prioritize O&M

**Emphasize
TSM and TDM
over capacity**

Spending Decisions and Priorities



Alignment Example for Local Agencies

Increase utilization...



Questions & Discussion