

## SURFACE TRANSPORTATION IN THE GOLDEN STATE



BRIDGES

13 of the top 25 most traveled structurally deficient bridges in the U.S. are in California.



ROADS

Driving on deficient roads costs the average California driver an extra \$843 annually in additional vehicle operating costs. Congestion costs California drivers up to \$1,774 each year in lost time and wasted fuel.



TRANSIT

The population in California is projected to grow to 48 million by 2040. Adequate investment in transit systems will help alleviate congestion and improve air quality.

### About the Grades

Infrastructure is graded based on eight criteria: **capacity, condition, funding, future need, operation and maintenance, public safety, resilience, and innovation.** ASCE grades on the following scale and defines these grades as:



Exceptional,  
Fit for the  
Future



Good,  
Adequate  
for Now



Mediocre,  
Requires  
Attention



Poor,  
At Risk



Failing/  
Critical,  
Unfit for  
Purpose



## WHAT CAN YOU DO?

- 1 Vote "No" on Prop. 6 on November 6, 2018. By defeating Prop. 6, voters can ensure the revenue generated from SB 1 will continue to provide critical funding for roads, bridges, and transit.
- 2 Continue the development, adoption, and implementation of advanced multimodal transportation systems and ITS technologies. These developments have the potential to increase safety, improve mobility, reduce greenhouse gas and air pollution emissions, and minimize energy demand.
- 3 Improve the adaptability and resilience of the transportation network against natural and man-made events. Major disasters in recent years have demonstrated the importance of fast emergency response and expeditious recovery. The transportation network should help facilitate evacuations, enable first responders to move quickly, and support quick recovery with minimum consequences for public safety and health, the economy, and national security.
- 4 Increase funding for demonstration projects to test new technologies and to conduct research and development on new methods and materials. Investments in R&D stands to save us money in the long-term, as new technologies have the potential to improve lifecycle costs and make investments last longer while improving performance.
- 5 Stay tuned for the 2019 Report Card for California's Infrastructure, grading 14 additional categories (17 overall) of infrastructure. Coming in February to [InfrastructureReportCard.org/California](http://InfrastructureReportCard.org/California).

## CALIFORNIA'S SURFACE TRANSPORTATION REPORT CARD

The American Society of Civil Engineers' analysis of roads, bridges, and transit systems

**ASCE**  
AMERICAN SOCIETY OF CIVIL ENGINEERS

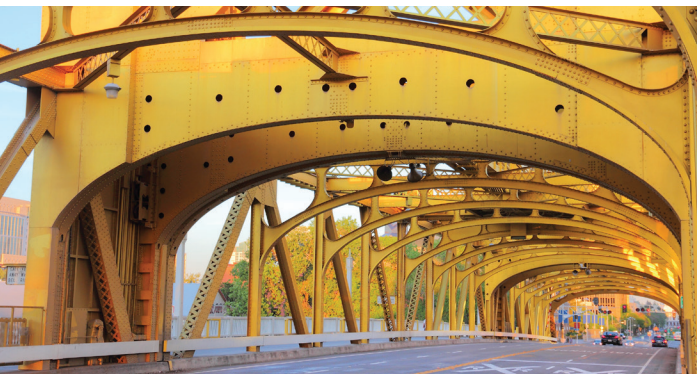
## CONTACT US



[reportcard@asce.org](mailto:reportcard@asce.org)



[www.infrastructurereportcard.org/california](http://www.infrastructurereportcard.org/california)



# 2018 ABOUT THE AMERICAN SOCIETY OF CIVIL ENGINEERS REGION 9 & THE CALIFORNIA SURFACE TRANSPORTATION REPORT CARD

ASCE Region 9 represents over 19,000 civil engineer members within the state of California. The Report Card is released as a public service to citizens and policymakers to inform them of the infrastructure needs in their community. Because voters have the opportunity to protect road, bridge, and transit funding in the 2018 election by voting “No” on Proposition 6, this subset of the California Report Card is being released early to inform citizens before they head to the polls. This Report Card is an October 2018 assessment and grade of California’s transportation network.

## EXECUTIVE SUMMARY

In November, California voters will have the choice to preserve a critical revenue stream needed to improve the state’s aging and over-burdened infrastructure. The state is known for its iconic bridges like the Golden Gate Bridge, and roadways like the Pacific Coast Highway. Our ports are a gateway for the country, carrying freight from the west coast to the rest of America. But California is also known for crippling traffic congestion on its highways, like the U.S. Route 101 and Interstate 405, and potholes on neighborhood streets have become as common to see as blue skies and palm trees.

In 2017, Senate Bill 1 (SB1), also known as The Road and Repair Accountability Act, sought to reverse this trajectory of underinvestment in our transportation infrastructure by generating an additional \$5.4 billion a year, when fully implemented, dedicated solely to transportation funding. As this funding went into effect, projects that improve safety, repair bridges, relieve congestion, and increase transit offerings started moving and are already improving the safety and reliability of our infrastructure. To continue making progress, we must preserve this critical revenue stream by voting “No” on Proposition 6 in November 2018.



Progress has been made over the past decade to increase the percentage of California bridges in good condition and to reduce the number that are classified as structurally deficient. However, much more remains to be done, especially as it relates to seismic retrofitting to improve the safety of bridges in the event of an earthquake. Approximately 50% of bridges in the state have exceeded their design life and the backlog of recommended maintenance, repair and replacement work continues to grow. California is home to the second largest percentage of functionally obsolete bridges, or bridges with outdated designs that frequently contribute to congestion chokepoints. 6.2% of California’s bridges are structurally deficient and California has the largest percentage of bridges in “poor” condition in the nation by bridge deck area. In other words, some of our largest bridges, along corridors such as I-5 in San Diego, Highway 101 in Los Angeles, and I-80 in Sacramento need major repair and rehabilitation. Repairs on nearly 4,400 bridges have been identified, with costs estimated at \$12.2 billion.



California needs robust, flexible and reliable transit systems to reduce peak congestion on our highways, provide options for citizens who do not drive, and improve air quality. Public transit in California provides nearly 1.5 billion trips annually on 139 transit systems throughout the state. The California Transportation Commission estimated in 2011 the state needed approximately \$174 billion for expansion and state of good repair transit projects over the next 10 years. At the time, only 45% of funding had been identified, leaving a shortfall of \$96 billion. Fortunately, recent legislative initiatives and ballot measures are attempting to close the funding gap, including an additional \$750 million annually for transit agencies across the state provided through the Road and Repair Accountability Act (SB 1). Adequate resources must be provided to our transit systems, otherwise we risk losing sustainability gains as well as the current state of good repair.



Driving on deficient roads costs Californians \$61 billion annually due to congestion-related delays, traffic collisions and increased vehicle operating costs caused by poor road conditions. The condition of California roads is among the worst in the nation, ranking 49th according to the latest U.S. News & World Report ranking. Meanwhile, Southern California and the Bay Area are the second and third most congested urban areas in the nation, respectively. Repair and improvement to these roads is vital to California’s economic health and public safety. The Road and Repair Accountability Act (SB 1), provides \$52 billion in additional funds for local and state roads over the next 10 years. However, an additional \$130 billion over that same time is needed to bring the system back to a state of good repair. A good transportation system enables efficient movement of goods and people and is critical to California’s economic well-being.