The 2019 Inland Empire Report Card is designed to help residents and decision-makers understand the state of our infrastructure and prioritize necessary maintenance and sustainable improvements. This Report Card serves as a tool to start the conversation on how we can continue to improve our existing streets, airports, landsfills, drinking water, wastewater and stormwater systems, and be better prepared for future growth and climate change impacts to our region.

How You Can Get Involved

2. Find out the condition of the infrastructure near you on the Save America’s Infrastructure app available on iTunes and Google Play.
3. Ask your elected leaders what they’re doing to make sure your infrastructure is reliable for the future. Use your zip code to find your list of elected officials at www.infrastructurereportcard.org/get-involved.
As the population in the Inland Empire region continues to grow at a rapid rate, increased vehicular traffic will have a significant impact on the condition and capacity of the existing roadway system. To prepare, there must be a holistic strategy that considers all road users and all modes of transportation. This approach should incorporate roadways, commuter railways, and transit systems, sidewalks and bikeways. Funding for transportation infrastructure comes from federal, state, and local sources. Local revenue is currently available through Measure A, a half-cent sales tax in San Bernardino County, and is secure until 2040. Riverside County has a similar half-cent sales tax for transportation purposes through Measure A, which will continue to fund projects until 2019. However, current funding is insufficient to address increasing road maintenance costs. The Pavement Condition Index (PCI), a scale of 0 to 100, is a standard means of measuring the condition of asphalt concrete pavement. Statewide PCI averages have been declining according to reports published by Save California Streets. Reports from 2008, 2010, and 2012 show PCI averages of 75, 74, and 73 respectively. Although San Bernardino and Riverside Counties’ average PCI remained slightly better than the state average during the same period, 78% of major locally and state-maintained roads in the Inland Empire were classified as being in poor or mediocre condition, costing the average motorist an additional $795 every year in extra vehicle operating costs.

The collection, processing, recycling, composting, energy conversion, and disposal of solid waste are components of the complex integrated waste management system. Solid waste infrastructure provides an essential service to support public health, environmental protection, and wildlife habitat supported by both Riverside and San Bernardino Counties. The drought conditions over the last decade have significantly impacted local park aesthetics. Landscaping with hardcpace or drought tolerant plants has been a popular practice in areas such as the San Gorgonio Pass located in Riverside County and San Bernardino County. The drought conditions have led to a decrease in maintenance costs and have allowed for a more sustainable long-term approach to resource management and operation. However, the ability to maintain or manage parks, recreation and open space, continue to be a significant challenge. The need for additional funds will be required to support local needs entirely, it will provide enough funding for some improvement projects in our communities. For example, Grand Terrace in San Bernardino County will receive approximately $2,660,000 from Proposition 68 to build a community park, a playground, and a park sidewalk. In addition, $1.2 million in funding will be available to improve parks in the region and to service the needs of communities. The estimated cost to retrofit catch basins in these regions will be over $3 million. In total, most of the funding and policy issues, the environmental and municipal management initiatives continue to work collaboratively to formulate practical approaches to meet water quality standards.

Wastewater agencies in Riverside and San Bernardino Counties currently have systems that treat between 50,000 and 290,000 combined connections and are able to accommodate a wide range of flow. The current treatment capacity of the plants is considered acceptable for the existing population and the condition of the infrastructure is also slightly above average, but an increased level of funding will be required to prepare for future demands and to improve operation and maintenance. Encouragingly, utilities have been investing in pump station infrastructure over the past 20 to 30 years to better allow for the treatment and recycling of water.

Wastewater infrastructure includes drainage facilities and improvements aimed at treating surface runoff during small and more frequent storm events, which ultimately drains to regional flood control systems. Municipal Urban Runoff Management Programs, which were first established in the 1990s to address stormwater quality concerns and ultimately enhance water quality in the region, serve as the basis for urban runoff infrastructure. These systems and infrastructure exist to protect our streams and lakes. Collectively, jurisdictions within Riverside and San Bernardino Counties employ hundreds of staff and spend millions of dollars annually, from their General Fund, to implement the Urban Runoff Management Programs in the Inland Empire. These programs are now shifting towards requiring new capital infrastructure investments to address waterbody-specific pollutants as required by the U.S. Environmental Protection Agency. By 2030, areas that exceed state mandated water quality regulations to control trash in urban runoff, Riverside County owns and maintains 7,658 catch basins and San Bernardino County owns and maintains over 1,500 catch basins. Basins in areas prone to physical activity and high traffic will require maintenance and the cost to retrofit catch basins in these regions will be over $3 million. To address funding and policy issues, the environmental and municipal management initiatives continue to work collaboratively to formulate practical approaches to meet water quality standards.

Local Streets

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