RUNNING ON EMPTY:

The Importance of Proposition 42 to California's Transportation Infrastructure

BRIEF HISTORY OF LOST TRANSPORTATION FUNDS

Once again the State of California is facing tremendous fiscal difficulties with a projected $8-$10 billion deficit in FY 05-06. The challenges associated with fixing the deficit are both near-term-- with actions needed in the current and upcoming budget years--and long-term, with ongoing structural causes that need permanent solutions.

As lawmakers once again consider balancing the state budget with diversions of transportation revenues and cuts to transportation programs, the Save Proposition 42 Coalition, a public-private partnership of transportation stakeholders, has come together to inform decision makers of the critical contributions the transportation industry makes to the state's competitive advantage. Funding critical transportation infrastructure projects stimulates the economy, creates jobs, moves goods, improves air quality and enhances our quality of life for all Californians. The Save Proposition 42 Coalition—comprised of representatives from business, labor and transportation agencies—is seeking permanent protection of Proposition 42 funds.

With Proposition 42 funds expected to account for about 75% of funding for the State Transportation Improvement Program in future years, on-going raids will likely play an increasing role in slowing the state's recovery.

THE FACTS

BRIEF HISTORY OF LOST PROPOSITION 42 TRANSPORTATION FUNDS

In 2002, California voters approved Proposition 42 by almost a 70% margin, redirecting the state's portion sales tax on gasoline from the General Fund to transportation programs. Approximately $1.1 billion in Proposition 42 funds annually were supposed to start flowing in FY 2003-04. **Out of the $2.4 billion expected from Proposition 42 for FY 2003-04 and FY 2004-05, only $295 million has flowed to transportation projects**. The Governor has made it clear that due to the FY 2005-06 deficit, channeling Proposition 42 funds from transportation to the General Fund is once again a distinct possibility.

PROPOSITION 42 SUSPENSIONS, TRANSFERS AND LOANS TO THE GENERAL FUND

Year	Amount Expected	Amount Received	Amount Loaned to General Fund
2003-2004	$1.157 billion	$295 million	$862 million
2004-2005	$1.207 billion	$0	$1.207 billion

Source: Legislative Analyst's Office

In addition to the $2.4 billion, another $3.1 billion has been diverted from transportation to the General Fund in the same time period as shown in the table below:

AVAILABLE TRANSPORTATION FUNDS V. ACTUALLY AUTHORIZED TRANSPORTATION FUNDS

	FY 00-01	FY 01-02	FY 02-03	FY 03-04	FY 04-05	SUM
ANNUALIZED UNFUNDED NEED	$11.3	$11.5	$11.7	$12.0	$12.5	$59
TOTAL TRANSPORTATION FUNDS AS AVAILABLE (PRIOR TO TRANSFERS, LOANS OR DIVERSIONS)*	$3.8	$3.8	$4.5	$4.6	$4.6	$21.3
TOTAL TRANSPORTATION FUNDS AS ACTUALLY AUTHORIZED**	$3.5	$4.1	$3.3	$2.8	$2.1	$15.8
TOTAL TRANSPORTATION FUNDS LOST	$0.3	-$0.3	$1.2	$1.8	$2.5	$5.5

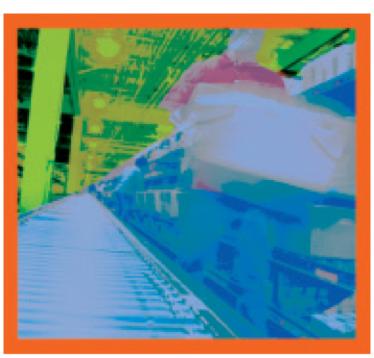
*INCLUDES $1.1 BIL IN PROPOSITION 42 FUNDS ANNUALLY STARTING IN FY 03-04 ** FY 03-04 AND FY 04-05 ESTIMATED (SOURCE: CTC TRANSPORTATION REPORT DATED JULY 26, 2004)

DIRE STRAITS FOR CURRENT TRANSPORTATION FUNDING FLOW

The combination of eliminated Proposition 42 funds and slower than expected federal transportation funds coming to California has resulted in such a severe cash flow crunch that **no new project allocations have been approved since December 2002**. Only priority emergency and rehabilitation programs have been funded. With barely enough cash to sustain $500 million in projects through December 2004, the California Transportation Commission expects to continue its moratorium on new project allocations from the State Transportation Improvement Program and the Traffic Congestion Relief Program. Additionally, the Commission will not be able to issue any new GARVEE bonds, which have proved to be an innovative way to advance funding.

Transportation funding has been cut to the quick. Now, even the quick may have to be cut. Without an infusion, the Commission may be forced to stop state highway rehabilitation project allocations. With more than 50% of California roads already in fair or poor condition, more deferrals of Proposition 42 funds for General Fund purposes continue to put Californians--especially emergency personnel--in harm's way as they attempt to navigate through a congested and deteriorating road system.

PROMISED RELIEF IN PRECARIOUS POSITION



Even though some funds earmarked for transportation could flow as a result of the Governor's negotiated gaming compact, federal ethanol funds returning to California and the passage of a federal transportation reauthorization bill expected next year, **all of these sources are now expected to provide less funding than anticipated** during enactment of the FY 04-05 budget. Specifically, the $1.2 billion from tribal gaming bonds is now estimated to generate only $850 million. The ethanol fix, which will return $300 million to California annually through 2010 won't begin to flow for two more years. Finally, the much anticipated increase in federal transportation funding remains on hold pending approval of a new federal transportation program to replace the Transportation Equity Act for the 21st Century (TEA 21), which expired more than a year ago. As a consequence, the transportation funding hole continues to deepen.

Indian gaming compacts are now expected to generate only $850 million – a loss of 30% of expected transportation revenues.

THE CONSEQUENCES

Failure to increase investment in transportation will further delay the state's economic recovery, reduce employment growth, and limit access to employment, education, recreation, and social services. Consider the following:

42,000 jobs could have been created if Proposition 42 funds had not been raided over the past two years.

The so-called Golden State's chronic underinvestment in infrastructure is documented in the table below. California currently ranks 47th of 50 states in both per-capita and income-based spending on highways. In fact, our poor investment in highways today indicates we are essentially no better off than we were in 1998. Worse yet, of all major categories of infrastructure in California, transportation ranks lowest on average. This neglect only detracts from our competitiveness, which is particularly troubling at a time when the Governor is traveling abroad to attract foreign investment to our state.

California's Public Investment Priorities in a National Context

	California's 50 State Ranking			
	Per Capita Basis		Personal Income Basis	
	2004	**1998**	**2004**	**1998**
Highways	47th	48th	47th	48th
Higher Education	49th	37th	49th	41st
Public Schools	10th	31st	17th	38th
Solid Waste Management	25th	14th	29th	19th
Corrections	21st	8th	24th	8th
Sewage	25th	3rd	27th	3rd
Overall Infrastructure Investment	40th	26th	44th	40th

The Saer Group Source: US Census for population data; US Bureau of Economic Analysis for investment data

EMPLOYMENT GROWTH AND WORLD TRADE IMPERILED

According to the California Business Roundtable, every $1 billion of investment in transportation in California creates approximately 20,000 jobs. Many of these jobs are high-paying, especially in the growing logistics industry which offers better salaries than the shrinking manufacturing industry. Diversion of $2.1 billion in Proposition 42 funds caused the state to forego approximately 42,000 jobs that would have contributed tax revenue to the State's General Fund. Given the total $5.5 billion in diverted transportation funds to date, the state has lost the opportunity to create approximately 110,000 new jobs.

Investing in transportation helps move goods more efficiently. California is the world's sixth largest economy which is largely due to our international trade activity. In fact, the value of international goods coming through our air and water ports is estimated to be $350 billion this year – an increase of 17% over last year. To maintain this competitive position, we must invest in infrastructure to avoid losing jobs and increasing congestion. The following alarming statistic underscores this point: starting in 2006, 28,000 good paying trade jobs will be at risk annually as a result of gridlock caused by Los Angeles area trade activity, centered at ports and on rail corridors.

BUDGET CUTS WORSEN AIR QUALITY AND RISK HUMAN HEALTH

Transportation funding and air quality conformity go hand-in-hand, especially in large metropolitan areas including the Bay Area, Sacramento and Southern California. While air pollution has noticeably improved in the last 20 years, these regions are still classified as a "non-attainment" areas, meaning that levels of certain air pollutants still exceed federal standards. The Journal of the American Medical Association recently published a landmark new study linking exposure to ozone (a precursor to smog) to a significant increase in premature death in cities across the nation. The study found that increasing levels of this air pollutant could be linked to thousands of premature deaths annually.

More than 50% of California roads are in fair or poor condition. Investing in repaving is critical since reconstructing roads costs approximately 5 times more than resurfacing a road.

Reducing or eliminating Proposition 42 funding jeopardizes metropolitan regions' ability to institute federally mandated Transportation Control Measures within required timeframes. As a result, traffic could slow to a halt, vehicle emissions will increase, and our major metropolitan areas may experience a conformity lapse within the next two years. The penalty for such a lapse could limit these regions' ability to implement transportation projects programmed in the currently approved Regional Transportation Improvement Program (RTIP), valued at approximately $30.5 billion in combined federal, state and local funding.

BUDGET CUTS THREATEN FUTURE FEDERAL FUNDS

Next year is a critical year for the surface transportation community because this likely is the year that Congress will finally reauthorize TEA-21. The next reauthorization bill will determine the programs, policies, and funding for the nation's transportation systems for the next six years. With the new act comes new matching requirements for state and local regions. TEA-21 legislation, which Congress is expected to adopt by mid-2005 includes higher local matching shares than previously approved federal transportation programs - up to 50 percent for some programs.

The Journal of the American Medical Association recently published a landmark new study linking exposure to ozone (a precursor to smog) to a significant increase in premature death in cities across the nation.

Local and regional transportation entities cannot carry the full weight of matching federal transportation funds. Voters in many communities have already increased funding for local surface transportation projects to supplement state and federal funding. California must position itself to commit its full state match, carry its financial share by dedicating to transportation all existing revenue sources (both gas taxes and sales taxes on gasoline) in order to best leverage more federal funds for surface transportation projects.

RECOMMENDATIONS

California's budget crisis will not be resolved without some sacrifice in programs across the state and/or an increase in revenue. However, transportation has already made deep sacrifices for the past two years when Proposition 42 suspensions, transfers and loans to the General Fund programs have provided a safety valve for other state priorities. Further cuts in transportation programs will harm California economy's growth and resultant growth in general fund revenues. As the Governor develops his FY 05-06 Budget scheduled for release in early January, we urge the Administration and Legislature to resist further suspensions or loans of Proposition 42 funds or any other transportation money to the General Fund for a third consecutive year. Immediate transportation infrastructure investments are necessary to ensure we not only reclaim our moniker as the Golden State, but that we elevate that nickname to "the Golden Dream by the Sea" as proffered by Governor Schwarzenegger.

APPENDIX OF PROJECTS AT RISK FOR DELAY AND ADDITIONAL COST OR ELIMINATION

Special Note: Transportation projects by their very nature tend to take longer than the one year fiscal year (FY 05-06) discussed in this document. Nonetheless, the Governor's proposed cuts to transportation put at risk major short and long-term projects included in the current State Transportation Implementation Program (STIP) and Traffic Congestion Relief Program (TCRP). Proposition 42 funds are used support these programs. Attached is a partial list of STIP projects at risk. The current STIP is scheduled to expire in FY 06-07. The TCRP is currently scheduled to expire in FY 07-08.

PRIORITY PROJECTS AT RISK FOR LOSING STATE TRANSPORTATION IMPROVEMENT PROGRAM FUNDING (PARTIAL LIST) IN MILLIONS

County	Project Name	STIP Dollars at Risk	Total Project Cost	Senator	Assemblymember
Alameda	BART Oakland Airport Connector	$33.0	$233.0	Perata	Chan
	I 880 Mission HOV Lane	$36.8	$134.5	Figueroa	Torrico
	I 238 Widening	$28.2	$125.1	Figueroa	Klehs
Alameda/Santa Clara	I 680 Sunol Grade HOV Lane - Milipitas to SR 84	$62.4	$166.8	Figueroa	Klehs and Torrico
Alpine, Amador, Calaveras	SR 88 Pine Grove Passing Lane	$6.4	$6.4	Cox	Nakanishi and Cogdill
	SR 4 Angels Camp Bypass	$7.6	$31.4	Cox	Nakanishi and Cogdill
Butte	SR 149 Widening - SR 99 to SR 70	$64.6	$64.6	Aanestad	Keene
	SR 70 Orphir Rd Widening	$25.7	$25.7	Aanestad	Keene
	SR 99 Auxillary Lane	$24.7	$24.7	Aanestad	Keene
Contra Costa	I 80 West Bound HOV - Rt 4 to Carquinez	$28.9	$29.8	Torlakson	Canciamilla
	I 680 Bollinger Cyn and Sycamore Aux Lane	$ 8.9	$23.0	Torlakson	Houston
	Richmond Intermodal Station Parking Structure	$ 2.0	$16.2	Perata	Hancock
	SR 4 Loveridge to Somersville	$30.0	$75.0	Torlakson	Canciamilla
Del Norte	Fred Haight Drive Reconstruction	$0.6	$0.6	Aanastad	Berg
	A Street Rehabilitation	$0.2	$0.2	Aanastad	Berg
Kern	Westside Pkwy Widening - in Bakersfield	$170.0	$170.0	Ashburn	McCarthy
	Rt 46 Widening - SLO County Line to Kecks Corner	$18.0	$18.0	Florez	Parra and Blakeslee
	Rt 14 Widening near Mojave	$60.0	$60.0	Ashburn	Maze
Kings	SR 198 Improvements- Hanford to Visalia	$17.5	$77.0	Florez	Parra
	KART Transfer Facility Construction	$0.4	$0.4	Florez	Parra
	Overlay and Reconstruction Projects (various)	$7.0	$7.6	Florez	Parra
Lake	Soda Bay Rd Rehabilitation	$1.8	$1.9	Chesbro	Berg
	South Main St Rehabilitation	$1.5	$1.6	Chesbro	Berg
Lassen	Susanville Town Hill Safety and Ops Improvement	$5.3	$5.3	Cox	Keene
Los Angeles	Expo Lt Rail to Santa Monica	Special Note: $332 million in	$597.7		
	Crenshaw Corridor Transitway	Los Angeles County funding will be	$346.1		
	San Fernando Valley N-S (Phases II-IV)	delayed if Prop 42 transfer is	$289.3		
	I 405 Northbound Carpool Lanes from 1 10 to US 101	suspended. Local MTA funding	$1497.0		
	I 10 Carpool Lanes from Puente to Citrus Aves	can be make available to	$112.9		
	I 5 Carpool and Mixed Flow Lanes from I 605-I 710	assist in meeting funding	$1415.0		
	I 10 Carpool Lanes from Citrus Av to SR 57	priorities of key projects.	$112.4		
	I 405/US 101 (North and Southbound) Connector	If Fy 06 Prop 42 funding	$118.0		
	SR 71 Carpool Lanes and Upgrade from I 10 to Mission Bl.	is not allocated, start dates for	$179.8		
	Additional Call for Project Grants Countywide	these projects will be delayed.	$400.0		
Madera	SR 99-SR 145/Gateway Drive Interchange and Overcrossing Improvements	$5.1	$8.5	Denham	Cogdill
Marin	US 101 HOV Gap Closure	$37.2	$62.2	Migden	Nation
Mendocino	Willits Bypass	$56.5	$139.4	Chesbro	Berg
	Asphalt Rd Rehabilitation (Various)	$3.6	$3.7		
Merced	Mission Interchange	$47.3	$66.7	Denham	Matthews
	SR 140 Bradley Overhead Widening	$19.8	$45.9	Denham	Matthews
Modoc	Warner Street from Park St to 12th St Improvement	$2.0	$2.0	Cox	La Malfa
	8th St from W. "C" St to East St. Improvement	$1.9	$1.9	Cox	La Malfa
Mono	Lundy Lake Rd Improvements	$1.3	$1.4	Cox	Cogdill
	Meridian Reconstruction	$2.5	$2.5	Cox	Cogdill
	Independence SR 395 Improvements	$1.5	$1.5	Ashburn	Maze
Monterey	US 101 Prunedale Improvement	$66.0	$224.6	Maldonado	Laird
	SR 68 Safety and Operational Improvements	$4.6	$6.8	Maldonado	Laird
	Carmel Rt 1 Truck Climbing Lane Extension	$3.1	$3.1	Maldonado	Laird
Napa	SR 12 Jameson Cyn Rd Widening	$4.0	$9.4	Chesbro	Evans
Nevada	SR 20 Dorsey Dr Interchange Improvements	$16.9	$18.4	Aanestad	Keene
	SR 49 Widening from Wolf/Comie Rd to Grass Valley	$18.2	$18.2	Aanestad	Keene
Placer	Rt 49 Capacity and Op Improvements/Auburn New Local Rds	$8.4	$14.6	Cox	Leslie
	I 80/Sierra College Blvd Interchange Improvements	$18.4	$27.3	Cox	Leslie
Plumas	A23 Road Rehabilitation	$1.6	$1.6	Cox	Keene
	A15 Road Reconstruction	$1.3	$1.3	Cox	Keene
Orange	I 5 - Far North HOV and Widening	$59.5	$205.0	Dunn	Bermudez and Daucher
	Imperial Hwy Grade Separation	$57.0	$58.8	Margett	Huff and Daucher
	OnTrac/Placentia Grade Separations	$3.3	$15.1	Margett	Daucher
Riverside	SR 60 HOV/Mixed Flow	$13.0	$42.0	Dutton	Haynes and Spitzer
	SR 91 Green River Interchange	$19.5	$25.5	Battin	Spitzer
	SR 91 HOV - Adams to SR 6/SR 91/SR 215	$13.1	$197.1	Dutton	Benoit
Sacramento	Greenback Lane Improvements - Auburn to Dewey	$9.1	$9.1	Ortiz	Niello
	Light Rail Extension	$74.3	$185.5	Ortiz	Jones
San Bernardino	Interstate 215 Widening (North of I-10)	$140.0	$382.0	Soto	Baca
	Interstate 10 Widening	$15.3	$35.0	Dutton	Emmerson
San Diego	I 15 Managed Lanes and Bus Rapid Transit System	$238.0	$375.0	Hollingsworth, Morrow and Kehoe	Wyland, Plescia, La Seur
	Mid-Coast Light Rail Oldtown to Balboa	$9.3	$131.6	Kehoe	Saldana
	SR 52	$170.4	$350.0	Hollingsworth	La Seur
San Francisco	SF Muni 3rd Street Light Rail	22.6	$117.6	Migden and Speier	Yee, Leno, Mullin
San Joachin	I 205 Improvements	$67.0	$92.0	Niello and Hancock	Houston and Matthews
	SR 99 Improvements	$35.2	$74.0	Niello	Aghazarian
San Luis Obispo	Highway 101/Price Street Extension in Pismo Beach	$15.2	$18.0	Maldonado	Houston
	Highway 101/41 Interchange Improvement in Atascadero	$17.0	$17.2	Maldonado	Houston
San Mateo	Caltrain Grade Separation - Tilton & Poplar	$9.1	$36.0	Speier	Mullin
	US 101 Aux Lanes - 3rd to Millbrae	$42.9	$159.9	Speier	Mullin
Santa Clara	SR 152/156 Interchange Improvements	$9.7	$25.4	Alquist	Salinas

PRIORITY PROJECTS AT RISK FOR LOSING STATE TRANSPORTATION IMPROVEMENT PROGRAM FUNDING (PARTIAL LIST) IN MILLIONS (CON'T.)

Santa Barbara	US 101 Widening near Santa Maria	$20.6	$20.6	Maldonado	Blakeslee
	US 101 Milpas/Cabrillo Hot Springs Improvement	$37.5	$45.5	McClintock	Nava
Santa Cruz	SR 17/Rte 1 Merge Lanes	$48.0	$52.0	Simitian	Laird
	MetroBase Consolidated Bus Ops Facility	$14.2	$39.5	Simitian and Maldonado	Laird and Salinas
Shasta	Redding Downtown Street Alignments	$4.8	$4.8	Aanestad	La Malfa
	Liberty Street to I 5 Lane and Bridge Widening	$10.1	$10.1	Aanestad	La Malfa
	Dana Ramp Lane and Bridge Widening	$30.0	$30.0	Aanestad	La Malfa
Sierra	Gold Lake Hwy Bridge Rehabilitation	$0.1	$0.6	Cox	Keene
	Goodyears Creek Bridge Rehabilitation	$0.1	$0.7	Cox	Keene
	Sierra Buttes Rd at Reis Ravine	$0.09	$0.5	Cox	Keene
Solano	Vallejo Ferry Terminal Intermodal Station	$7.3	$19.3	Migden	Berg
Sonoma	US 101 HOV -Steele Lane to Rt 12	$48.9	$60.0	Chesbo	Berg, Nation and Evans
	US 101 -Steele Lane Interchange Modification	$13.4	$13.4	Chesbo	
Sutter	SR 99 Widenings	$60.5	$60.5	Aanestad	La Malfa
	SR 70 Expressway	$103.7	$103.7	Aanestad	La Malfa
Tehama	Rawson Rd at Red Bank Creek Bridge Replacement	$0.1	$2.7	Aanestad	La Malfa
	Flores Rd Access	$3.9	$6.1	Aanestad	La Malfa
Tulare	SR 63 Widening	$25.0	$25.0	Flores and Ashburn	Maze
	Rd 80 Widening	$33.0	$65.0	Flores and Ashburn	Parra and Maze
	Rd 108 Widening	$12.0	$18.0	Flores and Ashburn	Maze
Tuolumne	SR 108/East Sonora Bypass	$28.0	$28.0	Poochigian	Cogdill
	Road Pavement (various)	$2.8	$3.5		
Ventura	Rt 23 Widening - Rt 118 to RT 101	$40.0	$50.7	McClintock	Strickland
	Rt 118- LA County Line to Tapo Cyn Rd	$45.7	$45.7	McClintock	Richman
	Lewis Rd Widening - Rt 101/CSUCI	$18.2	$25.8	McClintock	Pavley
Yuba	Highway 70/Algodon Road	$11.2	$21.0	Cox	Keene
Total		**$2,423.0**	**$10,375.7**		

This list is based on a survey of Regional Transportation Planning Agencies (RTPAs) conducted in November 2004 by RTPA Chair Celia McAdam. Of the 58 counties, 44 were included in the RTPAs' responses.

APPENDIX OF DEFERRED ROAD PAVEMENT AND MAINTENANCE PROGRAMS DUE TO FUNDING SHORTFALLS

Special Note: The following table contains information collected in November 2004, which provides a snapshot of the condition and existing shortfall of the county (unincorporated area only) road system.

It should be noted that this spreadsheet reflects pavement rehabilitation and maintenance needs only. This does not include safety, operations, drainage, NPDES, sidewalks or non-pavement needs. This does not include any traffic enhancement or capacity needs with the exception of Los Angeles County needs, which includes their traffic congestion needs.

The results show that with 38 counties reporting on repaving cycles (that should occur every 18 to 20 years) only 2 are within that range.

SUMMARY SNAPSHOT OF COUNTY REPAVING AND MAINTENANCE NEEDS - AT LEAST 4.4 BILLION IN DEFERRED NEED!

County	Current Repaving Cycle (Cycle should be 18-20 years)	Percentage of Roads in Fair to Very Poor Condition	Annual Revenues available for Pavement Management (In	Annual Need (In Millions)	Gap or Shortfall (In Millions)	Existing Backlog (In Millions)
Alameda	50 years		$5.6	$6.3	$0.7	$28.6
Amador	51 years		$0.6	$2.5	$2.0	$30.0
Butte	100 years	60%	$10.2	$15.4	$5.2	$80.0
Calaveras	100 years		$0.5	$2.0	$1.5	$65.0
Contra Costa		22%	$6.8	$15.2	$8.9	$21.0
Fresno	20 years	18%	$17.3	$27.3	$10.0	$135.0
Humboldt	Infinite					
Imperial	50 years					
Kern			$10.0	$35.0	$25.0	$300.0
***Kings**	125 years	75%	$3.6	$6.0	$2.4	$100.0
Lake	Infinite	81%	$3.4	$7.0	$3.6	$80.0
Lassen	100 years	50%	$0.4	$4.0	$3.6	
***Los Angeles**	30 years	64%	$130.0	$200.0	$70.0	$500.0
Marin	50 years	76%	$2.1	$7.4	$5.3	$56.1
Mendocino		81%	$14.2	$14.8	$0.6	$90.0
Merced	100 years	65%	$1.5	$5.5	$4.0	$500.0
Modoc	Infinite	76%	$3.3	$13.0	$9.7	$45.0
Napa	41years		$2.7	$8.0	$5.3	$98.0
Nevada	50 years	45%	$10.5	$14.5	$4.0	$26.0
Orange	75 years		$1.5	$3.5	$2.0	
Placer	35 years	25%	$15.0	$27.0	$12.0	$100.0
Plumas	30 years	80%	$4.0	$7.0	$3.0	$45.0
Riverside	43 year	60%	$15.0	$38.0	$23.0	$100.0
Sacramento	84 years	36%	$44.0	$106.5	$62.5	$150.0
San Bernardino	20 years	35%	$27.0	$152.0	$125.0	$88.0
San Diego	104 years		$5.0		$5.0	
San Francisco	50 years		$15.9	$51.1	$35.2	$318.2
San Joaquin	55 years	44%	$8.5	$21.5	$13.0	$223.0
San Luis Obispo	Infinite	48%		$9.0	$9.0	$80.0
San Mateo	Infinite	35%				$100.0
Santa Barbara	30 years	47%	$5.3	$18.1	$12.8	$170.0
Santa Clara	45 years		$3.4	$11.2	$7.8	$72.5
Santa Cruz	60 years	39%		$3.5	$3.5	$80.0
Shasta	100 years		$12.0	$24.0	$12.0	
Solano	80 years		$4.0	$5.1	$1.2	$41.5
Sonoma	100 years	50%	$4.2	$22.8	$18.7	$262.8
Tehama			$2.6	$7.5	$4.9	
Trinity	50 years		$1.5	$3.0	$1.5	
Tulare	36 years	60%	$8.8	$26.8	$18.1	$254.0
Tuolumne	Infinite	56%	$7.0	$12.0	$5.0	$82.0
***Ventura**	84 years	30%	$11.5	$14.1	$2.6	$52.0
Yolo	100 years		$1.0	$10.0	$9.0	$32.0
TOTALS			**$419.9**	**$957.6**	**$548.6**	**$4,405.7**

Survey conducted by California State Association of Counties in November 2004
Of the 58 counties, 42 responded as shown above.

* Figures for Los Angeles County include traffic congestion needs.
* Ventura County uses a Pavement Condition Index of 5.5 as acceptable, the backlog identified is pavement overlay or rehabilitation only. It does not include sidewalk repair backlog, annual sidewalk repair needs, drainage improvements, slope hardening or improvements, or storm damage repairs.
* For Kings County repaving cycle is 125 years for 250 miles of major roads and infinite for 710 miles of minor roads.

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