



American Society of Civil Engineers

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# California

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## Top Three Infrastructure Concerns\*

1. Roads
2. Drinking Water
3. Schools

## Key Infrastructure Facts

- Roadway conditions are a factor in an estimated 30% of traffic fatalities. There were 3,559 traffic deaths in 1999 in California. <sup>1</sup>
- Federal funding for California's road and bridge system under TEA-21 is about \$2.8 billion in fiscal 2002. <sup>1</sup>
- 72% of California's major roads are in poor or mediocre condition. <sup>1</sup>
- 28% of California's bridges are structurally deficient or functionally obsolete. <sup>1</sup>
- 59% of California's major urban roads are congested. <sup>1</sup>
- Vehicle travel on California's highways increased by 20 percent from 1991 to 2001. California's population grew by 16 percent between 1990 and 2001. <sup>1</sup>
- Driving on roads in need of repair costs California's motorists \$7.4 billion a year in extra vehicle repairs and operating costs – \$354 per motorist<sup>1</sup>.
- 42% of municipal solid waste is recycled in California. <sup>2</sup>
- 71% of California's schools have at least one inadequate building feature. <sup>3</sup>
- 87% of California's schools have at least one unsatisfactory environmental condition. <sup>3</sup>
- California's drinking water infrastructure need is \$17.5 billion over the next 20 years. <sup>4</sup>
- California's wastewater infrastructure need is \$11.5 billion. <sup>5</sup>
- The estimated rehabilitation cost for California's most critical dams is estimated at \$679 million. <sup>6</sup>

## Field notes from civil engineers in state\*

I would like to see more commercial airlines flying into local airports to minimize the driving to large regional airports. Mass transit needs to be improved to get people out of their cars. We should not build more roads because this only encourages driving instead of using trains, bikes, busses, etc. – **a civil engineer from Napa, CA**

The state and federal government are thinking in terms of replacement or repair, but this is on infrastructure that is already 30-years old and designed for 20% of the current loading and demand. – **a civil engineer from Oakland, CA**

State requirements for wastewater treatment improvements mandate \$48 million investment in the next seven years. Water pressure needs to be improved to meet

demand from growth. Street condition improvements have begun and are funded by a Utility Users Tax increase. – **a civil engineer from Tulare, CA**

The 'NIMBY' syndrome has prevailed and prevented a local military base closure (MCAS El Toro) from becoming an opportunity for a new regional commercial airport. The airport is needed to serve Orange County and relieve capacity problems at Los Angeles International Airport. Lack of local public support and city vs. city conflict is preventing a long term regional solution. – **a civil engineer from Newport Beach, CA**

## **From the Headlines:**

### **Roads & Bridges**

- Structural damage to an overpass on the south end of Tulare led the California Department of Transportation to permanently close the exit off of Highway 99. No funding is currently available to replace the overpass; it is estimated that could take as long as 10 years for funding to become available. (*Visalia Times-Delta*, 7/10/03)
- Contra Costa Public Work's Department lost \$2.9 million in the new state budget. Most of the money is slated for road improvements. (*Contra Costa Times*, 7/31/03)
- San Bernadino County should expect commuting delays to double and Riverside County to quadruple as billions of dollars worth of road projects do little to ease the traffic congestion in the exploding Inland Empire. (*Los Angeles Times*, 8/4/03)

### **Aviation**

- The \$9 billion proposed LAX renovation plan does not expand the facility, but focuses on security efforts. Transportation officials expect airline service demand to grow from 88.6 million passengers in 2000 to 146.5 million by 2015. The mayor encouraged other southern California regional airports to support the increase. (*Los Angeles Times*, 7/10/03)

### **Mass Transit**

- Muni riders in San Francisco will pay an extra 25 cents starting in September as part of the new \$4.9 billion San Francisco city budget. The cost of building permits will also increase. (*San Francisco Chronicle*, 8/1/03)
- Transit ticket prices jumped in Santa Clara County as the Valley Transportation Authority increased prices to assuage an annual \$100 million operating deficit. (*San Jose Mercury News*, 8/1)
- Officials in five Northern California counties are examining a new commuter train service to run through Sacramento to the Bay Area, easing congestion on I-80. An estimated cost of \$202 million in local, state and federal funds to start up may rise with further analysis of the plan to use many existing rails. Placer County officials have already asked for \$45 million from the federal government to help build the commuter rail system, but state and federal budgets need to loosen in the next few years in order to address the need to move quickly on the new service. (*Sacramento Bee*, 7/21/03)

## Schools

- **The New Haven Unified School district is placing a \$120 million bond measure on the November 4 ballot to reduce the overcrowding at James Logan High School. It is the district's only high school and at 4,000 students, is the largest in northern California. (*San Jose Mercury News*, 8/7/03)**

## Energy Transmission

- San Francisco is seeking to install four small, publicly-owned power plants to replace electricity produced by PG&E's main Hunter's Point plant, a high polluting facility suspected of area illnesses. (*San Francisco Chronicle*, 8/3/03)

## Drinking Water

- In fall 2002, voters passed Proposition 50, a \$3.4 billion bond, the largest in state history, earmarked to prevent a water crisis in California by boosting reliability of waterworks, preserving watershed and protecting rivers from pollution. A sizable share is being looked at to treat the state's budget woes. (*Los Angeles Times*, 8/5/03)
- Unless sources are found or the new pumping station is installed on the American River, Placer County may no longer approve requests for new or expanded water service. (*Sacramento Bee*, 8/2/03)

\*Survey of the state's civil engineers conducted in August 2003.

## Sources

<sup>1</sup> TRIP Fact Sheets, July 2003

<sup>2</sup> The State of Garbage in America, *Biocycle Magazine* 2001

<sup>3</sup> Condition of America's Public Schools, 1999, Dept. of Education

<sup>4</sup> EPA Drinking Water Infrastructure Needs Survey, 2001

<sup>5</sup> EPA Clean Water Needs Survey, 1996

<sup>6</sup> Association of State Dam Safety Officials