Appendix A

California Statewide Online Survey

This appendix describes in detail the data collection efforts for 2014 statewide study. The goal was to ensure participation by all 58 Counties and 480 Cities.

A.1 Outreach Efforts

As with the previous statewide studies, significant efforts were made to reach all 540 agencies in January-April 2014. This included letters sent out by NCE on behalf of the League and CEAC/CSAC. The contact database had over 2,000 contacts for all the cities and counties. This was compiled from a variety of sources including contacts from the previous surveys in 2012, the memberships of both CSAC and the League, the email listserv for the Regional Transportation Agencies (RTPA) and NCE's contacts.

The contacts included Public Works staff (Directors of Public Works, City Engineers or engineers responsible for pavement/asset management), Directors of Finance, City Managers, County Administrative Officers, RTPAs (Regional Transportation Planning Agencies), and MPOs (Metropolitan Planning Agencies).

Over 2,000 contact letters were mailed out in mid-January 2014 with instructions on how to access the online survey and a fact sheet explaining the project. The deadline for responding to the survey was March 31st, 2014, but this was later extended to April 7, 2014, as there were numerous requests from agencies for more time to respond. NCE made calls and emailed all local agencies (approximately 198) in the Southern California Association of Governments (SCAG) region. MTC also sent numerous emails to its 102 member agencies. The League and CSAC/CEAC use their email listservs to spread the word, and made a special point of publicizing the survey at the annual Public Works Institute conference in late March 2014.

A.2 Project Website

The website at www.SaveCaliforniaStreets.org (see Figure A.1) was originally designed and developed for the 2008 statewide study. This was subsequently modified to accommodate the 2014 survey. The intent of this website was to act as both an information resource on this study and as a repository of related reports that might be of interest to cities and counties. More importantly, it was a portal to the online survey described in Section A.3. The Metropolitan Transportation Commission (MTC) currently hosts the website.

A.3 Online Survey Questionnaire

A survey questionnaire was prepared and finalized in early December 2013. Briefly, it included a request for the following information (bridge data were not requested in this update):

1. Contact name and information for both pavements and financial data
2. Streets and pavements data
3. Safety, traffic, and regulatory components data
4. Additional Regulatory Requirements
5. Funding and expenditure data

Figure A.1 Home Page of www.SaveCaliforniaStreets.org Website

Like the previous studies, no hardcopy surveys were available to the cities and counties, thus requiring all data entry to be made online. The online survey made data aggregation much simpler and faster. The custom database previously designed and developed in 2012 was updated for 2014.

A.4 Results of Data Collection

A total of 399 agencies (74 percent) responded to the survey, which was an increase from the 361 agencies in 2012. When these were added to the agencies who responded in 2008, 2010 and 2012, this represented 99 percent of the total

Data from 99% of the state's local streets and roads are included in this study.

centerline miles of local streets and roads in the state (see Figure A.2). It also represented 98 percent of the state's population.

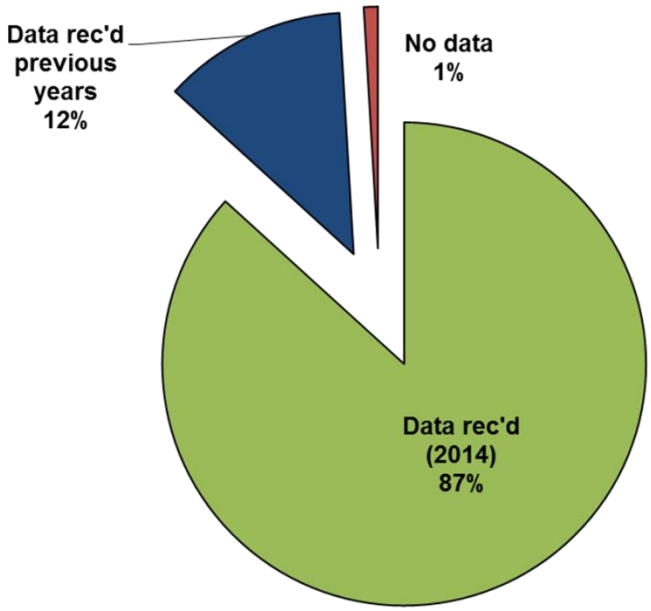

Figure A.2 Responses to Survey (% centerline miles)

Only 24 agencies have not responded to this or any previous survey; of these, 22 have less than 100 centerline miles, and 21 have populations less than 50,000. Many had limited resources in terms of staff time to respond to the survey. Table A.1 illustrates the survey responses by type of data. The pavement data had the most responses (371), but the remaining data elements were able to maintain their past response rate.

Table A.1 Number of Agencies Responding by Data Type

Data Type	2008	2010	2012	2014
Pavement data	314	344	273	371
Unit costs	50	260	211	177
Sustainable practices	-	-	280	269
Complete streets	-	-	269	250
Safety, Traffic & Regulatory	188	296	341	352
Bridges	-	-	177	-
Additional Regulatory Reqts	-	-	220	199
Financial	137	300	238	276

A.4.1 Are Data Representative?

Throughout the data collection phase, it was important to ensure that the data received were representative in nature. This was critical for the analyses – as with the previous studies, the criterion used was network size.

The distribution of responses with respect to network size is shown in Figure A.3. Small agencies are those that have less than 100 centerline miles; medium between 101 to 300 miles, and large agencies have more than 300 miles. Figure A.3 shows all the agencies who responded in 2014 (green), those who responded in 2008/2010/2012 but not 2014 (blue) and the ones who have never responded in red. Clearly, the bulk of the agencies who did not respond had less than 100 miles of pavement network (small cities), but we still had 240 responses in this category, so our confidence in the responses were validated.

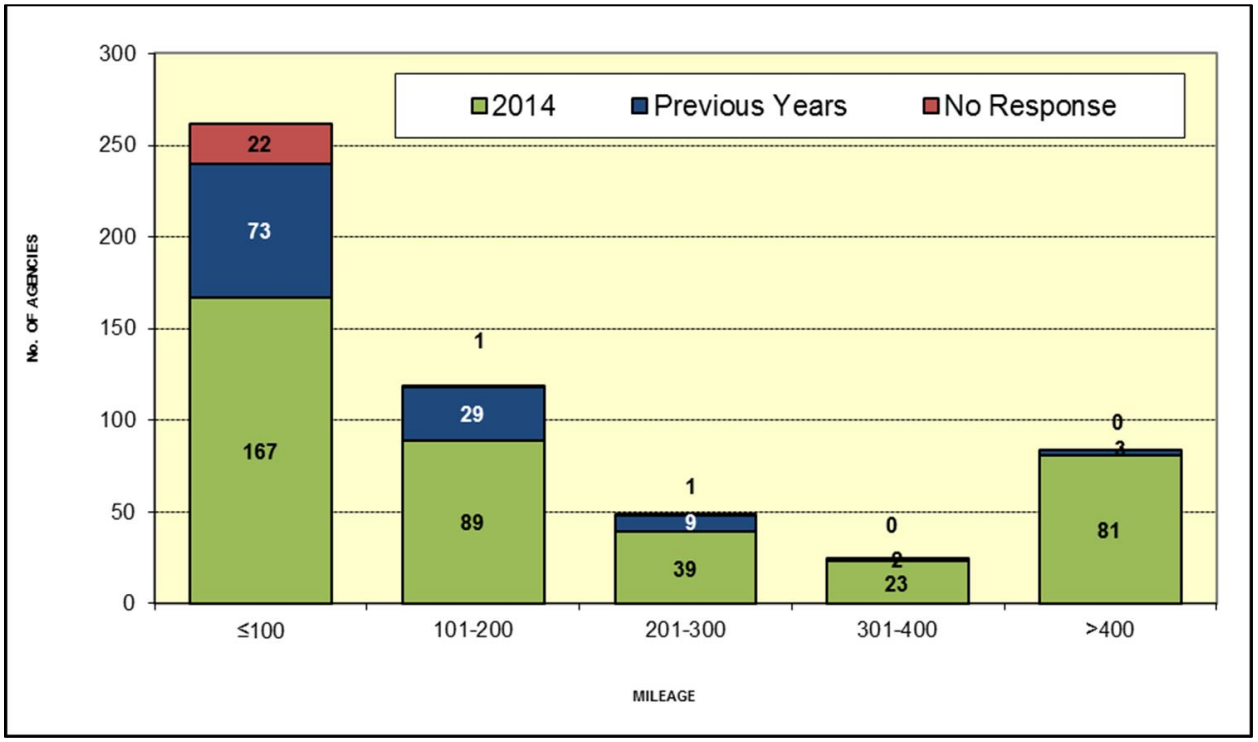

Figure A.3 Distribution of Agency Responses by Network Size (centerline miles)

An important point to note too is that small agencies account for a very small percentage of the state's pavement network. There are 262 cities with less than 100 centerline miles of streets, and 159 cities with less than 50 centerline miles of streets. However, they comprise only 8.2 percent and 2.9 percent of the total miles in the state, respectively. Their impact on the statewide needs is consequently minimal.

A.4.2 PMS Software

The survey responses showed that 85 percent of the responding agencies had a pavement management system (PMS) in place (see Figure A.4). The StreetSaver® (42%) and MicroPAVER (24%) software programs are the two main ones in the state, not surprising given their roots in the public domain and reasonable costs. StreetSaver® was developed and supported by the Metropolitan Transportation Commission (MTC) and MicroPAVER supported by the American Public Works Association (APWA).

Due to the widespread use of a PMS, the quality of the pavement data received contributed immensely to the validity of this study's results.

What is more important is that approximately 94% of the total miles in the state are included in a pavement management system, which lead to a high confidence in the data submitted.

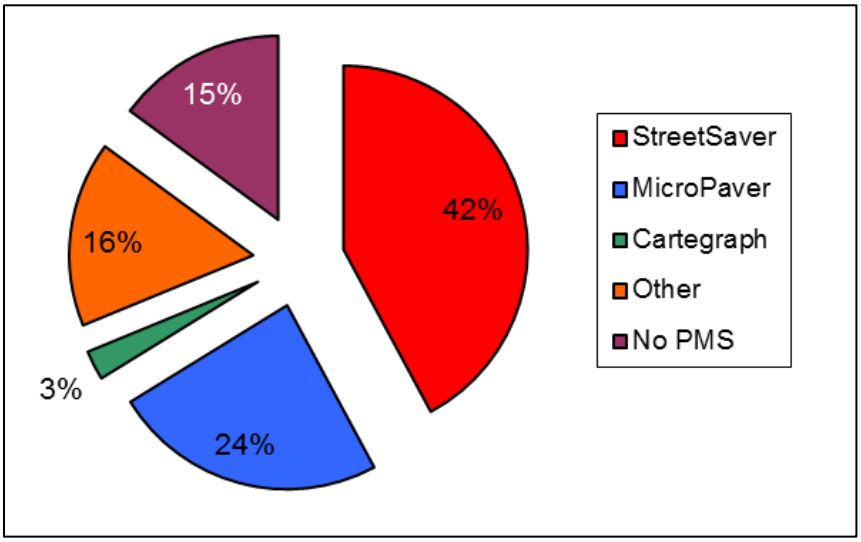

Figure A.4 PMS Software Used from Survey Responses

A.5 Summary

Overall, the number and quality of the survey responses received again exceeded expectations and more than met the needs of this study. To obtain data on 99 percent of the state's local streets and roads network was a remarkable achievement. That 85 percent of agencies that responded also had some pavement management system in place removed many obstacles in the technical analyses. In particular, the consistency in the pavement conditions reported contributed enormously to the validity of statewide study.