



Transportation Asset Program Pavement Condition Report January 18, 2011

Executive Summary

For more than 100 years the municipalities in the Grand Rapids metropolitan area have been developing, improving, and maintaining a viable transportation system for the residents and businesses to use for the expressed purpose of efficiently moving people and goods throughout the region and beyond. At no time in those more than 100 years have the municipalities seen more challenge than today in simply maintaining the transportation infrastructure.

Historic underinvestment, steady erosion of purchasing power, continued inflation in material costs, flattening levels of federal assistance and a decline in fuel-tax revenues have put the transportation infrastructure throughout the country in the dire position of steady decline. The Grand Rapids metro area has not been immune to these steady declines. While maximizing the use of the funding that has been available over the years has helped stem the tide, the system cannot continue to be maintained with “band-aid” solutions.

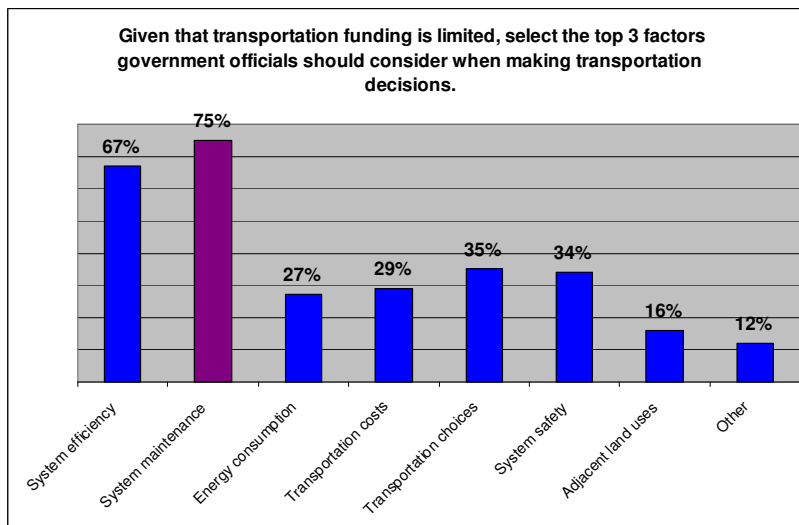
System Need

If this area continues down the path we are currently on the transportation infrastructure will suffer dire consequences. Currently, 36% of the entire non-trunkline federal aid system in the GVMC area is in poor condition. If the current investment levels and trends are continued through 2035, 58% of the system is projected to be in poor condition.

To maintain the system in its current state it is estimated that the investment in the system will need to nearly **double** to \$21,500,000. To get the system up to a 90% overall good or fair condition which is considered somewhat less than ideal, it will require an investment of **triple** the current investment, or \$33,000,000 per year.

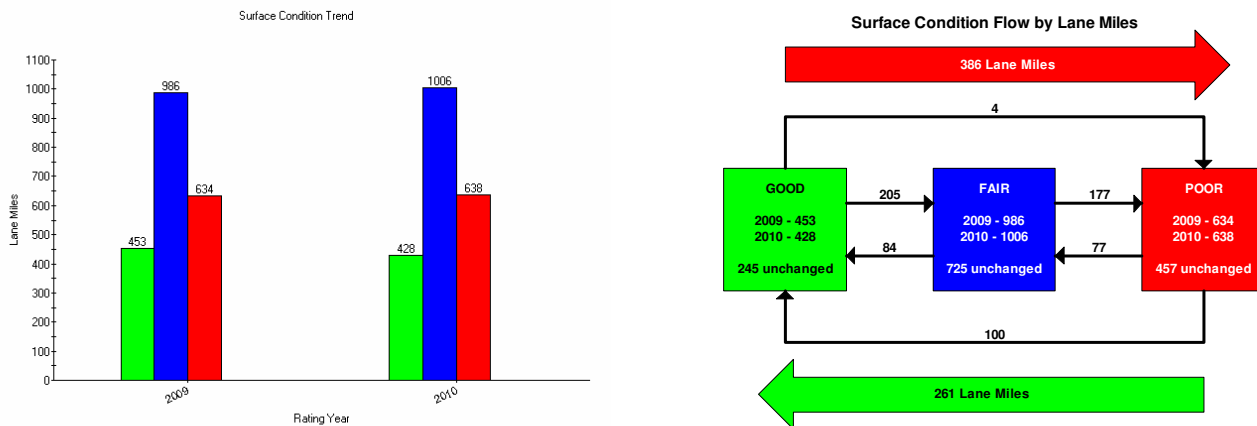
Public Opinion

In a recent GVMC public opinion survey 75% of the respondents surveys placed the importance of pavement condition as their top transportation related priority.



2010 Survey Results

It should come as no surprise that the overall pavement condition in the GVMC area has continued to fall. Continued under investment in the core transportation infrastructure combined with the loss of buying power for local municipalities has resulted in the worst conditions since GVMC started doing surveys 15 years ago. The graphics below depict the pavement condition comparison between 2009 and 2010.



What's it worth??

If the local federal aid system were in pristine condition it would be worth an estimated \$3.15 Billion. In its current condition, the system is currently worth an estimated \$2.075 Billion. In 2009, the system was valued at \$2.09 Billion. This is a \$15 million loss in value over a one year period despite an investment of over \$30 million by state and local agencies. The net loss to the system between 2009 and 2010 exceeds \$45 million.

Hard Truth

Unfortunately, what will happen to the system as time passes and conditions become more dire is the necessary fixes will become more and more costly. The chart below depicts the three various scenarios outlined above, but the reality is really very simple. The region needs do to all it can to protect its transportation asset and the massive investment that has been made over these last 100 years. Without a sound transportation infrastructure none of the other goals of the GVMC long range plan will be attainable.

