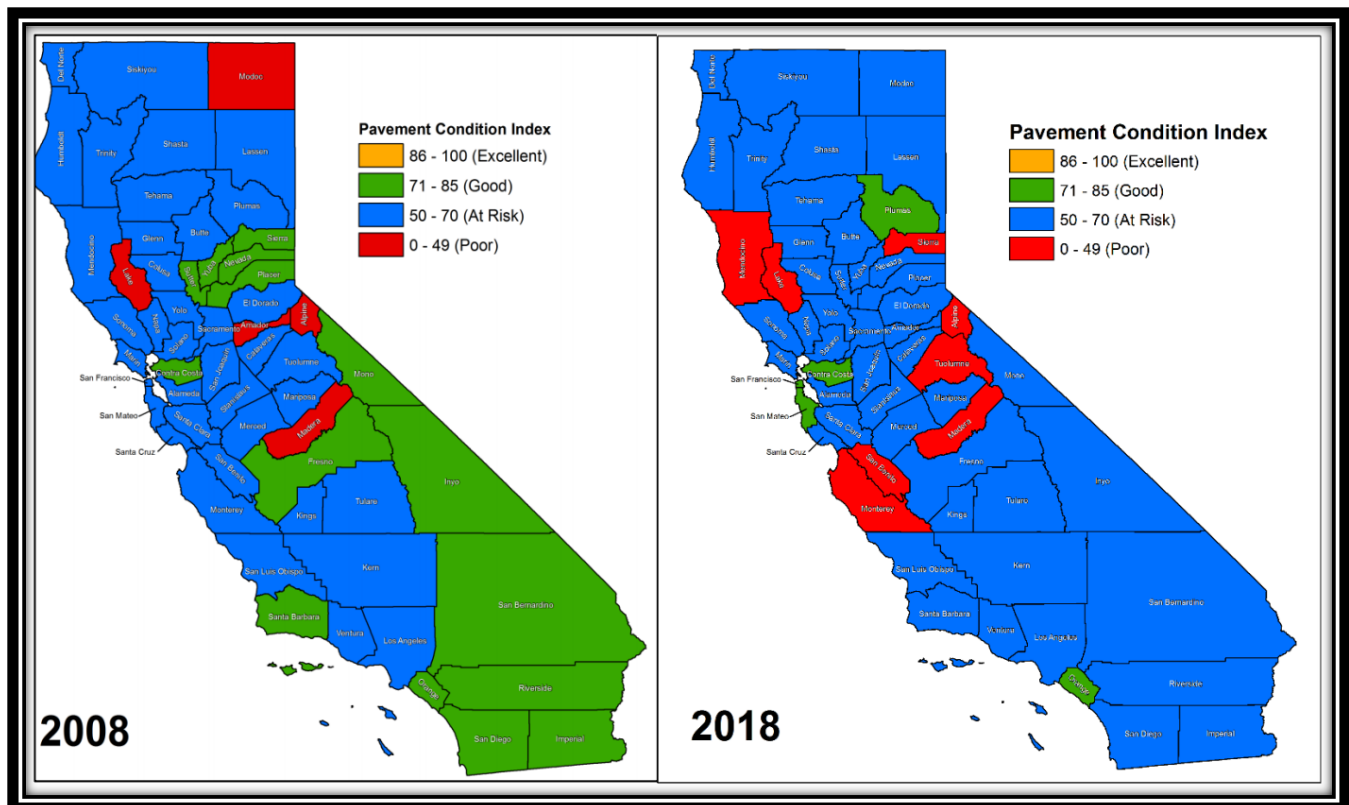


What is the 2018 California Statewide Local Streets and Roads Needs Assessment Report about? Why is it important?

- Starting with the first biennial report in 2008, the goal of the California Statewide Local Streets and Roads Needs Assessment Report has been to educate the public and policy- and decision-makers at all levels of government about the infrastructure investments needed to provide California with a seamless, safe, and efficient multi-modal transportation system.
- The report includes an analysis of several funding scenarios. The 2018 report includes an analysis of the additional SB 1 revenues, and cost savings from sustainable paving technologies have been added to the analysis.
- The findings can be used to develop solutions to address our critical infrastructure needs, understand trade-offs when contemplating policy and funding decisions, and the economic and public safety impacts of delaying local streets and road maintenance.

What are the key findings of the 2018 Report?

- The additional revenue provided by SB 1 will slow the historical deterioration of the local transportation network. It also enables cities and counties to make safety improvements; expand pedestrian, bicycle and transit access opportunities; and reduce the funding shortfall.
- The new revenue will stabilize the statewide average condition of local roadway pavements (measured on the Pavement Condition Index (PCI) scale of zero (failed) to 100 (excellent)) which is currently at a PCI of 65.
- The study estimates that if the current funding levels are maintained over the next 10 years, almost two-thirds of the local street and road network will be in good condition.
- It will reduce the funding backlog by \$18.4 billion in the coming decade.



The condition of California's local streets and roads has continued to deteriorate significantly since the initial study in 2008. On a scale of zero (failed) to 100 (excellent), the statewide average Pavement Condition Index (PCI) is now 65 ("At Risk" category). Even more alarming, 53 of 58 counties are either at risk or have poor pavements (the maps illustrate the changes in condition since 2008).

The report concludes that without the additional revenue the road conditions will deteriorate and the funding shortfall will grow. Specifically, if cities and counties lose \$1.5 billion in existing annual revenue over the next 10 years, the:

- Funding shortfall will grow by \$12.2 billion for pavement needs on the local street/road system alone.
- PCI will drop from the current statewide average of 65 (at-risk) to 57, which is nearly in the poor category.
- Percentage of local roads in failed condition will grow to nearly 29 percent.

As roadway pavement conditions deteriorate, the cost to repair them increases exponentially. For example, it costs as much as 13 times more to reconstruct a pavement than to preserve it when it is in good condition. To put it another way, 13 miles of roadway can be maintained in a Best Management Condition (PCI of 85) for the same cost as reconstructing one mile of failed pavement.

Who participated in the Study?

484 of California's 482 cities and 58 counties participated in this study, and their responses provided data on more than 140,000 centerline-miles of local streets and roads. This is 99 percent of the total local street network.

Who contributed financially to this study?

Appendix A of the 2018 report lists the agencies who have contributed financially to this study.

- 57 of 58 counties
- 315 out of 482 cities
- 45 out of 48 California's Regional Transportation Planning Agencies

Are state highways included in this study?

- No. Only the local transportation system is included in this study. This system includes more than 143,000 centerline miles of roads owned and maintained by cities and counties.
- Caltrans has a similar report on the state's highways. It is located at:
http://www.dot.ca.gov/hq/transprog/SHOPP/2018_shopp/2018-shopp-adopted-by-ctc.pdf

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To download the report, go to: www.SaveCaliforniaStreets.org