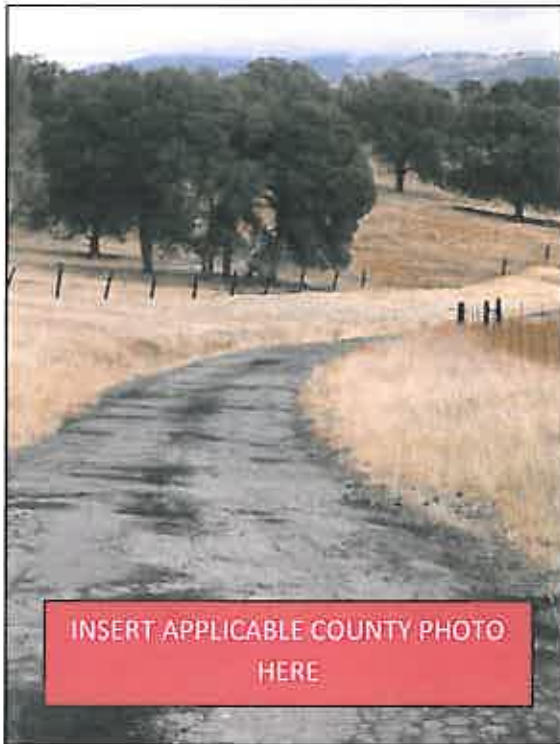


California Rural Counties Task Force
2015 Rural Counties Pavement Needs Assessment
(Insert Your RTPA Name/Logo Here)

Why are our roads getting worse?

The cost of road maintenance and repairs far outpace available funding.

This is not a problem unique to California – it’s a national crisis. Federal gasoline taxes have not kept pace with inflation and rising construction costs. Nor has the system for charging road users been updated to account for alternative fuels and increasing fuel efficiency. The same is true for the state’s gasoline taxes. The base 18-cent excise tax, last adjusted in 1994, is now only worth 9-cents when adjusted for inflation and fuel efficiency.



An aging infrastructure, rising construction costs, and new regulatory requirements all contribute to the funding shortfall. Other factors such as heavier vehicles, increasing traffic and the need to accommodate alternative modes of transportation (buses, bicyclists and pedestrians) place increased demands on local streets and roads.

Importance of local roads

The local road system holds California’s entire transportation network together. From the moment we open our front door and drive to work, bike to school, or walk to the bus stop, people are dependent upon safe, reliable local streets and roads. Police, fire and emergency medical services all need safe reliable roads to react quickly to calls. A few minutes delay can be a matter of life and death.

Insert local example of critical local road – could be only access to a community, key freight or agricultural corridor, recreational access etc.

Californians and our state and national economies rely on an efficient, multi-modal transportation network for the safe movement of people and goods.

Who is the Rural Counties Task Force?

The 26 rural counties included in this study own and maintain over 24,000 centerline miles of local roads and streets, and over 5,000 centerline miles of unpaved roads. They cover 41.5 percent of the total land area and maintain approximately 14.2 percent of the total lane-miles of the local road network. However, they contain only 5.6 percent of the state’s population and have 9.4 percent of the available funding for pavement expenditures.

What is the purpose of this study?

This study determines the pavement conditions for each county; compares the cost of repairs with the funding available; and examines the impacts of three funding scenarios:

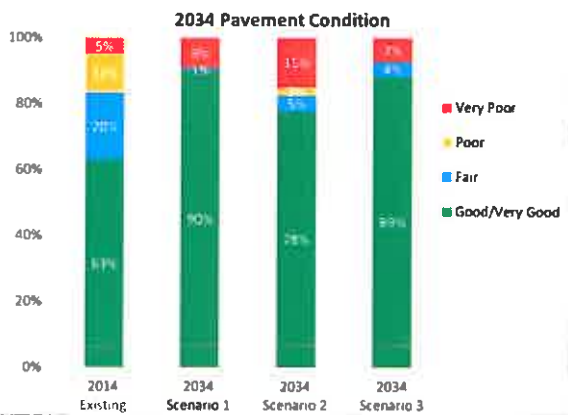
1. Existing funding with preventive maintenance first;
2. Existing funding with worst first; and
3. Funding required to reach county goals.

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The main difference between Scenarios 1 and 2 is the maintenance philosophy. Generally, a maintenance policy that focuses on preservation or preventive maintenance is more cost effective than fixing the worst roads first. This is because repairing one failed road can cost as much as 20 times more than preserving a good road.

Findings for Nevada County

On a scale of zero (failed) to 100 (excellent), the average Pavement Condition Index (PCI) in Nevada County is 71.



Scenarios 1 and 2 show the results with the existing funding of \$8.7 million per year; with Scenario 1 resulting in a network with a higher percentage of good roads. Scenario 3 indicates that a total \$181.5 million is required over 20 years to reach a PCI of 75. The figure below shows the pavement condition on each scenario by 2034.

The county's projected PCI by 2034 on each scenario is included in the following table.

2014 Current PCI		
71		
Scenario	2034 Projected PCI	Unfunded Backlog by 2034
Scenario 1	72	\$46.5 M
Scenario 2	69	\$92.5 M
Scenario 3	75	\$40.3 M

Insert a photo of street with PCI around 69.

Insert a photo of street with PCI around 75.

Given the lack of new funding sources, it is important that Nevada County adopt the most cost-effective maintenance policies i.e. preserve good pavements first. This will result in higher PCI as well as a lower unfunded backlog. In short, a "worst first" policy is undesirable.

For more information, contact

Insert contact name info here

To download the report, go to:

<http://ruralcountiestaskforce.org/>

FACT SHEET

