



## **The 2012 Statewide Needs Assessment shows a steady downward trend in pavement condition.**

- In 10 years, under existing funding levels, a quarter of the streets and roads in California will be in “failed” condition. More than twice the current funding level is needed just to maintain current pavement conditions.

## **Cities and counties own and operate 81% of the local streets and roads in California.**

- Every trip – by car, bus, bicycle, or on foot - begins and ends on a local street or road.
- The local system is critical for the safety and mobility of the traveling public, emergency responders, law enforcement, farm to market needs, commerce, and multimodal needs such as bicycles and buses.

## **The local street and road system provides two-fold opportunity for economic recovery.**

- The system provides opportunity for public and private sector jobs, supporting economies across the state.
- Modernizing local streets and roads will create well-paying construction jobs that help boost local economies, attract businesses, and provide for the safe and efficient movement of both people and goods.

## **Investing in local streets and roads now will help the environment later.**

- Maintenance reduces drive time and traffic congestion, improves bicycle safety, and makes the pedestrian experience safer and more appealing - all of which lead to reduced vehicle emissions.
- Cars and trucks sustain less damage and use less fuel on well-maintained streets.
- Restoring roads before they fail will reduce future construction costs and also translates to less air and water pollution.

## **The Assessment captures more than 98% of local streets and roads in California, with 92% of the data coming from pavement management systems.**

- On the Pavement Condition Index (PCI) which ranks roadway pavement conditions on a scale of zero (failed) to 100 (excellent), the statewide average for local streets and roads is 66, an “at risk” rating.
- The condition is projected to deteriorate to a PCI of 53 in 10 years.

## **The funding shortfall is \$82.2 billion over the next 10 years.**

- To bring the pavement condition and essential components such as storm drains, gutters, sidewalks and curbs of local streets and roads to a level of Best Management Practices (BMP), there needs to be an additional investment of \$8.22 billion dollars annually over the next ten years.
- Achieving pavement BMP is the most cost-effective way to maintain local streets and roads, and has the lowest impact on mobility and commerce.

## **Nichols Consulting Engineers, Chtd. performed the study. It was sponsored by the cities and counties of California, and managed by the Metropolitan Transportation Commission (MTC). The Oversight Committee is composed of representatives from the following:**

- League of California Cities (League)
- California State Association of Counties (CSAC)
- County Engineers Association of California (CEAC)
- California Regional Transportation Planning Agencies (RTPA)
- California Rural Counties Task Force (RCTF)
- Metropolitan Transportation Commission (MTC)
- County of Los Angeles, Department of Public Works

The full report can be downloaded at: <http://www.savecaliforniastreet.org>

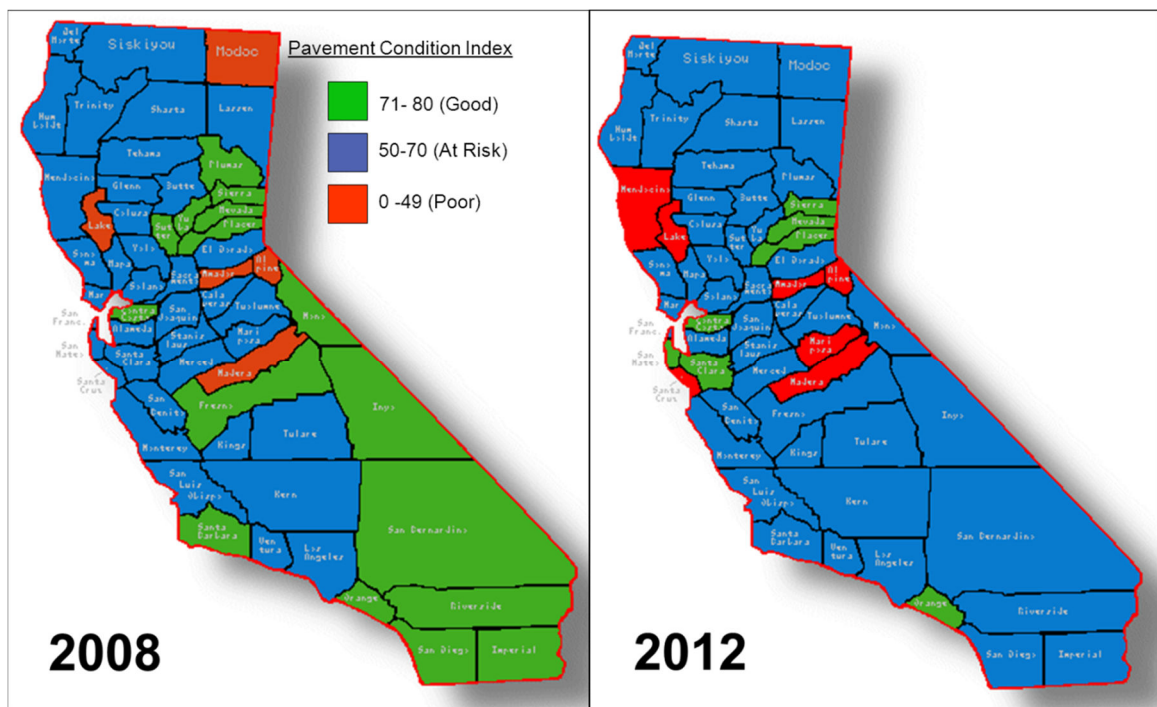


California’s local streets and roads system is in crisis, driving state and local governments to a decision point: either pay now to update communities’ deteriorating thoroughfares, or pay much more later to replace them.

Due to an aging infrastructure, rising construction costs and budget constraints, the state’s local road network is falling into disrepair at an alarming rate. With heavier vehicles, increasing traffic and the need to accommodate alternative modes of transportation—including buses, bicyclists, pedestrians, the disabled and school children—the demands on California’s streets and roads are growing. At the same time, a growing percentage of streets and roads are in poor condition and in need of repair.

Cities and counties own and maintain 81 percent of California’s roads, and these byways are the underpinning of California’s statewide transportation network. From the moment we open our front door in the morning to drive to work, bike to school, walk to the bus station, or buy groceries, we are dependent upon our local streets and roads. Emergency responders and law enforcement rely on the network to save lives and keep us safe. It’s hard to think of a single aspect of daily life that doesn’t involve a local road.

The results of the *2012 California Statewide Local Streets and Roads Needs Assessment* show that there has been a steady downward trend in the pavement condition since 2008. The majority of California’s counties now have an average pavement condition rating that is considered “at risk” (see maps). Projections indicate that in 10 years, 25 percent of California’s streets and roads will be in the “failed” category.



The state system encompasses bridges and safety and traffic components such as traffic signals, traffic signs, storm drains, sidewalks, and curbs and gutters. Public safety concerns intensify the urgency for state and local decision makers to come up with answers – and funding - for maintenance and repair.