**CITY/COUNTY LETTERHEAD/LOGO**

**FOR IMMEDIATE RELEASE**

**Date:**

**Local Contact:**

**New Study Shows Majority of California’s Local Streets and Roads Are “At Risk”**

*Costs could double if repair and maintenance are further delayed due to lack of funding*

**CITY/COUNTY NAME—** A new analysis of California’s local streets and roads network shows that pavement conditions across the state are in rapid decline. [The 2012 California Statewide Local Streets and Roads Needs Assessment](http://www.savecaliforniastreets.org/) confirms that existing funding levels are not sufficient to address deteriorating roads, bridges, sidewalks, storm drains and traffic signs, and predicts that the cost to fix them could double if repair and maintenance are delayed due to a lack of new funding.

LOCAL QUOTE: “It costs far less to repair and maintain roads than to replace them,” said XXXX. “If we don’t deal with the problem now, costs to maintain our local system will increase while the safety, quality and reliability of *(XXX City’s/County’s)* roads decline.”

*(1) If condition is better:*

While the *(City/County)* pavement condition ranks higher than the state average, the local streets and roads in (*City/County)* will still require significantly increased funding levels just to maintain the status quo and keep roads from falling into disrepair. While pavement deteriorates quickly, construction costs continue to rise, costing taxpayers more to repair or replace local streets and roads in the future.

*(2) If condition is worse or similar:*

(City/County) is not alone. Fifty-one out of California’s 58 counties were found to have an average pavement condition that is considered either “at risk” or “poor” on the pavement condition index, posing safety hazards for drivers, bicyclists and pedestrians.

The Needs Assessment, sponsored by the League of California Cities, California State Association of Counties (CSAC) and other transportation stakeholders, looks at the condition of the statewide system and provides a comprehensive funding overview. The new report shows a steady downward trend since the initial 2008 analysis, and projects that unless additional funding is established, a quarter of streets and roads in California will be in “failed” condition in just ten years.

Cities and counties own 81% of the state’s roads, and the system encompasses bridges and safety and traffic components such as stoplights, traffic signs, storm drains, sidewalks, and curbs and gutters.

The Needs Assessment data shows that there is a significant funding shortfall to bring the system up-to-date, and that the longer work is delayed, the more it will cost.

LOCAL QUOTE: “State and local governments, the Legislature, and the people of California have a choice,” added XXX. “We can either spend money now and make the repairs, or expect to pay a lot more in the future.”

To download a copy of the report, please visit [www.savecaliforniastreets.org](file:///C:\Users\jwhiting\AppData\Local\Microsoft\Windows\Temporary%20Internet%20Files\Content.Outlook\BW3CEJTI\www.savecaliforniastreets.org). For more information on the full report, please contact XXX.

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