



- Cities and counties own and operate over 82% of the road mileage in California, where every trip begins and ends.
- The local system is critical for the safety and mobility of the traveling public, including personal vehicles, transit, bicyclists, and pedestrians, farm to market needs, and goods movement.
- The local street and road system provides two-fold opportunity for economic recovery during the prolonged economic downturn in California:
  - Providing both public and private sector jobs and thus supporting economic recovery in every corner of the state; and
  - Attracting businesses and providing for the safe and efficient movement of both people and goods.
- The report captures data for more than 97% of local streets and roads in California, with 83% of data coming from industry recognized pavement management systems.
- On a scale of zero (failed) to 100 (excellent), the statewide average pavement condition index (PCI) has deteriorated from 68 in 2008 to 66 in 2010, an “at risk” category. Approximately 67% of the local streets and roads system are “at risk” or in “poor” condition. The condition is projected to deteriorate to a PCI of 54 by 2020. In addition, the percentage of “failed” streets will grow from 6.1% to almost 25% of the network by 2020.
- The funding shortfall considering all existing revenues is \$78.9 billion over the next 10 years.
- \$1 deferred today will result in a higher cost of \$1.53 in 10 years, assuming that there is no increase in construction or labor costs.
- Achieving pavement Best Management Practices (BMP) is the most cost-effective way to maintain local streets and roads. Using BMP also has the lowest impact on mobility and commerce.
- To bring the pavement condition and essential components, such as storm drains and gutters, of local streets and roads to a level of BMP there needs to be an additional investment of \$7.9 billion dollars annually over the next 10 years.
- The Assessment is a collaborative effort of the League of California Cities, California State Association of Counties, County Engineers Association of California, and other local and regional transportation agencies.

*The California Statewide Local Streets and Roads Needs Assessment was made possible through the contributions from individual cities and counties.*

