



# SAVE CALIFORNIA STREETS

## What is the 2014 California Statewide Local Streets and Roads Needs Assessment Report about? Why is it important?

- The goal of the *California Statewide Local Streets and Roads Needs Assessment Report* is to educate the public, and policy/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.
- This report reveals the hard data that illustrates the future funding requirements for California's local streets, bridges, sidewalks and other essential transportation components.
- The findings provide data and evidence to inform solutions to address our critical infrastructure needs and the economic and public safety impacts of delaying local street and road maintenance.

## What are the key findings of the 2014 Report?

- There is a significant funding shortfall to bring the local transportation system up-to-date - approximately \$78.3 billion over the next 10 years.
- As pavement conditions deteriorate, the cost of repair increases exponentially; the longer we wait, the more it will cost.
- This report confirms that there has been a steady downward trend in the pavement condition since 2008, when the first comprehensive statewide local street and road pavement study was conducted.
- The funding shortfall has grown from \$71.4 billion in 2008 to \$78.3 billion in 2014 – an increase of nearly \$7 billion in just six short years.
- The majority of California's cities and counties now have an average pavement condition rating that is considered "at risk". Projections indicate that by 2024, a quarter of local streets and roads will be in the "failed" category.
- To spend the taxpayer's money cost-effectively, it just makes sense to preserve and maintain our roads and bridges in good condition rather than let them deteriorate and then pay more to fix them.

## How large is the transportation network?

- There are more than 143,000 centerline miles of local streets and roads maintained by cities and counties. This is nearly 81 percent of the state's road network.
- There are almost 12,000 bridges that are owned and maintained by cities and counties. This is half the bridges in California.



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## Why is the local street network important?

- Local streets and roads hold the state's entire transportation network together. From the moment we open our front door to drive to work, bike to school, or walk to the bus stop, we depend on safe, reliable local streets and roads.
- Police, fire and emergency medical services require safe reliable roads to respond quickly to emergencies. A few minutes delay can be a matter of life and death.
- California is a leader in the fight against global warming. Cities and counties are doing their part to build livable communities which provide multi-modal transportation options to walk, bike, and take transit to move around communities. This reduces stress on our local roads, reduces greenhouse gas emissions, and promotes public health benefits of an active lifestyle.
- The local street and road system is critical to California's economy — the 8th largest in the world. The "last mile" for the movement of goods from rail, airports and seaports occurs on the local system. A functioning well maintained local network promotes economic sustainability and vitality.

## Who participated in this study?

- 399 of California's 540 cities and 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 2014 report lists the agencies who have contributed financially to this study. They include:
  - All 58 counties
  - 343 out of 482 cities
  - 43 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 140,000 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/prior\\_shopp\\_documents/10yr\\_SHOPP\\_Plan/2013\\_Ten\\_Year\\_SHOPP\\_Plan.pdf](http://www.dot.ca.gov/hq/transprog/SHOPP/prior_shopp_documents/10yr_SHOPP_Plan/2013_Ten_Year_SHOPP_Plan.pdf)



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## Are other modes of transportation included?

- Yes. The study also includes facilities for bicyclists and pedestrians. Other modes that use roadways, such as buses and taxis, are included in the pavement component.

## What are the essential transportation components?

- The local transportation system isn't just roads and bridges. All modes of transportation are included, such as bicycle and pedestrian facilities. Also, safety components such as traffic signals, signs, street lights as well as storm water facilities are included in this study.

## What are the worst countywide pavement conditions?

- Alpine, Amador, Lake, Madera, Mariposa, Mendocino, Modoc, San Benito, Sierra and Tuolumne.

## What are the best countywide pavement conditions?

- Contra Costa, Fresno, Placer, Nevada, Orange, San Bernardino, San Joaquin, San Mateo, Riverside and Ventura.

## Why is there a funding shortfall?

- An aging infrastructure, rising construction costs, and new regulatory requirements all contribute to the shortfall.
- The purchasing power of existing revenue streams is declining and budget constraints have precluded needed maintenance.
- Other factors such as heavier vehicles, better vehicle fuel efficiency, increasing traffic and the need to accommodate alternative modes of transportation like buses, bicyclists and pedestrians place increased demands on roads even as funding continues to decline.

## What is needed to establish stable funding and ensure ongoing repair and maintenance?

- New sustainable sources of revenues must be created. The state's gasoline excise tax has not kept pace with inflation. The 18-cent base excise tax, last adjusted in 1994, is only worth 9-cents today when adjusted for inflation and fuel efficiency.
- A significant portion of new revenue should be focused on preservation of the existing road network. Once the system is in a state of good repair, the need for maintenance will be reduced.
- Everyone who benefits from local streets and roads – personal and commercial vehicles, transit, bicyclists, and pedestrians -should bear the cost of restoring and preserving the transportation infrastructure they rely on.



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- Californians need to work together to find ways to fund local streets and roads, and push state and local governments to establish sustainable transportation revenues.

## Who can we contact for more information?

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## To download the report, go to:

[www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org)