



SAVE CALIFORNIA STREETS

Problem

Transportation infrastructure funding needs far outpace available revenues. This is not a California only problem – it's a national crisis.

At the federal level, the Highway Trust Fund faces insolvency. 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 shortfall. Other factors such as heavier vehicles, increasing traffic and the need to accommodate alternative modes of transportation such as buses, bicyclists and pedestrians place increased demands on the transportation infrastructure.

Without an influx of new revenue in the near future, the system will continue to deteriorate and could cost tax payers twice as much to repair this vital investment.

Importance of local transportation

The local street and 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.

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

Purpose

The goal of the *California Statewide Local Streets and Roads Needs Assessment Report* (Report) is to educate the public and policy- and 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. The information should be used to inform policy and funding solutions based on sound data and evidence.

The Report is a comprehensive and systematic statewide assessment of the state's local street and road network. It includes an analysis of current funding available to cities and counties to maintain the local network and identifies a funding shortfall to preserve the public's \$188 billion investment.

This report is updated biennially to ensure that information is up to date. There are detrimental consequences to delays in taking action. Funding needs do in fact grow as we delay solutions to this tremendous problem. The funding shortfall has grown from \$71.4 billion to \$78.3 billion in just six years.

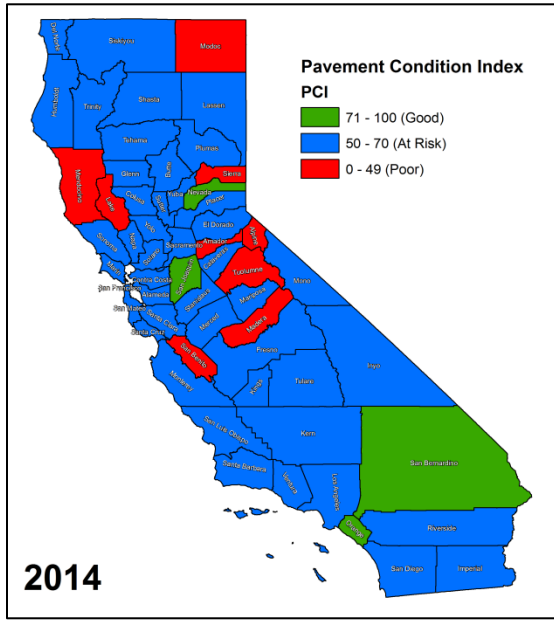
Findings

On a scale of zero (failed) to 100 (excellent), the statewide average Pavement Condition Index (PCI) has deteriorated to 66 ("at risk" category) in 2014. Even more alarming, 54 of 58 counties are either at risk or have poor pavements. If current funding remains the same, the



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unfunded backlog will swell from \$40 billion to \$61 billion by 2024.



The transportation network includes essential safety and traffic components such as curb ramps, sidewalks, storm drains, streetlights and signals. These will require an additional \$31 billion to maintain over the next 10 years, yet there is an estimated funding shortfall of \$20.9 billion.

Local bridges are also an integral part of the local streets and roads infrastructure. There are 11,863 local bridges in California, and an estimated shortfall of \$1.3 billion to maintain the safety and integrity of the bridge infrastructure.

Recommendations

New sustainable sources of revenues must be created, and a significant portion 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 them.

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.

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To download the report, go to:

www.SaveCaliforniaStreets.org