**2016 California Statewide Local Streets and Roads Needs Assessment Report**

**Talking Points**

**Main Points**

* **The local roads we all rely on are deteriorating at an exponentially faster rate, literally crumbling beneath our tires, bikes and feet.**
* **The conditions are getting so bad that if Californians don’t commit to prioritizing funding to fix them, we could be facing a catastrophe.**
* The average pavement condition of California’s streets and roads is just 65, which is considered “at risk”- on a scale of zero (failed) to 100 (excellent).
* Roads that at one time could have been fixed are deteriorating to the point they need to be replaced.
* The 10-year funding shortfall to repair and maintain our roads is approximately $73 Billion.
  + **Please note that the funding shortfall in 2014 was $78 billion. There are a few important reasons that the funding shortfall is smaller in the 2016 Report than previous reports. First, cities and counties are often conservative with funding projections when completing the study survey and now with 10-years’ worth of data we are better able to predict more accurate future funding levels which are slightly less conservative and therefore reduce the actual backlog. Second, while the cost of some pavement preservation practices have increased slightly, the cost of roadway reconstruction is still 18% lower than what it was in 2008 when we released the first report. Finally, local agencies are really good at stretching dollars and using cost-effective treatments and sustainable pavement practices to get the most bang for their buck which impacts the shortfall.**
* Current state, local and federal revenue available to cities and counties adds up to about $1.9 billion per year.
* We need $3.5 billion per year just to maintain local roads in their current condition.
* We need approximately $7 billion per year to bring roads into compliance with industry Best Practices.
* **Without new revenues, the average condition of local roads will fall to 56 on the PCI scale, which is nearly in the “failed” category and the backlog grows by $20 billion in just 10-years!**
* State and federal funding to fix and maintain local roads and bridges has been woefully inadequate for years.
* From the moment we open our front door to drive to work, bike to school, or walk to the bus stop, people are dependent on safe, reliable local streets and roads.

**Solutions**

* **The Legislative Special Session on Transportation is still in effect through the month of November.**
* **The Legislature should reconvene under that session and pass legislation that**
  + **increases revenue for local streets and roads and state highways,**
  + **includes reforms to ensure the money is spent wisely,**
  + **guarantees the revenue is dedicated to transportation**
* While there are a number of important local sales tax measures on the November ballot, locally generated revenues are invested in a variety of modes and new capacity projects, so we still need a statewide solution to address maintenance needs.
* Everyone who benefits from local streets and roads — including personal and commercial vehicles, transit, bicyclists, and pedestrians — should bear the cost of restoring them.
* By investing in our local road system, we are investing in the safety and wellbeing of all Californians and ensuring the reliability of one of the foundations of our economy.

**Financial Cost**

* **Roads and bridges are like cars or houses. If you don’t take care of them with regular maintenance and repairs, you’ll either have to spend more money to fix larger problems, or buy a new one. Worse yet, deferred house or car maintenance could literally put you, your family, or others at grave risk.**
* Californians have a choice: We can either pay to fix and maintain our streets and roads today, or pay much more in the future to replace them.
* To spend the taxpayer’s money cost-effectively, it just makes sense to preserve and maintain our roads and bridges in good condition than to let them deteriorate and then pay more to fix them.
* **To put our investment in context: Californians on average pay $540 for internet, $780 for their coffee habit, $852 for a cell phone, and an incredible $1,032 for cable every year. By contrast, motorists only pay $350 in taxes used to maintain the roadways necessary for everyday life.**

**Public Safety**

* **It’s a matter of public safety. 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.**
* Reliable local streets and roads increase the safety and livability of our communities —this is important whether you’re young or old, on foot or in a car, riding a bicycle, using a wheelchair or taking the bus.
* Repairs to local roadways are more than just fixing potholes; they include improvements for sidewalks, storm water control, gutters, curb ramps, traffic signs and medians, all of which make our roads safer.

**Job Creation**

* Modernizing local streets and roads will create well-paying construction jobs and boost local economies.
* California business relies on local streets and roads to connect with clients, vendors and customers. Investing in road infrastructure is paramount to our continued economic recovery.
* 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.

**Environment**

* 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.
* **Modernizing local streets and roads will reduce drive time and traffic congestion; improve bicycle safety, and make walking more appealing — all of which leads to reduced vehicle emissions.**
* Cars sustain less damage and use less fuel on well-maintained streets.
* Restoring roads before they fail will reduce construction time and that means less air pollution from heavy equipment and less water pollution from site run-off.