

## John Cunningham

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**From:** Kiana Valentine <kvalentine@counties.org>  
**Sent:** Tuesday, October 25, 2016 8:57 AM  
**To:** Kiana Valentine  
**Cc:** Chris Lee; Merrin Gerety  
**Subject:** Just Released: 2016 California Statewide Local Streets and Roads Needs Assessment Report  
**Attachments:** 2016 LSR Report\_Executive Summary (FINAL).pdf; 2016 LSR Report\_Talking Points (FINAL).docx; 2016 Sample Local Press Release (FINAL).docx; 2016 LSR Report\_Tweets (FINAL).docx

To: County Public Works Directors  
CEAC Transportation Policy Committee

From: Kiana Valentine, CSAC Legislative Representative for Transportation  
Chris Lee, CSAC Legislative Analyst for Transportation

**Re: Just Released: 2016 California Statewide Local Streets and Roads Needs Assessment Report**

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The *2016 California Statewide Local Streets and Roads Needs Assessment Report* was released this morning. Please visit [www.savecaliforniastreet.org](http://www.savecaliforniastreet.org) to download a copy of the report. Please note that we are still making updates to the website this morning but didn't want to delay any longer getting you some of the attached information for your use in answering any potential media inquiries.

No surprise to any of you, the 2016 Report found continued decline in pavement condition, bridges and essential components that make up the local street and road system. The average condition has dropped from a 66 on the Pavement Condition Index (PCI) (a scale of zero (failed) to 100 (excellent)) to a 65 which is in the "at risk" category. While this drop may not seem significant on its own, consider that since the inaugural report in 2008 the number of counties with an average PCI in "good" condition has dropped from 16 to 6 in just 10-years.

Under current funding scenarios, counties and cities receive \$1.98 billion annually for local streets and roads. The 2016 Report concludes that without significant new investment in addition to current revenues, close to a quarter of local roads will fall into a "failed" condition by 2026 costing tax-payers much more in the future to bring the system into a safe, good condition. It will take \$3.5 billion annually just to maintain pavements at a 65 or "at risk" condition. Moreover, to bring the system into Best Management Practices (BMP), which is the most cost effective condition to maintain local streets and roads and requires significantly less totally investment on an annual basis into the future (of \$2.5 billion for all cities and counties annually), the state needs to invest \$73 billion over the next ten-years which is \$7.3 billion annually.

**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.**

Attached for your immediate use is:

- 2016 Report Executive Summary
- Talking points
- Sample press release
- Sample tweets

Please check the LSR website again later this afternoon to download addition tools such as a sample local resolution, sample PPT, a fact sheet, FAQs and other great interactive information.

If you have any questions, please contact Kiana Valentine, CSAC Legislative Representative for Transportation at 916.650.8185 or [kvalentine@counties.org](mailto:kvalentine@counties.org) or Chris Lee, CSAC Legislative Analyst for Transportation at 916.650.8180 or [clee@counties.org](mailto:clee@counties.org).

**Kiana Valentine**

Legislative Representative

Housing, Land Use, and Transportation

California State Association of Counties®

1100 K Street, Suite 101

Sacramento, CA 95814

[kvalentine@counties.org](mailto:kvalentine@counties.org)

Desk: 916/650.8185

Mobile: 916/266.3892

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

### Talking Points

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#### 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.

## 2016 Local Streets and Roads Needs Assessment Tweets

New report: California's local streets & roads are deteriorating fast [www.savecaliforniastreet.org](http://www.savecaliforniastreet.org)  
#FixCaRoads

Only six California counties have roads in good condition per 2016 local transportation report  
[www.savecaliforniastreet.org](http://www.savecaliforniastreet.org) #FixCaRoads

New @CaCities & @CSAC\_Counties report: 10-year, \$73B shortfall for local streets, roads & bridges.  
[www.savecaliforniastreet.org](http://www.savecaliforniastreet.org) #FixCaRoads

Local streets & roads declining fast according to 2016 report. \$7B/year to make roads optimal.  
[www.savecaliforniastreet.org](http://www.savecaliforniastreet.org) #FixCaRoads

52 of 58 counties have local roads in poor or at risk condition according to 2016 assessment  
[www.savecaliforniastreet.org](http://www.savecaliforniastreet.org) #FixCaRoads

New report: Not enough \$\$ for California local streets, roads, sidewalks, & bridges  
[www.savecaliforniastreet.org](http://www.savecaliforniastreet.org) #FixCaRoads

Pay now or pay more later. California's local streets & roads are declining w/out enough \$\$.  
[www.savecaliforniastreet.org](http://www.savecaliforniastreet.org) #FixCaRoads

W/O more \$ California's local streets & roads will fail says new report. [www.savecaliforniastreet.org](http://www.savecaliforniastreet.org)  
#FixCaRoads

Kids & families need safe streets. New report calls for \$7B annually for sound streets and roads.  
[www.savecaliforniastreet.org](http://www.savecaliforniastreet.org) #FixCaRoads

## CITY/COUNTY LOGO

DATE:

Contact:

### FOR IMMEDIATE RELEASE

## **New Study Finds Majority of California's Local Streets and Roads Are "At Risk"** *Roads in **city/county** are **Better/Worse** than Statewide Average*

*Costs will rise if repair and maintenance are further delayed*

CITY/COUNTY NAME— The results of the biennial California Statewide Local Streets and Roads Needs Assessment are alarming. Released on Oct. 25, the new analysis confirms that pavement conditions around the state are continuing to decline and that existing revenue doesn't provide enough funding to properly fix and maintain streets, roads, bridges, traffic signs and storm drains. The research shows that costs could double if repairs and maintenance are delayed much longer. California cities and counties own and operate more than 81 percent of the state's road system and this new report projects that within a decade, one-quarter of local streets and roads will have poor pavement condition. To download a copy of the report, please visit [www.savecaliforniastreet.org](http://www.savecaliforniastreet.org).

#### **Localize here:**

**If condition is better:** The city/county is fortunate because currently our pavement condition ranks higher than the state average, however we are not entirely out of the woods. 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. When pavement deteriorates quickly, construction costs continue to rise, meaning taxpayers will have to pay more to repair or replace local streets and roads in the future.

**If condition is worse or similar:** (**City/County**) is not alone. In 52 of California's 58 counties, the average condition of streets and roads is considered either "at risk" or "poor". This poses serious safety hazards for drivers, bicyclists and pedestrians, and it means if we don't act quickly to fix these roads, they will deteriorate more and cost more to fix in the long run.

**LOCAL QUOTE:** "Current funding is not enough to ensure that our streets and roads are safe and reliable. This is the system that carries our families to school and work and transports the goods that underlie California's economy," 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 will decline. I am urging the Governor, our state legislature, and specifically, our local legislative delegation including **Assembly Member XXXX and Senator XXXX**, to act quickly to address the transportation funding shortfall. And I note that the Legislature's special session on transportation issues is in effect through November."

The report is a collaboration between the California State Association of Counties, the League of California Cities, the County Engineers Association of California, and the state's regional transportation planning agencies. Produced every other year since 2008, the 2016 report captured data from more than 99 percent of the state's local streets and roads. The report shows that California's local streets and road conditions continue to decline, moving us closer to the edge of a cliff.

Using a scale of zero (fail) to 100 (excellent) to rate pavement condition, the report notes that Conditions have deteriorated since the first survey eight years ago when the statewide average was 68. By 2014 it had dropped to 66. Now the average pavement condition has declined to 65, falling another full percentage point in just two years.

In the next 10 years, it is estimated that the local system will have a \$70 billion funding shortfall. Existing funding for California's local streets and roads is \$1.9 billion annually but \$3.5 billion is needed just to maintain the current statewide average rating of 65. Moreover, it would take \$7 billion annually to bring the state's local streets and roads into a safe and reliable condition, to address critical bridge repairs, and to maintain essential components such as sidewalks and storm drains.

To download a copy of the report, please visit [www.savecaliforniastreet.org](http://www.savecaliforniastreet.org). For more information on the full report, please contact Rony Berdugo, League of California Cities (916-658-8283) or Kiana Valentine, California State Association of Counties (916-327-7500 x566).

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## Executive Summary

**California’s local street and road system continues to be in crisis.**

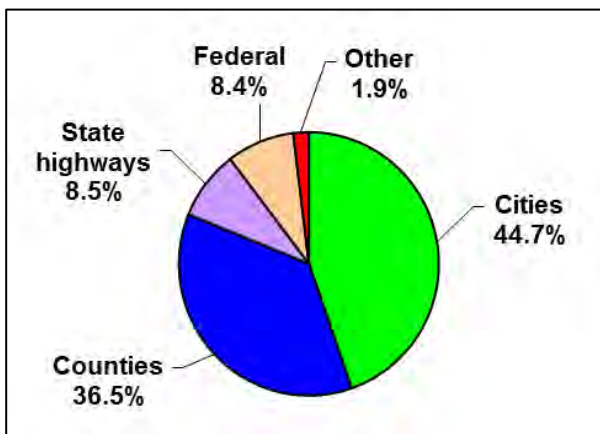
Nearly every trip begins on a city street or county road. Whether traveling by bicycle, bus, rail, truck or family automobile, Californians need a reliable and well-maintained local street and road system. Unfortunately, these continue to be challenging times due to increased demand and unreliable funding. There is a significant focus on climate change and building sustainable communities, yet sustainable communities cannot function without a well-maintained local street and road system. The need for multi-modal opportunities on the local system has never been more essential. Every component of California’s transportation system is critical to providing a seamless, interconnected system that supports the traveling public and economic vitality throughout the state.



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The first comprehensive statewide study of California’s local street and road system in 2008 provided critical analysis and information on the local transportation network’s condition and funding needs. Conducted biennially, the needs assessment provides another look at this vital component of the state’s transportation system and once again finds a significant funding shortfall.

The 2016 study sought answers to important questions: What are the current pavement conditions of local streets and roads? What will it cost to repair all streets and roads? What are the needs for the essential components to a functioning system? How large is the funding shortfall? What are the solutions?



Breakdown of Road Centerline Miles by Agency

Responsible for over 81 percent of California’s roads, cities and counties find this study of critical importance for several reasons. While federal and state governments regularly assess their system needs, no such data existed for the local component of California’s transportation network prior to 2008. Historically, statewide transportation funding



## California Statewide Local Streets & Roads Needs Assessment 2016

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

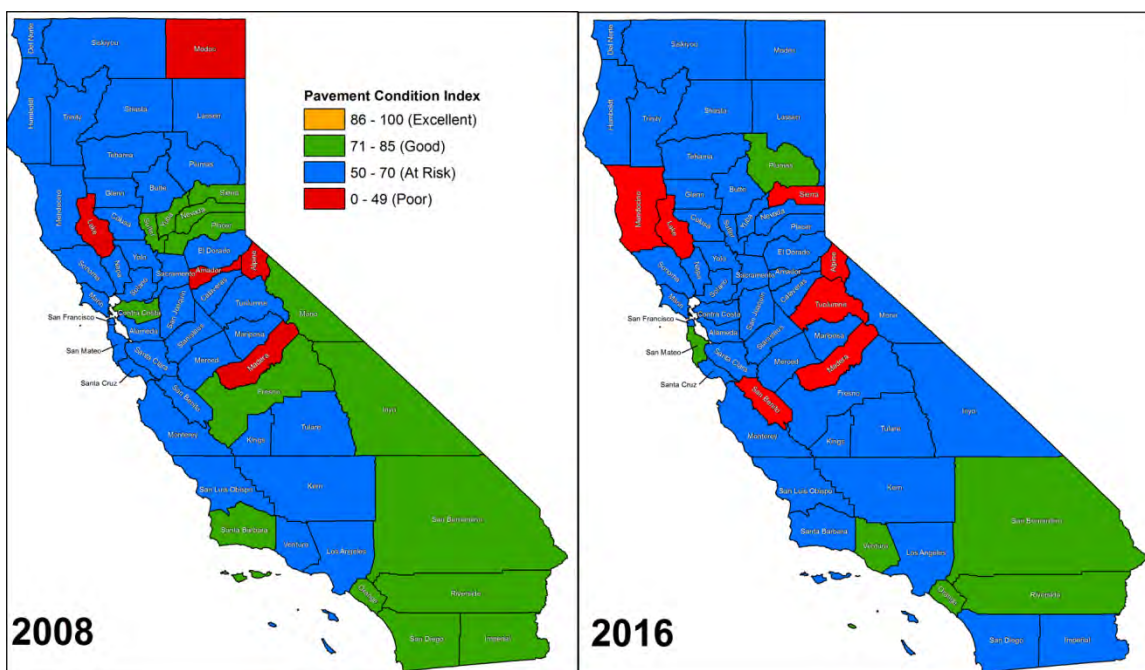
investment decisions have been made without local pavement condition data. This biennial assessment provides a critical piece in providing policy makers with a more complete picture of California’s transportation system funding needs.

The goal is to use the results to educate policymakers at all levels of government and the public about the infrastructure investments needed to provide California with a seamless, multi-modal transportation system. The findings provide a credible and defensible analysis to support a dedicated, stable funding source for maintaining the local system at an optimum level. The study also provides the rationale for the most effective and efficient investment of public funds, potentially saving taxpayers from paying significantly more to fix local streets and roads into the future.

This update surveyed all of California’s 58 counties and 482 cities in 2016. The information captured data from more than 99 percent of the state’s local streets and roads – a level of participation that makes clear the local interest in addressing the growing problems of crumbling streets and roads.

### Pavements

The conditions of California’s local streets and roads are rolling off the edge of a cliff. On a scale of zero (failed) to 100 (excellent), the statewide average Pavement Condition Index (PCI) has deteriorated to 65 (“at risk” category) in 2016. Even more alarming, 52 of 58 counties are either at risk or have poor pavements (the maps illustrate the changes in condition since 2008). If the current funding remains the same, the unfunded backlog will swell from \$39 billion to \$59 billion by 2026.





**California Statewide Local Streets & Roads Needs Assessment 2016**  
[www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org)

In order to use taxpayer money wisely, it makes more sense to preserve and maintain our roads in good condition, than to let them crumble further and cost more to fix. The costs developed in this study are based on achieving a roadway pavement condition called Best Management Practices (BMP). At this condition level, preventive maintenance treatments (i.e., slurry seals, chip seals, thin overlays) are most cost-effective. Preventive maintenance interferes less with commerce and the public’s mobility and is more environmentally friendly than rehabilitation and reconstruction.

The importance of this approach is significant. As roadway pavement conditions deteriorate, the cost to repair them increases exponentially. For example, it costs as much as fourteen times more to reconstruct a pavement than to preserve it when it is in good condition. Even a modest resurfacing is four times more expensive than maintenance in the BMP condition. Or to put it another way, employing maintenance practices consistent with BMP results in treating as much as fourteen times more road area for the same cost.

By bringing the local roadway system to BMP conditions, cities and counties will be able to maintain streets and roads at the most cost-effective level. It is a goal that is not only optimal, but also necessary. This study examines three funding scenarios in order to determine their impacts on the condition of the roads over the next decade. Note that these are in constant 2016 dollars.

1. **Existing funding levels of \$1.98 billion/year** – this is the current funding level available to cities and counties from federal, state and local sources.
2. **Funding to maintain existing conditions (\$3.5 billion/year)** – this is the funding level required to maintain the pavement conditions at its current PCI of 65.
3. **Funding required to reach Best Management Practices (\$7.0 billion/year)** – the optimal scenario is to bring all pavements into a state of good repair so that best management practices can prevail. To reach BMP levels, \$70 billion is needed over the next ten years. This is an estimated funding shortfall of \$50.2 billion. *After that, it will only require \$2.5 billion a year to maintain the pavements at that level.*

Scenarios	Annual Budget (\$B)	PCI in 2026	Condition Category	% Pavements	
				in Failed Condition	in Good Condition
Current Conditions (2016)	-	65	At Risk	6.9%	54.8%
1. Existing Funding	\$ 1.98	56	At Risk	22.2%	47%
2. Maintain PCI = 65	\$ 3.5	65	At Risk	21.8%	74%
3. Best Mgmt. Practices	\$7.5	87	Excellent	0.0%	100%



## Essential Components

The transportation network also includes essential safety and traffic components such as curb ramps, sidewalks, storm drains, streetlights and signals. These components will require \$32.1 billion to maintain over the next 10 years, and there is an estimated funding shortfall of \$21.1 billion.

## Bridges

Local bridges are also an integral part of the local streets and roads infrastructure. There are 12,501 local bridges (approximately 48 percent of the total) in California. There is an estimated shortfall of \$1.7 billion to maintain the safety and integrity of the bridge infrastructure.

## Total Funding Shortfall

The table below shows the total funding shortfall of \$73 billion (*constant 2016 dollars*) over the next 10 years. For comparison, the results from the previous updates are also included.

Transportation Asset	Needs (\$B)				2016		
	2008	2010	2012	2014	Needs	Funding	Shortfall
Pavement	\$ 67.6	\$ 70.5	\$ 72.4	\$ 72.7	\$ 70.0	\$ 19.8	\$ (50.2)
Essential Components	\$ 32.1	\$ 29.0	\$ 30.5	\$ 31.0	\$ 32.1	\$ 11.0	\$ (21.1)
Bridges	-	\$ 3.3	\$ 4.3	\$ 4.3	\$ 4.6	\$ 2.9	\$ (1.7)
Totals	\$ 99.7	\$ 102.8	\$ 107.2	\$ 108.0	\$ 106.7	\$ 33.7	\$ (73.0)

## What are the Solutions?

The conclusions from this study are inescapable. Given existing funding levels available to cities and counties, California’s local streets and roads will continue to deteriorate over the next 10 years. It is alarming that local streets and roads have decayed to the point that funding will need to almost double just to maintain current conditions.

Investing in California’s local streets and roads sooner will reduce the need for exponentially more spending in the future. To reach that level – at which taxpayer money can be spent most cost-effectively – will require an additional \$50.2 billion for pavements alone, or \$73 billion total for a functioning transportation system, over the next decade. **Only \$2.5 billion per year will be needed to maintain the pavements after they reach a level at which they can be maintained with best management practices.**

To bring the local system back into a cost-effective condition, thereby preserving the public’s \$168 billion pavement investment and stopping further costly deterioration, \$7.3 billion annually in new funds are needed – that’s equivalent to a 49-cent-per-gallon gas tax increase.



**California Statewide Local Streets & Roads Needs Assessment 2016**  
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Failure to invest would be disastrous – not only for local streets and roads but for California’s entire interrelated transportation system. Failure to invest will impact our ability to increase alternative modes, active bicycle and pedestrian options, transit needs, meet air quality impacts, greenhouse gas reduction policies, and other environmental policies.

It is imperative that cities and counties receive a stable and dedicated revenue stream for cost-effective maintenance of the local system in order to reverse this crisis.