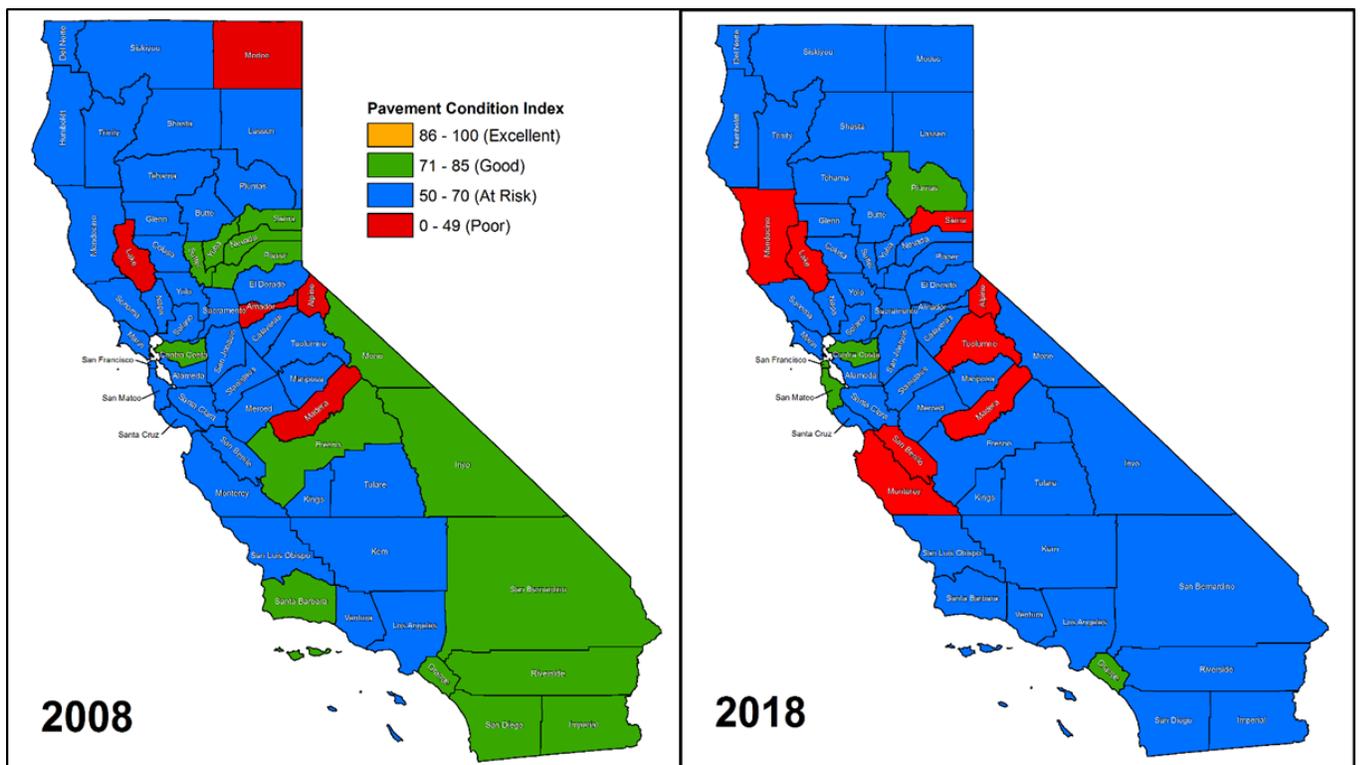


What is the 2018 California Statewide Local Streets and Roads Needs Assessment Report about? Why is it important?

- The goal of the California Statewide Local Streets and Roads Needs Assessment Report is to educate the public and policy- 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.
- This report presents the positive contributions of SB1 to California’s local streets, roads, bridges, sidewalks and other essential transportation components.
- The findings can be used to develop solutions that address our critical infrastructure needs, understand trade-offs when contemplating policy and funding decisions, and the economic and public safety impacts of delaying local street and road maintenance.

What are the key findings of the 2018 Report?

- New revenues from SB1 will arrest the historical deterioration of the local transportation network. It also enables cities and counties to make life-saving safety improvements; expand pedestrian, bicycle and transit access and opportunities; and reduce the funding shortfall.
- It will stabilize the average condition of pavements (measured on the Pavement Condition Index which is a scale of zero (failed) to 100 (excellent)) at a PCI of 64.
- Almost two-thirds of the street and road network will be in good condition.
- It will reduce the funding backlog by \$18.4 billion in the coming decade.



How large is the transportation network?

- There are more than 144,000 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 over 12,100 bridges that are owned and maintained by cities and counties. This is almost half the bridges in California.

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 "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.
- Investing in infrastructure creates good paying jobs and has other positive direct and indirect effects on local economies.

Who participated in this study?

- 484 of California's 482 cities and 58 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 2018 report lists the agencies who have contributed financially to this study. They include:
 - 57 out of 58 counties
 - 315 out of 482 cities
 - 45 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 143,000 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/2018_shopp/2018-shopp-adopted-by-ctc.pdf

Are other modes of transportation included?

- Yes. The study also includes facilities for bicyclists and pedestrians. The pavement component of this report also contemplates other modes that use roadways, such as buses, taxis and heavy trucks.

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.

Which 10 counties have the worst pavement conditions?

- Alpine, Amador, Calaveras, Lake, Madera, Mendocino, Monterey, San Benito, Sierra and Tuolumne.

Which 10 counties have the best pavement conditions?

- Contra Costa, Orange, Plumas, San Bernardino, San Francisco, San Joaquin, San Mateo, Santa Clara, Sutter and Ventura.

Why is there still a funding shortfall? Why isn't SB1 enough?

- An aging infrastructure, rising construction costs, and new regulatory requirements all contribute to the shortfall. In addition, the purchasing power of previous revenue streams is declining and budget constraints have precluded much 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.
- SB1 contributes an additional \$1.5 billion a year, which reduces the shortfall from \$7.3 billion a year to \$5.46 billion annually. It doesn't eliminate the shortfall, but does stabilize the local street and road system.

What are cities and counties doing to stretch each dollar?

- Cities and counties are employing sustainable paving strategies that will save \$8.3 billion over the next 10 years. In addition, these strategies are more environmentally friendly and helps California reach its environmental goals.

Who can we contact for more information?

Margot Yapp, Vice President
NCE
201 Canal Blvd., Suite I
Pt. Richmond, CA 94804
(510) 215-3620

Charles D. Herbertson, P.E.
Project Manager
City of Culver City
(310) 253-5630
charles.herbertson@culvercity.org

Kiana Valentine
Legislative Representative
California State Association of Counties
(916) 327-7500 ext. 566
kvalentine@counties.org

Rony Berdugo
Legislative Representative
League of California Cities
(916) 658-8283
rberdugo@cacities.org

To download the report, go to:

www.SaveCaliforniaStreets.org