**2018 California Statewide Local Streets and Roads Needs Assessment Report**

**Talking Points**

**2018 Report Findings**

* The 2018 Local Streets and Roads Needs Assessment Report (2018 Report) continues a decade-long effort by California’s cities, counties and regional transportation planning agencies to understand the condition of local transportation system infrastructure and funding needs.
* The 2018 Report sought to answer important questions such as:
	+ What are the current pavement conditions of local streets and roads?
	+ What will it cost to repair all streets and roads?
	+ What are the safety needs of a functioning system?
	+ What efficiencies can be achieved through emerging, sustainable technologies and materials?
	+ What is the impact of various funding scenarios on the condition of our infrastructure and funding shortfall?
* Past reports have analyzed hypothetical funding scenarios in addition to existing revenues available to cities and counties for the repair, rehabilitation and maintenance of the local street and road system, including bridges and other essential components.
* A key difference between the 2018 Report and past reports is that the “additional revenue” funding scenario is now a reality due to the passage of SB1 – the Road Repair and Accountability Act of 2017.
* After more than a decade of sustained education and advocacy by the California State Association of Counties (CSAC), the League of California Cities (League) and a diverse coalition of transportation stakeholders, the Legislature passed and the Governor signed a long-term, robust and multi-modal transportation infrastructure funding solution. SB 1 will generate more than $5 billion annually for state highways, local streets and roads, bridges, transit, active transportation, trade corridors and freight/goods movement.
* The most significant takeaway of the 2018 Report is that with the infusion of new revenue from SB 1 (approximately $1.5 billion for local street and road infrastructure improvements annually), cities and counties will be able to arrest the historical deterioration that has occurred on the local transportation network. This revenue also enables cities and counties to make life-saving safety improvements; expand pedestrian, bicycle and transit access and opportunities; and reduce the funding shortfall. Specifically, cities and counties will:
	+ Reduce the funding backlog by $18.4 billion in the coming decade,
	+ 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, and
	+ Bring a significant percentage of the network from an at-risk into good condition.
* Alternatively, should this infusion of new revenue cease (Proposition 6 on the ballot in the November 2018 General Election seeks to repeal SB 1), the local street and road system will once again be in crisis. Road conditions will continue to crumble and the funding shortfall will continue to grow. Specifically, if cities and counties lose $1.5 billion in existing annual revenue, in just ten years:
	+ The funding shortfall will grow by $12.2 billion for pavement needs on the local street and road system alone,
	+ The PCI will drop from the current PCI of 65 (at-risk) to 57, which is nearly in the “poor” category, and
	+ The number of roads in failed condition will grow to nearly 29 percent.
* The 2018 Report confirms previous report predictions. With existing revenues (including SB 1), cities and counties can improve the local transportation infrastructure, reduce the funding shortfall, and provide Californians with safer and more efficient mobility options that support a strong economy, meet transit needs, comply with environmental policies and improve quality of life. Without these essential revenues, the system will fall into an even greater state of disrepair and cost Californians billions of dollars more in the long run.
* It makes prudent financial sense to invest in our infrastructure now. It is more cost effective to preserve and maintain roads than to wait and replace them when they fail. The longer we wait to fix California’s crumbling infrastructure, the more expensive it will be.

**Background – How Did We Get Here? Why are Local Streets and Roads so Important?**

* 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.
* Changes in transportation mean heavier vehicles, more traffic and the need to accommodate alternative modes of transportation (buses, bicyclists and pedestrians) place increased demands on the transportation infrastructure.
* Yet state and federal funding to fix and maintain local roads and bridges has been woefully inadequate for decades.
* At the federal level, gasoline taxes have not kept pace with inflation and rising construction costs. Until recently, the same was 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.
* The system for charging road users has not been updated to account for increasing fuel efficiency, alternative fuels and electric vehicles.
* An aging infrastructure, rising construction costs, and new regulatory requirements have all contributed to a significant funding shortfall.

**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.
* Cars sustain less damage and use less fuel on well-maintained streets.
* To spend the taxpayer’s money cost-effectively, it makes more sense to preserve and maintain our roads and bridges in good condition than to let them deteriorate and then pay more to fix them.

**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 businesses rely 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 5th largest economy 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 that 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 lead to reduced vehicle emissions.**