

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 18-19, 2017

Reference No.: 4.4  
Information

From: SUSAN BRANSEN  
Executive Director

Subject: **LOCAL STREETS AND ROADS NEEDS ASSESSMENT**

## **SUMMARY:**

The California State Association of Counties (CSAC) and the League of California Cities (League) prepared a 2016 California Local Streets & Roads Need Assessment (Needs Assessment). CSAC and the League will present the results of the Needs Assessment at the January 2017 California Transportation Commission meeting in Sacramento, California.

## **BACKGROUND:**

The 2016 Needs Assessment is a culmination of work beginning with the original assessment in 2008 and following with subsequent 2010, 2012, and 2014 updates. The Needs Assessment addresses the conditions of local streets and roads, and identifies the required rehabilitation and maintenance costs for the next decade. In addition, the report identifies essential components (such as safety, traffic and regulatory) of the local system, and discusses the funding shortfall and impacts of different funding scenarios.

The 2016 Needs Assessment includes a number of findings, including a projected funding shortfall of \$73 billion over the next 10 years to bring the local street and road pavement condition and essential components to a level of best management practices.

The full report can be downloaded at <http://www.savecaliforniastreet.org>.

## Attachments:

- 2016 California Local Streets & Roads Needs Assessment: Statewide Factsheet



## California Statewide Local Streets & Roads Needs Assessment 2016

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

# FACT SHEET

### Problem

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

At the federal level, 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, the system will continue to deteriorate and could cost tax payers nearly twice as much to repair this vital investment in the near future.

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



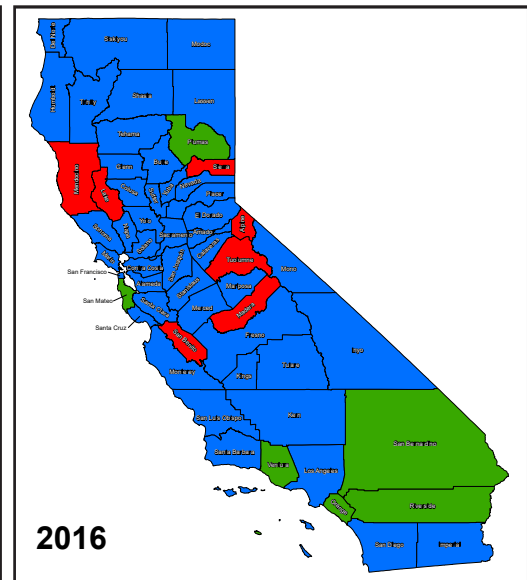
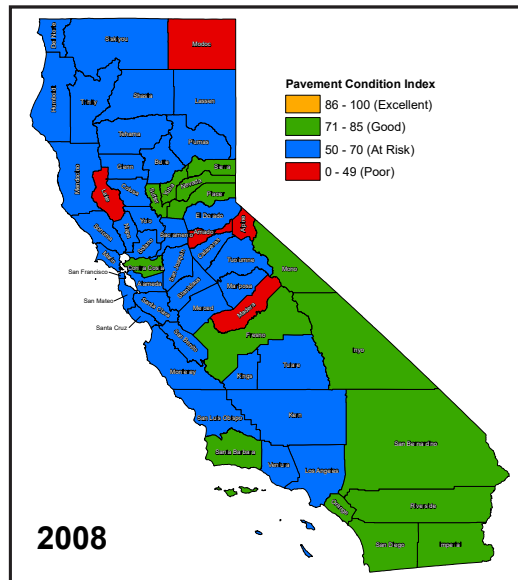
(2016 Report) is to educate the public and policy- and decision-makers at all levels of government about the infrastructure investments needed to provide California with a seamless, safe, and efficient multi-modal transportation system. The information should be used to inform policy and funding solutions based on sound data and evidence.

The 2016 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 \$168 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.

### Findings

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 have pavements that are either “at risk” or in “poor” condition. If current funding remains the same, the unfunded backlog will swell from \$40 billion to \$61 billion by 2026. To bring the system



into good, safe condition, California's cities and counties need approximately \$73 billion in additional revenue over the next ten years.

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

Local bridges are also an integral part of the local streets and roads infrastructure. There are 12,501 local bridges in California, and an estimated shortfall of \$1.7 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.

### For more information, contact

Margot Yapp, Vice President  
NCE  
(510) 215-3620  
[myapp@ncenet.com](mailto:myapp@ncenet.com)

Charles Herbertson, Project Manager  
City of Culver City  
(310) 253-5630  
[charles.herbertson@culvercity.org](mailto:charles.herbertson@culvercity.org)

Kiana Valentine, Legislative Representative  
California State Association of Counties  
(916) 650-8185  
[kvalentine@counties.org](mailto:kvalentine@counties.org)

Rony Berdugo, Legislative Representative  
League of California Cities  
(916) 658-8283  
[rberdugo@cacities.org](mailto:rberdugo@cacities.org)

### To download the report, go to:

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