

To: CSAC Board of Directors
County Administrative Officers
County Public Works Directors
County Legislative Coordinators
County Public Information Officers
CSAC Housing, Land Use and Transportation Policy Committee
CEAC Transportation Policy Committee
County Caucus

From: Kiana Valentine, CSAC Senior Legislative Representative
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Re: Prop 6 Fact of the Week: Prop 6 Would Increase Local Street and Road Backlog by \$12 billion over Next Decade

The results of the *2018 California Statewide Local Streets and Roads Needs Assessment Report* (2018 Report) were released Tuesday and the findings are both exciting and cautionary. The 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 answers 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 to repair and maintain the local street and road system, including bridges and other essential components like sidewalks. 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.

The most significant takeaway of the 2018 Report is that the infusion of new revenue from SB 1 (approximately \$1.5 billion for local street and road infrastructure improvements annually), will allow cities and counties to arrest the deterioration that has occurred on the local transportation network. This revenue also enables cities and counties to make 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 at a PCI of 64, measured on the Pavement Condition Index which is a scale of zero (failed) to 100 (excellent), and
- Bring a significant percentage of the network from an "at-risk" into "good" condition.

Alternatively, if Proposition 6 is successful, the local street and road system will once again be in crisis. Road conditions will deteriorate and the funding shortfall will grow significantly. 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 percentage of local road miles in a failed condition will grow to nearly 29 percent.**

California's local streets and roads comprise over 85 percent of all of the state's roadways. Without the essential revenues from SB 1, the system will fall into an even greater state of disrepair and cost Californians billions more in the long run to fix. 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. The full assessment can be found at www.SaveCaliforniaStreets.org.

Sample Social Media

Just out: new study shows #transportation revenue from #SB1 will enable California cities and counties to reduce the transportation shortfall by \$18.4 billion over the next decade, #RebuildingCA
<http://www.savecaliforniastreet.org/>

New Study from @CSAC_Counties & @CaCities concludes that due to #SB1 funding, cities and counties can improve a significant percentage of local roads from "at-risk" to good condition
<http://www.savecaliforniastreet.org/>

New Report finds the average local pavement condition on #California roads is currently rated 65 out of 100, and deemed "at risk," with some areas of the state as low as 37 or "failed." #SB1 funding critical for road safety
<http://www.savecaliforniastreet.org/>

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