



- **Cities and counties own and operate over 81% of the road mileage in California, where every trip begins and ends.**
- The local system is critical for the safety and mobility of the traveling public, farm to market needs, multimodal needs, and commerce.
- The local street and road system provides two-fold opportunity for economic recovery during the worst fiscal crisis in California in decades by:
 - Providing both public and private sector jobs and thus supporting economic recovery in every corner of the state.
 - Attracting businesses and providing for the safe and efficient movement of both people and goods.
- **The Assessment captures data for more than 93% of local streets and roads in California, with 85% of data coming from industry recognized pavement management systems.**
- The data analysis shows that, on the Pavement Condition Index (PCI) which ranks roadway pavement conditions on a scale of zero (failed) to 100 (excellent), the statewide average for local streets and roads is 68, an “at risk” rating. The condition is projected to deteriorate to a PCI of 58 in 10 years, and further to 48 (“poor condition”) in 2033.
- **The funding shortfall considering all existing revenues is \$71 billion over the next 10 years.**
- To bring the pavement condition and essential components, such as storm drains and gutters, of local streets and roads to a level of Best Management Practices (BMP) there needs to be an additional investment of \$7 billion dollars annually over the next ten years.
- **Achieving pavement BMP is the most cost-effective way to maintain local streets and roads. Using BMP also has the lowest impact on mobility and commerce.**
- The Assessment is a collaborative effort of the League of California Cities, California State Association of Counties, County Engineers Association of California, and other local and regional transportation agencies.

