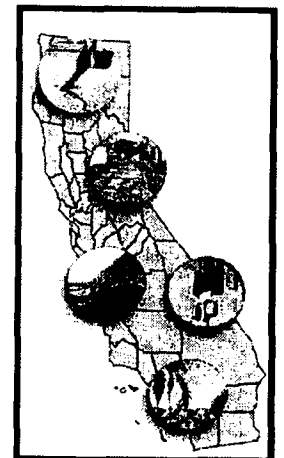




FACT SHEET

- **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 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 unfunded backlog is \$70 billion over the next 10 years and that will more than double in the next twenty 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.
- **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.



The California Statewide Local Streets and Roads Needs Assessment was made possible through contributions from individual cities and counties.

County Letterhead

January 27, 2010

The Honorable Arnold Schwarzenegger, Governor
State of California
State Capitol Building
Sacramento, CA 95815

Subject: California Statewide Local Streets and Roads Needs Assessment

Dear Governor Schwarzenegger:

The Tulare County Board of Supervisors, on February 9, 2010 adopted Resolution 2010-____, **A Resolution Supporting the Findings of The California Statewide Local Streets and Roads Needs Assessment.** A copy of the resolution is enclosed.

On behalf of the County of Tulare I strongly urge you to adopt a "No-Cuts" policy with regard to critical transportation funding such as Proposition 42 and the Highway Users Tax Account. The costs for addressing cumulative damage to local streets and roads when allowed to deteriorate for any reason is exponential relative to the costs of addressing maintenance and rehabilitation concerns as they arise. It is fiscally prudent to fund the maintenance and rehabilitation as the needs arise than to wait until all roads are in severe disrepair.

Counties and cities maintain 81% of the roads in California, and the local road system is critical for the safety and mobility of the traveling public, farm to market needs, multimodal needs, and commerce. Out of concern for our local and visiting citizenry and for all travelers to the great State of California, we must also ask you to consider public safety when determining funding for local streets and roads.

We feel strongly that stable and sufficient funding sources for local streets and road maintenance not only be identified, but be protected as well, and we urge you, and the legislators to work to that end.

Thank you for your consideration.

Sincerely,

TULARE COUNTY
BOARD OF SUPERVISORS

J. Steven Worthley
Chairman

cc: Senator Roy Ashburn
Senator Dean Flores
Assembly Member Connie Conway
Assembly Danny Gilmore