Grass Valley • Nevada City

NEVADA COUNTY • TRANSPORTATION NCTC COMMISSION

Nevada County • Truckee

File: 1250.1

# MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director

SUBJECT: Rural Counties Task Force: Streets and Roads Performance Measurement Data Project

DATE: May 7, 2015

**ACTION REQUESTED:** Adopt Resolution 15-22 accepting the Rural Counties Task Force (RCTF) Performance Measurement Data project as complete in accordance with the contract with Nichols Consulting Engineers (NCE), CHTD.

**BACKGROUND:** Nevada County Transportation Commission (NCTC) served as the project leader for a RCTF project to provide each of the RCTF members with the data and methods that will help them coordinate performance measures with the goals of the Regional Transportation Plans, and to improve monitoring and reporting of performance measurement within the regional transportation planning process. In an effort to integrate the requirements of the federal transportation act, known as MAP-21, the Moving Ahead for Progress in the 21st Century Act, into the regional planning process in California, the project focused on pavement maintenance and management. NCE's final report also included technical data that facilitated the RCTF response to the Federal Highway Administration's (FHWA) January 15, 2015, Notice of Proposed Rulemaking (NPRM) for Assessing Bridge and Pavement Condition for the National Highway Performance Program. A copy of the RCTF response letter, prepared by NCTC Transportation Planner, Michael Woodman, for the signature of the RCTF Chairman, is included in this packet. Due to the size of the final report, a summary of information from the final report is provided in this memorandum. The complete report may be downloaded at: http://www.ruralcountiestaskforce.org/Pavement_Needs_Assessment.html

***Executive Summary***

*The 26 rural counties included in this study own and maintain over 24,000 centerline miles of local roads and streets, and over 5,000 centerline miles of unpaved roads. They cover 41.5 percent of the total land area and maintain approximately 14.2 percent of the total lane-miles of the local road network. However, they contain only 5.6 percent of the state's population and have 9.4 percent of the available funding for pavement expenditures. From this data it is concluded that:*

- *Residents in rural counties have to maintain almost three times as many lane-miles as urban residents.*
- *Pavement funding per mile available to rural counties is approximately 60 percent compared to the rest of California.*


*Clearly, this reflects a disproportionate burden that is being shouldered by the rural counties as compared to the rest of California.*

*The average Pavement Condition Index (PCI) for rural roads is only 58, significantly lower than the statewide average of 66. It will require more than $9.8 billion over the next 20 years to make all necessary repairs and bring the rural local road condition to what is considered to be best management practices. In addition, the portion of the state highway system in the 26 rural counties will require an additional $732 million over the next ten years. However, the existing funding available to the rural counties is only $3.08 billion over the next 20 years for local roads. Of this, more than 50 percent comes from the gas tax, which is a decreasing revenue source. In order for all 26 counties to reach their target PCIs (average of 68), a total of $7.3 billion will be required for local roads alone. This results in a funding shortfall of $4.2 billion.*

*NCE developed the following information for each of the 26 rural counties:*

1. *A comparison of revenues versus pavement maintenance needs.*
2. *Three funding scenario samples:*
    a. *Impacts of existing funding using preventative maintenance practices.*
    b. *Impacts of existing funding using a "fix the worst first" approach.*
    c. *Funding required to reach a Pavement Condition Index (PCI) target.*

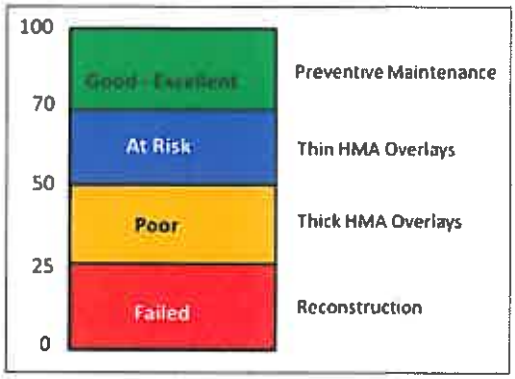
***Pavement Condition Data***

*PCI is a numerical index between 0 and 100, which is used to indicate the general condition of a pavement. It is widely used in transportation civil engineering. It is a statistical measure based on a visual survey of the number and types of distresses in a pavement. The result of the analysis is a numerical value between 0 and 100, with 100 representing the best possible condition and 0 representing the worst possible condition.*

*Generally the goal is for pavements to reach a condition where best management practices can occur, so that only the most cost-effective pavement preservation treatments are needed. Other benefits such as reduced impact to the public in terms of delay and environment (dust, noise, energy usage) are also realized. In short, the best management practices goal is to reach a PCI in the low 80s and to eliminate deferred maintenance or "unfunded backlog", which is defined as work that is needed, but not funded.*

*The table below illustrates that good to excellent pavements (PCI>70) are best suited for pavement preservation techniques, (e.g., preventive maintenance treatments such as chip seals or slurry seals). These are usually applied at intervals of five to seven years depending on the type of road and their traffic volumes.*

*As pavements deteriorate, treatments that address structural adequacy are required. Between a PCI of 25 to 69, hot mix asphalt (HMA) overlays are usually applied at varying thicknesses. This may be accompanied by milling or recycling techniques. Finally, when the pavement has failed (PCI<25), reconstruction is typically required. Note that if a pavement section has a PCI between 90 and 100, no treatment is applied.*




*The photos below are provided to give a better idea of what PCI means:*





*It should be noted that the PCI in the report is a weighted average for each county and includes the cities within the county. The map and table below illustrate the average PCI for each county. Table 2.7 shows that the average PCI for all counties is 58. In general, an average pavement condition of 58 is in the "At Risk" category. At this point, the pavement life cycle will deteriorate rapidly. If repairs are delayed by just a few years, the costs of proper treatment will increase significantly, as much as five times.*

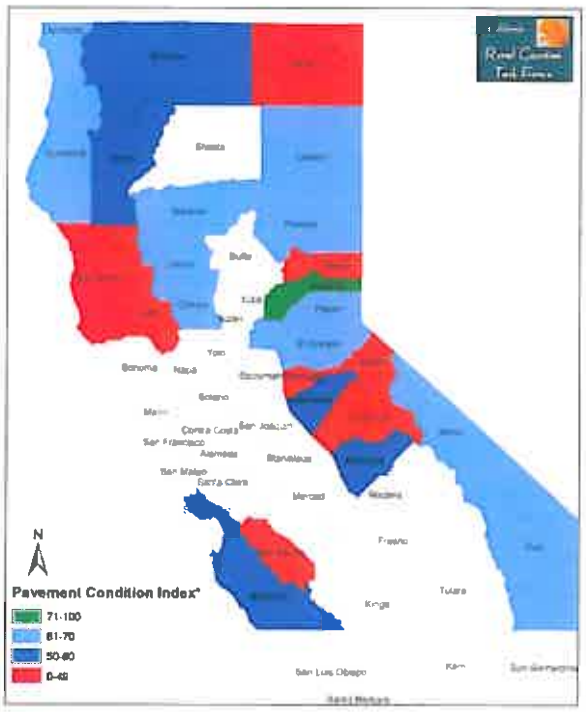



Table 2.7 Summary of Inventory & Condition Data by County (including Cities)

| County | Centerline Miles | Total Lane Miles | Total Areas (Square Yard) | Average Weighted PCI* |
|---|---|---|---|---|
| Alpine | 135 | 270 | 1,900,800 | 44 |
| Amador | 478 | 958 | 6,485,201 | 33 |
| Calaveras | 717 | 1,393 | 8,937,332 | 51 |
| Colusa | 987 | 1,524 | 12,503,304 | 62 |
| Del Norte | 324 | 644 | 5,934,695 | 69 |
| El Dorado | 1,259 | 2,508 | 21,671,673 | 63 |
| Glenn | 910 | 1,822 | 13,917,626 | 68 |
| Humboldt | 1,471 | 2,939 | 24,234,864 | 64 |
| Inyo | 1,195 | 1,803 | 13,700,999 | 62 |
| Lake | 753 | 1,494 | 9,997,345 | 40 |
| Lassen | 491 | 879 | 6,262,324 | 66 |
| Mariposa** | 1,122 | 561 | 3,949,440 | 53 |
| Mendocino | 1,124 | 2,256 | 16,004,034 | 35 |
| Modoc | 1,491 | 2,983 | 17,545,594 | 46 |
| Mono | 727 | 1,453 | 10,071,369 | 67 |
| Monterey | 1,779 | 3,726 | 33,599,361 | 50 |
| Nevada | 802 | 1,617 | 10,370,868 | 71 |
| Placer | 1,986 | 4,194 | 34,182,680 | 69 |
| Plumas | 704 | 1,409 | 11,409,902 | 64 |
| San Benito | 452 | 916 | 5,951,814 | 48 |
| Santa Cruz | 874 | 1,790 | 14,190,207 | 57 |
| Sierra | 398 | 799 | 3,669,765 | 45 |
| Siskiyou | 1,519 | 3,050 | 20,519,624 | 57 |
| Tehama | 1,197 | 2,401 | 15,834,143 | 62 |
| Trinity | 693 | 1,114 | 11,757,354 | 60 |
| Tuolumne | 553 | 1,116 | 8,200,702 | 47 |
| Totals | 24,017 | 45,551 | 342,222,958 | 58 |

*PCI is weighted by area

*The financial advantages of maintaining pavements in good condition are many, including saving the taxpayer's dollars with less disruption to the traveling public as well as environmental benefits.*

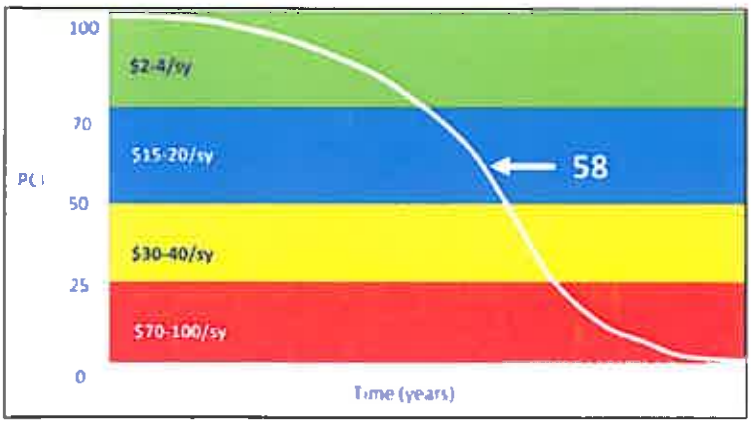



Figure 2.9 Generalized Pavement Life Cycle Curve

*The methodology for determining the pavement needs and the unfunded backlog is conceptually simple; essentially, four main elements are required in the analysis:*

- *Existing condition, i.e., PCI;*
- *Appropriate treatment(s) to be applied from decision tree and unit costs;*
- *Performance models; and*
- *Funding available during analysis period.*

*Once the PCI of a pavement section is known, a treatment and unit cost can be applied. This is performed for all sections within the 20-year analysis period. A road section may receive multiple treatments within this time period, e.g., Main Street may be overlaid in Year 1, and then sealed in Year 5 and again in Year 10.*

*The deferred maintenance or "unfunded backlog" is defined as work that is needed, but is not funded. It is possible to fully fund all the needs in the first year, thereby reducing the backlog to zero. However, the funding constraint for this exercise is to achieve the best management practices (BMP) goal within 20 years. Assuming a constant annual funding level for each scenario, the unfunded backlog will gradually decrease to zero by the end of 20 years. The results are summarized in Table 3.1 and indicate that $9.8 billion is required to achieve the BMP goal in 20 years.*

Table 3.1 Summary of Local Pavement Needs by County (20 Years)

| County | Total Centerline Miles | Total Lane Miles | Total Area (sq. yards) | 2014 Average PCI | Pavement Needs ($ million over 20 years) |
|---|---|---|---|---|---|
| Alpine | 135 | 270 | 1,900,800 | 44 | **$47.6** |
| Amador | 478 | 958 | 6,485,201 | 33 | **$292.9** |
| Calaveras | 717 | 1,333 | 8,937,332 | 51 | **$318.3** |
| Colusa | 987 | 1,524 | 12,503,304 | 62 | **$316.9** |
| Del Norte | 324 | 644 | 5,334,695 | 63 | **$130.1** |
| El Dorado | 1,253 | 2,508 | 21,671,673 | 63 | **$566.4** |
| Glenn | 910 | 1,822 | 13,917,626 | 68 | **$348.6** |
| Humboldt | 1,471 | 2,933 | 24,234,864 | 64 | **$614.8** |
| Inyo | 1,135 | 1,803 | 13,700,999 | 62 | **$344.0** |
| Lake | 753 | 1,494 | 9,997,345 | 40 | **$371.7** |
| Lassen | 431 | 879 | 6,282,324 | 66 | **$171.9** |
| Mariposa** | 1,122 | 561 | 3,949,440 | 53 | **$195.2** |
| Mendocino | 1,124 | 2,256 | 16,004,034 | 35 | **$557.4** |
| Modoc | 1,491 | 2,983 | 17,545,534 | 46 | **$541.2** |
| Mono | 727 | 1,453 | 10,071,369 | 67 | **$189.0** |
| Monterey | 1,779 | 3,726 | 33,599,361 | 50 | **$1,175.4** |
| Nevada | 802 | 1,617 | 10,370,868 | 71 | **$240.0** |
| Placer | 1,986 | 4,194 | 34,182,680 | 69 | **$766.4** |
| Plumas | 704 | 1,409 | 11,409,902 | 64 | **$230.7** |
| San Benito | 452 | 916 | 5,951,814 | 48 | **$216.3** |
| Santa Cruz | 874 | 1,790 | 14,190,207 | 57 | **$431.3** |
| Sierra | 398 | 799 | 3,669,765 | 45 | **$124.3** |
| Siskiyou | 1,519 | 3,050 | 20,519,624 | 57 | **$587.1** |
| Tehama | 1,197 | 2,401 | 15,834,143 | 62 | **$430.4** |
| Trinity | 693 | 1,114 | 11,757,354 | 60 | **$331.4** |
| Tuolumne | 553 | 1,116 | 8,200,702 | 47 | **$308.0** |
| **Totals** | **24,017** | **45,551** | **342,222,958** | **58** | **$ 9,847.4** |

*PCI is weighted by area

*The maps in Figure 3.1 illustrate the needs by county as well as by population. The map on the left highlights the total ten-year paving needs for every county in California – the darker the color, the higher the needs. (Ten year needs was used for comparison as this data was available for the other counties from the 2014 Statewide Needs report.)*

*The map on the left shows that rural counties, overall, have lower needs than the rest of the state – they range from $47 million to $1.2 billion, compared to needs of more than $10 billion for Los Angeles County.*

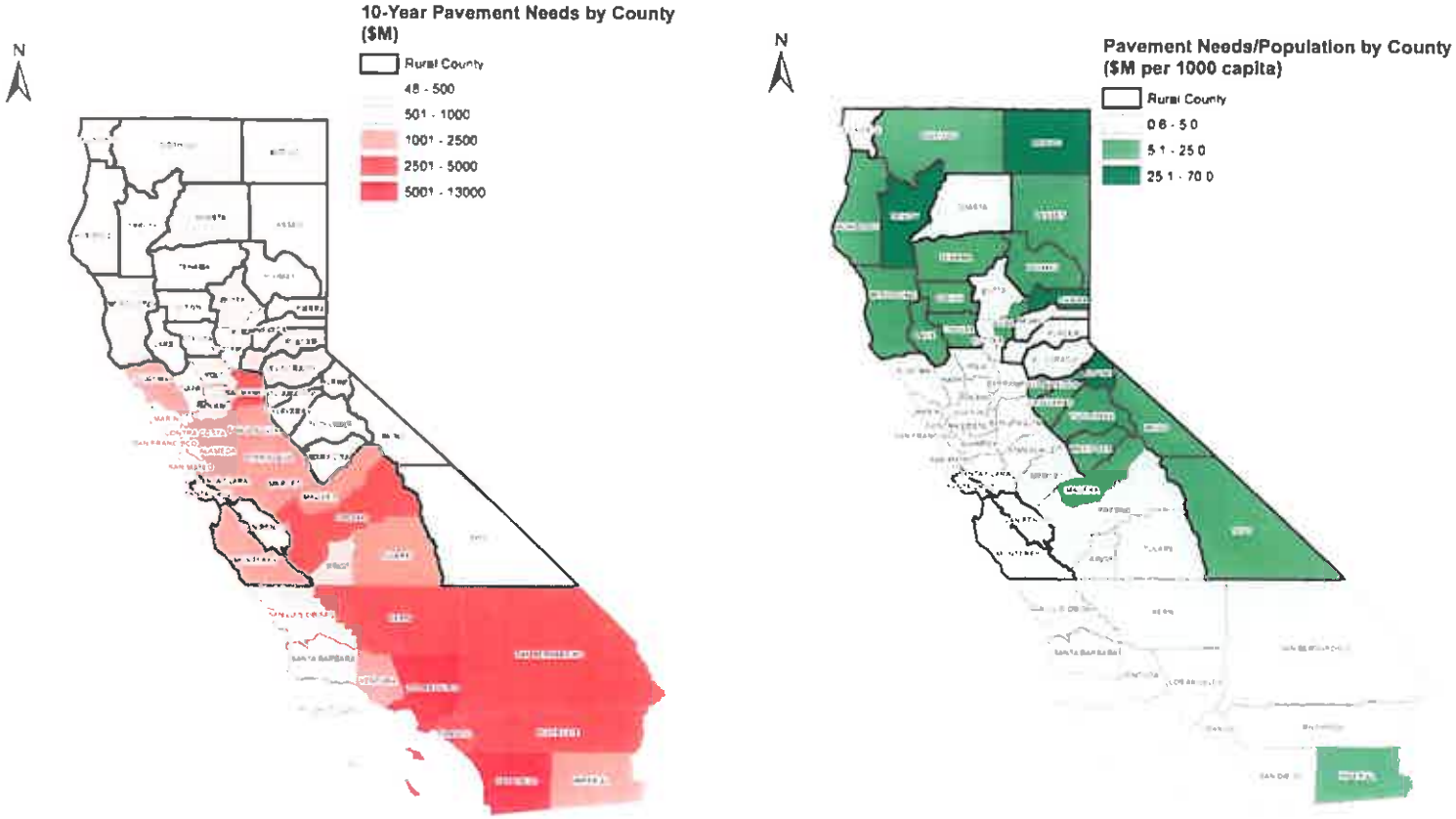



*Figure 3.1 Pavement Needs by County and Per Capita*

*The map on the right shows that when compared on a per capita basis, a rural resident shoulders a much greater burden of the needs, as much as 14 times as an urban resident! This is a trend that is a result of the mileage and population distribution.*

### *Funding Data*

*The financial data provided for the report was first reviewed to ensure that the description matched the funding source (i.e. federal, state or local). Funds were also further categorized as gas tax, sales tax, general fund or other, based on the description. Funds and expenditures were then summed by agency and year. Funds and expenditures for each agency were then divided by the number of lane-miles of roadway in that agency. The funding and expenditures data per lane-mile were then averaged for cities and counties. These averages were used to determine the estimated total funds and expenditures for all cities and counties. Then the total expenditures and funds for these categories were then summed to determine pavement funding available for all counties.*

Table 5.1 Funding Sources for Pavements

| | 2008/09 | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 | Future |
|---|---|---|---|---|---|---|---|
| Federal | 10% | 23% | 18% | 16% | 10% | 11% | 13% |
| State | 62% | 49% | 53% | 53% | 52% | 50% | 54% |
| Local | 28% | 27% | 29% | 30% | 38% | 38% | 35% |

*Note that federal funding was a significant component in 2009/10 and 2010/11, reflecting the influx of American Recovery and Reinvestment Act (ARRA) funding which occurred during the recession. Since then, the percentage of federal funds has fluctuated between 10 to 13 percent. This is an important item to note since it indicates that cities and counties, in general, do not rely heavily on federal funds. Rather, state and local funds typically make up almost 90 percent of pavement funding, with state funds as the predominant source at more than 50 percent.*

*The Highway User Tax Account (HUTA), more commonly known as the state gas tax, is by far the single largest funding source for cities and counties. Table 5.1 shows an increasing dependence on a revenue source that is projected to decline. Part of this is because of declining gas consumption due to more gas-efficient and electric vehicles, and partly this is due to the additional responsibilities for most cities and counties e.g. compliance with the American Disabilities Act (ADA) in the form of curb ramps and sidewalk, which reduces the amount of funding available for pavements. The resulting funding available for the rural counties was determined to be approximately $3.08 billion over the next 20 years, or $154 million a year.*

*Based on each county's pavement condition and road characteristic (percentage of urban roads and rural roads), a total of 26 databases were utilized to perform three funding scenarios:*

1. *Impacts of existing funding (assuming preventive maintenance first)*
2. *Impacts of existing funding (assuming worst first)*
3. *Funding required to improve current PCI level*

### *Scenario 1: Existing Funding (Preventive Maintenance First)*

*In this scenario, the existing funding is estimated to be $154 million a year for the next 20 years. The first two years funding was applied on preventive maintenance or preservation strategies, such as seals. The results for each county were aggregated, and the pavement condition is expected to deteriorate to 42, while the unfunded backlog or deferred maintenance increases to $6.7 billion. Table 5.2 summarizes the budget, PCI in 2034 and deferred maintenance for each*

*county. As an example, Figure 5.1 graphically illustrates the trends for the average PCI and deferred maintenance over the analysis period for Nevada County.*

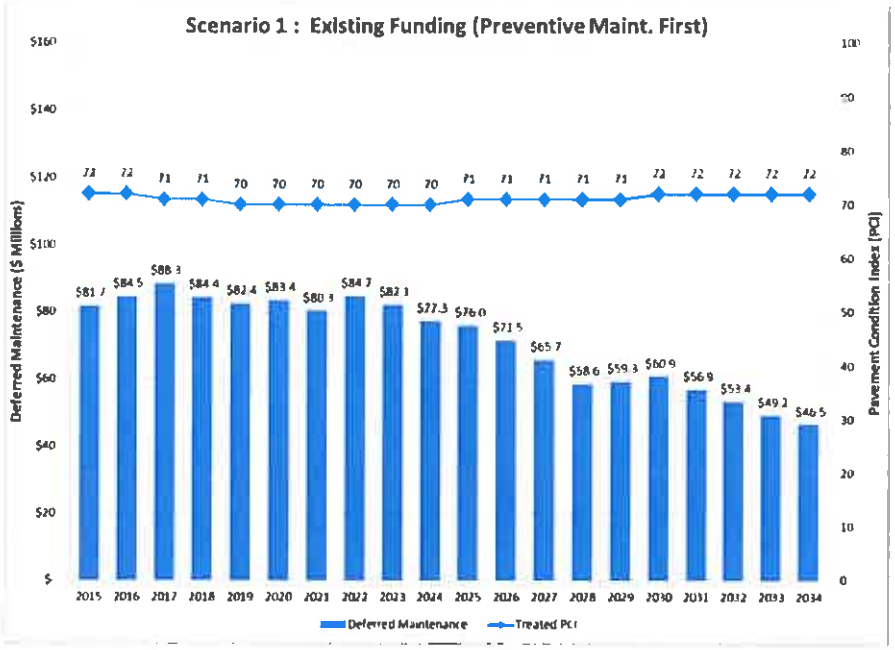



Figure 5.1 PCI and Deferred Maintenance for Scenario 1 (Nevada County)

### *Scenario 2: Existing Funding (Worst Sections First)*

*Scenario 2 has the same funding level as Scenario 1 but assumes that the worst roads are repaired first. The average pavement condition for all rural counties will also drop to 42 by 2304; however, the deferred maintenance will increase to $ 8.1 billion, 21 percent more than in Scenario 1. Figure 5.2 shows these results for Nevada County.*

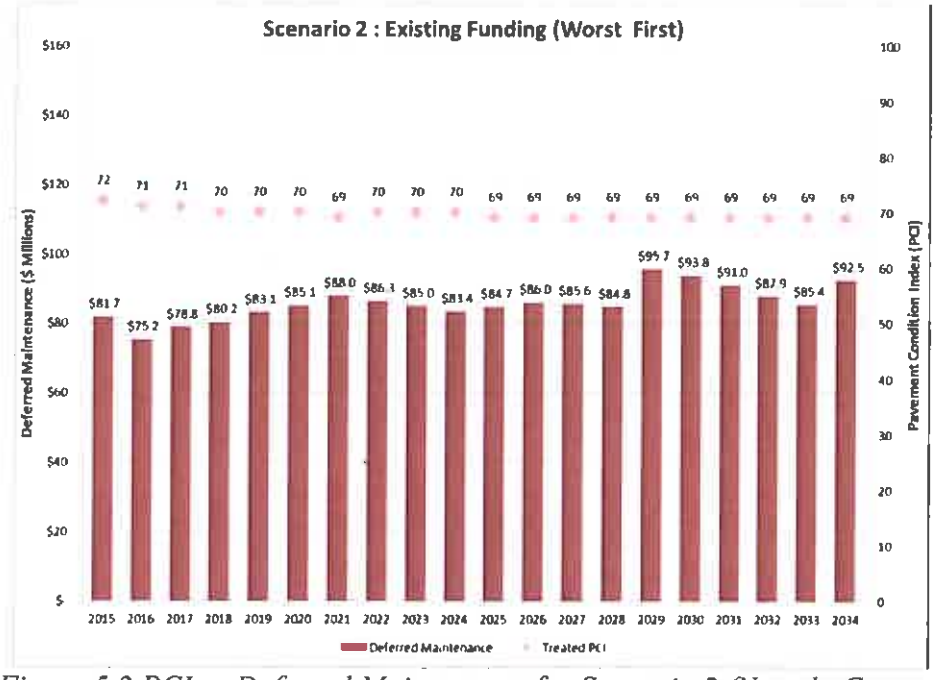



*Figure 5.2 PCI vs Deferred Maintenance for Scenario 2 (Nevada County)*

### *Scenario 3: Funding Required to Improve PCI*

*In Scenario 3, a total funding level of $7.3 billion ($364 million/year) over 20 years will be required to improve the network PCI to the recommended targets for each county (see Table 5.1 and note that the PCI goals range from 50 to 80, with about half the counties indicating a goal of 70.) As a result, the average PCI for all the rural counties will increase to 68, and the deferred maintenance will be $2.5 billion by 2034. This funding level is more than twice what is currently available, or to put it another way, the funding shortfall is $4.2 billion. Figure 5.3 indicates the results for Nevada County, which has a target PCI of 75.*

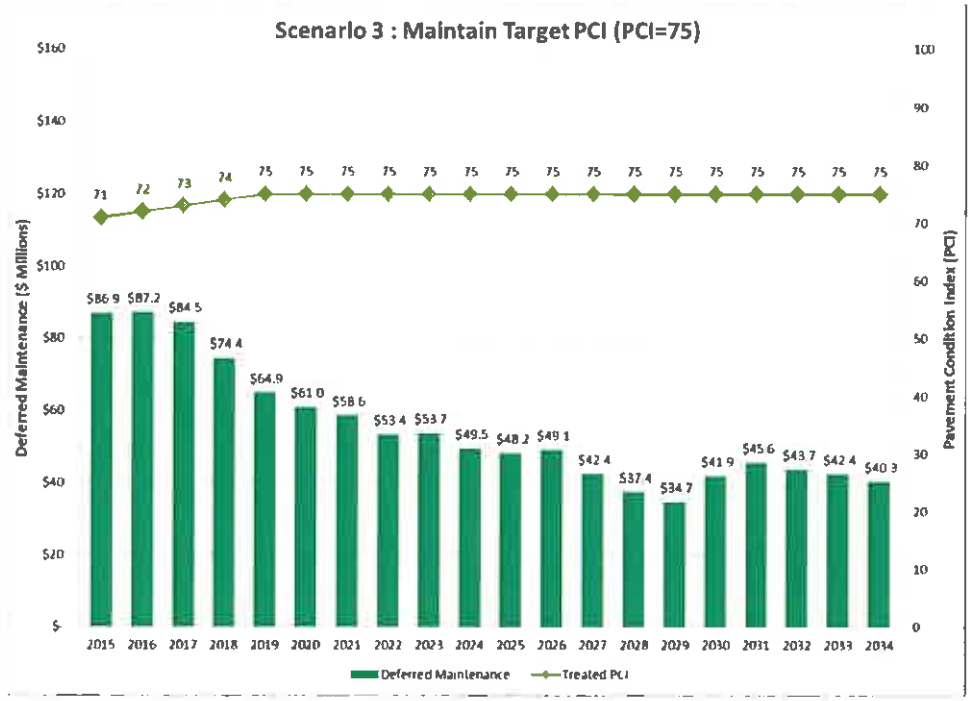



*Figure 5.3 PCI vs Deferred Maintenance for Scenario 3 (Nevada County)*

Table 5.2 Summary of Scenario Results by County

| County | 2014 Overall PCI | Scenario 1 | | | Scenario 2 | | | Scenario 3 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Total Budget ($M) | 2034 PCI | 2034 Deferred Maintenance ($M) | Total Budget ($M) | 2034 PCI | 2034 Deferred Maintenance ($M) | Total Budget ($M) | Target PCI | 2034 Deferred Maintenance ($M) |
| Alpine | 44 | 11.8 | 40 | 20.6 | 11.8 | 39 | 22.5 | 28.4 | 70 | 5.4 |
| Amador | 33 | 8.8 | 9 | 292.6 | 8.8 | 9 | 302.3 | 188.4 | 50 | 121 |
| Calaveras | 51 | 33.9 | 24 | 278.5 | 33.9 | 24 | 322.5 | 205.9 | 60 | 109.5 |
| Colusa | 62 | 102.5 | 46 | 201.1 | 102.5 | 42 | 261.5 | 232.3 | 70 | 67.2 |
| Del Norte | 63 | 11.5 | 29 | 109.8 | 11.5 | 29 | 139 | 89.1 | 70 | 27.4 |
| El Dorado | 83 | 137.9 | 37 | 512 | 138.0 | 35 | 653.9 | 493.8 | 70 | 143.1 |
| Glenn | 68 | 98.2 | 43 | 248.5 | 98.3 | 41 | 364.9 | 312.9 | 75 | 55.4 |
| Humboldt | 64 | 218.4 | 44 | 474.7 | 218.7 | 42 | 609.9 | 524.7 | 70 | 151.6 |
| Inyo | 62 | 58.6 | 38 | 179.7 | 58.5 | 37 | 236.5 | 190.5 | 70 | 52.9 |
| Lake | 40 | 89.7 | 31 | 263.7 | 89.7 | 31 | 276.7 | 205.4 | 50 | 158.4 |
| Lassen | 66 | 62.7 | 45 | 125.9 | 62.6 | 44 | 166.9 | 143.6 | 70 | 44.4 |
| Mariposa | 53 | 29.8 | 35 | 90.9 | 29.5 | 35 | 91.8 | 72.6 | 60 | 37.8 |
| Mendocino | 35 | 99.0 | 24 | 414.2 | 99.1 | 23 | 431.5 | 304.9 | 50 | 221.6 |
| Modoc | 46 | 38.5 | 19 | 441.5 | 38.6 | 19 | 486.9 | 398.5 | 70 | 82.6 |
| Mono | 67 | 51.9 | 56 | 51.3 | 52.0 | 55 | 70.8 | 78.5 | 70 | 24 |
| Monterey | 50 | 303.2 | 35 | 998.3 | 302.8 | 33 | 1107.2 | 821.2 | 60 | 455.5 |
| Nevada | 71 | 170.3 | 72 | 46.5 | 170.3 | 69 | 92.5 | 181.5 | 75 | 40.3 |
| Placer | 88 | 839.6 | 81 | 0 | 839.6 | 77 | 185.3 | 828.6 | 80 | 18.4 |
| Plumas | 64 | 203.7 | 79 | 0 | 203.7 | 77 | 37.9 | 161.8 | 70 | 48.2 |
| San Benito | 48 | 51.2 | 33 | 178.9 | 51.3 | 32 | 190.1 | 153.3 | 60 | 76.7 |
| Santa Cruz | 57 | 149.6 | 42 | 346.4 | 149.8 | 41 | 399.8 | 380.6 | 70 | 100.9 |
| Sierra | 45 | 11.3 | 27 | 59.1 | 11.2 | 25 | 64.8 | 49.2 | 60 | 22.8 |
| Siskiyou | 57 | 88.2 | 31 | 470.4 | 88.2 | 30 | 539.6 | 432.3 | 70 | 107 |
| Tehama | 62 | 121.5 | 42 | 302.7 | 121.7 | 40 | 390.3 | 323.2 | 70 | 102.6 |
| Trinity | 60 | 28.4 | 25 | 298.5 | 28.4 | 25 | 373.9 | 250.5 | 70 | 70.8 |
| Tuolumne | 47 | 60.0 | 28 | 278.3 | 60.0 | 27 | 298.1 | 223.3 | 60 | 109.2 |
| Total | 58 | 3,080 | 42 | 6,684 | 3,081 | 41 | 8,117 | 7,275 | 68 | 2,455 |

## Nevada County

A review of the data shows that for Nevada County, continuing expenditure of approximately $8.6 million per year for rehabilitation and preventative maintenance will keep the Pavement Condition Index (PCI) at 72, and will reduce the level of deferred maintenance from the current $82 million to $48 million in 2034. If a policy of fixing the "worst roads first" is followed, the 20 year total cost of rehabilitation and preventive maintenance would increase from $168.6 million to $170.3 million, the level of deferred maintenance would increase from $82 million to $92.5 million, and the PCI would decline from 72 to 69. If countywide expenditures for rehabilitation and pavement maintenance are increased by $775,000 per year, the PCI would improve from 72 to 75, and deferred maintenance would be reduced from $86 million to $35.5 million in 2034.

It is interesting to note that of the Nevada County agencies, the Town of Truckee has the highest average PCI (89), followed by Nevada City (67), Grass Valley (65) and Nevada County (63). Truckee has had additional local funds to use for pavement maintenance from a local sales tax that has been in effect since 1998.

**2015 RCTF Pavement Needs Calculation**
Listed by Agencies

| Agency | County | Total Centerline Miles | Total Lane Miles | Total Areas (Square Yard) | Overall PCI | ***RCTF 20-year Needs |
|---|---|---|---|---|---|---|
| Alpine County | Alpine | 135 | 270 | 1,900,800 | 44 | $47,628,413 |
| Amador | Amador | 3 | 6 | 46,340 | 67 | Not Available |
| Amador County | Amador | 410 | 820 | 5,366,667 | 28 | $256,193,134 |
| Ione | Amador | 15 | 32 | 281,873 | 77 | $4,974,321 |
| Jackson | Amador | 22 | 44 | 318,600 | 50 | $11,327,893 |
| Plymouth | Amador | 8 | 16 | 128,521 | 50 | $4,556,708 |
| Sutter Creek | Amador | 20 | 40 | 343,400 | 47 | $12,689,861 |
| Angels Camp | Calaveras | 28 | 56 | 490,154 | 84 | $7,234,207 |
| Calaveras County | Calaveras | 689 | 1,277 | 8,447,178 | 49 | $311,027,481 |
| Colusa | Colusa | 28 | 64 | 576,500 | 57* | $18,440,470 |
| Colusa County | Colusa | 944 | 1,425 | 11,611,400 | 63 | $288,344,421 |
| Williams | Colusa | 15 | 35 | 315,404 | 57* | Not Available |
| Crescent City | Del Norte | 23 | 46 | 485,760 | 71 | $10,875,756 |
| Del Norte County | Del Norte | 301 | 598 | 4,848,935 | 62 | $119,457,713 |
| El Dorado County | El Dorado | 1,076 | 2,158 | 18,698,000 | 63 | $477,175,868 |
| Placerville | El Dorado | 47 | 93 | 681,449 | 65 | $17,596,323 |
| South Lake Tahoe | El Dorado | 130 | 257 | 2,292,224 | 56 | Not Available |
| Glenn County | Glenn | 840 | 1,679 | 12,074,300 | 69 | $295,279,878 |
| Orland | Glenn | 40 | 80 | 1,056,000 | 67 | Not Available |
| Willows | Glenn | 31 | 63 | 787,326 | 53 | $26,154,915 |
| Arcata | Humboldt | 69 | 137 | 1,374,267 | 74 | $29,619,495 |
| Blue Lake | Humboldt | 7 | 14 | 128,046 | 57 | $3,904,601 |
| Eureka | Humboldt | 114 | 231 | 2,694,442 | 69 | $61,718,911 |
| Ferndale | Humboldt | 9 | 19 | 163,165 | 58 | $4,961,052 |
| Fortuna | Humboldt | 47 | 97 | 952,597 | 69 | $22,470,038 |
| Humboldt County | Humboldt | 1,207 | 2,400 | 18,605,552 | 62 | $483,183,730 |
| Rio Dell | Humboldt | 14 | 29 | 256,654 | 58 | $7,765,260 |
| Trinidad | Humboldt | 3 | 7 | 60,141 | 75 | $1,210,058 |
| Bishop | Inyo | 18 | 33 | 300,080 | 56 | $10,029,834 |
| Inyo County | Inyo | 1,117 | 1,770 | 13,400,919 | 62 | $334,019,675 |
| Clearlake | Lake | 112 | 219 | 1,739,173 | 40 | $57,644,107 |
| Lake County | Lake | 611 | 1,219 | 7,749,400 | 41 | $291,058,845 |
| Lakeport | Lake | 29 | 56 | 508,772 | 36 | $22,981,533 |
| Lassen County | Lassen | 379 | 759 | 5,195,872 | 65 | $148,681,813 |
| Susanville | Lassen | 52 | 120 | 1,086,452 | 73* | Not Available |
| Mariposa County | Mariposa | 1,122 | 561 | 3,949,440 | 53** | $195,197,039 |
| Fort Bragg | Mendocino | 26 | 52 | 484,664 | 58 | $14,088,517 |
| Mendocino County | Mendocino | 1,023 | 2,045 | 14,020,000 | 32 | $488,269,742 |
| Point Arena | Mendocino | 3 | 7 | 61,213 | 47 | $2,310,540 |
| Ukiah | Mendocino | 53 | 113 | 1,106,925 | 46 | $42,006,811 |
| Willits | Mendocino | 20 | 39 | 331,232 | 56 | $10,696,004 |
| Alturas | Modoc | 18 | 35 | 250,800 | 23 | $11,683,026 |
| Modoc County | Modoc | 1,474 | 2,948 | 17,294,734 | 46 | $529,305,525 |
| Mammoth Lakes | Mono | 52 | 104 | 942,322 | 79 | $16,563,522 |
| Mono County | Mono | 675 | 1,349 | 9,129,047 | 62 | $172,417,982 |
| Carmel-By-The-Sea | Monterey | 27 | 55 | 499,042 | 64 | $13,276,778 |
| Del Rey Oaks | Monterey | 10 | 22 | 200,522 | 64* | Not Available |
| Gonzales | Monterey | 9 | 22 | 196,010 | 64* | Not Available |
| Greenfield | Monterey | 22 | 51 | 461,994 | 64* | Not Available |
| King City | Monterey | 27 | 62 | 563,132 | 64* | Not Available |

* extrapolated/filled in data
** Mariposa County use real Database with 2014 inspection updated
*** Needs calculation is not available for agencies who did not respond to 2014 statewide survey

**2015 RCTF Pavement Needs Calculation**
Listed by Agencies

| Agency | County | Total Centerline Miles | Total Lane Miles | Total Areas (Square Yard) | Overall PCI | ***RCTF 20-year Needs |
|---|---|---|---|---|---|---|
| Marina | Monterey | 71 | 158 | 1,110,822 | 59 | Not Available |
| Monterey | Monterey | 102 | 203 | 1,822,925 | 67 | Not Available |
| Monterey County | Monterey | 1,060 | 2,277 | 19,812,305 | 42 | $803,036,157 |
| Pacific Grove | Monterey | 56 | 114 | 1,010,592 | 42 | Not Available |
| Salinas | Monterey | 255 | 560 | 5,880,000 | 66 | Not Available |
| Sand City | Monterey | 5 | 11 | 102,663 | 64* | Not Available |
| Seaside | Monterey | 68 | 132 | 1,410,271 | 63 | $38,013,678 |
| Soledad | Monterey | 47 | 59 | 519,083 | 66 | $12,934,769 |
| Grass Valley | Nevada | 50 | 113 | 866,000 | 65 | $23,092,912 |
| Nevada City | Nevada | 19 | 38 | 480,034 | 67 | $12,642,993 |
| Nevada County | Nevada | 579 | 1,157 | 6,721,598 | 63 | $171,159,322 |
| Truckee | Nevada | 154 | 308 | 2,303,236 | 89 | $33,148,173 |
| Auburn | Placer | 68 | 142 | 1,288,980 | 70 | $30,051,795 |
| Colfax | Placer | 12 | 24 | 218,240 | 40 | $8,958,883 |
| Lincoln | Placer | 211 | 450 | 3,179,000 | 85 | $42,263,056 |
| Loomis | Placer | 29 | 62 | 550,000 | 71 | $13,038,318 |
| Placer County | Placer | 1,028 | 2,077 | 15,423,072 | 62 | $389,286,444 |
| Rocklin | Placer | 200 | 424 | 3,818,772 | 72 | $82,264,130 |
| Roseville | Placer | 438 | 1,016 | 9,704,616 | 73 | $200,495,879 |
| Plumas County | Plumas | 679 | 1,359 | 11,055,555 | 64 | $221,419,731 |
| Portola | Plumas | 25 | 50 | 354,347 | 62 | Not Available |
| Hollister | San Benito | 28 | 64 | 580,427 | 59* | $17,811,308 |
| San Benito County | San Benito | 415 | 829 | 5,164,390 | 46 | $192,145,555 |
| San Juan Bautista | San Benito | 10 | 23 | 206,997 | 59* | $6,352,027 |
| Capitola | Santa Cruz | 26 | 53 | 340,853 | 61 | $10,222,769 |
| Santa Cruz | Santa Cruz | 135 | 274 | 2,801,835 | 63 | $76,330,934 |
| Santa Cruz County | Santa Cruz | 596 | 1,212 | 8,667,013 | 55 | $264,480,179 |
| Scotts Valley | Santa Cruz | 33 | 77 | 699,528 | 52* | $24,636,772 |
| Watsonville | Santa Cruz | 83 | 174 | 1,680,978 | 54 | $55,665,339 |
| Loyalton | Sierra | 7 | 17 | 150,797 | 65* | $4,034,282 |
| Sierra County | Sierra | 391 | 782 | 3,518,968 | 43 | $120,261,511 |
| Dorris | Siskiyou | 8 | 17 | 140,500 | 53 | Not Available |
| Dunsmuir | Siskiyou | 10 | 16 | 116,248 | 87 | $1,525,825 |
| Etna | Siskiyou | 7 | 13 | 108,486 | 62 | Not Available |
| Fort Jones | Siskiyou | 5 | 9 | 86,580 | 87 | $1,160,909 |
| Montague | Siskiyou | 11 | 22 | 168,688 | 62 | $4,734,094 |
| Mount Shasta | Siskiyou | 27 | 63 | 550,164 | 53* | Not Available |
| Siskiyou County | Siskiyou | 1,353 | 2,706 | 17,307,840 | 58 | $486,718,930 |
| Tulelake | Siskiyou | 40 | 88 | 594,000 | 57 | $17,956,615 |
| Weed | Siskiyou | 11 | 23 | 399,359 | 60 | $11,694,589 |
| Yreka | Siskiyou | 46 | 93 | 1,047,759 | 52 | $36,259,503 |
| Corning | Tehama | 40 | 81 | 1,235,600 | 56 | $38,217,469 |
| Red Bluff | Tehama | 62 | 130 | 1,500,000 | 45 | Not Available |
| Tehama | Tehama | 6 | 11 | 80,256 | 62 | $2,218,213 |
| Tehama County | Tehama | 1,089 | 2,179 | 13,018,287 | 65 | $332,556,048 |
| Trinity County | Trinity | 693 | 1,114 | 11,757,354 | 60 | $331,354,877 |
| Sonora | Tuolumne | 28 | 60 | 538,648 | 67* | Not Available |
| Tuolumne County | Tuolumne | 525 | 1,056 | 7,662,054 | 45 | $294,765,926 |
| | | | | | Total | $9,847,371,615 |

* extrapolated/filled in data
** Mariposa County use real Database with 2014 inspection updated
*** Needs calculation is not available for agencies who did not respond to 2014 statewide survey