City of SACRAMENTO
Department of Public Works

Pavement Condition Report

July 2025

City of SACRAMENTO
Department of Public Works

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PAVEMENT CONDITION REPORT

2025 UPDATE

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1. Sacramento Today

With over 3,000 lane-miles of streets, the City of Sacramento (City) owns and maintains the fifth largest city street network in California. Only the cities of Los Angeles, San Diego, San Jose, and Fresno have larger street systems in the state.

Within the region, Sacramento has the highest population density and serves as the regional hub, so its streets carry a correspondingly higher traffic volume than most other cities in the region.

This large street network is a significant public asset, valued at over $2.24 billion, and is used by hundreds of thousands of automobiles, buses, trucks, bikes, and pedestrians daily.

The City's Public Works Department (Department) is responsible for maintenance, operations, and repair of the City's streets. The Department has utilized a pavement management program (PMP) for many years. A PMP is a decision-support tool that answers questions such as:

- What does the City's street network consist of?
- What is the existing condition of the City's streets?
- What maintenance and rehabilitation strategies are deployed to improve street conditions?
- How much funding is needed?
- What is the most cost-effective way to implement a multi-year resurfacing program based on different levels of funding?

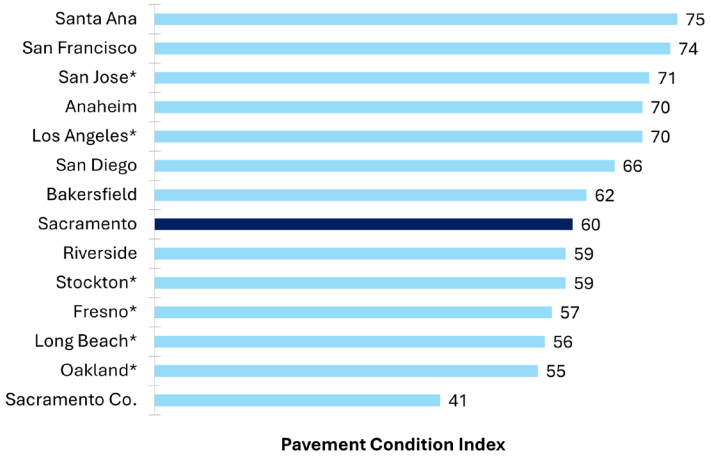
This report provides an overview of the City's street network, highlighting key details about its current condition and outlining the funding required to restore the streets to a state of good repair. It also explores the impacts of varying levels of funding. The report focuses exclusively on pavement conditions and does not address the status or needs of other components of the transportation network, such as bike lanes, sidewalks, striping, signage, traffic control systems, medians, landscaping, or street trees. Furthermore, it does not cover daily operations or emergency repairs.

2. Pavement Condition

To assess the condition or "health" of the City's streets, the Pavement Condition Index (PCI) is used. The PCI is a scale ranging from 0 to 100, where 100 represents a newly resurfaced street and 0 indicates a pothole riddled street. A PCI score between 70 and 100 is considered "Excellent/Good," 50 to 69 is "Fair," 25 to 49 is "Poor," and 0 to 24 is "Very Poor". The PCI may be considered similar to a "grade" for each street section. Generally, it is desirable to achieve at least a citywide average PCI of 75 because pavements in this condition can be maintained more cost-effectively. Figure 1 illustrates a range of streets in different conditions.

Each year, a portion of the street network is surveyed using the ASTM D6433[1] pavement distress protocols, a set of nationally recognized standards widely adopted by cities and counties across the United States and internationally. The arterials/collectors are inspected biennially and approximately one-fourth of the residentials are inspected every year. This provides a regular up-to-date snapshot for planning purposes.

In 2025, Sacramento's streets had a citywide average PCI of 60, which is considered to be in "Fair" condition. For comparison, Figure 2 indicates that the condition of the City's network is in the lower range compared to other large agencies in California. Also, as shown in Figure 3, the City is approximately in the middle compared to the other agencies in the Sacramento Area Council of Governments (SACOG). For reference, the 2022 statewide average PCI was 65[2].

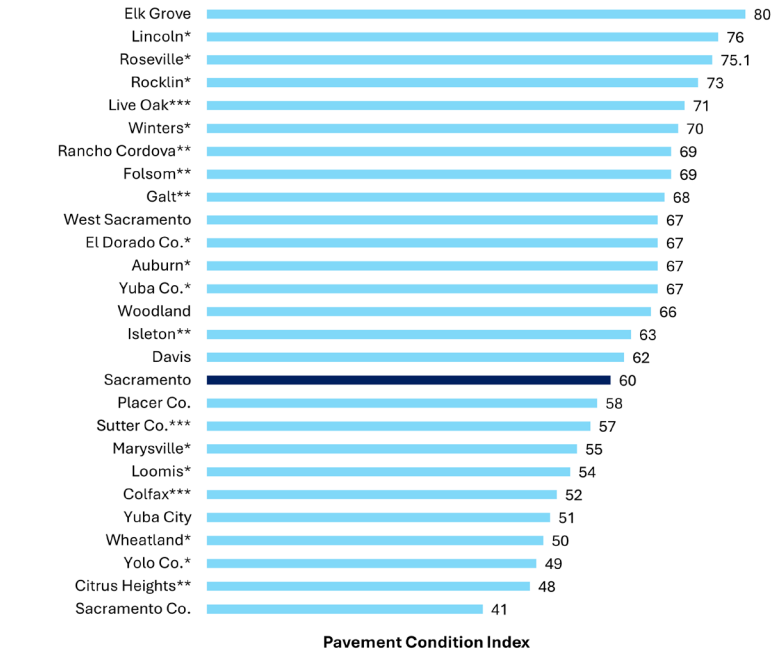


Note: City PCIs denoted by an * were obtained from the City. All others are 2024 projected PCI from StreetSaver Database.

Figure 2. PCI Comparison with Other Large Agencies in California

Figure 1. Streets with Varying PCIs

[1] Standard, A. S. T. M. "D6433: Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys." Annual Book of ASTM Standards, ASTM International, West Conshohocken, PA, 2013.
[2] California State Association of Counties. "California Statewide Local Streets and Roads Needs Assessment Final Report." Nichols Consulting Engineers Chtd., 2023. https://savecaliforniastreets.org/wp-content/uploads/2023/05/Statewide-Needs-2022-FINAL.pdf



Note:
* - City PCIs denoted by an * obtained from the City.
** - City PCIs denoted by ** were obtained from Sacramento Transportation Authority Regional Analysis Report 2024.
*** - City PCIs denoted by *** were obtained from 2022 Statewide Report.
All others are 2024 projected PCI from StreetSaver Database. Roseville uses Pavement Quality Index (PQI)

Figure 3. PCI Comparison with other SACOG Agencies

2.1 Pavement Condition by Functional Class

The street network is composed of different classifications, such as arterials, collectors, and residential streets. Arterials are characterized by higher speeds, more truck, bus, and automobile traffic and typically have at least 4 lanes. Residential streets typically have 2 lanes and have much lower speeds and traffic. Collectors are in-between – their function is to "collect" traffic from residential streets and funnel them to arterials. Like most cities, Sacramento has significantly more residential streets (60.8 percent) than any other classification. As shown in Figure 4, on average, arterials in Sacramento have a slightly higher PCI (62) than collectors (59) and residential streets (60). This indicates that most of the recent pavement work was performed on arterials rather than collectors or residential streets.

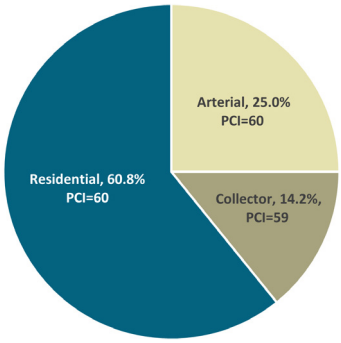


Figure 4. Network Condition Breakdown by Functional Class

2.2 Pavement Condition by Council District

The street network is nearly equally distributed among the 8 council districts, though the condition of the streets varies across them. Figure 5 indicates that District 1 has the highest PCI (71), and District 6 has the lowest PCI (53), with the remaining districts in the high 50s to mid 60s. The streets in District 1 are newer than those in most other districts, contributing to the higher overall PCI. Additionally, deferred maintenance on older streets leads to faster deterioration, resulting in a lower PCI for those areas. There is only one district (District 1) with an average PCI that is good condition, and conditions are expected to continue to decline.

Pavement age is just one factor in today's pavement condition; traffic levels, the underlying subgrade soils, drainage flows, and past maintenance practices are also similarly contributing factors. Consequently, it is not always possible to implement a "one size fits all" approach to maintenance. Therefore, it should not be surprising that the PCIs for each district are not identical. Figure 6 shows the percentage of streets in each condition category for each council district.

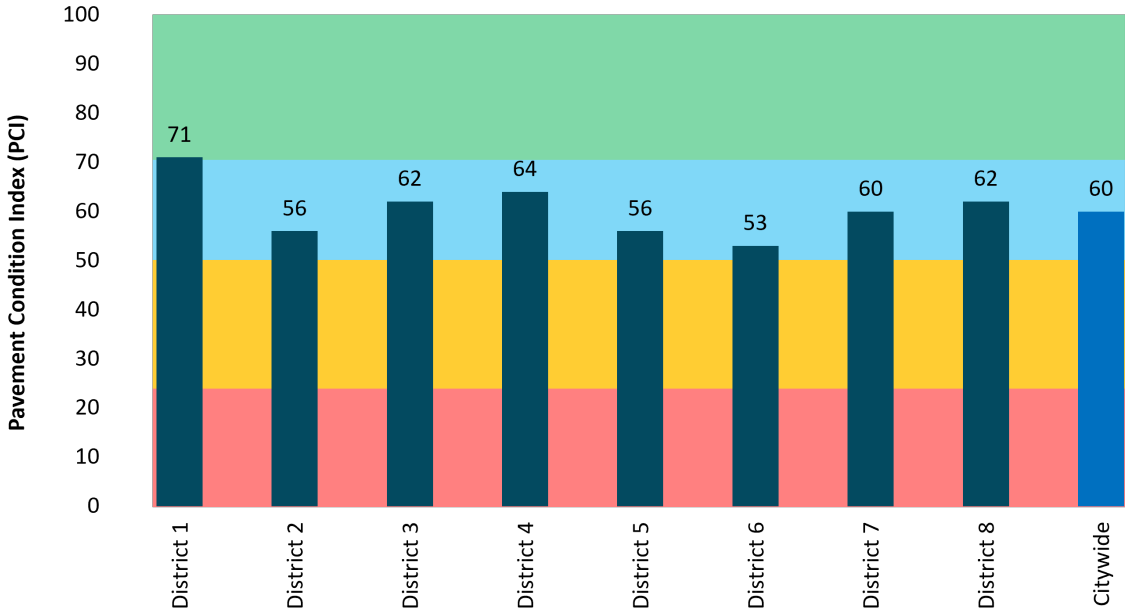


Figure 5. PCI by Council District

Appendix A, included at the end of this report, contains maps of each council district and the condition of the individual streets in those districts, as well as the unfunded backlog.

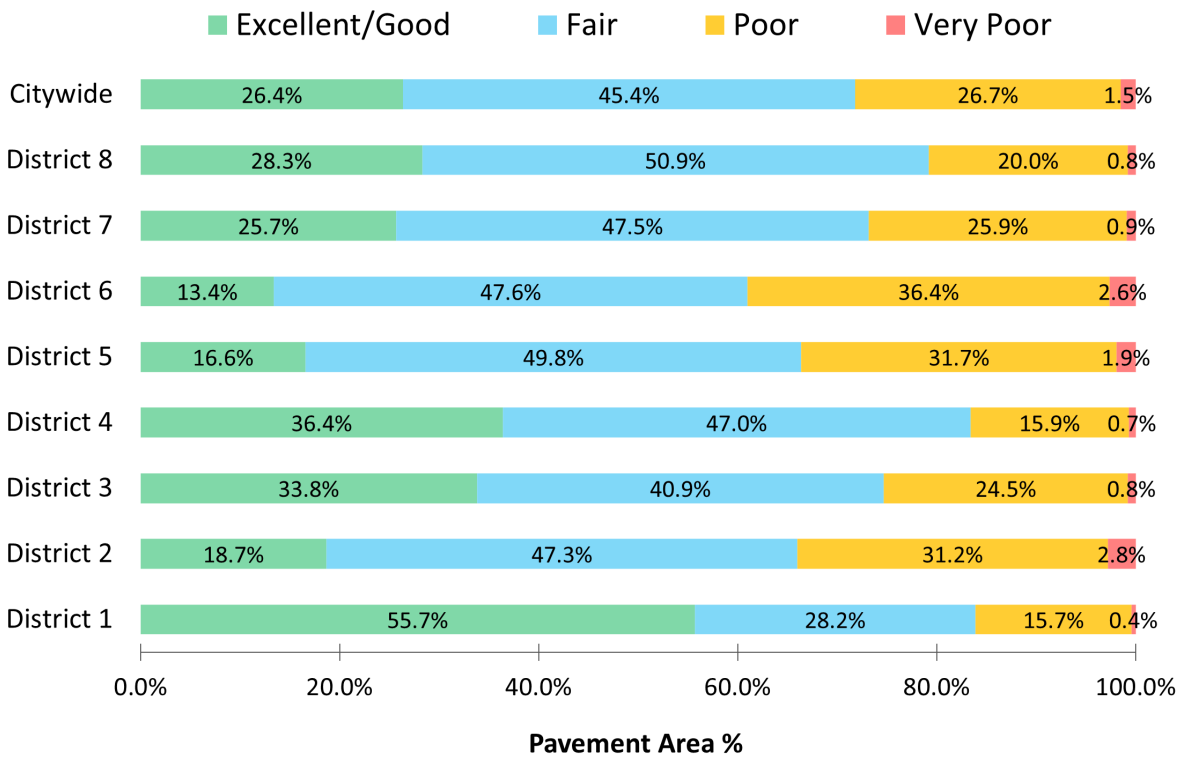


Figure 6. Pavement Condition Breakdown by Council District

2.3 Pavement Condition in Disadvantaged Areas

The City has recently implemented policies and criteria aimed at addressing equity and rectifying historic disinvestment and harm to vulnerable communities and communities of color. In an effort to better consider issues of equity when making decisions about transportation infrastructure and resources, the City has used CalEnviroScreen 4.0 to identify disadvantaged areas (see Figure 7) based on environmental, public health, and socioeconomic conditions. CalEnviroScreen is a tool developed by the California Environmental Protection Agency which analyzes public data to identify cumulative pollution burdens, socioeconomic factors, and vulnerabilities faced by individual census tracts. It is generally used by state agencies in making funding decisions to address equity considerations.

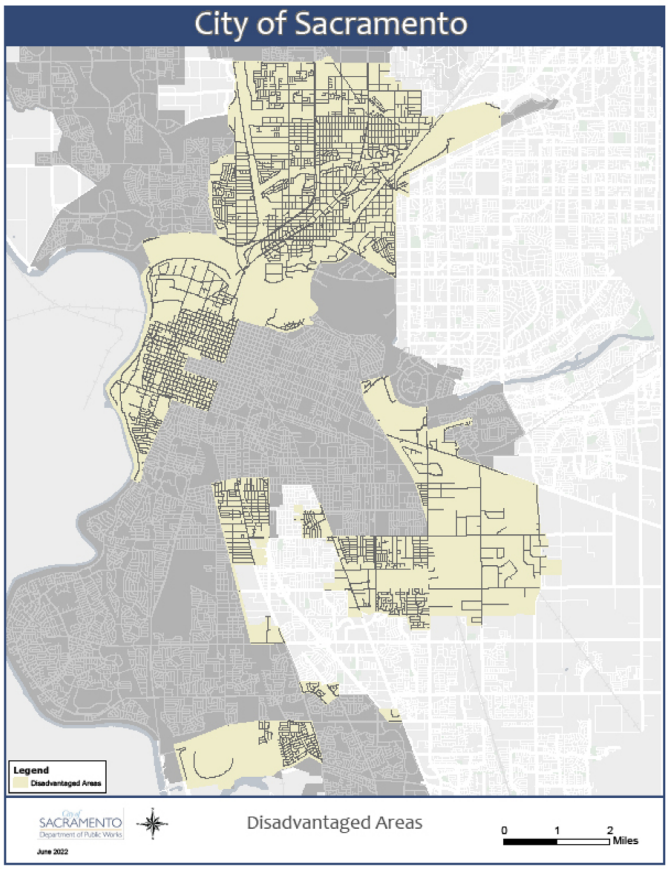


Figure 7. Disadvantaged Areas in the City of Sacramento *(CalEnviroScreen 4.0)*

As shown in Figure 8, the streets within these disadvantaged areas represent approximately one-third of the City's network and have an average PCI of 59. The remaining two-thirds of the network has an average PCI of 61. This PCI difference can be attributed to communities that have recently been developed in the non-disadvantaged areas (e.g., Natomas, McKinley Village), with higher PCIs due to newer streets. While there may be some inequities at the individual neighborhood level, overall, disadvantaged communities do not have a significantly different average PCI than the non-disadvantaged communities. It should be noted, however, that levels of investment throughout the city are inadequate and that pavement will continue to deteriorate at a higher rate in areas with lower PCIs.

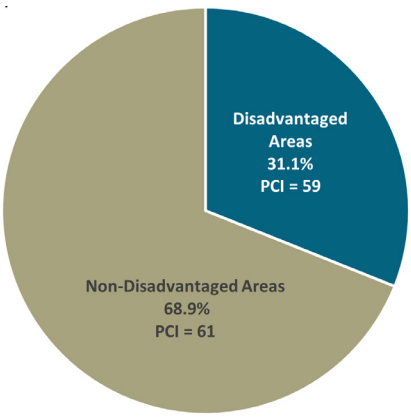


Figure 8. Network Condition Breakdown by Disadvantaged Area

3. Maintenance Strategies

The street condition is affected by the type and timing of maintenance strategies. Historically, the Department has implemented a variety of maintenance treatments to repair streets. These techniques include a combination of relatively inexpensive pavement preservation treatments such as slurry seals on streets in good condition to significantly more expensive overlays and reconstruction for streets in fair and poor condition. Some of the treatments that have been applied include rubberized asphalt overlays and seals, recycled asphalt pavements, and bonded wearing courses.

Pavements do not deteriorate linearly over time. Deterioration is slow at first, but then accelerates when the PCI drops below 70. As the pavement deteriorates, the cost of repair increases rapidly. If there is inadequate funding to conduct preventative maintenance, the cost of repairing streets increases rapidly.

Figure 9 summarizes the general costs of repair for streets in different conditions. For example, streets that are in good condition require seals at a cost of $7.00 per square yard (sy). In contrast, streets that are in very poor condition will require reconstruction at costs from $61.25 to $105.00/sy, which can be as much as 15 times more expensive. Or to put it another way, the cost of reconstructing 1 failed street is equivalent to the cost of preserving 15 good streets.

Reconstructing 1 failed street is equivalent to preserving 15 good streets

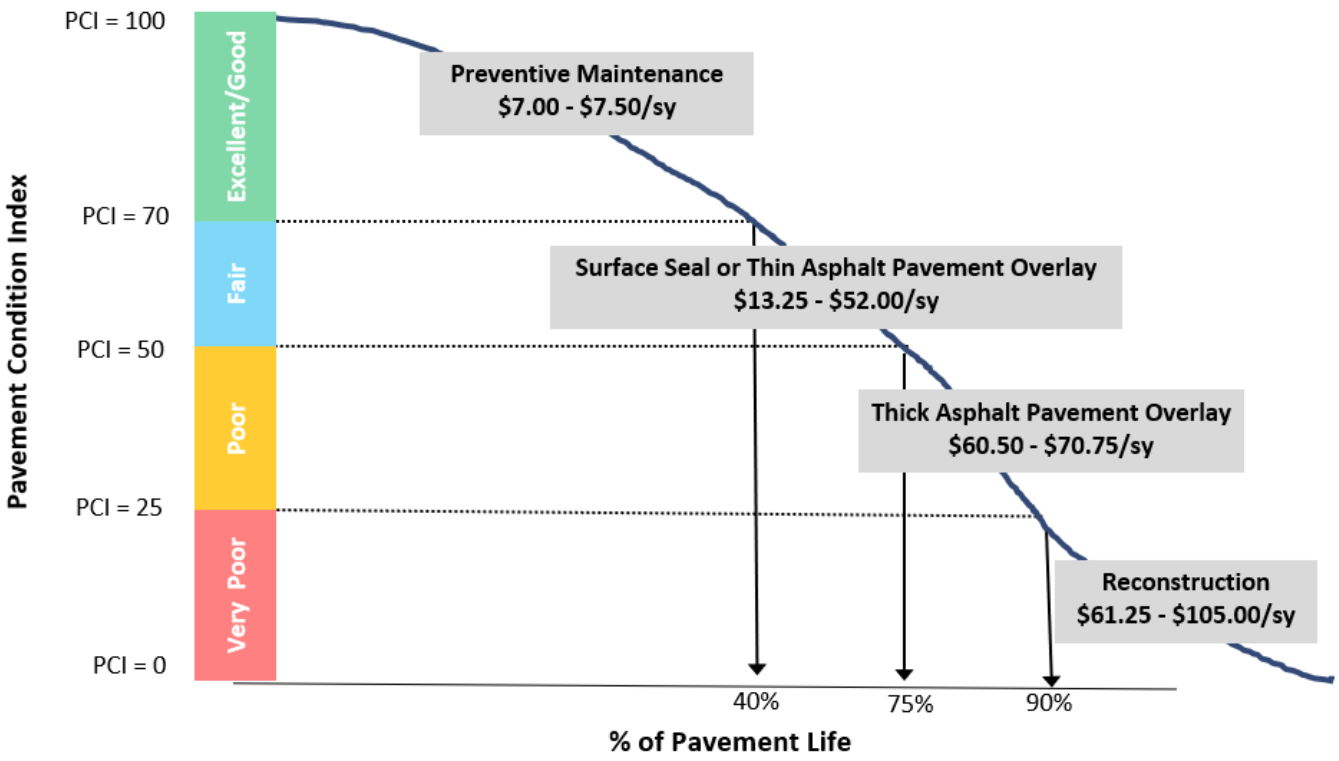


Figure 9. Pavement Life Cycle and Repair Costs

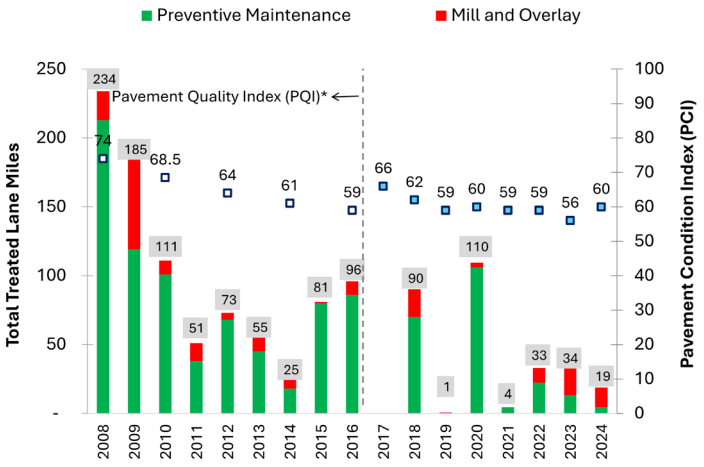
4. Historical Pavement Maintenance

When sufficient funding is available, it is possible for any city to maintain streets at an acceptable level. However, Figure 10 illustrates two trends that have occurred in Sacramento since 2008:

1. Less Streets Are Being Repaired: Between 2008 and 2010, an average of 177 lane-miles of streets were maintained or repaired each year, totaling 530 lane-miles over the three-year period. Much of this was the result of a one-time infusion of funds through the American Recovery and Reinvestment Act (ARRA). Since 2011, as federal funding allocated by the region for pavement rehabilitation declined, the treated mileage has dropped to an average of 48 lane-miles per year – less than one-third of the previous level-of-effort.
2. Pavement Condition Is Maintained Between High 50s And Low 60s: The result is a downward trend in pavement condition as illustrated by the Pavement Quality Index (PQI) and later the Pavement Condition Index (PCI). Note that there was no resurfacing program in 2017 (due to lack of funding) or in 2019 (contracts were rejected due to high bids). In 2020, a total of 110 lane-miles were maintained or rehabilitated, but in 2021, only 4.25 lanes-miles were treated. Most of the projects planned for 2021 were delayed due to staff shortages, UPRR design challenges and federal 10A audits. Between 2022 and 2024, a total of 86 lane miles were treated which contributed towards increased PCI in 2024.

There are several reasons for the decreasing number of streets treated:

- The City's funding levels reached a high of $14.3 million in 2009 (primarily ARRA, and then dropped sharply to $5.3 million in 2010. Funding did not improve significantly until 2019, when Senate Bill 1 (SB1) was passed (see Section 6).
- The cost of complying with regulatory requirements has increased e.g., Americans with Disabilities Act [ADA] compliance.
- Construction costs have increased since 2012.
- Operational costs have also increased. The City relies on transportation funding to address emergency repairs (e.g., fill potholes). As the pavement deteriorates, the need for emergency repairs increases. On average, the City fills 22,000 potholes per year.



* PQI was used as a condition measure from 2008 to 2016. In 2017, the City switched to the more widely used PCI. No inspection was performed in 2023. 2023 PCI is projected PCI from StreetSaver.

Figure 10. Historical PQI/PCI and Total Treated Lane-Miles

5. American with Disabilities Act Requirements

Maintaining the city's pavement assets involves adopting a "complete streets" approach that ensures safe access for people of all ages and abilities, regardless of their mode of transportation. This approach affects all aspects of street maintenance, such as restriping for bike lanes, traffic signals, or modifications to reduce speeds. A key component of this is the ADA, which requires public entities to ensure that people with disabilities have access to pedestrian routes within the public right-of-way.

In July 2013, a joint technical guidance was published by the U.S. Department of Justice and the U.S. Department of Transportation to clarify which road maintenance activities would trigger the need to upgrade affected curb ramps to current standards. Essentially, any street maintenance defined as an "alteration" triggers the requirement to upgrade ADA curb ramps.

Almost all of the pavement treatments utilized by the Department are considered "alterations;" this affects an estimated 25,400 curb ramps and accelerated the schedule to upgrade non-compliant ramps. The upgrading/replacement of curb ramps represents a significant opportunity for the City to improve ADA access during the completion of pavement rehabilitation and maintenance activities, but the costs for these ramp upgrades need to be planned and accounted for in the City's paving costs. As an older city, most of Sacramento's streets were built prior to current ADA standards. It is estimated that upgrading curb ramps adds as much as 37 percent to street paving costs. The City has committed at least 20 percent of its annual transportation funds for ADA compliance.

Figure 11 shows examples of non-existent (top), non-compliant (middle) and compliant (bottom) curb ramps.

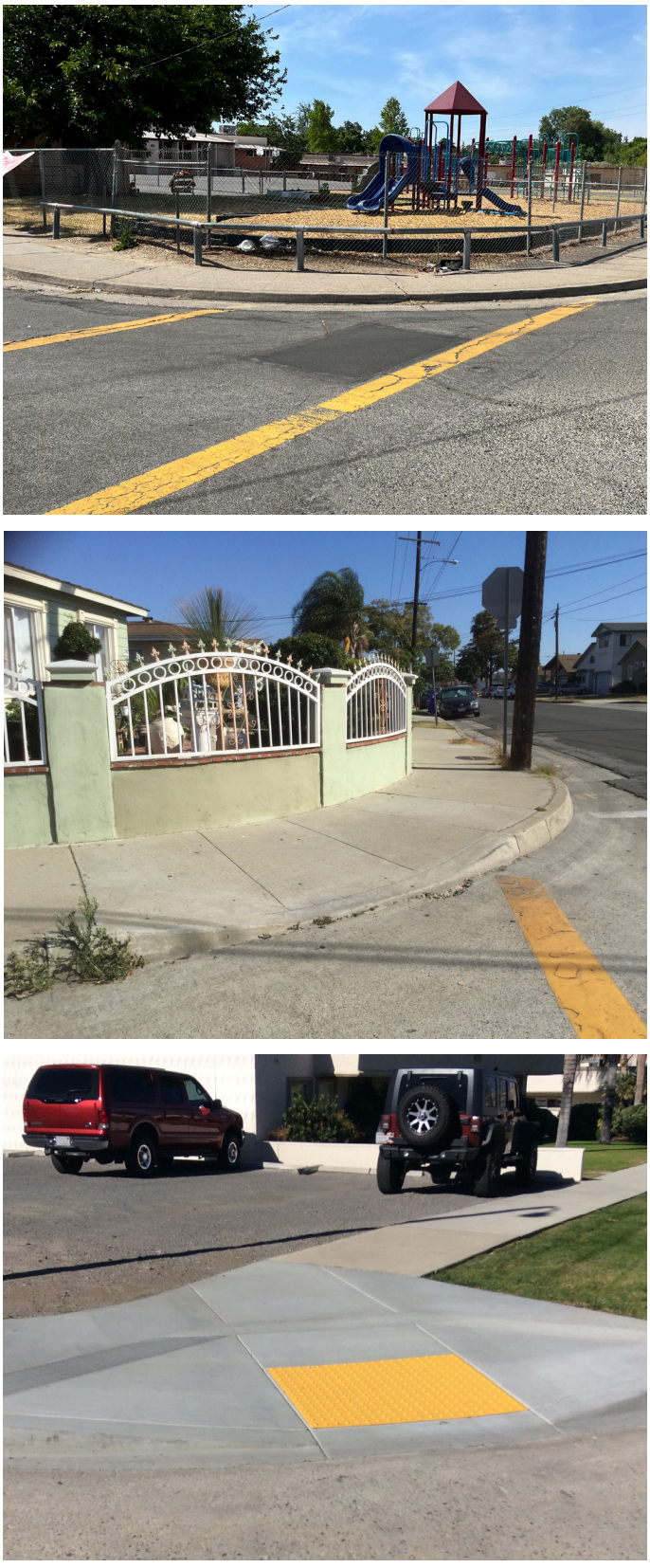


Figure 11. Example Curb Ramps

6. Funding and Expenditures

Funding for pavement maintenance typically comes from dedicated sources, including the state gas taxes and voter-approved, dedicated countywide transportation sales tax. These funds are used for all transportation-related expenses, not just pavement maintenance. These expenses are used to meet operational needs; perform emergency repairs; meet regulatory requirements; and maintain, replace, and modernize aging infrastructure and equipment.

6.1 Funding Sources

As shown in Figure 12, the City's funding for pavement repairs has come from a combination of federal, state, and local sources. Each source is briefly described in the following subsections.

6.1.1 Federal Funding

Federal funding for road rehabilitation was historically available through the Regional Surface Transportation Program (RSTP), the largest and most flexible source of federal transportation funding. Regional shares of RSTP funding are allocated to SACOG agencies using a population-based formula.

Prior to 2002, Sacramento received a proportionate share of RSTP funding to use on priority pavement rehabilitation projects. In 2002, SACOG revised its program to require members to compete for regional funding. Since then, funding for roadway rehabilitation has declined substantially, and additional sources of state funding were generally one-time funds.

With the Great Recession, the federal government provided one-time federal stimulus funding to the region, known as the American Recovery and Reinvestment Act (ARRA), leading to a spike in funding in 2009.

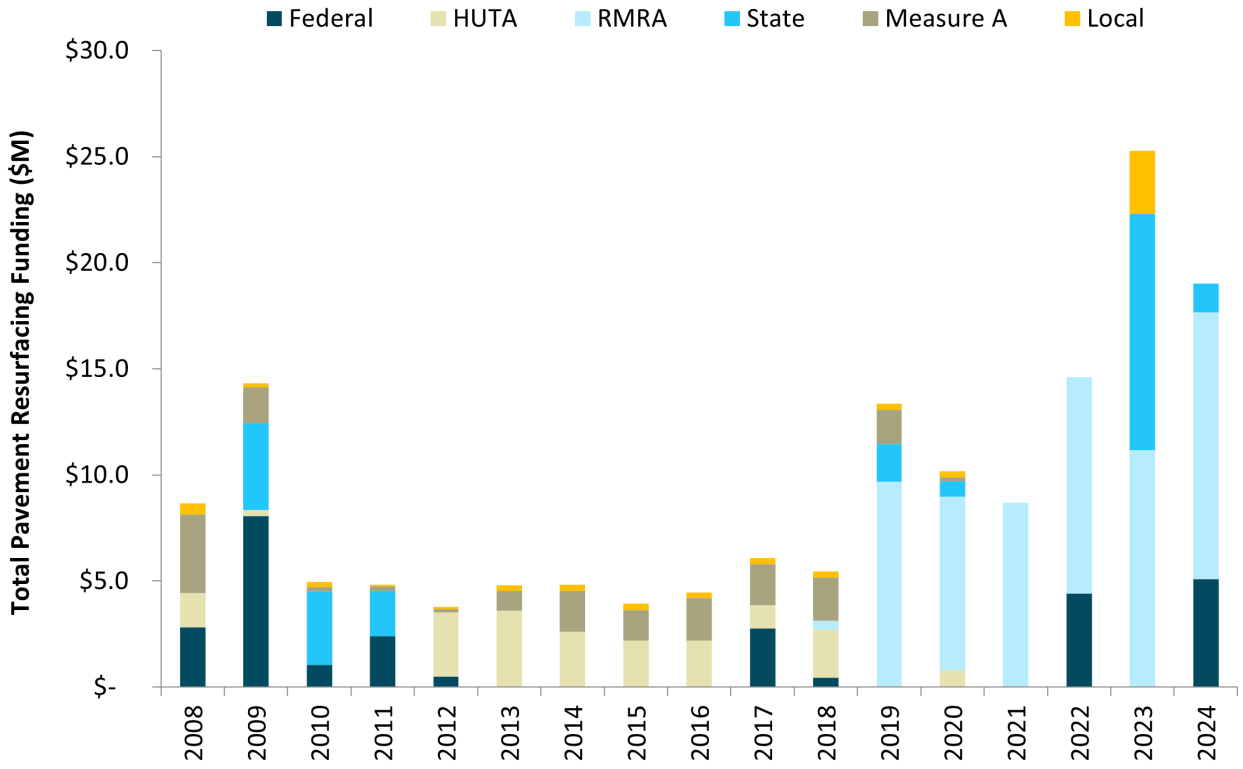


Figure 12. Historical Funding for Pavement Repairs

Since that time, federal funding for pavement rehabilitation from RSTP (allocated by SACOG) has been limited and unpredictable. In addition, SACOG's total funding for pavement rehabilitation declined, particularly for its larger member agencies. This corresponded with declines in gas tax, resulting in an overall lack of available funds for pavement maintenance at a critical time.

In general, the City of Sacramento receives a lower amount of federal funding per capita than other agencies in the region.

6.1.2 Highway Users Tax Account

The Highway Users Tax Account (HUTA) is a per-gallon state excise tax on gasoline and diesel. These funds are distributed to cities and counties using a formula based on population and mileage. The gas tax is restricted to specific transportation uses for public roads and associated facilities.

The gas tax was historically the City's single largest source of transportation funding. The base excise tax of 18 cents per gallon was not raised until 2017, so its purchasing power had eroded by half in the previous decades.

Forecasts of future gas tax revenues are highly dependent on oil prices and demand. California's gas tax revenue is projected to decline significantly due to the rise of electric vehicles and the state's goal to ban the sale of new gas-powered cars by 2035. Reports from the Legislative Analyst's Office (LAO) and other sources predict a 64% drop in gas tax revenue by 2035. The City of Sacramento's population growth has offset its per-capita reduction in gas tax, so for the next five years, gas tax revenues are predicted to remain relatively flat, which means they are losing spending power as costs increase. The ability to maintain a long-term sustainable revenue stream for pavement maintenance is dependent on the State coming up with an alternative to gas tax for funding road maintenance.

6.1.3 Road Maintenance and Rehabilitation Account

In April 2017, the Governor signed Senate Bill 1 (SB1), also known as the Road Repair and Accountability Act, a state transportation funding package that increases the gas tax, diesel tax, and vehicle registration fees. The measure is indexed to inflation so that its purchasing power will not be eroded as previously occurred with HUTA.

Half of the funding is allocated to cities and counties through the Road Maintenance and Rehabilitation Account (RMRA); the City began receiving revenues in 2018 and is expected to receive as much as $14.6 million for Fiscal Year (FY) 2025/26. This program also encourages inclusion of other improvements such as safety improvements, technology upgrades, and improvements to support efforts for cleaner transportation options. These are all important priorities, but their inclusion reduces the amount of funding remaining for pavement rehabilitation.

RMRA is expected to provide $14.6 million per year to the City

6.1.4 Measure A (Countywide Transportation Sales Tax)

Sacramento County has a voter-approved half-cent sales tax to fund transportation improvements such as transit and street maintenance. Sales tax revenues are dependent on the strength of the economy, as evidenced by the dramatic decline during the recession in 2009 to 2012. Since then, sales taxes have shown steady but modest increases. Measure A funding is anticipated to decline slightly in FY25/26 and then remain relatively flat over the next four years.

6.2 Operating and Capital Expenditures

The City's operating expenses include ongoing operations to maintain a transportation system used by hundreds of thousands of automobiles, trucks, cyclists, buses, and pedestrians daily. It includes labor, supplies, materials, equipment, and vehicles.

The Department is tasked with planning, building, and maintaining transportation infrastructure (including roads, bridges, sidewalks, bikeways, streetlights, traffic signals, traffic-control devices, street signs, and markings) and providing for safety and accessibility, with over 250 employees assigned to these tasks. The costs of providing these services are fully offset with transportation funds and reimbursements from other sources.

Historically, about 70 percent of transportation funding has been needed to maintain ongoing operations, emergency repairs, and day-to-day upgrades.

Investments in infrastructure or facilities that exceed $20,000 are included in the City's Capital Improvement Program (CIP). The CIP consists of individual projects, each with its own budget established by funding type. Typically, the largest capital expenses are major transportation projects, most of which have state or federal funding.

6.3 Comparison with Similar Agencies

When compared to its peers, the City is near the bottom of the list in terms of pavement funding. Figure 13 examines the funding available as well as the sources of funding for other large cities in California. Much of this information was compiled from the California Statewide Local Streets and Roads Needs Assessment 2022 Update as well as individual city websites. Although many of these cities have unique characteristics that dictate different levels of funding (e.g., composite pavements, which are more expensive to construct), one trend is clear. The top 3 cities (San Francisco, San Jose, and San Diego) rely heavily on local funding. On average, more than 40 percent of their budgets come primarily from sales and parcel taxes. For example, Oakland passed a parcel tax (Measure KK) in 2018, which resulted in a bond measure totaling $350 million for street maintenance. San Francisco also receives money from the General Fund.

Note that the data includes funding for pavement repairs only (i.e. seals, overlays, and reconstruction). Operational expenses are not included.

Sacramento is at near the bottom of the list for pavement funding compared to its peers

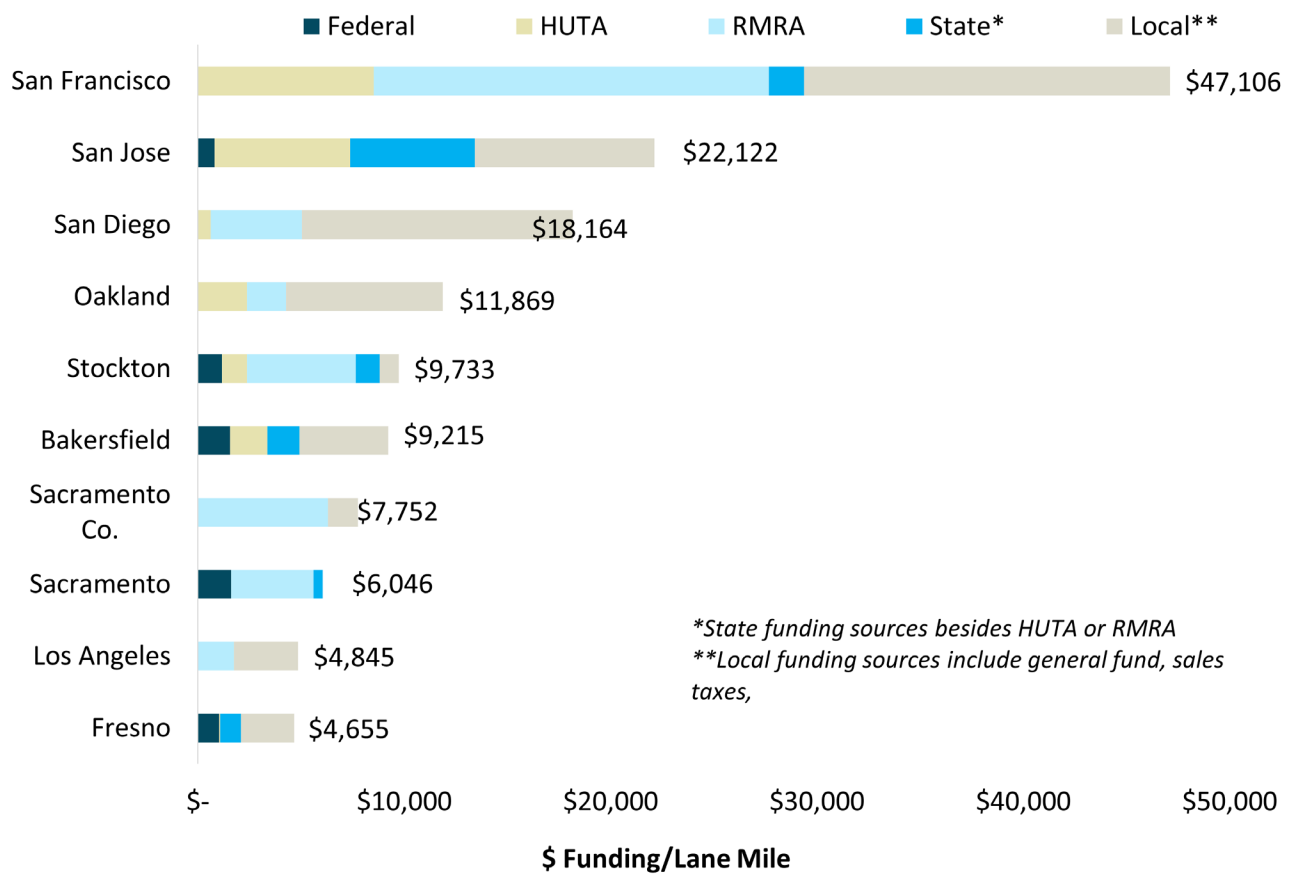


Figure 13. Comparison of Paving Funding with Other Large Cities

6.4 Funding Summary

With a roadway network developed over the last 150 years, the City of Sacramento has some of the oldest roads in the state. Decades of inadequate investment in pavement maintenance have resulted in thousands of miles of needed roadway rehabilitation, and pavement conditions that are on a steep decline. For older and less wealthy communities such as Sacramento, conditions have declined to a level that requires more annual funding than currently available from the gas tax revenues or other local, state, and federal sources. For example, the City's current unfunded backlog is approximately $419.4 million, which is about 41% higher than it was two years ago. This increase is due to higher treatment costs and a greater inflation rate applied in the analysis. In the 2022 PMP update, a 3% inflation rate was used, while the current analysis uses a 4% inflation rate to align with the 2023 Regional Pavement Analysis Final Report completed in 2023[4].

The City needs 5.6 times the amount of funding that it currently receives to arrest the steep decline in pavement condition and maintain the current PCI of 60. This would require an unprecedented, significant and/or new local or regional funding approach.

Sacramento needs 5.6 times the amount of funding it currently receives to arrest the steep decline in pavement condition

[4] Sacramento Transportation Authority. "2023 Regional Pavement Analysis Final Report." Nichols Consulting Engineers Chtd., 2024. https://www.sacta.org/files/97648d6b8/STA+Regional+PMP+Final+Report+06182024.pdf

7. Street Selection

The City needs approximately 5.6 times the funding it currently receives to arrest the steep decline in network PCI. This is estimated to be $84.4 million annually over the next ten years to remain at its current average PCI of 60, and $136.5 million annually to bring the network into a state of good repair (or average PCI of 75).

Nearly every street in the City would benefit from some kind of pavement treatment. However, with limited funding, it is necessary to prioritize where the funding will be spent. Treatments are generally focused with other policy goals such as support improvements to address safety, support bicycle and pedestrian mobility, serve under-resourced areas and to improve streets with higher traffic volumes and bus routes. The treatments also focus on balancing both preventative maintenance and street restoration.

The City typically applies for funding based on the criteria outlined in the Transportation Priorities Plan (TPP) to select streets for treatment. Whenever possible, funding is used to complement or enhance grant funds or other initiatives, and to support preliminary design work that can make projects more appealing for future grant opportunities. Streets with emergency repair costs may also be prioritized over other streets.

Based on these criteria, arterials and collectors are given higher priority than residential streets. Residential streets make up over 60 percent of the City's total pavement network area, with nearly all of them requiring some form of pavement treatment. This ranges from preventative maintenance on newer streets to addressing aging streets, as well as areas impacted by various underground utility work (such as gas, electric, water, sewer, and telecommunications infrastructure installation or repairs). Unfortunately, while there is significant community demand and a clear need for repairs on residential streets, the available funding is insufficient to fully address these repairs.

The estimated need to bring the City's residential streets alone into a state of good repair (or average PCI of 75) is $83.2 million annually for the next ten years. Even if the City were to alter its funding criteria, it would still only address one to three residential neighborhoods per year.

8. Sacramento Tomorrow

The City faces significant challenges in the future for providing adequate roadway conditions, even with RMRA funding. The pavement is in "Fair" condition, and without sufficient resources, it is anticipated to continue to decline. Three alternate funding scenarios were performed to determine potential outcomes.

8.1 Scenario 1: Current Funding Levels

Assuming $14.6 million annually in RMRA funding and $0.3 million from Gas Tax/Trench Cut Fee, the City will receive a total of $149 million over the next 10 years. Given this funding level, Figure 14 indicates that the following is predicted to occur by 2034:

1. The PCI will deteriorate to 42.
2. The current unfunded backlog ($419 million) will triple ($1.2 billion).
3. Approximately 61 percent of the street network will be in "Poor" or "Very Poor" condition.

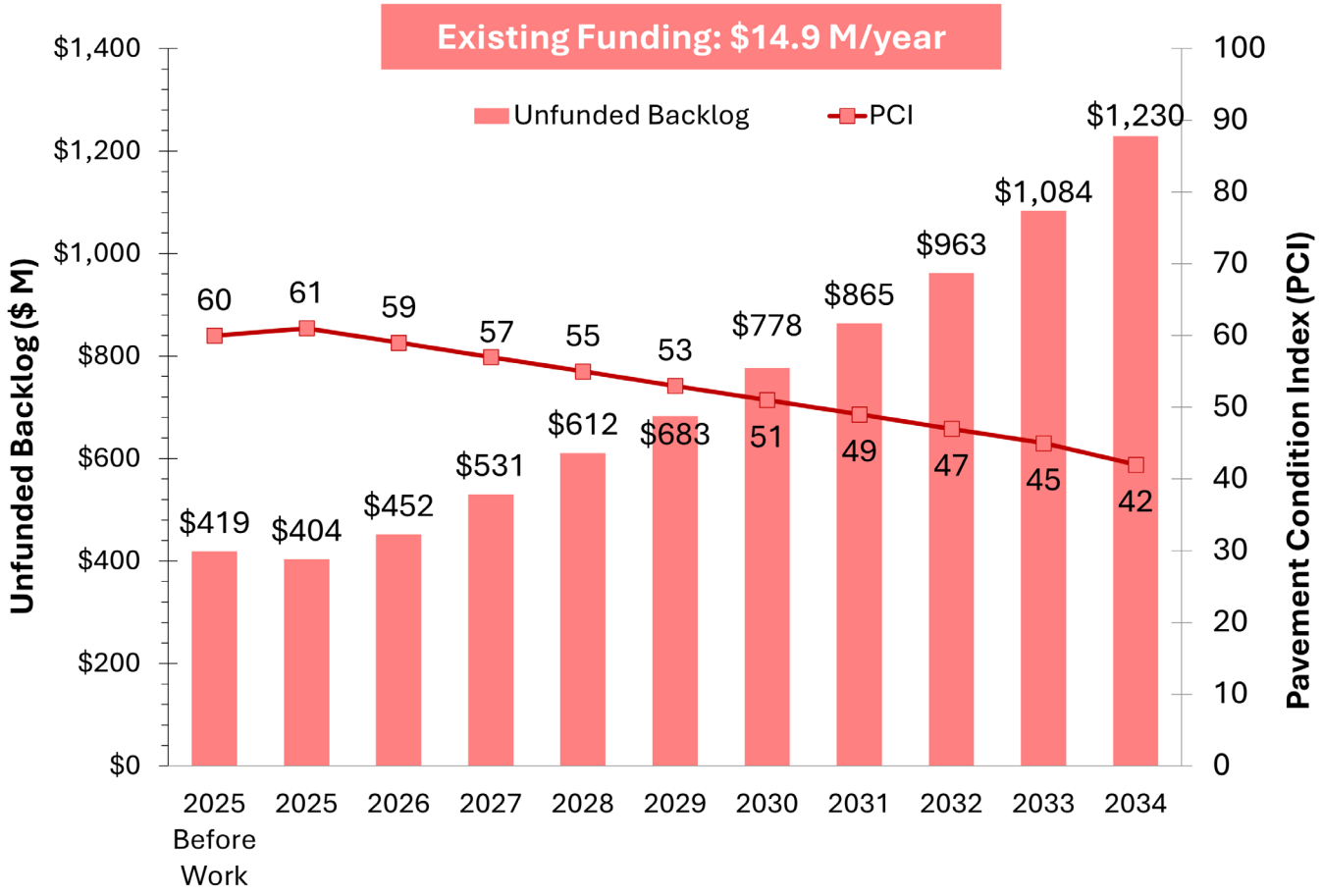


Figure 14. Projected PCI and Unfunded Backlog for Scenario 1

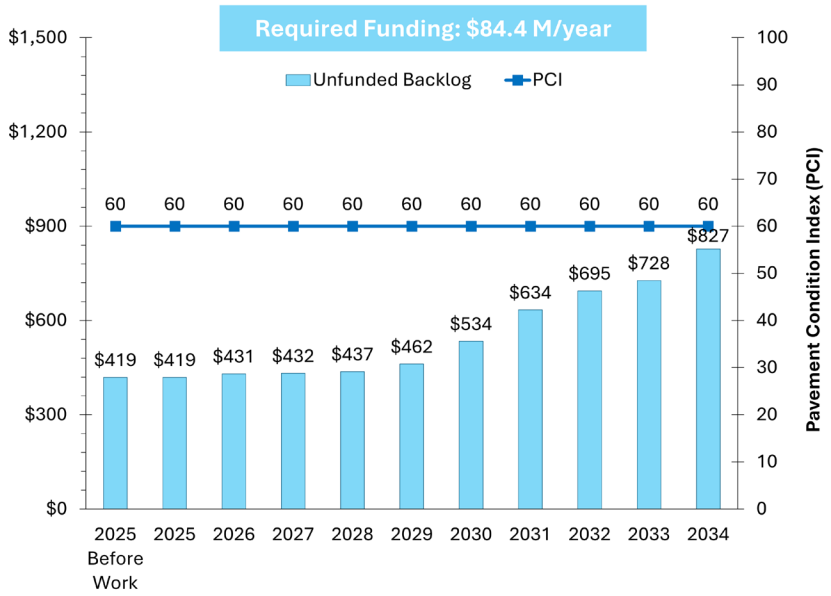


Figure 15. Projected PCI and Unfunded Backlog for Scenario 2

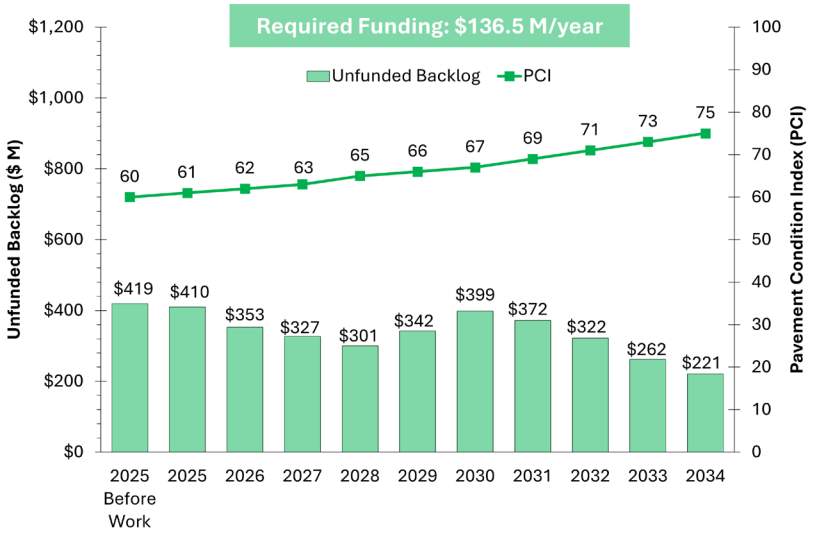


Figure 16. Projected PCI and Unfunded Backlog for Scenario 3

8.2 Scenario 2: Maintain Current Condition (PCI = 60)

In order to maintain current conditions (i.e., PCI at 60), at least $844 million will be required over the next 10 years, with $429 million for residential streets and $415 million for arterials/collectors. This equates to $84.4 million per year, which is $69.5 million more than the amount currently available. Even with this level of investment, the unfunded backlog would increase to $827 million by 2034 (Figure 15). This situation exists because the road conditions (low average PCI) are expensive to restore to a state of good repair. By the end of 2034, approximately 67% of the network is expected to be in "Excellent/Good" or "Fair" condition.

8.3 Scenario 3: Improve Condition to a State of Good Repair (PCI = 75)

To improve the network condition to a state of good repair within 10 years would require $1,365 million over the next 10 years: $756 million for residential streets and $609 million for arterials and collectors. The unfunded backlog would decrease from $419 million to $221 million by 2034 (Figure 16). Approximately, 90% of the network will be in "Excellent/Good" or "Fair" condition by the end of 2034.

8.4 Projected Pavement Condition

Finally, Figure 17 shows the impacts of each scenario on the street network by condition. Currently, approximately 73 percent of the network is in "Excellent/Good" or "Fair" condition, with the remaining 27 percent in "Poor" to "Very Poor" condition. Under the current funding levels (Scenario 1), it is predicted that streets in "Poor" to "Very Poor" condition will more than double to 61 percent by 2034.

The other two funding scenarios illustrate marked improvements: Scenario 2 results in approximately 57 percent of the pavement network in "Excellent/Good" condition, while Scenario 3 results in approximately 78 percent in "Excellent/Good" condition by 2034.

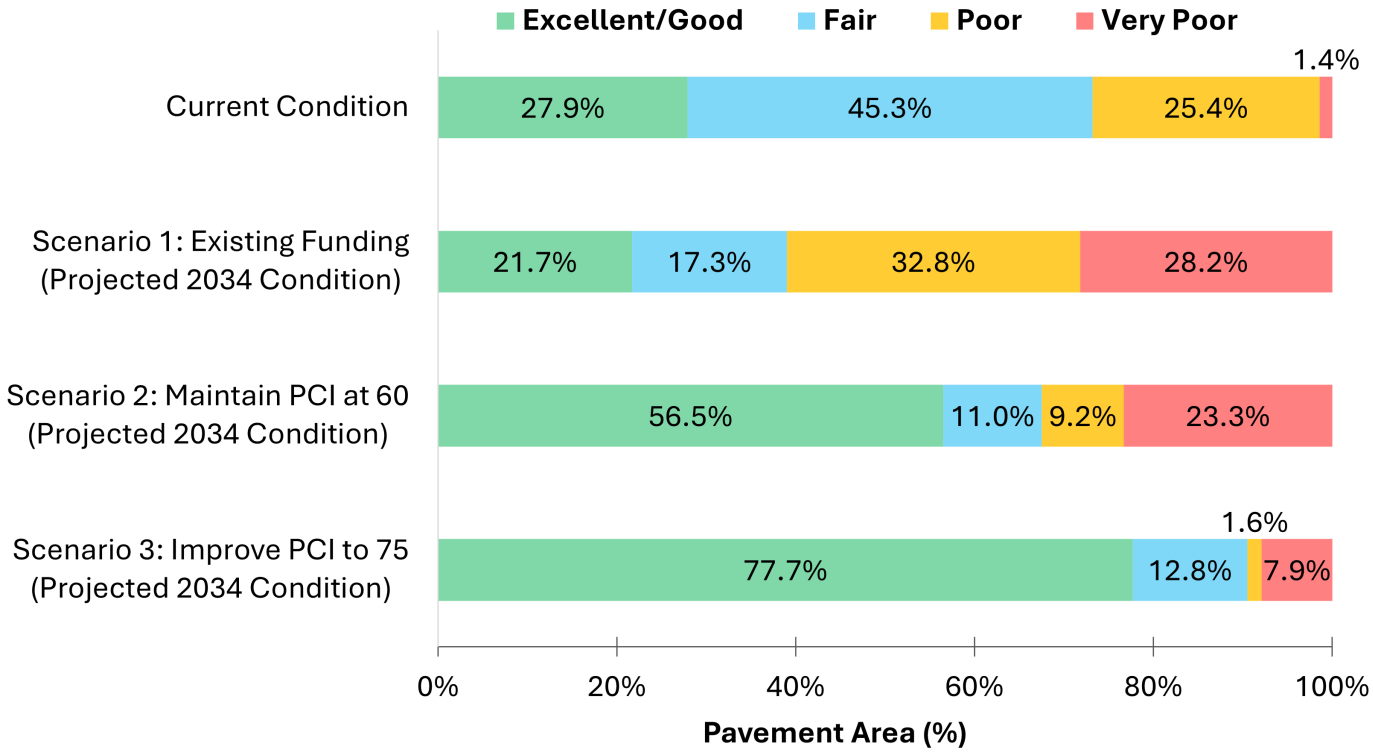


Figure 17. Comparison of Network Condition by Scenario

9. Conclusions

To summarize, the City has a substantial asset of over $2.24 billion in the pavement network (this does not include sidewalks, signals, landscapes, storm drains, etc.) Overall, the street network is in "Fair" condition with a network PCI of 60. Approximately 73 percent of the streets currently fall into the "Excellent/Good" and "Fair" condition categories.

In the last major Pavement Condition Report (August 2022), a network PCI of 59 was reported. Since then, the network PCI has remained substantially the same (PCI 60). However, keeping the PCI at 60 will require $844 million over the next 10 years. New revenue sources will be needed to prevent significant deterioration and reduce the unfunded backlog.

The analyses indicate that the City needs approximately $136.5 million annually for pavement maintenance in order to improve the PCI of all streets to an average of 75. If that could be achieved, many streets could then be maintained in "Good" condition with ongoing preventive maintenance.

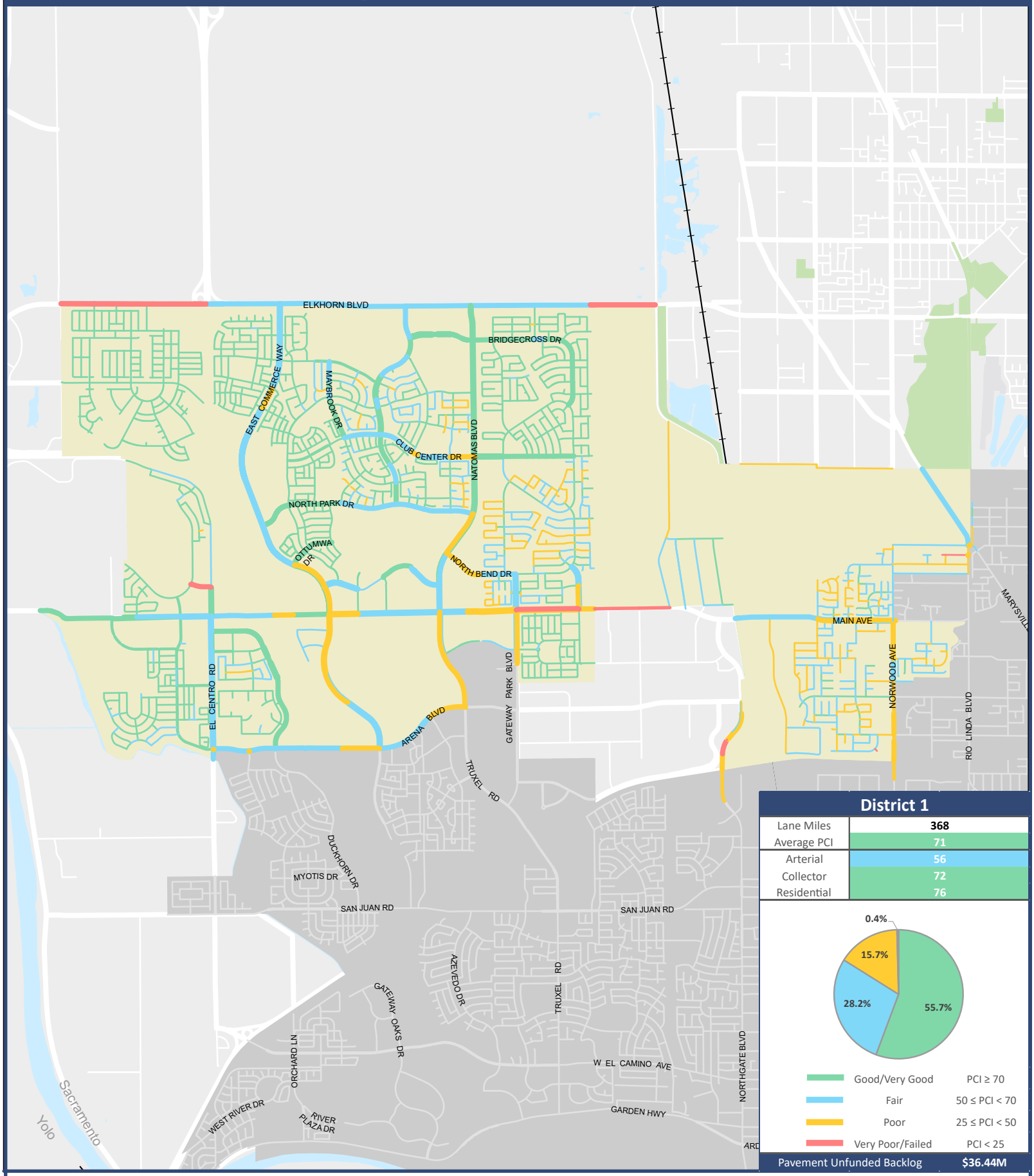
The City's projected funding level (average of $14.9 million/year) will result in a decrease of the network PCI to 42 over the next 10 years and the unfunded backlog will triple to $1.2 billion by 2034. At this time, there are no identified funding strategies that will significantly arrest this decline.

Sacramento needs at least $136.5 million per year to improve the network PCI to 75

Appendix A

PCI Maps for Council Districts

City of Sacramento



District 1

Lane Miles	368
Average PCI	71
Arterial	56
Collector	72
Residential	76

Good/Very Good	PCI ≥ 70
Fair	50 ≤ PCI < 70
Poor	25 ≤ PCI < 50
Very Poor/Failed	PCI < 25

Pavement Unfunded Backlog **$36.44M**

City of SACRAMENTO

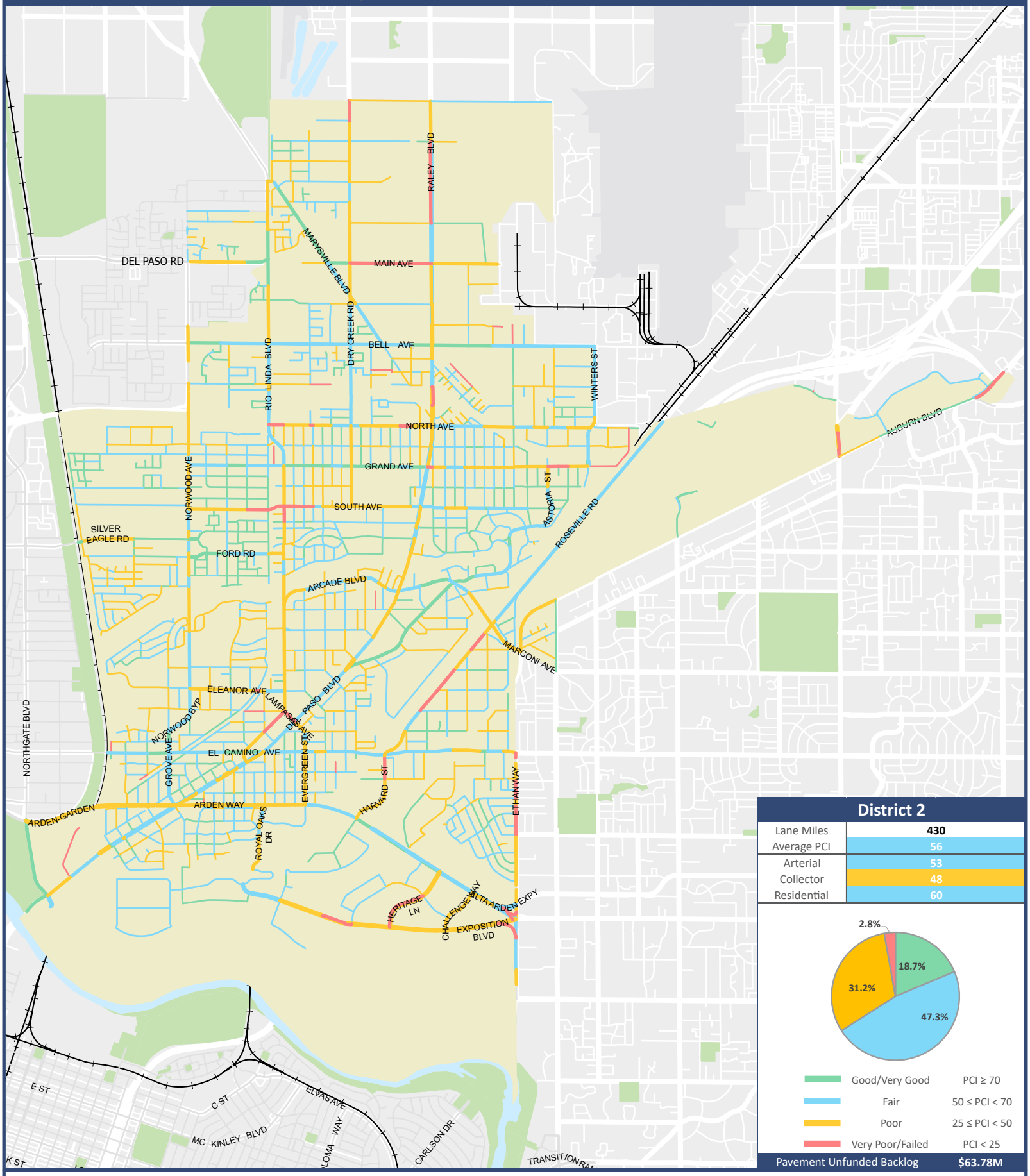
March 2025

Pavement Condition Index (PCI)
Council District 1

0 0.5 1 Miles

* Project PCI's were exported from City's StreetSaver database in March 2025

City of Sacramento



District 2

Lane Miles	430
Average PCI	56
Arterial	53
Collector	48
Residential	60

Good/Very Good	PCI ≥ 70
Fair	50 ≤ PCI < 70
Poor	25 ≤ PCI < 50
Very Poor/Failed	PCI < 25
Pavement Unfunded Backlog	$63.78M

City of SACRAMENTO

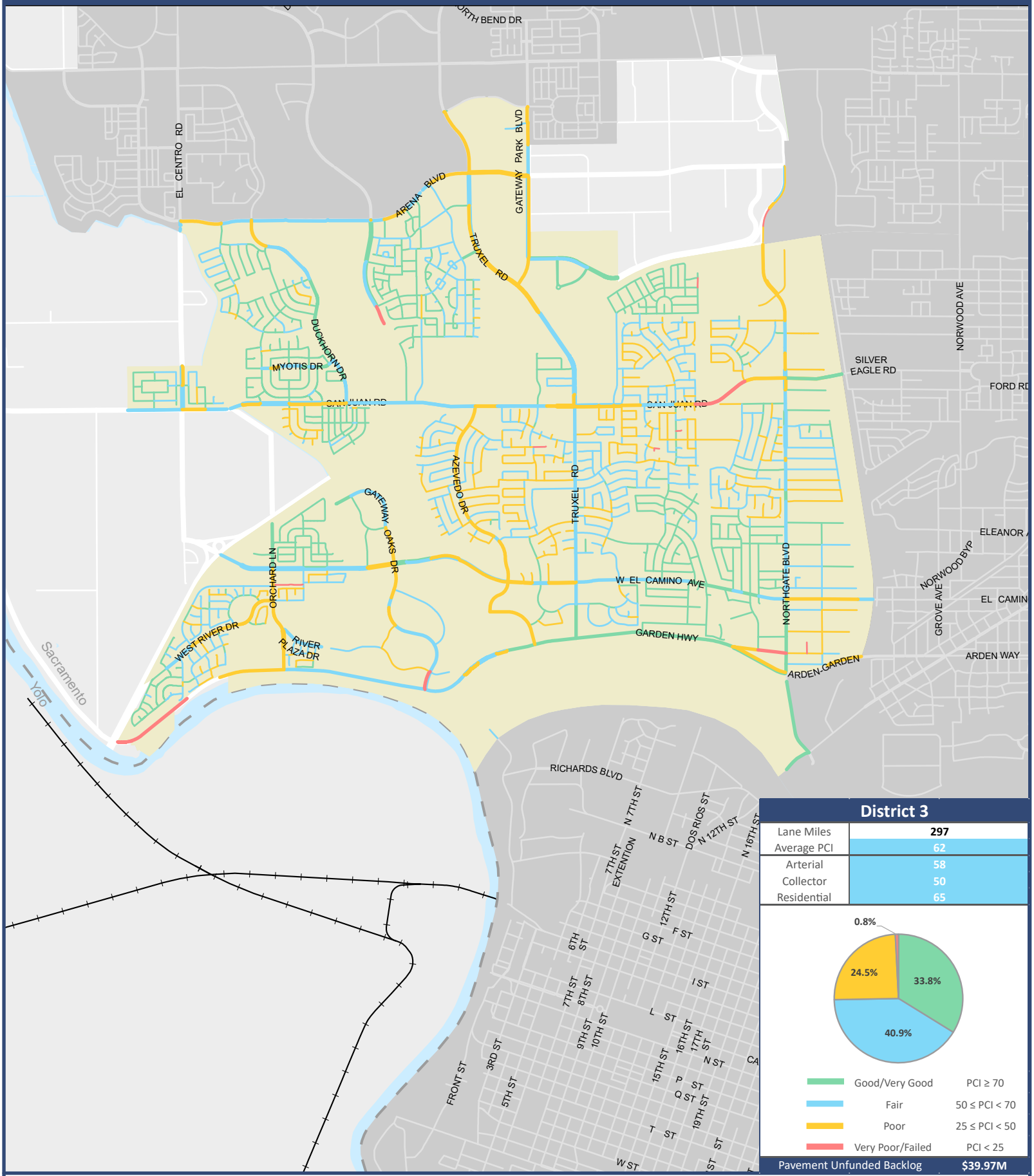
March 2025

Pavement Condition Index (PCI)
Council District 2

0 0.5 1 Miles

* Project PCI's were exported from City's StreetSaver database in March 2025

City of Sacramento



District 3	
Lane Miles	297
Average PCI	62
Arterial	58
Collector	50
Residential	65

Good/Very Good	PCI ≥ 70
Fair	50 ≤ PCI < 70
Poor	25 ≤ PCI < 50
Very Poor/Failed	PCI < 25
Pavement Unfunded Backlog	$39.97M

City of SACRAMENTO

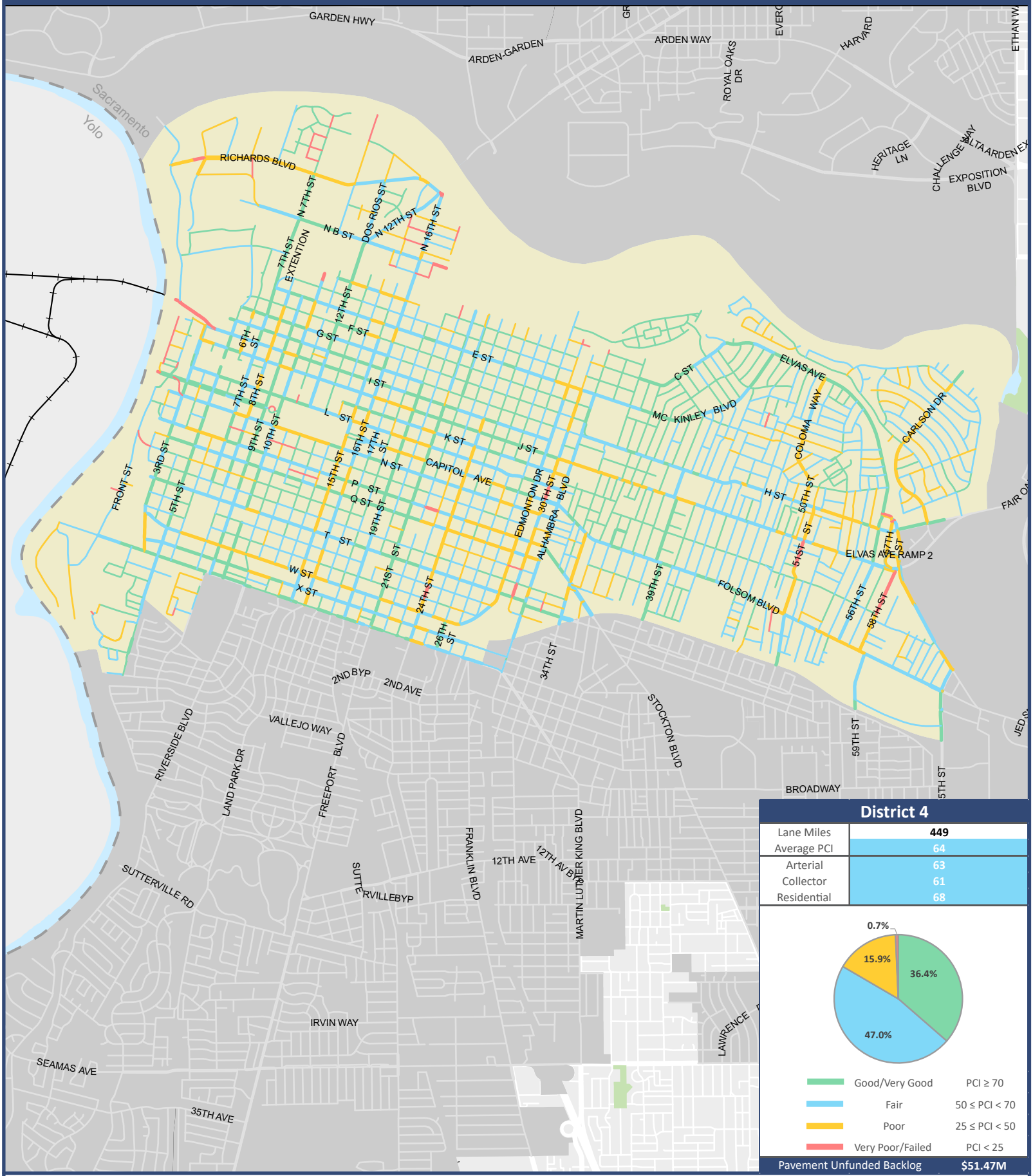
March 2025

Pavement Condition Index (PCI)
Council District 3

0 0.5 1 Miles

* Project PCI's were exported from City's StreetSaver database in March 2025

City of Sacramento



District 4

Lane Miles	449
Average PCI	64
Arterial	63
Collector	61
Residential	68

Good/Very Good	PCI ≥ 70
Fair	50 ≤ PCI < 70
Poor	25 ≤ PCI < 50
Very Poor/Failed	PCI < 25
Pavement Unfunded Backlog	$51.47M

City of SACRAMENTO

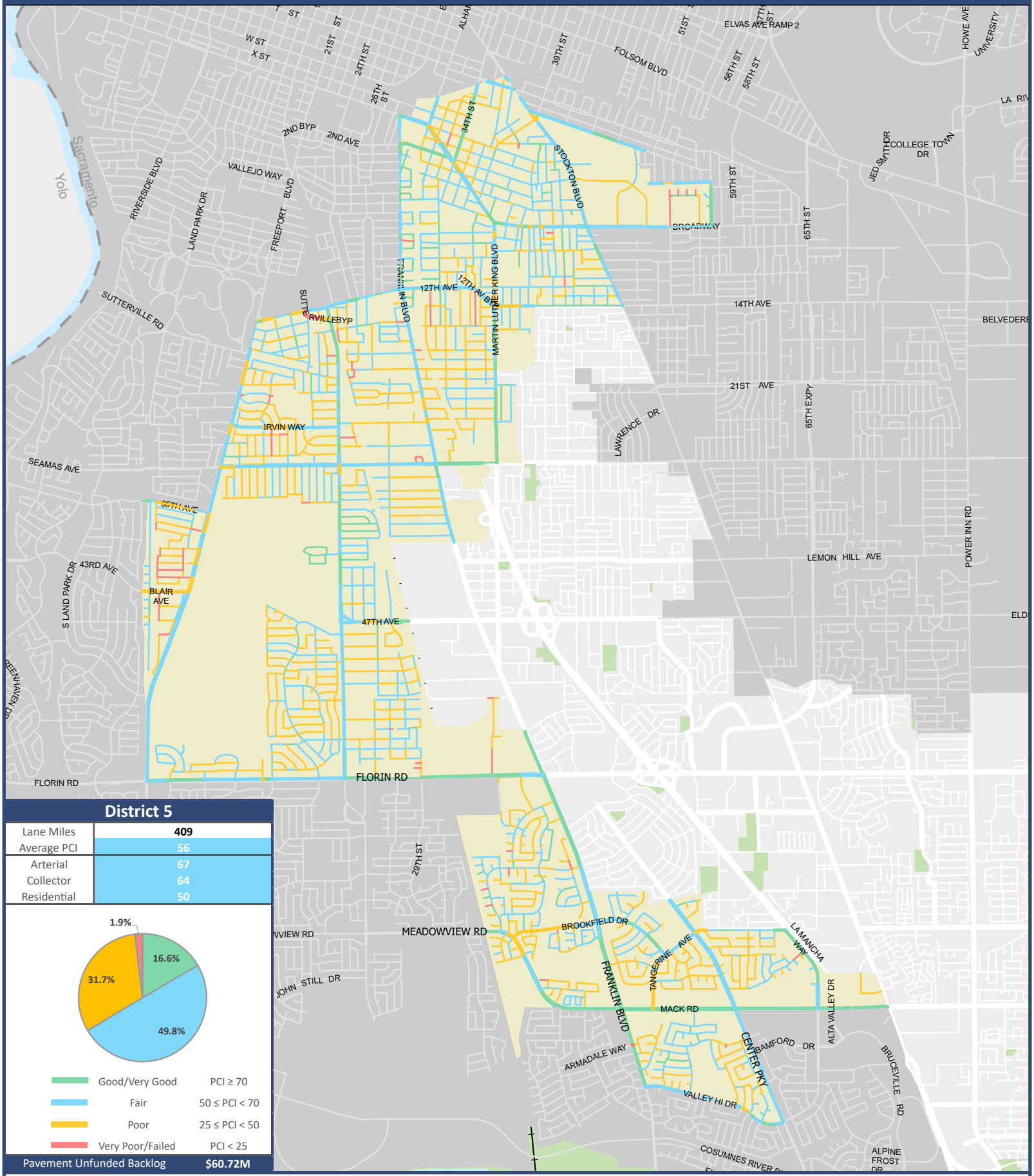
March 2025

Pavement Condition Index (PCI)
Council District 4

0 0.5 1 Miles

* Project PCI's were exported from City's StreetSaver database in March 2025

City of Sacramento



District 5

Lane Miles	409
Average PCI	56
Arterial	67
Collector	64
Residential	50

Good/Very Good	PCI ≥ 70
Fair	50 ≤ PCI < 70
Poor	25 ≤ PCI < 50
Very Poor/Failed	PCI < 25

Pavement Unfunded Backlog	$60.72M

City of SACRAMENTO

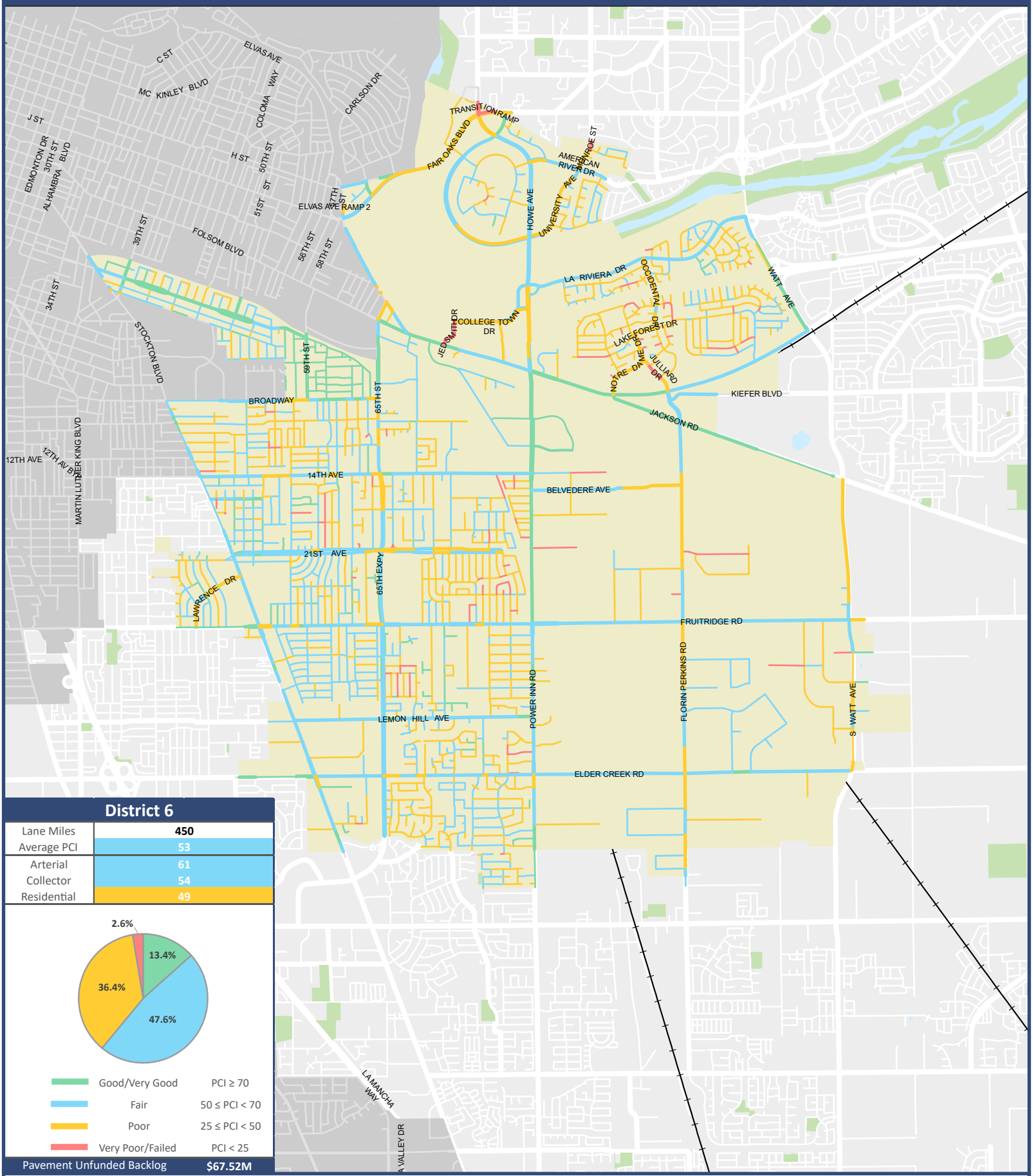
March 2025

Pavement Condition Index (PCI)
Council District 5

0 0.5 1 Miles

* Project PCI's were exported from City's StreetSaver database in March 2025

City of Sacramento



District 6

Lane Miles	450
Average PCI	53
Arterial	61
Collector	54
Residential	49

Good/Very Good	PCI ≥ 70
Fair	50 ≤ PCI < 70
Poor	25 ≤ PCI < 50
Very Poor/Failed	PCI < 25
Pavement Unfunded Backlog	$67.52M

City of SACRAMENTO

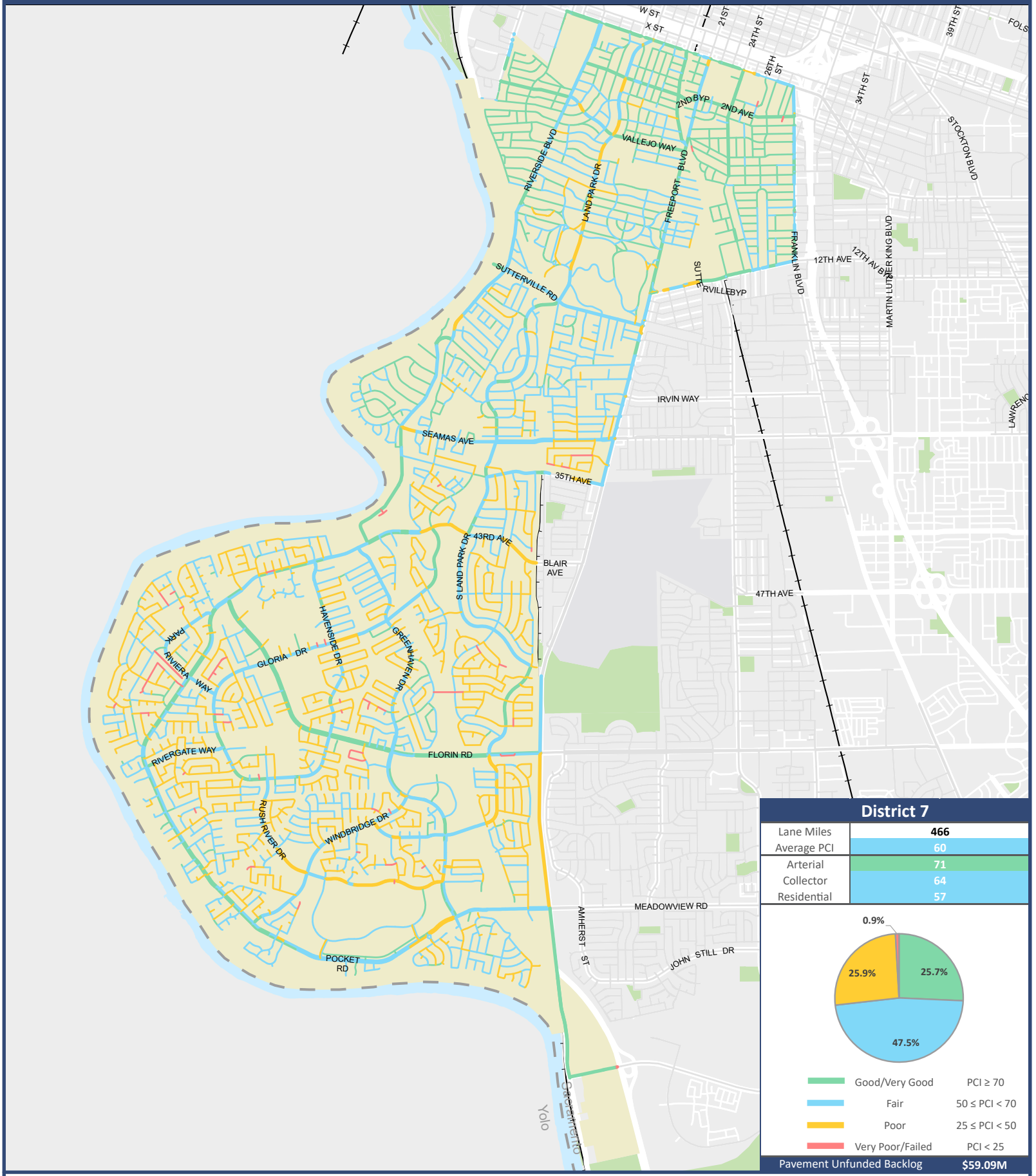
March 2025

Pavement Condition Index (PCI)
Council District 6

0 0.5 1 Miles

* Project PCI's were exported from City's StreetSaver database in March 2025

City of Sacramento



District 7

Lane Miles	466
Average PCI	60
Arterial	71
Collector	64
Residential	57

Good/Very Good	PCI ≥ 70
Fair	50 ≤ PCI < 70
Poor	25 ≤ PCI < 50
Very Poor/Failed	PCI < 25

Pavement Unfunded Backlog **$59.09M**

City of SACRAMENTO

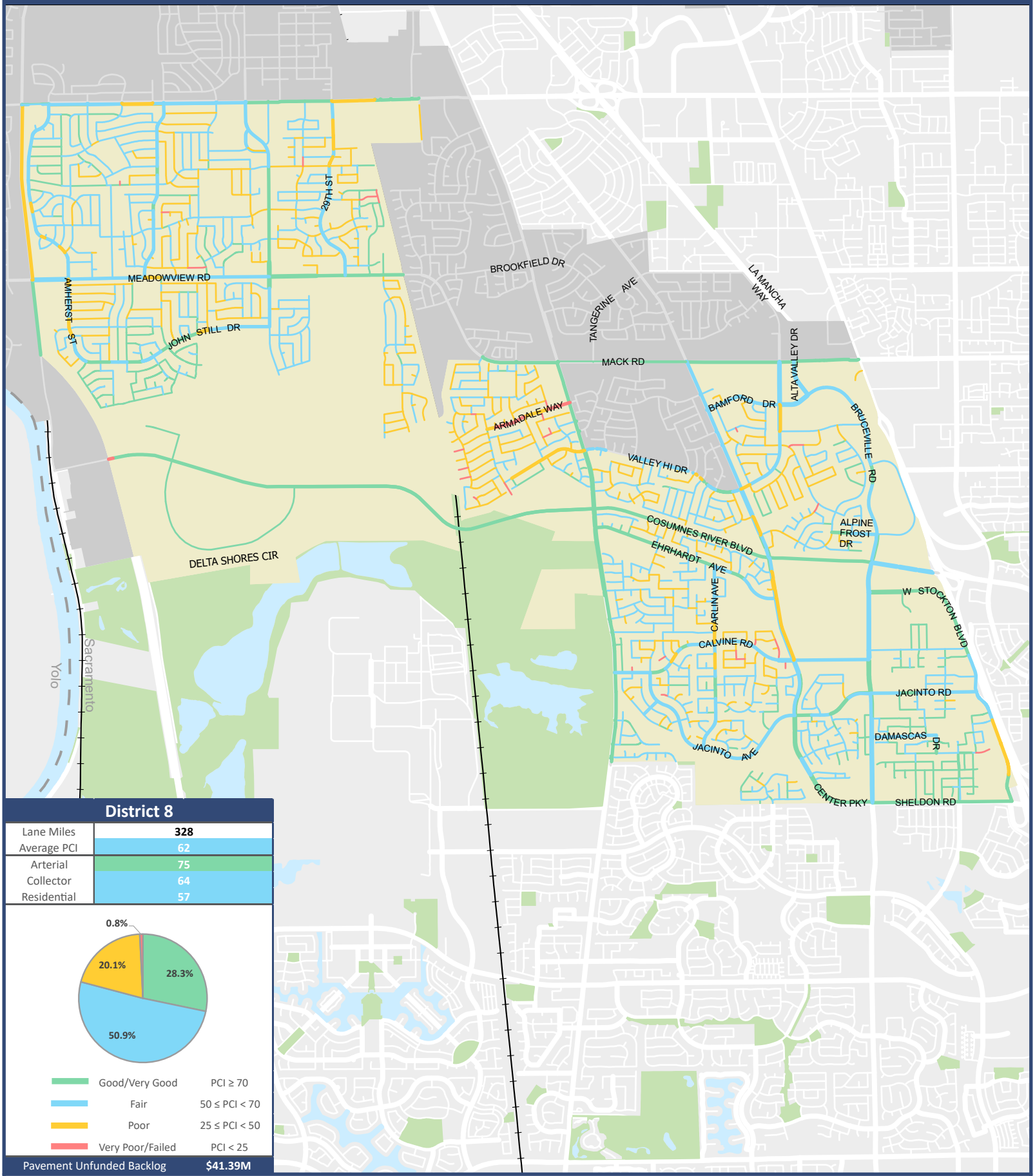
March 2025

Pavement Condition Index (PCI)
Council District 7

0 0.5 1 Miles

* Project PCI's were exported from City's StreetSaver database in March 2025

City of Sacramento



District 8

Lane Miles	328
Average PCI	62
Arterial	75
Collector	64
Residential	57

Good/Very Good	PCI ≥ 70
Fair	50 ≤ PCI < 70
Poor	25 ≤ PCI < 50
Very Poor/Failed	PCI < 25
Pavement Unfunded Backlog	$41.39M

City of SACRAMENTO

March 2025

Pavement Condition Index (PCI)
Council District 8

0 0.5 1 Miles

* Project PCI's were exported from City's StreetSaver database in March 2025