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.