

MENDOCINO COUNCIL OF GOVERNMENTS

Pavement Management Program Update

Mendocino County, Fort Bragg, Ukiah and Willits

MCOG Board of Directors | Agenda Item 8 | October 5, 2026

Presented by **Vijay Pulijal**



Agenda

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01



Project overview

Key takeaways, scope and the 2026 schedule

02



Measuring condition

PCI scale, real examples and repair costs

03



Agency results

Fort Bragg, Ukiah, Willits and Mendocino County

04



Regional comparison

Mendocino alongside peer counties

05



Summary

Funding needed to hold or improve condition

Project Overview

791 miles across four agencies: field inspection April–May, final reports September 2026

791 miles

Paved network presented

≈ \$803M

Pavement replacement value

4 agencies

Fort Bragg • Ukiah • Willits • County

StreetSaver®

PMP platform & analysis

2026 Scope

WORK

Field inspection and PMP database update

ANALYSIS

Condition, funding needs and 2035/36 PCI

PURPOSE

Guide cost-effective road investment

2026 Schedule

	Apr	May	Jun	Jul	Aug	Sep
Pavement Distress Surveys						
Post Data Processing						
PMP Draft Reports						
PMP Final Reports						



What a Pavement Management Program Does

A data-driven tool for deciding which roads to fix, when, and at what cost

It answers five questions

- 1 What is in the road network?
- 2 What condition is it in?
- 3 What repairs are needed, and when?
- 4 How much funding is needed to maintain or improve roads?
- 5 How can existing funding be used most cost-effectively?

It also tests maintenance strategies and funding scenarios before money is spent.

Why good pavement matters



Community

Supports property values, the environment and the local economy



Residents and visitors

Smoother rides, lower vehicle maintenance costs and safer travel



Taxpayers

Protects the public's investment in transportation infrastructure

Pavement Condition Index (PCI)

Every road section is rated from 0 (failed) to 100 (new) based on its surface distress

Good PCI 70–100

What you see
Little or no cracking

What it needs
Routine low-cost upkeep

At Risk PCI 50–69

What you see
Light weathering and cracking

What it needs
Seals before decline speeds up

Poor PCI 25–49

What you see
Moderate-to-severe
weathering and cracking

What it needs
Rehabilitation or overlay

Failed PCI 0–24

What you see
Extensive cracking, base
failure, failed patches

What it needs
Full reconstruction

1 Inspect

Crews rate each section for distress type, severity and extent

2 Score

StreetSaver® converts the ratings into a PCI from 0 to 100

3 Plan

The score sets the treatment and cost for each section



What Each PCI Score Looks Like

Example roads from PCI 98 (like new) to PCI 8 (failed)

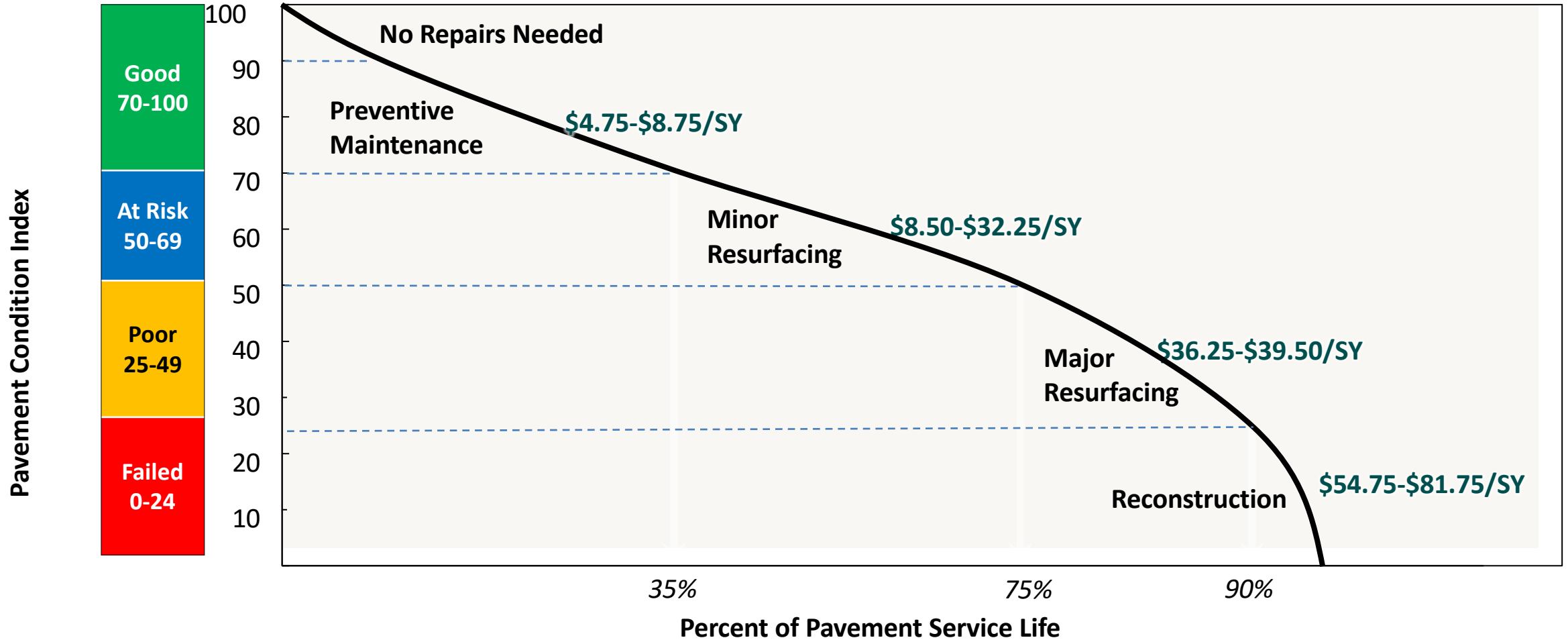


Why timing matters

Preventive maintenance on a good road costs \$5–\$9 per square yard. Rebuilding a failed road costs \$55–\$82, about ten times more.

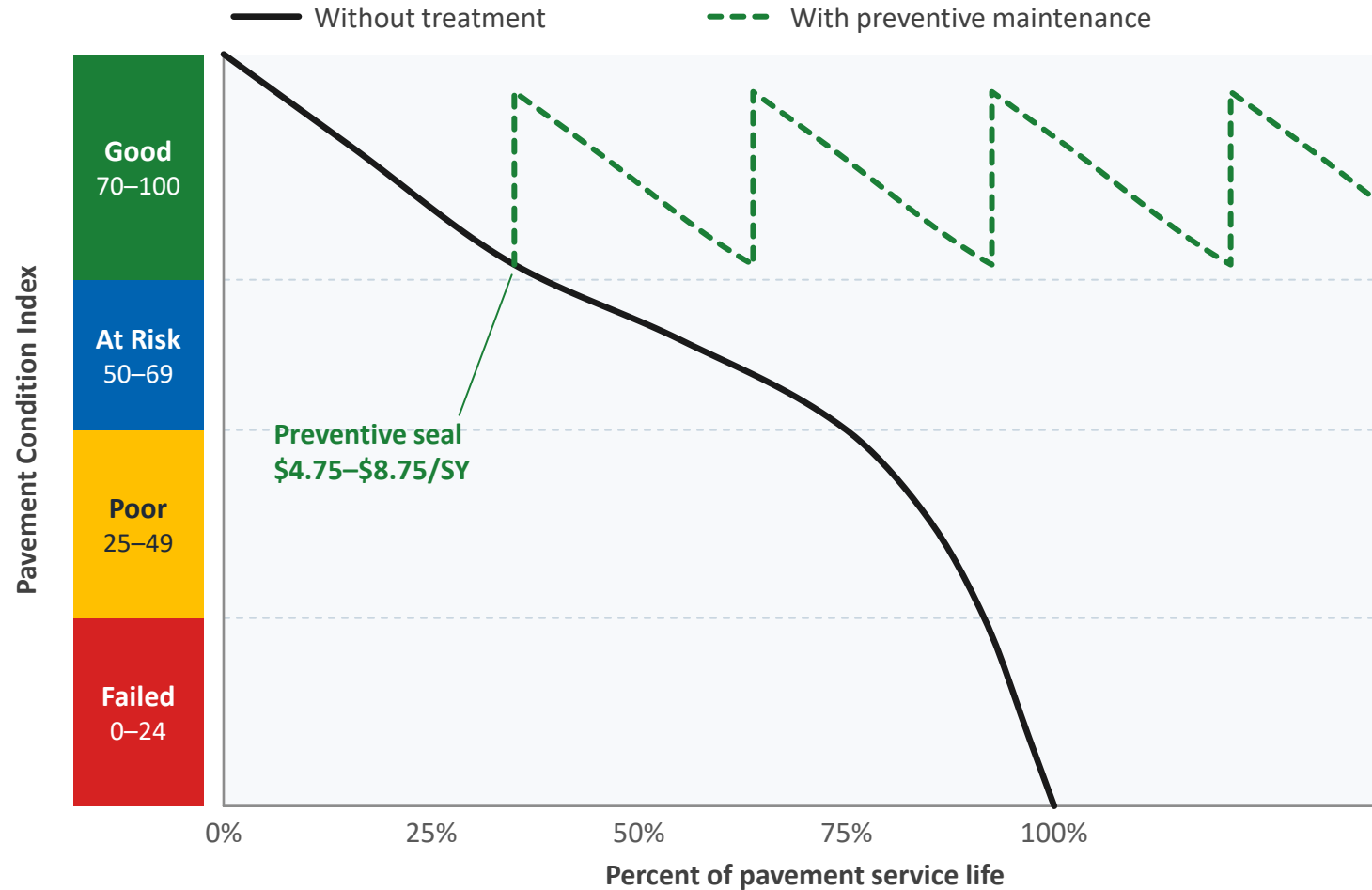
How Much Do Repairs Cost?

Rebuilding a failed road costs about ten times more than keeping a good road in shape



Importance of Preventive Maintenance

Sealing roads while they are still Good keeps them Good, for \$4.75–\$8.75 per square yard



What it means

\$4.75–\$8.75/SY

for a preventive seal while a road is still Good (PCI 70+)

Stays Good

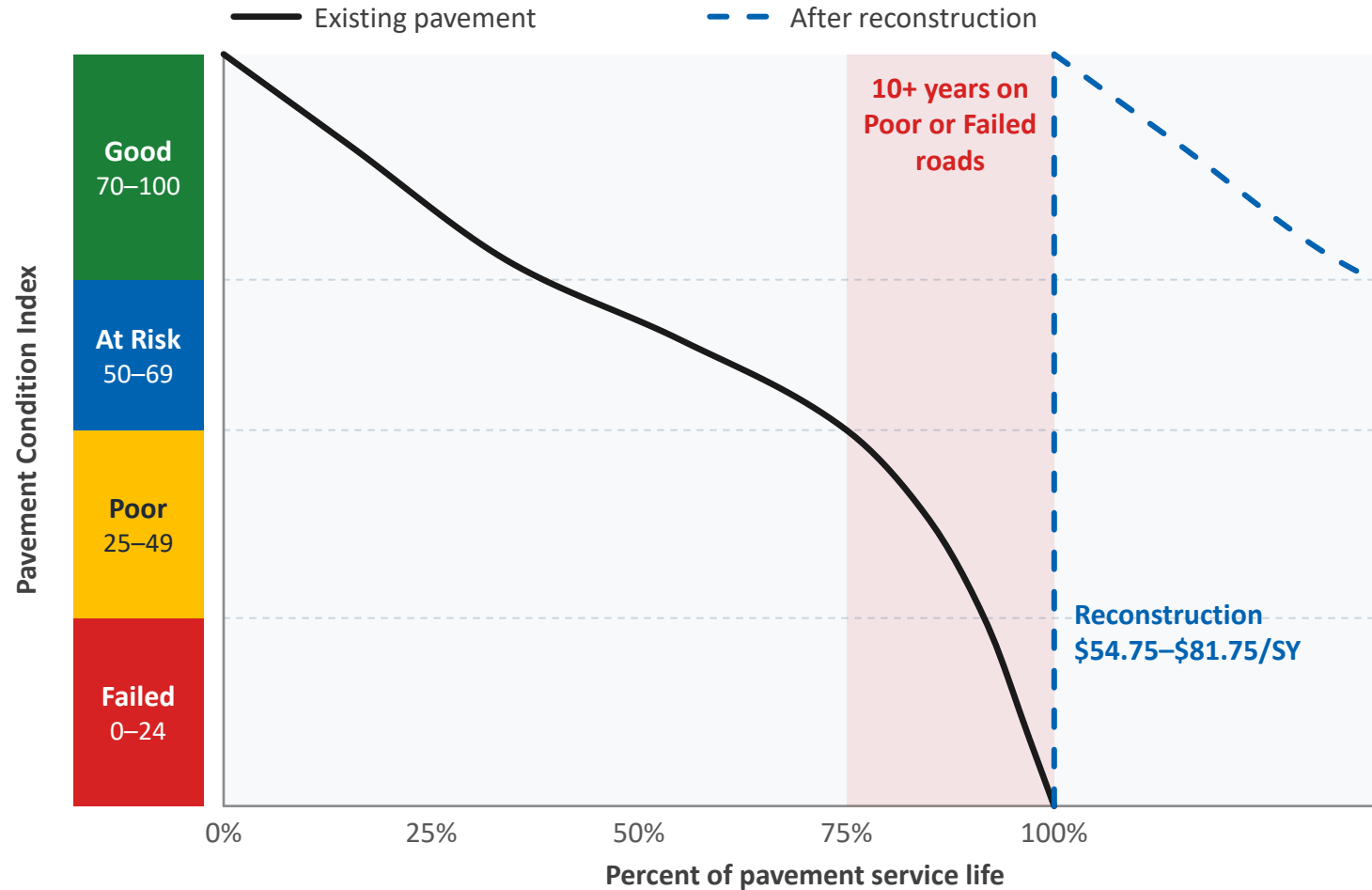
Repeated seals hold PCI above 70 instead of letting it slide to Failed

Who benefits

Residents get smoother roads for longer, and the agency spends less per mile.

Reconstruction Is Not As Cost-Effective

Waiting for a road to fail means the costliest repair and 10+ years on Poor pavement



What it means

\$54.75–\$81.75/SY

to reconstruct a Failed road, about ten times a preventive seal

10+ years

on Poor and Failed pavement before the rebuild happens

The trade-off

Reconstruction resets PCI to 100, but only after the most expensive repair and the longest wait.

What Is Deferred Maintenance?

The repair work roads need that current funding cannot cover, also called the unfunded backlog

Deferred maintenance is the cost of repairs that are needed but cannot be performed because of insufficient funding.

Needed repairs

All the work the pavement management program identifies to bring every road to Good

—

Funded repairs

The work the current budget pays for each year

=

Deferred maintenance

The gap that carries forward and grows as roads keep aging

Zero with full funding

If funding covered every needed repair, deferred maintenance would be \$0.

Shown on each agency's funding chart

Red bars show the backlog at current funding; blue bars show it at target funding.

Fort Bragg

Network PCI is 57 in 2026, down from a peak of 66 in 2022

31.1 miles

Paved network

\$118.4M

Pavement replacement value

PCI 57

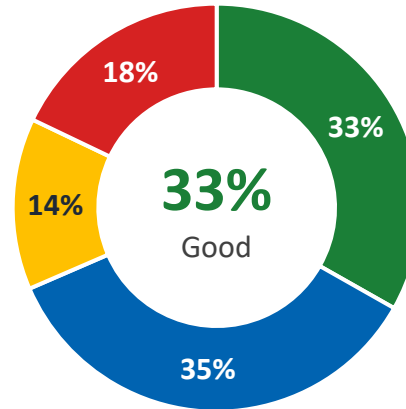
2026 network average

Miles by class

Arterial 3.1 · Collector 8.5 · Local 14.5 ·

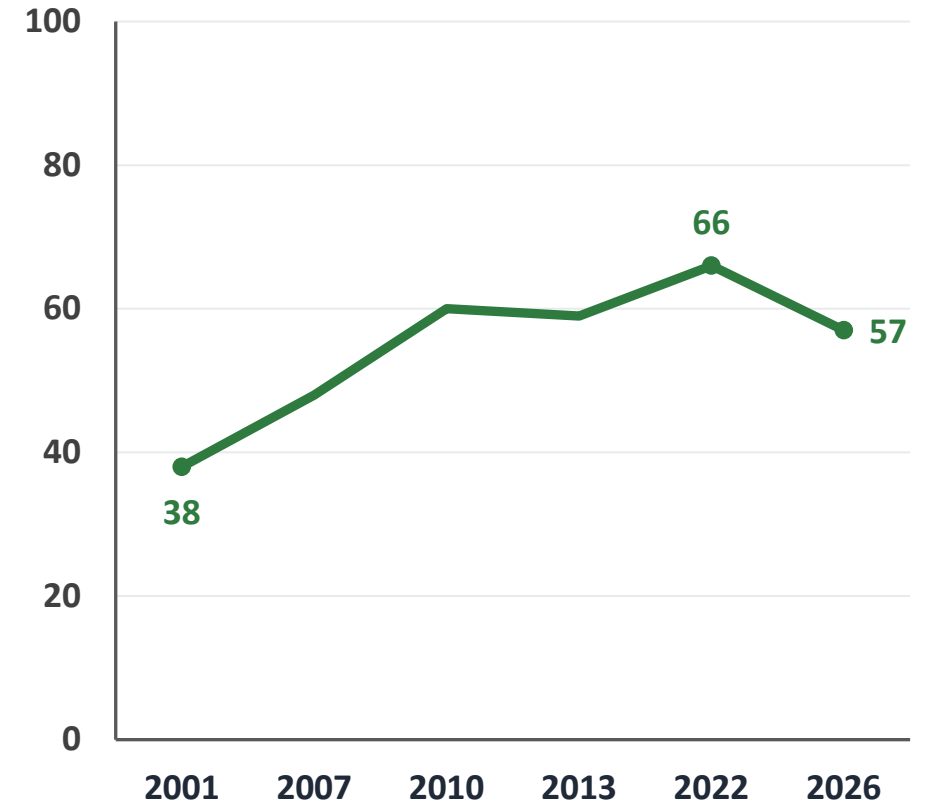
Alleyway 5.0 miles

Condition, 2026



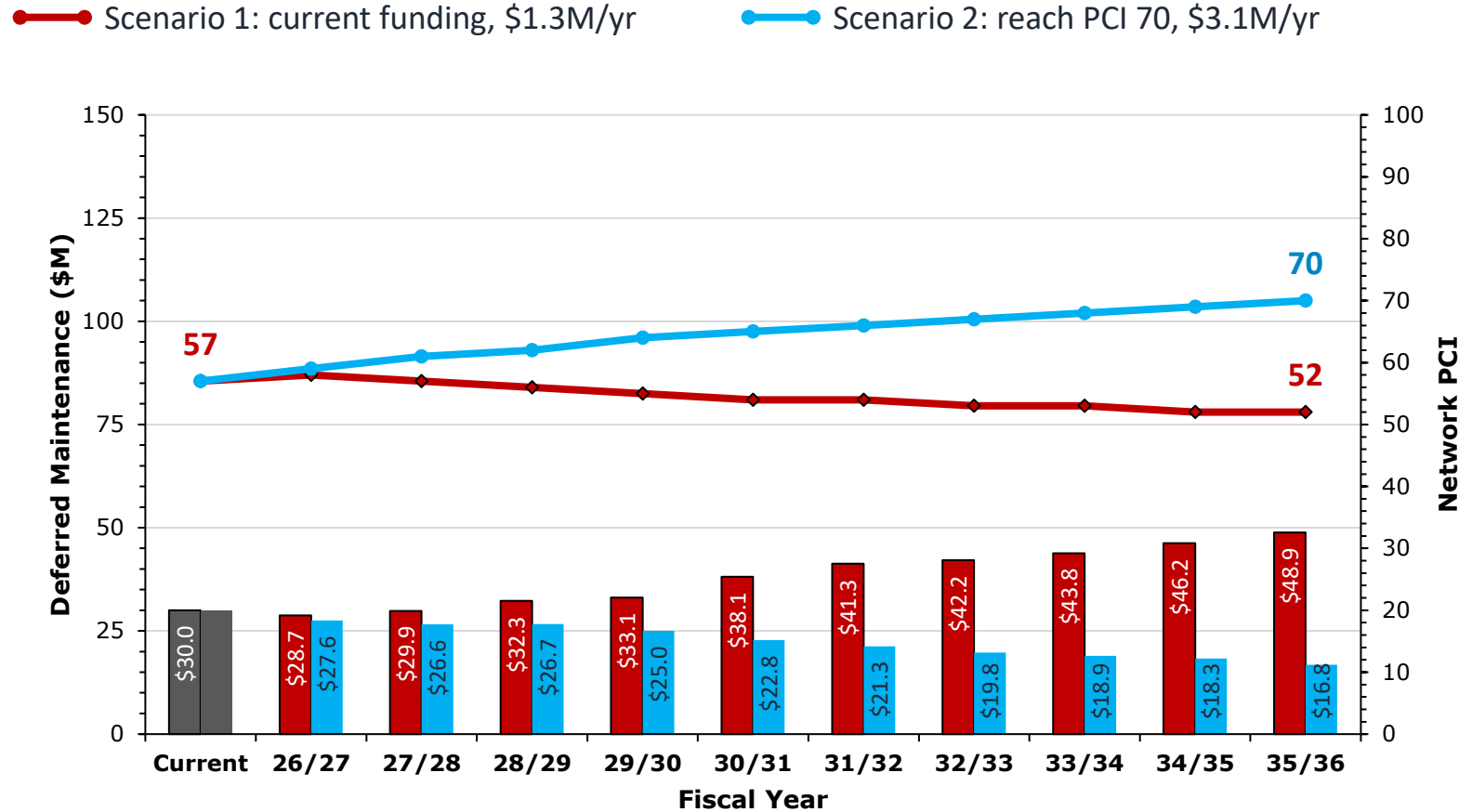
- Good 33%
- At Risk 35%
- Poor 14%
- Failed 18%

Network average PCI



Fort Bragg: Funding Scenarios and Long-Term Condition

At \$1.3M/year, PCI slips to 52 by 2035/36; \$3.1M/year raises it to 70



How to read this chart

Red bars: backlog at current funding

Blue bars: backlog at target funding

Lines: network PCI (right axis), colors as in the key above the chart

What it means

\$30.0M → \$48.9M

backlog by 2035/36 at \$1.3M/yr; PCI falls to 52

PCI 70

and \$16.8M backlog at \$3.1M/yr (+\$1.8M a year)

Ukiah

Network PCI is 55 in 2026, recovered from a low of 41 in 2013

52.7 miles

Paved network

\$140.6M

Pavement replacement value

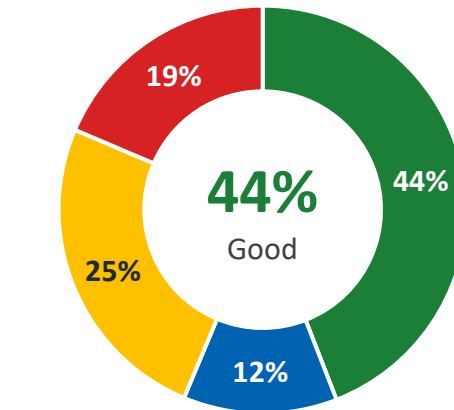
PCI 55

2026 network average

Miles by class

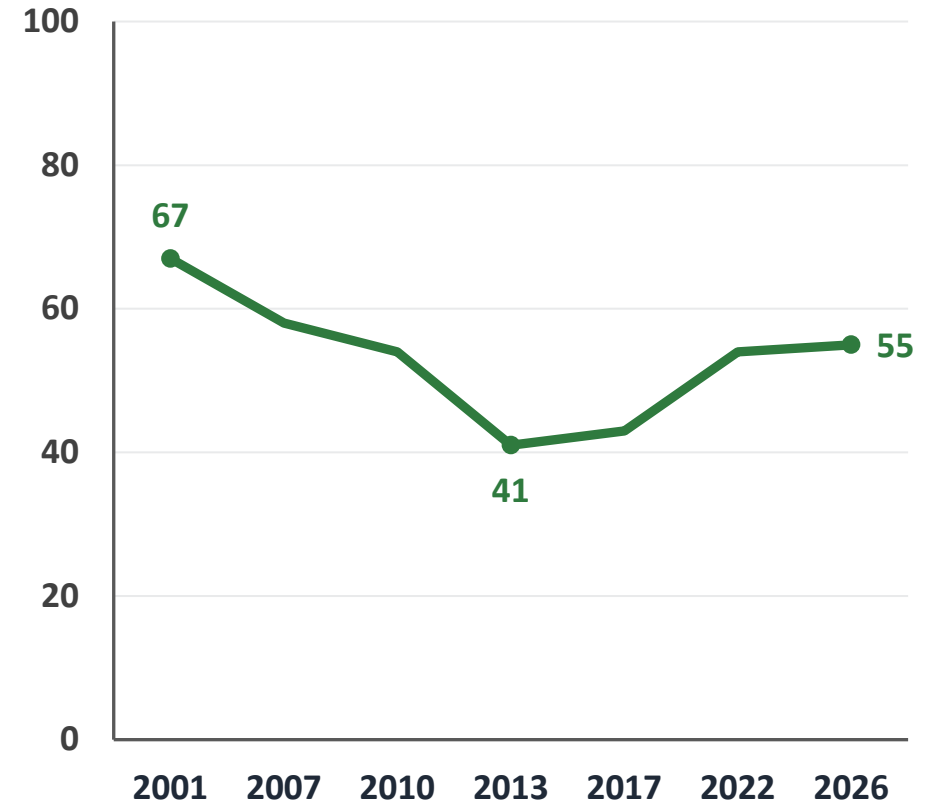
Arterial 9.1 · Collector 11.8 · Local 31.8 miles

Condition, 2026



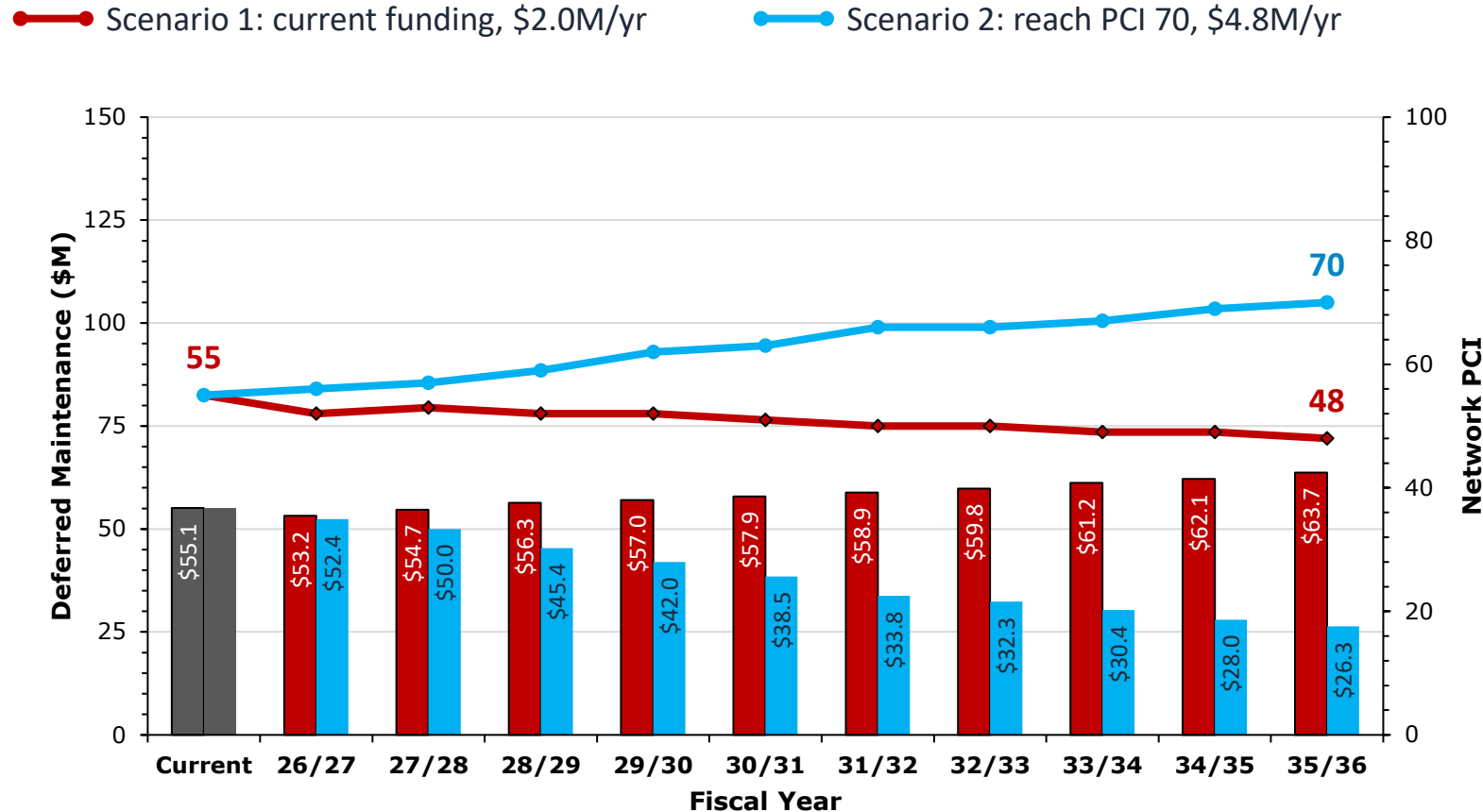
- Good 44%
- At Risk 12%
- Poor 25%
- Failed 19%

Network average PCI



Ukiah: Funding Scenarios and Long-Term Condition

At \$2M/year, PCI slips to 48 by 2035/36; \$4.8M/year raises it to 70



How to read this chart

- Red bars:** backlog at current funding
- Blue bars:** backlog at target funding
- Lines:** network PCI (right axis), colors as in the key above the chart

What it means

\$55.1M → \$63.7M

backlog by 2035/36 at \$2.0M/yr; PCI falls to 48

PCI 70

and \$26.3M backlog at \$4.8M/yr
(+\$2.8M a year)

Willits

Network PCI is 50 in 2026, holding between 47 and 54 since 2010

20.7 miles

Paved network

\$64.9M

Pavement replacement value

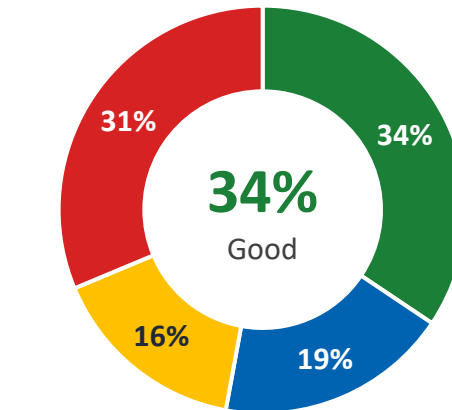
PCI 50

2026 network average

Miles by class

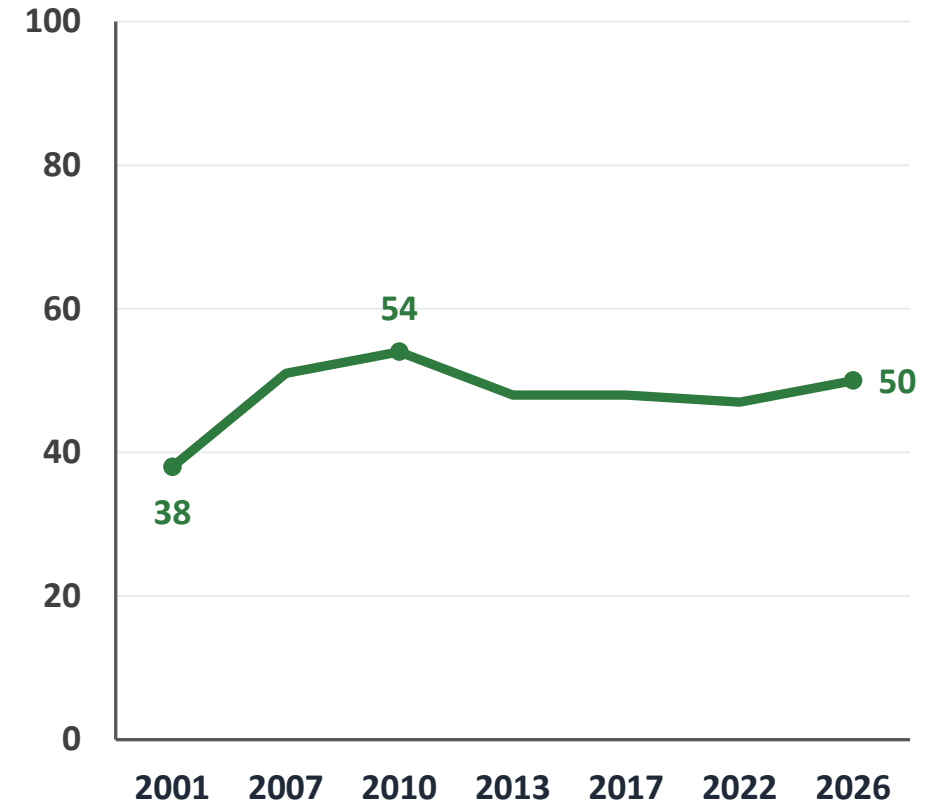
Arterial 2.1 · Collector 7.3 · Local 1.1 · Other 10.2 miles

Condition, 2026



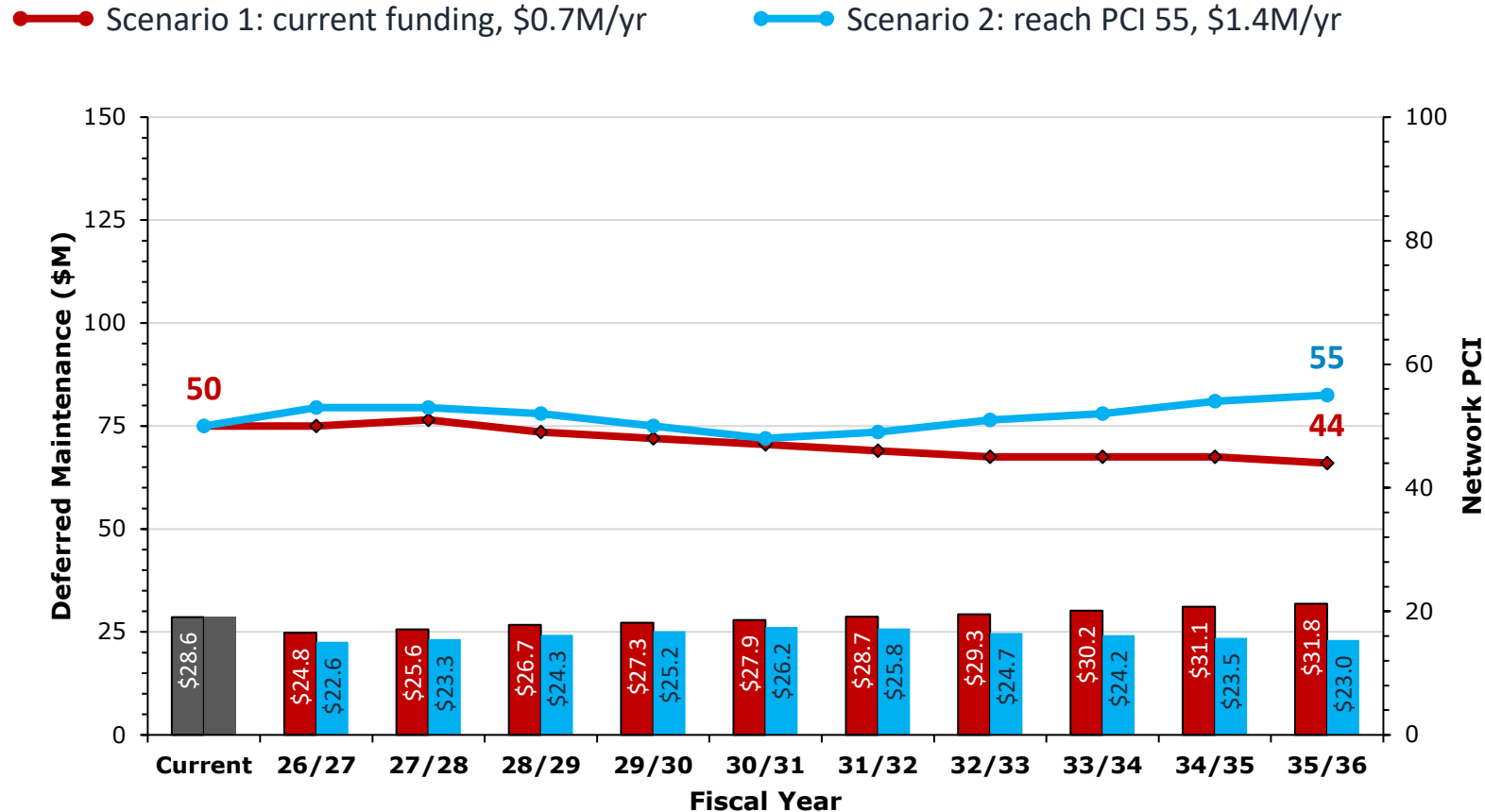
- Good 34%
- At Risk 19%
- Poor 16%
- Failed 31%

Network average PCI



Willits: Funding Scenarios and Long-Term Condition

At \$700K/year, PCI slips to 44 by 2035/36; \$1.4M/year raises it to 55



How to read this chart

- Red bars:** backlog at current funding
- Blue bars:** backlog at target funding
- Lines:** network PCI (right axis), colors as in the key above the chart

What it means

\$28.6M → \$31.8M

backlog by 2035/36 at \$0.7M/yr; PCI falls to 44

PCI 55

and \$23.0M backlog at \$1.4M/yr
(+\$0.7M a year)

Mendocino County

Network PCI is 47 in 2026 and has stayed between 42 and 50 since 2001

686.5 miles

Paved network (centerline)

\$478.6M

Pavement replacement value

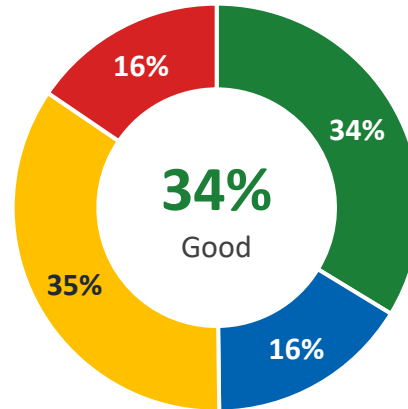
PCI 47

2026 network average

Miles by class

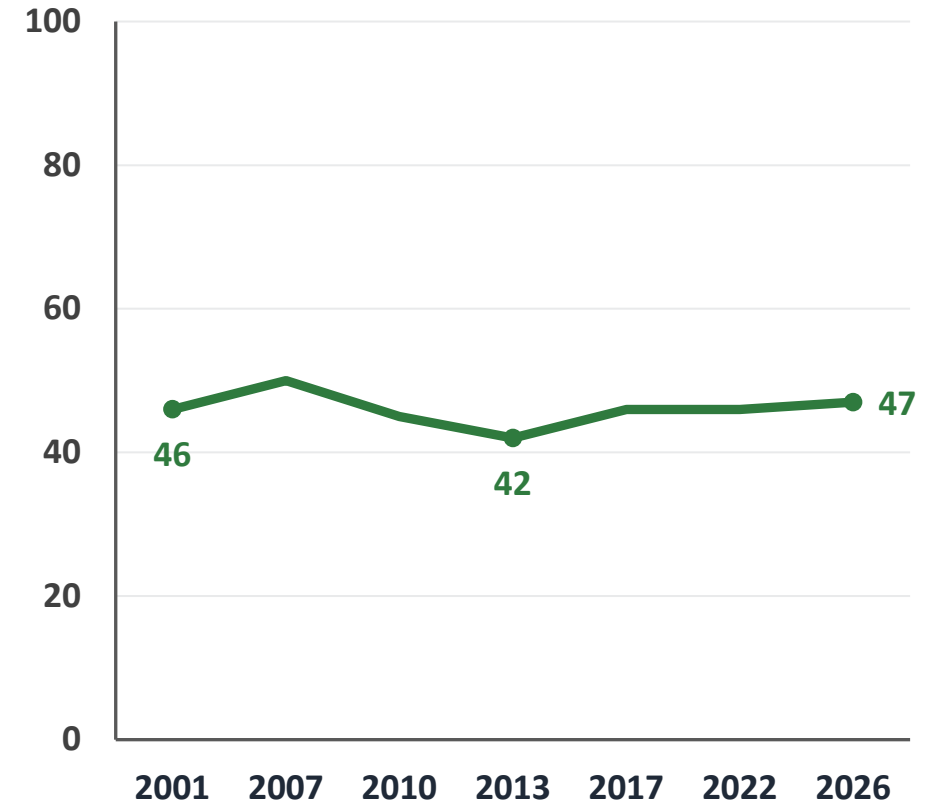
Arterial 4.3 · Collector 315.8 · Local 366.4
centerline miles

Condition, 2026



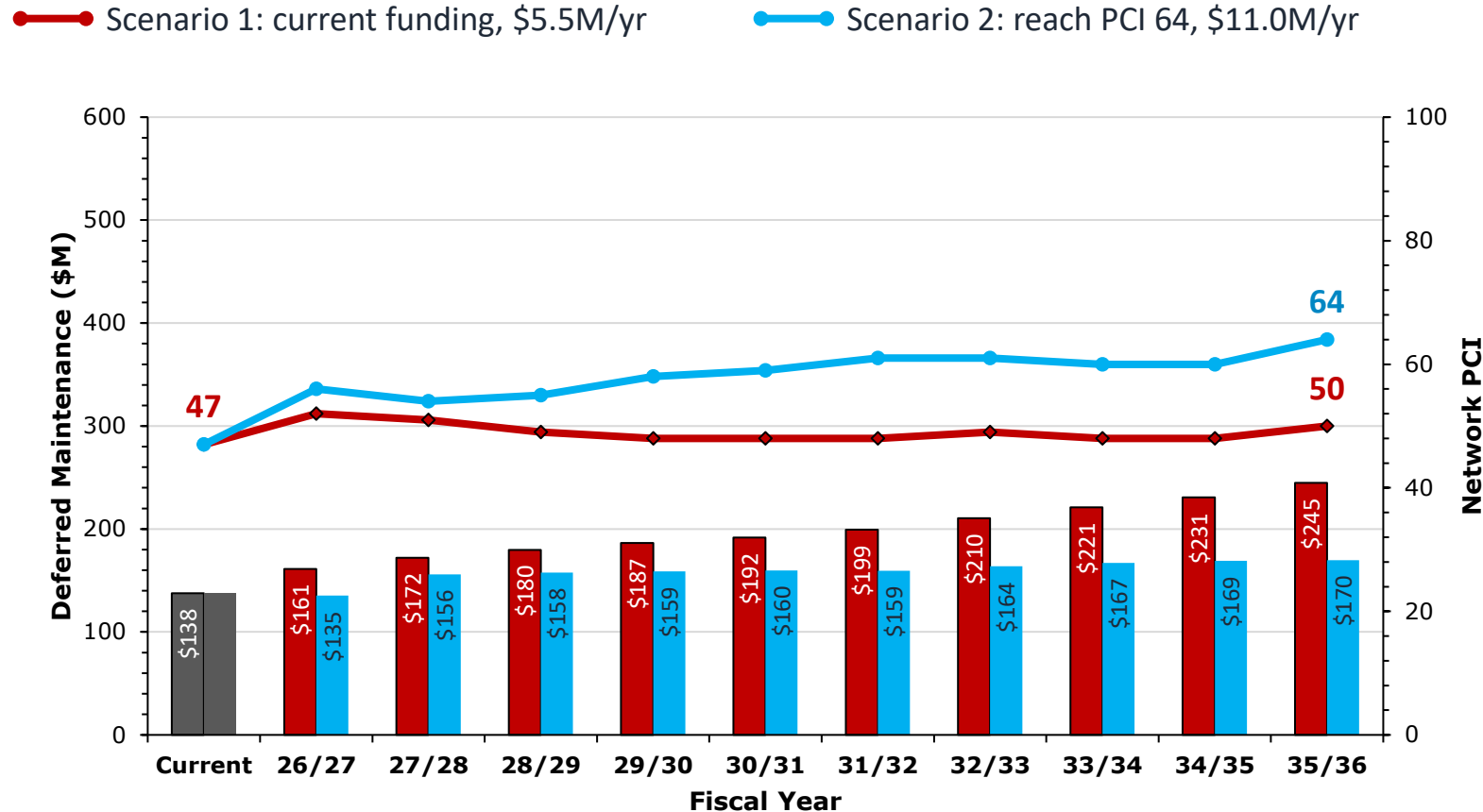
- Good 34%
- At Risk 16%
- Poor 35%
- Failed 16%

Network average PCI



Mendocino County: Funding Scenarios and Long-Term Condition

At \$5.5M/year, PCI holds near 50 but the backlog grows to \$245M; \$11M/year raises PCI to 64



How to read this chart

- Red bars:** backlog at current funding
- Blue bars:** backlog at target funding
- Lines:** network PCI (right axis), colors as in the key above the chart

What it means

\$137.6M → \$244.9M

backlog by 2035/36 at \$5.5M/yr; PCI holds near 50

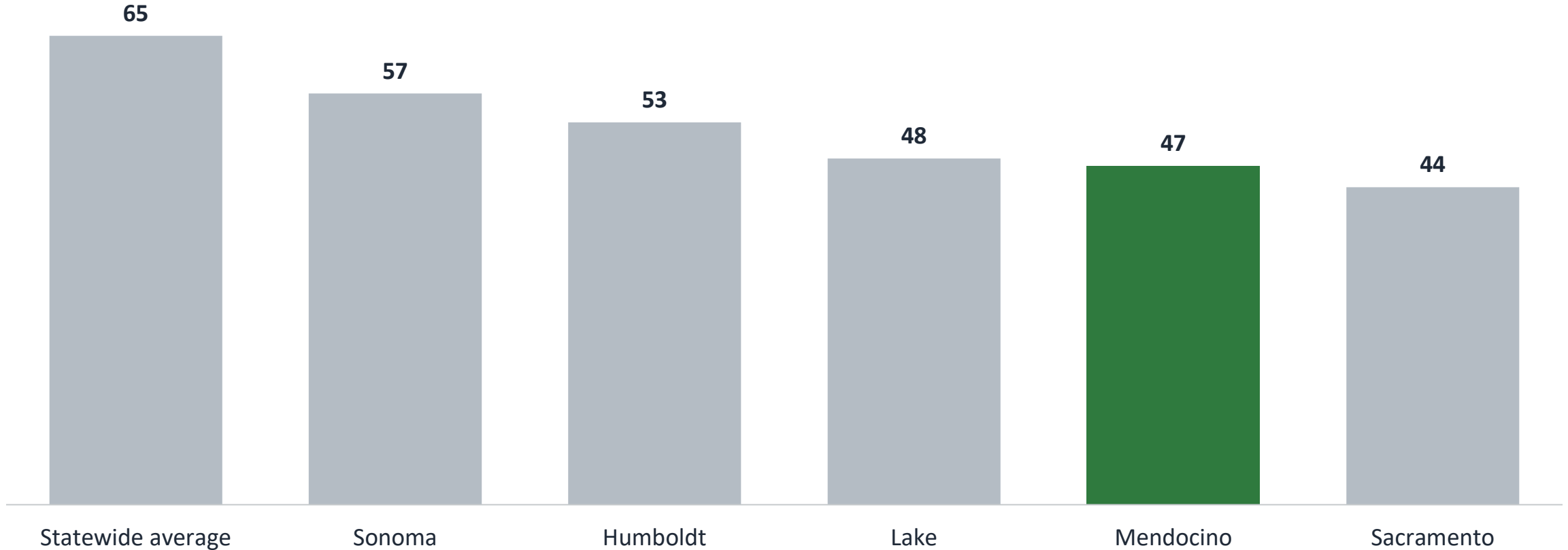
PCI 64

and \$169.8M backlog at \$11.0M/yr (+\$5.5M a year)

Regional Comparison

Mendocino County (PCI 47) trails the statewide average of 65 and nearby Sonoma (57) and Humboldt (53)

Network average PCI by county



Source: California Statewide Local Streets and Roads Needs Assessment.



Summary

Current funding keeps regional PCI near 50; about \$20M a year raises it to 65 by 2035/36

≈ **\$803M**

Replacement value

PCI 49

2026 PCI, regional average

PCI 50

2035/36 PCI at current
\$9.5M/yr

PCI 65

2035/36 PCI at target
\$20.3M/yr

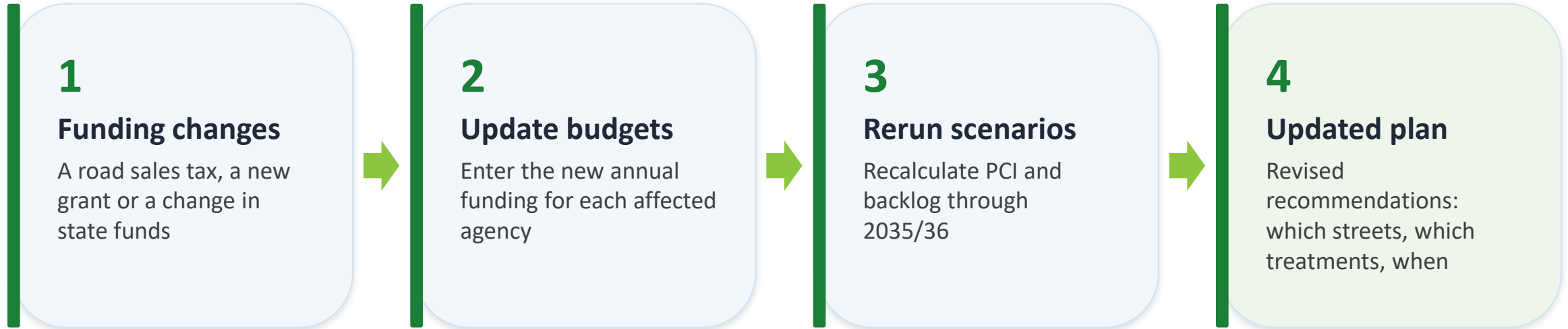
Agency	2026 PCI	Current funding → PCI 2035/36	Target funding → PCI 2035/36
Fort Bragg	57	\$1.3M/yr → 52	\$3.1M/yr → 70
Ukiah	55	\$2.0M/yr → 48	\$4.8M/yr → 70
Willits	50	\$0.7M/yr → 44	\$1.4M/yr → 55
Mendocino County	47	\$5.5M/yr → 50	\$11.0M/yr → 64
All agencies	49	\$9.5M/yr → 50	\$20.3M/yr → 65

2026 and current-funding regional PCI from NCE's weighted regional summary. Target-funding PCI is an estimate weighted by pavement replacement value.



Updating the Scenarios

If any agency's funding changes, we can rerun the scenarios and update the recommendations



Questions a rerun can answer

What would a road sales tax deliver?

PCI and backlog for each agency at the new funding level

How much funding holds today's PCI?

The annual budget that stops roads from declining further

Where does new money go first?

Which streets and treatments move up in the plan

Key Takeaways

What the 2026 pavement data means for the region

PCI 49

Regional roads are At Risk

2026 regional average, below the statewide 65. A third to half of each agency's pavement is poor or failed.

\$251M → \$389M

Current funding lets the backlog grow

At today's \$9.5M a year, deferred maintenance rises 55% by 2035/36 while PCI stays flat.

\$20.3M a year

Target funding improves roads

About \$10.8M more a year raises regional PCI to 65 and trims the backlog to \$236M.

About 10x

Timing drives cost

Keeping good roads good costs \$5–\$9 per square yard. Rebuilding failed roads costs \$55–\$82.



Questions?

Thank you

Vijay Pulijal & Shahram Misaghi

