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FUNCTIONS

Administration & Business Services
Airports
Engineering
Land Improvement
Roads and Bridges
Solid Waste & Landfills
Water Agency

COUNTY OF MENDOCINO
DEPARTMENT OF TRANSPORTATION

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February 12, 2026

Mendocino County Board of Supervisors
501 Low Gap Road, Room 1010
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RE: DISCUSSION AND POSSIBLE ACTION, INCLUDING DIRECTION TO COUNTY STAFF TO CONTINUE THE NECESSARY STEPS TO IMPLEMENT THE RECOMMENDATIONS FROM THE FM₃ PRESENTATION OF VOTER OPINION POLLING & ASSESSMENT FOR A ONE-CENT SALES TAX FOR COUNTY MAINTAINED ROADS FOR UNINCORPORATED MENDOCINO COUNTY, AND APPROVE AND AUTHORIZE EXPENDITURES BY COUNTY SUPPORT DEPARTMENTS TO ACCOMPLISH THE SAME (COUNTYWIDE)

Honorable Board Members:

The Mendocino County Department of Transportation (MCDOT) has been tasked with finding a way to treat old chip seals and paved sections of some 337 miles of surfaced roads which are not included in the ongoing Road Maintenance and Rehabilitation Account (RMRA) 20-year Corrective/Preventative Maintenance Plan. We estimate the revenue from an unincorporated one-cent sales tax with State “self-help county” funds for a total of \$5.5 to \$6 million per year would be the basis of this “18-year corrective maintenance program” in addition to the current RMRA 20-Year Plan. All projections are in 2026 dollars, assuming inflation over 18 years in road maintenance, will match inflation of consumer goods on which a sales tax is based. Additionally, we believe that the sales tax would generate enough additional revenue to restore seven to eleven road maintenance worker positions lost between 2019 and 2022.

In order to achieve a plan like the one above, MCDOT would apply the most cost-effective methods possible. However, when pavement preservation strategies are exhausted and reconstruction methods are required, then costs-per-mile will be high. MCDOT believes that the assumed funding from the sales tax measure will allow us to apply a combination of pavement preservation and corrective maintenance (reconstruction) methods to treat the 337 miles of low volume minor roads at an estimated average cost of \$5.5 million per year, over 18 years, to achieve scores of Pavement Condition Index (PCI) 50 to 70.

Corrective maintenance includes Resurfacing, Restoration, and Rehabilitation (RRR) projects. Such projects range from “full depth reclamation” with up to one foot of grindings with hot oil injection to thick asphalt overlays, such as, the application of new pavement at a thickness of 3

inches of Hot Mix Asphalt that proves to last up to 21 years under moderate traffic loads. A more cost effective RRR treatment includes “cold in place recycle” with only three inches of grinding (recycle in place or FDR Full Depth Reclamation) with cold emulsion injection topped with chip seal.

Pavement preservation includes Chip Seals, rubberized Chip Seal micro surface, and multi-layer applications of all types (Cape Seal).

In response to the Board of Supervisors’ (BOS) direction in the fall of 2024, MCDOT approached the Mendocino Council of Governments (MCOG) with a request to program funds for voter opinion polling effort to determine current voter support for a potential transportation/roads sales tax measure within the unincorporated areas of Mendocino County. Using partnership funding from the Surface Transportation Block Grant (STBG) program, MCOG contracted with FM3 to conduct the survey. The survey was developed collaboratively through coordination between the consultants, MCOG staff, and County staff. Additionally, County Counsel reviewed and provided guidance to ensure the survey language was appropriate and aligned with legal and procedural requirements. The consultant has completed data collection, which included over 600 surveys representing voters in the unincorporated areas.

FM3 staff have prepared a presentation to share the results of the survey.

I will, of course, respond to any questions that the Board may have.

Respectfully submitted,



HOWARD N. DASHIELL
Director of Transportation