HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
Regional Transportation Planning Agency
Humboldt County Local Transportation Authority
Service Authority for Freeway Emergencies
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AGENDA ITEM 3a
TAC Meeting
November 5, 2026

DATE: October 26, 2026
TO: Technical Advisory Committee (TAC)
FROM: Stephen Luther, Senior Regional Planner
SUBJECT: **Pavement Management Program**

PRESENTATION

HCAOG leads a regional Pavement Management Program (PMP) update roughly every four years for seven cities, the County of Humboldt, and the Hoopa Valley and Yurok Tribes. Nichols Consulting Engineers (NCE) is completing the 2026 update. NCE surveyed every paved road in June 2026 and scored each segment from 0 (failed) to 100 (new). Results are logged in StreetSaver, the software agencies use to plan pavement work and build priority project lists for state programs such as SB 1. NCE has processed 2026 inspection data for all ten agencies. Seven agencies show a lower PCI than in 2022, with the largest drops in Rio Dell (–8), Ferndale (–5), and Fortuna (–5). Humboldt County (+2) and the Hoopa Valley Tribe (+3) improved.

Agency	2017 PCI	2022 PCI	2026 Preliminary PCI	Change, 2022–2026
Arcata	67	64	62	–2
Blue Lake	53	55	53	–2
Eureka	65	59	58	–1
Ferndale	52	49	44	–5
Fortuna	63	65	60	–5
Humboldt County	55	49	51	+2
Rio Dell	52	68	60	–8
Trinidad	75	66	64	–2
Hoopa Valley Tribe	—	69	72	+3
Yurok Tribe	—	46	44	–2

Source: consultant transmittal to agency staff, October 22, 2026. Hoopa Valley and Yurok networks entered the PMP in 2022.

Two factors may still shift these values:

1. **Treatment history.** NCE flagged sections where inspected condition appears inconsistent with recorded treatments (Column N of each agency spreadsheet). Agency confirmation will finalize PCI.
2. **Survey method.** The full 2026 network was rated by automated survey. In 2022, that method covered only arterials and collectors in Arcata, Eureka, Fortuna, and the County, so part of the 2022–2026 change may reflect the method shift.

Maintenance and Rehabilitation Workshop

NCE will lead today's workshop to update the StreetSaver decision tree, which assigns a treatment and unit cost to each street section by functional class and condition. These assumptions drive each agency's ten-year funding scenarios, so the tree should match local practice. Preserving roads above PCI 70 costs far less than reconstructing roads below PCI 25, and the workshop choices shape how far each agency's budget reaches.

Come prepared to discuss:

- Treatments your agency uses, from crack seal and slurry through overlay, full-depth reclamation, and reconstruction
- PCI ranges that trigger each treatment
- Typical intervals between preventive treatments
- Local cost factors such as mobilization, contractor availability, and haul distance

Send to Debaroti Ghosh (NCE), with a copy to HCAOG staff:

- **Bid tabs** from paving projects completed after 2022 (requested by October 30; send any outstanding tabs promptly)
- **Treatment history comments** on flagged sections, by November 6
- **Streets treated after the June inspection**, with treatment type and date, by November 6

After agency input, NCE will finalize PCI, run ten-year budget scenarios, and issue draft agency reports for review. Staff will return to the TAC with final results ahead of Board presentation.