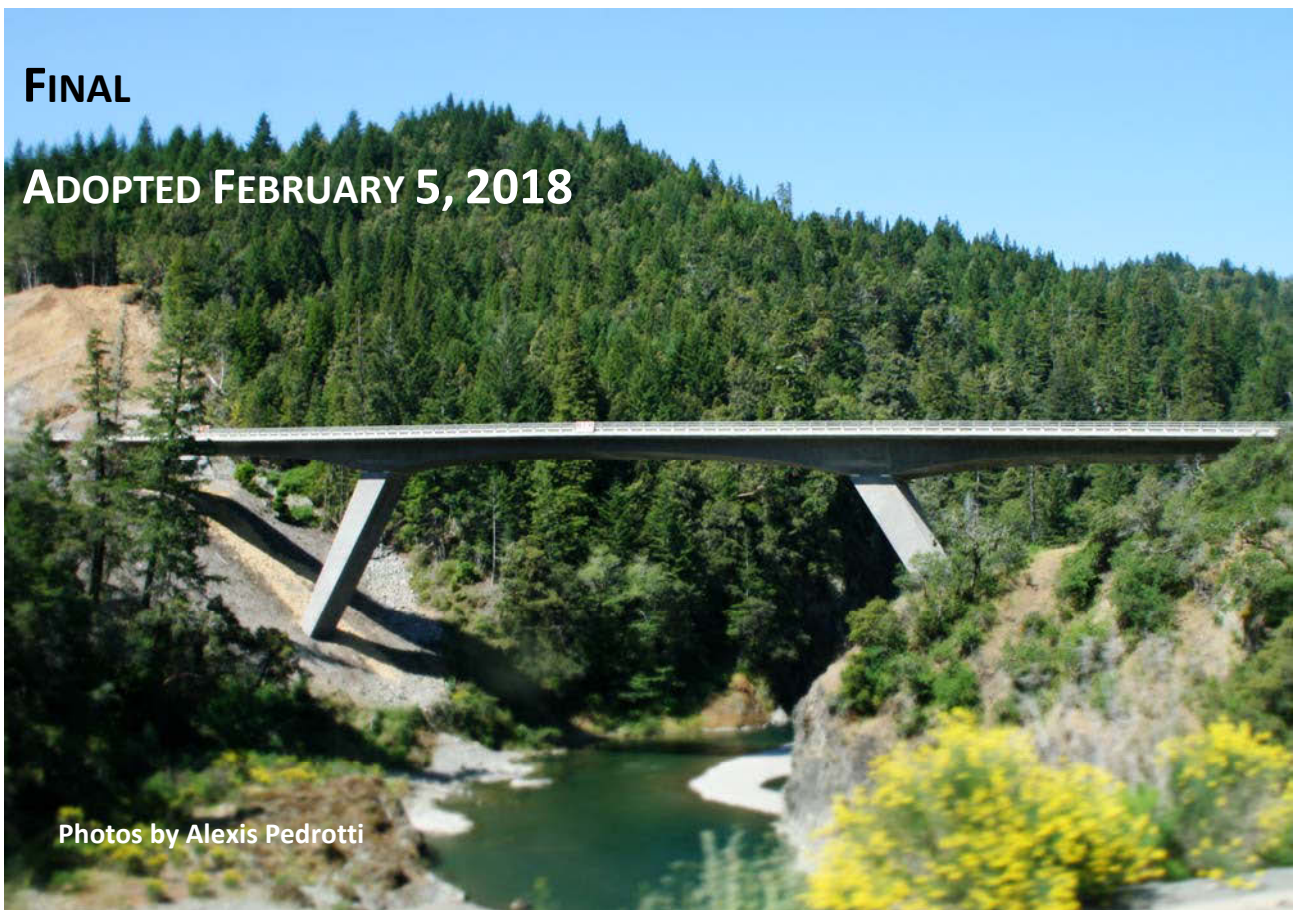


2017 MENDOCINO COUNTY REGIONAL TRANSPORTATION PLAN

FINAL

ADOPTED FEBRUARY 5, 2018



Photos by Alexis Pedrotti



Prepared for:
Mendocino Council
of Governments

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EXECUTIVE SUMMARY

This overview of the transportation system elements presents the highlights of the key actions presented in this document. Goals, objectives and policies are presented in the full text accompanied by detailed information regarding needs assessment, action plan and financial/funding constraints.

STATE HIGHWAY SYSTEM ELEMENT

The Significant Highway Corridors are facilities that connect the region to the rest of the state and country. The facilities include US-101, State Route 20, State Route 1 (north of SR 128), and State Route 128 for travel through, and to, Mendocino County. Highlights of activities planned for these corridors include:

Short-Range Improvements

- Project to address closure of SR 1 during flooding of the Garcia River
- Operational and/or safety improvements at US 101 interchanges in the Ukiah area
- Pedestrian safety enhancements on US 101 through Laytonville
- Gualala Downtown Streetscape Bicycle and Pedestrian Improvements on SR 1

Long-Range Improvements

- Construction of the Willits Bypass, Phase II.
- Construction of interchange improvements on US-101 in the Ukiah area.
- Various safety improvements along SR 1.

COUNTY ROADS & CITY STREETS ELEMENT

This system is comprised of the county roads and city streets. The following are highlights of improvement projects for this modal system:

Short-Range Improvements

- Construction of the East Side Potter Valley Road reconstruction.
- Gobbi Street/Waugh Lane Intersection Signalization
- Ukiah Downtown Streetscape Improvements
- North State Street Intersection Improvements
- East Perkins Widening
- Various Rehabilitation and Maintenance, including Bridge Rehabilitation

Long-Range Improvements

Some of the more significant identified long-range improvement projects, although many are unfunded or only partially funded, are as follows:

- North State Street Roundabouts, Phase II

- East Side Potter Valley Road Widening, Phase II (MP 4.70 to 6.40)
- Orchard Avenue Extension
- Circulation improvements in Willits to deal with post-bypass needs.
- Development of route parallel to Main Street in Fort Bragg, through the Georgia-Pacific property to meet future development needs.
- Roundabout at Lake Street and SR 1 in Point Arena

ACTIVE TRANSPORTATION

The Active Transportation System is made up of bicycle and pedestrian facilities throughout the county. Facilities may be alongside county roads, city streets, or State highways or independent of those facilities. Highlights of the projects contained in this plan are as follows:

- Lake Street Sidewalks in Point Arena
- South Main Street Bike & Ped Improvements in Fort Bragg
- Coastal Trail, Phase II
- Noyo Harbor Access – Old Mill Road/North Harbor Drive
- Safe Routes to School Projects – Grace Hudson (Ukiah, Covelo, Anderson Valley)
- NWP Rail Trail, Phase II (Ukiah)
- NWP Rail Trail, Phase I (Willits)
- Blosser Lane Elementary Transportation Enhancements in Willits
- Branscomb Road Multi-Use Bridge in the Laytonville area
- Hopland Main Street Corridor Engineered Feasibility – High Priority Projects
- SR 162 Corridor Multi-Use Trail
- Gualala Downtown Non-Motorized Streetscape
- MacKerricher State Park Haul Road Repair & Enhancement

PUBLIC TRANSIT SERVICE SYSTEM

Public transit services in Mendocino County are provided by the Mendocino Transit Authority (MTA). Service includes a mix of fixed routes, flex routes and dial-a-ride throughout much of the county. Additional paratransit for the elderly and disabled are provided by local senior centers through funding from MTA.

The action plan for the public transit system will focus largely on replacement of their fleet as necessary due. Other projects include implementation of IT systems to aid in efficient transit delivery, revamping their solar facilities, bus stop improvements, and construction of new administration and operations buildings.

AVIATION SYSTEM

There are five publicly owned and one privately owned airports in Mendocino County that provide aviation service in the region: Ukiah Municipal Airport, Willits Municipal Airport (Ells Field), Round Valley Airport, Little River Airport, and the Boonville Airport. All of these airports provide general aviation service for recreation and charter small aircraft users. The Ukiah Municipal Airport is also used by Federal Express and United Postal Service jet aircraft

and serves as a staging area and refueling depot for California Division of Forestry air tankers when fighting fires in the region. The Round Valley Airport plays a unique role in the Round Valley community due to the geographic isolation of the area. The airport frequently provides a site for emergency medical helicopter transportation.

The action plans of the airports will focus on projects from the Caltrans Division of Aeronautics Capital Improvement Plan, and be subject to grant funding availability from the State and Federal government.

MARITIME TRANSPORTATION

Noyo Harbor, located in the city of Fort Bragg, and the Point Arena Pier, in the City of Point Arena, represent the two sources of commercial maritime activity in Mendocino County. The limited funding available for capital improvements to these facilities will limit what can be done within the timeframe of this plan to all but basic maintenance and operations. Perhaps the most critical action for the harbors in the near future will be to find a funding source to enable needed improvements.

RAIL TRANSPORTATION

Mendocino County has two railroad systems: The Northwestern Pacific Railroad (NWP), which is overseen by the North Coast Railroad Authority (NCRA), and the Skunk Train, a private company owned by Mendocino Railway.

The “Skunk Train” line extends east to west, from the City of Willits to the City of Fort Bragg, a distance of approximately 40 miles, operating solely as an excursion railroad. The NWP is a 316-mile long, extending from Lombard in Napa County in the south, to Samoa in Humboldt County in the north, traversing the entire length of inland Mendocino County. As neither of these railroads currently provides service within Mendocino County, the first priority will be restoration of service. Restoration of service by the NCRA to any locations within Mendocino County will likely fall in the long-range timeframe.

TRIBAL TRANSPORTATION

A Tribal Transportation System Element has been included in the RTP in an effort to better identify the transportation needs of the tribes and pave the way for expanded government to government relations between MCOG and the ten Mendocino County Native American tribes. The actions in this section focus on establishing government to government relationships with *all* tribes in Mendocino County and strengthening existing relationships.

In addition to expanding relations with tribal governments, MCOG will seek out funding sources that may be utilized by the tribes as well consider a planning project to improve eligibility for transportation funding on roads serving tribal land and residents.

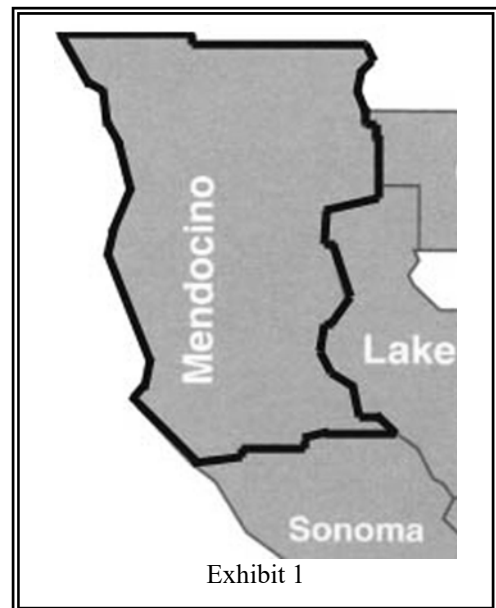
INTRODUCTION

REGIONAL TRANSPORTATION PLANNING AGENCY

Mendocino Council of Governments

The Mendocino Council of Governments (MCOG) was first established as a joint powers agency in 1972, as mandated by the Transportation Development Act. The Council primarily serves as the regional transportation planning agency (RTPA) for the region, and consists of seven members—two county supervisors, a county elected official, and one council member from each of the four incorporated cities (Ukiah, Willits, Fort Bragg and Point Arena). Exhibit 1 shown below outlines the boundaries for the MCOG region.

Three standing committees aid the Mendocino Council of Governments in performing its transportation planning functions. The Policy Advisory Committee (PAC) consists of each member of the Board of Directors plus a representative from Caltrans, District 01. The Technical Advisory Committee (TAC) is composed of planning and public works representatives from each of the Joint Powers entities, the Mendocino Transit Authority (MTA) General Manager, representatives from rail transportation and air quality, and a Caltrans transportation planner. The TAC is heavily involved with Regional Transportation Improvement Program development, the Regional Transportation Plan, the annual work program, public transit, as well as other technical functions. Senate Bill 498, approved in 1987, established the Social Services Transportation Advisory Council (SSTAC), which represents interests of the elderly, handicapped, and persons of limited means. The SSTAC has statutory responsibility to advise the RTPA on transportation-related issues such as Federal Transit Administration (FTA) transit grant applications for programs, and unmet transit needs. The SSTAC membership consists of a potential transit user 60 years of age or older, a potential transit user who is handicapped, two representatives from social services providers for seniors, two representatives from local social service providers for the handicapped, one representative from a local social service provider for persons of limited means, and two representatives from the local Consolidated Transportation Service Agency (MTA).



COORDINATION & OUTREACH EFFORTS

Interagency Coordination

In preparing this Regional Transportation Plan, Mendocino Council of Governments (MCOG) staff coordinated with the public and staff from Caltrans, the Mendocino County Department of

Transportation, the Mendocino County Department of Planning and Building Services, the City of Ukiah, City of Willits, City of Fort Bragg and City of Point Arena.

Other agencies such as the Mendocino Transit Authority (MTA), North Coast Railroad Authority (NCRA), Sierra Railroad, the Noyo Harbor District, Air Quality Management District (AQMD), several airports that serve the region, and Walk & Bike Mendocino were also contacted in preparation of the Regional Transportation Plan.

In addition to direct input from these agencies, several supporting documents developed jointly among the above-mentioned agencies and Caltrans were also used in preparing this document.

Inter-Regional Coordination

Inter-regional coordination involves development of working relationships beyond the border of the region. To some extent, inter-regional coordination has been occurring for many years due to active participation in the following groups and organizations:

- **Regional Transportation Planning Agencies (RTPA) Group:** This group meets prior to California Transportation Commission meetings (approximately 10 times per year) to discuss the CTC agenda, formulate responses to CTC policies, and network on issues of common concern. Attendance provides MCOG staff opportunities for inter-regional coordination with staff of other regional transportation agencies, Caltrans, and the Federal Highway Administration. MCOG staff regularly attends RTPA meetings.
- **Rural Counties Task Force (RCTF):** This group has been sponsored by the California Transportation Commission since 1987 to provide a forum for the State's 26 rural counties. It meets bi-monthly in Sacramento to discuss common issues and to some extent provide a vehicle of input to the California Transportation Commission. Due to inherent small staffing, budget constraints, and travel distances, few rural counties have the resources to regularly attend the RTPA Group meetings. MCOG staff attends regularly and has had a history of involvement since RCTF inception. Sub-committees of the RCTF are often assigned to work on inter-regional issues of common concern.
- **Caltrans-Regional Coordination Meetings:** These meetings are generally bi-monthly and are coordinated with California Councils of Government (CalCOG) meetings. At these meetings the Caltrans Director and staff meet with regional agency directors or their designees to discuss transportation issues and policies. MCOG staff regularly attends these meetings.
- **California Transportation Commission (CTC) Meetings:** The CTC usually meets 10 times per year at various locations around the state. Although the primary purpose of the CTC is not inter-agency coordination, the venues regularly provide opportunities for such coordination. MCOG staff regularly attends CTC meetings.
- **California Association for Coordinated Transportation (CalACT):** CalACT is an association of private companies, individuals, organizations, regional transportation planning agencies and transit agencies committed to improve transit in California. In recent years the RCTF has teamed with CalACT to provide workshops, training and programs of mutual benefit to both organizations. MCOG staff regularly attends one of the two CalACT conferences per year and has been active in program development.

- **California Association of Councils of Government (CalCOG):** CalCOG is an association that generally meets bi-monthly in conjunction with the Caltrans-Regional Coordination Meetings. Although transportation issues are often a focus, the meetings also include discussion and action on other issues that are commonly addressed at the regional level. MCOG is a member of CalCOG and the Executive Director regularly attends.
- **North State Super Region:** The “Super Region” is a collaboration of 16 single-county regional transportation planning agencies in far northern California. Its purpose is to communicate needs and direct change for this area that represents over 27% of the state’s land area and encompasses over 35% of California’s State and federal highways.

Mendocino Council of Governments was awarded a grant through the Housing and Community Development Department (HCD) to establish an inter-regional partnership to address consequences of jobs, housing, and transportation imbalances. In November of 2001, MCOG began implementing what became known as the Wine Country InterRegional Partnership (IRP) to address jobs-housing imbalances between Lake, Mendocino, Napa, and Sonoma counties. Several ongoing inter-regional relationships have resulted due to the MCOG’s involvement in the Wine Country IRP. A Memorandum of Understanding (MOU) among MCOG, the Lake APC and the Association of Bay Area Governments (ABAG) was entered into in February 2004 to explore areas of mutual concern and to move forward with the identification of joint planning efforts and implementation actions of mutual benefit to the Bay Area and rural Mendocino County. In Phase II of the IRP, Mendocino Council of Governments, in partnership with the APC, Napa County Transportation Authority, Sonoma County Transportation Authority, ABAG, Metropolitan Transportation Commission, and Caltrans Districts 1 and 4, conducted an Origin and Destination Study to examine specific cordon sites in order to monitor trip purposes between Lake, Mendocino, Napa, and Sonoma counties. This State Public Transportation Account funded study was completed in 2006. A third phase of the IRP was completed in 2013 which developed a microsimulation model for State Routes 20, 53 and 29. However, that phase focused primarily on connections between Lake, Sonoma and Napa Counties.

Public and Stakeholder Involvement

Public and stakeholder involvement is a major component of the Regional Transportation Planning process. Mendocino Council of Governments has an adopted Public Participation Plan from which a public and interagency participation strategy was designed for the RTP that included a number of components.

MCOG staff kicked off its public involvement process by hosting a series of public workshops throughout the county. The intent of these workshops was to assess needs and identify priorities for projects in the Regional Transportation Plan and Active Transportation Plan. Workshops were held in Ukiah, Willits, Point Arena, Covelo, and Fort Bragg. At these workshops, members of the public completed surveys, informed MCOG of their most pressing transportation related concerns, and had the opportunity to ask questions and get information from MCOG staff. The input gained from those meetings has been used in development of this plan. These meetings were also advertised in a number of ways including press releases, newspaper articles, email lists, and on the MCOG website.

In conjunction with the public workshops, an online survey was developed to help identify needs and determine areas of public concern and support in regards to transportation projects. The responses to this survey were used in development of this plan.

In addition to the workshops and survey, MCOG gathered information and provided opportunity for public input at a number of other meetings. MCOG staff attended meetings of the Laytonville Municipal Advisory Council and Gualala Municipal Advisory Council to gain input for the plans. The information was also presented and discussed with the Social Services Transportation Advisory Council as part of its annual Unmet Needs workshop. The opportunity for public input regarding the regional transportation planning process and the RTP is also regularly provided at the regularly scheduled MCOG board and Technical Advisory Committee meetings. In addition to local and State agencies, members of the public and private sector are included in mailing lists for these meetings and have had opportunities to provide input.

Table 1 shows a complete listing of MCOG’s outreach activities for the 2017 RTP update, including public, interagency, and Native American involvement:

Table 1
Participation Process for the 2017 RTP Update

Participant	Activity	Date
SSTAC/MCOG Staff	Social Services Transportation Advisory Council Meeting – Discussion & Input	5/18/16
Tribal Governments & Caltrans	Caltrans Tribal Roundtable	10/13/16
Laytonville MAC/MCOG	Laytonville Municipal Advisory Council Meeting	
GMAC/MCOG	Gualala Municipal Advisory Council Meeting	
Public/MCOG Staff	Online survey	October 2016 - Ongoing
Tribal Governments/MCOG	Letters to tribes offering consultation and notifying of RTP development	10/28/16
Countywide newspapers	Sent Press Release advising of RTP update and public workshops	10/5/16
Countywide radio stations	Sent Public Service Announcement advising of RTP update and public workshops	10/5/16
Public/MCOG Staff	Workshop notice on MCOG website	10/7
Public/MCOG Staff	Email notifications of public workshops	10/12
Public/MCOG Staff	RTP Workshop – Fort Bragg	10/17
Public/MCOG Staff	RTP Workshop - Ukiah	10/24
Public/MCOG Staff	RTP Workshop - Willits	11/7
Public/MCOG Staff	RTP Workshop – Point Arena	11/14
Public/MCOG Staff	RTP Workshop – Covelo	11/16
TAC Members/MCOG Staff	TAC Meeting – ATP/RTP Discussion & Input	2/15/17
TAC Members/MCOG Staff	TAC Meeting – ATP/RTP Discussion & Input	5/31/17
TAC/Local Agencies	Draft RTP discussion at TAC meeting	9/20/17
MCOG Board/Staff/Public	Draft RTP discussion at MCOG meeting	11/6/17
Tribal Governments & Local Agencies	Notice to each tribal government regarding anticipated RTP adoption	1/3/18
Countywide newspapers/public	Publication of notices of upcoming RTP adoption	January 2018
MCOG Board/Public	Adoption of 2017 RTP at public hearing	2/5/18

Examples of materials and documentation of MCOG's public outreach efforts can be found in Appendix A. Any public and agency notification requirements of CEQA will also be followed.

NATIVE AMERICAN COORDINATION AND CONSULTATION

MCOG began its coordination and consultation with Tribal governments in October 2016. Letters were sent to Tribal governments notifying them of the update to the Regional Transportation Plan, along with information about the plan. The Tribes were invited to provide information regarding Tribal transportation needs and any existing transportation planning efforts. Consultation, including presentation to Tribal Councils was offered to all the tribes in the region. MCOG participated in a Tribal transportation roundtable sponsored by Caltrans in October 2016. Each tribe was also sent a draft plan for comment prior to scheduled adoption by MCOG.

It is the goal of MCOG staff that coordination and consultation with the Native American tribes in the regional transportation planning process can become more regular in the future, and that a strong, symbiotic government-to-government relationship be developed.

PURPOSE OF THE REGIONAL TRANSPORTATION PLAN

The regional transportation planning process is a long-range (1-20 year) planning effort that involves federal, state, regional, local and tribal governments, public and private organizations, and individuals working together to plan how future regional transportation needs can be met. Regional Transportation Plans are planning documents required by State legislation, and are developed by RTPAs in cooperation with Caltrans and other stakeholders. RTPs are developed to provide a clear vision of the regional transportation goals, policies, objectives and strategies. In addition, the RTP should also:

- Provide an assessment of the current modes of transportation as well as identify potential new travel options for the region;
- Predict future needs for travel and goods movement;
- Identify specific actions and improvements in order to address the needs of mobility and accessibility;
- Promote consistency between other transportation plans developed by local, state and federal agencies in responding to statewide and interregional transportation issues and needs and;

MENDOCINO COUNTY REGION

Mendocino County lies within the northern extension of California's coast mountain ranges. These mountains are characterized by a series of southeast to northwest ridges that are separated occasionally by narrow valleys. The coastline is also rugged and rocky, offering spectacular views of the ocean. Much of the land area is taken by State and National Forest lands, with the remainder used for agriculture, residential and other uses. Transportation routes tend to be located within valleys, and east-west travel is especially difficult, since parallel ridges must be traversed. The mountainous nature of the County tends to minimize ground transportation options throughout the region.

Population

The majority of the population in Mendocino County is concentrated in a few areas of the County. Ukiah, Talmage, and Redwood Valley make up the largest single population concentration in Mendocino County. Fort Bragg and the coastal area southward to the Navarro River is another population cluster. Willits, the Little Lake Valley, and the Brooktrails subdivision are also large settlement areas in the County. Smaller community clusters include Hopland, Gualala, Covelo, Boonville and Laytonville. The rest of Mendocino County is rural and undeveloped.

The US Census Bureau estimated a total population of 87,628 for Mendocino County. This figure includes the following figures in the incorporated cities: Ukiah (15,882), Fort Bragg (7,273), Willits (4,872), and Point Arena (449). Population is projected to increase slowly, at about 0.5% per year.

Economy

According to the Mendocino County Economic & Demographic Profile, the Service Industry, Government, and Retail are the largest employment sectors and represent the highest earnings for the county. According to the Mendocino County Economic Forecast, the County experienced a drop in unemployment in 2016, from 4.8% to 5.2%. The per capita income is \$45,103 and the average salary per worker is \$46,180. It is estimated that 13.6% of households in the county live at or below the poverty line in 2017.

Disadvantaged Communities

Several grant sources that may be available for funding projects include benefits to disadvantaged communities as criteria for funding. An area can be considered a disadvantaged community if it has a median household income which is less than 80% of the statewide income, if at least 70% of the public school students qualify for free or reduced lunch, or by qualifying through the EPA's CalEnviroScreen tool. Because the CalEnviroScreen method relies heavily on air quality factors, it is not applicable in Mendocino County. However, nearly all communities in Mendocino County qualify under the other criteria. The 2015 American Community Survey results indicate that the county average median income is \$42,980. The California median household income is \$61,818, making the Mendocino County average less than 70% of the statewide median.

Traffic Forecasts

Fehr & Peers Transportation Consultants developed the travel demand model for the *AB 1600 Traffic Mitigation Fee Study* under contract with MCOG. The focus area for the model was essentially the Ukiah area from south of Talmage Road to north of Lake Mendocino Drive. There were 4 land use scenarios evaluated in the study for the Year 2030. The "No Build" scenario indicated that moderate (LOS C-D) concerns would materialize only on North State Street, immediately north of the U.S. 101 freeway over-crossing (Masonite area) and on Lake Mendocino Drive between U.S. 101 and North State Street. The "Preferred Project" alternative

(250 acres of additional residential and 250 acres of additional mixed-use, including Masonite, Lovers Lane and other minor developments) indicates that congestion would increase to become serious (LOS E-F) at the same two locations identified for the “No Build” alternative. Furthermore, LOS C-D conditions would expand on North State Street further north of the U.S. 101 over-crossing and also to the segment between the two Lake Mendocino Drive intersections. New LOS C-D conditions would also emerge on Brush Street, the easterly segment of Empire Drive, Bush Street, and on U.S. 101 in the vicinity of the Talmage Road interchange. The *AB 1600 Traffic Mitigation Fee Study* is posted on the MCOG website.

Fehr & Peers Transportation Consultant completed in October 2010 a countywide travel demand model in the same format as developed for the Ukiah Valley. The base year for the countywide model is 2009, with the out-year to 2030 in coordination with the RTP horizon. Significant traffic flow constraints (LOS 0.75 to 1.00) identified by the model occur only in the region’s 3 major communities as summarized below:

2009

- In Fort Bragg on SR 1 on the Noyo Bridge segment and immediately to the north and south
- In Willits on US 101 between Walnut Street and SR 20, between San Francisco Avenue and East Valley Street, and between State Street and Sherwood Road.
- In Ukiah on North State Street between the northbound US 101 ramps and Orr Springs Road, on Orchard Avenue north of Perkins Street, and Talmage Road from Betty Street to the US 101 southbound ramps.

2030

- In Fort Bragg on SR 1 on the Noyo Bridge, extending further north to South Street and further south to Ocean View Drive.
- In the Ukiah area on North State Street between KUKI Lane and US 101 northbound ramps, on Airport Boulevard between Commerce Drive and Talmage Road, on Commerce Drive, on Orchard Avenue north of Perkins Street, and on Talmage Road between Betty Street and US 101 northbound.

The Final Model Development Report for the MCOG Travel Demand Forecasting Model can be found on the MCOG website.

The *State Route 1 Corridor Study Update* used 2007 summer traffic volumes in an analysis of critical traffic issues in 3 primary sub-areas of the State Route 1 corridor: (1) south County Line to SR 128, (2) north of SR 128 to south of SR 20, and (3) SR 20 to north study area limits. Existing conditions revealed that 4 of the 37 intersections studied met warrants for traffic control and 23 locations met warrants for right or left turn lane operational improvements. For future year 2030, the study indicated that 16 study locations would warrant additional traffic control and 28 study locations would warrant turn lane improvements. The *State Route 1 Corridor Study Update* is posted on the MCOG website.

Work also continues in conjunction with the Napa County Transportation & Planning Agency (NCTPA), Sonoma County Transportation Authority (SCTA), and Lake County/City Area

Planning Council (APC) to develop a four-county inter-regional travel demand model. This is the third phase of the Inter-Regional Partnership (IRP) that will assess the impacts of interregional travel to include the impacts of jobs/housing imbalance as well as recreational travel between the northern San Francisco Bay Area and the North Coast. Inputs for the new Mendocino County have been coordinated with the developer of the four-county model. This model is expected to be complete and operational in 2011. This model will operate at a higher level and be most useful to assess impacts on major roadways in the four-county areas.

In January 2015, the Mendocino Council of Governments retained a consultant to develop and calibrate a traffic microsimulation model covering the greater Ukiah area, known as the Greater Ukiah Area Microsimulation Model (GUAMM). It covers the US 101 corridor from approximately 5 miles south of the center of Ukiah, to approximately 8 miles north, as well as the City of Ukiah and Mendocino County streets in between.

The GUAMM is a microscopic traffic simulation model. It is capable of simulating route choice in response to shifting congestion patterns that may result from changes in land use or demographic growth. The scale of the GUAMM and its approach to route choice are critical to analyzing the domino effects that changes in demographics and land use may have across and beyond Ukiah and on US 101, that are otherwise difficult to foresee.

The GUAMM is designed to work closely with the MCOG travel demand model. The GUAMM and MCOG model are built on a shared GIS platform. TransModeler, in which the GUAMM has been developed, and TransCAD, in which the MCOG model is built, share the same database platform, data structures and file formats. The GUAMM will make it simpler and more cost-effective to perform traffic analysis for projects in and around Ukiah on a consistent basis, because all of the data necessary to simulate traffic are assembled in one software environment, and because essential model calibration and validation have already been performed.

Land Use

Large-scale land use changes are not anticipated in Mendocino County. Development is expected to produce rather localized impact. Land use policies tend to protect open-spaced lands such as agriculture and forestlands. Although as the Regional Transportation Planning Agency, MCOG's primary role is in guiding the future of transportation in the county, there has been a recognized need for a higher level of interregional cooperation to address a range of land use, planning, environmental and economic issues.

The Wine Country Interregional Partnership (IRP) with Lake, Sonoma and Napa Counties, was MCOG's first project that meshed land use and transportation. The IRP was initiated with the intent of looking at the imbalance of jobs and housing throughout the four counties and the role that transportation plays in that system. The IRP has been through three phases now, which included an initial jobs and housing study, and origin and destination study, and a four county traffic model.

MCOG's Vision Mendocino 2030 was a regional blueprint plan which examined the interworkings of land use, transportation, the environment, local economy, and many other factors. The project included a community driven visioning process and scenario planning to

determine the future impacts of planning decisions. The project resulted in a preferred growth scenario that focused on land use patterns to support a sustainable natural resource based economy.

COUNTYWIDE ISSUES AND CONCERNS

Greenhouse Gas Emissions (GHG) & Climate Change

Assembly Bill 32, the California Global Warming Solutions Act of 2006, requires the California Air Resources Board (CARB) to set statewide GHG emission reduction targets and to develop regulations and market mechanisms to reduce California's greenhouse gas (GHG) emissions by 25 percent by 2020. This was strengthened by Senate Bill 32 which requires a reduction in GHG emissions to 40% below the 1990 levels by 2030. In 2007, CARB established a statewide Greenhouse Gases (GHG) emissions cap for 2020 of 427 million metric tons of carbon dioxide equivalent, based on 1990 emissions, as required by the bill. Transportation is responsible for generating a considerable portion of the carbon dioxide produced in California. Carbon dioxide is the most prevalent GHG. The Regional Transportation Plan (RTP) Guidelines require that the issue of climate change and greenhouse gas emissions be addressed during the RTP process. While predominately rural areas such as Mendocino County are not subject to the same requirements as urban regions, discussion of the issue in the RTP provides the opportunity to identify existing and future efforts that will contribute to the emission reduction targets. Obvious strategies to reduce GHG generation entail expanded transit use, improving streets/roads efficiency, and expanding non-motorized travel opportunities. These strategies have been and will continue to be employed in Mendocino County throughout the time frame of the 2017 Regional Transportation Plan. But in fact, there are a wide range of activities in which the Mendocino Council of Governments has been engaged that have and will continue to have a positive effect on greenhouse gas generation in Mendocino County. These activities are briefly discussed below under various headings:

Planning

- MCOG conducted a Regional Blueprint Planning process to better link land use with transportation planning
- MCOG is currently administering a non-infrastructure Active Transportation Program grant to conduct safe routes to schools activities throughout the county
- MCOG has adopted an Active Transportation Plan identifying needs and projects to benefit non-motorized transportation. Prior to the ATP, MCOG produced the Regional Bikeway Plan for member entities to expand the bikeway system
- MCOG has administered and participated in the development of grant-funded Community Action Plans in Gualala, Laytonville, Point Arena, Westport, Round Valley, and Anderson Valley, each of which emphasizes an expanded network of non-motorized transportation
- MCOG funded a city-wide Safe Routes to School Plan for the City of Willits which will facilitate future Safe Routes to School Grant applications
- MCOG has supported various Mendocino Transit Authority planning studies, such as the recent Commute Transportation Study, in order to increase transit use and efficiency
- MCOG has consistently supported the preservation of the rail corridors in Mendocino County for future transportation uses should rail activity permanently cease.

- MCOG developed a Rails with Trails Corridor Plan to develop non-motorized facilities within the rail right-of-way from the Sonoma County Line to Willits, which has led to construction of portions of the trail in the Ukiah area

Funding

- MCOG applied for and was awarded funding for construction of a multi-use trail along SR 162 in the community of Covelo
- Unless funding availability is extremely constrained, MCOG consistently allocates the maximum amount authorized under the Transportation Development Act toward the development of pedestrian and bikeway projects
- Since first available with ISTEA legislation in 1991, MCOG has fully utilized funding made available for Transportation Enhancement projects and has not converted these funds in favor of more traditional (streets & roads) uses
- MCOG has given full consideration to the claim for transit funding from the Mendocino Transit Authority, ensuring that the county-wide transit authority receives the maximum amount available from MCOG
- MCOG created a Transit Reserve Account to minimize the effect of revenue shortfalls of the provision of stable transit service
- MCOG has funded a number of Americans with Disabilities Act (ADA) projects in several communities to improve access to the pedestrian network
- MCOG has provided funding to member agencies to provide local matching funds for bicycle and pedestrian grant-funded projects
- MCOG funded a bicycle rack program to purchase and deploy bike racks in Ukiah, Willits, Fort Bragg, Point Arena, and unincorporated communities

Transportation Monitoring

- MCOG initiated an interregional effort (Wine Country Inter-Regional Partnership) to monitor, evaluate, and mitigate the transportation effects of jobs/housing imbalance between Lake, Mendocino, Napa, and Sonoma counties
- MCOG developed a transportation model of the Ukiah Valley, linking the unincorporated area surrounding Ukiah with the City of Ukiah
- MCOG developed a county-wide transportation model that with the capability of projecting GHG production for alternative transportation networks

Facilitation

- MCOG routinely disseminates information it acquires regarding various outside funding opportunities (Active Transportation Program, SB 1, Environmental Enhancement & Mitigation, etc) to Native American tribes and member entities
- MCOG provides grant development and assistance for member agencies to enhance opportunity to acquire funding for local priority projects
- MCOG routinely offers to review grant applications prepared by member entities to enhance their competitiveness for outside funding
- MCOG has expanded opportunities for teleconferencing for Board meetings, committee meetings and other public meetings

- MCOG has provided training to member agency personnel and public officials on topics that feature expansion of transportation alternatives (especially bicycle/pedestrian projects)
- MCOG funds the entire Pavement Management Program for all entities to ensure limited funds for streets/roads paving is utilized in the most effective manner and that roadway wearing surfaces contribute positively toward maximizing miles per gallon

Circulation and Access Improvements

- Air quality improvements expected from the MCOG-supported U.S. 101 bypass of Willits were a significant factor in project selection
- MCOG has taken the lead in identifying and partnering with local agencies to implement congestion-related improvements at U.S. 101 interchanges in the Ukiah Valley
- MCOG funded the State Route 1 Corridor Study Update that identifies current and future (20-year) locations where safety and congestion-related improvements will be needed on State Route 1 in Mendocino County
- MCOG has promoted and supported the consideration of modern roundabouts within Mendocino County and is partially funding a roundabout project at S.R.1/Simpson Lane
- MCOG funded an AB 1600 nexus study to develop a funding mechanism to construct transportation improvements that will be needed due to future development

Alternative Fuels & Renewable Energy

- In 1998 MCOG became the first rural transportation planning agency in the nation to research and test electric vehicle practicality in a rural environment
- In 1998, MCOG was responsible for construction of two electric vehicle charging stations in the region, in Ukiah and Willits.
- MCOG has supported the efforts of Mendocino Transit Authority to diversify fuels for its transit fleet, including support for a TIGGER application for electric busses and solar power canopies
- In 2013, MCOG developed the Mendocino County Zero Emission Vehicle (ZEV) Regional Readiness Plan, including analysis of travel characteristics, existing infrastructure, recommended charging station sites, technical issues, and implementation plan.
- In 2015, MCOG prepared the Mendocino County ZEV Regional Readiness Plan Phase 2 – Feasibility Report, including community outreach and engagement, site analysis, and cost estimates.
- From 2014 to 2017, MCOG provided technical support and supplemental funding to the Mendocino Land Trust’s project “Bringing Electric Vehicle Charging Stations to Mendocino County State Parks,” funded by the California Energy Commission (CEC), to install charging stations countywide in state parks and nearby cities.
- In 2015, MCOG sponsored a free ride-and-drive event as part of National Drive Electric Week, providing educational resources and the opportunity for local electric vehicle owners to demonstrate current makes and models to the public.
- From 2014 to 2016, MCOG participated in the five-county Northwest California Alternative Transportation Fuels Readiness Project to develop strategies for deployment of alternative fuel infrastructure and identify activities to encourage adoption of alternative fuel vehicles in rural, northwest California, funded by the CEC.

- In 2016, MCOG partnered with ChargePoint, a leading equipment manufacturer and network operator, on the Mendocino Express Interregional Corridor Project to install electric vehicle fast chargers along US-101 through northern Sonoma and Mendocino counties as part of a statewide network, funded by the CEC and due for completion in 2018.
- In 2017, MCOG participated in the North Coast and Upstate Fuel Cell Readiness Project to prepare nine of California's northernmost counties for the introduction of fuel cell electric vehicles, funded by CEC and due to be completed in 2018.

In summary, prior and ongoing efforts that result in reduced GHG emissions involve the following:

- Providing an effective public transit system
- Expanding non-motorized modal alternatives
- Promoting the expansion of alternative fuels
- Investing in projects that reduce congestion
- Participating in long term planning efforts (Blueprint Program) that are likely to reduce sprawl and promote infill
- Identification of funding to implement all of the above
- Expanding infrastructure to support utilization of zero emission vehicles

MCOG had established a high base line of investment in planning and project implementation that produced positive impacts on GHG production long before Assembly Bill 32 was signed into law in 2006. It is very likely that efforts similar to those identified above will be employed in Mendocino County through the 20-year time frame of the 2017 Regional Transportation Plan.

Although much has been done to reduce GHG emissions in the region and reduce future impacts to the environment, the region and its transportation systems are already dealing with the effects of climate change and increasing extreme weather events in the forms of droughts, flooding, landslides and fires. Roads and other networks may experience closures, suffer short and long term damage as a result, or be inadequate in times of evacuation. As a result, adaptation efforts are needed in addition to avoidance measures to enhance the resiliency of the transportation system to climate impacts. In 2014, the Mendocino County Region was included in the District 1 Climate Change Vulnerability Assessment and Pilot Study which assessed the vulnerabilities of the State transportation network to climate change throughout District 1 and identified adaptation options at select locations. Additional assessments may be needed to adequately assess the vulnerability of local transportation systems and identify adaptation measures.

Wildlife, Natural and Historic Resources

Protecting wildlife and preserving natural and cultural resources is of particular concern in the rural Mendocino County region. The California State Wildlife Action Plan (SWAP) was originally adopted in 2005 and is intended to provide federal funds to states for the conservation of wildlife diversity. In 2015, the SWAP was updated and included three statewide goals to increase "Abundance and Richness," "Enhance Ecosystem Conditions," and to "Enhance Ecosystem Functions and Processes." A "Transportation Planning Companion Plan," was also adopted in December 2016 combining the priorities of the SWAP with those of Caltrans when planning and designing transportation projects. Each of the projects within the RTP are subject

to environmental review per the California Environmental Quality Act (CEQA), which are required to address potential impacts to biological resources. Consistency with the SWAP will be addressed during the environmental review phases of individual projects within the RTP. In rural Mendocino County, it is not unusual for enhancements to be included in infrastructure projects which enhance habitats, such as fish passage improvements or wildlife crossings. Resources such as the Natural Diversity Data Base and Northwest Information Center are utilized when assessing impacts to natural and cultural resources. Implementing agencies work with regulatory agencies at the time of project level development to ensure that these resources are protected. Regulatory agencies will also be included in review of this Plan through the State Clearinghouse process (see Appendix F).

Intelligent Transportation System

Intelligent Transportation System (ITS) refers to a group of information based technologies which assist in monitoring traffic flow, providing warning and advisory messages to motor vehicle drivers, regulating traffic flow via metering and routing control, and providing rapid emergency incident response capabilities for law enforcement personnel.

Caltrans Districts 1, 2 and 3 have recently been working on a new regional ITS plan for Northern California. A draft of the Upstate CA Regional ITS Master Plan was released in August of 2017. ITS strategies appropriate for Northern California fall into five categories—(A) Traffic Operations and Management, (B) Transit Management, (C) Traveler Information Management, (D) Maintenance Management, and (E) System Integration Management. Currently ITS tactics in the Mendocino County region fall into categories A, B, and C.

ITS projects that have been implemented in the region are as follows:

- Deployment of motorist call boxes under the Mendocino Service Authority for Freeway Emergencies. The call box locations have been coordinated with Caltrans and the necessary encroachment agreements have been processed and approved. This includes the first in the state *satellite* call-boxes in areas where cellular phone signals do not reach.
- Installation of changeable message signs by Caltrans, District 1, in Mendocino County. Two signs have been installed on US-101 and one sign on State Route 20. These signs will provide warnings and information for users of these routes.
- Installation of timed/computerized traffic signals.
- Utilization of RouteMatch transit software (recently funded)
- Speed detection and enforcement through electronic signs
- School zone flashing beacons

At such time that the Mendocino Council of Governments considers proposing an ITS project, the project will be in conformance with the common structure of the regional architecture as identified in the northern California regional ITS plan.

Transportation Security and Emergency Response

Mendocino County is a sparsely populated rural area with three key issues that impact transportation security and emergency preparedness/response planning: (1) limited access routes

due to topography and existing infrastructure which provides limited access/egress points out of/into the County; (2) a population that has limited resources and ability to evacuate on their own, or to shelter in place for the duration of an emergency/security event; and (3) limited security and emergency response resources within the County. For Mendocino County, the potential for fires, floods, earthquakes, tsunamis and landslides pose a more likely threat to the safety and security of the population and the transportation system than a terrorist attack.

Transportation clearly plays a key role in avoiding disaster and responding to emergencies. Key transportation routes will provide evacuation routes as well as routes for emergency responders. In addition to surface transportation, air transportation plays a key role in disaster response in Mendocino County. Airports are often used as staging grounds for fire fighting in rural areas. Many isolated areas in Mendocino County without nearby hospitals also rely on helicopter service rather than ambulances for medical emergencies. Coordination between transportation agencies throughout the county and State and local airports and transportation agencies will be critical in preparing for emergency situations. Goals, objectives and policies have been included in this document that specifically address concerns regarding security and emergency response.

GOALS, OBJECTIVES, POLICIES

PREAMBLE

Transportation helps shape an area’s economic health and quality of life. Not only does the transportation system provide for the mobility of people and goods, it also influences: air quality, environmental resource consumption, social equity, “smart growth,” economic development, safety, and security. Transportation planning recognizes the critical links between transportation and other societal goals.

This Regional Transportation Plan (RTP) is more than a mere listing of capital investments, it is a strategy for operating, managing, maintaining, and financing the area’s transportation system in such a way as to advance the long-term societal goals of the communities of Mendocino County and the long-term societal goals of the State of California.

This RTP emphasizes a strategy of investing transportation funds to bring greater mobility and access to services for all residents – including pedestrians, bicyclists, transit passengers of all ages and abilities, as well as trucks, buses and automobiles. Among other things, this strategy will reduce green house gas emissions (GHG) and household expenses by reducing vehicle miles traveled (VMT). This strategy will also bring economic and cultural renewal to every community in Mendocino County – because as public investments improve each community’s public spaces, private investments follow.

In summary, this RTP provides a comprehensive strategy – one that leverages regional transportation funds to advance the long-term societal goals of the communities of Mendocino County and the State of California.

POLICIES ON CLIMATE CHANGE & THE ENVIRONMENT

Goal: Build a combination of transportation facilities that, when evaluated as a group, will result in improved air quality, reduced transportation-related air toxins and greenhouse gas emissions in Mendocino County, and a more resilient transportation network.

Objectives	Policies
Coordinate transportation planning with air quality planning.	Continue to include Air Quality representation on the Technical Advisory Committee and in the decision making process. As feasible, evaluate air quality impacts of proposed transportation improvements in the transportation modeling process.
Invest in transportation projects and participate in regional planning efforts that will help Mendocino County residents to proportionately contribute to the California	Evaluate transportation projects based on their ability to reduce Mendocino County’s transportation-related greenhouse gas emissions. Prioritize transportation projects which lead to reduced greenhouse gas emissions.

greenhouse gas reduction targets established by Assembly Bill 32 and SB 375.	Monitor new technologies and opportunities to implement energy efficient and nonpolluting transportation infrastructure.
	Continue to consider bicycle transportation, pedestrian, and transit projects for funding in the State Transportation Improvement program (STIP).
	Continue administrative, planning, and funding support for the Region’s transit agency, Mendocino Transit Authority.
	Encourage private and public investment in a countywide electric vehicle charging station network and seek funding to fill gaps in the network.
Ensure transportation improvements are subject to adequate environmental review and standards.	Monitor transportation projects funded through MCOG to ensure that CEQA and NEPA requirements are being met.
	Coordinate and consult with resource agencies when implementing transportation projects.
Improve resiliency of the region’s transportation system to climate related impacts.	Consider grant opportunities that would provide capital or planning funding for projects to identify and implement climate change adaptation strategies.
	Encourage implementing agencies to consider strategies for climate change adaptation when designing improvements or additions to transportation networks.

LAND USE, ACCESSIBILITY AND THE ECONOMY

Goal: Encourage coordination of land use and public investments in a way that improves accessibility to services, employment and housing – thereby strengthening the local and state economies.

Objectives

Policies

Encourage local entities to direct private development to priority urbanized areas where services can best be provided at lowest public cost and least environmental consequences.	Consider transportation grant programs to encourage Mendocino County governments to support infill construction in identified priority development areas
Encourage equity in providing transportation services and facilities.	Prioritize transportation projects that ensure residents – regardless of income – have equitable access to vital services, employment and educational opportunities.

VISION MENDOCINO 2030 IMPLEMENTATION

Goal: Encourage implementation of the preferred “Infill/Natural Resource Based Economy Growth” scenario and principles of the Vision Mendocino 2030 Regional Blueprint Plan.

Objectives	Policies
Encourage infrastructure projects that support the preferred scenario.	Consider prioritizing projects that improve connections to natural resource production centers.
	Consider prioritizing projects that support infill growth, such as bicycle, pedestrian improvements or projects that improve vehicle operations in areas that are already developed.
Promote the principles of the Vision Mendocino 2030 plan.	Consider grant opportunities that would provide funding to implement or provide further planning to support the principles of the blueprint plan.
Support non-transportation efforts throughout the county that support the Vision Mendocino 2030 principles.	Participate in or support efforts to promote development of the local food systems and related policies
	Support local efforts to bring broadband internet services to outlying areas of the county.
	Coordinate with local planning departments during development of land use planning documents to ensure consistency with the Vision Mendocino 2030 plan principles, including those related to infill growth, adequate housing supply, and community design.
	Coordinate with the Economic Development and Financing Commission to encourage consistency with the Vision Mendocino 2030 plan in the Comprehensive Economic Development Strategy.

COMPLETE STREETS

Goal: To improve our public spaces so the street, road and transportation system meets the needs of all surface transportation modes, including vehicular, bicycle, pedestrian and transit.

Objectives	Policies
Incorporate bicycle, pedestrian and transit improvements when planning roadway improvements, unless the roadway is exempt by law, or the project receives a specific waiver authorized through a local, public process, or for basic maintenance and rehabilitation activities.	Coordinate funding programs to provide multiple components of an infrastructure project when appropriate.
	Seek funding sources for multiple modes of transportation.
	Facilitate coordination between local transportation agencies and Mendocino Transit Authority.
	Consider waivers in cases where environmental issues constrain improvement options, transit service is not planned or currently provided, or where the benefit/cost ratio of providing bike/pedestrian improvements is low (as would be expected in isolated rural areas).
Provide new bicycle, pedestrian and transit facilities on existing streets and roads where none exist.	Seek funding to fill gaps in bicycle and pedestrian facilities adjacent to roadways and provide bus stop improvements along fixed transit routes.

GOODS MOVEMENT

Goal: A transportation system allowing the efficient free flow of goods and freight, including agricultural goods, within and through the region.

Objectives	Policies
Develop State Highway routes capable of efficiently moving goods and agricultural products to, from, and through the Region.	Prioritize State Highway and local road projects that improve connectivity and overall mobility, and increase efficiency with which freight can travel throughout the region.
	Support State efforts to develop a Surface Transportation Assistance Act (STAA) route along the existing alignment through Richardson Grove State Park to eliminate the only STAA gap between the Bay Area and Eureka.
Re-establish freight rail service in Mendocino County.	Support the efforts of the North Coast Railroad Authority to re-establish freight rail service in Mendocino County if viable and financially feasible.

TRANSPORTATION SECURITY AND EMERGENCY RESPONSE

Goal: Provide a safe transportation system and enable rapid and safe evacuation and emergency response.

Objectives	Policies
Coordinate with local and state agencies on security and emergency response planning efforts.	Encourage local agencies and airports to work with Mendocino County Office of Emergency Services to prepare for emergency response and security.
	Identify key transportation routes for evacuation as well as emergency responder access.
Encourage the provision of safety measures for all modes of the regional transportation system.	Consider safety features when planning new transportation projects, such as lighting fencing, that would improve safety and security of travelers.
	Consider new technologies to improve security, such as on-board security equipment for transit and changeable message signs for roads and highways.

STATE HIGHWAY SYSTEM

Goal: Provide safe, efficient transportation for regional and interregional traffic while maintaining quality of life for residents of the county.

Objectives

Policies

Provide timely improvements to the Principal Arterial (major highway) system consistent with statewide needs and regional priorities.	Identify improvements to the major corridors consistent with route concepts.
	Seek funding for priority improvements identified on major corridors and interregional routes, including the consideration of RIP programming and pursuit of other State and Federal funding sources.
	Prioritize completion of all phases of the U.S. 101 bypass of Willits consistent with the adopted EIR/EIS for that facility.
	Identify, prioritize, and seek funding for access improvements (interchanges & intersections) to the Principal Arterial System.
	Consider funding participation in staged widening of two-lane segments of U. S. 101 south of Ukiah.
Provide a system of Minor Arterial Highways consistent with statewide needs and local priorities.	Encourage State funding for maintenance of Minor Arterial Highway segments within the County.
	Coordinate with Caltrans to identify and program needed operational and safety improvements.
	Consider local funding partnership to correct safety concerns as appropriate.
Provide safe traveling conditions on all State Highways within Mendocino County.	Prioritize projects that correct safety issues (particularly in locations with high accident rates) for support and funding consideration.
	Implement a system of motorist aid call boxes consistent with the Call Box Implementation Plan per MCOG’s role as the Service Authority for Freeway Emergencies (SAFE) for Mendocino County.
Provide for efficient, free-flowing travel on all State Highways in Mendocino County.	Maintain a minimum Level of Service C on rural segments of the Principal Arterial System and a minimum Level of Service of D in “urbanized” areas as measured by the current Highway Capacity Manual.
	Maintain a minimum Level of Service D on the “main line” at all interchanges and at-grade crossings on the state Highway System.
	Consider a lower standard for Level of Service along segments of State Routes that serve as “Main Street” through communities.
	Consider programming RIP funding for projects that maintain or improve Level of Service to standards identified herein.
Balance the needs for transportation improvements with quality of life for	Consider context sensitive solutions when planning and designing highway improvements, particularly in communities where a

residents of and visitors to the region.	State highway serves as “Main Street.”
	Consider “complete streets” strategies when planning major corridor improvements that include the needs of bicyclists, pedestrians, and transit users.
	Pursue multiple funding sources (STIP, ATP, etc.) on corridor projects to fund multiple modal aspects of the project.

LOCAL STREETS & ROADS

Goal: Provide a safe and efficient transportation network, connecting local community roads and major transportation corridors and meeting the transportation needs of the communities served by these facilities.

Objectives

Policies

Identify and prioritize capital improvements to the regional road system	Conduct planning activities, such as development of CIPs, to identify critical, high priority improvements.
	Seek funding for needed improvements, including consideration of RIP funding and other state and federal grant sources.
	Prioritize improvements to principal local roadways, particularly those providing primary access to communities, those that connect to the State Highway system, or those that relieve the impact on the State Highway system.
Balance the need for safety and operational improvements with the need for maintenance of the existing system.	Maintain a Pavement Management Program to analyze and determine the best use for funds available for pavement maintenance and rehabilitation.
	Assist local agencies in identifying, prioritizing, and funding safety improvements on local streets and roads systems.
	Seek reliable funding sources for ongoing maintenance and rehabilitation efforts in order to protect investment in existing system.
	Prioritize “fix-it-first” projects over other projects when considering funding sources that are appropriate for maintenance and rehabilitation of the existing system, such as SB 1 funding.
Provide for alternative forms of transportation on local street and road networks.	Consider “complete streets” strategies when planning and implementing local street and road improvements, including the addition/improvement of bicycle and pedestrian facilities and transit stops.

ACTIVE TRANSPORTATION

Goals, policies and objectives for active transportation were adopted in the Active Transportation Plan and included here. Some of the goals from that plan fall under the Complete Streets section of goals and policies, and are therefore listed in that section.

Non-Motorized Transportation Goal: Provide a safe and useable network of bicycle and pedestrian facilities throughout the region as a means to lessen dependence on vehicular travel and improve the health of Mendocino County’s residents.

Objectives	Policies
Maximize funding opportunities for local agencies to develop and construct bicycle and pedestrian facilities.	Update the regional Active Transportation Plan on a timely basis to ensure local agency eligibility for Active Transportation Program funds and other grant programs.
	Provide support to local agencies in pursuing grant funding such as Active Transportation Program funding.
	Continue to reserve and allocate 2% of Local Transportation Funds for bicycle and pedestrian projects.
	Seek funding for needed improvements, and consider RIP funding and other state and federal grant sources.
Provide a non motorized transportation network that offers a feasible alternative to vehicular travel.	Prioritize improvements providing access to schools, employment and other critical services.
	Prioritize projects that link to an existing facility or provide connectivity.
	Fund planning activities in MCOG’s Work Program to identify priority improvements for commute purposes, such as safe routes to schools plans.
	Consider the addition/improvement of bicycle and pedestrian facilities when planning and implementing local street and road improvements.
Encourage healthier lifestyles through increased walking and biking.	Coordinate with health organizations to promote alternative forms of transportation.
	Support educational programs to promote increased walking and biking.
	Encourage development adjacent to existing pedestrian and bicycle systems.

<p>Improve property value and strengthen local economies through more accessible commercial and residential areas.</p>	<p>Encourage the addition of pedestrian and bicycle improvements in local business areas and existing residential areas.</p>
<p>Provide context sensitive facilities.</p>	<p>Encourage flexibility of design standards in order to allow facilities in very rural or built-out areas</p>
	<p>Work with State or Federal agencies to allow design exceptions when needed.</p>

Facility Maintenance Goal: Maximize investment in non-motorized transportation facilities through maintenance.

Objectives

Policies

<p>Maintain active transportation facilities in order to ensure their continued use and availability.</p>	<p>Each local agency shall be responsible for conducting the maintenance of active transportation facilities within their jurisdiction, unless an alternative agreement exists. A variety of funding sources should be considered for maintenance activities.</p>
	<p>If appropriate, local agencies may enter into maintenance agreements with other agencies or organizations for continued maintenance of active transportation facilities.</p>

TRANSIT

The Mendocino Transit Authority is the Consolidated Transit Service Agency for Mendocino County and provides the majority of transit services throughout the county, including support for paratransit services provided by non-profit organizations. Although MTA has their own board of directors which sets policies for the transit agency, MCOG does have an active role in transit. The following are MCOG’s goals, objectives and policies related to transit. MTA’s goals and policies can be found in their Short Range Transit Development Plan (March 2012).

Goal: A coordinated and effective public transit system, which serves the needs of the citizens of Mendocino County, to the extent feasible.

Objectives

Policies

<p>Fund public transit services to the extent that there are demonstrated transit needs, existing service demonstrates good performance, and resources are available.</p>	<p>Conduct annual unmet transit needs process.</p>
	<p>Continue to maximize Transit Development Act funding for Mendocino Transit Authority and maintain a capital reserve fund.</p>
	<p>Pursue all available funding for transit operations and capital needs, including consideration of RIP funds for transit capital</p>

	needs when appropriate as well as acting as official grant applicant when appropriate.
	Continue funding the LTF Reserve Fund to ensure transit continuity when LTF revenues fail to meet projections.
Ensure that transit operates in an efficient and effective manner.	Prepare coordinated transportation plans as required, identifying opportunities for coordination or consolidation in services.
	Fund and coordinate triennial performance audits and annual fiscal audits of MTA.
	Conduct annual meetings of the Transit Productivity Committee to review transit system performance and review/adjust performance standards.
	Consider the needs of the transit system (bus stops and bike/pedestrian access) when planning roadway improvements
Support transit needs of seniors, the disabled, and low income individuals.	Coordinate annual grant programs, such as FTA Section 5310, programs and provide assistance to agencies in preparing applications as appropriate.
	Conduct meetings of the Social Services Transportation Advisory Committee, a minimum of once each year. Involve the SSTAC in transportation planning activities as appropriate.

RAIL TRANSPORTATION

Goal: A fully operational rail transportation system connecting Mendocino County to interregional, state and national rail system service, providing safe and efficient access for freight and passenger movement.

Objectives

Policies

Provide support to rail operators as appropriate.	Coordinate with NCRA in planning efforts providing support as needed and appropriate.
	Monitor activities of NCRA, assuring the protection of MCOG and its member jurisdictions investments.
	Maintain policy support and encourage funding by State and Federal agencies for rail planning and implementation.
Encourage full use of rail right of way.	Coordinate and encourage efforts to create multi use trails within rail right of way, while retaining use of rails and insuring public safety.
	Support retention of rail right of way for transportation and other public purposes in the event of railroad closure or abandonment.
Improve economic vitality of the region through rail related tourism.	Support coordination between the tourist industry and rail providers.

AVIATION

Goal: A safe, efficient, and well maintained system of airports that meet the aviation needs of Mendocino County residents, visitors, commerce, and emergency services.

Objectives	Policies
Ensure the long term stability of the Region’s airports through resolution of land use issues.	Encourage adoption and periodic update of Comprehensive Land Use Plans (CLUPs) for each airport.
Improve air facilities and maintain each airport at an acceptable level of service and in good repair.	Support airport facility owners in grant application processes and with communication/coordination with the Division of Aeronautics, the California Transportation Commission, and the F.A.A.

MARITIME

Goal: An adequate, well maintained, safe and efficient system of maritime facilities that meet the regional and interregional needs of commercial, recreational, and emergency services maritime vessels.

Objectives	Policies
Maintain and improve existing publicly owned maritime facilities	Support the identification and allocation of resources for maritime facilities at Noyo Harbor and Arena Cove.
Develop future maritime facilities based upon adopted master plans.	Support the development of future maritime facilities that are based upon established needs, are financially viable, and are consistent with general plans.
Provide adequate public access to maritime facilities.	Support the maintenance and improvement of public access (streets/roads, bikeways, pedestrian facilities and transit) to established maritime facilities.

TRIBAL TRANSPORTATION

Goal: For Tribal residents within Mendocino County to have safe, effective, functional transportation systems, including streets, roads, pedestrian and bicycle facilities and transit.

Objectives	Policies
Implement activities in a knowledgeable, sensitive manner respectful of tribal sovereignty.	Consult with and involve the tribes in the development of planning documents. Routinely, this applies to development of the Regional Transportation Plan and the biennial State Transportation Improvement Program.
	Provide the tribes with information regarding various Federal, State, and local transportation grant programs for which they may

	qualify.
	Routinely transmit MCOG's policy and program recommendations, actions, and information having potential effects on the tribes' land or resources to the tribes.
Establish and maintain government-to-government relationships with the tribes in order to establish clear and open, ongoing communication between MCOG and the tribes	Meet with the tribes to review the status of the government-to-government relationships and exchange information, as appropriate.
Provide a transportation network that safely and sufficiently provides access between tribal lands and their surrounding communities.	Coordinate with tribes to consider financial partnership on projects that serve tribal lands.
	Coordinate with tribes and surrounding communities to identify safety concerns on the transportation network serving their areas.

FINANCIAL POLICIES

Goal: To provide proper stewardship of transportation resources and maximize the effectiveness of these resources to fulfill RTP goals and objectives.

Objectives

Policies

Maximize the effectiveness of transportation funding resources.	Prioritize transportation projects which fulfill multiple RTP goals and objectives, when selecting or nominating projects for funding.
	Reserve a portion of funds made available through the Surface Transportation Program (or subsequent program adopted by Congress) for the purpose of partnering with local agencies and Caltrans to construct regional priority transportation projects.
	Direct Regional Improvement Program (RIP) funding in the State Transportation Improvement Program (STIP) to capital projects: (1) on state Highways (2) on major local highways that connect to State Highways (3) on major local highways that facilitate through traffic or otherwise relieve State Highways, or (4) on major local highways that serve communities not served by the State Highway system.
Ensure planning and construction funds are awarded to projects with a plausible financing plan that will lead to timely construction of projects.	Require funding plans to be submitted as a component of all applications for MCOG planning, project development, right-of-way, and construction funding. Funding plans are to be commensurate with project complexity and are to ensure that regionally funded projects are feasible, fundable, and timely.
Diversify funding sources for transportation projects.	Encourage agencies to federalize transportation projects that are eligible for federal funds, if feasible.
	Prioritize projects within those agencies that have provided matching funds for a project, not limited to transportation

	funding.
	Assist local agencies in identifying and obtaining local funding sources such as transportation development fees and local transportation sales taxes.
	Consider MCOG sponsorship and/or matching fund commitments for transportation planning grants that will further the goals and objectives of the RTP.
Secure grant funding for local capital transportation projects from competitive, state and federal sources.	Conduct planning activities that promote grant eligibility, such as the Coordinated Human Services Transportation Plan and regional bikeway plan.
	Consider funding sources, such as RSTP, for conducting project development activities, including environmental review and design, in order to have construction ready projects.
	Consider acting as implementing agency when applying for grant funding for priority construction projects when no other agency is able to act as such, particularly for projects that have multiple jurisdictional benefits, such as along a state highway that serves as Main Street in a local community.
Secure reliable, ongoing funding for systems preservation efforts on local streets, roads and bridges in order to protect investment in existing system.	Support and participate in statewide and regional efforts to examine the rehabilitation and maintenance needs of existing transportation networks.
	Encourage the California Transportation Commission to reconsider their low prioritization of roadway reconstruction projects.
	Pursue local funding options for maintenance and rehabilitation, such as a transportation sales tax.

STATE HIGHWAY SYSTEM ELEMENT

SYSTEM DEFINITION

In Mendocino County, there are approximately 391 centerline miles of State Highway. This system is made up of major highway corridors of interregional significance as well as many miles of rural highways that still play a major role in the region as they act as Main Street to many communities. Exhibit 2 (Appendix E) presents the region's State highway corridors.

Three highway corridors in Mendocino County are components of the Interregional Road System and are of regional significance as well:

US 101 The corridor of preeminent importance is the US-101 Highway Corridor, serving as the major north-south route connecting the region to the rest of the state. This corridor is quite literally the lifeline for economic and social activity in the region, and as such, improvements to this corridor have the most direct impact on residents of the County. US-101 is on the national Highway System (NHS) and is recognized in the 2015 Interregional Transportation Strategic Plan as the primary transportation facility for interregional travel in the North Bay and North State.

SR 20 State Route 20 is also a corridor of interregional and regional significance, providing a generally east-west route from the coast near Fort Bragg to Interstate-80 in the Sierras, passing through Lake County on our eastern boundary. Route 20 is an essential link to the coastal areas for summer recreational travel; and is an important goods movement route connecting the US-101 Corridor with the I-5 Freeway in the upper central valley. The SR 20 segment between US-101 and Interstate-5 is also recognized in the 2015 Interregional Transportation Strategic Plan as an important east-west highway facility.

SR 1/SR 128 The third corridor of regional significance is a combination of two road segments: State Route 1 (SR-1) from the junction with State Route 128 (SR-128) north to the route's terminus at the Junction with US-101; and SR-128 from its junction with SR-1 along the coast to the Mendocino/Sonoma County line. This segment of SR-128 connects with US-101 to the east (near Cloverdale), passing through Anderson Valley to the coast. SR-1 is an important recreational access route and has also been designated as the Pacific Coast Bike Route.

Other Routes In addition to the major highway corridors, there are a number of rural State highways that run throughout the county, many of which act as "Main Street" to some of the unincorporated communities of Mendocino County. Because of the role these highways play in local communities, their needs are sometimes just as critical as those of the major highway corridors. Examples of these routes include SR 162 through Covelo, SR 253 which provides access to Anderson Valley, SR 175 in the community of Hopland and SR 222 which provides access to the Talmage area.

NEEDS ASSESSMENT: ISSUES, PROBLEMS AND CHALLENGES

Two major principles emerge in addressing needs assessment for the State Highway corridors: Filling the gaps in the existing highway segments, and implementing high priority safety/mobility improvement projects on the existing highway system. The role of Highway US-101 is critically important to Mendocino County for economic and primary access needs. Indeed, this route is the very “lifeline of the North Coast”, from the San Francisco Bay Area to the Oregon border. The Route Concept Report for US-101 calls for the highway to be developed as a four-lane freeway/expressway facility throughout Mendocino County, with the exception of the stretch from Leggett to Red Mountain. Planned improvements to this facility will consider the “route concept” and other factors such as environmental and fiscal constraints in developing improvement projects within the US-101 corridor.

US-101 Bypass of Willits

The US 101 bypass of Willits rerouted vehicles and large truck traffic from the heart of the community to a new facility just east of the city. Phase I of the project was opened to the public in November of 2016. While Phase I included construction of only a two lane facility, right-of-way and environmental clearance for the full four-lane facility were completed with Phase I. Construction funding is not expected to be available for Phase II within the timeframe of this plan.

US-101 North Hopland Freeway/Expressway

The Hopland Bypass had been the region’s number two priority major State highway improvement project for some time. Caltrans had programmed funding for environmental review of the bypass as well as widening to four lanes of the North Hopland segment within a single environmental document. During the later stages of environmental review it became apparent that there will not be financial resources to build the bypass within the foreseeable future. The environmental document was amended to concentrate in the area north of Hopland where two-lane segments and at-grade intersections present safety and operational concerns. It is not anticipated that elements of the bypass component will be considered during the 20-year horizon of this plan; however smaller scale projects that address safety and operational concerns in the North Hopland segment may be considered in the 10-20 year period.

US-101 through Richardson Grove (in Humboldt County)

It is recognized that there are environmental concerns with creating a four-lane section through Richardson Grove State Park into Humboldt County, however the preservation of rights-of-way and the protection of existing route designations is essential to the long-term well being of the region. For the foreseeable future, it is unlikely that any significant improvements will occur to the roadway through the State park.

State Route 20

Over the timeframe of this plan, there will be capacity and safety concerns on SR 20 (in particular the Principal Arterial segment into Lake County) that will need to be addressed.

Significant improvements along this corridor are unlikely to become a priority during the 20 year period. Safety issues that are of particular concern are those at the intersection of SR 20 and Blosser Lane/Coast Street in the Willits area. The intersection lies along an elementary school route. The wide intersection and high speeds make it dangerous for school children. Walking and biking to school is discouraged by the school due to the unsafe conditions. Improvements for pedestrian safety at this intersection were among the biggest concerns during public outreach in the area. Projects to address this need are included in the Active Transportation section of this plan.

The State Highway as “Main Street”

In many Mendocino County communities, the State highway serves as “Main Street”. Community values must be balanced with transportation needs to ensure that these communities are truly “livable.” Willits, Boonville, Fort Bragg, Elk, Point Arena, Gualala and Laytonville may all benefit through the implementation of Context Sensitive Solutions and Livable Community concepts through partnership with Caltrans. Enhanced livability can be attained through a number of “traffic calming” features that may be considered in communities where the highway is “Main Street”:

- Reducing the number of travel lanes
- Reducing lane width
- Installing transverse “rumble strips”
- Installing visual clues such as gateways, landscaping, raised medians, etc.
- Incorporating roundabouts
- Lowering speed limits
- On-street parking changes
- Improving pedestrian and bikeway features
- Adding street furniture

US-101 Interchanges in the Ukiah Valley

The Route 101 Corridor Intersection Study (TJKM Transportation Consultants, 2005) identified short range and long range safety and capacity improvements needed for US-101 interchanges in the Ukiah area. Some interim operational improvements have been made on the local streets that have relieved some of the problems in certain locations, however several have not been addressed. The short range projects will remain within the short range element of the RTP. All the long range projects will remain within the 20-year horizon of the RTP.

State Route 1 Improvements

The State Route 1 Corridor Study Update (W-Trans, 2008) is a periodic update of SR1 needs required by the California Coastal Act. The study identifies existing (2010) improvement needs as well as those identified for 2020 and 2030. It is expected that certain projects identified in this study will emerge as projects in both the short range and long range projects as funding resources are identified.

Another study related to needs along SR 1 is the District 1 Climate Change Vulnerability Assessment and Pilot Study, conducted in 2014. This study looked specifically at the area of SR 1 around the Garcia River, which is subject to regular flooding. This study identified adaptation strategies to address potential impacts of climate change. Addressing the issue of SR 1 closures in this area was the biggest concern expressed in public comment in the South Coast area. Regular flooding of the area leaves residents cut off from their homes or work. Because

Other Areas

As regional growth occurs, safety and operational concerns become identified at locations where State highways and local streets and roads intersect. Improvements to geometrics or traffic control should be considered to mitigate these concerns.

ACTION PLAN: PROPOSED PROJECTS

Short-Range Projects (10 years)

Short-range is defined as a time frame of one to ten years into the future. However, given the amount of time involved in developing funding, preparing planning studies, integrating project design and environmental impact and mitigation actions, and then implementing construction of a highway facility, it is difficult to deliver a major project in less than ten years.

The projects identified in this section of the Regional Transportation Plan are those that improve vehicular travel on State Routes. Projects on these routes that primarily benefit bicycle and pedestrian transportation are identified in the Non-Motorized Transportation Element of this plan.

The 2018 Interregional Transportation Improvement Program (ITIP), which programs the State's share of State Transportation Improvement Program funding did not identify any projects for funding in Mendocino County. At this point, all projects identified here are conceptual in nature, with no programming identified. The only exception is the Gualala project, which has RTIP funding committed for project development.

SR 1 – Garcia River Flooding. The stretch of SR 1 between post mile 17.52 and 18.5 near Point Arena is subject to closure as a result of frequent flooding of the Garcia River. When the closures occurs, it leaves the City of Point Arena cut off from residences to the north, splits the Manchester-Point Arena Band of Pomo Indians tribal lands, and blocks emergency services. Addressing this issue was the biggest topic of concern expressed through public input collected in the South Coast area. Caltrans is currently exploring the feasibility of four possible alternatives to address the issue. It is anticipated that one of these options will be pursued in the short term time frame of this plan.

Alternative 1: Raise the grade of SR 1 over the flood-prone segments.

Alternative 2: Bypass SR 1 by using the existing Windy Hollow Road alignment. This would require construction of a new bridge on Windy Hollow Road across the Garcia River and improvements to Windy Hollow Road including widening.

Alternative 3: Bypass SR 1 using a combination of the Windy Hollow Road alignment and a new alignment between Hathaway Creek and the Garcia River, including a new bridge over the Garcia River which would reconnect with Windy Hollow Road.

Alternative 4: Raise the grade of the flood prone section of SR 1, as proposed in Alternative 1, then bypass the larger river bottoms on a new alignment starting at PM 17.82 climbing the hill-face above the Garcia River coastal plain, then crossing the Garcia River on a new bridge.

Men-101 (Various) – Ukiah Area Interchanges The US 101 interchanges in the Ukiah area have, for many years, been plagued by operational problems caused by outdated design, improper spacing, and other issues. A study has been completed (*Route 101 Corridor Interchange Study*) that analyzed and recommended improvements to these interchanges to improve operation, safety, and circulation in the Ukiah area. The study contained the following recommended short term operational and/or safety improvements (cost estimates shown are in 2005 dollars). Completion of these projects, as funding permits, will be a priority.

- E. Perkins St./Southbound Ramps Signal - \$230,000
- E. Perkins St./Northbound Ramps Signal - \$230,000
- Re-stripe/add a lane on Route 101 at N. State Street - \$160,000

In addition to these projects, the study identified signalization of the North State Street Southbound ramps. However, Caltrans determined that geometric improvements would provide more favorable operating conditions than signalization. Following the 2005 study, the County of Mendocino sponsored another study in 2013 to evaluate alternatives for improvements at the North State Street interchanges and adjacent intersections. The preferred option from the study includes four (4) roundabouts (probably single lane) installed along North State Street at Ford Road/Empire Drive, KUKI Lane, US 101 Southbound on-ramp intersection and at the US 101 Northbound on/off-ramp intersection. In addition, this concept provides for the realignment of Lovers Lane to the new roundabout located at the Southbound US 101 on-ramp. This concept includes medians throughout the corridor with center island areas for median separation and hardscaping. The conceptual estimate cost for Concept 2B is \$5,645,000, which would include improvements at the interchanges as well as the County Road intersections.

Men-101 Laytonville (68.78-69.51) In January 2008, the *Laytonville Traffic Calming and Downtown Revitalization: Planning for a Livable Community* plan was adopted. It was the product of a Caltrans Community Based Transportation Planning Grant administered through MCOG and involving Caltrans District 1, the Laytonville Municipal Advisory Committee, Mendocino County, the Local Government Commission, and the Cahto Tribe. Although the plan addresses a wide range of elements, some of the improvements planned involve the State right-of-way along US 101. Some improvements have been made through downtown Laytonville as part of a vertical curve realignment in the vicinity of the intersection with Branscomb Road,

which included lighting, sidewalks and some basic intersection improvements. The community remains concerned about the ability for pedestrians to safely cross US 101 in the downtown area.

Men-SR-1- Gualala (0.00-1.02) In March 2009, the *Gualala Downtown Design Plan (RRM Design Group)* was completed and accepted by MCOG. This was the second of two Community Based Transportation Planning Grants acquired through Caltrans and administered by MCOG. The *Gualala Downtown Design Plan* identifies community priorities for the downtown streetscape that include driveway consolidation, turning bays, median islands, crosswalks, sidewalks/pedestrian paths, parking, and bikeways. Virtually all of the priority improvements entail use of or encroachment upon SR 1 right-of-way. The bicycle and pedestrian components of this project are included in the Non-Motorized Transportation Element of this plan as well.

The environmental component of this project is funded by the Mendocino Council of Governments in the STIP. Work on this project component was started in FY 2016/17. Design, right of way, and construction funding will need to be programmed for this project within the short range time frame of this plan. Right of way costs are estimated at \$200,000 for the project and construction ranges from approximately \$2.4 million to \$2.8 million.

2016 State Highway Operations and Protection Plan (SHOPP) Projects

SHOPP projects by definition are short-range program improvements. These projects are from funding identified expressly for safety, operations, maintenance, or rehabilitation needs on the state highway system. The SHOPP includes four years of programming and is adopted simultaneously with the State Transportation Improvement Program (STIP) every two years. Although MCOG is allowed input in development of the SHOPP, the State has sole discretionary authority over the use of SHOPP funds. Table 2 lists SHOPP projects identified for Mendocino County in the 2016 SHOPP (current as of the August 2017 CTC meeting):

Table 2
2016 SHOPP Projects

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>FY</u>	<u>Total Cost</u>
1	62.1/78.9	In and near Fort Bragg, from Pudding Creek Bridge to 0.6 mile north of Wages Creek Bridge. Pavement rehabilitation.	2018-19	\$15,113
1	43.3/44.2	Near Albion, from 3.0 miles north of route 128 junction to 0.2 mile north of Albion River Bridge No. 10-0136. Bridge Replacement. (G13 Contingency Project)	2019-20	\$19,296
1	42.4/43.3	Near Albion, from 2.2 miles north of Route 128 junction to 0.2 mile north of Salmon Creek Bridge No. 10-0134. Bridge replacement. (G13 Contingency Project)	2019-20	\$ 18,527
1		In and near Fort Bragg at Little River Bridge No. 10-0178, at Jack Peters Bridge No. 10-0150 and at Pudding Creek Bridge No. 10-0158. Upgrade and replace barrier rails and bridge replacement.	2019-20	\$ 27,371

1	41.8/42.3	Near Albion, from 1.5 miles north of Route 128 to 0.1 mile south of Navarro Ridge Road. Widen for standard shoulders, and install rumble strips and guardrail.	2019-20	\$ 3,943
1	31.4	Near Fort Bragg at Elk Creek Bridge No. 10-0120. Replace and upgrade bridge rails.	2019-20	\$ 12,416
1	42.3/42.5	Near Albion, at Navarro Ridge Road. Improve drainage, repair erosion, widen shoulders, and repair roadway.	2019-20	\$ 2,527
1	0.0/15.0	In and near Point Arena, from Sonoma County Line to 0.1 mile south of Mill Street. Pavement rehabilitation.	2019-20	\$ 16,602
1	6.5/9.5	Near Gualala, from 0.4 mile north of Havens Neck Drive to 0.5 mile south of Iverson Road. Widen shoulders and install edge-line rumble strips and guardrail.	2019-20	\$ 4,070
1	71.2/71.4	Near Fort Bragg, from 0.03 mile south to 0.07 mile north of Abalobadiah Creek. Curve improvement and shoulder widening.	2019-20	\$ 5,195
1	75.5/76.5	Near Westport, from 0.6 mile to 1.4 miles north of Blue Slide Gulch. Repair slide damage and settlement of roadway.	2016-17	\$ 5,550
1	104.4	Near Leggett, at 1.2 miles south of Route 101. Remove slide debris, stabilize slope, and conduct further geotechnical investigations to develop final scope of repairs.	2016-17	\$ 3,080
1	78.0/83.5	Near Westport, from 0.3 mile south of Wages Creek Bridge to Soldier Point Sidehill Viaduct. Remove slide debris, repair drainage systems, stabilize slope, reconstruct roadway, and conduct further geotechnical investigations to develop final scope of repairs.	2016-17	\$ 3,550
1	38.5/40.5	Near Albion, from 0.4 mile south of Navarro Bluff Road to 0.2 mile north of Route 128. Remove debris from bridge pier and repair drainage systems.	2016-17	\$ 535
1	34.4/38.4	Near Elk, from 0.5 mile north of Philo Greenwood Road to 0.5 mile south of Navarro Bluff Road. Repair slipout, repair sinkhole, and replace large-diameter culvert.	2016-17	\$ 1,630
101	R0.1/R9.6	Near Hopland, from 0.7 mile south of Geysers Road to Hopland Overhead. Pavement rehabilitation.	2018-19	\$ 16,015
101	47.1/47.6	In Willits, from south of Willits Creek Bridge to north of Casteel Lane. Upgrade pedestrian facilities.	2016-17	\$ 3,696
101	58.9/82.5	Near Laytonville, at Moss Cove Safety Roadside Rest Area (SRRRA); also at Irvine Lodge SRRRA (PM 61.8) and Empire Camp SRRRA (PM 82.5). Upgrade potable and wastewater systems.	2019-20	\$ 10,228

101	R0.7/3.0	Near Hopland, from 0.1 mile north of the Russian River Bridge and Overhead to 0.1 mile south of Comminsky Station Road. Install median barrier.	2016-17	\$ 5,034
101	48.1/49.1	Near Willits, from 1.6 miles north of Route 20 to 2.3 miles north of Route 20, at Upp Creek Bridge No. 10-0070. Replace existing box culvert with bridge to improve fish barrier passage.	2016-17	\$ 6,507
101	R24.5	In Ukiah, at East Perkins Street Overcrossing No. 10-0193. Repair bridge from high load hit, four of six concrete girders have been struck.	2016-17	\$ 1,195
101	49.4	Near Willits, at 1.3 miles north of Upp Creek. Remove and replace failed box culvert crossing, reconstruct roadway, and install erosion control measures.	2016-17	\$ 1,175
101	R104.7/R105.3	Near Piercy, from 0.9 mile north of Route 101/271 Separation (Piercy) to 1.3 miles south of South Fork Eel River Bridge. Remove slide debris and stabilize slope.	2016-17	\$ 1,710
101	R43.2	Near Willits, at 0.8 mile south of Route 20. Remove slide debris, stabilize and reconstruct slope.	2016-17	\$ 2,425
101	R87.5	Near Cummings, at 0.2 mile south of Route 271. Remove slide debris, stabilize slope, dewater saturated soils, repair and improve drainage system, and reconstruct shoulder.	2016-17	\$ 2,640
101	97.1	Near Leggett, at 0.3 mile south of Bridges Creek. Remove slide debris, install rockfall protection measures, and restore roadway.	2016-17	\$ 1,630
101	64.0/82.0	Near Laytonville, from 0.7 mile south of Sloan Road to 0.8 mile north of Bell Springs Road. Repair accelerated pavement failure.	2016-17	\$ 10,015
101	R84.0/R85.5	In Cummings, from Rattlesnake Creek to 0.8 mile north of Route 271 Separation; also on Route 271, from Route 101 to 0.7 mile south of Marion Lane (PM 0.0 to PM 4.0). Stabilize slide and reconstruct roadway.	2016-17	\$ 7,000
101	37.0/40.0	Near Willits, from 1.8 miles north of Heart Arrow Trail to 0.4 mile south of Mariposa Creek Road. Stabilize slope and repair roadway.	2016-17	\$ 3,900
128	0.0/17.9	Near Navarro, from Route 1 to Mill Creek Bridge; also near Philo, from Indian Creek Bridge to Con Creek Arch Culvert (PM 23.3/R26.8). Pavement rehabilitation.	2017-18	\$ 21,233
128	0.5/1.5	Near Albion, from 0.5 mile east of Route 1 to 1.5 miles east of Route 1. Repair sinkhole and repair drainage systems, and restore roadway.	2016-17	\$ 1,020
162	11.5/11.8	Near Dos Rios, from 1.4 to 1.7 miles east of Rodeo Creek Bridge. Construct soldier pile walls and drainage galleries.	2018-19	\$ 13,565
162	16.1	Near Dos Rios, at 0.9 mile east of Laytonville-Dos Rios Road. Stabilize roadway.	2016-17	\$ 8,880

162	R0.0/16.2	Near Laytonville, from Route 101 to 1.0 mile east of Middle Fork Eel River Bridge. Remove slide debris, stabilize slope, repair drainage systems, and repair roadway.	2016-17	\$ 2,500
175	1.6	Near Hopland, at 0.4 mile east of Harrison Street. Reconstruct embankment washout, install rock slope protection (RSP), replace culvert, and repair roadway.	2016-17	\$ 745
175	5.0/9.0	Near Hopland, from 1.0 mile east of Buckman Drive Road to 0.5 mile east of McDowell Sidehill Viaduct. Construct soldier pile retaining walls and repair roadway.	2016-17	\$ 3,700
20	33.3/34.4	Near Ukiah, from east of Route 101 to east of Road 144 at Russian River Bridge and Overhead No. 10-0182. Rehabilitate bridge deck. (G13 Contingency Project)	2019-20	\$ 5,726
20	R37.8/R38.4	Near Calpella, from 0.1 mile west of Cold Creek Bridge to 0.5 mile east of Potter Valley Road. Install safety improvements at the intersection.	2017-18	\$ 4,075
20	16.9/17.2	Near Fort Bragg, from 0.34 mile west of Road 200A to 0.13 mile west of Road 200A. Widen shoulders, install center and edge-line rumble strips, and install guardrail.	2018-19	\$ 4,518
20	20.8	Near Willits, at 0.8 mile east of James Creek Bridge. Remove slide debris and stabilize slope.	2016-17	\$ 705
20	36.4	Near Calpella, at East Fork Russian River Bridge No. 10-0184. Repair bridge deck.	2016-17	\$ 1,870
253	1.4/1.8	Near Boonville, from 0.9 mile east to 1.3 miles east of Anderson Creek Bridge. Repair slide.	2016-17	\$ 6,546
253	0.0/13.0	Near Boonville, from Route 128 to 0.1 mile east of Butler Ranch Road. Repair and replace culverts, repair slipouts, and restore roadway.	2016-17	\$ 2,150
271	17.7/18.0	Near Piercy, from 0.7 mile north of Routes 271/101 separation Bridge No. 10-0217 to 0.4 mile south of Sidehill Viaduct No. 10-0100. Replace bridge.	2017-18	\$ 9,817
VAR		On Route 101, in Willits at Baechtel Creek Bridge No. 10-0013 (PM 45.89); On Route 128, at 34.1 miles west of Ukiah at Beebe Creek Bridge No. 10-0052 (PM 38.8); also on Route 20, at 8.5 miles east of Route 101 at North Fork Cold Creek Bridge No. 10-0072 (PM R41.87). Scour mitigation.	2016-17	\$ 2,361
VAR		In Mendocino County, at various routes and at various locations. Mitigate environmental impacts.	2017-18	\$ 5,776

Long-Range Projects (10 to 20 years)

Long-range projects are those that might be implemented within the next twenty years, but in all likelihood will not be acted upon until well past the twenty-year time frame. These projects are, however, still needed and form the basis of anticipated long-range projects that MCOG would recommend if additional funding becomes available.

US-101 Corridor Projects

Men-101 (43.7/54.8) – Willits Bypass Phase II Phase I of the US 101 bypass of Willits was completed in 2016. Although funding needed to complete Phase II has not yet been identified, the second phase needs to be identified in the Long Term project range in order to be consistent with the EIR/EIS that states that the project shall be a four-lane facility. With right-of-way and environmental mitigation funded in Phase I, design and construction funding will be required for Phase II.

Men-101 (Various) – Ukiah Area Interchanges As mentioned previously, a study was completed to analyze the functionality and recommend improvements for US 101 interchanges in the Ukiah area (*Route 101 Corridor Interchange Study, TJKM Transportation Consultants, 2005*). While minor operational/safety improvements can be pursued in the short term, large scale construction projects will necessarily take place in the long-range timeframe of this plan or beyond. These projects will be a priority in order to protect US-101 capacity and operating characteristics and maintain good quality connections to the local roadway system as the population of the Ukiah Valley inevitably grows. The following long range improvements were identified in the study:

- Route 101 at Lake Mendocino Drive
 - Signal at 101 Southbound Ramp/Lake Mendocino Drive intersection
 - Increase acceleration lengths for both N. bound and S. bound on ramps
- 101 at North State Street
 - Realign southbound on and off-ramps to meet at single signalized intersection
 - Increase acceleration length for southbound on-ramp merge onto southbound mainline
- 101 at East Perkins Street
 - 101 at East Perkins – Increase acceleration length of northbound on-ramp
 - Add auxiliary lane connecting northbound off-ramp with upstream northbound on-ramp from East Gobbi St interchange
 - Widen East Perkins Street Overcrossing as needed
- 101 at East Gobbi Street
 - Add auxiliary lane connecting northbound on-ramp with downstream northbound off-ramp at East Perkins Street interchange
 - Widen East Gobbi St Overcrossing as needed
- US 101 at Talmage Road (SR 222)
 - Add signals to northbound and southbound ramp intersections
 - Widen Talmage Road Overcrossing as needed

Men-101 (13.0/17.6) – North Hopland. It is expected that one or more projects will be developed to address safety and operational concerns on two-lane segments and at at-grade intersections in the North Hopland corridor. These projects will likely be in a state of readiness to consider for funding during the Long Range time frame of this plan.

State Route 1/State Route 128 Projects

Bridge Projects Two bridges—the Albion River Bridge and Salmon Creek Bridge—are planned for replacement and are currently in the preliminary engineering stage. In addition, four bridge rail replacement projects on Route 1 are planned for bridges at Little River, Jack Peters Creek, Russian Gulch, and Pudding Creek. In addition to new bridge rails, 8-foot shoulders will be added.

Men SR-1 (Various) The *State Route 1 Corridor Study Update (W-Trans, 2008)* is a periodic update of SR1 needs required by the California Coastal Act. The study identifies existing (2010) improvement needs as well as those identified for 2020 and 2030. It is expected that intersection and highway segment projects identified in this study for 2020 as well as those that remain incomplete from 2010 will be considered for funding in the Long Range time frame.

Men SR-1 (Various) Safety and operational projects at various locations on State Route 1 based on regional and local agency priorities. These improvements may include shoulder widening, pavement overlay, drainage improvements, and, where possible, realignment to improve sight distance deficiencies

Men SR-1 (Various) Projects at various locations on State Route 1 based on regional and local agency priorities. These improvements may include geometric improvements, driveway consolidation, crosswalk enhancements, scenic beautification, walkway and bikeway improvements, and other “livable community” features.

Men SR-1 (59.8/62.3) Operational improvements through the City of Fort Bragg, including two-way left turn lanes, widening, signal installation, roadway lighting, and asphalt overlay on SR-1 from Junction with SR-20 to 2.5 miles north.

Men SR-1 (62.1/64.1) Construct a two way left turn lane on State Route 1 from Pudding Creek to 0.1 mile south of Odom Lane.

Men SR-128 (Various) Operational improvements, including barrier stripe mitigation projects, turnouts for slow vehicles, shoulder widening at critical locations, and selective realignment projects will be programmed and constructed based on regional improvement priorities.

PERFORMANCE MEASURES

The State of California has invested a great deal of time and energy in developing applicable performance measures for California’s transportation system. However, for the most part these measures are aimed at the large metropolitan areas, with their accompanying problems of traffic congestion, complex roadway systems and significant capacity constraints. The following performance measures are suggested to evaluate corridor goals and objectives:

Table 3
State Highway Corridors Performance Measures
Mendocino County

Performance Measure	Indicator(s)	Data Source(s)
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Safety/Security		
Improve Traffic Accident Rates for Corridor segments which exceed the statewide average (for comparable facility type) by more than 25% of the base rate to the statewide average or lower.	<ul style="list-style-type: none"> ➤ Reduce number of motor vehicle accidents of all categories, (Fatalities, Injuries, Property Damage) over four-year plan lifetime. ➤ Reduce severity of collisions over four-year plan lifetime. ➤ Implement traffic safety improvement projects from prioritized list of safety enhancement projects, reducing number of high accident locations. 	Accident statistics collected by Caltrans, District 01, Safety Division; accident reports from California Highway Patrol (CHP). Accident data from Mendocino County Department of Transportation coincides with CHP.
Install roadside telephone call boxes on corridor routes as part of implementation of Mendocino SAFE Program on all applicable highway routes.	<ul style="list-style-type: none"> ➤ Fully operational call boxes located at appropriate distances along the designated corridors of Regional Significance; and meeting all design criteria for call box location. 	MCOG management reports for call box performance; contractor progress reports for installation of call boxes throughout Mendocino County.
Mobility/Accessibility		
Number of new lane miles of full design standard facilities based on Facility Concept Plan and/or miles of operational improvements (or number of locations where operational improvements have been made).	<ul style="list-style-type: none"> ➤ Lanes of new highway capacity added to existing highway routes that are programmed for construction. ➤ Miles of highway improvements that widen shoulders, construct shoulders, construct truck lanes, construct passing lanes, or provide vehicle turnouts that are programmed for construction. 	Caltrans, District 01 planning and programming documents for project improvements in Mendocino County; MCOG RTIP projects; and Caltrans, District 01 Contractor Progress Reports for implementation of corridor projects.
Traffic flow on highway segments and congestion/delay associated with intersections and/or peak hour traffic demand. The action sought in terms of this measure is to improve traffic flow and reduce congestion at critical points on the system.	<ul style="list-style-type: none"> ➤ Determination of Level of Service on highway segments and seconds of delay at highway intersections per 2000 Highway Capacity Manual and modifications by Caltrans, District 1. Reference to highway intersections level of service can be modified to reflect a goal of maintaining LOS at a minimum of D and the LOS on highway segments at LOS C (unless constrained by topographical and/or environmental factors) in rural areas and D in urban areas. Where intersection turning movement data is not available, the entering volume on each leg of the intersection methodology can be used 	Results of baseline (2000) analysis of corridor segments compared with analysis of same corridor segments at end of RTP update time period. The analysis will use QRS II modeling, selected ground counts, HCP 2000 software for applicable LOS calculations.
Travel time on highway segments along Corridors of Significance between major origin and destination points within each corridor. The action sought in terms of this measure is the reduction of travel time by physical improvements to the system or improvement of traffic flow by altering traffic demand.	<ul style="list-style-type: none"> ➤ Delays during adverse weather conditions and due to major highway construction on corridor facilities. Number of instances of delays will be reduced by 25% by correction of historical weather related maintenance locations and strict adherence to construction zone traffic management plan actions. 	Incident reports from Caltrans and the Highway Patrol will be compiled for the base year and at the end of the RTP planning period.
Corridor Reliability		
Highway closures and delays due to construction and/or repairs on highway facilities that form Corridors of Significance.	<ul style="list-style-type: none"> ➤ Traffic flow delay. For intermittent highway closures, the maximum time delay will be twenty minutes or less. For temporary highway closures of an extended period, detour routes and/or traffic management programs shall not increase travel time by more than twenty minutes. 	Highway closure notices and reports from Caltrans, District 01 maintenance and incident response units; closure requests and records from Caltrans highway construction contractors. Data from existing and past highway interruption incidents will be compared with data from the next four years for the RTP planning period.

Environmental Quality		
<p>Environmental impacts, both short and long term, related to highway corridor operation, programmed improvements, and/or proposed improvements should be fully considered and analyzed; and adverse impacts avoided or mitigated consistent with the environmental review process. This measure is achieved by fully complying with environmental law and regulations.</p>	<p>➤ Environmental Assessment Reports, Environmental Impact Reports, focused environmental documents, and program level EIR findings for RTP elements. These documents, upon adoption, approval or a more formal Record of Decision (ROD) become the objective measures of environmental compliance.</p>	<p>California Office of Research and Planning Clearinghouse for environmental documents; local agency "lead agency" compliance reports; Caltrans, District 01 environmental division documents and reports.</p>
<p>Maintain Air Quality Standards at current levels of emissions, meeting EPA and CARB requirements for designation of MCOG as an Air Quality attainment region. The performance measure of "prevention of significant degradation" of air quality will be the key to maintaining Mendocino County's air quality position.</p>	<p>➤ Several emission particulate and compounds can serve as indicators of environmental health. These include: PM 10 particulate (dust), carbon monoxide (CO), and ozone precursors nitrogen oxides (NOX) and volatile organic compounds (VOC). The California Air Resources Board (CARB) has determined that Mendocino County is in non-attainment for PM-10, primarily because of the high amount of unpaved roads in the county.</p>	<p>Air Quality Emissions Almanac, annual publication of the California Air Resources Board, Air Quality Studies from Mendocino County Air Quality Management District.</p>

ACCOMPLISHMENTS SINCE LAST REGIONAL TRANSPORTATION PLAN

- Roundabout at SR 1 and Simpson Lane in the Fort Bragg area
- Completion of US 101 Bypass of Willits – Phase I

COUNTY MAINTAINED ROADS AND CITY STREETS ELEMENT

SYSTEM DEFINITION

The local street and road system is composed of streets within the incorporated cities and roads within the unincorporated areas of the County, both paved and unpaved. Facilities may range from narrow residential roads, to highly travelled thoroughfares and roadways providing primary connection and access into a community. They range from fairly extensive in the City of Ukiah to minimal in the City of Point Arena or the unincorporated community of Gualala. While most local streets are two-lane roadways, some four-lane roadway segments are being utilized in response to higher traffic demands in more populated areas.

NEEDS ASSESSMENT: ISSUES, PROBLEMS AND CHALLENGES

Pavement Condition

One of the greatest needs for the local street and road system is to address the backlog of deferred roadway rehabilitation and maintenance. The overriding need of the local communities, both incorporated and unincorporated, is to address the deteriorated state of the local serving road and street system. The 2017 Pavement Management Program update, indicated that approximately 50% of the County road system was in “poor” or “very poor” condition. An estimated expenditure of \$79 million over the next 10 years would be needed to bring the road system to a “fair” rating with an average Pavement Condition Index (PCI) of 60. The city of Ukiah has approximately 58% of their system in the poor or very poor category. Fortunately, with the recent passage of a local sales tax to be used for street rehabilitation and maintenance, plus new revenues expected from passage of SB 1, the City is poised to begin improving their PCI, increasing to a 66 in 10 years. Roughly 53% of the Willits street system is in poor or very poor condition with a 10 year budget need of \$5.7 million in order to bring the City’s PCI up to 53. The Cities of Willits, Fort Bragg and Point Arena have special half-cent sales taxes dedicated to improving the streets. Ukiah has a general half-cent sales tax with an advisory measure directing it towards street maintenance and rehabilitation. In addition to these local funding sources, the recent passage of Senate Bill 1 has created a funding source that is targeted toward street and road maintenance and will go directly to the local agencies. It is anticipated that the local agencies, particularly the cities, will be able to make some improvements to the condition of their pavement networks over the next few years.

While the need for maintenance and rehabilitation of the roadway system has overwhelmed other issues and concerns, there are, nevertheless, other transportation issues that impact the local and regional backbone roadway system. Some of the needs are related to completing gaps in the roadway system, some deal with traffic congestion at specific points on the roadway system and some needs are related to long range planning for changes in the overall roadway system.

Unsurfaced County Roads

Dirt (unsurfaced) roads constitute approximately 35% of the County's road network and are an often overlooked yet vital component of the County Maintained Road System. The County Director of Transportation has characterized the dirt roads as Resource/Recreation Access Roads, Very Low Volume, Remote Residential Roads, Higher Volume Residential Roads.

Resource/Recreation Access Roads (approximately 60 centerline miles) – Such roads typically support non-residential access needs and are truly dirt roads with little gravel surfacing. They were historically used by a relatively small number of land owners to conduct forest or agricultural activities, and limited or no winter access was acceptable. In general, the roads were minimally maintained by the County and were often worked by the land owners as they had need. The roads were historically accepted into the public system, such that public easements assured the owners rights to access their land.

These roads have now become magnets for 4-wheelers and the roads have become “recreational” in the wintertime. Presently, about half of the roads are closed each winter to prevent unauthorized, recreational usage. Some of these public roads are considered valuable as second emergency routes and there are many people who would like to see these roads improved to gravel road/all-weather status. Proponents also (rightly) point out that if these roads were improved, they would no longer be magnets for 4-wheelers, as the "fun" would be gone.

Very Low Volume, Remote Residential Roads (approximately 250 centerline miles) – These gravel roads serve homes on large lots that are very spread out and lead to private road systems that have additional residences. Historically, the County has applied a little more effort to these roads, as they need to accommodate users year-round. A cost-benefit analysis done by the County Department of Transportation (MCDOT) has shown that surfacing these roads would save maintenance costs and recoup the investment within 10 to 20 years. Although paving these roads is desirable, return on investment is marginal.

Higher Volume Residential Roads (50 centerline miles) – Such gravel roads historically served homes on larger lots, however, higher density development has been allowed in these areas thereby increasing traffic volumes. Some of these roads also serve public lands or private subdivisions. This has started to convert the functionality of the roads from "local road" to "minor collector" status. Generally, these roads require very frequent grading and gravel application. A cost-benefit analysis has shown that surfacing these roads would save maintenance coats and would recoup the upgrade investment within 5 to 10 years. The County would like to pave these roads, as they yield the best return on investment.

Vehicle Wear and Tear

Dirt roads develop chuckholes and washboards, which are hard on vehicles. Such conditions can re-emerge in a short time after grading. The County attempts to grade, compact and treat various roads with dust suppressant in the summer to help hold the surface together. Winter weather quickly degrades the surface of these roads, creating the need for grading in the springtime.

As long as these roads are gravel, maintenance crews can run the grader over deteriorated segments and efficiently fill multiple chuckholes. Gravel roads that are to be surfaced need to have adequate pavement structural sections built under them, either an asphalt pavement surface or multiple layers of chip seals applied at frequent intervals towards the beginning of the surfacing process. Otherwise, the newly-surfaced road won't hold up and would have functioned better as a gravel road.

Environmental Considerations

All dirt road surfaces produce sediment that migrates to streams. Analyses show that only about 15% of the County's road system is in close proximity to aquatic resource (blue line) streams. Limited resources necessitate that the Department prioritize efforts to first address sediment reduction in the more sensitive 15% portion of the road network. In general, the County aims to reduce sediment production from *all* County Maintained Roads. There is no way to eliminate sediment production from a dirt road. Surfacing would greatly reduce sediment, however, sediment production can never be 100% eliminated. Additional information on the County's procedures pursuant to the Clean Water Act can be found in Appendix D.

Major Improvements

Although there are many minor improvements that are needed on local streets and roads, the following key capacity increasing and operational and/or safety improvements have been identified.

- Orchard Avenue Extension: The County of Mendocino recently was awarded a planning grant to study the feasibility of a road extension of Orchard Avenue, to the north, just outside of the Ukiah city limits. The feasibility study will examine the best approach to extending Orchard from its current northerly terminus at the intersection with Brush Street, approximately 2.4 miles to the north. This extension will help vehicular circulation and provide an opportunity for improved non-motorized transportation infrastructure connecting multiple commercial areas. It will also provide an alternative route to North State Street and US 101.
- North State Street Improvements: Over the past decade, the County has worked to widen and improve the North State Street corridor from the US-101 interchange to Lake Mendocino Drive. The remaining improvements needed include operational improvements at intersections near the US 101 ramps in the area just north of the Ukiah City Limits. Improvements to North State Street will provide continuous facilities paralleling US-101 that will serve local activity centers on both sides of the freeway. This will be important for preserving future capacity of the freeway corridor through Mendocino County.

Unfunded Needs

- A second access to the Brooktrails Township has long been identified as a need. This project will provide an alternate access route to Brooktrails, a Planned Residential Development (PRD) of approximately 4,500-5,000 single-family dwelling units. At present there are an estimated 1,500 dwelling units constructed. A second access would relieve

traffic along Sherwood Road, currently the only access to the community, and provide an alternative during times of emergency. The County of Mendocino conducted initial analysis of a potential project. Funding needs of over \$22 million were identified for the project, which exceed any realistic expectation of available funding in the foreseeable future. Although a need exists, this project is unlikely to be pursued within the timeframe of this plan.

- Redemeyer Road extension across the Russian River is a project identified to complete a gap in a parallel route to US-101. The route will connect to Lake Mendocino Drive or North State Street on the north and to Old River Road on the south at the intersection with Talmage Road. This project will require a bridge across the Russian River and construction of a two-lane arterial with paved shoulders. Although this project has previously been identified as a need, and remains important for emergency ingress and egress purposes, there is no clear path for funding this project. It is unlikely to be pursued in the timeframe of this plan.
- An additional unresolved issue is the problem of flooding on SR 1 at the Garcia River. This segment of highway must be closed during times of heavy rains and high tide, preventing people from traveling to and from their homes, schools, shopping and employment. This can occur several times a year for hours at a time. While the problem actually exists on the State highway, the most likely solution lies on the County road system. Due to environmental and topographical constraints in this area, modifying SR 1 to avoid flooding would be extremely difficult and cost prohibitive. A bridge on Windy Hollow Road over the Garcia would provide a second route in times of flooding. The Manchester-Point Arena Rancheria conducted a feasibility study for a bridge at this location through an Environmental Justice grant, which is also discussed in the Tribal Transportation System Element of this plan. The feasibility study determined that a new bridge could be built at the site using conventional bridge types and construction methods. Caltrans is currently exploring the feasibility of four possible alternatives to address the issue, two of which involve adopting existing County road alignments as part of a bypass of the flood prone section of SR 1. Although the improvements are likely to utilize county facilities, it is anticipated that it would be a Caltrans implemented project. If Caltrans does not pursue and fund a project, improvements would be left to the County to complete. If that is the case, the \$35 million needed for the project makes it an unrealistic project for the County to pursue on their own.

ACTION PLAN: PROPOSED PROJECTS

What can actually be done to address the needs of the local communities and the problems on the backbone circulation system is constrained by the amount of total funding available and the restrictions of the various programs from which funding is available. These issues will be explored in detail in the section dealing with financing and funding for transportation improvements. The action plan is divided into a short-range and long-range set of proposals. In general, the short-range program refers to projects that can be implemented in ten years or less, while the long-range has a time frame of approximately twenty years into the future. Historically, much of the short-range program improvements become the long-range program due to funding shortfalls, impacts of weather, engineering staff work load, and project priorities.

Short-Range Improvement Program (10 years)

During the last several years, STIP funding has become scarce. Few new projects have been programmed and existing projects have been delayed into future years. The following table represents projects on local streets and roads currently programmed in the STIP. State highway projects and non-motorized projects in the STIP are listed in other sections of this document.

**Table 4
Currently STIP Programming
On Local Street and Road Systems**

Project	Agency	Construction Yr	STIP Funding (\$ in 1000s)	Additional Need
Gobbi Street/Waugh Lane Intersection	Ukiah	18/19	\$644	
East Side Potter Valley Road Reconstruction	County	19/20	\$7,300	
Low Gap Road/North Bush Street Intersection Roundabout (Project Development only funded)	Ukiah	TBD	\$115	\$781
Ukiah Downtown Streetscape & Road Diet, Phase I	Ukiah	17/18	\$1155	
Ukiah Downtown Streetscape & Road Diet, Phase II	Ukiah	20/21	\$1,369	
Total			\$ 8,059	

County of Mendocino

Table 5 lists projects that have been identified as priorities for the County of Mendocino Department of Transportation in the short-range improvement program. It is unlikely that the entire list of projects can be implemented within the time frame of the short-range improvement program. Although there is a funding source identified for all these projects, in cases where the funding source is severely inadequate due to rapidly rising project costs, projects may need to be dropped from the programs identified.

**Table 5
Mendocino County
Short Range Projects**

Project Location	Project Description	Potential Funding Source(s)	Estimated Cost
Countywide	2016-17 Storm Damage Repairs, 46 sites	FHWA/FEMA	\$11.7 million
Countywide	Annual Corrective Maintenance Preservation Program	RMRA	\$7 million/yr.
Eureka Hill Road, MP 4.92	Seismic Retrofit Bridge over Garcia River	LBSRP/HBP	\$4.5 million
East Hill Road, MP 2.01	Replace Bridge over Davis Creek	HBP/toll	\$3.5 million
Briceland Road, MP 0.63	Replace Bridge over Mattole River	HBP/toll	\$2 million
Reeves Canyon Road, MP 0.46	Replace Bridge over Forsythe Creek	HBP/toll	\$2.2 million
Hill Road, MP 2.05	Replace Bridge over Mill Creek	HBP/toll	\$2.3 million
North State Street, MP 1.06	Replace Bridge over Ackerman Creek	HBP	\$7.3 million
Philo Greenwood Rd, MP 17.33	Rehabilitate Bridge over Navarro River	HBP/toll	\$8.5 million
Sherwood Road, MP 5.20	Replace Bridge over Rowes Creek	HBP/toll	\$2.7 million
Powerhouse Road, MP 0.09	Replace Bridge over Williams Creek	HBP/toll	\$2.2 million
Wilderness Lodge Rd, MP 0.72	Replace Bridge over Dutch Charlie Creek	HBP/toll	\$2.0 million
Reynolds Highway, MP 0.09	Replace Bridge over Outlet Creek (Barney Schow)	HBP/toll	\$2.2 million
Lambert Lane, MP 0.07	Replace Bridge over Robinson Creek	HBP/toll	\$3.75 million
Usal Road, MP 5.93	Replace Bridge over Usal Creek	HBP/toll	\$2.7 million

North State Street Intersection/Interchange – Ukiah Area	Roundabout at KUKI Lane, medians along North State through the northbound on and-off ramps to US 101 with center islands	STIP	\$2.4 million
Orchard Avenue Extension Feasibility Study	Explore the feasibility of an extension of Orchard Avenue to the north	Sustainable Communities Grant	\$170,500

City of Ukiah

One of the highest priorities of the City of Ukiah over the next several years will be to improve the condition of the pavement throughout the City’s street network. The city has recently passed a half-cent sales tax intended to be used for street improvements. This, combined with the anticipated new revenues from the recent passage of Senate Bill 1, will provide greater opportunity for the City to improve its deteriorating streets.

In addition to street maintenance, rehabilitation and reconstruction, the City of Ukiah has identified the projects shown in Table 6 for the short-range programming period. The projects reflect the immediate needs of the City of Ukiah and the priorities for local street system improvements.

**Table 6
City of Ukiah
Short Range Projects
2017-2027**

Project Location	Project Description	Potential Funding Source(s)	Estimated Cost
E. Perkins St.	East Perkins Street Widening	STIP	\$1,500,000
E. Gobbi St. & Main St.	Traffic Signal	STIP	\$750,000
E. Perkins St. & Main St.	Traffic Signal	STIP	\$750,000

City of Willits

In 2004, the City of Willits passed a ½ cent sales tax for transportation. The sales tax has made it possible for Willits to accomplish a number of transportation system improvements that would otherwise have been impossible. Additional funding to address the City’s street system maintenance and improvement needs includes the local share of the gasoline sales tax and the various Federal and State programs. Unfortunately, staffing levels at the City will still limit what can be done to some extent.

The following improvements are a realistic appraisal of the City’s needs and highest priority projects:

**Table 7
City of Willits
Short Range Projects
2017-2027**

Project Location	Project Description	Estimated Cost
Baechtel/ E. Hill Road	Resurfacing 4800’ of roadway, including: new pavement; grinding; digouts; grading;	\$1.31M

	geotechnical engineering; drainage improvements; curb, gutter, and sidewalk; and striping. This serves as an access road from Highway 101 to the hospital.	
Railroad Avenue	1800' of complete roadway rehabilitation, including: digouts, new base, new asphalt, storm drain replacement, curb, gutter, & sidewalk, and striping. This a road serves as a preferred alternative route running north/south.	\$900,000
Snider Park Vicinity	1560' of roadway rehabilitation, including: subsurface stabilization, new asphalt, drainage improvements, curb, gutter, and sidewalk. Snider Park is the City's main park, which serves the whole community. This project addresses major drainage problems that affect pedestrian access to the Park.	\$750,000
Blosser Lane	2400' of roadway rehabilitation, including: subsurface stabilization, new asphalt, drainage improvements, and curb, gutter, and sidewalk. Blosser Lane serves as the main access for Blosser Lane Elementary School, as well as an industrial area.	\$1M
Locust Street	1200' of roadway rehabilitation, including: drainage improvements, asphalt overlay, installation of curb, gutter, and sidewalk.	\$410,000
Coast Street	2200' of roadway rehabilitation, including: subsurface stabilization, drainage improvements, asphalt overlay, installation of curb, gutter and sidewalk.	\$660,000
Franklin Street	2400' of roadway rehabilitation, including: subsurface stabilization, drainage improvements, asphalt overlay, and installation of curb, gutter, and sidewalk.	\$1.3M

City of Fort Bragg

The City of Fort Bragg also has a ½ cent sales tax for transportation improvements. The revenues generated by this sales tax are to be used primarily for rehabilitation and improvements to the existing transportation system. Projects are selected using a number of different factors, including the recommendations of the Pavement Management Program. Sales tax revenues, combined with the newly available revenues from the passage of Senate Bill 1 will provide the City significant funding for street maintenance and reconstruction. Their efforts in the short term timeframe of this plan will focus on these types of improvements throughout the City, as well as infrastructure improvements for non-motorized transportation.

City of Point Arena

The City of Point Arena also has a ½ cent sales tax for transportation improvements. The City has identified the following projects for inclusion in the short-range improvement program:

**Table 8
City of Point Arena
Short-Range Projects
CIP 2017-2022**

Project Location	Project Description	Potential Funding	Estimated Cost
Windy Hollow Road & Riverside Drive	Pothole Repair	PAPT	TBD
Port Road	2" AC overlay for .6 mile long by 25' (Approximate). 200 sq. ft. of dig outs and replacement prior to overlay.	RMRA-SB1, RSTP(d1), LPF-SB1, LTF	Total project cost with specs and construction management \$275,740
Sidewalk repair, replacement and new sidewalk program.	After completion of a City wide the survey and engineering work provided by MCOG damaged sidewalks will be replaced. Sidewalks along Mill Street that have large drops will be replaced and location identified as needing sidewalks will participate in a sidewalk construction program that may be a partnership with property owners.	RMRA-SB1, RSTP (d1) LTF	TBD
Windy Hollow Road	Subsurface drainage repair in a 150' section. Dig out and reconstruction amount TBD.	RMRA-SB1, RSTP(d1), LPF-SB1	TBD
2nd half of Mill Street Reconstruction	400 feet of reconstruction	RSTP (d1), LPF-SB1	TBD
Riverside Drive	2" AC overlay for .35 mile long by 25'. (Approximate). 500 sq. ft. of dig outs and replacement prior to overlay. Work to extend partially onto Windy Hollow Road	RMRA-SB1, RSTP(d1). LPF-SB1	Total project cost with specs and construction management \$255,690
Windy Hollow Road	Spot dig out and reconstruction amount TBD. Overlay roadway, amount TBD	Funding TBD	TBD

PAPT = Point Arena Pot Hole Tax

RSTP (d1) = Regional Surface Transportation Program

LPT = Local Partnership Fund SB 1

RMRA-SB1 = Road Maintenance & Repair Act SB 1

LFT = Local Transportation Fund

TBD = To Be Determined

Long-Range Improvement Program (20 years)

Maintenance and rehabilitation will continue to be a need in the long range timeframe. In addition to preserving the existing system, the key priorities will be the focus for improving the functionality and safety of the local systems. The programming of improvements for the long-term is tied to the funding cycles and estimates of funding availability for the State Transportation Improvement Program (STIP), fund estimates for State gasoline sales tax revenues, completion of updates to local jurisdiction General Plans, and local funding sources including sales tax.

County of Mendocino

Addressing the backlog of deferred maintenance and rehabilitation projects will continue as a high priority for the County in programming long-range improvements. Specific improvements for the expansion of the County roadway system to meet future needs include:

- North State Street Roundabouts. This will be a second phase of the projects identified in the short range plan for this area. Three roundabouts will be installed at three different intersections on North State Street in the Ukiah area—at Ford Road/Empire Drive, US 101 southbound on-ramp and US Route 101 northbound on/off-ramp intersections. Roundabouts will likely be single-lane. The project will also include medians with center island areas and realignment of Lovers Lane to the new roundabout at the southbound US 101 on-ramp.
- East Side Potter Valley Road, from MP 4.70 to MP 6.40. Phase II improvements include roadway widening, pavement reconstruction, grading and paving shoulders, and reconstruction of drainage facilities. Estimated cost is \$5.9 million.
- Orchard Avenue Extension. This project will extend Orchard Avenue in the Ukiah area from its current northerly terminus at the intersection with Brush Street, approximately 2.4 miles to the north. This extension will help vehicular circulation and provide an opportunity for improved non-motorized transportation infrastructure connecting multiple commercial areas. It will also provide an alternative route to North State Street and US 101. The County has recently received an planning grant to conduct a feasibility study for this project which will identify a route for the extension and costs.

City of Ukiah

The *Ukiah Valley Area Plan*, August 2011, identifies future conceptual roadway improvements for the plan area. Recommendations for projects that will fill gaps in the street system, expand capacity where future congestion levels are anticipated and development of parallel north/south facilities to US-101 are identified in Section 5, Circulation and Transportation (pgs. 5-1 through 5-19) of the plan. The plan area includes the City of Ukiah and the adjacent unincorporated areas of the County of Mendocino. The implementation of these projects will be tied to development impact fees, governmental funding programs, and local area assessment programs. The Ukiah Valley Area Plan will provide guidance for long-term transportation investment for the Ukiah Valley Area.

City of Willits

With the recent completion of US-101 bypass of Willits, the existing downtown commercial district will undergo a major transformation. The improvement of circulation access through downtown Willits will provide the City with unprecedented opportunities for shaping future growth and development. The identification of long-range transportation projects will be guided by the recently completed Main Street Plan as well as the Streets and Alleyways Plan. Recommended improvements focus on enhancement of the internal circulation for downtown Willits, including improvements for bicycle and pedestrian safety along Main Street. The timing and funding of improvements will depend on the progress of downtown redevelopment and funding availability from State and Federal sources.

City of Fort Bragg

Long-range transportation improvements for the City of Fort Bragg will be focused on closing the gap in meeting the backlog of deferred maintenance and rehabilitation projects. Development in the City of Fort Bragg is severely restricted due to the lack of fresh water resources and coastal zone restrictions. Long-range projects include:

- The need for a parallel facility to SR 1 route will be dependent on the future development patterns in the Fort Bragg area and the increases in seasonal traffic associated with tourism in the north coast region. Georgia Pacific is nearing completion of a Specific Plan for build out of the old mill site, and one of the major components of the plan is traffic and circulation. The plan takes into consideration major tie in routes to the central business district and access to and from Main Street (State Route 1). As development on the old mill site occurs infrastructure will be installed to address additional traffic movements and create a new north/south alternate to Hwy 1.
- Providing turnarounds or, with the acquisition of right-of-way, connecting dead end streets to the Fort Bragg circulation system. These improvements will be implemented as funding becomes available or by using development environmental mitigation requirements.
- The provision of a second emergency access route to the Noyo Harbor has also been identified as long-range project. The harbor is currently accessed by North Harbor Drive from its intersection with SR-1. The road is a narrow, winding route down to the water's edge and harbor facilities. The City of Fort Bragg has a recorded easement over Georgia Pacific right-of-way under the Noyo River Bridge that will eventually become a permanent secondary access to the harbor and would ensure that the harbor does not become isolated due to a road closure. At this time, the easement could be used as emergency access with minor improvements if necessary.

City of Point Arena

Long-range projects for the City of Point Arena will focus on improving access to the cove and pier (which could include secondary access to the cove) associated with recreation and tourism, and continuing to fund deferred maintenance and rehabilitation projects to the local street system.

Important possible long range projects include:

- The reconstruction of Mill St. and related improvement of Center Street which joins Mill at the Point Arena Medical Center.
- A round-about at Hwy. 1 and Lake, as described in the 2010 *Point Arena Community Action Plan*.

PERFORMANCE MEASURES

While the appraisal system performance for the backbone circulation and local access system is similar to the identification process used for the Significant Highway Corridors performance measures, there will be key differences in the type of traffic evaluated, the number of agencies

involved, and the data collected. Traffic on the county and local roadway system will be more likely to have both trip origin and destination within Mendocino County. The County of Mendocino and the four incorporated cities have responsibility for roadways. In some cases, the County collects data and is responsible for technical evaluations for the smaller cities. The County and cities will be encouraged to begin collecting necessary data, (if they are not already doing so) so that critical performance measures can be implemented.

Table 9
County Roads & City Streets System
Performance Measures

Performance Measure	Indicator(s)	Data Source(s)
Safety/Security		
Improve Traffic Accident Rates for the Backbone and Local Street System for roadway segments that exceed the statewide average accident rate (for comparable facility type) by more than 25% to the statewide average rate or lower.	<ul style="list-style-type: none"> ➤ Reduce number of motor vehicle accidents of all categories (fatalities, injuries, property damage) per million vehicle miles over four year plan period. ➤ Implement traffic safety improvement projects (from priority list of safety enhancement projects), reducing number of high accident locations. 	Accident statistics from Caltrans, District 01, Safety Division; Accident reports and cumulative statistics from Police Departments and California Highway Patrol accident data; statewide traffic accident data reports; programmed safety projects in biannual STIP process; programmed safe routes to schools projects in STIP allocation to local agencies.
Mobility/Accessibility		
Traffic flow on roadway segments and congestion/delay at key intersections measured at peak hour time periods and total 24-hour time period. Level of Service determinations for the selected roadway segments and intersections will be based on Caltrans and Local Agency criteria.	<ul style="list-style-type: none"> ➤ Level of Service (LOS) estimated for selected roadway segments, using appropriate planning level methodology and intersection LOS values for selected inter-sections. Changes in LOS values can be used to evaluate traffic flow conditions. A goal of LOS C (unless constrained by topographical and/or environmental factors) for roadway segments and LOS D for intersections as minimum levels for PM peak hour performance will be maintained. 	Results of the (2000) baseline analysis of roadway segments compared with traffic volumes at end of RTP update time frame. The analysis will use QRS II modeling, selected ground counts, and applicable LOS methodology and software.
Sustainability/System Preservation		
Pavement Condition for selected segments and routes of the local roadway system. The postponement of needed maintenance results in deterioration of pavement surface and increased cost of repair. Pavement condition is only one measure of roadway system quality.	<ul style="list-style-type: none"> ➤ Pavement Condition Index (PCI) from Pavement Management Program (PMP) updates as required to maintain PMS database and track progress in improving overall pavement quality. ➤ Adoption of a funding strategy and multi-year financing plan for roadway / pavement maintenance and rehabilitation in conformance with PMS guidelines. 	Pavement Management System (PMS) Report and report updates from consultant and/or local agency sources. The Metropolitan Transportation Commission's PMS software was used for the Mendocino County Region's PMS study.
System Reliability		
State highways, county roads and local street closures and/or delays due to construction, road repairs, utility installation, and roadside maintenance.	<ul style="list-style-type: none"> ➤ Traffic flow delay: for occasional roadway closures of temporary nature, a time delay of twenty minutes or less would be the goal. For roadway closures of an extended nature, detour routes and/or traffic management programs shall be implemented that do not increase travel time by more than thirty minutes. 	Caltrans, District 01 construction and maintenance traffic control plan reports and filings. Caltrans, District 01 incident management response reports and CHP incident reports; Mendocino County Sheriff's Department, DOT reports; local agency Police Department records and detour plans filed by private contractors and traffic surveillance reports from all law enforcement agencies.

ACCOMPLISHMENTS SINCE LAST REGIONAL TRANSPORTATION PLAN

- 2010 Chip Seal program
- SR 1/Simpson Lane Intersection Improvements (Also identified in State Hwy Element)
- Perkins & Orchard Right Turn Lane
- Gobbi/Oak Manor/Babcock Intersection Realignment
- ARRA Street Rehabilitation - S. Dora St., Phase 1
- West Commercial St Rehab & Improvements

ACTIVE TRANSPORTATION ELEMENT

MCOG has prepared and adopted an Active Transportation Plan (ATP) which serves as the Active Transportation Element of the Regional Transportation Plan. In addition, the ATP also responds to planning requirements of the State's Active Transportation Program, and aids in project identification for potential grant funding.

Highlights of the Active Transportation Plan have been included here, including needs and an Action Plan. Goals, policies and objectives from the Active Transportation Plan are included in the Goals, Policies and Objectives section of this plan. Information on funding for the projects identified here are included in the Financial Element of this plan. The full Mendocino County Active Transportation Plan and its Appendices can be found on MCOG's website, www.mendocinocog.org.

PUBLIC PARTICIPATION

Development of this plan involved participation from members of the public, including members of disadvantaged and underserved communities, stakeholder, local agencies and other governments. This plan was prepared in cooperation with and using input from local agency staff, members of the public, tribal representatives, the MCOG Board, Technical Advisory Committee, and other stakeholders. A series of public workshops was held throughout the county in the communities of Ukiah, Willits, Fort Bragg, Point Arena, and Covelo. A summary of the input received at the workshops can be found in the Needs Assessment section of this plan. The plan was also discussed at meetings of Municipal Advisory Councils in Gualala and Laytonville. With the exception of Gualala, all of these communities are considered disadvantaged. In addition, input for the plan was gathered at meetings of the Social Services Transportation Advisory Committee, which represents the most disadvantaged members of the communities.

SYSTEM DEFINITION

Mendocino County offers an ideal environment for walking and/or bicycling within the individual communities of the region. The Mendocino National Forest, Lake Mendocino, and the many coastal communities along the Mendocino County coastline are often desired areas of the region to fulfill outdoor activities. Access is often constrained however, because of the many busy state and county roadways that do not have adequate shoulders or room for safe bicycle travel.

The present status of non-motorized transportation facilities in Mendocino County is piece-meal and incomplete. While a comprehensive system has not yet been defined for the region, local agencies are currently working together to develop projects that encourage the use of alternative routes and facilities that provide safe access for bicyclists and pedestrians throughout the region. Bikeways and pedestrian paths are a valuable tool to encourage the use of alternative transportation to improve air quality, relieve localized traffic congestion, and enhance the role of tourism in the regional economy.

Non-motorized transportation facilities provide for the needs of the region's pedestrians, bicyclists, and equestrians. The State, County of Mendocino, and the cities of Ukiah, Fort Bragg, Willits, and Point Arena are responsible for the maintenance and improvement of these facilities in their respective jurisdictions.

State Route 1 in Mendocino County makes up part of the congressionally designated Pacific Coast Bike Route. Unfortunately, the route remains deficient for safe bicycle travel, with most segments lacking shoulders, adequate sight distance, and guardrails adjacent to the Pacific Ocean. Improvements are needed in order to improve safety for bicyclists. Specifics on the Pacific Coast Bike Route through Mendocino County can be found in the Caltrans District 1 Pacific Coast Bike Route Study.

Mendocino County is the only jurisdiction in the region that maintains equestrian trails. These trails are generally along County roads in rural areas. Typically, these trails are used as a form of recreation, and do not function as a means of transportation. However, many times equestrians can benefit from improvements for other purposes, such as multi-use trails.

EXISTING FACILITIES & USAGE

BICYCLE FACILITIES

As used in this plan, "bikeway" means all facilities that provide for bicycle travel. Bikeways are categorized as Class I, Class II, Class III, and the new Class IV.

Class I (multi-use trails when shared with pedestrians) facilities provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflows of motorists minimized. These will have limited application in Mendocino County, but may be most beneficial along routes where road width does not permit safe sharing of the roadway. Their primary function will be to provide a link between other bikeways where other facilities are impractical, or to provide a direct route to a specific destination (such as a park). Class I bikeways are generally expensive to construct and maintain. Right-of-way must be obtained and the facility must be built with sufficient width and pavement design strength to support maintenance vehicles. Providing Class I facilities through areas where there are visual obstructions also poses some security concerns.

Class II facilities are commonly referred to as "bike lanes". They provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycle traffic, with through travel by motor vehicles or pedestrians prohibited. Adjacent vehicle parking and crossflows by pedestrians and motorists are permitted.

Class II bikeways will have significant application in Mendocino County. They will be used to provide for bicycle travel where vehicle speeds, volumes or other conditions are present which make it desirable to separate bicycle traffic from motorized traffic.

Class II bikeways are generally provided adjacent to existing roadways. Right-of-way costs are usually minimal, but drainage improvements, grading and utility relocation can be significant. Experience in construction of Class II bikeways in similar rural counties indicates that construction of this type of facility adjacent to existing roadways ranges between \$400,000 and \$800,000 per mile. Variations in cost can be a result of complexity of a project, extensive design and engineering work, right of way acquisition, time delays, and whether bikeways are being constructed on one or both sides of a road.

Class III facilities are commonly referred to as "bike routes". They are generally on-street facilities which provide right-of-way designated by signs and/or pavement markings and are shared with pedestrians and motorists.

Improvements required to establish Class III facilities may be minimal because right-of-way is shared with vehicular traffic. Shoulder widening may be advisable in some areas, but improvements could be limited to signing and pavement marking installations.

Class IV bikeways were established by the Protected Bikeways Act of 2014. These facilities are separated facilities exclusively for bicycles. The bikeway can be separated by grade separation, posts, physical barriers, or on street parking. Typically these bikeways are one-way in the same direction as vehicular traffic, although two-way separated facilities can also be used with lower speeds.

In rural areas in Mendocino County it is unlikely that there will be practical applications for Class IV bikeways. In rural areas, it is unusual to have any separate facilities for non-motorized transportation, so when facilities are installed, they will most likely be multi-use. In most developed communities, local streets are narrow, and do not allow for separate facilities for both pedestrians and bicyclists. However, it is possible that Class IV bikeways could be appropriate for some wider, higher volume streets in the more urbanized area within the region.

PEDESTRIAN FACILITIES

The extent of existing pedestrian facilities varies widely from one area of the county to another. Within incorporated cities, there are sidewalks on most streets, although typically with segments missing. Due to the age of the network, many sidewalks are narrow and don't comply with current requirements of the Americans with Disabilities Act. Within unincorporated areas of the county, formal sidewalks typically do not exist. Some roadways have wide, paved shoulders on which pedestrians can safely walk.

There is little data available for mapping of the existing sidewalk network. For this reason, only the priority proposed sidewalk projects are shown in maps in this plan.

SUPPORT FACILITIES, SIGNAGE, PARKING & TRANSIT ACCESS

Existing and proposed bicycle parking facilities are depicted on maps for the priority bikeway projects in Appendix B. See maps of each priority bikeway project for details.

Although no formal policies exist regarding bicycle parking, it is generally allowed in public areas. Many public buildings in the more populated areas have a limited amount of bicycle parking available. Most existing bicycle parking facilities are located at schools. Many of the bikeway projects identified in the Short Range Implementation Plan are routes which directly serve the commuting needs of students. In addition to the school locations, MCOG recently provided funding to local agencies for installation of bike racks. These new facilities are shown on the maps in Appendix B of this plan. Where descriptions of parking facilities are needed, they are provided in the narrative description of each priority bikeway project.

Signage is typically provided in the more urban areas, such as the Cities of Ukiah and Fort Bragg—both of which have existing wayfinding signage. Recreational facilities that attract tourists, such as the Coastal Trail, provide the other logical application of wayfinding signage. New facilities in these areas would be likely to include additional signage. The inclusion of signage in proposed projects in this plan will be reflected in the project descriptions.

Public transportation in Mendocino County is provided by the Mendocino Transit Authority, which through a Joint Powers Agreement with the four incorporated cities and the County of Mendocino, is the public transit provider in Mendocino County. Bicycles may be transported on all inland and coastal MTA buses. Each bus has a two-bicycle capacity rack, which is available on a first-come, first-served basis. MTA stops are shown on the maps in Appendix B of this plan.

There are no formal “park and ride” lots in Mendocino County, and bicycle parking facilities at MTA bus stops are very limited.

An intermodal parking facility was completed by the City of Willits in 2004 adjacent to the historic Willits Train Depot. The facility, which includes bicycle parking, provides a connection for bicyclists, transit, the Amtrak bus service and rail. There is also potential to convert the existing depot building into an intermodal facility providing shelter, ticket sales, restroom facilities and seating areas for users of multiple transportation modes, including bicyclists. The location of this facility is shown on the map for the City of Willits Existing and Priority Proposed Bikeways in the Short Range Implementation section of this plan.

NEEDS ASSESSMENT

In general, communities within Mendocino County tend to have poorly developed pedestrian improvements. Many communities were originally designed to rural standards and have not yet been able to retrofit with pedestrian facilities as urbanization has occurred. These facilities are a safety concern in many areas, where the only alternative for walking is on the roadway. Although limited funds do exist for improvement projects, the amount is insignificant when compared to the improvement needs that exist. In a 2010 survey conducted for the Regional Transportation Plan, respondents identified walking as their mode of transportation for approximately 15% of all trips in an average week.

Existing bicycle facilities are limited in Mendocino County. Although there is a lack of official bikeways, it does not mean that people are not riding. The bicycling community has developed

their own system of streets and routes that provide connectivity and safety due to the lack of an “official” bikeway network in most areas. In an 2010 online survey, the lack of bike lanes or paths was considered a “very serious” or “somewhat serious” problem by 84% of respondents.

In addition to bike paths and lanes, a need has been identified for facilities to support bicycling, such as secure bicycle parking. In 2010, MCOG provided funding for all local agencies to install bike racks to partially meet this need. However, further needs remain for additional racks and other facilities that would support and encourage bicycling.

Public Workshops

Needs were also identified at a series of public workshops held around the county in Ukiah, Willits, Fort Bragg, Point Arena and Covelo. The following are highlights of major topics of discussion specific to active transportation, from the workshops:

Fort Bragg Workshop:

- Need flexibility from Caltrans on design standards for facilities in very rural or built out areas where standard facilities may not be possible or appropriate
- Bicycle/ped access to Noyo Harbor to contribute to sustainable harbor operations.

Ukiah Area Workshop:

- Pedestrian and bicycle facilities are needed throughout the City. Particular needs include Todd Grove Park area, Empire Gardens/Vinewood Park/Frank Zeek area, along Talmage Road, and east end of Gobbi.
- Safe bike/ped facilities are needed for people traveling from Redwood Valley and along East and West Roads in Redwood Valley.

Willits Area Workshop:

- Safe bicycle/pedestrian access from Brooktrails area to Willits.
- Blosser Lane/Highway 20 needs safe pedestrian crossing.
- In Laytonville – bicycle/pedestrian safety is biggest concern, on 101 and in school areas. Crossing 101 is very dangerous.

Point Arena Area Workshop

- The number one concern was construction of a bridge at Windy Hollow Road over the Garcia River to provide an alternative route during times of flooding. This impacts emergency services, meals on wheels, tribal community. A bike/ped bridge was suggested as an interim solution.
- Bicycle safety on Rte 1 is also a big concern.
- A trail from the Cove to town is needed for additional emergency access (identified in community action plan).

Covelo Area Workshop:

- Speeding and reckless driving are a serious problem through town, on Hwy 162 and county roads. Community members would like stop signs and/or traffic calming measures.

Additional crosswalks, signage, and bulb-outs would be helpful throughout town. The intersection of 162 and Howard is a particular safety concern.

- Pedestrian crossings and paths were discussed in the area of Crawford, Foothill and Tabor to provide safe access from Tribal housing, which is increasing.

ACCIDENT HISTORY

Accident history is an important aspect in selecting projects for implementation. If projects are to be funded using Active Transportation Program grant funding, accident history is a key factor for a project to be competitive. Bicycle and pedestrian accident history is available for the region through 2014. The following table presents a summary of accidents during the period from 2004 through 2014.

Bicycle & Pedestrian Accident History 2004-2014

	Total	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Ukiah	567	5	41	152	369
Fort Bragg	235	3	14	59	159
Willits	90	3	7	22	58
Point Arena	1	0	0	1	0
Unincorporated County (Local Roads)	867	27	123	27	21
Unincorporated County (State Routes)	2638	154	403	1083	998

ACTION PLAN

EDUCATION, ENCOURAGEMENT, ENGINEERING, ENFORCEMENT AND EVALUATION

The Five Es—education, encouragement, engineering, enforcement and evaluation—have been identified as categories that represent essential components of a successful active transportation programs and networks. The following discussion identifies how these principles will apply to active transportation in Mendocino County.

Evaluation and Assessment

Evaluation is one of the 5 E's and is often used with non-infrastructure projects as one of the approaches to promote and enhance Safe Routes to School efforts.

Evaluation and assessment are used to demonstrate how well transportation investments are spent and whether or not transportation policies and programs are effective in addressing the public's need. Evaluation can also be used to determine the extent of need for improvements.

Recent federal transportation bills have established performance measures as a standard practice and future authorization bills are expected to continue this requirement.

When evaluating the performance of a project or the need for a project, a number of factors and/or metrics may be considered. For the Mendocino County region, relevant factors include:

- The existing and/or anticipated number of trips made by walking and bicycling
- The number of injuries and fatalities to bicyclists and pedestrians
- The amount of ADA accessible sidewalks and street crossings
- The total amount of sidewalks and bike lanes by jurisdiction

Other performance measures may be developed as needed to address safety, system preservation goals, mobility, accessibility, reliability, productivity, public health conditions, or other indicators affecting the benefits or services expected from the transportation system.

In the Mendocino County region, bicycle and pedestrian data is not currently collected on a regionwide basis to measure system performance, although accident data is available for reported accidents. Bicycle and pedestrian collisions are only recorded if law enforcement files an incident report, which is less likely to occur for the less severe injuries. Implementing new data collection programs will require additional expense without the benefit of new funding sources.

It is recommended that bicycle and pedestrian data be collected on a project specific basis to support applications for grant funding and assess development of projects. The most effective method for collecting this type of data is using video counters.

Identification of safety concerns and collection of bicycle and pedestrian count data will help agencies within the region identify obstacles to increased walking and biking and contribute to development of infrastructure projects, thereby increasing opportunities for walking and biking.

Enforcement

Enforcement is one of the 5 E's. Examples of enforcement activities include the posting of crossing guards, establishing school safety patrols, rewards programs (for good behavior), and sting operations where local law enforcement issues citations for moving violations within the school zone.

The County Safe Routes to Schools Plan identifies the need to work with the California Highway Patrol and the County Sheriff's office to provide increased enforcement during events. The plan also calls for identifying specific areas of concern, increasing enforcement during school travel times, tracking collisions and speed compliance near schools, and increasing speed enforcement if needed.

In Mendocino County, the need for enforcement includes enforcement of animal control laws. In rural areas, particularly in Round Valley, uncontrolled dogs pose a threat which acts as a deterrent for children who might otherwise walk or bike to school.

The majority of enforcement efforts will be the responsibility of law enforcement or animal control agencies. However, MCOG may participate in enforcement through speed zone studies which enable local jurisdictions to enforce speed limits.

Education

Educational efforts that lead to increased use of active transportation modes include education of children, their parents and other adult drivers. Students may attend school-wide assemblies focused on pedestrian and bicycle safety, take part in bicycle rodeos or bicycle maintenance workshops, and participate in events such as walking school buses. The intended outcomes of educational activities are to both increase the number of student trips traveling to and from school in the near term and to establish life-long healthful and environmentally-friendly habits. Education efforts may also be geared towards drivers to make people aware of safe “share the road” driving practices. MCOG is currently administering an Active Transportation Program Non-Infrastructure project which provides this type of education in seven communities around the county.

Encouragement

Encouragement activities have been used to target students to provide an impetus for choosing walking or bicycling as a first step in developing long-term habits of choosing non-motorized modes of transportation. Examples of Encouragement activities include: organizing walking school buses and bicycle trains; holding competitions centered around bicycling and walking; and offering incentives and rewards for students that frequently travel on foot or by bicycle.

While school children make an easy target for developing education, encouragement and enforcement programs, transportation and local government officials in the region are encouraged to seek opportunities to identify and reach out to the broadest possible range of groups within their respective communities.

Engineering

Engineering in this context, means physical improvements to the infrastructure. Infrastructure improvements are identified in the following sections of this plan.

PRIORITY IMPROVEMENTS – SHORT AND LONG RANGE

The projects identified in this plan as priority have been chosen based on agency input, pre-existing planning documents, and public input. They are divided into two groups—short and long range. This does not indicate order of priority. Short range projects tend to be those that can be more easily implemented, are less expensive, or are less complex. Some of the identified projects may already have been at least partially funded. Long range projects are those that will be more difficult to fund, are more complicated, or have unresolved issues to be addressed prior to implementation. It is possible that projects identified as long-term may in fact be implemented in the short term if the opportunity arises.

Short Range Priority Improvements

Short range priority improvements are those that are expected to be implemented within the next ten years, pending funding availability. Table 2 summarizes the potential projects, with additional detail provided in the narrative descriptions which follow. Short Range Priority Improvements, along with their relation to surrounding land uses and destinations, are also shown in the maps in Appendix B.

- Short Range Priority Improvements

Name – Route No.	Description/Location	Type – Ped/Bike (Class)	Estimated Cost
Point Arena			
Coastal Access Scenic Bikeway Rehabilitation	Rehabilitation of existing bikeway	Multi-use	\$74,800
Lake Street Sidewalks	Provide sidewalk along Lake Street, between Scott Place and the elementary school (east side); between the elementary school and the high school (north side); and between the high school and approaching School Street (south side)	Ped	Unknown
Fort Bragg			
S. Main St Bike & Ped (Deleted STIP)	On Route 1 from 550 feet south of Ocean View Drive to Cypress St; new curb, gutter & sidewalk, enhanced crossings, curb extensions, compliant ramps, striping and signage at Ocean View Dr, North Noyo Point Rd & Cypress St; Improvements and pedestrian island at North Harbor Dr; Improvements to 2 driveways between Ocean View Dr and the Noyo Bridge	Bike & Ped	\$1,585,000
Coastal Trail, Ph II (middle segment) w/ connection to downtown at Alder	Parallel to and west of Route 1, with a connection to downtown at Alder St; trail connecting existing north and south segments	Multi-use	\$1,514,000
Redwood Ave Coastal Trail Linkage	Multi-use trail from Alder Street trailhead/parking along Chief Celeri Drive to Redwood Ave, with sidewalks & wayfinding on Redwood	Multi-use	\$368,759
Noyo Harbor Access – Old Mill Road	Improve Old Mill Road to multiuse trail, stabilize landslide area. Link to Coastal Trail, include ADA parking.	Multi-use	\$660,000
Noyo Harbor Access – North Harbor Drive	Separated trail between Casa Del Noyo and the Noyo Fishing Center, connecting with lower portion of Harbor Drive.	Multi-use	\$2,890,000
Fort Bragg Sidewalk Infill	Sidewalk and bicycle improvements on southbound Route 1 from Oak Street to Noyo River Bridge	Bike/Ped	Unknown
County			
Branscomb Rd Multi Use Bridge	Pre-fab 8' wide bridge over Ten Mile Creek, alongside vehicular bridge	Multi-use	\$961,000

Name – Route No.	Description/Location	Type – Ped/Bike (Class)	Estimated Cost
Safe Routes to School Grace Hudson	Sidewalks on Jefferson between State and school entry; enhanced crosswalk across driveway	Ped	\$47,300
Safe Routes to School Laytonville	Enhanced crosswalk across Ramsey Rd from parking lot to front of school, with ramp & signs; Sidewalk/walkway on east side of Willis Ave, between Ramsey & existing sidewalk near middle school	Ped	\$7,100 \$37,000
Safe Routes to School Covelo	Sidewalk along airport road and south side of Howard, reconfigure the intersection of Howard & Airport Wy; Reconfigure parking area w/ ped walkway between school and path; Enhanced crossing of northern school driveway connecting with trail	Ped	\$781,000 \$31,400 \$181,000
Anderson Valley Way Class III Bike route/Recreational Trail	Class III bike route along Anderson Valley Way connecting to a recreational trail	Bike/Multi-use	\$420,000
Ukiah			
Downtown Streetscape Project, Phase I – State Street from Henry to Mill, Standley & Perkins from School to Main, Henry from School to State	Sidewalk widening, curb ramps, bulb outs, relocation of drain inlets, relocation of street lights, installation of street furniture and landscaping	Ped	\$1,102,199
Downtown Streetscape Project, Phase II – State Norton to Henry and Mill to Gobbi	Sidewalk widening, curb ramps, bulb outs, relocation of drain inlets and street lights	Ped	\$1,521,000
Gobbi @ S. Dora	Enhanced intersection with “teaching raingarden”	Ped	\$175,000
NWP Rail Trail, Phase III	10’ paved path, fencing, lighting from Clara Ave to Ford Street, including bridge over Orr Creek	Multi-use	\$1,729,000
Orr Creek Trail Feasibility Study	Feasibility Study of multi-use path along Orr Creek from Low Gap Park to the Ukiah Sports Complex	Multi--use	\$50,000
Willits			
NWP Rail Trail, Ph I	From East Hill Rd to East Commercial Street, 10’ wide trail	Multi-use	\$3,301,000
East Hill Road	From Baechtel Rd to the East City Limit, sidewalk infill and bike lanes	Ped/Bike (II)	\$400,000
Blosser Lane Improvements	Sidewalk infill, high visibility & raised crosswalks, curb extensions/bulb-outs, signage	Ped	\$691,000
Shell Lane Improvements	Connection to new NWP Rail Trail	Ped/Bike	\$430,000
Various Pedestrian Improvements	Install sidewalks and corner ramps in the vicinity of Brookside Elementary School, near the intersection of Pine & Mill Streets, and Elm Street	Ped	Unknown
Coast Street Sidewalks	Class III bike lane signage and striping, sidewalks, cross walks, curb extensions,	Ped/Bike (III)	\$300,000

Name – Route No.	Description/Location	Type – Ped/Bike (Class)	Estimated Cost
	and corner ramps on Coast Street between West San Francisco Street & Highway 20.		
Locust Street Improvements	Class III bike lane signage and striping, sidewalks, cross walks, and corner ramps on Locust Street in the vicinity of Baechtel Grove Middle School	Ped/Bike (III)	\$250,000
Railroad Avenue	Class III bike lane signage and striping, sidewalks, cross walks, and corner ramps on Railroad Avenue between San Francisco and Barbara Lane.	Ped/Bike (III)	\$370,000
State & Regional Projects			
Hopland US 101/Center Drive Crosswalk Improvements	Install new crosswalk approximately 100 feet south of the US 101/Center Drive intersection, replacing the existing the crosswalks, including bulbouts, refuge island, and user-activated lights	Ped	\$636,600
Central Hopland Medians	Along US 101 through Hopland, install traffic calming/pedestrian refuge medians – approx 100 ft north & 100 ft south of SR 175	Ped	\$407,600
Westport Bikelanes (project development)	Add 4' shoulders to provide Class II bikelanes along SR 1, between PM 77.48 and 78.15. From just north of the intersection with Omega Drive to the Westport Beach RV Park & Campground.	Bike	\$573,000 (proj. dev. Only)
Laytonville Pedestrian Safety Improvements	Traffic calming measures to improve pedestrian safety across US 101, including short term improvements such as signage or lighting	Ped	Unknown
Blosser Lane/SR 20 Intersection Improvements	Interim traffic calming measures to improve crossing safety for pedestrians including striping, radar feedback signs and pedestrian lights	Ped	\$36,000
Gualala Downtown Non-Motorized Transportation & Streetscape	In downtown Gualala along SR 1, from Center Street north to the southerly intersection with Ocean Drive – Class II bike lanes, intermittent medians, 8' sidewalks with aprons	Ped/Bike (II)	\$2,930,000
MacKerricher State Park Haul Road Repair & Enhancement	Repave existing Haul Road between Pudding Creek Trestle in Fort Bragg and Ward Ave in Cleone for bike/ped use	Multi-use	\$2,040,000
SR 162 Corridor Multi-Purpose Trail	Class I multi-use paved, 10 foot wide trail parallel to SR 162 through Covelo, with an east-west extension to Henderson Lane	Multi-use	\$2,578,000 (Phase I) \$1,252,000 (Phase II)

Usage & Parking for Priority Projects

In rural communities such as Mendocino County, there is little bicycle count data available. It is typically collected on a project by project basis if needed for grant applications. In regard to bicycle parking facilities, the first priority in most rural areas is provision of basic, safe bicycle

facilities. Bicycle parking is not typically included as part of a bicycle lane or path project, but rather at the points of interest to which these facilities provide access, such as schools, municipal facilities, or businesses. Existing bicycle parking in the vicinity of priority bikeway projects is shown in the maps depicting the Short Range projects. Available usage data for priority projects is shown below. Current and proposed usage information is available for only a small number of projects identified

Short Range Priority Improvements – Existing & Proposed Usage Data

Project Name	Agency	Daily Existing Use	Daily Proposed Use
Coastal Trail, Phase II	Fort Bragg	0	14,600
Branscomb Road Multi Use Bridge	Mendocino County	50	100
NWP Rail Trail, Phase III	Ukiah	912	1557
NWP Rail Trail, Phase I	Willits	83	120
East Hill Road Sidewalks & Bikelanes	Willits	10	50
MacKerricher State Park Haul Rd Repair & Enhancement	State Parks	273	329
SR 162 Corridor Multi-Purpose Trail	MCOG	47	235

Short Range Priority Improvement Descriptions

City of Point Arena

Lake Street Bicycle & Pedestrian Improvements

This project would provide sidewalk along Lake Street, between Scott Place and the elementary school (east side); between the elementary school and the high school (north side); and between the high school and approaching School Street (south side).

Coastal Access Scenic Bikeway Rehabilitation

The Coastal Access Scenic Bikeway is a Class I/II bikeway facility connecting SR 1 in downtown Point Arena to the municipal wharf. It was constructed in 2006 and is now in need of rehabilitation.

City of Fort Bragg

South Main Street Bicycle & Pedestrian Improvements

This project was programmed in the State Transportation Improvement Program but deleted due to a statewide funding shortage. The project would provide new curb, gutter and sidewalk, enhanced crossings, curb extensions, compliant ramps, striping and signage at Ocean View Dr, North Noyo Point Road and Cypress Street. Pedestrian improvements, including an island would be installed at North Harbor Drive. Improvements would also be made at driveways between Ocean View Drive and the Noyo Bridge.

California Coastal Trail, Phase II

This project will provide a 1.31 mile, Class I multi-use trail, linking the two existing segments of the Coastal Trail through the old Georgia Pacific mill site, parallel with and west of SR 1. A connection to the downtown area will be provided at Alder, making this a viable north-south

alternative for bicyclists and pedestrians.

Redwood Avenue Coastal Trail Linkage

This project will create a multi-use trail from Alder Street trailhead/parking area along Chief Celeri Drive to Redwood Avenue, with sidewalks and wayfinding signs on Redwood.

Noyo Harbor Access – Old Mill Road

This project calls for improvement to the Old Mill Road to provide a multiuse trail, linking to the Coastal Trail, and includes stabilization of a landslide area as well as ADA parking. The project was identified in the Noyo Harbor Access Plan.

Noyo Harbor Access – North Harbor Drive

Separated trail between Casa Del Noyo and the Noyo Fishing Center, connecting with lower portion of Harbor Drive. Construction would require a cantilevered trail and retaining wall due to limited right of way and slope adjacent to the existing road.

Fort Bragg Sidewalk Infill

This project would provide sidewalk and bicycle improvements on southbound Route 1 from Oak Street to Noyo River Bridge for a total of 1.5 miles.

City of Ukiah

Downtown Streetscape Project

This project through Downtown Ukiah will provide sidewalk widening, curb ramps, bulb outs, relocation of drain inlets, relocation of street lights, and installation of street furniture and landscaping. Phase I of the project extends from Henry to Mill along State Street and between School and Main Street on Standley and Perkins, and on Henry Street between School and State Street. Phase II of the project will extend the improvements on State Street northerly to Norton Street and southerly to Gobbi. The project will also include pavement rehab, a reduction of travel lanes, and parking improvements which are funded separately.

Gobbi Street and South Dora Intersection Improvements

This project would provide an enhanced intersection with a “teaching raingarden” that could be used by students at the adjacent elementary school. This feature would address storm water runoff at the intersection using a natural system. This project was identified in the City’s Safe Routes to Schools plan.

Northwestern Pacific Rail Trail, Phase III

The first phase of this trail, from Gobbi Street to Clara Avenue, was completed in 2015, and the second phase, from Gobbi Street to Commerce Drive, is currently in project development and scheduled to be completed in 2018. This phase of the trail would extend 0.3 mile from the current northerly terminus of the trail at Clara Avenue to Ford Street and would include a bridge over Orr Creek.

Orr Creek Trail Feasibility Study

This project is to assess the feasibility of constructing an approximately 2 mile long pedestrian

and bicycle pathway from Low Gap Park to the Ukiah sports complex along Orr Creek, including a new grade separated Highway 101 crossing.

City of Willits

Northwestern Pacific Rail Trail, Phase I

This project would provide an 8 to 10 foot wide, multi-use path along the Northwestern Pacific Rail line. Phase I would run 1.6 miles between East Hill Road and East Commercial Street, providing an alternate north-south route through town for non-motorized traffic. The railroad right-of-way alignment is already well used by pedestrians and bicyclists, especially between East Valley and East Commercial Streets. It would also provide recreational opportunities. Eventual build-out of the southeast annexation area, including industrial and residential uses, will require this alternative transportation system to help reduce potential vehicular impacts that are associated with urban development.

East Hill Road

The East Hill Road Bikeway would connect with the recently completed Baechtel Road Bikeway, providing a link between a mixed-used residential, commercial and industrial area of the city and residential areas to the east. The new Howard Memorial Hospital has recently been completed in an area which takes access from East Hill Road, increasing the need for bicycle and pedestrian access along this route. A Class II bikeway is proposed for the portion of East Hill Road within City limits, which would be 0.5 mile in length.

The East Hill Road area is expected to experience significant development over the next several years, which will further increase the need for bicycle access to this area. It is anticipated that developer fees could help to finance a project in this area.

Blosser Lane Improvements

Blosser Lane Elementary is surrounded by industrial sites and a casino, which create significant traffic on this route, including large truck traffic. This project includes traffic calming and pedestrian improvements in the area of Blosser Lane Elementary School to improve safety for students. Improvements would include approximately 2,660 linear feet of sidewalk infill on Blosser Lane, Coast Street and Franklin Avenue. Curb extensions with ramps and high visibility crossings would be installed at intersections along Blosser Lane, and six bulb-outs adjacent to the school for improved pedestrian crossing. The proposed project would also include 8 driveway aprons in an effort to control turning movements in and out of nearby industrial sites and reduce potential conflicts with pedestrian and bicyclists. Raised crosswalks in front of the school are also proposed, connecting to a loading zone on the west side of Blosser Lane, with school zone signage in both directions. In 2009, these improvements were estimated to cost \$691,000.

Shell Lane Improvements

This will provide bicycle and pedestrian facilities along Shell Lane, creating a connection from existing bicycle and pedestrian facilities along Baechtel Road to the proposed NWP Rail Trail. The City is currently working with the Safe Routes to School National Partnership to develop additional details and cost estimates on several of their projects, including this project.

Various Pedestrian Improvements

Various locations in Willits are in need of upgraded pedestrian facilities. In the vicinity of Brookside Elementary School, six new ramps and approximately 600 linear feet of sidewalk, curb and gutter are needed. Four more ramps are needed near the intersection of Pine and Mill Streets. On Elm Street, the sidewalk, curb, and gutter are in good condition, but corner ramps are missing or outdated; six new ramps create a continuous pedestrian path to Evergreen Shopping Center.

Coast Street Sidewalk Improvements

This project will create and connect pedestrian access features and bike paths from a dense residential area to a school area. The project would include new and improved sidewalks, bike lanes, corner ramps, extended curbs, and signage. The project would span from West San Francisco Street along Coast Street to the Highway 20 intersection. The improvements from this project would create pedestrian and bicycle access continuity to the Blosser Lane Improvement Project described above.

Locust Street Improvements

This project creates pedestrian and bike accessible areas around nearly half of Baechtel Grove Middle School's parameter. New sidewalk, corner ramps, cross walks, striping, signage, and bike lanes would be added. The accessibility features would connect the school zone to the adjacent residential neighborhoods south of the project.

Railroad Avenue Improvements

This project creates an accessible pedestrian path along the west side of Railroad Avenue and a class III bike route along the full length of the road between East Valley Street and Barbara Lane. This street is heavily used as it is one of the longer north-south streets in Willits, connecting both residents and businesses between the Safeway shopping center and Highway 20 and downtown.

County of Mendocino

Branscomb Road Multi-Use Bridge

This project would construct a pre-fabricated bicycle/pedestrian bridge on Branscomb Road in the Laytonville area. The bridge would be parallel to the existing vehicle bridge, which is very narrow.

Safe Routes to School – Grace Hudson Elementary

This project would provide sidewalk between State Street and the school entrance on Jefferson Street in the Ukiah. It would also include enhanced crosswalks across the school driveways. This project was identified as a priority in the county's Safe Routes to Schools Plan.

Safe Routes to School – Laytonville

This project would provide enhanced crosswalks across Ramsey Road, from the parking lot to the front of the school, with ramps and signs. Sidewalks or pedestrian paths would also be included along the east side of Willits Avenue, between Ramsey and the existing sidewalk near

the middle school. This project was identified as a priority in the county's Safe Routes to Schools Plan.

Safe Routes to School – Covelo

This project would provide sidewalk along Airport Road and the south side of Howard. It would also reconfigure the intersection of Howard and Airport Way, reconfigure the parking area with a pedestrian walkway between the school and existing pedestrian path, and provide enhanced crossing of the northern school driveway connecting with the trail. This project was identified as a priority in the county's Safe Routes to Schools Plan.

Anderson Valley Way Bike Route & Recreational Trail

Community members expressed a desire for improved non-motorized access along Anderson Valley Way. This project would provide an approximately four foot wide, soft surface recreational trail along Anderson Valley Way on one side of the roadway, and connecting with the proposed Class I bike path along SR 128 (long range). The Class III bikeway would connect with the soft surface trail for a total of 2.7 miles of facility.

Windy Hollow Road Bicycle/Pedestrian Bridge

This would provide a bicycle pedestrian bridge over the Garcia River on Windy Hollow Road in the Point Arena area. There is no bridge on this road currently. The Garcia River frequently floods, leaving people trapped on one side of the river and unable to access services or their homes on the other side when State Route 1 is closed. Although a vehicular bridge would be ideal, a bicycle/pedestrian bridge could provide an interim solution for people to cross during times of emergency.

State & Regional Projects

Blosser Lane/SR 20 Intersection Improvements (Willits Area)

The crossing at this intersection links a residential area on the north side of SR 20 to the local elementary school. Currently, students at the school are discouraged from walking or riding their bicycles to school because of the dangerous conditions at this intersection and surrounding areas. Although a roundabout has been suggested as a long-term solution, interim improvements are proposed to improve safety in the short term including striping to visually reduce road widths, improved crossing, radar feedback signs, and a pedestrian activated light. An estimate prepared in 2009 by the City of Willits identified a cost of \$36,000 for these interim improvements.

Hopland US 101/Center Drive Crosswalk Improvements

This project would include installation of an enhanced crosswalk approximately 100 feet south of the US 101/Center Drive intersection, replacing the existing the crosswalks at this intersection and provide curb extensions. There is a significant difference in elevation between the east and west sides of this intersection, making crossing difficult for people with limited mobility or those using wheelchairs. The new crosswalk would also include bulbouts, a refuge island, and user-activated lights. This project was identified as a priority in the Hopland Main Street Corridor Engineered Feasibility Study.

Central Hopland Medians

This project would construct traffic calming measures and pedestrian refuge islands along US 101 through the community of Hopland. Median would be installed at two locations, approximately 100 feet north and 100 feet south of the intersection with SR 175. These would be in addition to the median that would be installed at the new crossing south of Center Drive, described above.

Westport Bike Lanes

This project was identified in the Westport Area Integrated Multi-Use Coastal Trail Plan. This project will add 4 foot shoulders along SR 1 to provide for 0.67 mile of Class II bike lanes between PM 77.48 and 78.15. The project will begin just north of the intersection with Omega Drive and extend to the Westport Beach RV Park & Campground. The project will connect the village of Westport with popular destinations to the north and form a priority segment of the Pacific Coast Bicycle Route.

Laytonville Pedestrian Safety Improvements

This project would address pedestrian safety concerns along US 101 through the community of Laytonville by providing traffic calming measures. This project would also include interim measures such as centerline pedestrian crossing signs and pedestrian crossing lights. Although specific improvements have not been identified, it is anticipated that the measures would be fairly low cost. This was a need that was high priority for residents of Laytonville in the public outreach process.

Gualala Downtown Non-Motorized Transportation & Streetscape

This project would add 5 foot Class II bike lanes and 8 foot sidewalks on both sides of the road along a 0.4 mile stretch of SR 1 through downtown Gualala. Sidewalk aprons will help reduce conflict points for vehicles. Sidewalks are excluded from the project on the west side of SR 1 between PM 0.78 and 0.84 until alternative parking can be addressed. This project was identified in the Gualala Downtown Streetscape Plan. In addition to the active transportation improvements, the project will also include a center turn lane. Funding for the environmental component of the project is programmed in the State Transportation Improvement Program. Funding for remaining components has not yet been identified.

MacKerricher State Park Haul Road Repair and Enhancement

This project would repave the existing Haul Road from the Pudding Creek Trestle in Fort Bragg to Ward Avenue in the Cleone Area. This 3.3 mile facility would serve as a section of the Pacific Coast Bike Route and extend the Coastal Trail, providing non-motorized access separate from the narrow State Route 1, improving safety for residents and visitors. The bluff top facility would include replacement of two water crossings with culverts and the addition of hand rails on the Virginia Creek Bridge. It is anticipated that this project would be implemented by State Parks.

SR 162 Corridor Trail

This project will create a new route parallel to but separate from SR 162 through the community of Covelo. SR 162 currently lacks any shoulders and has open ditches along both sides, forcing pedestrians and bicyclists in this disadvantaged community to walk in the lanes of traffic, which often travels at high speeds even through town. Phase I of the project will extend from Howard

Street, which provides access to the community schools, to Biggar Lane and include an east-west extension through Tribal lands to Henderson Lane. Phase II of the project will extent from Biggar Lane to Hurt Road. Both phases of the project have been awarded ATP funding and are being implemented by the Mendocino Council of Governments.

Long-Range Priority Improvements

In addition to the short term projects identified above, there are many other needs throughout the region. The projects included in this long range listing are not necessarily lower priority, but may be those that are likely to take longer to develop or require greater amounts of funding that have not been identified at this time. Several of these projects do not currently have cost estimates developed. Some projects are conceptual, as there is a recognized need but not project details have been developed. Due to funding constraints, it is likely that many projects identified in this plan as short range will in reality be long range projects.

Long Range Priority Improvements

Name – Route No.	Description	Type – Ped/Bike (Class)	Est. Cost
Point Arena			
Multi-use Trail from Cove (Harper’s Cut-Off Trail)	Widen and improve the existing pedestrian trail right-of-way between School Street and Port Road to create a mixed-use trail that will provide sufficient width (20 feet) and conditions for north-south emergency access	Multi-use	\$127,420
County			
Safe Routes to School Anderson Valley	Class I multi use path parallel to SR 128 with connection to school	Multi-use	Unknown
Brooktrails to Willits – Multi-Use Trail	This is a recognized need, however, no route or details have been developed		Unknown
Rail Trail – Brush Street to Lake Mendocino Drive	10 foot paved multi-use trail along the NWP rail line, 2.1 miles in length.	Multi-use	\$2,548,670
Ukiah			
Walking trail around Todd Grove Park	8’ wide concrete walking path, w/curb, 0.5 mile in length.	Ped	\$400,000
Orr Creek Trail design & construction	Design and construction of a 2 mile long multi-use path along Orr Creek from Low Gap Park to the Ukiah Sports Complex	Multi-use	TBD in feasibility study
Pomolita Middle School Level 3 Access Improvements	Install 16 ADA curb ramps, 3 large curb extensions, and fill priority sidewalk gaps on Cypress Ave, Spring St, and Hazel Ave.	Ped	\$650,000
NWP Rail Trail Phase IV	10’ wide paved path, fencing, and lighting, extending 1.07 miles from Commerce Drive to Norgard Lane.	Multi-use	\$2,600,000
Willits			
Pedestrian crossing at Walnut & Main Street	Enhanced pedestrian crossing for students crossing from school area	Ped	Unknown

Name – Route No.	Description	Type – Ped/Bike (Class)	Est. Cost
	to shopping center and adjacent residential areas		
Willits Main Street Corridor Enhancement Plan projects -	This recently adopted plan identified general improvements such as sidewalk widening, bulb-outs, street plantings and furniture, enhanced crosswalks and refuge islands. Some improvements will be made prior to Caltrans relinquishes the former highway. Remaining improvements will be long range priorities.	Ped/Bike	Unknown
Caltrans			
Route 1 Improvements – Pacific Coast Bike Route	Shoulder improvements in various locations	Bike	Unknown
Westport Bikelanes (construction)	Add 4' shoulders to provide Class II bikelanes along 0.67 mile of SR 1, between PM 77.48 and 78.15.	Bike (II)	\$990,000
Roundabout/signal at SR 20 and Blosser Lane in Willits Area	Roundabout (or signal) as a long term improvement for non-motorized traffic at this location.	Bike/Ped	Unknown

In addition to the projects identified above, there is a recognized need for bicycle facilities along several of the State Routes through the region. Where feasible, improvements along these routes should be pursued and incorporated into other non-bicycle related projects. All highway facilities within Mendocino County are currently open to bicyclists, however, on most facilities, the width and roadway design do not lend themselves well to bicycle or pedestrian use.

California Coastal Trail and Pacific Coast Bike Route

Senate Bill 908 (2001, Chesbro) initiated the development of the California Coastal Trail. The Trail is intended to be a continuous public right of way along the California coastline developed for non-motorized use. The Coastal Conservancy, along with State Parks, the Coastal Commission, and other agencies and groups, produced a document in 2003 entitled *Completing the California Coastal Trail*, which laid out the concept for the trail as well as benefits, costs, and challenges associated with trail development. While such a trail would be a great asset to the County and State, it is unfortunately largely unfunded at this time, although there have been some segments completed, particularly in the Fort Bragg area. Due to topographical and environmental constraints, the implementation of the trail may result in multi-use shoulders on Route 1 in some locations. While the primary purpose of the trail is recreation, implementation may blur the distinction between recreational and general-purpose travel as the route provides access for non-motorized users and connects the fragmented recreational segments.

The Pacific Coast Bike Route and California Coastal Trail Engineered Feasibility study was completed in 2013 in a joint effort between MCOG and Caltrans. The study examined current conditions and needed improvements for the Pacific Coast Bike Route (PCBR) within the Route 1 right of way through Mendocino County, as well as the California Coastal Trail where it is

intended to share the right of way. The study included extensive public and stakeholder involvement, and resulted in recommended implementation segments. Costs of construction for the improvements in each segment are very high. Only two of the eleven segment improvements have a cost below \$10 million. The rest range in cost from \$11.7 million to \$51.8 million. Given the high costs associated with these improvements, it is unlikely that anything more than small sections of shoulder improvements will be made during the life of this plan unless a substantial funding source can be found. However, it may be possible to construct some portions of the route outside of the Route 1 right of way. The MacKerricher State Park Haul Road project identified in the short-range improvements of this plan would provide over 3 miles of bicycle route that would serve as the PCBR in that area.

Windy Hollow Road/Garcia River Flooding

The stretch of SR 1 between post mile 17.52 and 18.5 near Point Arena is subject to closure as a result of frequent flooding of the Garcia River. When the closures occurs, it leaves the City of Point Arena cut off from residences to the north, splits the Manchester-Point Arena Band of Pomo Indians tribal lands, and blocks emergency services. Addressing this issue was the biggest topic of concern expressed through public input collected in the South Coast area. Caltrans is currently exploring the feasibility of four possible alternatives to address the issue.

Alternative 1: Raise the grade of SR 1 over the flood-prone segments.

Alternative 2: Bypass SR 1 by using the existing Windy Hollow Road alignment. This would require construction of a new bridge on Windy Hollow Road across the Garcia River and improvements to Windy Hollow Road including widening.

Alternative 3: Bypass SR 1 using a combination of the Windy Hollow Road alignment and a new alignment between Hathaway Creek and the Garcia River, including a new bridge over the Garcia River which would reconnect with Windy Hollow Road.

Alternative 4: Raise the grade of the flood prone section of SR 1, as proposed in Alternative 1, then bypass the larger river bottoms on a new alignment starting at PM 17.82 climbing the hill-face above the Garcia River coastal plain, then crossing the Garcia River on a new bridge.

A project is included in the short-range improvement section to provide a non-motorized crossing over the Garcia River at Windy Hollow Road. That project is intended to be an interim measure to provide access during times of flooding. However, if the State pursues one of these solutions identified above, this may provide a solution for both vehicular and non-motorized travel during times of flooding.

PUBLIC TRANSIT SERVICE ELEMENT

SYSTEM DEFINITION

The Mendocino Transit Authority (MTA) is a Joint Powers Agency (JPA), which was formed in 1976 by the County of Mendocino and four incorporated cities: Fort Bragg, Point Arena, Willits and Ukiah. The MTA is the sole public transit operator in the County, and is responsible for the daily operation of the bus system and related policy decision-making. The MTA Board of Directors meets monthly to decide on operational and policy issues. A General Manager coordinates the system and oversees its day-to-day operations. The Transportation Development Act (TDA) regulates public transit services in California. Under TDA, MTA undergoes annual fiscal audits and a triennial performance audit. MCOG's Transit Productivity Committee (composed of two board members each from MTA and MCOG, plus one Senior Center representative) annually reviews efficiency of services.

The MTA began service on April 12, 1976, with a start-up budget of \$250,000, including \$100,000 for the purchase of five buses. Cross-county routes transported passengers from the inland Ukiah areas to outlying valleys and coastal areas. Over the years, MTA has evolved into a well-managed and operated countywide transit system providing a broad base of transit service within the County as well as regional links. MTA's Mission Statement is "to provide safe, courteous, reliable, affordable and carbon-neutral transportation service."

Based on a recent five-year average, approximately 41% of MTA's funding comes from TDA funds allocated by MCOG. This percentage reflects a downward trend from the 65% reported in the 2010 RTP, largely due to increased revenue sources available for transit. Other funding includes fare revenue, advertising revenue, contract service revenue, agriculture van leases, and federal and state grants and state bond programs.

MTA's ridership and fare revenues continue to follow the national trend downward. MTA has renovated all of its schedules for continuity and ease of use for the public. In addition, MTA has modernized its web page to be smart phone accessible and streamline its automated telephone information system.

The MTA, which serves as the Consolidated Transportation Services Agency (CTSA), (*as designated by MCOG on December 7, 1981*) employs approximately 60 people. MTA's main facility is located at the sound end of Ukiah, and houses MTA administration, maintenance, and the centralized dispatch, as well as serving as the operation base for the Inland Services. Because of distance, the Willits, South Coast, and North Coast Services are operated from separate sites. MTA's Diana Stuart Fort Bragg Division houses a bus barn with office, conference room, remote meeting technology and other amenities.

Completed in 2012, the Bruce Richard Maintenance Facility (named for MTA's retired general manager) is a state-of-the-art shop building that advances MTA's strategic plan to become a carbon-neutral provider of public transit service. The original shop was 60 years old, overcrowded and hazardous, and wasted energy. The new facility was designed and built to Silver Leadership in Energy & Environmental Design (LEED) standards. Energy features

include rooftop solar photovoltaics, radiant-heated floors, evaporative cooler, daylighting, insulation, and electric vehicle charge port. Net electrical use is nearly zero. Working conditions are vastly improved. Unique in this rural region, the project received AIA Redwood Empire Chapter's highest award. Subsequently, a solar photovoltaic canopy that covers bus parking and generates electricity was installed.

The MTA service area covers approximately 2,800 square miles (*out of total County area of 3,510 square miles*) plus the northern Sonoma County Coast to Bodega Bay, and into Santa Rosa. It encompasses three distinct regional divisions – the South Coast, North Coast, and Inland service areas. MTA serves a population of nearly 90,000, and its vehicles travel more than 881,000 mile per year. A wide variety of vehicle types, sizes, and configurations are operated, reflecting the range of transportation services provided and communities served. There are a total of 39 revenue vehicles in the fleet. Each MTA bus is equipped with a bicycle rack that holds two to three bicycles, available on a first-come, first served basis. Service animals are allowed on the bus; all other animals must be in a carrier.

Currently, MTA operates twelve fixed bus routes connecting the Mendocino Coast, the inland valleys, towns and communities to Ukiah, the County seat. MTA also provides Dial-a-Ride services in Ukiah and Fort Bragg, and one flex route in Ukiah. Americans with Disabilities Act (ADA) paratransit service is available for persons with disabilities who live within ¾ mile of MTA's local Fort Bragg, Willits or Ukiah bus routes. ADA paratransit service is provided by MTA in Ukiah and Fort Bragg, and is provided in Willits by Willits Seniors, Inc.

MTA provides daily connections in Santa Rosa with Sonoma County Transit, Santa Rosa City Bus, Amtrak, SMART (Sonoma-Marin Area Rapid Transit) Train, and Golden Gate Transit for regional service to Marin and San Francisco counties, and beyond. MTA also provides daily connections with the Sonoma County Airport Express for service to and from Bay Area airports. In Ukiah, MTA connects with Lake Transit service to provide service to and from Lake County, Monday – Saturday; and connects with Greyhound which provides service to both northern and southern destinations. MTA's website provides travelers information on other transit connections throughout California, including California Transit Links, SF Bay 511.org, Craigslist Rideshare Board, and Zimride.

In 2010, MTA launched the Mendocino Farmworker's Transportation Program - a van pool program for workers in the agricultural industry. 15-passenger vans, equipped with state-of-the-art vehicle tracking technology and safety features, are used by pre-qualified volunteer drivers to safely transport workers. MTA pays each vehicle's insurance, maintenance, repair and fuel costs up front, and van pool riders cover that cost by paying an affordable daily fare for the service. Volunteer drivers ride for free in exchange for driving the van and managing the van pool. The vans may be used to transport workers to any agricultural-related enterprise, at any time of day, seven days per week.

For specific route, schedule and fare information, visit MTA's website at <http://mendocinotransit.org>. Since MTA made schedule data available in a standardized format, independent software developers have offered a number of useful tools for riders. Several free

applications are available from third-party developers using MTA's open GTFS (General Transit Feed Specifications) data, and are listed and inked on MTA's website.

Special Needs Transit Service

The largest segment of California's population is rapidly growing older, and as the baby boom generation becomes senior citizens, we can expect this trend to accelerate. This will obviously create an increased demand for services for the elderly and disabled. The majority of this segment of the population will be able to use public transit because of the expanded accessibility brought about by implementation of the Americans with Disabilities Act (ADA). For citizens living in less populated areas, however, transit service may not be an option due to the inefficiency of serving areas with low population density. MTA implemented an E-Ride voucher program in remote areas of the County not served by transit (Covelo and Laytonville), however, the program was unsuccessful mainly due to a lack of volunteer drivers. MTA is continuing its efforts to secure ongoing grant funding to operate a Mobility Management Program to match riders with available services.

Senate Bill 335, known as The Brandi Mitock Safe Drivers Act (enacted by the legislature in 2000) specified conditions under which certain persons may lose their driver licenses due to failure to pass a visual, written or behind-the-wheel test. It is likely that this bill disproportionately affected rural areas of the State, where there are not only many older drivers, but transit service is generally sparse or inadequate. MTA, as the designated Consolidated Transportation Services Agency (CTSA), strives to assist senior centers in meeting the transportation needs of those individuals with special needs by providing funding, training, vehicle procurement and maintenance services. Through the Mobility Management Program, MTA will be working to coordinate transportation services of senior centers and other providers.

Five senior centers currently provide transportation services in Mendocino County. They are: Anderson Valley, Redwood Coast in Fort Bragg, South Coast in Gualala, Ukiah and Willits. All senior centers operate their transportation services under contract with MTA, and are designed to provide a higher level of driver assistance ("door through door") than MTA Dial-a-Ride can provide.

NEEDS ASSESSMENT

MTA continues to be responsive to the needs of seniors and individuals with disabilities by fully complying with the ADA. All buses are ADA accessible, and passengers with disabilities who are unable to use the standard-equipped vehicles may be eligible for door-to-door ADA paratransit services. MTA routinely assists senior centers in applying for federal grants to replace aging transit vehicles, and provides the local grant match requirement from funds made available from MCOG. MTA takes advantage of opportunities to coordinate transit services to the fullest extent possible in order to maximize available transit resources.

MTA annually produces an Unmet Transit Needs List, which identifies new service requests compiled from various sources, including direct input from the public at MTA's monthly meetings. This list, along with other needs identified by the Social Services Transportation

Advisory Council, is presented to the Mendocino Council of Governments at an annual, legally noticed Unmet Needs public hearing. After the public hearing, MCOG makes a determination (*based on adopted definitions*) if any of the needs presented qualify as “unmet transit needs” and if so, the needs are referred to MTA for analysis and then to MCOG’s Transit Productivity Committee for evaluation as to “reasonableness”. The following (revised) definitions were adopted by MCOG on 12/7/98:

Unmet Transit Needs: Whenever a need to transport people is not being satisfied through existing public or private resources.

Reasonable to Meet: It is reasonable to meet a transit need if all of the following conditions prevail:

- a. Service will be capable of meeting the Transportation Development Act fare revenue/operating cost requirements and established MCOG criteria for new services.
- b. Transit services designed or intended to address an unmet transit need shall not duplicate transit services currently provided either publicly or privately.
- c. The claimant that is expected to provide the service shall review, evaluate and indicate that the service is operationally feasible, and vehicles shall be currently available in the market place.
- d. Funds are available, or there is a reasonable expectation that funds will become available.

After evaluation, the Transit Productivity Committee makes a recommendation to MCOG on whether any of the “Unmet Transit Needs” are “Reasonable to Meet.” The SSTAC is again convened for comment on the TPC’s recommendation. The annual process is concluded with MCOG adopting a resolution which either finds that there are, or are not “Unmet Transit Needs that are Reasonable to Meet.” If it is determined that there are such needs, MTA is directed to include those needs in its annual budget and claim to MCOG.

The FY 2017/18 Unmet Needs process resulted in a finding that six unmet transit needs were deemed reasonable to meet contingent on approval of MTA’s grant proposal for Mobility Management under the Federal Transit Administration (FTA) Section 5310 Expanded Program and other grant opportunities. The results of this process vary from year to year and often none of the unmet needs are found reasonable to meet. Needs are most often met through federal grants and route adjustments, as all available TDA funds for transit are fully allocated to MTA.

In addition to the annual Unmet Needs process, public input regarding transit needs was solicited during the public outreach process for the 2017 RTP, in which MCOG conducted a series of five workshops in various locations throughout the County. Transit-related comments received from the Point Arena workshops included the need for additional transit (MTA and senior center) both locally, and to connect the community to other areas (Fort Bragg, Ukiah).

MCOG has also adopted a Coordinated Public Transit-Human Services Transportation Plan which guides actions related to human services transportation needs. The Coordinated Plan is a requirement of the Federal Transportation Bill in order to qualify for certain Federal Transit Administration funding sources. The purpose of the plan is to address the transportation needs of elderly, disabled, and low income individuals. It must assess available services, identify needs, strategies to meet needs and opportunities for coordination, and prioritize implementation of strategies. The priorities identified in the most recent Coordinated Plan, amended February 6, 2017, are as follows:

- Strategy 1 - Maintain the Current Level of Transportation Services
- Strategy 2 - Expand Demand Response (Retained from the 2008 Coordinated Plan)
- Strategy 3 - Establish a Non-Emergency Medical Transportation Service
- Strategy 4 - Expansion of Intercity Services, Especially Between Fort Bragg and Ukiah
- Strategy 5 - Expand Weekend Service
- Strategy 6 - Multi-Organizational Approach to Solutions
- Strategy 7 - Establish a Mobility Management Program

ACTION PLAN

Short Range Projects

Proposed Short Range Transit Development Plan (FY 2018/19 – FY 2022/23) - In June 2017, MTA applied for State Rural Planning Assistance (RPA) grant funds to update its Short Range Transit Development Plan (SRTDP), which expired in December, 2016. A Short Range Transit Development Plan serves as the primary planning document for a transit agency. Without a current SRTDP, MTA risks potential loss of ridership and efficiency without a current plan to best determine how to program limited resources. In addition, the ability to acquire future federal or state grants may be adversely affected without a current Plan. The requested RPA grant funds were not awarded so MTA will continue to research and apply for grant funding to update this important planning document.

Bus Stop Improvements – MTA intends to implement the recommendations in the two-phased Bus Stop Review study (2013 and 2015) to systematically make improvements to bus stop facilities (i.e. benches, shelters, signs, etc.).

Solar Powered Maintenance Facility - Revamp Solar Canopy - In FY 2019/20, MTA intends to revamp their 2012 solar canopy project (which constructed canopies over parking areas to host more solar panels) to include a 440 Transformer.

Design and Construction of New Administration and Operations Building – A new state-of-the-art solar powered maintenance facility and solar canopy project (funded with federal “state of good repair” and “TIGGER” grants, matched with TDA and California Prop 1B funds) was completed in 2012. As the final phase of the “Facility Solarization and Modernization Project” MTA plans to construct a new administration and operations building to replace the existing overcrowded and energy inefficient building. The new facility will be designed to LEED

(Leadership in Energy and Environmental Design) standards. The Design phase of this project is scheduled for FY 2021/22, however, funding has not yet been secured. MTA will be seeking federal economic stimulus money, federal discretionary grants, state bond funds and energy-related grants for this project. Estimated budget is \$10,907,000 for design, site work, construction, solar roof and added solar canopies.

Managed Information Technology (IT) Project – MTA intends to upgrade its IT network and infrastructure by contracting with an independent firm to provide managed IT care for the agency (funded by FY 2015/16 Prop 1B Transit System Safety, Security & Disaster Response Account funds approved by MCOG).

Electronic Pre-Trip Devices and Fleet Management Software – MTA intends to replace the current obsolete and unsupported system to improve methods of reporting, safety inspection and compliance (funded by FY 2016/17 Prop 1B Transit System Safety, Security & Disaster Response Account funds approved by MCOG).

Other projects planned during the FY 2017/18 – FY 2026/27 period include the following:

Acquisition of 72 replacement vehicles -

- 3 staff vehicles (hybrid) for
- 3 staff vehicles (electric)
- 2 staff vehicles (Mtc Van)
- 9 senior center buses
- 12 Dial-A-Ride buses
- 27 cutaway buses (Potentially one will be all-electric)
- 7 medium-duty buses
- 9 heavy-duty buses

Total of 72 vehicles (\$13,563,000)

Purchase of equipment such as replacement computers, telephone/video equipment, security equipment, passenger waiting shelters and benches, facility upgrades, etc. is expected to total approximately \$2,799,000 over the FY 2017/18 – FY 2026/27 period.

PERFORMANCE MEASURES

Transit Performance Standards are adjusted by MCOG annually, pursuant to policy adopted by MCOG on 8/18/14. 2015 Standards are as follows:

Public Transit System Performance Measures

2015 MCOG Standards	Passengers Per Hour	Farebox Ratio	Operating Cost Per Vehicle Service Hour ¹	Cost Per Passenger ²
Dial-A-Ride	4.5	15%	\$95.12	\$21.14
Short Distance Bus Routes (formerly "Inland")	14.0	15%	\$85.97	\$6.14

Long Distance Bus Routes (formerly "Coast")	3.2	15%	\$90.44	\$28.26
Senior Centers	3.0	12%	\$48.41	\$16.14

Notes: (1) Starting in 2014 "Cost Per Hour" is calculated by averaging the past three years of actual costs, then adjusted annually by the percentage change in the California Consumer Price Index – California, All Urban Consumers. MCOG refers to this method as "CPI Adjusted Rolling Average".

(2) "Cost Per Passenger" is an additional evaluation tool when 2 out of 3 other standards are not met. This standard is also adjusted annually by the CPI inflation rate.

ENVIRONMENTAL CONSIDERATIONS

A separate environmental document will be prepared for the Regional Transportation Plan. The majority of projects discussed in the Action Plan of the Transit System Element are very likely to produce positive environmental effects. Most of these projects are expected to be categorically exempt from the California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA) processes. For this reason, there are no foreseeable environmental issues.

ACCOMPLISHMENTS SINCE LAST REGIONAL TRANSPORTATION PLAN

The following are highlights of public transit service accomplishments since the last RTP update in 2010:

- Completed design and construction of major Facility Solarization and Maintenance project
- Completed design and construction of Solar Canopy project
- Purchased 3 vehicles for MTA: 2 paratransit vans and 1 20-passenger van.
- Acquired and installed one new bus shelter with solar powered lighting in Fort Bragg.
- Conducted a "Bus Stop Review" study (two phases) to evaluate and make recommendations for improvements for selected bus stops in MTA's service area. (2013 & 2015)
- Conducted a "Countywide Transit Ridership Survey" (2015)
- Initiated a "fare free" program (funded with Low Carbon Transit Operations Program grant funds) to provide fare free transportation to enrolled Mendocino College students.
- Initiated a new program which guarantees a scheduled Dial-A-Ride, when reserved in advance
- Purchased and installed technology driven tools (Route Match Computer Aid Dispatch) software, Fixed Core Management System, RouteShout, a public application (app) for bus arrival/departure, and Push to Talk Communications software and hardware) for the Dial-A-Ride and Fixed Route programs. This Global Positioning System (GPS) tool enables the wireless upload of ridership and fare collection information, and provides transit riders with real time bus location, and arrival/departure information.

RAIL TRANSPORTATION ELEMENT

SYSTEM DEFINITION

Mendocino County has two railroad systems: The Northwestern Pacific Railroad (NWP), which is overseen by the North Coast Railroad Authority (NCRA), and the Skunk Train owned by Mendocino Railway.

The “Skunk Train” is a private company that provides excursion service. Its limits extend east to west, from the City of Willits in northern Mendocino County to the City of Fort Bragg on the northern Mendocino coast, a distance of approximately 40 miles. However, the service currently offered on the line does not extend the full length of the tracks. Two round trip routes are provided—from Fort Bragg to In 2004 the Sierra Railroad purchased the line from California Western Railroad and then transferred ownership and operations to Mendocino Railway in 2009.

The North Coast Railroad Authority (NCRA) is a California Public State Agency that oversees the 316-mile long publically-owned right of way known as the Northwestern Pacific Railroad (NWP). The NWP is mainly a freight railroad (with limited passenger excursion service) which extends from Lombard in Napa County in the south, to Samoa in Humboldt County in the north, traversing the entire length of inland Mendocino County. The NWP has been in existence since the early 1900s under various ownerships. In 1984 the northern half of the line was sold to Eureka Southern Railroad, and was subsequently purchased by the NCRA in 1992 with Proposition 116 Funds. The southern segment (from Healdsburg to Lombard) is owned by the Sonoma Marin Area Rail Transit (SMART) District. The NCRA has a perpetual freight service easement over SMART right-of-way between Healdsburg and Lombard. SMART has a perpetual passenger service easement over the portion of right-of-way owned by NCRA between Healdsburg and Willits, however, plans for passenger service for the foreseeable future only extend as far north as Cloverdale.

When expansion allows, the two rail systems will be reliant upon one another to provide the vital component of freight and passenger service to the region.

Background

North Coast Railroad Authority

The California Legislature (AB 1663) created the North Coast Railroad Authority (NCRA) in 1989 to preserve and maintain rail service in the North Coast Region of California. Although it was chartered by a state mandate, operating funding was not provided by the state. In 1990, the North Coast Railroad Authority began meeting as a functional entity with two members each from Humboldt and Mendocino Counties and the Caltrans District 1 Director as a voting ex-officio member. From 1994 to 2007, the Board of Directors was comprised of two representatives each from the Board of Supervisors in the Counties of Humboldt, Mendocino and Sonoma, and one representative of the city governments served by the NCRA. In 2007, two representatives from Marin County were added, bringing the total Board membership to nine.

After establishment of the NCRA in 1989, operations continued (with some temporary interruptions) until December 1998, when the Federal Railroad Administration (FRA) issued an Emergency Order to prevent the operation of trains from Arcata to the Napa Valley junction due to unsafe conditions of the railroad. The entire railroad has been closed, essentially since 1998.

In 2000, the Traffic Congestion Relief Program (TCRP) established by AB 2928 provided a total of \$60 million in State funds to NCRA to address immediate and long term needs related to administrative expenditures, repayment of the Q-Fund (federal loan), environmental remediation, debt reduction, and repair and stabilization of the track. However, due to the state budget crisis, the TCRP was suspended in 2003 with the NCRA having received allocation of nearly \$19 million of the \$60 million. The California Transportation Commission released the remaining TCRP funds (approximately \$40 million) to repair 62 miles of track from Lombard to Windsor in 2006. NCRA started work in 2007, and a lawsuit by the City of Novato objecting to the repairs delayed work for 14 months. A Consent Decree imposing various compliance issues settled the lawsuit and work resumed in November 2008. NCRA completed its cleanup efforts of the yards. The cleanup of some yards, including Willits and Calpella, are the responsibility of Union Pacific Railroad. The status of these is unknown at this time.

In 2006, the NCRA entered into a lease agreement with NWP Co., a private company, to operate service on the line. NWP Co. currently operates freight service between Napa and Windsor. No service is currently operating within or through Mendocino County. For additional information about the NCRA, visit the agency's website at www.northcoastrailroad.org.

Skunk Train

The second railroad identified in the system definition is a privately held company that provides a vital connection to north coastal communities of the Mendocino region. The Skunk Train (formerly California Western Railroad) was purchased by Sierra Railroad in 2004 and was transferred to Mendocino Railway in 2009. It is one of the oldest operating railroads in the North Coast area.

This rail line was originally laid in 1885, and was built to ship freight and lumber from coastal mills to the Northwestern Pacific line at Willits. In 1911, passenger service from Fort Bragg and Willits was made available. As the years passed, more and more visitors began using the rail line to view the redwood forests and vacation on the coast. Ownership of the railroad first passed from the Union Lumber Company to the Boise Cascade Corporation in 1970. Georgia Pacific acquired the mill and the railroad in 1973. In 1977, Kyle Railways, Inc. was retained as contract operator of the railroad, and the railroad was sold to Kyle in 1987. The line was used primarily as a tourist passenger line known as the "Skunk Train" between Fort Bragg and Willits. In 1996, California Western Railroad, Inc. purchased the railroad, and in 2004 the line was sold to the Sierra Railroad. In 2009 the company was transferred to Mendocino Railway.

Today, the Skunk Train continues to be primarily an excursion railroad, operating over a 40-mile route, via vintage motorcars from the 1930s, diesel-powered locomotives and steam engines. The Skunk Train currently operates two round trip routes, one from Fort Bragg to the Glenn Blair Junction, approximately 7 miles total, and from Willits to Northspur, approximately 40 miles total. There is currently no way to travel between Willits and Fort Bragg on the line. The

Skunk Train hosts numerous special events throughout the year; and private charters, weddings, corporate retreats and events may also be planned. For additional information, visit the Skunk Train's website at www.skunktrain.com.

Freight service is not currently provided along this rail line. This railroad is not eligible for transit assistance funds, and PUC regulations for passenger train service apply to the Skunk Train even though it primarily operates a seasonal excursion rail service.

In August 1999, the California Historic Resources Commission added the Willits Train Station to the National Register of Historic Places. The station consists of three buildings constructed in 1915. In 2008, through a combination of MCOG's STIP funding and TEA-21 "Demonstration funding, the City of Willits completed a restoration of the main (east) depot building and parking lot, but additional funding is needed to restore the other two buildings on the site. The parking lot at the Willits depot was also constructed as an intermodal facility using STIP funds and included bicycle parking facilities and an Amtrak stop.

The train station in historic downtown Fort Bragg is located one block off Main Street/Highway 1. The station was built in 1924 after the original station was destroyed by a sawmill fire. The Skunk Train owns 150 +/- parking spaces in town.

NEEDS ASSESSMENT

The key to understanding the need for rail transportation in Mendocino County is the fact that 100% of the County's movement of goods, raw resources, and agricultural products is presently made by trucks (of all kinds) on the same roadway system that carries passenger automobiles. The impact of heavy trucks, (typically 18-wheel semi-truck and trailers) on the roadway system in terms of damage to the pavement is equivalent to 1,800 passenger cars for each heavy truck trip. The physical damage caused by heavy truck traffic is only part of the impact of relying entirely on the roadway system to move freight and raw resources.

Much of the roadway system in Mendocino County is in mountainous terrain and is seriously deficient in sight distance, shoulder width, and vertical/horizontal alignment. The effect of one large truck and trailer on traffic operations is the equivalent of four to twelve passenger cars, depending on the amount of traffic and difficulty of the terrain. With the estimate of one freight car removing approximately four heavy trucks from Highway 101, the positive effect of an operating freight railroad makes resumption of rail service a priority for improving the region's transportation system.

Economic development and employment enhancement are needs that implementation of rail transportation connections to the Bay Area and the rest of the State directly supports. The resumption of freight rail service will help make it possible for timber and extractive industries to remain competitive, and encourage agricultural processing and storage industries to develop in the region. The provision of tourist and excursion passenger service will encourage expansion of the tourist industry throughout the county. An economically viable railroad system, serving the users in Mendocino County and providing access to businesses and visitors outside of the county is an important element in meeting the region's overall transportation needs.

MCOG is committed to a multi-modal transportation system for both goods and passenger movement. However, the investment levels required (and benefits to the public) for implementation of passenger rail service dictate a secondary role for passenger rail for the present planning time period, when considering the following factors:

- A freight railroad requires a fundamental level of rail and ballast design and construction, depot and rail yard considerations for rail car to truck transfers, and track signalization suitable for freight movement, while the requirements for passenger train movement are considerably more rigorous.
- The land use patterns and densities necessary for passenger train service to be implemented through the Ukiah Valley do not yet exist. Most of the North Coast area of the State is sparsely populated and would be hard pressed to support commuter rail service based on current growth projections.
- While there are benefits of passenger rail service connecting to the Bay Area and beyond, if such service hinges on the development of population concentrations and employment centers that support commuter rail service, the environmental and lifestyle impacts of this development pattern must be thoroughly examined.

The NCRA has been confronted with substantial challenges since its inception, including (1) to establish a public-private partnership whereby the NCRA would have policy and oversight authority, while the railroad itself would be operated by a qualified private entity; (2) to operate an ongoing railroad enterprise without start-up operation capital on a right-of-way that had suffered from years of deferred maintenance, and (3) to obtain Federal and State funds to repair the right-of-way, to allow the railroad operation to be viable for the long-term future. Although the NCRA has made progress in meeting these challenges by establishing a public-private partnership that will allow for the operation of the railroad without any operating subsidy from the State, the third challenge is an ongoing need. Cash flow to meet basic administrative expenses remains a challenge and is largely dependent on lease revenues and advance operator payments.

The Skunk Train, as a private company, faces ongoing business challenges of maintaining and operating the rail line and equipment, and covering personnel and administrative costs. This is particularly challenging for a tourist-based excursion service during a prolonged downturn in the economy.

ACTION PLAN: SHORT AND LONG-TERM PROJECTS

Rail transportation continues to be a vital component of the region's balanced multi-modal transportation system. The emphasis of rehabilitating the line and striving for an acceptable level of service to the region continue to be ongoing (both short-term and long-term) goals for both railroads in Mendocino County.

Although MCOG provides oversight and coordination for the state and federal transportation-related grant funds expended in its area of jurisdiction, MCOG does not provide direct financial support or participate in the management and programming of improvements for railroad operations of either the NCRA or the Skunk Train.

Short Term Projects

North Coast Railroad Authority

The Federal Railroad Administration has partially lifted the Emergency Order that stopped train service in 1998, allowing service to resume as far north as Windsor. SMART passenger train service will begin in summer of 2017, with trains running between San Rafael and the Sonoma County Airport with several stops between the two points.

Extension of service to points further north hinge on court decisions regarding an EIR for the Russian River Division of the NCRA, which extends from an interchange south of Napa to Willits. Although the EIR was initially certified, it was subsequently challenged by environmental interest groups claiming that the document must assess the entire length of the line, including the area through the Eel River Canyon. After several years and series of appeals and multiple court decisions, the issue still remains unresolved. In July of 2017, the State Supreme Court ruled that because NCRA is a State railroad, it is subject to CEQA regulation, although other railroads in the country have been deemed to be solely subject to federal regulation. Further improvements to the line that would allow operations to extend to the north now hinge on the resolution of this issue. The State Supreme Court decision could affect the California High Speed Rail Authority as well. If that is the case, the decision on the applicability of CEQA to State railroads may ultimately fall on the U.S. Supreme Court.

In 2016 NCRA entered into an Off-Site Improvement Agreement with the Judicial Council of California (JCC) in which NCRA agreed to construct infrastructure improvements on the portion of the Ukiah Depot property the JCC is purchasing for a new courthouse. Planned infrastructure includes utility and roadway improvements. The agreement included a commitment from the JCC to pay for a portion of the improvements. The deadline to complete the improvements was originally October of 2017, but an extension has been proposed that would set the deadline for June 2018. The total cost of the improvements is anticipated to be \$2,648,000.

Short term efforts of the NCRA will also include working towards developing reliable and adequate operating and maintenance funds. Currently, the NCRA does not receive public funding for operations and operates on a deficit. The agency is working with State Senator Mike McGuire to address this issue. It is anticipated that adequate operating funds will also boost the NCRA's ability to secure capital funding for improvements to the line as they will be better able to compete for grants.

In 2012, MCOG, in coordination with NCRA, developed a Rails with Trails Plan for the rail corridor throughout the County. The plan identified a priority segments for implementation of a multi-use path within the railroad right-of-way throughout Mendocino County. These facilities allow for shared use of the right of way while preserving the tracks for future use. Following completion of the plan, the City of Ukiah implemented the first phase of the trail, between Gobbi

and Clara, in 2015. A second phase has been funded which will run along the tracks between Gobbi and Commerce Drive. Additional phases of this project are identified in the Active Transportation section of this plan.

Skunk Train

The Skunk Train continues to enhance its services in the short-term by improving both the Willits and Fort Bragg stations, as well as maintaining and rehabilitating equipment. The Skunk Train's plan for the future includes increasing ridership by improving the passenger experience, stabilizing and improving the track structure and increasing the ridership capacity of the passenger excursion service. The expansion will also require a major marketing effort, the addition of equipment, and an expansion of activities such as entertainment and special events.

Long-Term Projects

North Coast Railroad Authority

Restoration of service to stations within Mendocino County is likely to fall within the long-term timeframe of this plan. Prior to service returning to the County, the issue of CEQA applicability to State railroads must be resolved. Once that issue is resolved, improvements may be made to the line, but only when funding is available. Unfortunately, the NCRA's lack of operational funding impedes its efforts to secure capital funding. Once the legal issues have been resolved and capital funding is secured, NCRA's first priority will be to extend service to the three remaining locations within Sonoma County—Windsor, Healdsburg, and Cloverdale—before service resumes to Mendocino County. Once service reaches Cloverdale, NCRA intends to extend to Ukiah, then Redwood Valley. It is estimated that between \$40 and \$50 million would be needed in capital funding to improve the line as far north as Redwood Valley. If capital funding became available through a new shortline operator or some other source, it is possible that these efforts could occur within the short term timeframe. NCRA does not currently have plans for service north of Redwood Valley within the timeframe of this plan. Although NCRA has recently affirmed its desire to ultimately restore the line through the Eel River Canyon, work of that magnitude will not be possible within the 20 year timeframe of this plan.

Skunk Train

The Skunk Train will continue to enhance its services in the long-term by continued maintenance and improvement of both the Willits and Fort Bragg stations, and ongoing maintenance and rehabilitation of equipment and track structure. Similar to short-term plans, long term plans include increasing ridership, expanded entertainment opportunities, and marketing efforts. The Skunk Train will consider options for restoring freight service along this rail line, as feasible.

PERFORMANCE MEASURES

Performance measures for the Railroad System Element are essentially non-existent at this time.

The Skunk Train is primarily an excursion train service connecting the communities of Willits and Fort Bragg, and as a private company, is not subject to the same type of performance

measures as public agencies. However, PUC regulations for passenger train service do apply to the Skunk Train.

Although a public agency, the NCRA does not currently provide passenger train service in Mendocino County, so there are no passenger performance measures. NCRA's freight rail services, when reinstated, will need to comply with all federal and state reporting regulations, however, there are no specific performance measures. Accident data is collected and reported by operating railroads in response to National Railroad Administration and Public Utilities Commission regulations. This data is reported in annual reports from the appropriate agencies with the Federal Department of Transportation.

ACCOMPLISHMENTS SINCE LAST REGIONAL TRANSPORTATION PLAN

The following major accomplishments have taken place since the 2010 Regional Transportation Plan:

- Sale of Ukiah Depot property and initiation of site improvements
- Completion of rail yard cleanup

AVIATION SYSTEM ELEMENT

SYSTEM DEFINITION

The Aviation System for Mendocino County is composed of six airports, privately owned aircraft of various types, privately operated aircraft service facilities, and publicly and privately operated airport service facilities. The majority of aircraft are privately owned small, single or twin engine planes flown primarily for recreation. Some corporate aircraft utilize two of the airports on a regular basis, and all of the airports on an occasional basis. All but one of the airports is publicly owned and operated. Ocean Ridge Airport, located north of Gualala on the coast, is privately owned and operated.

The six public use airports that serve the region are distributed throughout the county in response to the geographical and population characteristics of the region. The airports are listed below:

**Mendocino County Aviation System
Public Use Airports**

Airport	Location	Owner
Ukiah Municipal Airport	South end of Ukiah Valley	City of Ukiah
Willits Municipal Airport	Brooktrails, west of US-101	City of Willits
Round Valley Airport	Round Valley	County of Mendocino
Little River Airport	2.2 miles E/O Coast @ Little River	County of Mendocino
Boonville Airport	Anderson Valley @ Boonville	Anderson Valley Community Service District
Ocean Ridge Airport	2.0 miles N/O Gualala on the Coast	Privately Owned

The airfields serve a variety of functions ranging from Regional-Business/Corporate for the Ukiah Municipal Airport to Community/Local/Recreation for the Boonville Airport. Only Ocean Ridge Airport is privately owned and operated, which places the Airport outside of FAA and Division of Aeronautics funding support. Therefore, the airfield at Ocean Ridge will not be included as part of the Interregional California Aviation System at the request of the Division of Aeronautics staff. Only a descriptive information narrative for Ocean Ridge Airport will be included in this report section.

Ukiah Municipal Airport

The Ukiah Municipal Airport is the largest, busiest and most developed of the North Coast airports between Santa Rosa (to the south) and Eureka/Arcata to the north. The Ukiah Municipal Airport serves as a regional airport, providing all weather access to the area for most of Mendocino and Lake Counties. The airport is an enterprise activity within the city and, as such, is expected to pay its own way, as well as make a profit, which it does. The Ukiah Airport provides a link between local general aviation uses and larger heavier uses provided by metropolitan airports, such as commercial passenger and cargo uses. The value of the Ukiah

Airport can be seen in the daily activities that occur at the airport. Fixed Base Operations (FBO) at Ukiah Airport provide recreational flying, pilot training and charter services, fuel and maintenance services, corporate and small business services, air freight and courier services. The Ukiah Municipal Airport also serves as a staging area and refueling depot for California Division of Forestry air tankers when fighting fires in the region. Ukiah Municipal Airport connects the North Coast to the regional, state and national airport system.

Willits Municipal Airport

The Willits Municipal Airport (Ells Field) is located five miles west of the City of Willits. The Willits Airport is the third largest airport in the County. In the 1960's, the Willits Airport was moved from the downtown area to its present location. The property was donated by several private individuals who felt the new location would provide better year-round access for incoming and outgoing aircraft. Upon completion, it was immediately deeded to the City of Willits, and it has been owned and operated by the City since that time.

Round Valley Airport

Round Valley Airport serves the community of Covelo and the surrounding portions of Mendocino County. Round Valley, as a geographic area, is exactly as the name indicates—a round valley located in the northeast corner of the County, surrounded by mountains ranging from 3,000 to 5,000 feet in height.

Round Valley Airport provides essential services as a site for emergency medical transport, California Department of Forestry and Fire Protection (CalFire) and, United States Forest Service (USFS) as well as community aviation for local private aircraft. The Round Valley Airport is also an important link to the rest of the county and northern California, because there is only one access road to the valley. If this road were to be blocked or washed out by winter storms, the Airport would be the only way to access the valley. For this reason, it is important to keep the airfield operable and functioning.

Due to limited based aircraft, Round Valley Airport is now an unclassified general aviation airport, which limits Federal Airport Improvement Program grants to one pavement rehabilitation project each ten years. The airport remains eligible for annual California Aid to Airports assistance, which can be used for smaller maintenance and safety projects, as well as California Acquisition and Development Grants.

Little River Airport

Little River Airport is located approximately 2.2 miles east of Highway 1, between Albion and the Town of Mendocino near the community of Little River and has a functional classification as a Community Airport. The airfield has the longest runway available in the County, with a runway length of 5,249 feet and a width of 100 feet. The Airport is operated by the County of Mendocino through its Department of Transportation, with a contracted agreement that includes an onsite Airport Supervisor. The County provides fuel and limited hangar rentals. It also provides ground leases for privately owned hangars.

Little River Airport provides primarily recreation flying, but also has some corporate users. In addition, the airport also provides service for medical emergency transport, search and rescue flights. The fuel is accessed through a card-lock system from an aboveground fuel tank. Little River Airport has an airport advisory committee and an active Pilot Association which are very helpful in addressing airport needs.

Boonville Airport

The Boonville Airport is a small, public use, general aviation airport owned by the Anderson Valley Community Services District. The Airport is located a quarter of a mile west of State Highway 128 and three-quarters of a mile north of the town of Boonville. The airport is constrained by topography and a lack of developable land. A minimal number of aircraft (12) are considered as based at the airfield, but in reality are stored or hangared at private facilities adjacent to the runway. The Airport has a functional classification of Community and is primarily used for recreation aviation users.

Ocean Ridge Airport

Ocean Ridge is a privately owned, public use airfield with a functional classification as a community airport facility. Ocean Ridge is located near the community of Gualala in the southwest corner of Mendocino County and serves a population of approximately 3,500 people. The airfield occupies approximately 30 acres, located one-half mile south of the intersection of Old Stage Road and Pacific Woods Road. The airfield site is on the east side of Old Stage Road. The airfield primarily serves recreation flyers, but has a General Aviation FAA NPIAS Category classification.

NEEDS ASSESSMENT

All of the airports in the Mendocino County Region have key basic problems in common. Each airport has suffered from deferred maintenance and postponed capital improvements. All public airports rely heavily on grants from the State and Federal government to provide a substantial portion of their maintenance and improvement funds. All of the airports, in one way or another, have to deal with threats to continued operation and maintaining the potential for airport development. The following information identifies key issues and needs for each airport:

Ukiah Municipal Airport

The overall operational capacity of the facility based upon current traffic peaking characteristics, indicates an ability of the runway and taxiway systems to accommodate approximately 180,000 annual operations. The facility is more than adequate to meet the foreseeable future operational demands of the area.

The Airport has a limited amount of developable land remaining for additional aircraft storage and business use. The Airport is located two miles from the center of town and adjoins the south end of the city. Protection of flight paths and corridors is a concern of the County Airport Land Use Commission, Ukiah Airport Commission and Ukiah City Council. Although there are currently no major noise constraints at the Airport, efforts are being made to institute a quiet

flying program to protect airport operations. The City of Ukiah and both Commissions are active in reviewing land use issues that potentially could affect operation of the Airport.

Specific needs include the need to install perimeter fencing, extend ground access from the terminal area to the east side of the runway and taxi-ways, and begin implementation planning for a new expanded terminal facility. These improvements will help consolidate the role and importance of this airport to the long-range economic development of the region.

The lack of a regular commercial air service creates a hardship for those wishing to make air connections at San Francisco, Oakland, San Jose or Sacramento airports. Interest in non-automotive, out of county travel options was strongly expressed in the public workshops for the RTP. In fact, this issue gained the most public support. Air travel is one potential mode of transportation to serve that purpose.

Willits Municipal Airport

The Willits Municipal Airport facility has a certain amount of unused capacity. The overall operational capacity of the facility, based upon current traffic, indicates an ability of the runway and taxiway system to accommodate additional operations. The airport can accommodate an approximate 125,000 annual aircraft operations based on a VFR capacity of 40 operations per hour. The facility is more than adequate to meet the foreseeable future operational demands of the area and also provides an opportunity to further expand service and operations. The local Airport Land Use Commission is committed to maintaining the appropriate airspace clearances to protect the facility over the long-range outlook. There are no major noise constraints imposed at the Willits Municipal Airport. Conflicts with surrounding properties are minimal, primarily due to the relatively low development densities in areas lying within designated flight paths.

Of particular immediate concern is the stability of soil conditions at the north end of the runway. Geologic formations and the effect of erosion from water drainage have created an ongoing maintenance problem for the existing runway, as well as impacting possible future expansion of airport facilities. Funding was secured to correct the problem, however, a rare plant species has been found in the area which has caused a setback.

The City presently leases a large hangar-type facility to a Fixed Base Operator (FBO). Services provided by the FBO include certified mechanical repair, annual flight certification, pilot training and flight lessons. An Experimental Aircraft Association (EAA) Chapter has been formed at the Airport with an active group of over 50 members. This group of volunteers has an agreement with the City to handle fuel concessions and minor maintenance around the airport in exchange for the use of the administration building for their meetings and luncheons. The Willits EAA members have been instrumental, through the donation of their time and materials, in refurbishing the administration building and setting up the present card-lock system for fuel.

The City of Willits currently has a project planned to seal cracks on the runway.

Round Valley Airport

The Round Valley Airport experiences relatively light use, and with an estimated 2,000 annual aircraft operations, no significant capacity issues. Because of the Airport's light usage, the hourly VFR aircraft capacity of 30 operations per hour is never approached. The overall capacity of the Airport is, at a minimum, 60,000 annual aircraft operations. This places current operations far below this capacity.

Little River Airport

Little River Airport has an extensive amount of unused capacity. Little River can accommodate approximately 35 VFR aircraft operations per hour and an estimated capacity of 100,000 annual operations. Current demand at Little River Airport is approximately 2,500 annual aircraft operations. The facilities at Little River Airport can accommodate the current level of demand, however, additional hangar and aircraft parking will be required if more aircraft are to be based at the Airport.

The Airport does have developable land available for future expansion although trees and brush that interfere with aircraft operation currently cover the area. The County has been successful over the last five years in securing Federal Aviation Administration (FAA) grant funds for land acquisition, obstruction removal, runway lighting replacement, runway rehabilitation and fencing. Noise associated with aircraft operations is currently not a major problem. However, measures to minimize future noise-related conflicts between the Airport and surrounding properties will be important factors to be considered by the County in future airport development. Measures to be considered will include aviation easements and noise attenuation construction techniques to protect property owners from future problems. Little River Airport adopted a noise abatement policy developed by the Airport Advisory Committee in late 1996. There is an Airport Master Plan for this facility completed in February 1990 and an Airport Layout Plan (ALP) was completed in 2004, which is scheduled to be updated in 2011.

The Airport does have developable land available for future expansion although trees and brush that interfere with aircraft operation currently cover the area. The County has been successful over the last five years in securing Federal Aviation Administration (FAA) grant funds for design and installation of a security gate and fencing, rotating beacon and Automated Weather Observing System (AWOS) Type AV (Altimeter and Visibility), and design for the reconstruction of the taxiway, taxiway connectors, and south apron. Noise associated with aircraft operations is currently not a major problem. However, measures to minimize future noise-related conflicts between the Airport and surrounding properties will be important factors to be considered by the County in future airport development. Measures to be considered will include aviation easements and noise attenuation construction techniques to protect property owners from future problems. Little River Airport adopted a noise abatement policy developed by the Airport Advisory Committee in late 1996. There is an Airport Master Plan for this facility completed in February 1990 and an Airport Layout Plan (ALP) was completed in 2014

Boonville Airport

Boonville Airport is not planning any major future expansions. The runway cannot be extended due to the proximity of a hill and houses at the north end and the County road at the south end. There is a current demand for hangar facilities on the field. The presence of these facilities would provide additional income for continued airport maintenance and improvement.

ACTION PLAN

The primary sources used in determining projects for each airport include the 2001 Mendocino County Regional Transportation Plan, Draft 2005 Capital Improvement Program (CIP) prepared by the Caltrans Division of Aeronautics, and direct input from airport managers or responsible local agency staff for airport operations and development.

Short-Term Projects

This section identifies the short-term projects (0-10 years), which have been judged as necessary by each airport owner/operator. These projects may or may not have the funding available for implementation. Where Federal or State funding has not been secured for a given project, the responsible local agency has judged the project to be of sufficient priority to include it in the CIP. The responsible entities will also simultaneously pursue the funding to deliver the projects by the year indicated in the CIP.

Table 19 contains projects listed in the Caltrans Division of Aeronautics Capital Improvement Program, which covers 2016 through 2025. Inclusion in the CIP does not guarantee that the project will be funded. In fact, it is likely that only a few of these projects will be completed within the short-term time frame of this RTP. However, projects must be included in the State's CIP in order to be eligible for funding from the Federal Airport Improvement Program.

California Division of Aeronautics CIP Projects Year 2016-2025 Mendocino County Airports

Project	Year	Cost			
		Federal \$	State \$	Local \$	Total \$
Ukiah					
ALP Update with narrative report	2016	74,999.70	3,749.99	4,583.32	83,333.00
Runway 15-33 Rehab & Taxiway Realignment Design	2016	171,000.00	8,550.00	10,450.00	190,000.00
PCN Calculation & Pavement Rehab	2016	31,500.00	1,575.00	1,925.00	35,000.00
Runway 15-33 Rehab (Construction)	2017	540,000	27,000	33,000.00	600,000.00
Runway 15-33 Pavement Rehab & Taxiway Realignment	2018	540,000.00	27,000.00	33,000.00	600,000.00
Runway 15-33 Pavement Rehab & Taxiway Realignment	2019	540,000.00	27,000.00	33,000.00	600,000.00
Runway 15-33 Pavement Rehab & Taxiway Realignment	2020	643,500.00	32,175.00	39,325.00	715,000.00
Willits					
Airport Pavement Management Plan	2016	45,000.00	2,250.00	2,750.00	50,000.00
Runway 16-34 Rehabilitation Design	2016	72,000.00	3,600.00	4,400.00	80,000.00
Runway 16-34 Rehabilitation Construction	2016	378,000.00	18,900.00	23,100.00	420,000.00

Biological and Cultural Investigations of Areas	2017	90,000.00	4,500.00	5,500.00	100,000.00
Removal of Tree Obstructions	2018	67,500.00	3,375.00	4,125.00	75,000.00
Runway Threshold Relocation – Design	2019	45,000.00	2,250.00	2,750.00	50,000.00
Design Rwy 16 RSA Slope Stabilization	2020	85,500.00	4,275.00	5,225.00	95,000.00
Rwy 16 RSA Slope Stabilization Construction	2021	837,000.00	41,850.00	51,150.00	930,000.00
Rwy 16 RSA Construction Management	2021	126,000.00	6,300.00	7,700.00	140,000.00
Little River					
Taxiway A, Taxiway Connectors and South Apron Rehab Construction	2018	3,150,000.00	157,500.00	192,500.00	3,500,000.00
Runway 11-29 and Runway Shoulder Pavement Rehab Design (Including AGIS Survey)	2020	144,000.00	7,200.00	8,800.00	160,000.00
Runway 11-29 and Runway Shoulder Pavement Rehab Construction	2021	805,500.00	40,275.00	49,225.00	895,000.00
Ramp, Hangar & Taxilane Pavement Reconstruction Design	2022	126,000.00	6,300.00	7,700.00	140,000.00
Ramp, Hangar & Taxilane Pavement Reconstruction Construction	2023	1,485,000.00	74,250.00	90,750.00	1,650,000.00
Round Valley					
Runway 10-28 Pavement Rehabilitation Design	2018	45,000.00	2,250.00	2,750.00	50,000.00
Runway 10-28 Pavement Rehabilitation Construction	2019	508,500.00	25,425.00	31,075.00	565,000.00
Taxiway A, Taxiway Connectors and South Apron Rehab Construction	2018	3,150,000.00	157,500.00	192,500.00	3,500,000.00
Runway 11-29 and Runway Shoulder Pavement Rehab Design (Including AGIS Survey)	2020	144,000.00	7,200.00	8,800.00	160,000.00
Runway 11-29 and Runway Shoulder Pavement Rehab Construction	2021	805,500.00	40,275.00	49,225.00	895,000.00
Ramp, Hangar & Taxilane Pavement Reconstruction Design	2022	126,000.00	6,300.00	7,700.00	140,000.00
Boonville					
Land Acquisition (15' Widen South Property Line 2150 LF)	2016	270,000.00	13,500.00	16,500.00	300,000.00
Land Acquisition (Terminal Area Expansion)	2017	270,000.00	13,500.00	16,500.00	300,000.00
Culvert Extension	2018	72,000.00	3,600.00	4,400.00	80,000.00
Perimeter Fencing (3000 LF)	2018	90,000.00	4,500.00	5,500.00	100,000.00
Relocate Obstruction Water Dam	2018	72,000.00	3,600.00	4,400.00	80,000.00
Hangar Area Site Preparation & Taxiways	2019	270,000.00	13,500.00	16,500.00	300,000.00
Hangar Construction	2020	216,000.00	10,800.00	13,200.00	240,000.00
Design-RW Edge & Ex. Light w/ Signs, Vault Bldg Beacon, PAPI	2021	135,000.00	6,750.00	8,250.00	150,000.00
Airport Rotating Beacon	2022	18,000.00	900.00	1,100.00	20,000.00
Medium Intensity Runway Lighting & Signs & Vault	2022	360,000.00	18,000.00	22,000.00	400,000.00
Precision Approach Path Indicators	2022	27,000	1,350.00	1,650.00	30,000.00
Slurry Seal Runway 13/31	2023	108,000.00	5,400.00	6,600.00	120,000.00
Design Only Self-Serve Fuel System	2024	13,500.00	675.00	825.00	15,000.00
Install a self-service Fuel Farm AVGAS 10LL, 12000 Gallons	2025	135,000.00	6,750.00	8,250.00	150,000.00

Long-Term Projects

It is likely that many of the projects listed within the short-term time frame will actually fall into the long term due to lack of funding and staff time. Completion of these important projects will take initial priority during the long-term time frame.

In addition, a number of projects have been identified that, if completed, would allow each airport to accomplish the mission of the Aviation Element of the Mendocino County RTP, and the Goals identified for the ICASP. The projects are stated in broad terms because they reflect estimates of long-range needs and are of indefinite timing beyond ten years, but possible within a 20-year time frame.

The long-term projects contained below in Table 20 are based on dialogue with the various airport management teams, reevaluation of the previous RTP, and ongoing planning activities by consultants where appropriate. The projects identified here, as is the case with the short-term project identification, reflect current aviation system planning and programming in Mendocino County.

**Long-Term Proposed
Aviation System Planning & Programming Projects
Mendocino County**

Proposed Projects	State	FAA
<i>Ukiah Municipal Airport</i>		
Develop a systematic program for the acquisition of available parcels (purchase or easement agreement) adjacent to airport to protect current airport operations and future airport development. Parcels would include residential, commercial or agricultural zoned properties.	✓	✓
Construct new administration building	✓	✓
Construct commercial helicopter operations area, including housing facilities for medical evacuation personnel.	✓	✓
Relocate corporation yard from airport to available parcels in airport industrial area. This will free airport land for airport development activities.	✓	✓
Remove portable hangars and replace with permanent hangars.	✓	✓
Remodel former FSS building to create usable space for airport activities.	✓	✓
<i>Willits Municipal Airport (Ells Field)</i>		
Construct new administration building and pilot's lounge.	✓	✓
Purchase 75-100 acres southwest of airport for extension of runway and runway protection zone.	✓	✓
Extend runway 1000 feet and lower portion of existing runway.	✓	✓
Construct new parallel taxiway on east side of the runway.	✓	✓
Construct 10 new hangars.	✓	✓
Construct perimeter road around airport.	✓	✓
Attract and promote aviation-type businesses on and around airport property to support airport use and activities.	✓	✓
<i>Little River Airport</i>		
Establish a tree and brush-trimming program to maintain a clear zone around airport runways and approaches.	✓	✓
Replace storage buildings at airport site.	✓	✓
Replace operations building at airport.	✓	✓
Construct more aircraft tie-downs.	✓	✓
Construct more hangars	✓	✓
Reconstruct main aircraft parking apron	✓	✓
Realign County Road at Runway 29 RPZ	✓	✓
Overlay taxiways	✓	✓
Install security fencing and electric gates at ramp access	✓	✓

Round Valley Airport		
Install perimeter fence around north and west perimeter of runway	✓	✓
Update Airport Layout Plan	✓	✓
Acquire property for Runway 28 road realignment and RSA	✓	✓
Construct S. Airport Rd. realignment around Runway 10 RSA	✓	✓
Construct Phase 2 Taxiway to full length of Runway 10-28	✓	✓
Construct S. Airport Rd. realignment around Runway 28 RSA	✓	✓
Boonville Airport		
Construct airport operations building and pilot's lounge.	✓	✓
Construct additional aircraft tie-downs.	✓	✓
Place overlay of apron and turn-around area, install apron lighting, and lighted wind cone for emergency use.	✓	✓
Initiate ongoing pavement maintenance program.	✓	✓

PERFORMANCE MEASURES

The selection of the Safety/Security measure as the initial measure for the Aviation System Element reflects the importance of security for the five publicly owned airports in the region. The airports include a wide range of locations, use, safety, and security issues. These indicators emphasize security issues for initial implementation of improvement to airports in Mendocino County.

Aviation System Performance Measures in Mendocino County

Performance Measure	Indicator(s)	Data Source(s)
Outcome: Safety/Security		
Ensure secure boundaries for airport runways, taxi-ways and apron areas.	<ul style="list-style-type: none"> ➤ Presence of perimeter fencing around runways, taxi-ways and apron areas. ➤ Card access and / or automated gate system to access runways; airport use monitoring system to track aircraft operations in place. ➤ Security fencing around fueling facilities and essential airport operations buildings in place. 	Annual Capital Improvement Program (CIP) expenditures, grant program funded projects and Local Agency General Fund program expenditures.

ENVIRONMENTAL CONSIDERATIONS

A separate environmental document will be prepared for the Regional Transportation Plan. The majority of the projects discussed in the Action Plan of this element are likely to have little impact with regard to environmental issues, however specific airport improvement projects will have environmental assessments as part of the project planning process. In addition, the RTP does not serve as a primary planning document for airport improvements, nor does MCOG have programming authority for airport projects, therefore the RTP will not have an environmental effect in relation to airport projects.

ACCOMPLISHMENTS SINCE LAST REGIONAL TRANSPORTATION PLAN

The information contained in this section is an identification of projects known to be completed since the adopting of the 2010 Regional Transportation Plan. Recent improvements are not known for all airports.

Round Valley Airport

- Paved emergency parking area around helipad.
- Performed routine obstruction removal.
- Updated Airport Layout Plan.
- Completed plans, specifications and estimates for Taxiway Extension and realignment of South Airport Road.
- Completed CEQA and NEPA clearance for South Airport Road Realignment and Taxiway Extension Projects.
- Completed Airport Pavement Management System Plan.
- Completed construction of runway widening and lighting replacement.

Little River Airport

- Secured grant funding and completed design for reconstruction of Taxiway A, Taxiway Connectors and South Apron.
- Installed security fence for long-term parking area.
- Installed security fence to prevent illegal camping on airport property.
- Connected airport water system to emergency generator.
- Performed routine obstruction removal.
- Updated Airport Layout Plan.
- Replaced rotating beacon and tower, Automated Weather Observation System (AWOS-AV) and security fencing and gates.
- Completed Airport Pavement Management System Plan.
- Replaced aviation fuel dispenser and cardlock system.
- Installed Precision Approach Path Indicator (PAPI).

MARITIME SYSTEM ELEMENT

SYSTEM DEFINITION

Noyo Harbor

Noyo Harbor, near Fort Bragg, is the only developed public marine facility on the Mendocino Coast and has historically been one of the safest harbors on the northern California coast. It is considered to be one of four main harbors along the northern California coast between San Francisco and the Oregon border. The Noyo Harbor District is responsible for policy decisions concerning the harbor as well as maintaining consistency with the goal, policies, and objectives stated in the following sections of this element. The District is governed by a Board of Harbor Commissioners: two of the five commissioners are appointed by the City of Fort Bragg, two by the County Board of Supervisors, and one by mutual consent of the City and the County.

There are currently two public launch ramps at the Noyo Harbor. The upper launch was built by the California Department of Boating and Waterways, and is currently maintained by the District. The second ramp is on Noyo Harbor District land. One private ramp also exists in the Harbor. Throughout the Harbor, there are numerous support facilities for the commercial fishing fleet, as well as fuel, ice, restaurants, and lodging. Parking is generally adequate, except at the upper launch ramp, and north side where parking is limited.

Point Arena Harbor

Point Arena Harbor provides a number of marine facilities, however, the highest use of the Arena Cove Pier is the commercial fishing industry (for ship berthing and haul out purposes). The pier features a 12,000 pound hoist, and two product hoists for unloading boats, which have a minimum per pound fee. The Harbor's revenues are largely generated by fish poundage, by hoist launching and retrieval fees and boat parking rentals.

Both maritime transportation and recreational facilities were completed in Point Arena at the Arena Cove Pier in 1987. The Pier is owned and operated by the City of Point Arena, and provides several marine services to the South Coast area of Mendocino County. The facility contains a parking lot, restrooms, showers, as well as fishing facilities. The City of Point Arena owns and operates the Arena Cove Pier through city ordinance. Day to day operations are overseen by the Pier Operations Supervisor as well as the Pier Attendant(s).

NEEDS ASSESSMENT

Noyo Harbor

A master plan was prepared by the Noyo Harbor District in 1992, which included a detailed listing of projects. The reality is that implementing even a small portion of the identified projects will take a very long time. The project lists of the draft Noyo Harbor Plan are included in Appendix D of the Regional Transportation Plan. The following discussion focuses on

projects and program actions that have the potential for implementation during the 20-year life of the RTP.

A breakwater for Noyo Harbor continues to be an ongoing, high priority, need at the Mooring Basin. Noyo Harbor is the only port of refuge for mariners between Eureka and Bodega Bay in Northern California. The estimated cost to complete the breakwater project is a minimum of \$30 million and the cost increases each year that the project is not completed. Funding for the breakwater has been, and will continue to be, dependent on the availability of Federal and State grants or other sources of funding, since the annual budget for the Noyo Harbor District allows for only basic operations.

The spoil site leased from the City of Fort Bragg north of the Noyo Bridge is currently at full capacity from silt previously dredged by the Corp of Engineers. If the entire Mooring Basin needs dredging in the future, a potential problem may exist for the anticipated 35,000 cubic yards of silt that will be taken from the harbor. Locating a facility to handle future dredging needs continues to be a goal for the Noyo Harbor District and the City of Fort Bragg.

In addition to the projects identified in the Noyo Harbor Plan, access improvements have recently been identified in the City of Trails Supplemental Trail Feasibility Studies (2017). This City of Fort Bragg document examines the feasibility of both a trail using the Old Mill Road to connect the existing Coastal Trail South Segment with Noyo Harbor and either a Class I or II bicycle trail parallel to North Harbor Drive. This document builds on the City of Trails Feasibility Study, in which the Old Mill Road and a multi-use trail to North Noyo Harbor are described as priorities. These projects are identified as actions in the Active Transportation element of this document, but are critical elements to the long-term sustainability of maritime activities at the Noyo Harbor and efforts to ensure a vibrant, active harbor facility.

Point Arena Harbor

It is critical for the Point Arena Harbor to seek additional funds for the capital maintenance and improvement of the municipal pier. The pier has a small operating budget and has difficulty handling major renovation projects, especially as income from fisheries fluctuates. In time, pilings machinery and structures must be replaced. The Arena Cove Pier will continue to supplement revenues through fund raising but this remains a small addition to the pier's coffers. Funds generated by harbor activities (fish poundage, launch fees and the sale of shower tokens) will inevitably be expended on maintenance and operations. The revenue from a good year, such as that generated by a small group of sea urchin divers in 2009, will be used for substantial projects like the new hoist recently installed. Other large (or larger) projects will likely be dependent on grant funding.

There has been an interest in purchasing an additional parcel near the harbor, adding to the two that have already been acquired, for consideration of expanding services to the public and enhancing public access to and enjoyment of a highly scenic location. This project includes the possibility of a small park, additional parking for fishing boats and trailers, potentially the development of a campground and it will help protect the sensitive habitat in the area. This project will likely depend on outside funding.

ACTION PLAN: SHORT AND LONG-TERM PROJECTS

Short-Term Projects

Noyo Harbor

Due to fiscal restraints, there are no definite short-term improvements planned by the Noyo Harbor District. Expenditures on the Harbor are expected to be limited to the maintenance of existing facilities. The budget does not allow for emergencies, or any possible large capital expenditures; these expenses must come from reserve funds and special grants/funding.

Silting of the channel is a recurring problem for the Noyo Harbor. Historically, the Corps of Engineers has financed and administered necessary dredging of the Noyo River Channel. The Corps of Engineers will continue to dredge the necessary sections of the channel in order to keep access open to the Mooring Basin for the commercial fishing industry, U.S. Coast Guard, and private vessels.

Point Arena Harbor

The most critical action for the Point Arena Harbor is to pursue adequate funding sources for capital maintenance and improvements. The pier has a small operating budget which often allows for the routine maintenance of the pier facility and paved parking lot. In time, pilings and machinery must be replaced and structures repaired and upgraded. The main boat hoist has been replaced with one of a larger capacity: from 5 tons to 6 tons. The Arena Cove Pier will continue fund raising efforts and seek grant funding in order to finance other large improvements. Remaining funds will be expended on maintenance and operations. In addition, Point Arena is undertaking a project to restore Arena Creek at Arena Cove. The primary activity will be the removal of approximately 20-25 deeply embedded and interconnected pilings which block the stream at its mouth. This causes flooding of the cove parking lot and undermining of the pavement, as well as creating a nearly insurmountable challenge to the salmon population's breeding cycle.

Long-Term Projects

Noyo Harbor

A Breakwater Project at Noyo Harbor to improve seaward access has been a high priority project for a number of years. The high cost of construction, coupled with the down turn in the fishing industry has delayed construction of this project. The Corps of Engineers has approved this project for Federal funding. However, locating funding for local match remains a constraint.

The need for storage areas for crab pots, nets, and other fishing related uses has been identified as a need for the Noyo Harbor. This has, to some extent, been addressed. However there is a need for additional storage areas. There is a high likelihood that costs of this project will be prohibitive, due to environmental constraints and a limited amount of available space. The estimated cost to complete the project is nearly \$1 million.

The Harbor District boat basin currently has 265 berths and there is a waiting list of approximately 20 vessels. A fairly short waiting period does exist, depending on the length of the boat, and the time of year the request for berthing is made. The need for an increased number of berths within the Harbor is noted as being a way to relieve problems with navigation due to high boat traffic and congestion. A long-range goal will be to attempt to locate additional properties to increase the number of berths in the Harbor.

Point Arena Harbor

Although there is no formal long-range plan for the Arena Cove Pier, the City of Point Arena has internal long-range goals to:

- Support the commercial fishing industry by pursuing and developing new forms of fishing revenues as well as servicing the existing urchin diving and commercial as well as sport fishing industry to ensure the viability of the Pier.
- Continue to pursue additional land acquisition and growth opportunities at the Arena Cove Pier, primarily as natural open space, and possibly also including a future camping facility.
- Replace current 10,000 pound hoist with an eight foot beam (width), to a larger capacity hoist which lifts up to 15,000 pounds and has a ten foot beam. Replacement of the smaller hoist could produce more revenue and economic opportunities for the Arena Cove Pier. This replacement should cost approximately \$80,000-\$100,000 and would be grant funded.
- The city has acquired two parcels near the harbor in order to develop a small city park on the ocean and to preserve sensitive habitat in oceanfront areas and is interested in acquiring one additional parcel. The project will enhance public access with lands that are highly scenic yet largely undevelopable for commercial or residential use due to extreme proximity to the ocean and to Arena Creek and surrounding wetlands. In addition, the City of Point Arena is in nuisance abatement process to remove a decaying residence and related debris from a privately owned parcel immediately adjacent to the parking lot and fronting the ocean.

PERFORMANCE MEASURES

The performance measures for the Maritime System element are constrained by available, relevant data sources. The measures selected reflect safety and use measures for the two harbors that form the Maritime System for Mendocino County. The usage measure is broadly defined to capture both the commercial and recreational boating activity. The safety/security measure is designed to capture both harbor and open sea response operations.

Maritime System Element Performance Measures

Performance Measure	Indicator(s)	Data Source(s)
Outcome: Safety/Security		
Safe and secure harbor facilities that protect moored and/or berthed vessels; and provision of rescue boats and other facilities for quick and timely response to	<ul style="list-style-type: none"> ➤ Construction and repair of breakwaters, sea walls, docks, piers and general maritime facilities by appropriate jurisdictions responsible for harbor/port operation. ➤ Provide adequate search and rescue vessels for maritime safety and response to 	Vessel launch and incident response reports kept by responsible agencies, repair and maintenance records and expenditure records for vessel upgrade and operation and Coast Guard records for rescue response

boating emergencies.	emergencies in a timely manner. It is recognized that the United States Coast Guard has primary responsibility for boating safety, however local harbor authorities provide emergency response services as well.	and boat safety incident reporting.
Outcome: Facilities Use/Service Demand		
Annual boating activity into/from harbors and ports located on the Mendocino County coast	➤ Recorded and estimated boat launchings from ramps and piers with in harbor and port facilities along the Mendocino County coast.	Estimated and recorded boat launchings, berthed boat departures and arrivals for commercial and recreational purposes from Noyo Harbor and Point Arena Pier, and data collected by the appropriate harbor authority at each facility.

ENVIRONMENTAL CONSIDERATIONS

A separate environmental document will be prepared for the Regional Transportation Plan. The majority of projects discussed in the Action Plan of the Maritime Element are likely to have little impact with regard to environmental issues however projects listed in the Noyo and Point Arena harbors will have individual reviews at the time of implementation.

TRIBAL TRANSPORTATION SYSTEM ELEMENT

SYSTEM DEFINITION

The United States Constitution recognizes Native American tribes as separate and independent political communities within the territorial boundaries of the United States. Tribes promulgate and administer their own laws and operate under their own constitutions. In California, Native American lands are usually referred to as reservations or rancherias.

There are 109 federally recognized Native American tribes in California, of which 10 lie within the boundaries of Mendocino County, as shown on the exhibit.

The primary forms of transportation serving the tribes in Mendocino County are highways/streets/roads, non-motorized transportation (bicycle/pedestrian), and transit. Roadways that serve the tribes can be State highways, county roads, city streets, Bureau of Indian Affairs (BIA) roads, or Tribal roads. These roads are considered by the BIA to be part of the Tribal Transportation Program (previously the Indian Reservation Roads System) and tracked in the National Tribal Transportation Facility Inventory (NTTFI). The BIA defines TTP facilities as that group of public roads on or near Indian reservations, or other lands held in trust, that provide service to Native American people or access to these lands.

MCOG'S ROLE IN TRIBAL TRANSPORTATION

MCOG's relationship with the various tribal governments throughout the county varies greatly from that with the County and four cities. These tribes have been found by the U.S. Supreme Court to be sovereign, domestic dependent nations, and therefore, cannot be treated in the same manner as a local agency. Greater efforts have been made over the past few years by MCOG, Caltrans, and the Tribal governments to improve relations, communication, and involvement between the agencies. However, after many years of separate and discrete functioning, there is still much room for improvement.

Government to Government Relations

MCOG recognizes the special status of the tribal governments and endeavors to carry out appropriate government-to-government level relations and consultation with the tribes.

In 2003, MCOG's executive director and staff worked closely with representatives of the Round Valley Indian Tribes to develop a Memorandum of Understanding establishing a government to government relationship between the Tribes and MCOG. The MOU provides a mutually beneficial protocol for jointly identifying, communicating, and coordinating actions of common concern relating to their transportation plans and programs.

The Memorandum of Understanding greatly benefits both MCOG and the Tribe by providing for continuous communication and involvement of both parties. MCOG will provide the opportunity to develop a similar MOU with the other tribes in Mendocino County as a method of further engaging the Tribal Governments' in the transportation planning process.

In addition to this specific MOU, MCOG has made efforts to include Tribal governments in ongoing planning efforts. Each meeting of the Technical Advisory Committee includes input from Tribal Governments. In addition a representative from Consolidated Tribal Health is an appointed member of the Social Services Transportation Advisory Council.

Consultation

In addition to including Native American members of the community in general public outreach efforts, MCOG participates in formal consultation with the Tribal governments. Formal consultation is defined by CFR 23, Subpart A, which states, “Consultation means that one party confers with another identified party and, prior to taking action(s), considers that party’s views.” MCOG makes every effort to consult with the tribes within Mendocino County, through proper protocol, when taking actions that may impact their communities or resources. In addition, local agencies which implement projects funded through MCOG are also required to inform and consider the tribes when implementing projects.

TRIBAL LANDS & TRANSPORTATION NEEDS

Cahto Tribe of Laytonville

The Cahto Tribe’s Laytonville Rancheria is located southeast of the town of Laytonville. About half the land on the 200-acre rancheria is devoted to residential use. There are about 50 homes on the rancheria, in addition to tribal offices, Head Start, health facilities, and a baseball field.

The rancheria is served by 2.3 miles of county roads and 1 mile of BIA roads. Primary access to the rancheria is provided by Branscomb Road (CR 429). Reservation Road forms a loop south off Branscomb Road and is the principal road within the rancheria. Both roads are in fair condition. “Cemetery Road” (CR 319G) provides access to the cemetery and is also in fair condition. Cahto Drive (BIA Route 167) serves homes on the rancheria. A number of other BIA roads serve a HUD housing development on the rancheria. In the past, transit has been identified as the biggest transportation need of the Cahto Tribe, particularly for ill or elderly individuals needing to travel to Ukiah for medical services and other needs.

Coyote Valley Rancheria

The Coyote Valley Reservation is situated on approximately 64 acres between the forks of Forsythe Creek and the Russian River north of Ukiah. There are many homes on the reservation, along with tribal offices, a baseball field, gymnasium, and casino.

According to the Bureau of Indian Affairs Road Inventory, the road system serving Coyote Valley is composed of 4 miles of BIA and county roads, 2.2 miles of which are county roads and the rest are BIA roads. The majority of these roads are paved, and all are in need of improvement. Access to the reservation is provided via North State Street.

Safety issues have previously been identified on the road leading to the casino. Speeding was a problem on the road which is used by pedestrians, including children, accessing other facilities along the road.

Guidiville Rancheria

The Guidiville Rancheria is located near Ukiah, in the Talmage Area. It is accessed by Guidiville Reservation Road (CR 203B). There are a number of homes on the original Rancheria as well as land just outside of Ukiah off of Vichy Springs Road. The housing off of Vichy Springs Road includes two homes designed specifically for disabled and five for seniors.

Unfortunately, a Roads Inventory was never done by the Bureau of Indian Affairs for the Guidiville Rancheria. However, in past discussions with tribal representatives, transit has been identified as the tribe's first priority. Homes on the Talmage portion of the Rancheria and the new homes off of Vichy Springs would benefit from fixed route service and dial-a-ride type service for their senior and disabled residents.

Hopland Band of Pomo Indians

The Hopland Reservation lies east of the town of Hopland. At one time, the reservation contained over 2,000 acres. However, there are currently only about 40 acres in trust status. In addition to the homes, the Reservation also has a tribal center, health facility, education building and administration office. There is also an Indian gaming facility which adds to the demands of the Reservations road system, as well as the adjacent county road system.

The Hopland Reservation is served by approximately 7.96 miles of roads. Of this total, 2.6 miles are on the State Highway System (SR 175), 4.4 miles are county roads, and only .96 mile is on the BIA road system.

The Reservation is primarily served by SR 175, which crosses the southwest corner of the reservation. As most of the land on the reservation is privately owned, the main roads on the reservation are County roads, including Pratt Ranch Road, Branch Road, East Side Rancheria Road, and Roads 117 and 118. Access to the reservation is provided off SR 175 by Pratt Ranch Road and CR 117. CR 117, East Side Rancheria Road, Branch Road, and CR 118 form a large loop through the center of the reservation. The tribal facilities are served by BIA Route 301, 401, and 402.

Manchester-Point Arena Rancheria

The Manchester-Point Arena Rancheria is made up of two parcels totaling 363 acres northeast of the town of Point Arena. The Rancheria is essentially divided by the Garcia River, which runs through the southern end of the northern parcel. The northern parcel provides housing. The southern parcel also has housing, a community center, tribal offices, and a health clinic.

The Manchester-Point Arena Rancheria is served by approximately 6 miles of roads, made up of county and BIA roads. The Manchester parcel is served by Rancheria Road, a county road which connects to Mountain View Road and then to SR 1. The southern parcel is served by

Windy Hollow Road, which connects to SR 1. Decades ago, the bridge across the Garcia River was removed, eliminating any access to this parcel from the north and disconnecting the two portions of the rancherías.

While many of the roads serving the ranchería are in need of repair, the primary transportation need of the ranchería is a bridge across the Garcia River on Windy Hollow Road. This need was identified in the Redwood Coast's Community Based Transportation Plan, *Moving Toward Action*, September 2004. The southern parcel of the ranchería contains the majority of services, such as the health clinic. In order to access these services, residents north of the river must leave the ranchería, drive several miles south to Point Arena, where they can reenter the ranchería from the south on Windy Hollow Road.

A bridge over the river would eliminate the necessity of this circuitous route, connect the two sections of the tribe, and provide access to services south of the river on the ranchería and in Point Arena. A new bridge over the Garcia River would also provide for emergency access during periods that flooding closes SR 1.

The Manchester-Point Arena Band of Pomo Indians received an Environmental Justice grant from Caltrans to conduct a feasibility study for a new bridge over the Garcia River. The study determined that a new bridge could be built using conventional bridge types and construction methods. Additionally, it was found that approximately one mile of the roadway would need to be rebuilt to current standards.

Addressing frequent closures of SR 1 due to flooding of the Garcia was the biggest concern expressed by the public at the workshop held in Point Arena, which includes tribal representatives. Caltrans is currently exploring options to address the issue. Several options are being considered, including making improvements to the SR 1 alignment as well as utilizing Windy Hollow Road. While improvements to SR 1 itself would address the road closures, this option would still leave the two halves of the Tribal land disconnected.

Pinoleville Ranchería

The Pinoleville Indian Reservation is located just north of Ukiah, on approximately 100 acres in the Russian River Valley. The ranchería is also comprised of a second parcel north of Lakeport in Lake County, however, that portion of the ranchería lies outside the jurisdiction of this plan.

The Pinoleville Indian Reservation has been zoned by Mendocino County as the Pinoleville Industrial District. Uses include an automobile dismantling business, rural residential, and agriculture.

The Reservation is served by three County roads—Orr Springs Road, Pinoleville Drive and Pomo Lane. Orr Springs Road parallels the southern boundary of the Reservation and is the primary access to roads that travel through the reservation. Pinoleville Drive forms the southern boundary and provides principal access within the reservation. US 101 bisects the property and North State Street is on its eastern border. The Reservation is also served by Wellmar Drive, a private road which allows public use.

Potter Valley Band of Pomo Indians

The Potter Valley Band of Pomo Indians has a 9.7 acre piece of land in Potter Valley with approximately 9 residents and another 4 acres in Redwood Valley with approximately 14 residents. The tribe also has a community center in Ukiah. There are also tribal members living outside the tribe's service area. At one time, Tribal properties consisted of a 16 acre Rancheria and 80 acre wood lot in Potter Valley. However, these lands have been lost over time, and the tribe does not currently have any lands in trust.

Tribal members have similar transportation needs to those of the general population, including improvement to the existing roads in the area and transit to better serve the rural Potter Valley and Redwood Valley areas.

Redwood Valley Rancheria

The Redwood Valley Rancheria is located approximately 2 miles north of the community of Redwood Valley at the east end of Road I. It is comprised of approximately 170 acres of hilly ranch land. There are approximately 53 homes on the Rancheria in addition to a tribal office, community center.

The Rancheria is served by .66 mile of County and Tribal roads. Road I, a County road east of East Road, is the main access into the Rancheria. The portion of Road I closest to the Rancheria has recently been rehabilitated and widened and is in excellent condition. Redwood Drive, a tribal HUD road, serves the tribal office and housing within the Rancheria. This road is in good condition, but is narrow. An unnamed, unpaved road provides access to the Tribe's community center north of Redwood Drive.

Round Valley Reservation

The Round Valley Reservation is the largest Native American reservation within Mendocino County. It is comprised of approximately 19,000 acres surrounding the community of Covelo in the northeastern part of the County. The 2000 US Census placed population of the Reservation at approximately 175.

The Reservation is accessed from Highway 101 via State Highway 162 from Longvale. Land uses include agriculture, rural residential development, public facilities, and vacant lands. Tribal facilities include tribal headquarters, a Housing Authority, Indian Health Services, schools, fire stations, and refuse disposal transfer station, and cemeteries. The Round Valley Airport is also located within the boundaries of Reservation, however, is owned and maintained by the County. Based on the rural agricultural nature of the area, little future growth is anticipated.

State Highway 162 provides the primary access to the Round Valley area and runs north and east through the reservation, connecting to a system of County roads. The BIA Road System and the tribal roads tie into this network of County roads. The Reservation is served by a total of approximately 62.5 miles of roads. Of this, only about 37 miles are paved. The mileage is comprised of 33.45 miles of County road, 3.75 miles of BIA Roads, 9.25 miles of Tribal roads, and 14.8 miles of State Highway.

In 1997, consultants were retained by the BIA to develop a Transportation Plan for the Round Valley Reservation. The plan identified several specific needed projects, including cost estimates for the projects. Table 23 lists the projects identified in the Plan. It should be noted that the costs estimates were developed in 1997, and therefore, it is likely that today's costs to complete the projects would be dramatically higher.

One particular need of the Round Valley Rancheria residents is the ability to safely walk and bike through the community. Little to no shoulders, high speeds and reckless driving on SR 162 make it extremely dangerous and have led to an accident and fatality rate much higher than the state average. MCOG is implementing a multi-use trail that will run parallel to SR 162, serving the Tribe and the entire community of Covelo. Completion of this trail is of high priority to the community.

Sherwood Valley Rancheria

The Sherwood Valley Rancheria is comprised of one 300 acre parcel (the original Rancheria) located northwest of the city of Willits and one 48 acre parcel located near downtown Willits. The principal land uses on the larger parcel are rural residential and pasture land. There are nine homes on the parcel. The smaller parcel within Willits contains 35 homes, a community center, and a casino.

The Rancheria is served by 13.7 miles of roadway, 11.45 of which are County roads, 2.15 BIA Roads and 0.1 of Tribal road. The main access to the original Rancheria is via Sherwood Rancheria Road, a County maintained earth road. The main road within the Rancheria is BIA Route 215, also an earth road, which serves the homes on the Rancheria.

The newer rancheria parcel in Willits is served by County and Tribal roads. Access is from Crest Drive and Meadowbrook, both County roads. These connect to Sherwood Valley Drive, Acorn Place, and Pomo Court, the BIA roads within the parcel. Two other BIA roads, Sherwood Hill Drive and Kwai Drive provide access to the community center and casino. With the exception of Sherwood Hill Drive, all roads serving the Rancheria need some level of improvement.

ACTION PLAN

Construction Projects

MCOG is currently in the project development phases of the SR 162 Corridor Trail. This project will create a new route parallel to but separate from SR 162 through the community of Covelo. SR 162 currently lacks any shoulders and has open ditches along both sides, forcing pedestrians and bicyclists in this disadvantaged community to walk in the lanes of traffic, which often travels at high speeds even through town. Phase I of the project will extend from Howard Street, which provides access to the community schools, to Biggar Lane and include an east-west extension through Tribal lands to Henderson Lane. Phase II of the project will extent from Biggar Lane to Hurt Road. Both phases of the project have been awarded ATP funding and are being implemented by the MCOG.

MCOG Actions

MCOG's actions over the next several years will focus on establishing government to government relationships with all tribes in Mendocino County and strengthening existing relationships. Specific actions will include continuing formal consultation and exploring the possibility of developing MOU's with all tribes in the county. MCOG will make every attempt to involve and inform tribes of planning and programming activities, including development of the Regional Transportation Plan, Regional Transportation Improvement Program, State Transportation Improvement Program, and Active Transportation Plan.

In addition to expanding relations with Tribal governments, MCOG will seek out funding sources that may be utilized by the tribe as well as explore the eligibility of the Tribes to be direct recipients of existing funding sources. These efforts may include pursuit of transportation planning funds, funds specifically for use on Tribal land or for projects on city, county or State facilities that serve the tribal members and their lands.

FINANCIAL ELEMENT

FUNDING FOR HIGHWAYS, STREETS, ROADS, BICYCLE & PEDESTRIAN IMPROVEMENTS

Funding Issues

Short-range project funding is generally tied to the two-year STIP funding cycle, the yearly allocations of sales tax and gasoline taxes, annual distribution of Regional Surface Transportation Program Funds, and local agency general fund allocations based on political and project priorities. In addition, the cities of Point Arena, Fort Bragg, Willits, and Ukiah have approved a half-cent sales tax for transportation which will significantly increase their funding available for improvements to their transportation systems. In general, funding projections can be made with some sense of reliability three to five years into the future. It would be highly speculative to project future funding of long-range projects at this time. Funding for roadway maintenance and rehabilitation remains woefully inadequate. A variety of factors impact the stream of available funding for roadway, street and highway projects. None of these factors can be predicted with any certainty, or in some cases even approximated. The status of the economic activity, gasoline sales, federal and state program allocations and requirements, and vehicle characteristics can all change from year to year with unexpected rapidity.

The financing requirements of the short-range program are as reasonably balanced between expenditures and projected funding as can be expected, given the uncertainty of funding levels beyond the four to five year period. The definition of the long-range improvement program is vague, reflecting the uncertain nature of funding over the twenty-year life of the plan. This region has experience in seeing short-range projects slip through the mid-range, and into the long-range.

Funding Maintenance and Rehabilitation

For many years, identifying a permanent, sufficient, funding source for road maintenance and rehabilitation has been a challenge for local agencies in Mendocino County. Three of the four incorporated cities successfully passed a half-cent transportation sales tax to address the deterioration of their streets. Recently, the City of Ukiah has also passed a half-cent sales tax which, although a general tax, is intended to be used to improve the City's streets. The recent passage of Senate Bill 1 will add significantly to the funding available for maintaining streets by providing funding directly to local agencies for this purpose. This, combined with local sales tax, will put the cities in a position to make significant improvements. Although SB1 funding will flow to Mendocino County as well, their ability to make a dent in their backlog of deferred maintenance is likely to take longer due to the extent of the County's network and lack of a local tax.

Traffic Impact Fees

A Traffic Impact Fee Nexus Study was prepared for the Ukiah Valley area in 2008 as part of MCOG's work program. The study provided a schedule of maximum allowable fees that could

be charged given the requirements of AB 1600. Traffic Impact Fees could be adopted by ordinance by a City or County and collected in correspondence with new development. Fees would be used to fund transportation improvements that would be necessitated through new development, as documented through the nexus study. A number of factors went into calculating potential fees, including forecasts of building potential, population, traffic, land use, and infrastructure needs. At this time, a fee program has not yet been adopted by the County or City of Ukiah. Detailed information and a schedule of fees can be found in the *Ukiah Valley Area Transportation Impact Fee Nexus Study, Final Report*, September 2008, prepared by Economic & Planning Systems.

A travel demand forecasting model was prepared in 2010 as a first step toward a potential traffic impact fee for the rest of the county. Further studies would be required before any type of fee could be implemented. The report, *MCOG Travel Demand Forecasting Model, Final Model Development Report*, October 2010, prepared by Fehr & Peers, can be found on the MCOG website.

State Transportation Improvement Program (STIP)

The STIP is the source of the majority of transportation funding for large scale projects within the Mendocino County region. At the State level, these funds are divided into two programs—the Regional Improvement Program (RIP) funded from 75% of new funding, and the Interregional Improvement Program (IIP), funded from 25% of new STIP funding. Regional Transportation Planning Agencies (RTPAs) are given the authority to decide how to program the county share of RIP funds, subject to STIP eligibility guidelines. To be eligible, projects must be nominated by the regional agency in their Regional Transportation Improvement Program (RTIP). Caltrans has the authority to program the Interregional Transportation Improvement Funds. Similar to the RTIP, Caltrans must nominate projects within the Interregional Transportation Improvement Program (ITIP). STIP funds are primarily intended for use on capital projects. Eligible projects include improving state highways, local roads, pedestrian and bicycle facilities, grade separations, intermodal facilities, and safety. Transit projects are also sometimes eligible for STIP funding depending on the revenue types funding the STIP.

New STIP funds are generally programmed on a biennial basis. In August of odd years (typically), the California Transportation Commission adopts the Fund Estimate for the STIP cycle. Regional agencies then adopt their Regional Transportation Improvement Program (RTIP) based on the adopted Fund Estimate.

Caltrans has adopted high emphasis “focus routes” to guide where its share of IIP funds are programmed and partnerships have been created between regional agencies and Caltrans to fund mutual high priority State highway projects.

While RIP funds can be used for projects on local roads, as well as transit, bicycle, and pedestrian projects, in order to implement desired improvements to the State highway system, RIP funds must also be used for State highway improvement.

Of course, there are many variables which can affect revenues from any of these funding sources. When the economy is poor people are less likely to travel, and therefore buy less gas,

reducing the amount of money going into the State Highway Account and the amount of sales tax collected. The amount of commercial trucking decreases as well with a weak economy. Gas taxes can also be affected by changes in fuel efficiency of vehicles (fuel efficiency decreases revenues generated). Because the sources of funding for the STIP are so dependent on our economy, and so prone to change, it is difficult to accurately predict what future STIP and SHOPP funding amounts will be. Over the last 17 years, the funding available in the STIP has fluctuated greatly. The Gas Tax Swap of 2010 added significantly to the volatility of the STIP, resulting in the deprogramming of nearly \$750 million statewide in the 2016 STIP. Fortunately, the recent passage of Senate Bill 1 will help to stabilize the revenue streams that flow into the STIP. In the 2018 STIP, the Mendocino County region's share of new STIP funding was \$7,452,000, although an advance from a prior STIP cycle reduced the amount available to program. This indicates that future STIP cycles will provide some capital funding to the region, although very large projects will likely still require multiple STIP cycles or multiple sources to fund.

Highway Bridge Program (HBP)

The Highway Bridge Program (HBP) is authorized by the federal transportation bill. The purpose of the Program is to replace or rehabilitate public highway bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. Eligible work for this program includes replacement, rehabilitation, painting, scour countermeasure, bridge approach barrier and railing replacement, and seismic retrofit.

About \$300 million of federal funds are made available to local agencies annually. The federal reimbursement rate is 80% (88.53% for bridge railing replacement) of the eligible participating project costs including preliminary engineering, right of way, and construction. Candidate projects are submitted to Caltrans for review on an annual basis. Successful projects are included in the HBP multiyear plan.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a federal safety program that provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement.

Local agencies compete statewide for HSIP funds by submitting candidate safety projects to Caltrans for review and analysis. Caltrans prioritizes these projects and releases an annual HSIP Program Plan that identifies the projects that are approved for funding. As this is a statewide competition, it must be recognized that this is in no way a guaranteed source of funding. The last call for projects in 2016 made available a total of \$150 million statewide, with a \$10 million maximum allowed per agency.

A portion of HSIP funding is set aside in each cycle for a safety analysis program, the Systemic Safety Analysis Report Program (SSARP). The intent of the SSARP is to assist local agencies in performing collision analysis, identifying safety issues on their roadway network, and

developing a list of systemic low-cost countermeasures that can be used to prepare future HSIP and other safety program applications. In 2016, a total of 61 projects totaling \$10 million were selected for implementation through the SSARP.

The HSIP program also incorporates the High Risk Rural Roads (HR3) Program, which addresses problems on roads that are functionally classified as rural major collector, rural minor collector, or rural local road.

Active Transportation Program (ATP)

This is a grant program that combines several previous state and federal grant programs, including the Bicycle Transportation Account, state Safe Routes to Schools, and the Transportation Alternatives Program (federal program containing elements of former Transportation Enhancements program, Recreational Trail Program and federal Safe Routes to School from MAP-21). The purpose of ATP is to encourage increased use of active modes of transportation. The program funds both capital projects and planning/education programs. Projects that benefit communities that are considered economically disadvantaged do not require a match. In 2014, the program provided \$129.5 million statewide. Of the statewide total, 50% goes to a statewide competitive program, 40% goes to a competitive program for urban areas, and 10% to a competitive program for small urban and rural areas.

The passage of SB 1 has provided an additional infusion of funding to the Active Transportation Program. In the short term, this funding will provide for an “augmentation” application cycle in 2017 that will allow previous applications to be reconsidered for funding. In the future, the extra \$100 million annually in funding will allow additional projects to be funded in each regular ATP cycle. It is likely that projects funded through the SB 1 funding will be subject to additional reporting requirements.

Senate Bill 1- Road Repair and Accountability Act

In 2017, the State legislature passed Senate Bill 1, the Road Repair and Accountability Act. The bill provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. SB1 increased revenues through increases per gallon fuel excise taxes; increases diesel fuel sales taxes and vehicle registration fees, including a new annual fee for electric vehicles; and provides for inflationary adjustments to tax rates in future years. Revenues from the bill provided increased funding to some existing funding programs and created other new programs. Funding has been added to the Active Transportation Program, State Highway Operation and Protection Program (SHOPP), Transportation Asset Management, and State Transportation Improvement Program (STIP). New programs are the Local Streets and Roads Program, Solutions for Congested Corridors, Trade Corridor Enhancement and Local Partnership Program. The new programs that are relevant to the Mendocino County region are discussed below.

Local Streets & Roads Program (RMRA) - Beginning November 1, 2017, the State Controller (Controller) will deposit portions of the new funding created by SB1 into the newly created Road Maintenance and Rehabilitation Account (RMRA). A percentage of this new RMRA funding will be apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code (SHC) Section 2032(h) for basic road maintenance, rehabilitation, and critical safety

projects on the local streets and roads system. In order to be eligible for RMRA funding, statute requires cities and counties to provide basic annual RMRA project reporting to the California Transportation Commission (Commission). Prior to receiving an apportionment of RMRA funds from the Controller in a fiscal year, a city or county must submit to the CTC a list of projects proposed to be funded. All proposed projects must be included in an adopted city or county budget. The project list does not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities so long as the projects are consistent with RMRA priorities.

Local Partnership Program - The Road Repair and Accountability Act of 2017 (SB 1) created the Local Partnership Program and continuously appropriates \$200 million annually to be allocated by the California Transportation Commission to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements. For the two-year cycle covering Fiscal Years 2017-18 and 2018-19, 50% of program funds will be distributed by formula to match voter approved sales tax revenues or fees. The other 50% will be awarded competitively. The formulaic and competitive grant portions will be revisited after a two-year period to evaluate whether future changes are needed. In Mendocino County, the Cities of Point Arena, Willits and Fort Bragg will be eligible for this source. Although the City of Ukiah also has a local sales tax, because it is a general tax it does not qualify for this source.

Trade Corridor Enhancement - This is a newly created program which provides approximately \$300 million annually statewide to be expended on corridor-based freight projects nominated by local agencies and the state. The program will include measures to evaluate potential economic and noneconomic benefits to the state's economy, environment, public health and Disadvantaged Communities. Guidelines for this program are not expected to be complete until January 2018, but it is expected that projects along the US 101 and SR 20 corridors could potentially be eligible for funding through this program.

Regional Surface Transportation Program (RSTP)

These are funds which are apportioned by the State pursuant to Sections 182.6 d(1) and d(2) of the Streets and Highways Code. The State distributes Section 182.6 d(2) directly to counties. Section 182.6 d(1) funds are received by MCOG then distributed to local agencies by formula. A total of \$100,000 is taken off the top annually by MCOG to be used for "partnership" projects, such as the funding of the Simpson Lane/SR 1 Roundabout project. These funds can be used for a number of different types of projects including construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements on roads classified above a local or rural minor collector in the Federal Aid Highway System. In FY 2011/12 another \$90,000 annually was designated for a new Regional Project Manager staff position with the goal of increased project delivery through enhanced local assistance. The estimated amounts of these to be distributed for FY 2017/18 can be found in Table 24.

**RSTP Funds Distribution
FY 2017/18**

Agency	RSTP Amount
Mendocino County	\$119,211
Ukiah	\$160,431
Fort Bragg	\$107,116
Willits	\$100,538
Point Arena	\$66,449
MCOG	\$100,000
Local Assistance Project Delivery	\$90,000

Note: RSTP funds not actually received until following FY.

General Fund

General funds may be used for transportation, but must compete with other governmental functions each year for funding. When used for transportation, general funds are most often used for road improvements and regular maintenance. General fund revenues are subject to shifting local priorities and have proven to be unreliable as a source of transportation funding.

Local Sales Tax

Mendocino Council of Governments commissioned voter opinion surveys in Mendocino County in 2002 and again in 2016. The results of this survey showed that one of the biggest overall concerns of citizens throughout the County is the condition of local streets and roads.

Following the initial survey, the cities of Fort Bragg, Willits, and Point Arena passed ½ cent sales tax measures for transportation. Following the second poll, which focused on voters in the City of Ukiah and unincorporated areas, Ukiah voters approved a ½ cent general tax with an advisory measure directing that revenues be used for improvement to City streets. Revenue from all of the measures will primarily be used to improve and maintain the existing street system. These new revenues will provide a measurable impact to the backlog of street maintenance experienced by local agencies. The following table shows projected revenues to be generated from these sales tax measures:

Voter Approved Local Sales Tax

Agency	Approximate Annual Revenue	Use of Funds
Willits	\$671,000	Repair, replacement, construction, and reconstruction of the City's road system
Fort Bragg	\$901,100	Repair, maintenance, and reconstruction of City streets
Point Arena		Repair, replacement, construction and reconstruction of the City's road system
Ukiah	\$2,922,000	Repair and maintenance of City streets (general tax with advisory measure)

Transportation Development Act

Local funding for the bicycle projects typically comes from Transportation Development Act (TDA) funding. The Mendocino Council of Governments (MCOG) awards 2% of TDA revenues for approved bicycle or pedestrian projects. Funds are typically awarded every two years. Although a comparatively small source, these funds may be used to provide a local match to leverage larger grants.

Office of Traffic Safety

The Office of Traffic Safety (OTS) Grants provide funding to assist local agencies with bicycle and pedestrian safety and education programs. Such programs include bicycle rodeos and bicycle helmet distribution programs.

Other State Funding Sources

Community Based Transportation Planning (CBTP) Grants are provided to encourage livable community concepts that integrate land use and transportation planning. Environmental Justice Grants are also available to encourage planning and transportation enhancements related to low-income and minority communities to prevent or mitigate disproportionate, adverse environmental, economic, health and social impacts of transportation projects while improving mobility, quality of life and economic vitality in under-served communities.

ACTIVE TRANSPORTATION FUNDING

The following are potential sources of funding which could be used for non-motorized infrastructure projects.

Active Transportation Program (ATP)

This is a grant program that combines several previous state and federal grant programs, including the Bicycle Transportation Account, state Safe Routes to Schools, and the Transportation Alternatives Program (federal program containing elements of former Transportation Enhancements program, Recreational Trail Program and federal Safe Routes to School from MAP-21). The purpose of ATP is to encourage increased use of active modes of transportation. The program funds both capital projects and planning/education programs. Projects that benefit communities that are considered economically disadvantaged do not require a match. In 2014, the program provided \$129.5 million statewide. Of the statewide total, 50% goes to a statewide competitive program, 40% goes to a competitive program for urban areas, and 10% to a competitive program for small urban and rural areas.

The passage of SB 1 has provided an additional infusion of funding to the Active Transportation Program. In the short term, this funding will provide for an “augmentation” application cycle in 2017 that will allow previous applications to be reconsidered for funding. In the future, the extra \$100 million annually in funding will allow additional projects to be funded in each regular ATP cycle. It is likely that projects funded through the SB 1 funding will be subject to additional reporting requirements.

Urban Greening

Urban Greening is a competitive program, which is anticipated to be annual, and is funded through the Cap and Trade Program. Funds are available for projects that reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes, or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. The program also funds projects that reduce green house gas emissions by reducing energy usage or tree planting. Approximately \$76 million is available annually through this program. The majority of the funds must be awarded for projects in areas that meet the CalEnviroScreen definition of a disadvantaged community, which excludes Mendocino County, but some of the funds can be used elsewhere.

State Transportation Improvement Program (STIP)

STIP funds are typically one of the main source of transportation related capital funding within the region. Eligible projects include improving state highways, local roads, public transit (including buses), pedestrian and bicycle facilities, grade separations, intermodal facilities, and safety projects. Unfortunately, in recent years, the State revenues that flow to this funding source have been drastically reduced, resulting in little or no money coming to the Mendocino County region. With so little funding available, it is unlikely that this will be a source of funding for active transportation projects in the near future.

Regional Surface Transportation Program (RSTP)

RSTP funds are distributed annually by MCOG to each local entity on a formula bases and may be used for bikeway, pedestrian or other local streets and roads projects.

Office of Traffic Safety (OTS)

The OTS offers grant funding to assist local agencies with bicycle and pedestrian safety and education programs. Grants are awarded on a statewide, competitive basis and are not available for construction of bikeway facilities.

Community Development Block Grants

The program is a flexible program that provides communities with resources to address a wide range of unique community development needs. The CDBG program is a U.S. Department of Housing and Urban Development (HUD) program administered by the State of California. Within the parameters of the program, one of a number of eligible project categories includes the construction or reconstruction of streets, including bike lanes and sidewalks. At the time of this plan, however, cuts have been proposed to this program. It is unknown if this will continue to be a viable source of funding for these types of infrastructure projects in the future.

Transportation Development Act (TDA)

The TDA provides funding for public transportation through the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). These funds come from sales tax and are

allocated by the State based on population. MCOG allocates 2% of LTF funding for bicycle and pedestrian projects. Because the total funding available is fairly small, these funds are often used by local agencies as a match for competitive grants.

TRANSIT FUNDING

Federal Transit Administration (FTA) Section 5309

The Federal Transit Administration offers a Capital Investment Grant and Loan Program to provide transit capital assistance for bus and bus-related facilities. Funding under this program is often earmarked by Congress. MTA has been successful in acquiring Section 5309 funding in the past.

Federal Transit Administration (FTA) 5311 Formula and 5309 Discretionary Grants

During the Obama Administration, several discretionary grant programs for specified purposes have been announced and funds have been awarded. American Reinvestment and Recovery Act was the first. This formula-based, stimulus program brought \$606,000 to MTA for vehicle replacement. Transportation Investments Generating Economic Recovery (TIGER) was a competitive program for all modes and has been offered twice with no grants for Mendocino. Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) is also competitive and has also been offered twice. MTA has an application in the second round, but awards are not expected to be announced until November 1. State of Good Repair, a competitive program to help maintain infrastructure in reasonable condition, was offered in the summer of 2010. MTA received a \$5 million award for construction of a new maintenance facility.

Federal Transit Administration (FTA) Section 5310

The Federal Transit Administration provides assistance to public or private, non-profit agencies that provide transit services to the elderly and/or persons with disabilities when transportation services are unavailable, insufficient, or inappropriate. The traditional 5310 program is a capital assistance program historically used for vehicle replacement and expansion projects, but other capital items, such as computerized dispatching systems, are also eligible. The expanded 5310 Program provides funding for operations and mobility management projects that serve the elderly and disabled. In California, Caltrans administers this annual competitive program.

Federal Transit Administration (FTA) Section 5311

The 5311 program provides supplemental funding for public transit service in non-urbanized areas which have populations of fewer than 50,000 residents, as quantified by the United States Census Bureau. The Job Access and Reverse Commute (JARC) program has been merged into the 5311 program. Projects formerly eligible under the JARC program are now eligible under the 5311 program.

The FTA apportionment formula funds to each state on an annual basis. The California Department of Transportation, Division of Rail and Mass Transportation (DRMT) is the designated grantee for California. 5311 funding is apportioned as follows:

75% Regional Apportionment -- This funding share is apportioned to non-urban areas based on the size of the rural population. This apportionment is distributed to Transportation Planning Agencies whose county or region contains a non-urbanized area as identified by the United States Census Bureau. The TPA submits a Program of Projects that identifies subrecipients and projects to receive Section 5311 funds in their planning area. This must be completed by December 31st of each year. Additionally, subrecipients must complete and submit a Section 5311 Program Application and all other required submittals by the appropriate deadline.

15% Intercity Bus Program -- This funding share is apportioned to the Rural Intercity Bus Program (known as FTA 5311(f)). The Section 5311(f) Program is designed to address the intercity travel needs of residents in non-urbanized areas of the state by funding services that provide them access to the intercity bus and transportation networks in California. Both public and private transportation providers are eligible to compete for funding. Capital and operating assistance projects are eligible.

10% State Administrative Expenses -- This funding share is apportioned to State Transportation Agencies in order to fund the administration of the 5311 and 5311(f) grant programs.

Federal Transit Administration (FTA) Section 5304

The Federal Transit Administration annually provides discretionary funding for transit planning assistance which funds the Caltrans administered Sustainable Communities grant program. These programs require an 11.47% local match. Typical projects that have been funded include transit development plans, capital plans, and transit employee training programs.

State Sources

State Transit Assistance (STA)

The Transportation Development Act established the State Transit Assistance account. The State Controller appropriates these revenues to regional transportation planning agencies for transit uses. The allocation formula distributes funds 50% by population and 50% according to the operator's revenues from the prior fiscal year. These funds can be used for operations, subject to specific eligibility criteria, or capital projects.

Historically, STA funding was derived from the statewide sales tax on gasoline and diesel fuel. In 2009, the Legislature eliminated this source of transit revenue. The program was reinstated as part of the original "Gas Tax Swap" agreement of 2010, which reconfigured the funding streams that flow into the program. STA is now fully funded by the sales tax on diesel, and can be used for operating and capital purposes.

State Transportation Improvement Program (STIP)

Regional transportation planning agencies may program capital projects through the regional share of the STIP (see previous discussion). Since there are Article XIX limitations on the State Highway Account component of the STIP, a transit project must be funded with Public Transportation Account (PTA) dollars in the STIP. The availability of PTA funds in the STIP varies from one STIP cycle to the next. In the most recent STIP Fund Estimate (2018), no PTA funding has been identified. STIP is an unreliable, and often unavailable, source of funding for transit.

Local Funding Sources

Transportation Development Act (TDA)

The Transportation Development Act of 1971 established the Local Transportation Fund (LTF). One-quarter cent of the State sales tax generated in each county is returned to the regional transportation planning agency for deposit in the Local Transportation Fund. These funds are to be used for agency administration, optional bicycle and pedestrian projects, transit, transportation planning, and local streets and roads projects in accordance with priorities established by TDA. Local Transportation Funds generated through TDA have been the single largest funding source available for transit services provided through Mendocino Transit Authority.

Farebox Revenues

Transit systems funded with Transit Development Act funds are required to establish and maintain certain minimum level of local farebox returns. Urban systems are required to maintain a 20% farebox return; rural areas are required to maintain at least a 10% farebox return. Farebox revenues are the second highest source of operating funds for MTA and are required to be 14.7% of operating cost.

TRIBAL TRANSPORTATION FUNDING

Many of the funding sources described for use on streets, roads, highways and for bike and pedestrian projects would be available for use on tribal roads. Typically, a tribe would need to partner with a local agency such as a city or county to sponsor a project.

Tribal Specific Funds

Tribal Transportation Program (TTP)

The Surface Transportation Assistance Act of 1982 established the Indian Reservation Roads (IRR) Program funded within the Highway Account of the Highway Trust Fund. Since the establishment of the IRR Program and its successor as part of MAP-21, which is now called the Tribal Transportation Program (TTP), the total Federal construction authorization for Tribal Transportation has exceeded \$8.5 billion. The TTP is jointly administered by the BIA and the

FHWA. These investments have contributed greatly to the improvement of unsafe roads and the replacement or rehabilitation of deficient bridges on or near reservations

Tribal Transportation Program (TTP) funds are Federal funds that Tribes and others can spend only on certain allowable activities. Also, the allowable activities are subject to spending limits. Allowable activities that Tribes can use TTP funds for are broken into two broad categories: (1) planning and design activities, and (2) construction and maintenance activities.

Planning and Design Activities:

- Indirect general and administrative costs include, but are not limited to, computers, software, office furniture, and other equipment needed to administer the TTP.
- Transportation-related planning and programming activities (including but not limited to roadway, trails, transit, and safety planning and programming, and planning for tourism and recreational travel).
- Identification and evaluation of accident prone locations.
- Planning and design of Tribal Transportation Facilities.
- Engineering support studies (i.e. geotechnical, hydraulic, etc.)
- Environmental studies, evaluations, and compliance activities.
- Planning and design of mitigation for impacts to environmental resources
- Architectural and landscape engineering services including lighting.
- Inspection of bridges and structures.
- Public meetings and public involvement activities.
- Tribal employment rights ordinance (TERO) fees.

Construction and Maintenance activities:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements of TTP facilities (i.e. roads, trails, bridges, structures, pedestrian and bicycle facilities, transit facilities, ferry facilities, rest areas, parking areas, etc.).
- Road sealing and chip sealing.
- Americans with Disabilities Act (ADA) improvements.
- Seasonal transportation routes including, but not limited to, snowmobile trails, ice roads, and overland winter roads.
- Mitigation activities required by Tribal, state, or Federal regulatory agencies.
- Tribal employment rights ordinance (TERO) fees.
- Maintenance of TTP facilities identified in the National Tribal Transportation Facility Inventory (NTTFI). Not more than 25% or \$500,000, whichever is greater, of the TTP funds allocated to a Tribe may be expended for the purpose of maintenance. This funding limit does not apply to road sealing.
- Development and negotiation of Tribal-State road maintenance agreements.
- Purchasing, leasing or rental of construction and/or maintenance equipment.

TTP Bridge Program

Under FAST Act, up to 3% of TTP funds are available each year for improving deficient bridges. Federally recognized Indian tribes may submit an application at any time for eligible tribal transportation bridges for planning, design, engineering, preconstruction, construction, and inspection, or to replace, rehabilitate, seismically retrofit, or paint. Funds may also be used for

anti-icing, de-icing, or to implement countermeasures (including multiple-pipe culverts). To be eligible, a bridge must have an opening of at least 20 feet, be classified as a tribal transportation facility, and be structurally deficient or functionally obsolete

Tribal Technical Assistance Program

The Tribal Technical Assistance Program (TTAP) is a training and technology transfer resource for Native American tribes in the United States. It is funded by the FHWA and the Bureau of Indian Affairs. TTAP aims to:

- distribute technical assistance and training activities at the tribal level;
- help implement administrative procedures and new transportation technology at the tribal level;
- provide training and assistance in transportation planning and economic development; and
- develop educational programs to encourage and motivate interest in transportation careers among Native American students.

The goals of TTAP are accomplished through technology transfer and training, research, and cultural consideration

Other Potential Funds

Some additional funding sources that are available to cities and counties, but may be considered by tribes in partnership with a local agency are listed below.

Environmental Enhancements and Mitigation

The Environmental Enhancement and Mitigation (EEM) Program provides funding for environmental enhancement and mitigation projects which are directly or indirectly related to the environmental impact of modifying existing transportation facilities, or for the design, construction or expansion of new transportation facilities. Projects must be over and above the required mitigation for the related transportation project and must fall into one of the following three categories: Highway Landscaping and Urban Forestry, Resource Lands, and Roadside Recreation.

The Legislature is authorized to allocate ten million dollars annually for the program. Applications are accepted annually by the California State Resources Agency in Sacramento. No matching funds are required, however, projects that include the greatest proportion of other monetary sources of funding will be rated highest. Grants are generally limited to \$250,000.

Caltrans Transportation Planning Grants

Caltrans administers several transportation planning grant programs. With the exception of the Strategic Partnerships Grants, Tribal governments may participate in these grant programs as a primary applicant. They may participate in the Strategic Partnerships program with a county,

city or MCOG acting as the main applicant. Grant applications are accepted annually by Caltrans and compete on a statewide level.

- Sustainable Communities Grants to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.
- Strategic Partnerships Grants to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A transit component has been added that will fund planning projects that address multimodal transportation deficiencies with a focus on transit.
- Adaptation Planning Grants to support planning actions at local and regional levels that advance climate change efforts on the transportation system.

AVIATION FINANCING

Local counties, particularly rural counties, have no excess resources to use for airport enhancement or improvement beyond bare maintenance expenditures. The State has had minimal amounts to distribute to the rural counties for use in airport upgrades and capital improvement projects. The Federal Aviation Administration (FAA) has historically been focused on urban aviation needs and requirements, with only minimal funding available for the occasional grant to rural county aviation needs.

The source and stability of revenues for each of the airports varies greatly from airport to airport. Round Valley Airport, located in Covelo and owned/operated by the County of Mendocino produces almost no income from airfield operations, requiring the bulk of funding from the County General Fund. The Ukiah Municipal Airport on the other hand typically produces a net surplus of funds for the City of Ukiah which is used to provide the match for anticipated grant funding.

Each airport has struggles to maintain a viable operational base, expand the service capabilities of the airport, and meet the fiscal restraints of the local agencies operating the airports from general funds. For all of the airports only necessary high priority maintenance is included in each year's budget. Preventative maintenance projects are typically deferred in hopes of extra funding becoming available from State and Federal aviation funding sources. Any capital improvements are dependent on grants from the State and Federal government from sources outside of MCOG's control.

Funding Sources

Airport Improvement Program

The Airport Improvement Program (AIP) provides grant funding directly from the Federal Aviation Administration. To be eligible an airport must be included in the National Plan of Integrated Airport Systems (NPIAS) and be included in the State Capital Improvement Program and the Federal Airport Capital Improvement Program. Eligible projects include those

improvements related to enhancing airport safety, capacity, security, and environmental concerns. AIP funds can be used on most airfield capital improvements or repairs except for terminals, hangars, and non-aviation development. Project development for eligible projects--such as planning and design--are eligible as is runway, taxiway, and apron pavement maintenance. Aviation demand at the airport must justify the projects. Operational costs and revenue-generating improvements are not eligible for AIP grants. The FAA participation rate in project costs for General Aviation Airports is 90%. Matching funds can come from the Caltrans AIP Matching Grant program or other sources.

Because the demand for AIP funds exceeds the availability, the FAA bases distribution of these funds on present national priorities and objectives. AIP funds are typically first apportioned into major entitlement categories such as primary, cargo, and general aviation. Remaining funds are distributed to a discretionary fund. Set-aside projects (airport noise and the Military Airport Program) receive first attention from this discretionary distribution. The remaining funds are true discretionary funds that are distributed based on a national prioritization formula.

Annual Grants

These are annual grants available from the Caltrans Division of Aeronautics in the amount of \$10,000. These grants are available to all airports in Mendocino County and can be used for a variety of uses. These annual grants are the State's first aeronautics funding priority and have historically been safe from budgetary cutbacks.

AIP Matching Grants

These are State grants to eligible airports for a portion of the required match for the Federal Airport Improvement Program grants (see discussion above). This program provides a funding amount equal to 5% of the FAA funding amount (4.5% of total project cost). The remaining match must be provided by the local agency, however, the Annual Grant funding can be applied toward this match. In order for projects to be eligible for the AIP and the AIP Matching Grants, they must be included in the State Capital Improvement Program and the Federal Airport Capital Improvement Program.

Acquisition and Development Grants

Acquisition and Development (A&D) Grants are also available from the State to fund construction projects, land acquisition and planning projects such as Master Plans and airport layout plans. The minimum grant amount is \$20,000 and the maximum is \$500,000. The amount available statewide for these grants is the remaining funding available in the Aeronautics Account after funding State operations, Annual Grants and AIP Matching Grants.

HARBOR FUNDING

Noyo Harbor

Harbor Development is financed through local taxes, Federal and State Funds and revenues from berth rentals. Except when funds from special State and Federal Programs, such as, State

Disaster Funds and Army Corps of Engineers are available, revenues from operations provide approximately 90% of the funds needed to cover operating expenses. The remaining 10% is obtained from local property taxes. It is important to keep in mind that the budget does not allow for dredging, emergencies, or any possible large capital expenditures; these items come from reserve funds and special grants/funding.

Historically, the Corps of Engineers has financed and administered necessary dredging of the Noyo River Channel. The dredging of the Harbor is a significant expense, but is financed through the US Army Corps of Engineers.

Point Arena Harbor

The Arena Cove Pier budget is financed through a variety of sources. Fees are charged for commercial operations on site such as hoist rental fees, commercial/private launching and boat storage fees. Additionally, the City charges commercial operations for use of the fishing facilities. The City's 2016-17 identified projected expenses of \$87,968 which includes a set aside for pier repair and replacement. Revenues for the year of \$50,000, are expected, plus a transfer in from the General fund to cover remaining expenses.