

DRAFT

Mendocino Council of Governments

2022 Regional Transportation Improvement Program

Proposed for Adoption on December 6, 2021



INSERT COVER LETTER

2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

The Mendocino Council of Governments (MCOG) is the Regional Transportation Planning Agency (RTPA) for Mendocino County. MCOG is required by California State Law to prepare and adopt a Regional Transportation Improvement Program (RTIP) by December 15 of each odd numbered year. This RTIP has been developed in conformance with State law, the adopted 2017 Mendocino County Regional Transportation Plan, and the draft 2022 Mendocino County Regional Transportation Plan.

On August 18, 2021, the California Transportation Commission adopted the 2022 State Transportation Improvement Program Fund Estimate. The fund estimate identified available STIP programming through FY 26/27 of \$5,290,000 for the Mendocino County region. That total includes Planning, Programming & Monitoring funds in the amount of \$209,000.

Section 2. General Information

- **Mendocino Council of Governments**

- **Agency website links:**

Regional Agency Website Link: <http://www.mendocinocog.org>

RTIP document link: <http://www.mendocinocog.org/mendocino-county-regional-plans>

RTP link: <http://www.mendocinocog.org/mendocino-county-regional-plans>

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region’s transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency’s Historical and Current Approach to developing the RTIP

Since the passage of SB 45, MCOG has conducted a competitive and inclusive project selection process for utilizing funds available through the State Transportation Improvement Program. In several past STIP cycles, the majority of funding had been programmed for our highest priority regional project, the US 101 Bypass of Willits. This project had been identified as the highest priority project in our Regional Transportation Plan for many years. In years when the top priority did not need additional programming, other local projects were competitively selected using criteria approved by the MCOG Board. Local agencies and tribal governments have been involved in the process. The project recommendations are made by the Technical Advisory Committee then presented to the MCOG Board, typically in November. The final RTIP and project selection is then adopted by the MCOG Board at a public hearing in December.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

Provide narrative on projects completed between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 68 of the STIP Guidelines.

Insert project information for completed projects in table below.

Project Name and Location	Description	Summary of Improvements/Benefits

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November 1, 2021
CTC ITIP Hearing, South	November 8, 2021
Regional Agency adopts 2022 RTIP	December 6, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

B. Public Participation/Project Selection Process

RTIP projects are derived from the Regional Transportation Plan (RTP), which is developed through extensive public participation. The public participation process for the 2017 RTP included public workshops held at locations throughout the County, public hearings, and surveys. Interagency and intergovernmental involvement included outreach to all cities and the county and consultation with Tribal governments at initial states of plan development and throughout the process.

Due to the COVID-19 pandemic, the public participation process for the draft 2022 RTP was modified to comply with County and State health and safety regulations. In lieu of in-person community workshops, public input was gathered virtually through remote meetings (video and teleconference), and through Social Pinpoint, an on-line public outreach tool posted on MCOG’s website. Through this online tool, individuals were able to take a survey, identify needs on a map, and provide additional comments. Public comments were also received through MCOG’s website, email, and by telephone. A pre-recorded video presentation on the RTP update and other opportunities for public comment were provided on MCOG’s website. Individual virtual presentations on the RPT update were provided to the Westport, Round Valley, Redwood Valley, and Laytonville Municipal Advisory Councils (MACs), many of which are located in disadvantaged communities. A virtual presentation was also provided to the Mendocino County Climate Action Advisory Committee, and at a quarterly Caltrans District 1 Tribal meeting.

The intent of these online public outreach tools and virtual meetings was to collect public input, assess needs, and identify priorities for projects in the Regional Transportation Plan. At these virtual meetings, council/committee members and members of the public informed MCOG of

their most pressing transportation-related concerns, had the opportunity to ask questions and get information from MCOG staff. These public input opportunities were advertised in a number of ways including press releases, email lists, social media, and on the MCOG website.

In addition to the public participation that goes into the RTP, the RTIP is then developed through a series of public meetings, including a public hearing which is noticed in regional newspapers.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 1

MCOG works with Caltrans in preparation of the RTIP through the Technical Advisory Committee and through participation on the Policy Advisory Committee. For regionally funded projects on the State system, MCOG receives information from project managers at Caltrans regarding needed programming, which is then proposed in the RTIP.

In preparation for this RTIP, MCOG has consulted with Caltrans to identify funding needs for the Downtown Gualala Refined Streetscape project – a locally-funded state highway project. Additional funding has been proposed for PA&ED for that project as a result of the consultation.

B. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

STIP Fund Estimate: \$5,290,000

STIP COVID Relief Shares: \$1,138,225

B. Summary of Requested Programming

2022 STIP Projects		
Project Name and Location	Project Description	Requested RIP Amount
North State Street Intersection/Interchange Improvement	Along North State Street, from Ford Road/Empire Drive to the northbound on/off ramps of U.S. 101. Install medians, landscape and aesthetic features, and roundabouts at the intersections of KUKI Lane and the southbound on/off-ramps of U.S. 101.	\$138,000 ROW Total \$138,000
Planning, Programming & Monitoring		\$209,000

CRRSAA STIP Projects		
Project Name and Location	Project Description	Requested RIP Amount
County	Ackerman Creek?	\$599,600 CON Total \$599,600
Ukiah	?	\$232,700 CON Total \$232,700
Fort Bragg	?	\$161,800 Total \$161,800

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project's other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending). **Insert information in the table below.**

Proposed 2022 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
							-
							-
							-
							-
							-
							-
							-
							-
							-
							-
							-
							-
Totals	-	-	-	-	-	-	-

Notes: Click here to enter text.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California. No ITIP funding was requested during the development of the 2022 Regional Transportation Improvement Program.

Section 9. Projects Planned Within Multi-Modal Corridors

The primary corridors in the region are the US 101 Corridor, the SR 20 Corridor, and the SR 1 Corridor. Two projects are proposed for programming along the SR 1 Corridor, within the City of Fort Bragg and the community of Gualala. The City of Fort Bragg implemented a project that will provide enhanced bicycle and pedestrian facilities. In Gualala, a streetscape project is planned which will provide enhanced walking and biking facilities along ST 1 through the downtown area. There are no projects currently programmed in the RTIP on US 101 or SR 20. However, the North State Street Intersection Improvement project will provide intersection improvements that will enhance the operations of the US 101 on and off ramps in the north Ukiah area.

Section 10. Highways to Boulevards Conversion Pilot Program

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 20G).

Staff is working with Caltrans on this.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)

The Mendocino County region does not have a Sustainable Communities Strategy or Alternative Planning Scenario. The region is not currently monitoring the performance measures listed in the RTIP template other than Pavement Condition Index on local streets and roads. However, as there are no large-scale local road rehabilitation projects included in the STIP programming for the region, this measurement is not relevant to evaluation of this RTIP. As an alternative to the suggested measures, MCOG has prepared the following evaluation of the effectiveness of RTIP projects in achieving the goals and objectives of the RTP.

Below are relevant goals, objectives and policies excerpted from the 2017 Mendocino County Regional Transportation Plan, adopted by MCOG February 5, 2018. Following these goals and policies is a table

which summarizes the projects from the 2020 RTIP, some of which have been carried over from previous STIP cycles. Specific goals, objectives and performance measures are then listed which support each project.

Climate Change & the Environment Objectives & Policies (CCE)

- Policy 2.2: Prioritize transportation projects which lead to reduced greenhouse gas emissions.
- Policy 2.4: Continue to consider bicycle transportation, pedestrian, and transit projects for funding in the State Transportation Improvement Program (STIP).

Complete Streets Objectives & Policies (CS)

- Objective 1: 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.
- Policy 1.1: Coordinate funding programs to provide multiple components of an infrastructure project when appropriate.
- Policy 1.2: Seek funding sources for multiple modes of transportation
- Objective 2: Provide new bicycle, pedestrian and transit facilities on existing streets and roads where none exist.

Goods Movement Objectives & Policies (GM)

- Objective 1: Develop State Highway routes capable of efficiently moving goods and agricultural products to, from, and through the Region.
- Policy 1.1: Prioritize State Highway and local road projects that improve connectivity and overall mobility, and increase efficiency with which freight can travel throughout the region.

State Highways Objectives & Policies (SH)

- Objective 1: Provide timely improvements to the Principal Arterial (major highway) system consistent with statewide needs and regional priorities.
- Objective 4: Provide for efficient, free-flowing travel on all State Highways in Mendocino County.
- Objective 5: Balance the needs for transportation improvements with quality of life for residents of and visitors to the region.
- Policy 5.1: Consider context sensitive solutions when planning and designing highway improvements, particularly in communities where a State highway serves as “Main Street.”
- Policy 5.2: Consider “complete streets” strategies when planning major corridor improvements that include the needs of bicyclists, pedestrians, and transit users.
- Policy 5.3: Pursue multiple funding sources (STIP, ATP, etc.) on corridor projects to fund multiple modal aspects of the project.

Local Streets and Roads Objectives & Policies (LS)

- Objective 1: Identify and prioritize capital improvements to the regional road system
- Policy 1.2: Seek funding for needed improvements, including consideration of RIP funding and other state and federal grant sources
- Policy 1.3: 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.
- Objective 2: Balance the need for safety and operational improvements with the need for maintenance of the existing system.
- Objective 3: Provide for alternative forms of transportation on local street and road networks.

- Policy 3.1: 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 Objectives & Policies (AT)

- Objective 2: Provide a non-motorized transportation network that offers a feasible alternative to vehicular travel.
- Policy 2.1: Prioritize improvements providing access to schools, employment and other critical services.
- Policy 2.2: Prioritize projects that link to an existing facility or provide connectivity.
- Objective 3: Encourage healthier lifestyles through increased walking and biking.
- Objective 4: Improve property value and strengthen local economies through more accessible commercial and residential areas.
- Policy 4.1: Encourage the addition of pedestrian and bicycle improvements in local business areas and existing residential areas.

Financial Objectives & Policies (F)

- Objective 1: Maximize the effectiveness of transportation funding resources.
- Policy 1.3: 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.

**Summary and Evaluation of Projects from the Mendocino County
2022 Regional Transportation Improvement Program**

Implementing Agency	Project	PPNO	Goals, Policies, Objectives & Performance Measures	Evaluation/Discussion
Mendocino County	North State Street Intersection & Interchange Improvements	4590	CCE Policy 2.2; LS Policy 1.3; F Objective 1, Policy 1.3	Construction of two roundabouts that will reduce vehicle idling at the KUKI intersection and southbound interchange. The project will improve operation at the US 101 off ramp that feeds into it. The STIP funded project will complete improvements to the location that will be partially funded through other sources.
City of Ukiah	Ukiah Downtown Streetscape, Ph 2	4591	LS Objective 1, Policy 3.1; AT Objectives 2, 3 & 4, Policy 4.1; F Objective 1	Will encourage walking and biking in downtown commercial area along major arterial, increasing access to business, and beautifying downtown. In addition to implementing several objectives of the RTP, this project implements the Ukiah Downtown Streetscape improvement Plan, approved by the City of Ukiah in 2009. It is also consistent with the Ukiah Bicycle and Pedestrian Master Plan. This will add to downtown streetscape improvements funded through other sources.
City of Fort Bragg	S. Main St Bicycle & Pedestrian Access Project – Fort Bragg	4593	SH Policy 5.2; AT Objective 2, Policy 2.1, 2.2, Objective 3, Policy 4.1	This project will continue pedestrian improvements along a state highway, linking to existing facilities. The project will improve access to a major shopping area, school facility, and tourist attractions. Pedestrian safety will be improved.

Caltrans	Gualala Downtown Streetscape	4579	CS Objective 1; SH Objective 4, Policy 5.1, 5.2; AT Objective 2, 4, Policy 4.1	The project will provide pedestrian and bicycle facilities along the State highway, improving nonmotorized safety and accessibility in the busy downtown area. The turn lane will improve traffic flow on the highway.
City of Ukiah	North Bush & Low Gap Road Roundabout	4562	CCE Policy 2.2; LS Objective 1, Policies 1.2, 1.3	Providing a roundabout at this location will reduce idling, thereby reducing emissions. This is an intersection of two arterials serving major activity centers.

Key: CCE = Climate Change & the Environment
CS = Complete Streets
GM = Goods Movement
SH = State Highway System

LS = Local Streets & Roads
AT = Active Transportation
F = Financial

Section 12. Regional and Statewide Benefits of RTIP

The existing and proposed projects provide significant regional and statewide benefit. Additionally, two regionally funded projects on the state highway system – the Route 1 Bike and Pedestrian Improvement project and Gualala Downtown Streetscape project – will provide context sensitive solutions in communities where the State highway serves as Main Street.

Projects on the local street and road systems will provide both safety and circulation benefits throughout the region. Complete streets and active transportation benefits will be provided through the bicycle and pedestrian projects. Two roundabout projects are being planned which will provide significant improvement to traffic flow and reduction of congestion in some of the most urban areas of the region.

The array of projects programmed in the RTIP serves a wide range of modes and provide a clear benefit to both the region and the state.

D. Performance and Effectiveness of RTIP

Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

The region is not currently collecting quantitative data related to the cost effectiveness indicators listed in the RTIP template other than Pavement Condition Index on local streets and roads. We have, therefore, developed the following qualitative evaluation of the RTIP using the Rural Specific Cost Effectiveness Indicators.

Congestion Reduction: Two of the five projects included in this RTIP are intersection improvements that will either signalize or provide a roundabout at congested intersections. These intersections are all at high volume locations which experience severe congestion at peak times. These improvements will significantly reduce vehicle idling and congestion by providing enhanced bicycle and pedestrian access through busy areas, encouraging greater use of these alternative forms of transportation and less vehicular travel in congested areas.

Infrastructure Condition: Phase II of the City of Ukiah's Downtown Streetscape Project will also include rehabilitation of a major roadway, although that component of the project is funded through a different source. The condition of aging sidewalks will also be improved in this project. The Gualala Downtown Streetscape project will add new sidewalks, resulting in improved quality to State Route 1, which serves as Main Street through Gualala.

Safety: The two roundabout projects in the RTIP will result in fewer vehicle conflicts. Safety will also be significantly improved for pedestrians in several of the projects that provide new or wider sidewalks and bulb-outs to reduce crossing distance, as well as separate lanes for bicycles.

Environmental Sustainability: Nearly all of the projects in the RTIP will enhance environmental sustainability in the region's transportation system. New or enhanced pedestrian facilities will increase mode share for walking and biking. Improved intersections will decrease idling, and thereby, decrease greenhouse gas emissions.

Section 14. Project Specific Evaluation (Required per Section 19D)

MCOG is not proposing any new projects that require project specific evaluations.

E. Detailed Project Information

Section 15. Overview of Projects Programmed with RIP Funding

For project locations, see maps in the Section 18 Appendix.

AGENCY	PROJECT	Component	Prior	22/23	23/24	24/25	25/26	26/27
County	North State St Intersection	E&P	132					
		PS&E	336					
		ROW		370				
Ukiah	Roundabout at Low Gap/N Bush	E&P	5					
		PS&E	263					
		ROW		25				
		CON			525			
	Ukiah Downtown Streetscape, Ph II	CON		1369				
Ft Bragg	Route 1 Bike & Ped Improvements	E&P	45					
		PS&E	110					
		CON		1330				
Caltrans	Gualala Downtown Streetscape	E&P	340	200				
		PS&E	575					
		ROW	900					
MCOG	PPM			106	106	106	106	106

In addition to projects currently programmed, MCOG previously reserved additional RIP funding for the ATP-ineligible components of the CON phase of the Downtown Gualala Streetscape project in a future STIP cycle or through an amendment. This reserve will be carried over in this RTIP for programming in future STIP cycles when capacity allows. The reserve is as follows:

RTIP Future Funding Commitments

Gualala Downtown Streetscape – CON* up to \$3,050,000

* - The amount of funding for this component will depend on the outcome of a future Active Transportation Grant. The amount of RIP funds needed could be as low as \$1,550,000 but may be as much as \$3,050,000.

F. Appendices

Section 16. Projects Programming Request Forms

Section 17. Board Resolution or Documentation of 2022 RTIP Approval

Section 18. Detailed Project Programming Summary Table

Section 19. Additional Appendices – Project Location Maps