

**Mendocino Council of Governments**

**2026 Regional Transportation Improvement Program**

**DRAFT**



**INSERT COVER LETTER**

# 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 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 and the adopted 2022 Mendocino County Regional Transportation Plan.

On August 14, 2025, the California Transportation Commission adopted the 2026 State Transportation Improvement Program Fund Estimate. The fund estimate identified no available STIP programming through FY 2030/31 for the Mendocino County region, as future shares were advanced and utilized during the previous STIP cycle. Planning, Programming & Monitoring funds were identified in the amount of \$315,000.

## **Section 2. General Information**

Insert contact information in the text fields below.

- **Mendocino Council of Governments**
  
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)**

**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>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

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- **California Department of Transportation Headquarter Contact Information**

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- **California Transportation Commission (CTC) Contact Information**

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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 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 78)**

<b>Project Name and Location</b>	<b>Description</b>	<b>Summary of Improvements/Benefits</b>
2024 Road Rehabilitation on Mountain View Road	Along Mountain View Road (CR 510), from the intersection of State Highway (SH) 1 in Point Arena, mile post (MP) 0.00, to the intersection of SH 128 in Boonville, MP.24.5. Asphalt overlays on roadway segments with sharp turns and steep grades.	This project improved the pavement condition and has created a safer path of travel on one of the main east-west connectors between the south coast and inland Mendocino County.

**Section 5. RTIP Outreach and Participation**

A. RTIP Development and Approval Schedule

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP Hearing, North	October 30, 2025
CTC ITIP Hearing, South	November 7, 2025
Regional Agency adopts 2026 RTIP	December 1, 2025
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March 19-20, 2026

B. Community Engagement

RTIP projects are derived from the Regional Transportation Plan (RTP), which is developed through extensive public participation. 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 RTP 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 2026 RTP is currently being updated and is expected to be adopted by February 2026. As part of this process, extensive public outreach has taken place across the County, including participation at local fairs, farmers markets, and holiday parades, as well as presentations at town halls, city council meetings, and county Board of Supervisors' meetings. Online interactive mapping platforms first adopted during the pandemic have also continued to be used for the current update to collect location-specific feedback and input on transportation needs. Outreach efforts have reached all cities and unincorporated areas of Mendocino County to ensure broad community engagement.

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

Although there are no new projects proposed, the existing projects will provide both safety and circulation benefits throughout their respective communities. Complete streets and active transportation benefits will be provided through the bicycle and pedestrian projects and two roundabout projects are being planned which will provide significant improvement to safety, traffic flow and reduction of congestion in some of the most urban areas of the region. No negative community impacts have been identified at this time.

#### C. Consultation with Caltrans District (Required per Section 20)

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.

## **B. 2026 STIP Regional Funding Request**

### **Section 6. 2026 STIP Regional Share and Request for Programming**

#### A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

Target: \$0

Maximum through FY 31/32: \$485,000

#### B. Advanced Project Development Element (ADPE)

There is no ADPE capacity identified for the 2026 STIP.

### **Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program Projects**

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RTP ID or Page #	Proposed 2026 RTIP	Total RTIP	Other Funding					Total Project Cost
			ATP	HBP	Local	Other	CRRS AA STIP	
MC-007-26	North State Street Intersection & Interchange Improvements	16,202			250			16,452
<b>Total</b>		<b>16,202</b>			<b>250</b>			<b>16,452</b>

**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 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 2026 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. There are no projects currently programmed in the RTIP on the state highway system. However, the North State Street Intersection and Interchange Improvement project will provide intersection improvements that will enhance operations of the US 101 on and off ramps in the north Ukiah area.

## **Section 10. Highways to Boulevards Conversion Pilot Program**

One potential state route in Mendocino County that could be a candidate for a Highways to Boulevards Conversion Pilot Program is State Route (SR) 222, also known as Talmage Road. Although it provides necessary vehicular access to the Talmage community, SR 222 is underutilized and unsafe for nonmotorized users. It has the potential as a boulevard with the Dharma Realm Buddhist University at the eastern terminus and student/faculty traveling between Ukiah and university. The university has submitted a 3-phase development plan for additional campus buildings and dorms to accommodate increased enrollment, furthering the need for complete streets features on SR 222. Caltrans has looked into some complete streets improvements through the SHOPP, but those improvements will not fulfill all the needs. Caltrans is developing an interactive web-based SR 222 Corridor Plan that is currently in the public outreach phase. Once live, stakeholders and the public will be able to provide input to help Caltrans better prioritize improvements along the corridor. The draft plan includes the implementation of Class I and II bicycle lanes and pedestrian facilities.

## **11. Complete Streets Consideration (per Section 26)**

The County's North State Street Intersection and Interchange Improvement project programmed in the RTIP will incorporate bicycle and pedestrian facilities.

## **C. Relationship of RTIP to RTP/SCS and Benefits of RTIP**

### **Section 12. Regional Level Performance Evaluation (per Section 22A 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 2022 Mendocino County Regional Transportation Plan, adopted by MCOG February 7, 2022. Following these goals and policies is a table which summarizes the projects from the 2026 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 CCE 2.2: Prioritize transportation projects which lead to reduced greenhouse gas emissions and reduce vehicle miles traveled and prioritize projects that can mitigate for VMT increasing projects.

#### **Local Streets and Roads Objectives & Policies (LSR)**

- Policy LSR 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.

#### **Financial Objectives & Policies (F)**

- Objective F 1: Maximize the effectiveness of transportation funding resources.
- Policy F 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  
2026 Regional Transportation Improvement Program**

<b>Implementing Agency</b>	<b>Project</b>	<b>PPNO</b>	<b>Goals, Policies, Objectives &amp; Performance Measures</b>	<b>Evaluation/Discussion</b>
Mendocino County	North State Street Intersection & Interchange Improvements	4590	CCE Policy 2.2; LSR 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.

Key: CCE = Climate Change & the Environment LSR = Local Streets & Roads  
F = Financial

**Section 13. Regional and Statewide Benefits of RTIP**

The existing project provides significant regional and statewide benefits.

It will provide both safety and circulation benefits throughout the Ukiah region. It will provide complete streets and active transportation benefits by incorporating bicycle and pedestrian elements. It will also provide significant improvement to traffic flow and reduction of congestion in one of the most urban areas of the region.

The project programmed in the RTIP serves a wide range of modes and provides a clear benefit to both the region and the state.

## **D. Performance and Effectiveness of RTIP**

### **Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)**

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:** The North State Street Intersection and Interchange Improvement (NSS) project included in this RTIP is an intersection improvement that will provide roundabouts 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:** The NSS project will add new sidewalks and improve pavement conditions, resulting in improved quality to North State Street, which is the busiest road in the region.

**Safety:** The NSS project in the RTIP will result in fewer vehicle conflicts.

**Environmental Sustainability:** The NSS project in the RTIP will enhance environmental sustainability in the region's transportation system by decreasing idling and thereby decrease greenhouse gas emissions.

### **Section 15. Project Specific Evaluation (Required per Section 22C and 22D)**

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

## **E. Detailed Project Information**

### **Section 16. Overview of Projects Programmed with RTIP Funding**

*See PPRs for additional project information in Section 17.*

<b>AGENCY</b>	<b>PROJECT</b>	<b>Component</b>	<b>Prior</b>	<b>26/27</b>	<b>27/28</b>	<b>28/29</b>	<b>29/30</b>	<b>30/31</b>
County	North State Street Intersection & Interchange Improvements	E&P	132					
		PS&E	1800					
		ROW	370					
		CON		13,900				
MCOG	PPM			129	131	105	105	105

## **F. Appendices**

**Section 17. Projects Programming Request Forms** (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2024 STIP, or a new project.

**Section 18. Board Resolution or Documentation of 2026 RTIP Approval** (Provide Cover Sheet) – *Agencies will add their resolution or meeting minutes.*

**Section 19. Fact Sheet (1-2 pages)** (See Section 50) – The fact sheet will be posted on the Commission’s website and must comply with state and federal web accessibility laws and standards.

**Section 20. Alternative Delivery Methods (Optional)** (See Section 71)

**Section 21. Additional Appendices (Optional)**