2026

Mendocino County

Regional Transportation Plan & Active Transportation Plan

Final Draft

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 t
he state and country. These 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

- Rehabilitate pavement, upgrade guardrails and ADA curb ramp upgrade – SR 1 - 0.2-mile south of Iverson Avenue to Philo Greenwood Road – Point Arena area
- US 101 interchange improvements at North State Street
- Regionwide zero-emission vehicle infrastructure improvements

Long-Range Improvements

- Construction of roadway improvements and non-motorized facilities on SR 222 Talmage Road
- Project to address closure of SR 1 during flooding of the Garcia River
- Blosser Lane/SR 20 Intersection - Complete Street Improvements in Willits area

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

- Redemeyer Road Extension – Ukiah area
- North State Street Intersection Improvements/Roundabouts, Ph. I – Ukiah area
- Brooktrails Second Access – project development only – Brooktrails/Willits area
- Roundabout at Low Gap Road/Bush Street – Ukiah
- Road Rehabilitation and Construction of Sidewalks on Baechtel Road – Willits
- Road Rehabilitation, sidewalks, drainage and utility improvements – West Mendocino Avenue, Ph. 1 - Willits
- Pine Street at Hwy 1 and Other Intersections Fronting Highway - Systematic Improvements at Unsignalized Intersections – Fort Bragg
- Willow Street Pedestrian Improvements – Fort Bragg
- Port Road Rehabilitation, Main St. to Iverson – Point Arena

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 Intersection Improvements/Roundabouts, Phase II – Ukiah area
- East Side Potter Valley Road Widening, Phase II (MP 2.61-5.38) – Potter Valley
- Orchard Avenue Extension – Ukiah area
- Brown's Corner Intersection Improvements – Traffic signal, roundabout, or other intersection improvements at intersection of Main Street/Highway 20 and Baechtel Road – Willits
- Blosser Lane/SR 20 Intersection –Safety Improvements, Potential Roundabout - Willits
- Noyo Harbor Emergency Access Route – Fort Bragg area
- Maple Street Corridor Complete Streets Project – Fort Bragg
- Roundabout at Lake Street and SR 1 – Point Arena
- Oak Street Bridge Replacement – Ukiah

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:

Short-Range Improvements

- South Main Street Bike & Pedestrian Improvements – Fort Bragg
- Coastal Trail Connection – Trail connection between the City of Fort Bragg's Central Business District (CBD) and Central Coastal Trail
- MacKerricher State Park Haul Road Repair & Enhancement – Fort Bragg area
- Great Redwood Trail, Phase IV – Ukiah
- North State Street Sidewalks - Construct sidewalks along North State St from the northbound 101 interchange to Hensley Creek Rd – Ukiah area
- Hopland Main Street/US 101 ADA Project – Fix non-compliant ADA pedestrian facilities
- Safe Routes to School project in Covelo – Sidewalks, intersection improvements, enhanced crossing
- Great Redwood Trail, Phase I – Willits
- Gualala Downtown Streetscape

Long-Range Improvements

- East Perkins Multimodal Improvement Project - Pedestrian & Bicycle Facilities, Safety Improvements - Ukiah
- Multi-use Trail from Cove (Harper's Cut-Off Trail) – Point Arena
- Development of parallel facility to SR 1 in Fort Bragg
- Pedestrian crossing at Walnut and Main Street in Willits
- Anderson Valley Class III Bike Route/Recreational Trail

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 replacing their fleet as necessary while ensuring compliance with state and federal mandates regarding zero-emission buses. Other projects include revamping their existing solar canopy and building an additional one, bus stop improvements, design and construction of a new transit center within the Ukiah area, and design and construction of new administration and operations building.

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 the California Division of Forestry and Fire Protection (CAL FIRE) 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, CAL FIRE, and United States Forest Service (USFS) essential services.

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.

Despite ongoing budget limitations, the Noyo Harbor District is making meaningful progress on several capital improvements, supported primarily by external funding sources. The district continues to pursue grants, reserve funds, and occasional loans to finance major infrastructure projects. Current efforts include upgrades like a new fish cleaning station, the design of a modernized icehouse, and early-stage planning for marina redevelopment made possible through state and local grant programs. The District is also beginning to implement elements of the Community Sustainability Plan, aimed at strengthening the harbor's long-term resilience and viability. The "Noyo Harbor Multimodal Circulation Plan" *(completed in December 2025)* identifies needed multimodal improvements for access into and throughout the Noyo harbor.

There are no major improvements planned for the Point Arena Pier. Their most critical action is continued pursuit of adequate funding sources for capital maintenance and improvements.

RAIL TRANSPORTATION

The rail system in Mendocino County has undergone significant changes in the past few years. The former North Coast Railroad Authority, which had not operated in Mendocino County since the 1990s, was converted to the Great Redwood Trail Agency in 2021. What remains in Mendocino County is the "Skunk Train" line which extends east to west, from the City of Willits to the City of Fort Bragg, a distance of approximately 40 miles. The excursion railroad, operates short trips out of their depots in both Willits and Fort Bragg. The Skunk Train currently operates multiple trips per day during the peak season, from Fort Bragg to the Glen Blair Junction, approximately 7 miles total, and from Willits to Crowley, approximately 16 miles total. There is currently no way to travel between Willits and Fort Bragg on the line because of the closure at tunnel #1, which closed in 2013. The Skunk Train hosts numerous special events throughout the year.

TRIBAL TRANSPORTATION

A Tribal Transportation System Element has been included in the RTP/ATP 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. MCOG welcomes early tribal input on transportation-related matters, and to that end, a standing agenda item for tribal input is included on MCOG's Technical Advisory Committee (TAC) meeting agendas.

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 countywide representative appointed by the Board of Supervisors, and one city 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.

Exhibit 1

Five 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 1. The Executive Committee consists of the MCOG Chair, Vice Chair, and one MCOG member from a city or the County. The Executive Committee may carry on the administrative and executive functions of the Council between regular meetings, and may also be used to make recommendations to the full Council. 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, an air quality representative, and a Caltrans transportation planner. The TAC is involved with Regional Transportation Improvement Program development, the Regional Transportation Plan/Active Transportation Plan, the annual overall work program, public transit, as well as other technical functions. The Social Services Transportation Advisory Council (SSTAC) represents interests of the elderly, disabled, and persons of limited means. The SSTAC has statutory responsibility to advise the RTPA on transportation-related issues such as unmet transit needs. 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). The Transit Productivity Committee (TPC) is composed of two representatives each from the MTA Board and the MCOG Board, plus one senior center representative. The purpose of the TPC is to review transit performance and productivity in accordance with adopted standards. The TPC also reviews and makes recommendation to MCOG on the annual transit claim and provides input on the annual unmet needs process.

COORDINATION & OUTREACH EFFORTS

Interagency Coordination

In preparing this Regional Transportation Plan/Active 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), the Great Redwood Trail Agency (GRTA), Mendocino Railway, the Noyo Harbor District, Air Quality Management District (AQMD), Native American Tribes, several airports that serve the region, and Walk & Bike Mendocino were also contacted in preparation of the Regional Transportation Plan/Active Transportation Plan.

Federal agencies contacted in preparation of the RTP/ATP included the Bureau of Indian Affairs, U.S. Forest Service, National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, Bureau of Reclamation, and U.S. Department of Defense, including the U.S. Army Corps.

In addition to direct input from these agencies, several supporting documents developed 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 eight 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, remotely or in person, as needed.
- **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 (remotely) to discuss common issues and, to some extent, provide a vehicle of input to the California Transportation Commission. MCOG staff regularly attends these meetings, 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.
- **California Transportation Commission (CTC) Meetings:** The CTC usually meets approximately eight 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, remotely or in person, as needed.

- **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. 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 a member of the MCOG Board of Directors is appointed annually to serve on the CALCOG Board of Directors. The MCOG Executive Director and appointed Board representative regularly attend CALCOG meetings.
- **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. This group meets on an "as needed" basis.

Public and Stakeholder Involvement

Public and stakeholder involvement, including disadvantaged communities, is a major component of the Regional Transportation Planning process. The Mendocino Council of Governments has an adopted Public Participation Plan (updated 12/7/20) from which a public and interagency participation strategy was designed for the RTP. As part of the 2020 Public Participation Plan update process, strategies and tools were updated to allow for advances in technology that had occurred since development of the last Public Participation Plan in 2008, including expanded use of MCOG's website as a means of alerting the public to opportunities for public involvement.

Initial public outreach was provided through both in-person and remote attendance by MCOG staff at various community events and meetings. Public input was gathered through printed surveys, and through an on-line public outreach tool and on-line survey posted on MCOG's website. Through these tools, individuals were able to take a survey, identify needs on a map, and provide additional comments. Public comments were also received through email and by telephone. MCOG staff attended meetings (in-person or remote) of the Westport, Round Valley, Redwood Valley, Gualala, Hopland, and Laytonville Municipal Advisory Councils (MACs), as well as the Anderson Valley Community Services District, to report on the 2026 RTP/ATP process and invite community input. Many of these groups are located in disadvantaged communities. A presentation on the 2026 RTP/ATP was also provided at the Caltrans District 1 Tribal Summit, held in Ukiah on April 22, 2025.

The intent of these online public outreach tools and meetings was to notify individuals of the 2026 Regional Transportation Plan/Active Transportation Plan update project, collect public input, assess needs, and identify priorities for projects in the Regional Transportation Plan and Active Transportation Plan. At these meetings, council/committee members and members of the public had the opportunity to inform MCOG of their most pressing transportation-related concerns, ask questions and obtain information from MCOG staff. These public input opportunities were advertised in a number of ways including press releases, email lists, and on the MCOG website.

In addition to the events/presentations, online mapping tools, and survey, MCOG staff regularly provided updates and information 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, as well as tribal governments, are included in mailing lists for these meetings and have had opportunities to provide input.

A summary of public input received can be found in the various Needs Assessment sections in this document.

The input gained from these outreach efforts has been used in the development of this plan. A total of 278 mapping comments, 182 surveys (with 148 separate survey comments), Key findings from the survey data collected show the following:

- Nearly 64% of respondents said their "main form of transportation on a typical weekday" was to drive alone in an automobile, while 17.84% drove with at least one other person. Approximately 9.19% either walked or biked, and 5.41% used transit.
- Approximately 25.41% of respondents listed "not enough bike paths and lanes" as a very serious problem; nearly 59.46% listed "pavement condition of local streets and roads (i.e. potholes)" as a very serious problem; and, nearly 35.14% listed "unsafe streets, roads, and highways" as a very serious problem.
- Nearly 3.78% of respondents indicated that someone in their household owned an electric vehicle.
- Approximately 60.54% of respondents listed "traffic danger" as the reason they do not use walking or bicycling as a mode of transportation, with over 44.86% indicating "lack of sidewalks or bike lanes" as the reason.

Table 1 shows a complete listing of MCOG's outreach activities for the 2026 RTP/ATP update, including opportunities for public, interagency, and Native American involvement:

Table 1
Public Outreach Process for the 2026 RTP/ATP Update

Date	Event/Audience	Activity
8/21/2024	MCOG TAC	Initial RTP/ATP report on TAC agenda
9/18/2024	MCOG TAC	RTP/ATP report on TAC agenda
9/20/2024	MCOG website	Project page on MCOG website; survey posted (English & Spanish) and notice sent to website

		subscribers
9/21/2024	Noyo Harbor Festival	Distributed surveys at festival
10/2/2024	Local Media, email list	Distributed news release - English version
10/6/2024	Willits Candidates' Forum	Distribute surveys & flyers
10/7/2024	MCOG Board meeting	Gave RTP report; Included flyer inviting public input in Board agenda packet
10/16/2024	Hopland Municipal Advisory Council	staff report on RTP/ATP
10/19 & 10/20/24	Ukiah Pumpkin Fest	Distributed RTP surveys & information at Pumpkin Fest
10/19/2024	Laytonville Harvest & Art Faire	Distributed RTP surveys & information
10/21/2024	Noyo Harbor Public Workshop	Distributed RTP surveys
11/4/2024	MCOG Board meeting in Covelo	RTP/ATP report on agenda - in Covelo
11/6/2024	Round Valley Municipal Advisory Council	staff presentation on RTP/ATP
11/7/2024	Gualala Municipal Advisory Council	staff presentation on RTP/ATP
11/13/2024	Redwood Valley Municipal Adv. Council	staff presentation on RTP/ATP
11/20/2024	MCOG TAC	RTP/ATP report on TAC agenda
11/20/2024	Anderson Valley Community Services Dist.	staff presentation on RTP/ATP
11/21/2024	Laytonville Municipal Advisory Council	staff presentation on RTP/ATP
12/5/2024	Westport Municipal Advisory Council	staff report on RTP/ATP
12/31/2024	Sent info for Willits Economic Localization (WELL) newsletter	brief announcement re 2026 RTP/ATP
1/15/2025	MCOG TAC	RTP/ATP Report on TAC agenda
2/7/2025	Local Media, email list	Distributed news release - English version
2/19/2025	MCOG TAC	Discussion of RTP/ATP Goals, Policies & Objectives on TAC agenda
3/12/2025	MCOG Board, Transportation Stakeholders	Distributed flyer (English) - soliciting survey & map input
3/12/2025	Redwood Valley Municipal Adv. Council	staff follow-up presentation on RTP/ATP
3/13/2025	Mendocino College Career Exploration Event- Ukiah Campus	Distributed RTP fliers and surveys. Brief explanation of RTP.
3/20/2025	Mendocino College Career Exploration Event- Willits Campus	Distributed RTP fliers and surveys. Brief explanation of RTP.
4/7/2025	MCOG Board Meeting	RTP/ATP on MCOG agenda (w/flyer) for report
4/7/2025	Unified School Districts	Email w/flyer attached
4/8/2025	MCOG Board & "cc" list	Email w/flyer (Spanish version)
4/8/2025	City Clerks & BOS (for public viewing cases)	Email w/flyers (English & Spanish)
4/22/2025	Caltrans D1 Tribal Summit	Presentation on RTP/ATP
5/5/2025	MCOG Board Meeting	RTP/ATP on MCOG agenda
5/21/2025	MCOG TAC	RTP/ATP Discussion on TAC agenda
7/16/25	MCOG TAC	RTP/ATP Staff Report on TAC agenda
8/18/2025	MCOG Board Meeting	RTP/ATP Staff Report on agenda
9/22/2025	Public Workshop - Willits	Presentation on Public Draft
10/1/2025	Public Workshop – Fort Bragg	Presentation on Public Draft
10/2/2025	Public Workshop – Point Arena	Presentation on Public Draft
10/2/2025	Gualala Municipal Advisory Council	Presentation on Public Draft
10/6/2025	MCOG Board Meeting	Presentation on Public Draft

10/6/2025	Public Workshop – Ukiah	Presentation on Public Draft
10/7/2025	Virtual Public Workshop – Countywide	Presentation on Public Draft
12/1/2025	MCOG Board Meeting	Public Hearing on RTP/ATP & CEQA doc.
2/2/2026	MCOG Board Meeting	RTP/ATP Staff Report on agenda

Examples of materials and documentation of MCOG's public outreach efforts can be found in Appendix A.

NATIVE AMERICAN COORDINATION AND CONSULTATION

MCOG began its coordination and consultation with Tribal governments in October 2024. Letters and follow-up communications were sent to Tribal governments notifying them of the update to the Regional Transportation Plan/Active 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 presentations to Tribal Councils were offered to all the tribes in the region. MCOG gave a presentation on the RTP/ATP update at the April 22, 2026 tribal summit hosted by Caltrans District 1. Each tribe will also be sent a draft plan for review and comment prior to its 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
- Identify guidance and documentation of public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing
- Identify needed transportation improvements to serve as a foundation for development of other programs such as the Regional Transportation Improvement Program (RTIP)
- Promote consistency between other transportation plans developed by local, state and federal agencies in responding to statewide and interregional transportation issues and needs
- Involve community-based organizations as part of the public, federal, state and local agencies, tribal governments, as well as elected officials, early in the transportation planning

process so as to include them in discussions and decisions on the social, economic, air quality and environmental issues related to transportation

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 89,175 for Mendocino County in 2024. This data includes the following population counts in the incorporated cities: Ukiah (16,072), Fort Bragg (6,919), Willits (4,843), and Point Arena (449).

Economy

According to the Caltrans 2023 Mendocino County Socioeconomic Forecast, the county's economy is driven by health care, retail, tourism, and wine and agriculture. Employment grew 4.1% in 2022 but was projected to dip slightly in 2023 before resuming growth in 2024, with full recovery expected by 2027. Agriculture surged over 14% in 2023, while leisure and hospitality rebounded in 2022 and dipped slightly in 2023. Overall, Mendocino County's economy remains modest and tourism- and agriculture-based, with gradual recovery and moderate growth forecast through 2028. According to the California Employment Development Department (EDD), the County's unemployment rate in May 2025 was 4.9%.

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 2024 American Community Survey results indicate that the county average median household income was $64,688. The per capita income in 2023 was $37,230. The California median household income is $96,334, making the Mendocino County average less than 68% of the statewide median. It is estimated that 15.2% of households in the County live at or below the federal poverty level.

Traffic and VMT Forecasts

Fehr & Peers Transportation Consultant completed in October 2010 a countywide travel demand model, with the out-year to 2030. Significant traffic flow constraints (LOS 0.75 to 1.00) identified by the model for the out-year are summarized below:

- 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 same model provided data on Vehicle Miles Traveled for the region, as shown in the following table:

Table 2
MCOG Travel Demand Forecasting Model VMT Estimates, 2030

Subregion	Residents	Employees	Students	Service Population	Total VMT	Total VMT per Service Population[1]	Home-based VMT	Home-Based VMT per Resident[1]
Ukiah	16,063	12,863	5,855	34,781	1,051,718	32.4	163,574	10.2
Ukiah adjacent	19,429	10,040	8,314	37,783	924,937	27.1	334,851	17.2
Willits	5,771	4,359	2,778	12,907	296,904	24.5	50,712	8.8
Willits adjacent	6,925	265	56	7,245	279,465	40.4	255,908	37.0
Fort Bragg	8,424	6,000	3,574	17,998	324,276	19.8	56,078	6.7
Fort Bragg adjacent	8,187	1,666	70	9,923	194,694	21.2	134,935	16.5
Point Arena	501	330	542	1,373	29,334	22.4	10,553	21.0
Other coastal	9,066	3,431	645	13,142	480,407	45.3	291,321	32.1
Other US 101 corridor	12,084	2,295	846	15,225	495,333	37.3	368,455	30.5
Other unincorporated	13,360	2,855	1,506	17,722	624,432	43.2	486,502	36.4
MCOG model area	99,810	44,103	24,186	168,099	3,387,947	31.4	2,152,888	21.6

Note: [1] VMT per service population or resident is expressed as a generation rate and not a ratio. For example, VMT per resident is how much VMT is generated by the residents of a location. It does not include VMT on the model roadway network that is generated by other sources such as external trips that do not stop in the County.
Source: Fehr & Peers 2019

The Final Model Development Report for the MCOG Travel Demand Forecasting Model can be found on the MCOG website. Caltrans included an update of MCOG's dated travel demand model as part of their traffic model updates in District 1, which was completed in 2023.

In 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. The GUAMM will make it simpler and more cost-effective to perform traffic analysis for projects in and around Ukiah on a consistent basis.

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. There is a recognized need for housing across all income levels in the more urbanized areas of the region.

MCOG has been involved in land use planning for many years through development of the Regional Housing Needs Allocation (RHNA). The link between transportation and housing/land use was further enhanced in 2014 when MCOG adopted a four-year update cycle for the Regional Transportation Plan in order to align with development of RHNA.

MCOG's role in RHNA implementation took a step forward when the Regional Early Action Planning (REAP) program was created by the State through adoption of AB 101. With funding from this program, MCOG works with the Cities and County to better plan for housing and implement RHNA. Providing housing near jobs supports GHG and VMT reduction goals.

Prior to REAP, MCOG's land use related activities included the Wine Country Interregional Partnership (IRP) and Vision Mendocino 2030. The IRP studied land use and transportation across Mendocino, Lake, Sonoma and Napa Counties. The IRP looked at the imbalance of jobs and housing throughout the four counties and the role that transportation plays in that system. It included an initial jobs and housing study, an 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.

COUNTYWIDE ISSUES AND CONCERNS

Greenhouse Gas Emissions (GHG) & Climate Change

Assembly Bill 32, the California Global Warming Solutions Act of 2006, required 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.

Additional GHG and climate-related guidance was provided by California Governor Executive Orders issued in 2012 and 2015. Executive Order B16-12 set a 2050 GHG emissions reduction goal for the transportation sector to achieve 80 percent less than 1990 levels. Executive Order B-32-15 works toward achieving GHG reduction targets with the California Sustainable Freight Action Plan, an integrated plan that establishes clear targets to improve freight efficiency, transition to zero-emission technologies, and increase competitiveness of California's freight system. In addition, Executive Order B-30-15 established a new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. All state agencies are required to implement measures to achieve reductions of GHG emissions to meet the reductions targets. Furthermore, State agencies shall take climate change into account in their planning and investment decisions.

California Governor's Executive Orders N-19-10 and N-19-20 address a variety of actions to support the State's bold climate goals and actions to mitigate climate impact and support a sustainable and resilient future.

In September 2022, California enacted some of the nation's most aggressive climate measures in history as the Governor signed a sweeping package of legislation to accelerate the state's transition to clean energy. The Governor partnered with legislators to advance groundbreaking measures to achieve carbon neutrality no later than 2045 and 90% clean energy by 2035, establish new setback measures protecting communities from oil drilling, capture carbon pollution from the air, advance nature-based solutions, and more. Assembly Bill (AB) 1279, known as the "California Climate Crisis Act", was signed into law on September 19, 2022. AB 1279 officially codified California's goal of achieving statewide carbon neutrality by 2045 and net negative GHG emissions thereafter. In order to achieve these goals, the act directed the California Air Resources Board (CARB) to update its Scoping Plan to reflect the 2045 target.

MCOG's past and future activities will continue to support these efforts, as evidenced in the Goals, Objectives, and Policies section of this RTP/ATP, and as addressed in the activities summarized below.

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 2026 Regional Transportation Plan/Active Transportation Plan. But in fact, there are a wide range of activities in which the Mendocino Council of Governments has been engaged that have had 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 has conducted Active Transportation Program (ATP) Non-Infrastructure and Infrastructure grant projects
- MCOG has adopted an Active Transportation Plan identifying needs and projects to benefit non-motorized transportation
- MCOG has administered and participated in the development of grant-funded Community Action Plans in various communities, each of which emphasizes an expanded network of non-motorized transportation.
- MCOG has funded Safe Routes to School Plans in various communities which have facilitated successful Safe Routes to School Grant applications.
- MCOG has supported various Mendocino Transit Authority planning studies in order to increase transit use and efficiency
- 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
- MCOG developed the Mendocino County Zero Emission Vehicle (ZEV) Regional Readiness Plans and studies, including the ZEV and Alternative Fuels Readiness Plan Update.
- MCOG has conducted numerous planning studies which support efforts to expand non-motorized transportation options and reduce Vehicle Miles Traveled (VMT) and greenhouse gases (GHG).

Funding

- MCOG applied for and was awarded funding for construction of a multi-use trail along SR 162 in the community of Covelo
- MCOG consistently allocates the maximum amount authorized under the Transportation Development Act toward the development of pedestrian and bikeway projects
- 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
- MCOG regularly awards Regional Improvement Program (RIP) funds to local jurisdictions for construction of non-motorized/active transportation projects
- MCOG annually distributes Surface Transportation Block Grant (STBG) funds to local jurisdictions for capital projects, which may include non-motorized/active transportation projects
- MCOG provides local matching funds through the annual Overall Work Program for planning grant applications that support non-motorized transportation options and promote VMT reduction

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. This model was updated by Caltrans, as part of their traffic model updates in District 1 in 2023. 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 videoconferencing and teleconferencing for Board meetings, committee meetings and other public meetings
- MCOG has provided training funds (through the annual Overall Work Program) to member agency personnel and public officials on topics that feature expansion of transportation alternatives (especially bicycle/pedestrian projects). These local training funds are made available annually for transportation-related training for local agency personnel.
- MCOG routinely 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

- MCOG has worked with local agencies to implement operational projects that reduce vehicle idling on both the State and local system
- MCOG has promoted, supported, and funded modern roundabouts within Mendocino County
- MCOG has funded circulation and access studies for local agencies
- MCOG has studied circulation and access improvement needs of the Noyo Harbor through a Caltrans-funded planning study *(completion expected in late 2025)*

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. Also in 1998, MCOG was responsible for construction of two electric vehicle charging stations in the region.
- MCOG has supported 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; and continues to support their efforts to convert to a fully electric transit fleet
- In 2013, MCOG developed the Mendocino County Zero Emission Vehicle (ZEV) Regional Readiness Plan, and in 2015, MCOG prepared the Mendocino County ZEV Regional Readiness Plan Phase 2 – Feasibility Report
- From 2014 to 2017, MCOG provided support and funding to the Mendocino Land Trust's project "Bringing Electric Vehicle Charging Stations to Mendocino County State Parks"
- In 2015, MCOG sponsored a free ride-and-drive event as part of National Drive Electric Week, providing the opportunity to demonstrate current electric vehicle makes and models
- 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
- In 2016, MCOG partnered with ChargePoint 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
- 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
- In 2019, MCOG completed the Mendocino County Zero Emission Vehicle (ZEV) and Alternative Fuels Readiness Plan Update
- MCOG initiated and leads the North State ZEV Working Group.
- In 2023, MCOG facilitated a public outreach process with ChargePoint to gather community input on preferred locations for the installation of 25 electric vehicle (EV) chargers throughout the greater Ukiah area.

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

- Providing an effective public transit system or alternative mobility solutions
- Expanding non-motorized modal alternatives
- Promoting the expansion of alternative fuels
- Investing in projects that reduce congestion

- Participating in long term planning efforts that are likely to reduce sprawl and promote infill
- Identifying 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 2026 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. Since 2014, the Mendocino County region has been included in several Caltrans climate vulnerability studies. Most recently, in February, 2021, Caltrans developed the Caltrans Adaptation Priorities Report for Caltrans District 1, to prioritize the order in which assets found to be exposed to climate hazards will undergo detailed climate assessments.

In FY 2019-2020, MCOG completed a Fire Vulnerability Assessment and Emergency Evacuation Preparedness Plan for the County to better prepare for wildfire emergencies that are likely to continue as a result of climate change. Additional assessments may be needed to adequately assess the vulnerability of local transportation systems and identify adaptation measures.

In FY 2024-25, MCOG received Caltrans Sustainable Communities (Climate Adaptation) Grant funding to conduct the "Mendocino County Sea Level Rise Roadway Impact Study" to identify, analyze, and propose modifications to at-risk Mendocino County coastal roads vulnerable to sea level encroachments. That study is currently underway, and expected to be completed by summer of 2026.

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) is intended to provide federal funds to states for the conservation of wildlife diversity. The SWAP is currently being updated, and is scheduled to be presented to U.S. Fish & Wildlife in October, 2025. This SWAP update continues to include the three statewide goals to increase "Abundance and Richness," "Enhance Ecosystem Conditions," and to "Enhance Ecosystem Functions and Processes." Each of the projects within the RTP are subject to environmental review per the California Environmental Quality Act (CEQA), which is 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 K).

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.

In 2018 Caltrans developed the Upstate California Regional Intelligent Transportation System Master Plan (Regional ITS Plan), a roadmap for the application and integration of ITS strategies into the region's transportation system over the next ten years. ITS strategies appropriate for Northern California fall into six categories — (A) Highway Systems Monitoring, (B) Traffic Operations and Management, (C) Traveler Information Management, (D) Maintenance Management, (E) Transit Management, and (F) System Integration and Management. Currently ITS tactics in the Mendocino County region fall into categories B, C, and E.

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. 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
- Speed detection and enforcement through electronic signs
- School zone flashing beacons
- The City of Fort Bragg Police Department installed 7 flock cameras on City owned streets and others on Caltrans ROW.

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 Upstate 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 poses a more likely threat to the safety and security of the population and the transportation system than a terrorist attack. MCOG's 2019-20 Fire Vulnerability Assessment and Emergency Evacuation Preparedness Plan was developed to help the County assess the region's vulnerability to wildfires and prepare for emergency evacuation needs. MCOG's Noyo Harbor Multimodal Circulation Plan studied emergency access routes in the Noyo Harbor. Policies in this Regional Transportation Plan encourage coordination among local and State agencies to secure grant funding to develop and implement emergency evacuation routes as identified in that plan.

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.

Implementing improvements that would result in safer and more effective evacuation in the time of emergency such as wildfire is an increasingly prevalent need in the region. Many communities of the county have very limited ingress and egress. Secondary access routes or improvements to existing routes would help with both evacuation as well as provide better access for emergency responders. However, funding for these types of improvements is a challenge. Most transportation funding requires facilities to be built to certain standards that make them more costly and require significantly longer lead times. Funding mechanisms and flexibility in facility design are needed in order to provide new and improve existing evacuation routes in a more timely manner.

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, security, and overall quality of life. Transportation planning recognizes the critical links between transportation and other societal goals.

This Regional Transportation and Active Transportation Plan (RTP/ATP) is more than a mere listing of capital investments, it is a strategy for operating, managing, maintaining, and financing the area's multimodal 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/ATP 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 drivers and passengers in trucks, buses, motorcycles 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 (CCE)

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, reduced vehicle miles traveled (VMT), and a more resilient multi-modal transportation network in Mendocino County. This goal supports the Governor's Executive Orders EO N-19-19 (greenhouse gas reduction goals) and EO-79-20 (zero emission vehicles), and the State's Climate Action Plan for Transportation Infrastructure (CAPTI).

Objective CCE 1: Coordinate transportation planning with air quality planning.

Policy CCE 1.1. Continue to include Air Quality representation on the Technical Advisory Committee and in the decision-making process.

Policy CCE 1.2. As feasible, evaluate air quality impacts of proposed transportation improvements in the transportation modeling process.

Objective CCE 2: Invest in transportation projects and participate in regional planning efforts that will help Mendocino County residents to proportionately contribute to the California

greenhouse gas reduction targets established by Assembly Bill 32 and SB 375, as well as support Governor's Executive Orders EO N-19-19 and EO-79-20.

Policy CCE 2.1. Evaluate transportation projects based on their ability to reduce Mendocino County's transportation-related greenhouse gas emissions and reduce vehicle miles traveled.

Policy CCE 2.2. Prioritize transportation projects which lead to reduced greenhouse gas emissions and reduced vehicle miles traveled, and prioritize projects that can mitigate for VMT increasing projects.

Policy CCE 2.3. Monitor new technologies and opportunities to implement energy efficient and nonpolluting transportation infrastructure.

Policy CCE 2.4. Continue to consider bicycle transportation, pedestrian, and transit projects for funding in the State Transportation Improvement Program (STIP).

Policy CCE 2.5. Continue administrative, planning, and funding support for the Region's transit agency, Mendocino Transit Authority.

Policy CCE 2.6. Continue to encourage private and public investment in a countywide electric vehicle charging station network and seek funding to fill gaps in the network; and continue to participate in multi-agency planning efforts to expand EV charging station network.

Policy CCE 2.7. Continue to update MCOG's Zero Emissions Vehicle (ZEV) Regional Readiness Plan, as needed.

Policy CCE 2.8. Continue to seek mobility solutions for remote rural areas of the County unable to be served by traditional transit service due to remoteness and low population density.

Policy CCE 2.9. Work with public health agencies and walking and biking groups to encourage more extensive walking and biking for transportation purposes, in support of reducing GHG.

Policy CCE 2.10. Support Mendocino Transit Authority's efforts to diversify fleet size, and work toward an all-electric public transit fleet, as feasible.

Objective CCE 3: Ensure transportation improvements are subject to adequate environmental review and standards.

Policy CCE 3.1. Monitor transportation projects funded through MCOG to ensure that California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements are being met.

Policy CCE 3.2. Coordinate and consult with resource agencies when implementing transportation projects.

Policy CCE 3.3 Provide tools for local jurisdictions to assist in compliance with SB 743 Vehicle Miles Traveled (VMT) CEQA analysis and mitigation requirements, including screening tools and potential regional mitigation banking if feasible.

Objective CCE 4: Improve resiliency of the region's transportation system to climate-related impacts.

Policy CCE 4.1. Consider grant opportunities that would provide capital or planning funding for projects to identify and implement climate change adaptation strategies

Policy CCE 4.2. Encourage implementing agencies to consider strategies for climate change adaptation, when designing improvements or additions to transportation networks.

Policy CCE 4.3. Encourage local agencies to increase planting of street trees when designing or implementing transportation projects, where feasible, to reduce GHG and urban heat island effect, as well as provide shade for pedestrians and cyclists and increase the use of non-motorized transportation options.

Policy CCE 4.4. Coordinate with local and State agencies to secure grant funding to develop and improve emergency evacuation routes as identified in MCOG's 2020 "Fire Vulnerability Assessment" and "Emergency Evacuation Preparedness Plan", to respond to the increased threat of wildfires throughout the region.

LAND USE, ACCESSIBILITY AND THE ECONOMY (LAE)

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

Objective LAE 1: 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.

Policy LAE 1.1. Consider transportation grant programs to encourage Mendocino County governments to support infill construction in identified priority development areas.

Objective LAE 2: Encourage infrastructure projects that support compact growth, infill development, and the local economy.

Policy LAE 2.1. Consider prioritizing projects that support infill growth, such as bicycle, pedestrian improvements, or projects that reduce vehicle miles traveled in areas that are already developed.

Objective LAE 3: Support non-transportation efforts that support healthy communities and affordable housing.

Policy LAE 3.1. Support local efforts to bring broadband internet services to outlying areas of the county, providing equity to unserved areas.

Policy LAE 3.2. Coordinate with the Economic Development and Financing Commission to encourage consistency with compact growth and infill development principles in the Comprehensive Economic Development Strategy.

Objective LAE 4: Encourage regional land use planning to minimize increases to vehicle miles traveled, support implementation of the Regional Housing Needs Allocation, and support the region's economy.

Policy LAE 4.1. Seek state and regional funding for planning efforts to encourage housing implementation, such as the Regional Early Access Program (REAP) grant funding.

Policy LAE 4.2. Coordinate with local planning departments during development of land use planning documents to ensure consistency with regional housing needs and adequate housing supply, infill growth, community design, healthy communities, and the region's transportation plans.

Policy LAE 4.3. Encourage development adjacent to existing pedestrian and bicycle systems and transit routes.

COMPLETE STREETS (CS)

Goal: 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.

Objective CS 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 CS 1.1. Coordinate funding programs to provide multiple components of an infrastructure project when appropriate.

Policy CS 1.2. Seek funding sources for multiple modes of transportation.

Policy CS 1.3. Facilitate coordination between local transportation agencies and Mendocino Transit Authority.

Policy CS 1.4. 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).

Objective CS 2: Provide new bicycle, pedestrian and transit facilities on existing streets and roads where none exist.

Policy CS 2.1. Seek funding to fill gaps in bicycle and pedestrian facilities adjacent to roadways and provide bus stop improvements along fixed transit routes.

Objective CS 3: Encourage Caltrans to include complete street components on transportation projects in Mendocino County, where feasible.

Policy CS 3.1. Identify non-motorized projects on State highways that serve as "Main Street" in rural communities, for funding through Caltrans' State Highway Operation and Protection Program (SHOPP) or other appropriate funding programs.

Policy CS 3.2. Nominate eligible non-motorized projects for inclusion in Caltrans Active Transportation (CAT) Plan.

GOODS MOVEMENT (GM)

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

Objective GM 1: Develop State Highway routes and local routes capable of efficiently moving goods and agricultural products to, from, and through the Region.

Policy GM 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.

Policy GM 1.2. Encourage local agencies to consider the need for on-site truck parking, as appropriate, for developments that will generate significant goods movement (agriculture, manufacturing, industrial, large retail) to ensure truck drivers' safety and reduce idling.

Policy GM 1.3. Support State efforts to develop a Surface Transportation Assistance Act (STAA) route to eliminate the only STAA gap between the Bay Area and Eureka.

Policy GM 1.4. Support development of truck route and freight delivery planning studies to improve transportation of goods and services.

Objective GM 2: Develop options for alternative goods movement.

Policy GM 2.1. Support development of electric vehicle (EV) or other clean energy goods movement opportunities. This may include electrification of automobiles, medium-duty trucks, and heavy-duty trucks, as well as alternate fueling projects.

TRANSPORTATION SAFETY, SECURITY, AND EMERGENCY RESPONSE (TSSER)

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

Objective TSSER 1: Coordinate with local and state agencies on security and emergency response planning efforts.

Policy TSSER 1.1. Encourage local agencies and airports to work with Mendocino County Office of Emergency Services to prepare for emergency response and security.

Policy TSSER 1.2. Identify key transportation routes for evacuation as well as emergency responder access.

Policy TSSER 1.3. Encourage local agencies to implement recommendations in MCOG's 2020 Fire Vulnerability Assessment and Emergency Evacuation Plan, as appropriate.

Policy TSSER 1.4. Encourage Caltrans to prioritize improvements to State Highways that will enhance safety during emergency evacuations.

Objective TSSER 2: Encourage the provision of safety measures for all modes of the regional transportation system.

Policy TSSER 2.1. Consider safety features when planning new transportation projects, such as lighting and fencing, that would improve safety and security of travelers.

Policy TSSER 2.2. Consider new technologies to improve security, such as on-board security equipment for transit and changeable message signs for roads and highways.

Policy TSSER 2.3. Continue to support and assist local agencies' development and implementation of Local Road Safety/Action Plans, ensuring eligibility for various Federal and State grant programs.

Policy TSSER 2.4. Advocate for, and seek funding to build new emergency evacuation routes, and improve/harden secondary evacuation routes.

Objective TSSER 3: Encourage use of the Safe Systems Approach (SSA) when planning new transportation facilities and addressing existing safety concerns.

Policy TSSER 3.1. Consider these SSA principles when planning projects:

- Death/serious injury is unacceptable

- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is reactive and proactive
- Redundancy is crucial

Policy TSSER 3.2. Encourage addressing safety issues through multiple SSA elements, including:

- Safe roads
- Safe road users
- Safe vehicles
- Safe speeds
- Post crash care

STATE HIGHWAY SYSTEM (SH)

Although Caltrans is the owner-operator of the state highway system, MCOG has an active role in planning for the system. The following are MCOG's goals, objectives, and policies related to the state highway system. Caltrans goals can be found in their Strategic Plan.

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

Objective SH 1: Provide timely improvements to the Principal Arterial (major highway) system consistent with statewide needs and regional priorities.

Policy SH 1.1. Identify improvements to the major corridors consistent with route concepts and Corridor System Management Plans and other regional and community plans.

Policy SH 1.2. Seek funding for priority improvements identified on major corridors and interregional routes, including the consideration of Regional Improvement Program (RIP) programming and pursuit of other State and Federal funding sources.

Policy SH 1.3. Identify, prioritize, and seek funding for access improvements (interchanges and intersections) to the Principal Arterial System.

Objective SH 2: Provide a system of Minor Arterial Highways consistent with statewide needs and local priorities.

Policy SH 2.1. Encourage State funding for maintenance of Minor Arterial Highway segments within the County.

Policy SH 2.2. Coordinate with Caltrans to identify and program needed operational and safety improvements.

Policy SH 2.3. Consider local funding partnerships to correct safety concerns as appropriate.

Objective SH 3: Provide safe traveling conditions on all State Highways within Mendocino County.

Policy SH 3.1. Prioritize projects that address safety issues (particularly in locations with high collision rates) for funding opportunities.

Policy SH 3.2. Continue to implement and maintain 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.

Objective SH 4: Provide for efficient, free-flowing travel on all State Highways in Mendocino County.

Policy SH 4.1. 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.

Policy SH 4.2. Maintain a minimum Level of Service D on the "main line" at all interchanges and at-grade crossings on the state Highway System.

Policy SH 4.3. Consider a lower standard for Level of Service along segments of State Routes that serve as "Main Street" through communities.

Objective SH 5: Balance the needs for transportation improvements with quality of life for residents of and visitors to the region.

Policy SH 5.1. Consider context sensitive solutions when planning and designing highway improvements, particularly in communities where a State highway serves as "Main Street."

Policy SH 5.2. Consider "complete streets" strategies when planning major corridor improvements that include the needs of bicyclists, pedestrians, and transit users.

Policy SH 5.3. Pursue funding opportunities as they become available, collaborate with partners on seeking grant funding, partner with Caltrans on State Highway Operation Protection Program (SHOPP) projects, and leverage State Transportation Improvement Program (STIP) and Active Transportation Program (ATP) funding for regionally significant projects and priorities.

LOCAL STREETS & ROADS (LSR)

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.

Objective LSR 1: Identify and prioritize capital improvements to the regional road system.

Policy LSR 1.1. Conduct planning activities to identify critical, high priority improvements.

Policy LSR 1.2. Seek funding for needed improvements, including consideration of RIP funding and other state and federal grant sources.

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.

Policy LSR 1.4. Support local agency efforts to construct new facilities that improve connection and circulation for all modes.

Objective LSR 2: Balance the need for safety and operational improvements with the need for maintenance of the existing system.

Policy LSR 2.1. Maintain a Pavement Management Program to analyze and determine the best use for funds available for pavement maintenance and rehabilitation.

Policy LSR 2.2. Assist local agencies in identifying, prioritizing, and funding safety improvements on local streets and roads systems, including projects identified in Local Road Safety/Action Plans.

Policy LSR 2.3. Seek reliable funding sources for ongoing maintenance and rehabilitation efforts in order to protect investment in existing system.

Policy LSR 2.4. Consider "fix-it-first" projects when considering funding sources that are appropriate for maintenance and rehabilitation of the existing system, such as SB 1 funding.

Objective LSR 3: Support timely delivery of projects on local streets and roads systems.

Policy LSR 3.1. Provide local agencies with tools and technology to analyze impacts of transportation projects on network.

Policy LSR 3.2. Conduct transportation planning projects that prepare local and state agencies to deliver projects.

ACTIVE TRANSPORTATION (AT)

The Active Transportation System element of this RTP/ATP, along with these goals policies and objectives, also serves as the region's Active Transportation Plan. Some of the goals from that plan fall under the Complete Streets section of goals and policies, and are therefore listed in that section.

Goal: Provide a safe and usable 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 through increased walking and biking.

Objective AT 1: Maximize funding opportunities for local agencies to develop and construct bicycle and pedestrian facilities.

Policy AT 1.1. Update the regional Active Transportation Plan on a timely basis to ensure local agency eligibility for Active Transportation Program funds and other grant programs.

Policy AT 1.2. Provide support to local agencies in pursuing grant funding such as Active Transportation Program funding for needed improvements.

Policy AT 1.3. Continue to reserve and allocate 2% of Local Transportation Funds for bicycle and pedestrian projects.

Policy AT 1.4. Consider RIP funding for priority active transportation projects.

Objective AT 2: Provide a non-motorized transportation network that offers a feasible alternative to vehicular travel.

Policy AT 2.1. Prioritize improvements providing access to schools, employment, and other critical services.

Policy AT 2.2. Prioritize projects that link to an existing facility or provide connectivity, including first mile and last mile connections to transit.

Policy AT 2.3. Fund planning activities in MCOG's annual Overall Work Program to identify priority improvements for commute purposes, such as safe routes to schools plans.

Policy AT 2.4. Consider the addition/improvement of bicycle and pedestrian facilities when planning and implementing local street and road improvements.

Policy AT 2.5. Encourage implementation of identified priority projects, such as projects from the "Pedestrian Needs Assessment & Engineered Feasibility Study" and segments of the Great Redwood Trail.

Policy AT 2.6. Maximize use of the non-motorized transportation facilities through support of and participation in non-infrastructure activities that increase awareness of and encourage use of these facilities.

Objective AT 3: Improve property value and strengthen local economies through more accessible commercial and residential areas.

Policy AT 3.1. Encourage the addition of pedestrian and bicycle improvements in local business areas and existing residential areas.

Objective AT 4: Provide context sensitive facilities.

Policy AT 4.1. Encourage flexibility of design standards in order to allow facilities in very rural or built-out areas.

Policy AT 4.2. Work with State or Federal agencies to allow design exceptions when needed.

Objective AT 5: Maximize investment in non-motorized transportation facilities through maintenance. Maintain active transportation facilities in order to ensure their continued use and availability.

Policy AT 5.1. 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.

Policy AT 5.2. If appropriate, local agencies may enter into maintenance agreements with other agencies or organizations for continued maintenance of active transportation facilities.

TRANSIT (T)

The Mendocino Transit Authority (MTA) is the Consolidated Transit Service Agency (CTSA) 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 its 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 may be found in their Short-Range Transit Development Plan.

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

Objective T 1: Fund public transit services to the extent that there are demonstrated transit needs, existing service demonstrates good performance, and resources are available.

Policy T 1.1. Conduct annual unmet transit needs process.

Policy T 1.2. Continue to maximize Transit Development Act funding for Mendocino Transit Authority and maintain a capital reserve fund.

Policy T 1.3. Pursue all available funding for transit operations and capital needs, including consideration of RIP funds for transit capital needs when appropriate, as well as acting as official grant applicant when appropriate.

Policy T 1.4. Continue funding the Local Transportation Funds (LTF) Reserve Fund to ensure transit continuity when LTF revenues fail to meet projections.

Objective T 2: Ensure that transit operates in an efficient and effective manner.

Policy T 2.1. Prepare coordinated transportation plans as required, identifying opportunities for coordination or consolidation in services.

Policy T 2.2. Fund and coordinate triennial performance audits and annual fiscal audits of MTA.

Policy T 2.3. Conduct annual meetings of the Transit Productivity Committee to review transit system performance and review/adjust performance standards.

Policy T 2.4. Consider the needs of the transit system (bus stops and bike/pedestrian access) when planning roadway improvements.

Policy T 2.5. Assist MTA in applying for Caltrans transportation planning grants to facilitate transit planning studies that lead to increased efficiency and operations.

Policy T 2.6. Support funding of transit planning studies in MCOG's annual Overall Work Program, as feasible.

Objective T 3: Support transit needs of seniors, the disabled, and low-income individuals.

Policy T 3.1. Coordinate annual grant programs such as FTA Section 5310 programs, and provide assistance to agencies, including senior centers providing transportation, in preparing applications as appropriate.

Policy T 3.2. Conduct meetings of the Social Services Transportation Advisory Committee (SSTAC) a minimum of once each year. Involve the SSTAC in transportation planning activities as appropriate.

Policy T 3.3. Provide support to transportation services provided by senior centers and similar organizations as appropriate.

Objective T 4: Provide mobility solutions in remote areas of the county not served by traditional transit.

Policy T 4.1. Consider alternatives to traditional transit, such as micro-transit or shared mobility services in remote rural areas not served by traditional transit service, as feasible.

Objective T 5: Support transit capital improvements that allow for continued services and encourage increased ridership.

Policy T 5.1. Support transit operator efforts to replace vehicles as needed, including fleet conversion to zero emission vehicles as feasible.

Policy T 5.2. Encourage implementation of transit passenger facility projects that improve the ridership experience, increase ridership, and provide for route, service and multi-modal connections, such as transit centers in urbanized areas.

Objective T 6: Support efforts to expand in- and out-of-county service

Policy T 6.1. Improve transit service to employment centers, retail centers, educational institutions, public facilities, medical facilities.

Policy T 6.2. Promote connectivity and coordination with other transportation services.

Policy T 6.3. Improve transit service for commuters and intercity travel.

Policy T 6.4. Explore alternatives for increasing intercity connections to locations in other counties and to other transportation systems.

Policy T 6.5. Promote transit service in remote areas of the county currently not served by public transit.

RAIL TRANSPORTATION (R)

Goal: Protect and support the highest and best use of railroad right-of-way in order to serve the public throughout Mendocino County.

Objective R 1: Encourage full use of railroad right of way with development of rail-with-trails and/or rail-to-trails projects, where feasible.

Policy R 1.1. Support efforts of the Great Redwood Trail Agency (GRTA) to plan, design, and implement rail-with-trails and/or rail-to-trails projects in Mendocino County, as appropriate.

Objective R 2: Improve economic vitality of the region through rail and rail-to-trail related tourism.

Policy R 2.1. Support coordination between the tourist industry and service providers to boost tourism-related revenues and enhance recreational opportunities.

Policy R 2.2. Support efforts to make repairs to the California Western Railroad infrastructure to enable their excursion rail services.

AVIATION (A)

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

Objective A 1: Ensure the long-term stability of the region's airports through resolution of land use issues.

Policy A 1.1. Encourage adoption and periodic update of Comprehensive Land Use Plans (CLUPs) for each airport.

Objective A 2: Improve air facilities and maintain each airport at an acceptable level of service and in good repair.

Policy A 2.1. Support airport facility owners in grant application processes and with communication/coordination with the Division of Aeronautics, the California Transportation Commission, and the Federal Aviation Administration (FAA), as appropriate.

MARITIME (M)

Goal: Provide 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.

Objective M 1: Maintain and improve existing publicly owned maritime facilities.

Policy M 1.1. Support the identification and allocation of resources for maritime facilities at Noyo Harbor and Arena Cove.

Policy M 1.2. Consider projects that enhance economic viability of harbor facilities and strengthen local economies.

Objective M 2: Develop future maritime facilities based upon adopted master plans.

Policy M 2.1. Support the development of future maritime facilities that are based upon established needs, are financially viable, and are consistent with general plans.

Objective M 3: Provide adequate public access to maritime facilities.

Policy M 3.1. Support the maintenance and improvement of and long term planning for public and commercial access (streets/roads, bikeways, pedestrian facilities, and transit) to established maritime facilities.

TRIBAL TRANSPORTATION (TT)

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

Objective TT 1: Implement activities in a knowledgeable, sensitive manner respectful of tribal sovereignty.

Policy TT 1.1. Consult with and involve the tribes in the development of planning documents. Routinely, this applies to development of the Regional Transportation Plan, Active Transportation Plan, and the biennial State Transportation Improvement Program.

Policy TT 1.2. Provide the tribes with information regarding various Federal, State, and local transportation grant programs for which they may qualify.

Policy TT 1.3. Routinely transmit MCOG's policy and program recommendations, actions, and information having potential effects on the tribes' land or resources to the tribes.

Objective TT 2: Establish and maintain government-to-government relationships with the tribes in order to establish clear and open, ongoing communication between MCOG and the tribes.

Policy TT 2.1. Meet with the tribes to review the status of the government-to-government relationships and exchange information, as appropriate.

Objective TT 3: Provide a transportation network that safely and sufficiently provides access between tribal lands and their surrounding communities.

Policy TT 3.1. Coordinate with tribes to consider financial partnership on projects that serve tribal lands.

Policy TT 3.2. Coordinate with tribes and surrounding communities to identify safety concerns on the transportation network serving their areas.

Objective TT 4: Provide opportunities for tribes to have early input on regional transportation issues.

Policy TT 4.1. Include a standing agenda item on MCOG's Technical Advisory Committee (TAC) monthly agendas to receive tribal input on transportation issues.

Policy TT 4.2. Participate in bi-annual Caltrans/Tribal meetings and summits to stay apprised of tribal issues, and provide information on upcoming MCOG projects and programs.

PUBLIC HEALTH & EQUITY (PHE)

Goal: Provide a multi-modal transportation system that offers mobility options and supports positive public health and equity for all residents.

Objective PHE 1: To encourage healthier lifestyles through increased walking and biking.

Policy PHE 1.1. Coordinate with health organizations to promote active transportation.

Policy PHE 1.2. Support educational programs to promote increased walking and biking.

Policy PHE 1.3. Encourage provision of bicycle parking facilities in appropriate locations throughout the community.

Policy PHE 1.4. Encourage consideration of health and health equity in the design and prioritization of projects, and include transformative active transportation projects that support connected communities.

Policy PHE 1.5. Encourage and support improved connectivity and access to local parks, recreational trails, and facilities in support of healthy community and quality of life concepts.

Objective PHE 2: Encourage equity in providing transportation services and facilities.

Policy PHE 2.1. Prioritize transportation projects that ensure residents – regardless of income – have equitable access to vital services, employment, and educational opportunities.

Policy PHE 2.2. Consider transportation projects and planning efforts in under-served, geographically remote communities, in addition to more populated areas of the region.

FINANCIAL POLICIES (F)

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

Objective F 1: Maximize the effectiveness of transportation funding resources.

Policy F 1.1. Prioritize transportation projects which fulfill multiple RTP goals and objectives, when selecting or nominating projects for funding.

Policy F 1.2. 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.

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.

Objective F 2: Ensure planning and construction funds are awarded to projects with a plausible financing plan that will lead to timely construction of projects.

Policy F 2.1. 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.

Objective F 3: Diversify funding sources for transportation projects.

Policy F 3.1. Encourage agencies to federalize transportation projects that are eligible for federal funds, if feasible.

Policy F 3.2. Prioritize projects within those agencies that have provided matching funds for a project, not limited to transportation funding.

Policy F 3.3. Assist local agencies in identifying and obtaining local funding sources such as transportation development fees and local transportation sales taxes.

Policy F 3.4. Encourage and assist local agencies in applying for state and federal grants, for planning and capital projects.

Objective F 4: Secure grant funding for local transportation planning projects and capital transportation projects from competitive, state, and federal sources.

Policy F 4.1. Conduct planning activities that promote capital grant eligibility, such as the Coordinated Public Transit - Human Services Transportation Plan, Active Transportation Plan, and Local Road Safety/Action Plans.

Policy F 4.2. Apply for planning and capital grants that support or enhance the region's multi-modal transportation system.

Policy F 4.3. Consider providing local grant match or sponsorship for local agencies' transportation planning or capital grant projects.

Policy F 4.4. Consider funding sources, such as the Surface Transportation Block Grant (STBG) program, for conducting project development activities, including environmental review and design, in order to have "construction ready" projects.

Policy F 4.4. Consider approaching larger, or regional, transportation projects as a joint effort or combining projects to access additional funding sources and leverage project cost reduction factors.

Objective F 5: Secure reliable, ongoing funding for systems preservation efforts on local streets, roads, and bridges in order to protect investment in existing system.

Policy F 5.1. Support and participate in statewide and regional efforts to examine the rehabilitation and maintenance needs of existing transportation networks.

Policy F 5.2. Continue to fund the periodic update of the Pavement Management Program (PMP) for local agencies, supporting effective use of agencies' limited rehabilitation funding.

Policy F 5.3. Pursue local funding options for maintenance and rehabilitation, such as a transportation sales tax for agencies that do not have such a tax.

Policy F 5.4. Advocate at the state level for funding for rural needs.

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. Caltrans develops Corridor Management Plans (CMPs) for the state routes. Caltrans also develops Comprehensive Multimodal Corridor Plans (CMCPs) to guide corridor-level planning. Corridor Planning is a multimodal transportation planning approach that recognizes that transportation needs are based on the complex geographic, demographic, economic, and social characteristics of communities, The process is collaborative and done in partnership with local communities and transportation partners. Appendix H presents the region's State highway corridors.

Four 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 serves as "Main Street" in the communities of Hopland and Laytonville. The Willits Bypass (2016) re-routed US 101 to the east around the City of Willits. This route is on the national Highway System (NHS) and is recognized in the 2021 Interregional Transportation Strategic Plan (ITSP) (2022 Addendum) as the primary transportation facility for interregional travel in the North Bay and North State. A project to update the US 101 Corridor Management Plan (CMP), including public outreach, is anticipated to begin in FY 2025-26.

SR 20 – State Route 20 is also a corridor of interregional and regional significance, providing a generally east-west route from the coast in Fort Bragg to Interstate-80 in the Sierras, passing through Lake County on our eastern boundary. Route 20, a two-lane conventional highway, 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 segment that runs through the southern end of Willits serves as a portion of "Main Street" in that community. The SR 20 segment between US-101 and Interstate 5 is also recognized in the 2021 Interregional Transportation Strategic Plan as an important east-west highway facility.

SR 1 – State Route 1 is also a corridor of interregional and regional significance. In Mendocino County, it begins at the Sonoma/Mendocino County line and continues north along most of the Mendocino Coast, serving several rural communities as well as the cities of Point Arena and Fort Bragg. Route 1 turns east just north of the community of Westport, and terminates at the junction of Route 1 and U.S. 101 in the community of Leggett. SR 1 is an important recreational access route and has been designated as the Pacific Coast Bike Route. In addition to being interregional, this route also serves as Main Street to several communities. SR 1 runs parallel to US 101, and,

as noted in the 2021 ITSP (2022 Addendum), carries many bicycle and pedestrian trips along this strategic interregional corridor.

SR 128 – State Route 128 is also a corridor of interregional and regional significance. SR 128 is an east-west route that connects rural unincorporated communities through the Anderson Valley. In District 1, SR 128 travels from its junction with SR 1, approximately 20 miles south of the city of Fort Bragg, to the Sonoma County line. In addition to being an interregional route, SR 128 also serves as "Main Street" to several communities and is the primary non-motorized corridor through the Anderson Valley. As such, the route provides non-motorized linkage between the local communities, the Navarro River Redwoods State Park, Hendy Woods State Park, and smaller county parks. SR 128 also serves as a route for logging trucks and other heavy vehicles related to the timber industry and viticulture. The concept for SR 128 is to maintain the existing alignment.

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. These routes include:

SR 162 – State Route 162 is generally a two-lane conventional highway that runs through mountainous terrain. The route is a Rural Major Collector and provides a connection to US Route 101 for the communities of Dos Rios, Covelo, and the Round Valley Indian Reservation. A portion of this route serves as "Main Street" in the community of Covelo. An unconstructed segment of the route traverses Mendocino Pass Road as a US Forest Service route and provides a seasonal connection to the Central Valley.

SR 222 – State Route 222 is an east-west route located entirely in Mendocino County. The route begins near the US 101/SR 222 interchange in the City of Ukiah, and continues east into the community of Talmage, where it serves as "Main Street". SR 222 is a conventional two-lane facility, approximately 1.7 miles in length, and functionally classified as an Urban Minor Arterial.

The remaining State highways in Mendocino County are:

SR 175 – State Route 175 is a rural conventional two-lane highway that runs from U.S. 101 in Hopland along mountainous terrain to State Route 29 near Lakeport, in Lake County.

SR 253 – State Route 253 is a north-south conventional two-lane highway located entirely within Mendocino County, which provides access to Anderson Valley. The route begins at the junction of SR 128 and SR 253 south of the community of Boonville and continues northeast to US 101 south of the City of Ukiah. SR 253 is approximately 17.2 miles in length and is functionally classified as a Rural Minor Arterial.

SR 271 – State Route 271 is functionally classified as a Rural Minor Arterial, consisting of two discontinuous segments on the old US 101 alignment in northern Mendocino and southern

Humboldt counties. The route is a bypassed alignment of U.S. Route 101 and the corridor generally parallels the South Fork of the Eel River. The combined segments of SR 271 are approximately 15 miles in length.

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 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 2017 Transportation Concept Report (TCR) 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. This TCR will transition into a Corridor Management Plan (CMP) when updated in FY 2025/26, and planned improvements to this facility will consider corridor needs and other factors, such as environmental and fiscal constraints, in developing improvement projects within the US 101 corridor. The CMP will include public engagement.

With the increased emphasis at the state level to expand opportunities for active transportation and non-motorized travel, the challenge of safely accommodating bicyclists and pedestrians on state highways is an emerging issue that will need to be addressed as these highways are improved and maintained.

As California moves toward strict measures to combat climate change impacts, a reduction in Vehicle Miles Traveled (VMT) is an often-mentioned strategy to address impacts caused by the transportation sector. SB 743 (2013) started a process to fundamentally change how transportation impacts are analyzed under the California Environmental Quality Act (CEQA), with VMT identified as the preferred transportation metric. Meeting statewide VMT reduction goals and developing appropriate mitigation strategies involves unique challenges in rural communities where individuals must travel long distances to access basic services, and non-motorized travel is often not a viable option. In 2020, MCOG developed the "SB 743 Regional Baseline Study" to assist local jurisdictions in complying with the new CEQA requirements. In an effort to continue assisting local agencies with compliance, MCOG applied for and was awarded a Caltrans Sustainable Transportation Planning Grant to develop a "Regional Vehicle Miles Traveled (VMT) Mitigation Program" for the Mendocino County region. This project will begin in the spring of 2026.

Additionally, in February 2025, the California Rural Communities Task Force published the "Rural Induced Demand Study". The study conclusions, in part, demonstrate a need for tailored methodologies and further research to address rural transportation challenges effectively that current VMT tools and guidelines do not. The study's findings highlight shortcomings in current approaches to assessing induced demand, particularly in rural contexts, and emphasize the importance of incorporating relevant findings into policymaking. Findings include recognizing that lane miles is an imperfect measure for travel time savings, as induced travel primarily results

from reduced travel times rather than increased capacity. Moreover, regulatory guidance lacks specificity for rural projects, leaving evaluation methods ambiguous.

The study is posted on the Nevada County Transportation Commission's website, at this link:

https://www.nctc.ca.gov/Reports/RCTF-Rural-Induced-Demand-Study/index.html

Climate Change Risks to the State Highway System – As noted in the February 2021 Caltrans Adaptation Priorities Report, "the hazards brought on by climate change pose a serious threat to California's transportation infrastructure. District 1 is already experiencing the impacts of climate change as higher than anticipated sea levels and extreme flood events damage bridges and flood roadways. Rapidly moving wildfires present profound challenges to timely evacuations, and higher than anticipated temperatures can cause pavement damage over broad areas. The district is already experiencing cliff erosion impacts along US 101 and is faced with identifying adaptation responses within the coastal zone. As Caltrans' assets such as bridges and culverts age, they will be forced to weather increasingly severe conditions that they were not designed to handle, adding to agency expenses and putting the safety and economic vitality of California communities at risk." The report includes 20 "Priority 1" bridges in Mendocino County, located along State Routes 1, 20, 128, and US 101. Several of these high priority bridges (SR1 over Garcia River, SR1 over Big River, and SR1 over Navarro River) are along the coastline, making them subject to sea-level rise and other coastal hazards. The Caltrans Climate Change Vulnerability Assessments (CCVRA) will replace the Adaptation Priority Reports and are expected to be released in early 2026. There will be a GIS component to the CCVRA and Caltrans is working on a communications plan and district workshops.

State Route 128 Flooding – There are ongoing flooding concerns due to climate change at the junction of State Route 128 and State Route 1 near the mouth of the Navarro River. Caltrans is pursuing a feasibility study to evaluate short- and long-term solutions for a range of alternatives at this location. The study will evaluate areas regularly impacted by effects of sea level rise, storm surge, and riverine flooding.

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 occur, 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 previous public input collected in the South Coast area. In the long-range project section below, Caltrans has identified this as a problem that needs to be addressed.

Maintenance Agreements – In recent years, one issue that has become increasingly challenging is the ability to include project elements such as landscaping or decorative/pedestrian scale lighting within the State right of way where the State highway serves as Main Street. These elements are often identified by community members through public engagement during planning processes as being highly desirable. However, Caltrans District 1 has not identified funding for maintenance of these types of improvements, nor do they have equipment to facilitate the maintenance. For these reasons, District 1 requires that a maintenance agreement with a local

agency is be in place prior to implementation of these types of improvements. This process involves several challenges, including identifying a willing local agency, identification of utility needs, and a funding source to fund the prescribed scope of maintenance work and costly bonding requirements. This has primarily been a problem particularly in communities in the unincorporated county. Mendocino County cannot use county road funds to fund maintenance along the State highway, so unless an alternative funding source can be developed, such as a landscaping district fee, the County is unable to enter into an agreement. Because these types of enhancements are an important aspect to highway improvements, MCOG encourages Caltrans to work toward identification of a funding mechanism and acquisition of maintenance equipment to allow for future improvements of this type.

The State Highway as "Main Street"

In many Mendocino County communities, the State highway also serves as "Main Street." Community values must be balanced with transportation needs to ensure that these communities are truly "livable." These communities (including Hopland, southern section of Willits, Boonville, Navarro, Philo, Yorkville, Fort Bragg, Elk, Point Arena, Westport,Gualala, Laytonville, Talmage, and Covelo) may all benefit through the implementation of "complete street" concepts through partnership with Caltrans. In the past, speeding has been a concern in some of these communities, especially in areas such as Point Arena where there are 55 mile per hour speed limits immediately adjacent to residential areas and city hall. Although during public outreach for this RTP, speeding was not listed as a concern in these communities, the need for safe bicycle and pedestrian facilities is an ongoing recognized need in these "Main Street" communities. The Caltrans guide *Main Street California: A Guide for People-Centered State Highway Main Streets (Fourth Edition 2023)* highlights "the special importance of State Highways that are functioning as community main streets. "People-centered" main streets are those that are sustained in ways that elevate the needs of people who use main street. They are fostered with an understanding that supporting travel of all modes is essential, and that main streets are also community places that people value. People-centered main streets improve multimodal access, equity, economic prosperity, and environmental quality through partnerships and engagement." As noted in the previous section, the current Caltrans requirement for maintenance agreements with local agencies for many of the types of improvements that would be considered people-centered and enhance the economy and environment severely limit what can be implemented.

Safety and Operating Issues

State Route 20 – Blosser Lane - A safety issue of ongoing particular concern is the intersection of SR 20 and Blosser Lane/Coast Street in the Willits area. This intersection lies along an elementary school route, and its width and high speeds make it hazardous 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 multiple previous public outreach efforts in the area. A Project Initiation Report (PIR) was signed in January 2021 to improve this intersection (Non-SHOPP), and Caltrans installed curve warning signs at the SR 20/Blosser Lane intersection in 2021. Caltrans continues to work with the City of Willits and MCOG to identify funding for this project.

State Route 1 - The Caltrans Climate Change Vulnerability Assessment Summary Report (2019) and Technical Report (2019) identified flooding at Garcia River and other sections of SR 1 along the Mendocino Coast that are at high risk of bluff erosion, sea level rise, storm surge, increase in the average maximum temperatures, wildfire, and other events due to climate change impacts. Addressing the issue of SR 1 closures caused by flooding of the Garcia River was a concern expressed in public comment in the South Coast area during public outreach efforts. Regular flooding of the area leaves residents cut off from their homes or work and also cuts off access for emergency services. Garcia River flooding also impedes commerce from the inland areas. The Vulnerability Assessment Report is expected to be updated in 2026.

The Pedestrian Facility Needs Inventory & Engineered Feasibility Study (TrailPeople, 2019) identified a list of priority non-motorized improvement projects throughout the County, including potential projects on SR 1. Those projects are included in the Active Transportation Plan section of this document.

Ongoing challenges along many segments of State Route 1 include the lack of shoulder and right of way width, combined with hillside and topographical constraints which can prevent construction of roadway improvements. Additional challenges include open drainage facilities in the Point Arena area.

State Route 175 - Russian River Bridge – In the long term, replacement of the Russian River bridge is needed to accommodate non-motorized users and provide a safe connection to old Hopland. A short-term solution to accommodate non-motorized users by installing sharrows and a user-activated warning system was implemented through the SHOPP program in 2025. This need also is included in the Active Transportation element of this document.

Other Issues

SR 20/South Main Street Willits - The Willits Main Street Corridor Enhancement Plan (City of Willits, 2017) identifies improvements to South Main Street/SR 20, including civic gateway treatments at Brown's Corner, median planting, decorative lighting, access to transit, buffered bike lanes, crosswalks, intersection improvements, wayfinding signs, ADA improvements, and a potential road diet. The need for a walkable downtown was cited during public outreach for this RTP/ATP. The City of Willits should review the desired improvements and consider updating City plans to ensure the 2017 study reflects current priorities.

US 101 Bypass of Willits, Ph. I & II – The US 101 bypass of Willits (Phase I) re-routed through traffic and trucks from the downtown area to a new segment of US 101 just east of the city. Phase I of the project was opened to the public in November of 2016, and included the construction of a 5.9-mile, two-lane facility. Phase I also included right-of-way and environmental clearance for a four-lane facility in Phase II, however, construction of Phase II is not expected to occur within the timeframe of this plan. The Phase I bypass has addressed many of the traffic congestion issues the city faced and has improved the character of its downtown.

US 101 North Hopland – Small scale incremental projects that address safety and operational concerns in the North Hopland segment may be considered in the 10-20 year period as warranted by collision history. (Downtown Hopland ADA project listed in short-range projects).

US 101 Interchanges in the Ukiah Valley – An interchange study conducted for MCOG several years ago identified a range of short- and long-term improvements to the US 101 interchanges throughout the Ukiah valley. Over the past several years, some improvements have been made to local streets that have relieved congestion in certain locations, however, some needs remain and are included in this plan as short- or long-range projects. Implementation of other previously identified needs will depend on the growth in the area and may not be realized during the time frame of this plan. An updated US 101 interchange study may be needed in the future, and this may be a potential candidate planning project for a future Caltrans Sustainable Transportation Planning Grant cycle.

US 101 through Richardson Grove (in Humboldt County) – Although not in Mendocino County, the corridor through Richardson Grove is an important regional and interregional goods movement route. The key transportation issue in this area is freight planning and STAA (Surface Transportation Assistance Act) operational issues. 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. STAA access in this area remains a goal, and the following operational improvement project (SHOPP) is currently underway—Near Garberville, from 0.5-mile south to 0.5-mile north of Richardson Grove Undercrossing – Realign Roadway. While litigation is ongoing, there is no injunction currently preventing the project from moving forward.

Public Comment

Highlights of the needs and concerns identified for State highways in public comment received during outreach for this RTP include:

Highway 1

- Repair roadway between Iverson Ave/ and Manchester, where potholes, flooding, and poor drainage make sections nearly impassable.
- Address recurring closures near Garcia River and Manchester that cut off access to essential services; develop reliable alternate routes.
- Improve pedestrian and cyclist safety at Hare Creek Bridge by adding sidewalks; currently one of the most dangerous crossings in the region.
- Improve safety at intersections with poor visibility and turning angles (e.g., Pacific Woods Road and Sedalia Drive) by adding traffic calming and signage.
- Enhance evacuation safety by clearing vegetation and trees at choke points and blind curves; Highway 1 serves as the sole evacuation route for many communities.

Highway 20

- Improve long, winding, and dangerous segment between Willits and Fort Bragg; consider major infrastructure project such as tunnel or realignment to reduce travel time, improve safety, and lower emissions.
- Maintain roadway conditions to ensure Highway 20 continues to serve as a commuter and emergency access route.
- Expand and improve connections between Mendocino and Lake Counties to support essential workers and commuters.

Highway 101

- Repair rough pavement from North State Street through Ridgewood Grade to Lake County; potholes and cracked cement are causing vehicle damage and safety hazards.
- Improve safety at Redwood Valley merge access point, identified as unsafe.
- Add guardrails and strengthen road base treatments to withstand heavy rainfall and prevent roadway failures.

Highway 162

- Conduct speed study and implement traffic calming measures in Covelo area.
- Address speeding and traffic diversion onto Main Street following speed bump installation on Commercial Street; protect pedestrians, children, and cyclists.

Highway 175

- Redesign highway to address steep, narrow, and winding conditions that are unsuitable for current traffic volumes.
- Evaluate rerouting to avoid residential areas in Old Hopland and Lake County, or consider tunnel construction to improve safety and reduce noise.
- Address evacuation barriers caused by current roadway design, which limits safe emergency egress.

Highway 253

- Address speeding traffic through Boonville and Philo; install guardrails and additional safety enhancements to protect against roadside hazards.
- Improve signage and visibility controls on dangerous curves along mountain passes.

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 and safety on State Routes. Projects on these routes that primarily benefit bicycle and pedestrian transportation are identified in the Active Transportation Element of this plan.

In addition to the Non-SHOPP projects listed here, a number of projects will be implemented through the Caltrans SHOPP program during the short-range timeframe. These projects are from funding identified expressly for safety, operations, maintenance, or rehabilitation needs on the state highway system. Although MCOG is allowed input in development of the SHOPP, the State has sole discretionary authority over the use of SHOPP funds; therefore listing of these projects in the RTP does not constitute approval by MCOG. A list of these SHOPP projects can be found in Appendix B. A list of planned bridge projects is also included in Appendix B.

CA-001-26 – SR 1 – Gualala (0.6 -1.0) - Gualala Downtown Streetscape Improvements – Complete Streets improvements (driveway consolidation, turning bays, crosswalks, sidewalks/pedestrian paths, parking and bikeways) in downtown Gualala. Caltrans and MCOG have worked extensively with the Gualala community to identify implementable community priorities and refine designs plans for the SR1 corridor throughout downtown Gualala. This project is comprised of multiple funding sources including a grant award of approximately $7.7 million through the State Active Transportation Program (ATP), Regional Transportation Improvement Program (RTIP) funding programmed by MCOG ($340,000 – environmental), ($575,000 - design), ($900,000 - right of way/right of way support), ($1.2 million - Construction), and $2.77 million in Caltrans Complete Streets/SHOPP funding . Construction is anticipated to begin in FY 2026/27.

CA-002-26 – SR 1 – Fort Bragg (59.8 – 62.1) – Fort Bragg ADA/Sidewalks - Complete Streets improvements in downtown Fort Bragg. Estimated project cost is $5 million, funded with SHOPP and other miscellaneous funds. Anticipated construction year is FY 2026/27.

CA-003-26 – Regionwide Improvements – Install electric vehicle (EV) charging and alternative fueling infrastructure projects consistent with MCOG's Zero Emissions Vehicle Regional Readiness Plan and local priorities, at various locations throughout the region. Locations may include public or private parking sites as well as roadside parking locations. With the California Energy Commission (CEC) identifying a need of over one million chargers by 2030, to support the CEC goal of five million zero-emission vehicles by 2030, projects supporting MCOG and local priorities are critical for filling the gap in the existing rural charging network. In 2024, with an estimated 42,000 public charging ports identified in California to date, the CEC approved a four-year $1.4 billion investment plan focused on competitive grants to begin closing this gap. Mendocino County is in a rural portion of the state and is traversed by significant state facilities and provides substantial opportunities for future improvements to the overall network.

CA-004-26 – SR 1 – Point Arena (14.7 – 33.9) – In and near Point Arena, from 0.2-mile south of Iverson Avenue to Philo Greenwood Road, this project will rehabilitate pavement, upgrade guardrails, repair Transportation Management System (TMS) elements, and upgrade curb ramps to ADA standards. This project is funded through the SHOPP, and is programmed to be advertised for construction contract in summer 2026, with construction anticipated to begin in winter/spring of 2027.

CA-012-26 –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 occur, 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.

CA-005-26 – US 101/North State Street – On the northbound ramp, there is insufficient lane length for vehicles to accelerate and match the speed to vehicles on the freeway, and merge into free-flowing traffic. On the southbound ramp, vehicles are queuing past the ramp, onto the shoulder of the freeway. A Programmable Project Alternative identified by Caltrans for the northbound onramp involves widening and seismic retrofit of the northbound bridge to lengthen the northbound merge lane. However, Caltrans is also exploring other options that would lengthen the merge distance. No funding has been identified for this project.

In follow-up to previous studies conducted over the past several years, in 2019 the County of Mendocino conducted the North State Street Intersection Control Evaluation study (GHD). As a result of that study, the County has identified the need for a series of roundabouts along the North State Street corridor, which includes the area of the US 101 interchange. Phase I of the identified improvements is proposed within the short range of this plan and will result in installation of two roundabouts at (1) KUKI Lane, and (2) southbound US 101 Interchange, including the re-alignment of Lovers Lane. This project is expected to address the current problems on the southbound ramp.

Funded through the Regional Transportation Improvement Program (RTIP), North State Street improvements (Phase 1 – Ford Road/Empire Drive to the US 101 northbound on/off ramps is scheduled to begin construction in Spring of 2027 and be complete in Winter of 2028. Caltrans will continue to evaluate and monitor the interchange to develop improvements in concert with the County of Mendocino's project.

CA-006-26 – US-101 Laytonville (68.78-69.51) – Although some improvements have been made through downtown Laytonville as part of a vertical curve realignment in the vicinity the intersection of US 101 and Branscomb Road, (including 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. *See the Active Transportation Plan section in this document for bicycle and pedestrian projects identified in the Pedestrian Facility Needs Inventory & Engineered Feasibility Study (TrailPeople, 2019).*

CA-007-26 – US 101 Hopland (La Franchi Road to 0.2-miles north of First Street) – The Hopland Main Street Corridor Engineered Feasibility Study (2015) identified improvements, including intersection improvements for US 101 at State Route 175. The Hopland ADA project included in the 2022 RTP/ATP has now been split into two projects due to the Hopland Public Utility District (PUD) inability to relocate their utilities in conflict with the state right of way. Caltrans has identified and programmed a project alternative from north of Feliz Creek to 0.2 miles north of First Street.

Highway 175 intersection: Install a high visibility crosswalk, narrow the intersection to improve pedestrian safety and reduce exposure to traffic, remove slip lanes, and install pedestrian island.

Scope of work in Project 1: upgrade ADA pedestrian facilities to current standards (sidewalks, driveways, curb ramps), upgrade signage, reconstruct five crosswalks into high-visibility crosswalks, add two new high-visibility crosswalks, add bike lanes on both sides of Highway 101, rehabilitate and reconstruct the pavement, regrade the vertical curve to improve sight distance, upgrade guardrail and end treatments, install architectural hardscape aesthetic treatments, reconfigure two intersections (Mountain House Road/SR 101 and SR 175/SR 101) to reduce pedestrian exposure to traffic, install two pedestrian islands (Mountain House Road and SR 175), and add bulbouts at the Center Street intersection.

Scope of work in Project 2: replace or rehabilitate drainage systems, potentially upgrade lighting, install a census station, and install rectangular rapid flashing beacons at Center Street and Mountain House Road. (Note: this project is not yet programmed nor fully developed so this scope of work is preliminary at this point.)

Project Initiation Document

A Project Initiation Document (PID) is a document that is meant to take a transportation project concept or idea and scope it. It identifies the purpose and need of the project and feasibility of delivering it in terms of an estimated cost, environmental studies needed, potential project impacts and mitigation, and schedule. A PID must be developed and approved by Caltrans for major capital projects on the state highway system. This is the essential first step in project development. Once an idea becomes a PID, it is then eligible to seek funding and programming as a project, apply for discretionary grant programs and proceed to the next phase of project development, the Project Approval and Environmental Document (PA&ED) phase. The following table includes projects on the 2026 PID list:

Table 5
Caltrans District 1 2026 PID Project List

Route	Begin Postmile	End Postmile	Improvement Description	Project Type & Funding Candidate/Notes
1	62.20	70.40	Suppl-MEN 1 Bicycle Improvements	Will need matching funds – further out
101 222	26.3- 0.412	33.73 2.153	Calpella Rehab and Talmage Pavement	SHOPP RTL Target 2029/30
1	0.00	105.58	FS- Men. Coast Rec. Trails	Will need matching funds – further out
101	80.74	80.74	Twin Rocks Fish Passage	SHOPP RTL Target 2029/30

128	19.5	20.4	Philo Greenwood Shoulder Widening	SHOPP RTL Target 2029/30
128			Boonville Complete Streets	

Bridge Projects - A complete list of bridge projects in included in Appendix B. The following project updates are included here for current projects:

- Albon River Bridge – Project Approval and Environmental Document PA&ED) targeted for summer 2025, with construction anticipated to begin as early as 2028.
- Eel River Bridge Replacement – Construction on the Eel River Bridge Replacement was halted in July 2024 following a late discovery, and is now anticipated to resume during the 2025 construction season and is expected to be completed by 2027.
- Elk Creek Bridge Replacement – Construction on the Elk Creek Bridge began in 2024, and project completion is expected by the end of 2025.
- Jack Peters Bridge Widening and Rail – Project is scheduled to be completed by August 2025.
- Salmon Creek Bridge Replacement – The Salmon Creek Bridge replacement project has been delayed due to public opposition to lead abatement. Work has been incorporated into a replacement project, which is programmed under a new SHOPP project with construction anticipated in 2032.

Long-Range Projects (10 to 20 years)

Long-range projects are those that might be implemented within the next twenty years, but may realistically fall outside 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. Long range projects are typically complex and require long time frames to plan, develop and construct. Through development and feasibility plans, these projects may at times fragment and create separate projects, or may expand as needs and conditions evolve. This category may include projects that are well-defined but require many years to undertake, or, conversely, this list may include projects that are conceptual, but support established priorities and serve as a placeholder to spur further development. Projects in this category would typically be good candidates for feasibility studies. In addition to the specific projects mentioned below, it is expected that operational and safety improvements including realignment, barrier striping, shoulder widening, turnouts, and other projects will be programmed and constructed as needed throughout the long-term.

US-101 Corridor Projects

US-101 (Various) – Ukiah Area Interchanges - As mentioned previously, an interchange study conducted for MCOG several years ago identified a range of short- and long-term improvements

to the US 101 interchanges throughout the Ukiah valley. Although some improvements were made to local streets which relieved congestion in certain locations, improvements will be needed in the long term 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.

CA-008-26 – US 101 - North State Street Improvements – US 101 - PM 26.0 – 26.4) – Improve access through the interchange (Non-SHOPP)

Additional Caltrans long term projects may include:

- CA-009-26 – US 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
  - Consideration of a roundabout or other intersection control would occur as part of improvement evaluations

- CA-010-26 – US 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
  - Consideration of a roundabout or other intersection control would occur as part of improvement evaluations

- CA-011-26 – US 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
  - Consideration of a roundabout or other intersection control would occur as part of improvement evaluations

County of Mendocino long term projects include:

- US 101 at North State Street Intersection and Interchange Improvements (Phase II): This will be a second phase of the project identified in the short-range plan for this area. Two roundabouts will be installed at two intersections on North State Street in the Ukiah area – (1) at Ford Road/Empire Drive (City and County), and (2) northbound 101 Interchange. Roundabouts will likely be single lane.

State Route 1 Projects

CA-013-26 –Mendocino Coast Recreational Trails - SR 1 - PM 0 – 105 – Enhanced bicycle and pedestrian connectivity throughout the system

CA-014-26 –Pacific Coast Bike Route Improvements SR 1 - PM 62.2 – 70.4 – Enhanced bicycle and pedestrian connectivity. Improve connectivity for non-motorized users to Fort Bragg and nearby residential centers

State Route 20 Projects

CA-015-26 –Blosser Lane Complete Street Improvements – SR 20 - PM 33.11 – 32.52 – Complete street improvements – Intersection of SR 20 and Blosser Lane/Coast Street in the Willits area. This intersection lies along an elementary school route, and the wide intersection and high speeds make it hazardous for school children. Curve warning sign improvements were completed in 2021. Caltrans will continue to work with the City of Willits and MCOG to identify funding for this project. Projects to address this need are included in the Active Transportation section of this plan.

State Route 222 (Talmage Road) Projects

CA-016-26 – The long-term goal for SR 222 will remain a 2-lane conventional highway, maintained and rehabilitated as necessary on its existing alignment for the foreseeable future (per SR 222 Corridor Management Plan – 2023). The goal is to adopt a boulevard concept and include improvements for this east-west travel corridor from the City of Ukiah to the intersection of SR 222 and Old River Road in Talmage. The corridor should include roadway improvements, shoulder improvements, non-motorized facilities, and transit connections. The SR 222 Corridor Management Plan was adopted in March 2024, and identifies corridor concepts, planned and programmed projects and strategies that may be included in a future SHOPP project. The facility concept includes pedestrian and multimodal access improvements and traffic calming features for the development of SR 222 as a community main street. Caltrans hopes to include the SR 222 Complete Streets project in the 2028 SHOPP (2033 Ready-to-List), pending prioritization and targets.

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 6
State Highway Corridors Performance Measures
Mendocino County

Performance Measure	Indicator(s)	Data Source(s)
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.	➢ 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.	➢ 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).	➢ 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.	➢ 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) analysis of corridor segments compared with analysis of same corridor segments at end of RTP update time period.
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.	➢ 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.	➢ 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. Unusual weather conditions will be factored into this comparison.
Environmental Quality		
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.	➢ 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.	California Office of Research and Planning Clearinghouse for environmental documents; local agency "lead agency" compliance reports; Caltrans, District 01 environmental division documents and reports.
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.	➢ 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.	Air Quality Emissions Almanac, annual publication of the California Air Resources Board, Air Quality Studies from Mendocino County Air Quality Management District.

ACCOMPLISHMENTS SINCE LAST REGIONAL TRANSPORTATION PLAN

SR 20 - Calpella – 2 Bridge Replacements: SR 20, near Ukiah, from 0.3-miles west of Russian River Bridge and Overhead to 0.4-miles east of County Road 144. Caltrans SHOPP.

SR 162 – Covelo Downtown Connectivity Project – SR 162, near Covelo from 0.1-mile west of Town Creek Bridge to 0.1-mile east of East Lane Road. Caltrans Clean CA Program.

SR 162 - Covelo Multi-Purpose Trail – SR 162 in Covelo from Howard Street to Hurt Road, culverts, drainage, bridge access, Class I bikeway, crosswalks. Active Transportation Program, Caltrans SHOPP.

SR 175 – Russian River Flashing Beacons – at Hopland at Russian River Bridge- safety, lighting, signs, flashing beacons. Caltrans SHOPP.

SR 20 – Blosser Lane - Safety improvements (curve warning signs) at intersection of SR 20/Blosser Lane in Willits

SR 1 – Pudding Creek Bridge Improvements.

Caltrans has completed 75 additional projects in Mendocino County between January 2022 and April 2025, totaling approximately $159,253,000. The completed project list is included as part of Appendix B, and includes a wide variety of projects, including:

- Roadway Safety Related - $29,333,963
- Bridge Related - $29,256,550
- Roadway Resurfacing Related - $16,494,061
- Landslide Related - $16,295,025
- Storm Damage Related - $14,426,419
- Culvert Related - $14,196,274
- Misc.(Wildfire Repair, Maintenance, Vegetation, Transit, Message Signs, etc.) - $13,428,372
- Rest Area Related - $12,387,859
- Broadband Related - $7,029,947
- Drainage Improvements – $6,404,530

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

Public Outreach

During public outreach for this plan, conditions of the roadways and related facilities and the need for increased reconstruction and maintenance were a recurring theme. Although many of the comments noted safety concerns associated with the road conditions—primarily drivers swerving to avoid potholes. Safety and operational needs were also identified during the public outreach process for this RTP. Public input focusing on pedestrian and bicycle needs on local streets and roads is included in the Active Transportation element of this plan. Highlights of input are included below.

<u>Covelo Area</u>

- Speeding concerns are noted on the State Highway (Hwy 162/Covelo Road/Commercial) as well as many local roads within the community, including Howard Street, Main Street, Greely Street, and East Lane. Commenters requested installation of speed humps on County Roads.
- Safety concerns are noted on several intersections, including sight distance and visibility concerns at the Howard Street/Hwy 162 intersection; and concerns about intersections at Hwy 162/Biggar Lane and Grange Street/Main Street.

<u>Willits Area/Brooktrails</u>

- Safety concerns noted on Sherwood Road (hazardous conditions, concerns for pedestrian, bicycle, and vehicle safety on the narrow, curvy, and hilly roadway).
- Speeding has been a recurring concern in Brooktrails, particularly along Sherwood Road, Birch, Primrose, and Poppy Drives.
- The need for a second access road to serve Brooktrails and other communities along Sherwood Road has been expressed.
- Safety concerns on North Main Street and the intersections of Commercial Street and Sherwood Road

Westport Area

- There are roadway safety and operational concerns due to coastal erosion, numerous potholes, drainage and exposed road bases.

Point Arena/Manchester Area

- Safety and operational concerns on Kinney Road, Eureka Hill Road, Iverson Road/Court, and Riverside Drive, as there are numerous potholes, affecting residents and visitors.
- Flooding near the Garcia River causes road closures, cutting off access to essential services
- Mamie Laiwa Road is poorly maintained, with overgrowth, potholes, blind curves, and flooding creating hazardous conditions. As the only access to the Manchester Band of Pomo Indian Rancheria, its safety is critical.
- Unsafe access to visitor destinations such as Bowling Ball Beach due to inadequate parking and poor sight lines/distance

Ukiah Area

- Safety and operational concerns noted on North and South Main Street and North Lovers Lane related to poor pavement conditions causing damage to vehicles and unsafe conditions for vehicles, bicycles, scooters, and motorcycles.
- A need to rehabilitate/reconstruct pavement on existing streets
- Safety concerns on Vichy Springs/Redemeyer Road Corridor – speeding vehicles crossing center line; and missing sidewalks on County section of Brush Street (Ukiah area)

Fort Bragg Area

- A need for sidewalks was reported on Oak Street east of Dana, near two schools. This corner also experiences drainage problems.
- Pavement condition problems were noted on Franklin Street
- Concerns regarding the need for a second emergency route in and out of Noyo Harbor

Gualala Area

- The vast majority of comments focused on poor conditions on County roads, including pavement conditions, severe potholes, culverts and drainage, and vegetation maintenance needs. Locations include Old Stage Road, Pacific woods Road, Fish Rock Road, and Iversen Road.
- Safety concerns at the intersection of Pacific Woods Road and need for a left turn lane for turns onto SR 1

County of Mendocino – Unincorporated Areas

- Safety concerns on Ramsey Road - sidewalks needed near elementary school (Laytonville area)
- Significant concerns with the conditions and safety of roads throughout Potter Valley- Roads, are in extremely poor condition with deep potholes, crumbling pavement, flooding from failing culverts, and insufficient maintenance; conditions force drivers to swerve into oncoming traffic, cause vehicle damage, create unsafe conditions for walking and biking. This was *the most frequent concern* that we received from the public.

- Safety concerns - need improved traffic markings/signage on Road I; need emergency access road for Redwood Valley Rancheria, Road I; need bicycle and pedestrian facilities on East Road and West Road; need stop controls on Road L (Redwood Valley area)
- Safety concerns noted intersection safety, including site distance and visibility, and speeding in various locations throughout the County. (Countywide)
- Safety concerns related to emergency evacuation – need for safe shelter-in-place locations; need for evacuation routes in areas with only one way in and one way out. (Countywide)

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 2021 Pavement Management Program update, indicated that approximately 53% of the County road system was in "poor" or "very poor" condition. An estimated expenditure of $91.3 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 51% of their system in the poor or very poor category. Fortunately, the City has begun improving their PCI, with a goal of 66, utilizing local sales tax revenues and SB 1 funds. Approximately 26% of the Fort Bragg street system is in poor or very poor condition with a 10-year budget need of $26.2 million in order to bring the City's PCI up to 75. Roughly 53% of the Willits street system is in poor or very poor condition with a 10-year budget need of $12 million to bring the City's PCI up to 60. Another update of the Pavement Management Program for the cities and County is planned in MCOG's FY 25/26 Overall Work Program, which will provide revised PCI data and budget needs.

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 passage of Senate Bill 1 in 2017 created a funding source targeted toward street and road maintenance that goes directly to the local agencies. It is anticipated that the local agencies, particularly the cities, will be able to continue making improvements to the condition of their pavement networks over the next few years.

Safety and Operational Needs

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 needs relate 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. In recent years, evacuation needs have also become a pressing need, as discussed later in this section.

During development and data analysis for the Local Road Safety Plans, the following high injury intersections and high injury corridors throughout the County were identified. Additional intersections and corridors were identified; however, only the highest locations based on Equivalent Property Damage Only (EPDO) scores, are included here. Contrary to what the term

implies, EPDO scores are calculated based on the severity of a crash in terms of injury and fatality in addition to property damage. Accidents involving fatalities or severe injuries will receive the highest scores. These scores are significant because they are used by the Highway Safety Improvement Program (HSIP) to select projects for funding.

Table 7
High Injury Intersections -County Roads & City Streets

Agency	Intersection	Total Collisions	EPDO Score*
City of Ukiah	S State Street & Observatory Ave.	6	359
City of Ukiah	S Orchard Ave & Peach St	2	176
City of Ukiah	N Main St. and E Perkins St.	2	171
City of Ukiah	N State St & Bricarelli Dr	1	171
City of Ukiah	Apple Ave & Cherry St	1	165
City of Ukiah	N Oak St & W Smith St	1	165
City of Ukiah	Scott St & N School St	1	165
City of Ukiah	N State St & Mazzoni St	1	165
City of Ukiah	S Dora St & W Church St	1	165
City of Ukiah	S Dora St & W Mill St	1	165
City of Ukiah	E Gobbi St & S Main St	1	165
City of Fort Bragg	E/W Oak St & S Main St	7	206
City of Fort Bragg	E/W Bush St & N Main St	3	182
City of Fort Bragg	E Chestnut St & S Franklin S	2	171
City of Fort Bragg	E Pine St & N Corry St	1	165
City of Fort Bragg	Walnut St & S Main St	1	165
City of Willits	S Main St & Gregory Ln	5	512
City of Willits	S Main St & SR 20/South St	2	176
City of Willits	S Main St & W Valley St	1	165
City of Willits	S Main St & Madrone St	1	165
City of Point Arena	Port Rd & Bluff Top Rd	1	165
Co. of Mendocino	Foothill Blvd & Henderson Ln	4	193
Co. of Mendocino/ City of Ukiah	N State St & Empire Dr/Ford Rd	3	177
Co. of Mendocino	Albion Ridge Rd & D Rd	1	165
Co. of Mendocino	E Hill Rd & Eastside Rd	1	165
Co. of Mendocino	Eastside Potter Valley Rd & E Rd	1	165
Co. of Mendocino	Riverside Dr/Eureka Hill Rd & Buckridge Rd	1	165

**Equivalent Property Damage Only (EPDO)*

Table 8
High Injury Corridors – County Roads & City Streets

Agency	Corridor	Total Collisions	EPDO Score*
City of Ukiah	S State St: Beacon Ln to W Perkins St	8	217
City of Ukiah	Airport Park Blvd: Talmage Rd to Entrance to Costco Warehouse	7	216
City of Ukiah	N State St: W Perkins St to Ukiah City Limits	7	211
City of Ukiah	E Gobbi St: S State St to Washo Dr	4	183
City of Ukiah	E Perkins St: S State St to Oak Manor Dr	4	183
City of Ukiah	S Dora: W Church St to W Mill St	2	171
City of Ukiah	Apple Ave: Entire length from Cherry St	1	165
City of Ukiah	S Orchard Ave: E Perkins to E Gobbi St	1	165
City of Fort Bragg	S Main St: Fort Bragg City Limits to E Oak St	9	233
City of Fort Bragg	N Harbor Dr: S Main St to Woodward St	3	182
City of Fort Bragg	W Oak: North Main St to Chief Celeri Dr	2	171
City of Fort Bragg	E Pine St: North Main St to N Harold St	1	165
City of Fort Bragg	W Bush: North Main St to West St	1	165

City of Willits	S Main Street: Monroe St to Gregory Ln	2	176
Co. of Mendocino	Branscomb Rd: Bauer Rd to Wilderness Lodge Rd	13	749
Co. of Mendocino	Low Gap Rd: Ukiah City Limits to Pine Ridge Rd	6	215

**Equivalent Property Damage Only (EPDO)*

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

Orchard Avenue Extension: In 2020, the County of Mendocino completed a feasibility study of a road extension of Orchard Avenue, to the north, just outside of the Ukiah city limits. The feasibility study examined the best approach to extending Orchard Avenue from its current northerly terminus at the intersection with Brush Street, to approximately 2.4 miles to the north. This extension would help vehicular circulation and provide an opportunity for improved non-motorized transportation infrastructure connecting multiple commercial areas. It would also provide an alternative parallel route to North State Street and US 101. The feasibility study estimated construction costs for Phase 1 (to Orr Springs Road) at $44.5 million, and construction costs for the entire alignment at $91.9 million *(escalated to $147 million in 2050).* Funding for this major project has not been identified, and the County will need to realistically pursue funding based on a phased approach.

Redemeyer Road Extension: 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 and North State Street. This project will require a bridge across the Russian River and construction of a two-lane arterial with paved shoulders. This project is important for emergency ingress and egress purposes, especially in light of the increased level of wildfires in recent years. The County of Mendocino has been successful in acquiring just over $48 million in Cycles 1 and 2 of the Local Transportation Climate Adaptation Project (LTCAP) program to fully fund the project. The County is currently working on the environmental phase with construction anticipated to begin in 2029.

North State Street Improvements: Over the past decade, Mendocino County has worked to widen and enhance the North State Street corridor between the US-101 interchange and Lake Mendocino Drive. The remaining work focuses on operational improvements at intersections near the US-101 ramps just north of Ukiah city limits. These upgrades will improve connectivity to local activity centers, relieve pressure on US-101, and enhance ramp safety and operations.
In 2020, the County completed an alternatives analysis evaluating six intersections, which recommended roundabouts over traffic signals due to better capacity and reduced delays. Planned improvements include roundabouts at Kuki Lane and the southbound US-101 interchange, along with medians, landscaping, and aesthetic features. All phases of the project are funded by MCOG's RTIP, with $13.9 million allocated for Phase 1 construction. Future milestones include design completion, right-of-way certification, and the start of construction, with a targeted completion date of December 2028.

Noyo Harbor Multimodal Improvement Project: Noyo Harbor in the Fort Bragg area is an active mix of fishing industry, commercial, visitor serving, dining and recreation at the south end of the Fort Bragg area below the Noyo Harbor Bridge on SR 1. Lack of safe bicycle and pedestrian access to and through the area has been an identified problem for years but increased during the

pandemic. The area has seen a dramatic year-round increase in vehicle and pedestrian traffic. In addition to recreation opportunities, the harbor provides substantial employment opportunities in the fishing, dining, and other commercial operations. With no safe bicycle and pedestrian access, visitors and employees are forced to take vehicles into the harbor. Inefficient designated parking has resulted in uncontrolled parking along roadways, blocking shoulders for pedestrian use and resulting in narrow vehicle paths. Uncontrolled roadway ingress/egress throughout the harbor increases conflicts between vehicles and pedestrians. MCOG is currently collaborating with its consultant to finalize a draft project list, which includes a walkway into and through the Harbor, parking management strategies, and stairway reconstruction. The project aims to assess and improve multimodal transportation access and circulation within Noyo Harbor. The final plan will outline recommended improvements and serve as a foundation for pursuing grant and other funding opportunities for future implementation.

In addition, the City of Fort Bragg has identified a need to conduct a Circulation and Connectivity Study to improve circulation and connectivity through right of way acquisitions and roadway extensions. The anticipated timeframe for this transportation planning study is FY 2027-28, to be funded with grant funds.

Climate Change and Evacuation Needs

There are many small communities in the County with limited ingress and egress capabilities, with some areas having "one way in, and one way out." There is an increasing need to improve emergency access in all such communities, especially in light of the numerous wildfires that have occurred in the region over the last several years, and the ongoing continued wildfire threat. Improvements are needed to make existing exit routes more resilient, and to develop secondary and emergency evacuation routes (public and private) in these at-risk communities.

MCOG and the Mendocino County Department of Transportation were recently awarded Climate Adaptation Planning grants that aim to address climate change concerns for roads within the county. MCOG's project, the Mendocino County Sea Level Rise Roadway Impact Study, focuses on the impacts of sea level rise on coastal roadways. The County's project, the Mendocino County Climate Adaptation Storm Drainage Vulnerability Analysis, looks at the impact of storm surges and flooding for roads within the county.

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, and Higher Volume Residential Roads.

<u>Resource/Recreation Access Roads (approximately 60 centerline miles)</u> – 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 landowners 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 landowners as

they had needed. 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.

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.

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. 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 C.

Major Unfunded Needs

Brooktrails Second Access: A second access to the Brooktrails Township has long been identified as a need. This project would 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 1,600 dwelling units constructed. Additionally, to the north of this area lies the Sherwood Valley Rancheria of Pomo Indians, and other smaller ranches and homesteads. Over 2,000 people live in more rural areas outside of the township. Every one of these communities relies on Sherwood Road as the only paved access in and out of the area. A second access would relieve traffic along Sherwood Road and provide an alternative during times of emergency. Mendocino County is actively advancing the Brooktrails Second Access project, which has an estimated total cost of $100 million. This includes funding for Project Approval and Environmental Documentation (PA&ED), Plans, Specifications, and Estimates (PS&E), Right of Way Acquisition, and Construction. Through Cycle 1 of the Local Transportation Climate Adaptation Program (LTCAP), the County was awarded $12 million to fully fund the PA&ED and PS&E phases. Since the County's Cycle 2 LTCAP application for Right of Way and Construction funding was unsuccessful, this project remains a major unfunded need and they will continue to pursue funds to complete the project. In parallel, Mendocino County is exploring alternative funding sources to support broader wildfire resilience and enhance evacuation access throughout the region.

SR 1/Garcia River/Windy Hollow Road: 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 rain 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 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 River 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 exploring options to address the issues on the State Highway and has identified an alternative that involves raising the grade on State Route 1 at Gasker Slough, PM 17.52 to 17.72, to address the drainage issues in the area near the south end of the floodplain. This project is discussed in the State Highways section of this document. If Caltrans does not move forward with and fund this project, the Windy Hollow Road bridge would be the only logical alternative. However, with an estimated cost of $35 million or more, it would be financially unrealistic for the County to undertake the project on its own.

ACTION PLAN: PROPOSED PROJECTS

What can be done to address the needs of the local communities and the problems with 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, many of the short-range program improvements become the long-range program due to funding shortfalls, impacts of weather, engineering staff workload, and project priorities.

Short-Range Improvement Program (10 years)

During the last several years, STIP funding has become scarce. Although SB 1 helped to stabilize the STIP and create other funding streams, revenues from fuel taxes continue to decline with improved fuel efficiency. Few new projects have been programmed, and existing projects have been delayed into future years. The following tables represent projects on local streets and roads, including those projects currently programmed in the STIP. State highway projects and non-motorized projects in the STIP are listed in other sections of this document.

Regionwide Improvements

Install electric vehicle (EV) charging and alternative fueling infrastructure projects consistent with MCOG's Zero Emissions Vehicle Regional Readiness Plan and local priorities, at various locations throughout the region. Locations may include public or private parking sites as well as roadside parking locations.

County of Mendocino

Table 9 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. See Appendix M for details on the County's Annual Corrective/Preventative Maintenance Project.

Table 9
Mendocino County
Short Range Projects

MCOG Project No.	Project Location	Project Description	Potential Funding Source(s)	Estimated Cost	Anticipated Construction Year
MC-001-26	Countywide	Highway Safety Improvement Program – 3 projects: guardrail upgrades, installation of Advance Curve Warning Signs, & installation/upgrade of signs w/new fluorescent sheeting	HSIP	$4.2 million	2025 - 2026
MC-002-26	Countywide	2023 Storm Damage Repairs – 8 projects	FHWA or FEMA/CalOES	$4.3 million	2026
MC-003-26	Wilderness Lodge Rd, , M.P. 0.72	Replace Bridge over Dutch Charlie Creek	HBP & Toll Credits	$3.7 million	2026

MC-004-26	Hill Road, M.P. 2.05	Replace Bridge over Mill Creek	HBP & Toll Credits	$9 million	2027
MC-005-26	Fish Rock Rd. Sediment Reduction	Implement sediment reduction treatments at 7-17 sites (pending available funding) along a 3.2-mile section of Fish Rock Rd. following Mill Creek	Caltrans & Water Board	$0.48 - $1.5 million	2027
MC-006-26	Philo Greenwood Rd, M.P. 17.33	Rehabilitate Bridge over Navarro River	HBP & Toll Credits	$18.3 million	2027 - 2028
MC-007-26	North State St. Intersection and Interchange Improvements – Phase I	Construct two roundabouts at: (1) KUKI Lane and (2) Southbound 101 Interchange, including re-alignment of Lovers Lane	STIP & Road Fund	$16.7 million	2028
MC-008-26	Usal Road, M.P. 5.93	Replace Bridge over Usal Creek	HBP & Toll Credits	$5.5 million	2028
MC-009-26	Reynolds Highway, M.P. 0.09	Replace Bridge over Outlet Creek (Barney Schow)	HBP & Toll Credits	$5 million	2029
MC-010-26	Briceland Road, M.P. 0.63	Replace Bridge over Mattole River	HBP & Toll Credits	$2.4 million	2029
MC-011-26	Redemeyer Road Extension	Construct ~1 mile of additional road and a new bridge, connection Redemeyer Rd. to W. Lake Mendocino Drive	LTCAP	$51.9 million	2029
MC-012-26	Fort Bragg Sherwood Rd, M.P. 32.94	Replace Bridge over Sherwood Creek	HBP & Road Fund	$3.9 million	2030
MC-013-26	Mountain View Rd, M.P. 20.30	Replace Bridge over Rancheria Creek	HBP BPMP & Road Fund	$1 million	2030
MC-014-26	Camp 1 Ten Mile Rd, M.P. 1.88	Replace Bridge over South Fork Tenmile River	HBP & Road Fund	$3.1 million	2031
MC-015-26	Low Gap Road, M.P. 4.61	Replace Bridge over Masonite Industrial Road	HBP & Road Fund	$6.9 million	2031
MC-016-26	Hearst Willits Rd, M.P. 14.60	Replace Bridge over Eel River	HBP BPMP & Road Fund	$2.1 million	2032
MC-017-26	Countywide	Annual Corrective/Preventative Maintenance Project (26/27-35/36) (includes work in Potter Valley in 28/29)	RMRA/SB-1	$5.5 million	annually

*HBP = Highway Bridge Program, BPMP = Bridge Preventative Maintenance Program, HSIP = Highway Safety Improvement Program, STIP = State Transportation Improvement Program, LTCAP = Local Transportation Climate Adaptation Program, RMRA/SB-1= Road Maintenance and Rehabilitation Account/Senate Bill 1, FHWA= Federal Highway Administration, FEMA= Federal Emergency Management Agency, CalOES= California Governor's Office of Emergency Services

City of Ukiah

One of the highest priorities of the City of Ukiah over the next several years will be to continue improving the condition of the pavement throughout the City's street network. In 2016, the City passed a half-cent sales tax intended to be used for street improvements. Revenues from that sales tax, combined with revenues from Senate Bill 1, provided greater opportunity for the City

to improve its deteriorating streets. That improvement effort is now ongoing and will continue throughout the period of this RTP.

In addition to street maintenance, rehabilitation and reconstruction, the City of Ukiah has identified the projects shown in Table 10 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 10
City of Ukiah
Short Range Projects

MCOG Project No.	Project Location	Project Description	Potential Funding Source(s)	Estimated Cost	Anticipated Construction Year
UK-001-26	Leslie & E. Clay Street	Project will rehabilitate Leslie St. & E. Clay St. from Main St. to the railroad, with an extension of Clay St. to Leslie St. to improve circulation around the new courthouse	Grants, Local Funds, STBG Funds (MCOG)	$5.8 million	2025 - 2026
UK-002-26	Low Gap Road & North Bush Street	Construct Roundabout (Environment, ROW, Design and Construction Phases)	MCOG Funding	$525K	2025 - 2026
UK-003-26	Waugh Lane Street Reconstruction and Overlay	Street reconstruction and overlay, sidewalk, and bike lane improvements on Waugh Lane	TBD	$2.0 million	2027 – 2028
UK-004-26	Hastings/Commerce Rehabilitation	Street rehabilitation and improvements, including pedestrian crossing improvements.	TBD	$1.0 million	2027 - 2028
UK-005-26	Ukiah Streetscape Project, Phase III	Continue Streetscape improvements on State Street from Norton Street to Low Gap Road. Improvements will include road diet with medians, sidewalk widening, and pedestrian crossing improvements, installation of a Class II bike lane, roadway construction, landscaping, and street furniture.	Grant Funds	$9.980 million	2027 - 2028
UK-006-26	Dora Street Rehabilitation	Dora Street Rehabilitation from Washington St. to Luce Ave.	TBD	$2.0 million	2028-29
UK-007-26	Talmage Road Rehabilitation Project	This project will include reconstruction of the roadway, sidewalks and ADA accessibility, it will also replace the water main, sewer main.	TBD	$5.0 million	2028-29
UK-008-26	School Street	Sidewalk, bicycle lanes, roadway	Grant Funds	TBD	2029-31

	Multimodal Transportation Project	improvements from Henry to Clay Streets			

*STBG = Surface Transportation Block Grant Program (STBG)

City of Willits

In 2004, the City of Willits passed a half-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. This voter-imposed transportation sales tax made it possible for the City to also receive Local Partnership Program formula funds which are only made available to "self-help" agencies which have adopted a local transportation tax. 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, including revenue from the passage of SB 1 (2017).

The following improvements on Table 11 are a realistic appraisal of the City's needs and highest priority projects:

Table 11
City of Willits
Short Range Projects

MCOG Project NO.	Project Location	Project Description	Potential Funding Source(s)	Estimated Cost	Anticipated Construction Year
WI-001-26	Between E. Commercial St. & E. Hill Road Adjacent to Railroad Tracks	Construct 1.6 mile long, 10' wide ADA compliant, dedicated Class I bicycle and pedestrian trail connecting northern and southern ends of town	Active Transportation Program (ATP) , State Coastal Conservancy (SCC)	$8.979,272 million	2025 - 2026
WI-002-26	West Mendocino Ave. Phase I	Road rehabilitation, sidewalks, drainage improvements, utility improvements	2020 Sales Tax Transportation Fund + Local Fund 400	$2.0 million + $1.0 million (fund 400) = $3.0 million	2024 - 2025
WI-003-26	West Mendocino Ave. Phase II	Multi-utility coordination (Pavement + pipe replacement projects)	Sewer/Water/ Transportation Funds	$3.0 million	2025 - 2026
WI-004-26	State Street & Marin Street	Street Rehabilitation	2020 Sales Tax Transportation Fund	$1.2 million	2025 - 2026
WI-005-26	Coast/HWY 20	Water main replacement (related to infrastructure under roadway)	Sewer Fund 510	$70k	FY 2025 - 2026
WI-006-26	East Oak Street	Sewer Maintenance Replacement	Sewer Fund 510	$180K	FY 2025 - 2026
WI-007-26	E. Valley Street Bridge	Bridge Replacement/Rehabilitatio n	Local Fund 400 + 245	$300K	2025 - 2027
WI-008-26	2020 Pavement	Citywide preventive	Sales Tax	$1.2 million (3	Annual funding of

	Preservation Program	maintenance (various streets)	Transportation Fund	years)	$400k from FY 2025 - 2027
WI-009-26	2020 Annual Striping Program	Citywide Striping and Markings	Sales Tax Transportation Fund	$180K (3 years)	Annual funding of $60K from FY 2025 - 2027
WI-010-26	Baechtel Road	Road rehabilitation & sidewalks	2020 Sales Tax Transportation Fund	$1.5 million	2026 - 2027
WI-011-26	Railroad Avenue	Road rehabilitation, sidewalks, drainage improvements	TBD	$2.0 million	2026 - 2030
WI-012-26	Snider Park Vicinity	Road rehabilitation, sidewalks, drainage improvements	TBD	$2.250 million	TBD
WI-013-26	Blosser Lane	Road rehabilitation, sidewalk, drainage improvements	TBD	$2.250 million	TBD
WI-014-26	Coast Street	Road rehabilitation, sidewalks, drainage improvements, utility improvements	TBD	$2.0 million	2026-30
WI-015-26	Sherwood Road	Road rehabilitation, drainage improvements + Pump Station	Water Fund (530)	$1.5 million	TBD

City of Fort Bragg

The City of Fort Bragg also has a half-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. This voter-imposed transportation sales tax made it possible for the City to also receive Local Partnership Program formula funds which are only made available to "self-help" agencies which have adopted a local transportation tax. These revenues, combined with the available revenues from 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.

Table 12
City of Fort Bragg
Short Range Projects

MCOG Project No.	Project Location	Project Description	Potential Funding Source(s)	Estimated Cost	Anticipated Construction Year
FB-001-26	Pine Street at Highway 1 and other un-signaled intersections fronting Highway	Systematic Improvements at Unsignalized Intersections – Install or upgrade stop signs, warning signs, and pedestrian crossings with Rectangular, Rapid, Flashing Beacons (RRFBs).	HSIP and Local Street Sales Tax	$197,375	2026

FB-002-26	Willow St. Pedestrian Improvements	Install a pedestrian crossing island, high visibility crosswalks, & ADA compliant sidewalk, curb, gutter, curb ramps, and bulbouts to improve pedestrian safety on Willow St.	HSIP/Local	$397K	2027
FB-003-26	Oak St., South Harrison St., Walnut St., & West St.	2027 Roadway Revitalization Project – Fort Bragg will improve 2.2 miles of streets at four locations with mill/overlay or reconstruction. The project includes 1,700 feet of storm drain replacement, 46 ADA curb ramp upgrades, and new striping.	LPP and Local	$4.731 million	2027
FB-004-26	CBD Coastal Trail Connection-Chief Celeri Drive	Trail Connection Project – Converts Chief Celeri Drive into a pedestrian-friendly multi-use path with sidewalks and landscaping, linking historic downtown to the Central Coastal Trail.	Unidentified	$800K	2030

*LPP = Local Partnership Program, HSIP= Highway Safety Improvement Program

City of Point Arena

The City of Point Arena also has a half-cent sales tax for transportation improvements. This voter-imposed transportation sales tax made it possible for the City to also receive Local Partnership Program formula funds which are only made available to "self-help" agencies which have adopted a local transportation tax. Additional funding to address the City's street system maintenance and improvement needs includes revenue available from the passage of SB 1 in 2017. The City has identified the following projects for inclusion in the short-range improvement program:

Table 13
City of Point Arena
Short-Range Projects

MCOG Project No.	Project Location	Project Description	Potential Funding Source(s)	Estimated Cost	Construction Year
PA-001-26	Windy Hollow Road Reconstruction & Rehabilitation Project	Windy Hollow Road Rehabilitation – Rehabilitate 0.6 miles within city limits with a mix of 2" overlay, base repairs, 3" new pavement over rebuilt sections, and patching as needed.	State Transportation Block Grant; RMRA Funds	$750k as of 2024 SHN estimate	2026
PA-002-26	Port Road Rehabilitation, Main St. to Iverson	Port Road Improvements – Replace 280' of ADA sidewalk (Main St. to west on north side), add 425' of sidewalk (Iversen to Main, south side), and reconstruct 12,600 sq. ft. of roadway with drainage upgrades. Install 140' of ADA sidewalk past Arena Cove, continuing as a 6' multi-use path to the Iversen bike lane.	LPPF-SB1, ATP, RMRA-SB1, STBG	Est. project costs: design, specifications, construction & construction management $617,032	2027-28

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, SB 1 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. The implementation of storm drain upgrades in various communities throughout the County will follow the completion of a planning study and analysis. Specific improvements for the expansion of the County roadway system to meet future needs include:

- MC-018-26 – North State Street Intersection and Interchange Improvements (Ph. II). This will be a second phase of the project identified in the short-range plan for this area. Two roundabouts will be installed at two intersections on North State Street in the Ukiah area - (1) at Ford Road/Empire Drive *(City and County)*, and (2) at the northbound 101 interchange. Roundabouts will likely be single lane. The cost estimate for Phase II is $25 million.

- MC-019-26 – East Side Potter Valley Road, MP 2.61 to MP 5.38 (Ph. II). This will be the second phase of a project the County completed in 2022. Improvements will include roadway widening, pavement reconstruction, grading and paving shoulders, and reconstruction of drainage facilities.

- MC-020-26 – 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. It will help vehicular circulation and provide an opportunity for improved non-motorized transportation infrastructure connecting multiple commercial areas. This extension will provide direct access to employment at several commercial and industrial sites. Improving access to existing and future job sites will help keep community members from having to travel out of the area for employment, also helping with Vehicle Miles Traveled (VMT) and greenhouse gases (GHG) reduction. This roadway extension will provide access to some of the last remaining land developable for housing in the Ukiah area. Keeping housing development close to urban boundaries rather than pushing it to outlying rural areas reduces VMT and GHG and keeps new homes out of higher fire risk areas. This roadway extension will also provide an emergency access route and evacuation route when parallel North State Street (to the west) and US 101 (to the east) are inaccessible. In 2020, the County completed a feasibility study. Cost estimate for Phase 1 (to Orr Springs Road) is $44.5 million, and $91.9 million (escalated to $147 million in 2050) for the entire alignment.

- MC-021-26 – Brooktrails Second Access. Brooktrails Township, an unincorporated community northwest of Willits, faces serious wildfire and emergency access challenges due to steep terrain, overgrown parcels, and a single evacuation route. A second access road has been a long-identified need to improve emergency response and community safety during climate disasters. The project will construct approximately 2 miles of new local road and a bridge to connect Brooktrails to Willits. Mendocino County was awarded $12 million from LTCAP Cycle 1 for environmental review and design and is pursuing funding approximately $80 million to complete the right of way and construction phases. A funding source for right of way and construction have not been identified. A project cost of this magnitude will have to rely on competitive grant funding to complete.

City of Ukiah

The 2011 Ukiah Valley Area Plan outlines conceptual future roadway improvements for the plan area, including projects to close gaps in the street network, expand capacity in anticipation of future congestion, and develop parallel north–south routes to US-101. The plan area encompasses the City of Ukiah and adjacent unincorporated areas of Mendocino County.

While the plan itself has not been formally amended since its adoption, Mendocino County approved a comprehensive update to the Inland Zoning Code in 2024 to align development regulations with the land use designations in the 2011 plan. Implementation of transportation improvements will continue to rely on development impact fees, governmental funding programs, and local area assessment mechanisms.

- CA-009-26 – Oak Street Bridge Replacement – Replace bridge with the double culverts with single span bridge across Gibson Creek.
- CA-010-26 – East Perkins Multimodal Improvement Project – Improve pedestrian pathways and crossings, install bicycle lanes, reconfigure lanes and improve traffic circulation and safety
- CA-011-26 – Airport Park Blvd. Extension to Norgard Lane – Improve circulation and access to Redwood Business District by extending Airport Park Blvd. to Norgard Lane. Install pedestrian and bicycle improvements.

City of Willits

Since the completion of the US-101 bypass in 2016, the downtown commercial district of Willits has experienced a significant transformation. With highway traffic rerouted around the city, downtown Willits now benefits from reduced congestion, quieter streets, and improved walkability, creating new opportunities to reshape the area into a more vibrant, pedestrian-and bicycle-friendly destination. The city has focused on enhancing internal circulation and multi-modal access through key infrastructure improvements, particularly along Main Street (former US-101). Priorities include improving bicycle and pedestrian safety, beautification efforts, and streetscape redesign to support economic revitalization and community livability. Currently planned long-range projects include:

- WI-016-26 – Blosser Lane/SR 20 Intersection – Redesign and increase safety improvements, consider potential roundabout added to this location.
- WI-017-26 – East Valley Street Bridge Replacement – Replacement of aging bridge infrastructure
- WI-018-26 – Brown's Corner Intersection Improvements – Traffic signal, roundabout, traffic calming, or other intersection safety improvements at the southerly intersection of Main Street/Highway 20 and Baechtel Road.

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 freshwater resources and coastal zone restrictions. Long-range projects include:

- FB-005-26 – The need for a parallel facility to the SR 1 corridor remains contingent upon future development patterns in the Fort Bragg area, particularly in response to seasonal increases in tourism on the North Coast. The Georgia Pacific Mill Site Specific Plan, which addresses traffic and circulation needs for the site's redevelopment, plays a key role in this consideration. The plan includes provisions for improved connectivity between the central business district and Main Street (State Route 1). As development progresses on the former mill site, phased infrastructure improvements are anticipated to support increased traffic volumes and may establish a functional north/south alternate route to SR 1.

- FB-006-26 – Rule 20 Project- Chestnut Street Utility Undergrounding; Public Utilities Commission (PUC) Rule 20A requires PG&E to annually set aside monies for the purpose of undergrounding electric utility infrastructure. The city receives an additional $36,000 a year to build up this account. Undergrounding of utilities are normally coordinated with street construction projects to ensure a new pavement surface over extensive utility trenching. For a typical 400-foot City block, the underground cost is approximately $250,000. Coordinating with PG&E for design and utility undergrounding can take from two to three years before street construction can follow.

- FB-007-26 – Maple Street Corridor- Complete Streets; The City is considering improvements to Maple Street to create a safer and more accessible roadway for everyone-whether walking, biking, or driving. Maple Street is a key connection between the main corridor and important community destinations like the aquatic and recreational center and local schools. This project will explore traffic slowing and use proven safety measures that improve visibility, accessibility, and comfort for all users. Some of the improvements being considered include: A planted center median, shared bike lanes, ADA- accessible upgrades, pedestrian refuge islands, and high-visibility crosswalks. The goal of the project is to create a safer, more welcoming Maple Street that supports all forms of transportation. This project is part of the City's long-term vision to enhance community connectivity and quality of life while reducing traffic-related risks.

- FB-008-26 – The provision of a second emergency access route to Noyo Harbor has also been identified as a 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:

- PA-002-26 – A roundabout at SR 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 are encouraged to collect necessary data, so that critical performance measures can be implemented.

Table 14
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.	➢ 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.
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.	➢ 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, Caltrans' updated traffic model, 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.	➢ Pavement Condition Index (PCI) from Pavement Management Program (PMP) updates as required to maintain PMP 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 Program (PMP) Report and report updates from consultant and/or local agency sources. The Metropolitan Transportation Commission's StreetSaver software was used for the Mendocino County Region's PMP study.

System Reliability		
State highways, county roads and local street closures and/or delays due to construction, road repairs, utility installation, and roadside maintenance.	➢ 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 THE LAST REGIONAL TRANSPORTATION PLAN

- Annual Corrective/Preventative Maintenance Program (County)
- Eureka Hill Road Bridge Seismic Retrofit over Garcia River (County)
- Ten Storm Damage Repair Sites (County)
- Three Fire Damage Repair Sites (County)
- North State Street Bridge Replacement over Ackerman Creek (County)
- Lambert Lane Bridge Replacement over Robinson Creek (County)
- 2022 Blosser Lane Pavement Rehabilitation (Willits)
- 2023 Lenore Avenue-Boscabel Avenue Pavement Preservation Program (Willits)
- 2024 Blosser Lane, Walnut Avenue, Locust Street Pavement Preservation Program (Willits)
- Maple St. SD & Alley Rehabilitation (03/2022) (Fort Bragg)
- School Zone Radar Speed Sign Replacement Project (02/2023) (Fort Bragg)
- Bollards and Street Lights Project (05/2023) (Fort Bragg)
- 2022 Streets Rehabilitation Project (10/2024) (Fort Bragg)
- HSIP Improvements to Oak and Harold Street (10/2024) (Fort Bragg)
- EV Fleet Charging Station Project (05/2025) (Fort Bragg)
- Downtown Streetscape/Road Diet Phase II (Ukiah)
- Orchard Rehabilitation Project- Brush to Perkins (Ukiah)
- Overlay- Walnut, Orchard, Peach, Arlington, Garrett, Yosemite (Ukiah)
- Dora Street Rehabilitation Project- Mill/Grove (Ukiah)
- Dora Overlay Project- Luce/Mill (Ukiah)
- South State Street and Dora Reconstruction & Utilities (Ukiah)
- Low Gap Road Rehabilitation – Jail to State Street (Ukiah)
- Waugh Lane/Gobbi Traffic Signal (Ukiah)
- Urban Corps Project- Main Street, Perkins, Gobbi (Ukiah)
- Rail Trail Project, Phase II, III, IV (Ukiah)
- 2022 Point Arena Pier Parking Lot and Piling Replacement (Point Arena)
- 2022 Mill Street Repaving and Stormwater Drainage Replacement (Point Arena)
- 2022 Riverside Drive and Center Street Paving (Point Arena)

ACTIVE TRANSPORTATION ELEMENT & PLAN

This Active Transportation Element, along with the Active Transportation Goals, Policies and Objectives and relevant portions of the Financial Element in this document serve as the region's 2026 Active Transportation Plan and responds to planning requirements of the State's Active Transportation Program, and aids in project identification for potential grant funding.

This Active Transportation Plan is intended to identify priority bicycle and pedestrian improvements within all jurisdictions of Mendocino County, which include the Cities of Ukiah, Willits, Fort Bragg and Point Arena and the unincorporated areas of the County of Mendocino. It is directed toward meeting the requirements of the California Active Transportation Program, which was created by Senate Bill 99 and Assembly Bill 101 to encourage increased use of active modes of transportation. The Active Transportation Program guidelines identify the required plan elements. A list of these elements and where they can be found in the plan is included in Appendix E.

Population

The California Department of Finance estimates a total population of 89,476 for Mendocino County in 2024. This figure includes the following figures in the incorporated cities: Ukiah (16,108), Fort Bragg (7,179), Willits (4,830), and Point Arena (445), plus 28,562 in the unincorporated areas.

Land Use

Existing zoning maps are available for all unincorporated areas of Mendocino County. Land uses are described by codes which pertain to the maps. Land use maps are included in Appendix H of this plan.

In addition to the zoning maps, the bikeway maps identify land uses relevant to commuter bikeways including schools, business and shopping districts, parks, government offices, transit stops, and other attractors. These are shown through various symbols which are identified on the Existing and Priority Proposed Bikeway Maps for each jurisdiction, shown in Appendix D.

Disadvantaged Communities

Several grant sources that may be available for funding active transportation 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 at this time. If the County's air quality attainment status is revised in the future based on updated standards, that could change. However, nearly all communities in Mendocino County qualify under the other criteria. The 2020-2024 American Community Survey Five-Year Estimates indicate that the county average median household income was $67,454 while the California median household income was $95,521, making the Mendocino County average less than 71% of the statewide median.

PUBLIC PARTICIPATION

Development of this plan involved participation from members of the public, including members of disadvantaged and underserved communities, stakeholders, local agencies, tribal representatives, Caltrans, the MCOG Board, Technical Advisory Committee, Municipal Advisory Councils, and other groups. A mix of in-person and virtual community outreach was undertaken for this plan update. Public input was gathered virtually through an on-line survey and public outreach tool posted on MCOG's website, and through in-person and virtual meetings. Public comments were also received through MCOG's website, email, by telephone and during meetings of the MCOG Board and Technical Advisory Committee. Presentations on the RTP/ATP update and opportunities for public comment were provided on MCOG's website and discussed at meetings of Municipal Advisory Councils in Hopland, Westport, Round Valley, Laytonville, Gualala, and Redwood Valley, many of which are considered disadvantaged communities, and a meeting of the Anderson Valley Community Services District. A presentation on the RTP/ATP update was also provided at the Caltrans District 1 Tribal Summit and semi-annual Caltrans Tribal coordination meeting. A summary of the public input received can be found in the Needs Assessment section below.

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 Great Redwood Trail, a north-south multimodal trail, has gained increased popularity in recent years as additional segments have been constructed. As a separated, non-motorized facility, it offers an ideal environment for safe walking and or/biking for both transportation and recreation, as well as for equestrian use in some sections.

The present status of non-motorized transportation facilities in Mendocino County is piece-meal and incomplete. 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. The City of Ukiah has made great progress in constructing three segments of the Great Redwood Trail. In addition, a fourth Ukiah segment will begin construction in summer 2025, and a fifth segment is also planned in the short-range period. The City of Ukiah has received a FY 2025-26 Caltrans Sustainable Communities Transportation Planning Grant to study bicycle and pedestrian facility needs on East Perkins Street, a key transportation corridor connecting Highway 101 to downtown Ukiah. The City of Willits is currently working on constructing the first phase of the Great Redwood Trail parallel to the Northwestern Pacific Railroad in Willits. Several segments of the Great Redwood Trail are also planned for construction by the Great Redwood Trail Agency (GRTA) in the short-range period. Additional existing non-motorized facilities include the Fort Bragg Coastal Trail and the Point Arena Coastal Access Scenic Bikeway. Bikeways, pedestrian paths, and multi-modal trails are valuable tools to encourage the use of alternative transportation to improve air quality, relieve

localized traffic congestion, reduce vehicle miles traveled (VMT), and enhance the role of tourism in the regional economy. MCOG has received a FY 2025-26 Caltrans Sustainable Communities Transportation Planning Grant to develop a regional Vehicle Miles Traveled (VMT) Mitigation Program, which may support the region's use of non-motorized transportation.

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. However, bicyclists continue to have safety concerns including narrow shoulders, limited sight distance, and lack of guardrails adjacent to the Pacific Ocean. Improvements are needed in order to enhance safety for bicyclists. Specifics on the Pacific Coast Bike Route through Mendocino County may 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.

GOALS, OBJECTIVES, POLICIES

The following goals, objectives and policies have been developed as policies that are relevant to active transportation modes. They include Complete Streets and Active Transportation policies found in the Goals, Objectives, and Policies element of this RTP, and are numbered the same as in that section. Local agencies may have additional relevant policies in their General Plans or other documents.

COMPLETE STREETS (CS)

Goal: 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.

Objective CS 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 CS 1.1. Coordinate funding programs to provide multiple components of an infrastructure project when appropriate.

Policy CS 1.2. Seek funding sources for multiple modes of transportation.

Policy CS 1.3. Facilitate coordination between local transportation agencies and Mendocino Transit Authority.

Policy CS 1.4. 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).

Objective CS 2: Provide new bicycle, pedestrian and transit facilities on existing streets and roads where none exist.

Policy CS 2.1. Seek funding to fill gaps in bicycle and pedestrian facilities adjacent to roadways and provide bus stop improvements along fixed transit routes.

Objective CS 3: Encourage Caltrans to include complete street components on transportation projects in Mendocino County, where feasible.

Policy CS 3.1. Identify non-motorized projects on State highways that serve as "Main Street" in rural communities, for funding through Caltrans' State Highway Operation and Protection Program (SHOPP), or other appropriate funding programs.

Policy CS 3.2. Nominate eligible non-motorized projects for inclusion in Caltrans Active Transportation (CAT) Plan.

ACTIVE TRANSPORTATION (AT)

The Active Transportation System element of this RTP/ATP, along with these goals policies and objectives, also serves as the region's Active Transportation Plan. Some of the goals from that plan fall under the Complete Streets section of goals and policies, and are therefore listed in that section.

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 through increased walking and biking.

Objective AT 1: Maximize funding opportunities for local agencies to develop and construct bicycle and pedestrian facilities.

Policy AT 1.1. Update the regional Active Transportation Plan on a timely basis to ensure local agency eligibility for Active Transportation Program funds and other grant programs.

Policy AT 1.2. Provide support to local agencies in pursuing grant funding such as Active Transportation Program funding for needed improvements.

Policy AT 1.3. Continue to reserve and allocate 2% of Local Transportation Funds for bicycle and pedestrian projects.

Policy AT 1.4. Consider RIP funding for priority active transportation projects.

Objective AT 2: Provide a non-motorized transportation network that offers a feasible alternative to vehicular travel.

Policy AT 2.1. Prioritize improvements providing access to schools, employment, and other critical services.

Policy AT 2.2. Prioritize projects that link to an existing facility or provide connectivity, including first mile and last mile connections to transit.

Policy AT 2.3. Fund planning activities in MCOG's annual Overall Work Program to identify priority improvements for commute purposes, such as safe routes to schools plans.

Policy AT 2.4. Consider the addition/improvement of bicycle and pedestrian facilities when planning and implementing local street and road improvements.

Policy AT 2.5. Encourage implementation of identified priority projects, such as projects from the "Pedestrian Needs Assessment & Engineered Feasibility Study" and segments of the Great Redwood Trail.

Policy AT 2.6. Maximize use of the non-motorized transportation facilities through support of and participation in non-infrastructure activities that increase awareness of and encourage use of these facilities.

Objective AT 3: Improve property value and strengthen local economies through more accessible commercial and residential areas.

Policy AT 3.1. Encourage the addition of pedestrian and bicycle improvements in local business areas and existing residential areas.

Objective AT 4: Provide context sensitive facilities.

Policy AT 4.1. Encourage flexibility of design standards in order to allow facilities in very rural or built-out areas.

Policy AT 4.2. Work with State or Federal agencies to allow design exceptions when needed.

Objective AT 5: Maximize investment in non-motorized transportation facilities through maintenance. Maintain active transportation facilities in order to ensure their continued use and availability.

Policy AT 5.1. 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.

Policy AT 5.2. If appropriate, local agencies may enter into maintenance agreements with other agencies or organizations for continued maintenance of active transportation facilities.

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 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. With the exception of rail trail projects in inland areas and the coastal trail along the coast, 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. As the Great Redwood Trail Agency begins implementation of its Master Plan (Draft 2024) over the next several years, use of these Class I multi-use trails for both transportation and recreational use is expected to increase as additional connected segments are constructed.

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 such as “sharrows” and are shared with motorists and sometimes pedestrians. 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.

Existing Bikeway Network

The existing bikeways in Mendocino County are:

Point Arena
Coastal Access Scenic Bikeway
Iversen Rd/Port Road to Pier

Willits
East Commercial Street (Main St to City Limits)
West Commercial Street (Main St to North Street)
Baechtel Road (101 to 101)
Main Street (South St to Casteel Ln)
Great Redwood Trail (Commercial St to East Hill Rd) *(construction in 2025-26)*

Fort Bragg
Dana Street (Cedar St to Oak St) Multi-Use Trail
Dana Street (Oak St to Chestnut St) Class II
Chestnut Street (Franklin St to Dana St) (Multi-Use Trail
Franklin Street (Elm St to N. Harbor Drive)
Oak Street (Main St to Dana St)
Harrison Street (Fir St to Walnut St)
Harold Street (Maple St to Fir St)
E. Fir Street (Main St to Harold St)
Maple Street (Franklin St to Lincoln St)
Lincoln Street (Chestnut St to Willow St)
Coastal Trail from Noyo Bridge to Haul Road Northern City Limit
Elm Street (N. Coastal Trail to N. Franklin St)
Main Street/US 101 (Manzanita south to City Limits)
California Coastal Trail (Elm St to Noyo Bridge)
Pomo Bluffs Park
Walnut Street (Franklin St to S. Whipple St)
Willow Street – Multi Use Trail (Sanderson Way to Dana St)

Ukiah
Low Gap Road (State Street to City Limits)
Bush Street (Grove Ave to Empire Dr)
Dora Street (Grove Ave to Tedford Ave)
Grove Avenue (Live Oak Ave to Bush St)
Despina Drive (Low Gap Rd to City Limits)
Orchard Avenue (Clara St to Perkins St)
Gobbi Street (Oak Manor Dr to Oak Street)
Oak Manor Trail (Orchard Ave to Oak Manor School)
Hastings Avenue (Commerce Dr to 315 ft east of State St)
Great Redwood Trail Phase I (Gobbi St to Clara Ave)
Great Redwood Trail Phase II (Gobbi St to Commerce Drive)

Great Redwood Trail Phase III (Clara Ave to Brush St)
Great Redwood Trail Phase IV- (Commerce Dr to Plant Road) (*to be constructed in 2025-2026)*
State Street (Mill St to Beacon Lane)
Luce Avenue (Helen St to Dora St)
Oak Manor Drive (Babcock Ln to Perkins St)
Main Street (Norton St to Gobbi St)

Mendocino County
Little Lake Road (Hwy 1 to Caspar Little Lake Rd) – Town of Mendocino area
Hensley Creek Road – Ukiah area
Lake Mendocino Drive Phases I and II – Ukiah area
Simpson Lane (Hwy 1 to end) – Fort Bragg area
North State Street, Phase I – Ukiah area
Vichy Springs Road (portion) – Ukiah area
Brush Street (Orr St east to Orchard Ave) – Ukiah area
Orchard Avenue (Brush St south to Ukiah City Limits) – Ukiah area
North Bush Street (Chablis Dr south to Ukiah City Limits) – Ukiah area
School Way (West Road to Redwood Valley Elementary School) – Redwood Valley area
West Road (School Way north to RR tracks) – Redwood Valley area
Moore Street (North State St west to Calpella Elementary School) – Calpella area
North State Street (Moore St south for 0.1 miles) – Calpella area

State Routes
Pacific Coast Bike Route
Route 20 – Class III (Fort Bragg to Gravel Pit Road)
Route 162 – Class I (East Ln to Hurt Rd, Covelo)

Existing bikeways are shown along with priority proposed bikeways in the maps contained in Appendix D of this plan.

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 D. 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 (indicated on the maps in Appendix D). Many of the bikeway projects identified in the Short-Range Implementation Plan are routes which directly serve the commuting needs of students. 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 Great Redwood Trail, Coastal Trail, and Noyo Harbor, 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 D 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 in the City of Willits, adjacent to the historic Willits Train Depot, includes bicycle parking and 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.

MODE SHARE: EXISTING BICYCLE & PEDESTRIAN TRIPS

In a survey conducted for this plan, 5.3% of respondents indicated that walking is their primary form of transportation on a typical weekday, and 4.8% indicated that bicycling was their primary mode. However, 35% and 15% of respondents indicated that in an average week at least some of their trips are by walking or biking, respectively.

The plan area covered by this Active Transportation Plan consists of all of Mendocino County, including the four incorporated cities (Ukiah, Fort Bragg, Willits, and Point Arena) as well as the unincorporated areas of the County. Bicycle and pedestrian volumes have not been recorded on any of the proposed routes. Estimates of existing and future bicycle and pedestrian use have been included, when available, for those bikeways on the Short-Range Implementation Plan.

Due to the rural nature of Mendocino County and the lack of existing non-motorized facilities, current and future use will be low compared with urban standards. School-age children are expected to be the highest category of system users. Of survey respondents with students in their household, 48% indicated that *at least some* school trips are made by walking and 13% said the same for cycling.

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. During the public outreach conducted for this Regional Transportation Plan update, in a 2025 online survey, 4.86% of respondents identified walking as their main form of transportation on a typical weekday. The need for pedestrian improvements throughout the County was an often-mentioned comment received during public outreach.

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. During public outreach, in a 2025 online survey, the lack of bike lanes or paths was considered a "very serious" or "somewhat serious" problem by 58% of respondents

The Great Redwood Trail Agency (GRTA) has plans to construct approximately 100 miles of trails throughout Mendocino County, along the former Northwestern Pacific Railroad (NWP) rail corridor in the future, over both the short-range and long-range time periods. These multi-phased trail projects will offer significant bike, pedestrian, and equestrian opportunities for the region. Priority (Tier 1) trail projects are listed below under Short-Range Priority Improvements.

MCOG's 2019 "Pedestrian Facility Needs Inventory & Engineered Feasibility Study" continues to provide relevant information on pedestrian needs throughout the county. The study was conducted in two phases – the South Coast/Greater Point Arena Area, and the North Coast/Inland Area. Potential projects were identified with stakeholder and community input, and evaluated in part based on the State Active Transportation Program evaluation criteria in order to identify competitive ATP candidate grant projects. Priority projects identified in that study are included in Appendix F. Based on evaluation results, the top tier (tier 1) projects were as follows:

Table 15
2019 Pedestrian Facility Needs Inventory & Engineered Feasibility Study - Tier 1 Projects

Area	ID	Project	Cost Est.
Point Arena	PA1	Northern Point Arena Sidewalk & Crossing Improvement – State Highway	$545,529
Point Arena	PA3	Southern Point Arena sidewalk and Crossing Improvement Project – State Highway	$166,100
Unincorporated South Coast	G2	Gualala North Downtown Sidewalk Crossing Improvement Project – State Highway	$360,386
Unincorporated South Coast	E1	Central Elk Pedestrian Improvements – State Highway	$302,870
Fort Bragg & Adjacent	FB2	Elm Street Pedestrian Improvements	$273,156
Fort Bragg & Adjacent	FB6	South Main Street (State Hwy 1) Corridor Pedestrian Enhancement – Maple St to Cypress St. – State Highway	$1,146,850
Fort Bragg & Adjacent	FB10	South Main Street (State Hwy 1) Corridor Pedestrian Enhancement - Ocean View Dr.to Hwy 20 – State Highway	$962,808
Fort Bragg & Adjacent	FB3	Maple Street Pedestrian Improvements	$460,493
Fort Bragg & Adjacent	FB4	CBD Coastal Trail Connection-Chief Celeri Drive	
Ukiah & Adjacent	U7	Leslie Street Pedestrian Facilities Improvements	$12,294
Ukiah & Adjacent	U12	Ukiah Rail with Trail South Segment	$1,260,689
Ukiah & Adjacent	U23	Talmage Road Sidewalk or Path Improvements – State Highway (unincorporated)	$2,494,819
Ukiah & Adjacent	U9	South Ukiah School Access Improvements	$545,569
Ukiah & Adjacent	U5	Clara Avenue Neighborhood Pedestrian Improvements	$446,065
Ukiah & Adjacent	U8	South Main Street Pedestrian Enhancement	$237,488
Willits & Adjacent	W8	Walnut Street and South Main Street/Hwy 20 Intersection Crossing Enhancement – State Highway	$29,695
Willits & Adjacent	W13	Manor Way and Main Street/Hwy 20 Intersection Improvements – Part State Highway	$67,206
Willits & Adjacent	W16	Enhanced Lighting on South Main Street/Redwood Highway	$194,400
Willits & Adjacent	W1	East Van Lane and Schmidbauer Lane Pedestrian Alley and Enhanced Crosswalk	$833,525
Willits & Adjacent	W7	Blosser Lane Pedestrian Improvements	$43,512
Unincorporated North Coast/Inland	LTV2	Laytonville Highway 101 Pedestrian Improvements	$162,144
Unincorporated North Coast/Inland	CO2	Southern Highway 162 Pedestrian Improvements	$1,775,362
Unincorporated North Coast/Inland	LTV3	Laytonville Elementary School Pedestrian Improvements	$201,716
Unincorporated North Coast/Inland	HOP1	Hopland Highway101 Complete Street Improvements	$1,694,050

Public Input

The following are highlights of major topics of discussion specific to active transportation needs and concerns from the public input received.

Fort Bragg

- Need improved pedestrian safety on Shoreline Highway by adding crosswalks and safe crossing measures at busy intersections.
- Address incomplete pedestrian infrastructure
- Need safe cycling and pedestrian connection along Pudding Creek Road.
- Need two-way bicycle path on west side of Main Street
- Address faded lane markings and confusing shared-use conditions.
- Need improvements on Shoreline Highway, between Fort Bragg to Mendocino, like widening lanes/shoulders or installing interim measures such as "bicycles on roadway" signs or flashing lights.

Ukiah

- Need redesign to bike lanes on State Street and Orchard Avenue; current facilities are seen as unsafe and poorly marked.
- Need separated bike paths and wider sidewalks to replace painted lanes.
- Need protected lanes and sidewalks suitable for children, seniors, and all riders.

Willits

- Need sidewalks and bike lanes on rural roads with blind corners and narrow shoulders.
- Need improved road maintenance and implement traffic calming to reduce speeding.
- Address concerns where bike lanes removed parking near schools and businesses, particularly in areas with limited bus service.
- Need a walking/biking route between Walker Rd. and Baechtel/Muir Mill Rd. to provide safe town access.

Point Arena

- Need improvements for pedestrian and driver safety along Coast Highway.
- Evaluate potential risks of bike lane installation on Highway 1.

Covelo:

- Need traffic calming, speed bumps, and new sidewalks along Main Street.
- Address speeding vehicles exceeding 50 mph in school zones.
- Need repairs to damaged sidewalks
- Need improved pedestrian safety against stray dogs.
- Need to expand bike lanes

Gualala:

- Need improved safety on Old Stage Road, Highway 1, and other steep/sidewalk-lacking roads.
- Need safe connections to Bower Park, Ocean Ridge Park, schools, and downtown.
- Need repairs to potholes, sinkholes, and drainage issues.
- Address lack of routine maintenance.
- Need expanded sidewalks, continuous walking paths, turn lanes, and crosswalks.
- ADA compliance in downtown.
- Need pedestrian/bike lane to Gualala River Bridge.
- Need traffic calming (roundabouts or alternative methods) on rural roads to address speeding.

Mendocino:

- Need protected bike lanes and improve trail-to-town connections (e.g., Surfwood to Mendocino Village).
- Explore multi-use trail options on old logging roads.
- Need bike lanes on Highway 1 and bridges.
- Need additional bike parking and relocate signs currently blocking bike lanes.
- Need improved connections to Big River Trail
- Consider alternatives to cycling facilities on Highway 1 (some residents prefer improved public transportation instead).

Little River:

- Need protected bike lanes along Highway 1, particularly at blind curves.
- Need lower speed limits on local roads to improve pedestrian and cyclist safety

Potter Valley:

- Need permanent road repairs instead of temporary repairs.
- Need added bike lanes for safer cyclist access.

Existing Planning Documents

- Laytonville Traffic Calming & Downtown Revitalization Plan (2008)
- Willits Bicycle & Pedestrian Specific Plan (2009)
- County of Mendocino General Plan (2009)
- Ukiah Downtown Streetscape (2009)
- Gualala Community Action Plan & Downtown Design Plan (2009 & 2012)
- Fort Bragg Bike Master Plan (2009)
- Point Arena Community Action Plan (2010)
- Fort Bragg Residential Street Safety Plan (2011)
- Fort Bragg South Main Street Access and Beautification (2011)
- Westport Area Integrated Multi-Use Coastal Trail Plan (2011)
- Rails with Trails Plan (2012)
- Covelo Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study (2013)
- Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study (2013) & Survey (2016)
- Mendocino County Safe Routes to School Plan (2014)
- Ukiah Safe Routes to Schools (2014)
- State Route 128 Corridor Valley Trail Engineered Feasibility Study (2014)
- Ukiah Bicycle & Pedestrian Master Plan (2015).
- Hopland Main Street Corridor Engineered Feasibility Report (2015)
- Willits Main Street Corridor Enhancement Plan (2016)
- Willits Safe Routes to School Action Plan (2017)
- Fort Bragg City of Trails Supplemental Trail Feasibility Studies (2017)
- Downtown Willits Streets and Alleys Connectivity Study (2017)
- MCOG Pedestrian Facility Needs Inventory & Engineered Feasibility Study (2019)
- Assessment of the North Coast Railroad Authority and Viability of a Great Redwood Trail (2020)
- Great Redwood Trail – Ukiah Master Plan (2020)
- Great Redwood Trail Master Plan (Draft 2024)

Collision 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 for the period 2015-2024. See Appendix L – Accident Data. The following table presents a summary of accidents during the period from 2015 through 2024.

Table 16
Bicycle & Pedestrian Accident History 2015-2024

	Total	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Ukiah	122	3	37	42	40
Fort Bragg	58	2	4	25	27
Willits	18	0	4	7	7
Point Arena	0	0	0	0	0
Unincorporated County (Local Roads)	57	4	21	19	13
Unincorporated County (State Routes)	63	11	16	26	10

ACTION PLAN

EDUCATION, ENCOURAGEMENT, ENFORCEMENT, EVALUATION, AND EQUITY

The Five E's - education, encouragement, enforcement, evaluation, and equity - have been identified as categories that represent essential components of successful active transportation programs and networks. The following discussion identifies how these principles will apply to active transportation in Mendocino County. Engineering, which is sometimes identified as one of the Es, is addressed in the Priority Improvements section of this element.

Evaluation and Assessment

Evaluation 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 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.

When evaluating the performance of a project or the need for a project, several 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
- Public/community support

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. 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

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 Sherriff'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 the funding of 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 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. From 2016-2018, MCOG administered an Active Transportation Program Non-

Infrastructure project which provided this type of education in seven communities throughout the county. Walk and Bike Mendocino (now operated under North Coast Opportunities, a local non-profit agency), continues to provide these types of educational events to schools in Mendocino County, as funds are available. NCO currently (2025) has funding, a trainer, and supplies for bike events at local schools, and NCO is seeking interested community members to help provide the events.

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.

Equity

Disadvantaged communities – sometimes referred to as vulnerable communities or communities of concern – may face inequities due to systemic under-investment resulting in a lack of infrastructure, resources, and opportunities, which may lead to unhealthy and unsafe environments. Disadvantaged communities tend to be dependent on active transportation and transit to connect them to economic opportunities and basic needs, and the lack of adequate bicycle and pedestrian facilities negatively affects mobility. Engaging disadvantaged communities is vital to ensuring that active transportation options are accessible to everyone in California.

Of the 23 census tracts in Mendocino County, 18 are currently designated as disadvantaged based on median household income being less than 80% of the State Median Household, according to the 2019–2023 American Community Survey (see Appendix G for full list). The five census tracts that do not qualify include three located on the outskirts of the Ukiah area, the Willits/Brooktrails area, and a coastal tract that includes the communities of Point Arena and Manchester. The incorporated cities of Willits and Fort Bragg remain entirely within disadvantaged census tracts, while the majority of the City of Ukiah also falls within a disadvantaged area, with only a portion on its perimeter excluded.

All but one project (the Gobbi and S. Dora Intersection Enhancement Project), identified in the short-range plan for the incorporated cities lies within a low-income census tract. The majority of the unincorporated areas of the region is also disadvantaged based on income. Unfortunately, these rural areas tend to have less developed non-motorized infrastructure, as well as fewer public transit options. All projects identified in the short-range priorities in unincorporated areas fall within low-income census tracts. Residents in disadvantaged communities tend to be dependent on walking, biking, and transit to connect them to economic opportunities and basic services, and the lack of adequate bicycle and pedestrian facilities negatively affects mobility.

Projects that provide access to essential destinations such as school, employment and shopping will particularly benefit these communities. Bicycle and Pedestrian needs identified in these countywide low-income areas are listed under the "Needs Assessment" and "Public Input" sections in this element.

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.

In order for infrastructure projects to be constructed, there must be a local agency (County or City), or State agency (e.g. Caltrans, State Parks, or Great Redwood Trail Agency) willing to take on the role of "implementing agency." MCOG can be involved with planning, but is not able to implement projects.

Short-Range Priority Improvements

Short range priority improvements are those that are expected to be implemented within the next ten years, pending funding availability. The following table summarizes the potential projects, with additional detail provided, where available, 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 D.

Table 17
Short-Range Priority Improvements

MCOG Project No.	Name – Route No.	Description/Location	Type – Ped/Bike (Class)	Est. Cost
	Fort Bragg			
FB-001-26	Pine Street at Hwy 1 and other unsignalized intersections fronting highway	Systematic improvements at unsignalized intersections. Install or upgrade larger or additional stop signs or other intersection warning & regulatory signs, install or upgrade pedestrian crossings with enhanced safety features, including RRFBs.	Ped	$193,375
FB-002-26	Willow St. Pedestrian Improvements	Install a pedestrian crossing island, high visibility crosswalks, and ADA compliant sidewalk, curb, gutter, curb ramps, and bulbouts to improve pedestrian safety on Willow St.	Ped	$397,000
FB-004-26	CBD Coastal Trail Connection – Chief Celeri Drive	Project concept is to create a short, easy, and enjoyable trail connection between the City's historical downtown and the Central Coastal Trail. Project consists of improving Chief Celeri Drive (between Redwood Ave and Oak St) into a multi-use trail, though predominantly a	Ped	$800,000

MCOG Project No.	Name – Route No.	Description/Location	Type – Ped/Bike (Class)	Est. Cost
		pedestrian way with sidewalks and landscaping, where possible.		
FB-009-26	Noyo Harbor Access	Multimodal access to and through Noyo Harbor; repair or replace staircase into harbor.	Multi-use	unknown
	County			
MC-022-26	Laytonville Safe Routes to School	Construct enhanced crosswalk across Ramsey Rd from parking lot to front of school, and sidewalk along Willis Ave between Ramsey Rd & existing sidewalk near middle school	Ped	$1,600,000
MC-023-26	Round Valley Safe Routes to School	Construct sidewalks, curb, gutters, crosswalks, bike lanes, and other infrastructure methods to improve pedestrian and bicyclist safety along various school routes	Ped	$6,200,000
MC-024-26	North State Street Sidewalks	Construct sidewalks along North State St from the northbound 101 interchange to Hensley Creek Rd to close pedestrian facility gaps between City of Ukiah and Mendocino College	Ped	$9,000,000
	Ukiah			
UK-001-26	Leslie St & E. Clay St.	Rehab Leslie & E.Clay from Main St to R/R; possible extension of Clay to Leslie to improve circ. around new courthouse	Roadway Bike/Ped	$5,840,000
UK-003-26	Waugh Lane	Street reconstruction, sidewalk & bike lane improvements, from Gobbi St to Talmage Rd	Roadway / Ped/Bike	$2,000,000
UK-004-26	Hastings Ln/Commerce Drive	Street rehab, including pedestrian crossing improvements	Roadway /Ped	$1,000,000
UK-005-26	Ukiah Streetscape Project, Phase 3	Streetscape improvements on State St from Norton St to Low Gap Rd, including road diet w/medians, sidewalk widening & ped crossing improvements class II bike lane, roadway reconstruction, landscaping & street furniture	Roadway Ped/Bike	$9,980,000
UK-006-26	Dora Street - from Washington Street to Luce Ave.	Rehab Dora Street from Washington St. to Luce Avenue, including bike lane installation	Ped/Bike	TBD
UK-007-26	Talmage Rd	Reconstruction of roadway & sidewalks, ADA accessibility; replace water main/sewer main	Roadway /Ped	$5,000,000
UK-008-26	School Street Multimodal Transportation Project	Sidewalk, bike lanes, roadway improvements from Henry to Clay Streets.	Roadway Ped/Bike	TBD
UK-012-26	Gobbi and S. Dora Intersection Enhancement	Enhanced intersection with “teaching raingarden” (In design; construction planned for FY 2022/23. Searching for funding,)	Ped	$175,000
	Willits			
WI-001-26	NWP Rail Trail, Ph I	1.6 mile, 10’ wide ADA Class I bike/ped trail between East Commercial Street and East Hill Road	Multi-use	$8,979,272
WI-002-26	West Mendocino Avenue	Road rehabilitation, sidewalks, drainage, utility improvements	Roadway / Ped	$3,000,000
WI-010-26	Baechtel Road/East Hill Road	Road rehabilitation sidewalk infill and enhanced crossings near NWP Rail Trail	Roadway /Ped	$2,000,000
WI-011-26	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)	$600,000
WI-012-26	Snider Park Vicinity	Road rehabilitation, sidewalks, and drainage improvements	Roadway / Ped	$2,250,000
WI-013-26	Blosser Lane	Roadway rehabilitation, sidewalks, drainage improvements	Roadway / Ped	$2,250,000
WI-014-26	Coast Street Sidewalks	Class III bike lane signage and striping,	Ped/Bike	$300,000

MCOG Project No.	Name – Route No.	Description/Location	Type – Ped/Bike (Class)	Est. Cost
		sidewalks, cross walks, curb extensions, and corner ramps on Coast Street between West San Francisco Street & Highway 20.	(III)	
WI-019-26	Harrah's Manor Pedestrian Improvements	Corner ramps within the subdivision need to be upgraded to current standards	Ped	$500,000
WI-020-26	Shell Lane Improvements	Connection to new NWP Rail Trail	Ped/Bike	$430,000
WI-021-26	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
WI-022-26	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
	State & Regional Projects			
CA-001-26	Gualala Downtown Streetscape Enhancements – SR 1 – PM 0.6/1	Complete Streets improvements in downtown Gualala	Ped/Bike (II) Complete Streets	$9,000000
CA-002-26	Fort Bragg ADA/Sidewalks – SR 1 – PM 59.8/62.1	Complete Streets improvements in downtown Fort Bragg	Complete Streets	$5,000,000
CA-006-26	Laytonville Main Street Improvements - US 101 – PM 69.1/69.5	Laytonville Main Street Improvements	Ped	TBD
CA-007-26	Hopland US 101 ADA Project	Correct non-compliant ADA pedestrian facilities, improve cross slope at intersections, upgrade signage, guardrail, guardrail end treatments and Transportation Management Systems facilities. Includes bulb outs, bicycle striping, and adjustments to existing cross walk locations.	Ped/Other	$15,606,000
CA-017-26	MacKerricher State Park Haul Road Repair & Enhancement	Improve existing Haul Road between Pudding Creek Trestle in Fort Bragg and Ward Ave in Cleone for bike/ped use. Project serves as a 3.3 mile section of the Pacific Coast Bike Route (PPCBR) and the CA Coastal Trail parallel and adjacent to SR 1.	Ped/Bike	TBD
CA-018-26	Westport Bike Facilities – SR 1 PM 77.48/78.15	Bicycle improvements on SR 1 between Omega Drive to the Westport Beach RV Park & Campground.	Bike	TBD
	Great Redwood Trail Agency *			
GRT-001-26	Hopland	Hwy 101, South of Hopland to Nelson Ranch Road	Multi-use	TBD
GRT-002-26	South Ukiah	Nelson Ranch Road to Plant Road	Multi-use	TBD
GRT-003-26	Ukiah *(see City of Ukiah)*	Commerce Drive to Plant Road	Multi-use	$3,563,212
GRT-004-26	North Ukiah	Brush Street to Moore Street, Calpella	Multi-use	TBD
GRT-005-26	Redwood Valley	Moore St., Calpella to Laughlin Way, Redwood Vly	Multi-use	TBD
GRT-006-26	South Willits	Hwy 101, CAL FIRE Howard Station to East Hill Road, Willits	Multi-use	TBD
GRT-007-26	Willits *(see City of Willits)*	East Hill Road to Commercial St., Willits	Multi-use	$8,979,272
GRT-008-26	Willits	Willits to Longvale – E. Commercial Street north to r/r crossing at Hwy 101 south of	Multi-use	$1,200,000

MCOG Project No.	Name – Route No.	Description/Location	Type – Ped/Bike (Class)	Est. Cost
		Reynolds highway		
GRT-009-26	Longvale	Longvale to Dos Rios	Multi-use	TBD
GRT-010-26	Dos Rios	Dos Rios to Island Mountain	Multi-use	TBD
**Note: Composition of some GRTA trail sections may be dirt/gravel, depending on site.*				

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 the 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.

Table 18
Short-Range Priority Improvements – Existing & Proposed Usage Data

MCOG Project No.	Project Name	Agency	Daily Existing Use	Daily Proposed Use
CA-001-26	Gualala Downtown Streetscape	Caltrans	11	
CA-017-26	MacKerricher State Park Haul Rd Repair & Enhancement	State Parks	273	329

Short-Range Priority Improvement Descriptions

City of Fort Bragg

Noyo Harbor Access – This is a project to repair the staircase (behind Harbor Lite Lodge) into Noyo Harbor, as the current one is quickly failing. A project has been included in the City's' Capital Improvement Program ($100,000) to address this need.

Pine Street at Hwy 1 and other Unsignalized Intersections fronting Highway – This project includes systematic improvements at intersections on Hwy 1, including Pine Street and Hwy 1, and other un-signalized intersections fronting the highway. The project will install or upgrade larger or additional stop signs or other intersection warning and regulatory signs, and install or upgrade pedestrian crossings with enhanced safety features, including RRFBs.

Central Business District (CBD) Coastal Trail Connection – Chief Celeri Drive - The concept for this project is to create a short, easy and enjoyable trail connection between the City's historical downtown and the Central Coastal Trail. The project consists of improving Chief Celeri Drive (between Redwood Ave and Oak St) into a multi-use trail, though predominantly a pedestrian way with sidewalks and landscaping, where possible.

Willow St. Pedestrian Improvements - This project will include installation of a pedestrian crossing island, high visibility crosswalks, and ADA compliant sidewalk, curb, gutter, curb ramps, and bulbouts to improve pedestrian safety on Willow Street.

City of Ukiah

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.

Great Redwood Trail (NWP Rail Trail), Phase IV – This phase of the Great Redwood Trail will extend from Commerce Drive to approximately 3,000 feet south of Plant Road. The funding for this project is provided by the California Natural Resources Agency (CNRA), and the City was awarded these grant funds in April 2021. The trail includes many community features such as parks and information boards about the natural surroundings.

Leslie Street & East Clay Street – This project will rehabilitate Leslie Steet and East Clay Street from Main Street to the railroad, with extension of East Clay Street to Leslie Street, to improve circulation around the new courthouse which started construction in 2025. The City recently received a grant for the East Clay Street extension.

Low Gap Road and North Bush Street Roundabout – This project includes the installation of a roundabout at Low Gap Road/North Bush Street to improve traffic circulation.

Talmage Road Rehabilitation Project – This project will include reconstruction of the roadway, sidewalks and ADA accessibility. It will also replace the water main and sewer main.

Waugh Lane Street Reconstruction and Overlay – Street reconstruction and overlay, sidewalk, and bike lane improvements on Waugh Lane from Gobbi to Talmage Road.

Hastings Lane/Commerce Rehabilitation – Street rehabilitation and improvements, including pedestrian crossing improvements.

Dora Street Rehabilitation – Dora Street Rehabilitation from Washington Street to Luce Avenue, including installation of bike lanes.

Ukiah Streetscape Project, Phase III – This project will continue streetscape improvements on State Street from Norton Street to Low Gap Road. Improvements will include a road diet with medians, sidewalk widening and pedestrian crossing improvements, installation of a Class II bike lane, roadway reconstruction, landscaping, and street furniture.

East Perkins Multimodal Improvement Project – This project will improve pathways and crossings, install bicycle lanes, reconfigure lanes, and improve traffic circulation and safety.

Airport Park Boulevard Extension to Norgard Lane – This project will improve circulation and access to the Redwood Business District by extending Airport Park Boulevard to Norgard Lane. Project will include installation of pedestrian and bicycle improvements.

School Street Multimodal Transportation Project – Project includes sidewalks, bicycle lanes, and roadway improvements from Henry Street too Clay Street.

Great Redwood Trail, Phase 5 -This project will extend the Great Redwood Trail, from Brush Street north to Lake Mendocino Drive.

City of Willits

Northwestern Pacific Rail Trail, Phase I - This project will 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 will 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. After years of planning and securing funding, construction is now underway, the trail is beginning to take shape, and steady progress is expected to continue through 2025.

East Hill Road – The East Hill Road area has been developed significantly within the last several years, and several more projects are being developed. The multi-use Willits Rail Trail will begin on East Hill Road and connect the southern portion of Willits to Commercial Street. Substantial non-motorized use is anticipated once this project is complete.

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. The City has completed many pedestrian improvements along Blosser Lane. The remaining project, for which funding has not yet been identified, will improve pedestrian safety at the intersections with Coast Street and Franklin Avenue.

Harrah's Manor Pedestrian Improvements – This will upgrade and install 12-18 pedestrian ramps in the Harrah's Manor subdivision. All existing ramps are outdated and need to be reconstructed to meet current ADA (Americans with Disabilities Act) standards. Some sidewalk infill or replacement for conforms will also be needed

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 collaborating with the Safe Routes to School National Partnership to further develop this project. The project focuses on gathering additional details and cost estimates. This project is part of a larger vision to improve connectivity and safety for non-motorized travelers in Willits. It complements other initiatives, such as the Rail-with-Trail project.

Various Pedestrian Improvements – Various locations in Willits need upgraded pedestrian facilities. In the vicinity of Brookside Elementary School, several new ramps and sidewalks, curbs and gutters 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. These are fairly high-use streets for pedestrians and the existing corners do not have ramps.

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.

Baechtel Road – This project includes roadway rehabilitation and sidewalks.

West Mendocino Avenue – This project includes roadway rehabilitation, sidewalks, drainage and utility improvements.

Snider Park Vicinity – This project includes roadway rehabilitation, sidewalks, and drainage improvements.

County of Mendocino

Laytonville Safe Routes to School – Laytonville This project would provide enhanced crosswalks across Ramsey Road, from the parking lot to the front of the school, and sidewalk along Willis Avenue, between Ramsey Road and the existing sidewalk near the middle school. This project was identified as a priority in the county's Safe Routes to Schools Plan.

Round Valley Safe Routes to School This project would provide sidewalks 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.

North State Street Sidewalk – This project would construct sidewalks along North State Street from the northbound Hwy 101 interchange to Hensley Creek Road, to close pedestrian facility gaps between the City of Ukiah and Mendocino College.

State & Regional Projects

US 101 Hopland (La Franchi Road to 0.2-miles north of First Street) – The Hopland Main Street Corridor Engineered Feasibility Study (2015) identified improvements, including intersection improvements for US 101 at State Route 175. Caltrans previously identified several programmable project alternatives that cover this geographic area. The alternative included in the 2022 RTP/ATP is not moving forward as programmed but will be completed in several projects. This change was made in order to avoid severe financial impacts on the Hopland Public Utility District (PUD) related to the need to relocate their utilities in conflict with the state right of way.

Caltrans has programmed a project from north of Feliz Creek to 0.2 miles north of First Street. The roadway will be reconstructed to achieve standard cross slopes for crosswalks and standard superelevation. This project will construct new sidewalks throughout project limits where existing sidewalks have gaps, and existing sidewalks and ADA pedestrian facilities will be upgraded to achieve current ADA standards, thereby achieving ADA pedestrian compliance. Approximately 21 curb ramps will be brought up to ADA standards, and approximately 30 driveways will be reconstructed to achieve ADA compliance. Roadway pavement and signage will be upgraded. In addition, at the junction of SR 175, the project includes construction overlay and guardrail improvements. Future programming will construct Transportation Management Systems (TMS) assets, and drainage will proceed upon successful Hopland PUD participation.

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 a public outreach process.

SR 1 – Gualala (0.6-1) – Gualala Downtown Streetscape Improvements – Complete Streets improvements (driveway consolidation, turning bays, crosswalks, sidewalks/pedestrian paths, parking and bikeways) in downtown Gualala. Estimated project cost is approximately $9 million, funded with Regional Transportation Improvement Program (RTIP), Active Transportation Program (ATP), and Complete Streets (SHOPP) funds. Anticipated construction year is FY 2026/27. Caltrans and MCOG have worked extensively with the Gualala community to identify implementable community priorities and refine designs plans for the SR 1 corridor throughout downtown Gualala. This project is anticipated to begin construction in spring of 2026.

SR 1 – Fort Bragg (59.8 – 62.1) – Fort Bragg ADA/Sidewalks - Complete Streets improvements in downtown Fort Bragg. Estimated project cost is $5 million, funded with SHOPP and other miscellaneous funds. Anticipated construction year is FY 2026/27.

SR 128 – Anderson Valley (28.3 – 29.6) – Boonville Complete Streets - Complete Streets improvements in the north end of Boonville. Estimated escalated project construction cost at time of construction is $12,325,000 million, funded with SHOPP and other miscellaneous funds. Anticipated construction year is FY 2029/30.

MacKerricher State Park Haul Road Repair and Enhancement – This project would improve the existing Haul Road between Pudding Creek Trestle in Fort Bragg and Ward Avenue in the Cleone Area for bike/ped use. 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.

Great Redwood Trail Agency (GRTA) – The GRTA's Draft Master Plan (2024) contains the following short range (Tier 1) priority projects:

Table 19
Great Redwood Trail (Draft Master Plan) - Tier 1 Projects

MCOG Project No.	Area	Start	Terminus	Miles
GRT-001-26	Hopland	Hwy 101, South of Hopland	Nelson Ranch Road, South Ukiah	8.0
GRT-002-26	South Ukiah	Nelson Ranch Road	Plant Road, Ukiah	4.6
GRT-003-26	Ukiah	Plant Road	Brush Street, Ukiah (partially existing)	3.3
GRT-004-26	North Ukiah	Brush St.	Moore St., Calpella	5.2
GRT-005-26	Redwood Valley	Moore St., Calpella	Laughlin Way, Redwood Valley	4.1

GRT-006-26	South Willits	Hwy 101, CAL FIRE Howard Station	East Hill Road, Willits	4.7
GRT-007-26	Willits	East Hill Road	Commercial St., Willits	1.6

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 a 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 no 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.

Table 20
Long-Range Priority Improvements

MCOG Project No.	Name – Route No.	Description	Type – Ped/Bike (Class)	Est. Cost
	Point Arena			
PA-003-26	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
	Fort Bragg			
FB-007-26	Maple Street Corridor – Complete Streets	The City is considering improvements to Maple St to create a safer and more accessible roadway for pedestrians bicyclists, and drivers. Improvements being considered include: a planted center median, shared bike lanes, ADA-accessible upgrades, pedestrian refuge islands, and high visibility crosswalks.	Bike/Ped	$1,500,000
FB-010-26	Fort Bragg Sidewalk Infill (completion)	Sidewalk and bicycle improvements on southbound Route 1 from Maple to Cypress.	Bike/Ped	Unknown
	County			
MC-025-26	Anderson Valley Way	Construct Class III bike route along Anderson Valley Way connecting to a recreational trail	Bike/Ped	TBD
MC-026-26	Brooktrails to Willits – Multi-Use Trail	This is a recognized need; however, no route or details have been developed		Unknown
MC-027-26	Rail Trail – Brush Street to Lake Mendocino Drive	10-foot paved multi-use trail along the NWP rail line, 2.1 miles in length- Phase I	Multi-use	$3,700,000
MC-028-26	Windy Hollow Road Bicycle/Pedestrian Bridge – Point Arena area	This would provide a bicycle & pedestrian bridge over the Garcia River on Windy Hollow Road.	Multi-use	unknown
MC-029-26	Gualala Neighborhood Parks Access Improvements	Provide safe, pedestrian and bicyclist access on Old Stage Rd	TBD	TBD

MCOG Project No.	Name – Route No.	Description	Type – Ped/Bike (Class)	Est. Cost
		to Bower Park and Ocean Ridge Park from the Ocean Ridge and nearby neighborhoods. The project could also address erosion and sedimentation problems. Although this has been identified as a need, it is conceptual in nature at this point. The feasibility of implementation would be affected by a number of factors.		
MC-030-26	Brush Street Multi-use Path	Construct improved pedestrian and bicycle facilities along Brush St in unincorporated Ukiah area	Bike/Ped	TBD
MC-031-26	Safe Routes to School Anderson Valley	Class I multi use path parallel to SR 128 with connection to school	Multi-use	Unknown
	Ukiah			
UK-010-26	East Perkins Multimodal Improvement Project	Improve ped pathways & crossings. Install bike lanes, reconfigure lanes & improve traffic circ and safety	Roadway Ped/Bike	TBD
UK-011-26	Airport Park Blvd Extension	Improve circ and access to Redwood Business District by extending Airport Park Blvd to Norgard Ln. Install pedestrian & bicycle improvements	Roadway Ped/Bike	TBD
UK-014-26	Great Redwood Trail, Ph. 5	Trail extension from Brush St to Lake Mendo Dr.	Ped/Bike	TBD
UK-015-26	Walking trail around Todd Grove Park	8' wide concrete walking path, w/curb, 0.5 mile in length.	Ped	$400,000
UK-016-26	Orr Creek Trail	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
	Willits			
WI-018-26	Brown's Corner Intersection Improvements	Intersection redesign and safety improvements. The southern intersection of Baechtel Road and Main St./Hwy 20 is high-use and needs improvement. There are no pedestrian facilities and relatively high vehicle speeds, which create safety concerns for all modes of transportation. This project has been desired by the community for decades.	Roadway Ped/Bike	TBD
WI-023-26	Pedestrian crossing at Walnut & Main Street	Enhanced pedestrian crossing for students crossing from school area to shopping center and adjacent residential areas	Ped	Unknown
WI-024-26	Willits Main Street Corridor Enhancement Plan projects	This plan identified general improvements such as sidewalk widening, bulb-outs, street plantings and furniture, enhanced crosswalks, and refuge islands. This project includes improvements to the Caltrans portion of Main St./Hwy 20, which has been identified as a priority.	Ped/Bike	Unknown

MCOG Project No.	Name – Route No.	Description	Type – Ped/Bike (Class)	Est. Cost
	Caltrans			
CA-005-26	US 101 North State Street Improvements – US 101 - PM 26.0/26.4	Improve access through the interchange	Roadway Complete Streets	$30,000,000 ~
CA-012-26	Mendocino Coast Recreational Trails – SR 1 PM 0/105	Enhanced bicycle & pedestrian connectivity throughout the system	Bike/Ped Complete Streets	TBD
CA-013-26	Pacific Coast Bike Route Improvements – SR 1- PM 62.2/70.4	Enhanced bicycle & pedestrian connectivity. Improved connectivity for non-motorized users to Ft. Bragg & nearby residential centers.	Bike/Ped	TBD
CA-014-26	Roundabout/signal at SR 20 and Blosser Lane in Willits Area and Complete Streets improvements PM 33.11/32,52	Roundabout (or signal) as a long term improvement for non-motorized traffic at this location.	Roadway Bike/Ped Complete Streets	Unknown
CA-015-26	Talmage Road, SR 222	Improve bicycle and pedestrian facilities between Ukiah and Talmage	Complete Streets	TBD
	Great Redwood Trail Agency			

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 groups, produced a document in 2003 entitled *Completing the California Coastal Trail*, which laid out the concept for the trail.

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 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. 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 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. Other long-term improvements to the Pacific Coast Bike Route in

Mendocino County, include turnouts along SR 1, installation of wayfinding signage, and bottle fill stations.

In 2023, Caltrans initiated the "Mendocino Coast Recreational Trails-State Highway System Integration Plan", and formed a Technical Advisory Group (TAG) to assist with identifying and evaluating candidate trail projects along the PCBR corridor. That project has been put on indefinite hold due to the State budget, however, TAG recommendations may be included in a future RTP/ATP, if available.

PLAN IMPLEMENTATION

Implementation of the majority of the projects identified in this plan will be dependent on local agencies and Caltrans. Project completion will be based largely on funding availability. Projects that may be more competitive in certain grant programs will have a better chance of being funded than others, regardless of local priority.

Local agencies, Caltrans, and MCOG should continue to pursue grant funding for project implementation. Other stakeholders, such as Municipal Advisory Councils, may be active in seeking funding as well but will require a sponsor for project delivery. Typically, project sponsors will be the County of Mendocino, one of the incorporated cities, or Caltrans.

Projects in this plan have not been presented in any order of priority. The order of implementation of projects will be based almost completely on the availability of funding, which will be affected by the individual project. Projects that are more competitive in grant programs will likely be implemented first, regardless of local priority. In the case of the Active Transportation Program, safety is a primary criterion for receiving funding, so projects with a documented history of accidents will be more likely to receive funding.

Progress of implementation will be assessed and reported by the Mendocino Council of Governments when the Active Transportation Plan or the Regional Transportation Plan is updated. The Regional Transportation Plan is on a four-year update cycle.

COMPLETED NON-MOTORIZED PROJECTS

The following projects included in the 2022 RTP have now been completed, or are in the process of being completed:

<u>City of Point Arena</u>
Mill Street Sidewalk Repair & Replacement Project

<u>City of Fort Bragg</u>
Maple St. SD & Alley Rehabilitation
2022 Streets Rehabilitation Project
HSIP Improvements to Oak and Harold Street
Annual Precision Concrete Cutting ~ Sidewalk Repairs 2024 & 2025 (Fort Bragg)

County of Mendocino
Eureka Hill Road Bridge Seismic Retrofit over Garcia River
Three Fire Damage Repair Sites
North State Street Bridge Replacement over Ackerman Creek – *in progress*
Lambert Lane Bridge Replacement over Robinson Creek – *in progress*

City of Ukiah
Downtown Streetscape/Road Diet Phase II
Dora Street Rehabilitation Project (Mill/Grove)
Low Gap Road (Jail to State Street)
Urban Corps Project (Main Street, Perkins, Gobbi)
Rail Trail Project, Phase II, III, IV

City of Willits
2022 Blosser Lane Pavement Rehabilitation
2023 Lenore Avenue-Boscabel Avenue Pavement Preservation Program
2024 Blosser Lane, Walnut Avenue, Locust Street Pavement Preservation Program

MCOG
SR 162 Corridor Trail – Class I Multi-use Trail (Covelo)

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. An Executive Director 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 triennial performance audits. 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 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 audited five-year average, 51% of MTA's funding comes from TDA funds allocated by MCOG. This percentage reflects a downward trend from the 43% reported in the 2022 RTP. Other funding includes fare revenue, advertising revenue, contract service revenue, and federal and state grants.

MTA's ridership and fare revenues continue to improve following the COVID-19 pandemic. 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 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 an office, a conference room, remote meeting technology and other amenities.

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 41 revenue vehicles in the fleet, including 9 coaches and 32 cutaways. Of the 41 vehicles, three are electric (one coach and two cutaways) and the rest are either gasoline or diesel. 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.

MTA operates nine fixed bus routes connecting the Mendocino Coast, the inland valleys, towns and communities to Ukiah, the County seat. Their fixed route service includes intracity routes in Fort Bragg, Ukiah, and Willits, with the Fort Bragg and Ukiah routes carrying the highest number of riders across the entire system. 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 Rail Transit) train, and Golden Gate Transit for interregional 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 and Humboldt Transit service to provide service to and from Lake and Humboldt Counties, Monday through Saturday, as part of the North State Express (NSE). The NSE is currently in its early stages, but once fully implemented, it will connect the US 101, I-5, SR 299, and SR 20 corridors, providing continuous service from the Oregon border to Sacramento and the San Francisco Bay Area.

MTA's website provides travelers information on other transit connections throughout the region, including Amtrak Thruway, which provides service along the US-101 corridor twice a day. MTA has also been working with Caltrans, Humboldt Transit Authority, Lake Transit Authority, and Redwood Coast Transit to implement a contactless fare payment system.

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 linked on MTA's website.

Special Needs Transit Service

The demand for services for the elderly and disabled continues to increase as more Baby Boomers become senior citizens. 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 operates 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 works 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, Coastal Seniors in Point Arena, 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 determines *(based on adopted definitions)* whether 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:

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

<u>Reasonable to Meet:</u> 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 marketplace.

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 to make its own recommendation or to comment on the TPC's. 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. Sometimes items may be found conditionally "Reasonable to Meet," such as if grant funding can be secured. In this case, appropriate steps are taken to seek funding.

The FY 2025/26 Unmet Needs process resulted in a finding that none of the unmet transit needs during the process were deemed reasonable to meet. 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 or state 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 2022 RTP. Comments included the need for transit service to rural, outlying areas such as Covelo, Hopland, Laytonville, Potter Valley, Brooktrails Township and the south coast. Transit service to rural, outlying communities in Mendocino County has been an unmet need for some time. Service to some of these communities has been tried in the past but was discontinued due to operational and financial infeasibility.

In an effort to address the transportation gaps and barriers in rural, outlying areas in Mendocino County, in 2023 MCOG completed the Feasibility Study – Mobility Solutions for Rural Communities of Inland Mendocino County, which researched mobility solutions and transit alternatives that have been implemented in similar locations for applicability in our region. The study looked at developing innovative solutions, including pilot projects, to meet mobility needs of the remote communities.

Many of the comments regarding service to rural, outlying communities in Mendocino County were echoed during the public outreach process for the 2026 RTP. Additional needs that were identified were expansion of existing service in the greater Ukiah and Willits areas.

MCOG has also adopted a Coordinated Public Transit-Human Services Transportation Plan, most recently on May 3, 2021, 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 next update to the Coordinated Plan is expected to be completed in 2026. The priorities identified in the most recent Coordinated Plan, are as follows:

- Strategy 1 - Maintain the Current Level of Transportation Services
- Strategy 2 - Expand Demand Response
- Strategy 3 - Establish a Non-Emergency Medical Transportation Service and Increase Paratransit Services
- 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 - Conduct a Feasibility Study of Mobility Solutions for Rural Communities of Inland Mendocino County

MTA is working to address the need to transition their fleet to zero-emission vehicles to ensure compliance with the Innovate Clean Transit (ICT) regulations set forth by the California Air Resources Board (CARB) in 2019. Under the ICT regulations, MTA must meet the following targets: (1) starting January 1, 2026, twenty-five percent (25%) of the total number of new bus purchases in each calendar year must be zero-emission buses; and (2) starting January 1, 2029, all new bus purchases must be zero-emission buses. Meeting these targets will ensure that MTA reaches CARB's goal of a full transition to a zero-emission fleet by 2040.

Additionally, Caltrans is working with MTA, MCOG, and agency partners to develop a District Transit Plan that will identify transit infrastructure needs on the state transportation network and prioritize transit-supportive improvements that will address these needs. The plan is expected to be completed in Fiscal Year 2026-27.

Public Comment

Highlights of needs and concerns identified for public transit public comment received during outreach for this RTP includes:

- More public transit to outlying areas such as Brooktrails, Laytonville, Covelo, Hopland, and Albion
- Better connections to in- and out-of-county public transit
- Expanded service areas in Ukiah, Willits, and Fort Bragg
- More frequent and later service in Ukiah and Willits

ACTION PLAN

Short Range Projects

Design and Construction of New Transit Center – The Ukiah Transit Center Feasibility Study was completed in 2024. This plan reviewed and ranked various locations for their potential to accommodate MTA buses and serve as a transfer point for interregional connections. Based on the scoring criteria, the study identified Sites 8 and 9 as the top two options for the new transit center. Site 8 is located just north of commercial development on Orchard Avenue, adjacent to US 101. Site 9 is located on Courthouse Boulevard, across the street from the soon-to-be-completed new courthouse. Although Site 8 scored slightly higher than Site 9, the City of Ukiah is working to make infrastructure improvements in preparation for the new courthouse. The City has also been working with a housing developer about ways to support transit-oriented development (TOD) at this location. With these improvements, Site 9 would become the top scoring location. Once MTA selects their preferred location, they will seek grant funding to secure the right of way, then design and construct the new hub. As part of the design and construction of this project, bicycle and pedestrian improvements will be made in the immediate vicinity of the new facility to help address first/last mile gaps. The estimated budget is $10,000,000 for the purchase of property, the design, site work, and construction.

Hydrogen Infrastructure Feasibility Study – MTA is going to conduct a feasibility study that will analyze their system and fleet to determine the amount of hydrogen needed to comply with the State's ICT rule. The study will also determine the best method of production, locate a potential site(s) for the installation of the infrastructure, and identify potential partnerships with other transit agencies and local municipalities. This study will cost approximately $283,000 and is funded with a combination of Carbon Reduction Program (CRP) and local funds. Construction of infrastructure for the hydrogen fueling would ideally be combined in a single project with the transit center described above.

Public Transit for the Willits/Brooktrails Area – MTA plans to implement the recommendation from the 2024 Transit Development Plan to replace Route 1 in Willits with micro-transit that will service Willits and Brooktrails. Route 1 provides a deviated fixed-route service in the City of Willits and is one of MTA's lower-performing routes. Brooktrails currently has no public transit service. There is an initial start-up cost of approximately $50,000 to procure the micro-transit technology and a projected annual savings of over $75,000.

Rural Mobility Solutions – Based on the rural mobility solutions feasibility study conducted by MCOG, funding will be sought to implement a pilot project. The pilot project will help address mobility barriers in rural areas of Mendocino County that are not served by traditional transit services.

Bus Stop Improvements – MTA continues to implement the recommendations from the 2024 Transit Development Plan and the two-phased Bus Stop Review study completed in 2015 to systematically make improvements to bus stop facilities (i.e. benches, shelters, signs, etc.).

Solar Powered Maintenance Facility – Revamp Solar Canopy – 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. Additionally, MTA plans to construct a second solar canopy to cover another section of the parking area that wasn't included in the original 2012 project.

Design and Construction of New Administration and Operations Building – A solar powered maintenance facility and solar canopy project 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. MTA will be seeking federal competitive and discretionary grants, state funds, and energy-related grants for this project. Estimated budget is $12,000,000 for design, site work, construction, solar roof and added solar canopies. This project will most likely be combined into a single project with the Ukiah area transit center and hydrogen fueling installation.

Other projects planned during the FY 2026/27 to FY 2030/31 period include acquisition of 29 replacement vehicles with an approximate total cost of $13,253,000, as follows:

4 staff vehicles (hybrid)
1 staff vehicle (Mtc Truck)
10 electric Dial-A-Ride buses
9 electric cutaway buses
5 electric heavy-duty buses

Purchase of equipment such as replacement computers, telephone/video equipment, passenger waiting shelters and benches, facility upgrades, etc. is expected to total approximately $336,000 over the FY 2026/27 – FY 2030/31 period.

Long Range Projects

Facility Upgrades – As vehicle and fueling technology continues to evolve, MTA will need to make upgrades to their facilities to properly operate and maintain their fleet. The exact nature and cost of these upgrades are unknown at this time, but will be added to future updates to the RTP as they come up.

PERFORMANCE MEASURES

Some performance measures are specifically required for public transit and paratransit. For example, transit agencies must track performance for federal reporting requirements (the National Transit Database), for documenting compliance with the Americans with Disabilities Act (ADA), and for some federal and state grant applications.

In addition to meeting reporting requirements, performance measures should be used to gauge transit goals, policies, operations, budgeting, and funding. Performance measures will help identify public transportation benefits and needs for the agency, passengers, and the community.

Table 21
Transit Performance Measures

Performance Goal	MCOG Adopted Performance Measure	Standard
Cost Effectiveness & Efficiency	• Farebox recovery ratio • Operating cost per passenger[2] • Operating cost per vehicle revenue hour[3] • Operating cost per vehicle revenue mile	• Minimum 10%[1] • $18.08 - $55.25 depending on service[1] • $102.47-$184.45 depending on service[1]
Use & Productivity	• Passengers per vehicle revenue hour	• 2.2-10.2 depending on service[1]

Notes: (1) These are the 2024 Transit Performance Standards that are adjusted by MCOG annually, pursuant to policy adopted by MCOG on 8/18/14, revised 6/3/2019 and 6/6/2022. (2) "Cost Per Passenger" is an additional evaluation tool when 2 of the other 3 standards are not met. This standard is also adjusted annually by the CPI inflation rate. (3) 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".

Table 22
Additional Transit Performance Measures

Performance Goal	Additional Performance Measure	Standard
Safety & Security	• Miles between preventable accidents • Passenger injuries per 100,000 miles	Target >500,000 Minimum >100,000 Less than 1
Use & Productivity	• Passengers per vehicle revenue mile • Annual total passengers • Annual passenger miles • Average trip length	
Maintenance	• Miles between service calls • Maintenance costs as % of operating costs	
Transit Investment / Climate Change	• Average vehicle age • Percent of Zero Emission Busses (ZEB) • Reduction in Vehicle Miles Travelled (VMT) based on average trip length and number of passengers • Reduction in Green House Gas (GHG) Emissions based on average trip length and number of passengers	

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 2022:

- Continued a "fare free" program (funded with Low Carbon Transit Operations Program grant funds) to provide fare free transportation to enrolled Mendocino College students.
- Updated the Short Range Transit Development Plan in 2024
- Purchased three zero-emission buses
- Re-established service cuts made during the COVID-19 pandemic
- Installed a contactless fare payment system on the fleet
- Coordinated with Caltrans to re-locate a bus stop on North State Street near the West Road/Hwy 101 interchange

RAIL TRANSPORTATION ELEMENT

SYSTEM DEFINITION & BACKGROUND

Over the last several decades, the rail system in Mendocino County has changed significantly. Currently, the only rail service is excursion service provided by the Skunk Train, owned and operated by Mendocino Railway (a subsidiary of Sierra Railroad Company) which provides short excursion runs and offers rail bike experiences from its depots in Willits and Fort Bragg. Connections to rail systems outside of the area are available on bus to rail routes that run through Mendocino County. A brief summary of past rail services in Mendocino County is provided in this section for information.

Northwestern Pacific Railroad/North Coast Railroad Authority/Great Redwood Trail

The North Coast Railroad Authority (NCRA) was a California Public State Agency created in 1989 that oversaw the 316-mile long publicly-owned right of way known as the Northwestern Pacific Railroad (NWP). In December 1998 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. With the exception of limited freight service on the southern segment (outside of Mendocino County), the railroad was essentially closed.

In September 2018, the North Coast Railroad Authority Closure and Transition to Trails Act (SB 1029, McGuire) was signed into law. SB 1029 directed the California State Transportation Agency (CalSTA) to conduct an assessment of the North Coast Railroad Authority to provide information necessary to determine the most appropriate way to dissolve the North Coast Railroad Authority and dispense with its assets and liabilities. In September 2021, the Great Redwood Trail Agency Act (SB 69, McGuire) was signed into law, officially renaming the NCRA as the Great Redwood Trail Agency, amending the governance structure, and transferring all of the NCRA's rights, interests, and responsibilities for the portion south of the Mendocino/Sonoma County line to the Sonoma-Marin Area Rail Transit (SMART) District.

In November 2020, the NCRA authorized its legal counsel to pursue the abandonment and railbanking of the northern section of the line (right of way north of MP 139.5, near Willits). On May 14, 2021, the NCRA filed a verified notice of exemption to abandon 175.84 miles of rail line, which was granted to the GRTA and went into effect on October 25, 2022.

Skunk Train

The Skunk Train is a passenger excursion service owned and operated by Mendocino Railway, a privately held company. 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. It is currently owned and operated by Mendocino Railway, a subsidiary of Sierra Railroad Company. Its popular excursion trips are a tourism draw benefiting the local economy.

This rail line was originally laid in 1885 and was built to ship freight and lumber from coastal mills. In 1911, passenger service from Fort Bragg and Willits was made available. Railroad ownership changed several times over the decades. In the 1980s, use of the line transitioned to a primarily 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 Company, and it continues to be owned and operated by Sierra Railroad's subsidiary company, Mendocino Railway.

Today, the Skunk Train continues to be an excursion railroad, operating short trips out of their depots in both Willits and Fort Bragg via vintage motorcars from the 1930s, diesel-powered locomotives and steam engines. The Skunk Train currently operates multiple trips per day during the peak season, from Fort Bragg to the Glen Blair Junction, approximately 7 miles total, and from Willits to Crowley, approximately 16 miles total. There is currently no way to travel between Willits and Fort Bragg on the line because of the closure at tunnel #1, which closed in 2013. The Skunk Train hosts numerous special events throughout the year; and private charters, weddings, corporate retreats, and other events may also be planned.

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. 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.

There is ongoing legal action regarding the Skunk Train and whether or not it is a public utility. However, as MCOG does not currently provide funding for rail, the outcome of those legal actions is not expected to have an impact on this current RTP. Any significant updates will be reported in the next update.

NEEDS ASSESSMENT

The excursion trips and rail bike experiences offered by the Skunk Train are a popular tourism draw, bringing economic benefit to the region. Primary needs of the system will focus on maintaining these offerings.

During public outreach for this plan, the highlights involving rail were:

- Concerns regarding discussion of the Skunk Train services in the transportation plan, as commentors noted that it is an excursion/tourism service
- Expand the SMART train to Ukiah
- Retain and increase connections to out-of-county rail

Bus connections to networks outside of Mendocino County have been increasing in availability. Connections from within Mendocino County to out of county rail services such as the Sonoma Marin Area Rail Transit (SMART), Amtrak, the Capitol Corridor, and BART are available. Mendocino Transit Authority connects to the SMART train at the Sonoma County Airport and to Golden Gate Transit in Santa Rosa. Passengers can then take Golden Gate Transit into downtown San Francisco to connect to BART. The Amtrak bus comes through Mendocino County twice a day enroute to Martinez, where passengers can connect to the Amtrak and Capitol Corridor trains (see Transit Element).

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 tourism-based excursion service during a prolonged downturn in the economy. The provision of tourist and excursion service will encourage expansion of the tourist industry throughout the county.

ACTION PLAN: SHORT AND LONG-TERM PROJECTS

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. While there are no rail projects to identify in MCOG's action plan and no associated funding, there may be future opportunities to support the CWR's excursion services (such as letters of support) as well as public bus to rail connections from Mendocino County to locations out of the county.

The Great Redwood Trail Agency has created an implementation plan for development of the Great Redwood Trail (former NCRA right of way). Discussion of these projects is included in the Active Transportation element of this plan.

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 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:

Table 23
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 Services 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 Federal Aviation Administration (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 is the only airport in Mendocino County with an Airport Land Use Compatibility Plan (ALUCP).Ukiah's plan was updated in 2020 and adopted in May 2021 by the Airport Land Use Commission (ALUC). The other public use airports are addressed in Mendocino County's 2009 Comprehensive Land Use Plan (CLUP).

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. 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 and Fire Protection (CAL FIRE) air tankers when fighting fires in the region. Ukiah Municipal Airport connects the North Coast to the regional, state, and national airport system. The Airport Land Use Compatibility Plan (ALCUP) for the Ukiah Municipal Airport was updated in 2020 and adopted in May 2021 by the Airport Land Use Commission.

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, 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 (CAL FIRE), and United States Forest Service (USFS), as well as community aviation for local private aircraft. The fuel is accessed through a card-lock system from an above-ground fuel tank. The Round Valley Airport is also an important link to the rest of the county and northern California, because there are very few access roads to the valley. If the main highway were to be blocked or washed out by winter storms, the Airport would be one of the only remaining ways to access the valley. For this reason, it is important to keep the airfield operable and functioning.

Round Valley Airport is a classified general aviation airport. 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. The County staffs the Airport with an onsite Airport Operations Specialist Thursday through Monday. 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 services for medical emergency transport, and search and rescue flights. The fuel is accessed through a card-lock system from an above-ground 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 northwest 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 on 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

The airports in the Mendocino County Region have key basic problems in common. Each airport has suffered from deferred maintenance and postponed capital improvements. The public airports rely heavily on grants from the State and Federal government to provide a substantial portion of their maintenance and improvement funds. All the airports, in one way or another, 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 the 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.

Key needs include enhancing safety, expanding capacity, and improving operational efficiency. These improvements will strengthen the Airport's role as a critical driver of long-term economic development for the region.

The lack of a regular commercial air service creates a hardship for those wishing to make air connections at Santa Rosa, San Francisco, Oakland, San Jose, or Sacramento airports.

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 the 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 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 is no major noise constraints imposed at 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 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.

The City of Willits 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.

REACH Air Medical Services operates an air ambulance base at the Airport. The base provides 24-hour life-saving emergency medical services to the community. REACH has been operating at the Willits base since 2014. A collaboration is currently underway between Willits Municipal Airport and Global Airmed (REACH) to plan and develop a permanent hangar to accommodate their aircraft.

In 2021, the City of Willits completed a comprehensive runway rehabilitation project at the Airport. As part of the project, the runway was shortened from 2,995 feet to 2,705 feet to accommodate the installation of safety areas at both ends (16 and 34). The upgrades included converting runway lighting to energy-efficient LEDs, slurry sealing, and re-striping the surface.

Additional improvements involved rehabilitating the runway and taxiways, relocating thresholds, and updating markings, signs, lights, and the Precision Approach Path Indicator (PAPI) system to ensure full compliance with Federal Aviation Administration (FAA) runway standards.

Round Valley Airport

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 averages approximately 2,000 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. Mendocino County has made progress with improvements at Little River Airport. In August 2023, the County Board of Supervisors approved a resolution to apply for FAA Airport Improvement Program (AIP) grant funding for apron pavement rehabilitation. By early 2025, the County had advanced to the next phase, authorizing the Department of Transportation to advertise for bids and award a contract (DOT Contract 250001) for the project. These actions indicate that the County has successfully secured grant funding and is moving forward with the reconstruction of taxiways and ramp areas, as well as planned runway rehabilitation. The airport terminal was remodeled using County funds in 2018. 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 2026 Mendocino County Regional Transportation Plan, the 2023-2032 Aeronautics Capital Improvement Plan (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 local agency responsible has judged the project to be of sufficient priority to include it in the CIP. The entities responsible will also simultaneously pursue the funding to deliver the projects by the year indicated in the CIP.

Table 23 contains projects listed in the Caltrans Division of Aeronautics Capital Improvement Program, which covers 2023-2032. 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.

Table 24
California Division of Aeronautics
CIP Projects Year 2023-2032
Mendocino County Airports

Project	Year	Cost			
		Federal $	State $	Local $	Total $
Ukiah					
Master Plan AIP	2026	450,000	22,500	27,500	500,000
Pavement Rehab of Taxiways A, A3, and A5 - Design	2027	283,500	14,175	17,325	315,000
(N) Taxiway A4 (Twy D Demolition)- Design	2027	243,000	12,150	14,850	270,000
Pvmt. Rehab Twys A, A3, and A5- Construction	2029	2,020,500	101,025	123,475	2,245,000
New Taxiway A4 (Twy D Demolition)- Construction	2029	1,552,500	77,625	94,875	1,725,000
Willits					
Conduct PMMP Study w/Geotechnical report	2025	150,000	75,000	9,167	166,667
Conduct Wildlife Hazard Assessment	2025	108,000	5,400	6,600	120,000
Tree Removal (Study: Survey, Biological, Environmental)	2025	112,500	5,625	6,875	125,000
Install Terminal Area/Wildlife Fencing (Design)	2026	90,000	4,500	5,500	100,000
Reconstruct North Apron/Rehabilitate South Apron (Design)	2026	150,000	7,500	9,167	166,667
Tree Removal (Design and	2026	247,500	12,375	15,125	275,000

Cons.)					
Install Terminal Area/Wildlife Fencing (Cons.)	2027	297,000	14,850	18,150	330,000
Reconstruct North Apron/Rehabilitate South Apron (Cons.)	2027	900,000	45,000	55,000	1,000,000
Rehabilitate Taxiway A and Remaining Pavement (Design)	2028	121,500	6,075	7,425	135,000
Rehabilitate Taxiway A and Remaining Pavement (Construction)	2029	391,500	19,575	23,925	435,000
Update ALP	2030	150,000	7,500	9,167	166,667
Construct GA Terminal Building (Design & Bidding)	2030	112,500	5,625	6,875	125,000
Construct GA Terminal Building (Construction)	2031	440,500	22,025	2,475	489,444
Hangar Development (Design)	2032	90,000	4,500	5,500	100,000
Segmented Circle (Design)	2034	40,500	2,025	2,475	45,000
Little River					
Aircraft Parking Apron Pavement Reconstruction – (Cons.)	2025	2,184,300	109,215	133,485	2,427,000
Twy A Pavement Reconstruction - Design and Rebid	2026	107,052	5.353	6,542	118,947
Taxiway A Pavement Reconstruction - Bid and Construction	2027	4,140,000	207,000	253,000	4,600,000
Runway and Runway Shoulder Rehab - Design	2029	371,430	18,572	22,699	412,700
Runway and Runway Shoulder Rehab - Construction	2030	4,101,121	205,056	250,624	4,556,801
Round Valley					
Runway 10-28 Lighting Upgrades - Design	2026	63,000	3,150	3,850	70,000
Runway 10-28 Lighting Upgrades - Construction	2027	405,000	20,250	24,750	450,000
Pavement Preservation - Design	2028	108,000	5,400	6,600	120,000
Pavement Preservation - Cons	2029	675,000	33,750	41,250	750,000
Airport Pavement Management Plan and ALP	2030	199,500	9,975	12,192	221,667
Rwy 10 RSA Obstruction Removal Grading and Twy A Extension	2031	208,350	10,418	12,733	231,500
Rwy 10 RSA Obst. Removal, Grading and Twy A Ext. - Cons.	2032	1,575,000	78,750	96,250	1,750,000
Boonville					
Slurry Seal Runway 13/31	2027	193,500	9,675	11,825	215,000
Obstruction Removal/Culvert Extension – Design only	2029	81,000	4,050	4,950	90,000
Obstruction Removal – (Dam & Spillway) and New Fence	2030	517,000	25,875	31,625	575,000

Long-Term Projects

It is likely that many of the projects listed within the short-term time frame will 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 California Aviation System Plan (CASP) 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 24 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.

Table 25
Long-Term Proposed
Aviation System Planning & Programming Projects
Mendocino County

Proposed Projects	State	FAA
Ukiah Municipal Airport		
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.	✓	✓
Willits Municipal Airport (Ells Field)		
Purchase 75-100 acres southwest of airport for extension of runway and runway protection zone.	✓	✓
Construct new parallel taxiway on east side of the runway.	✓	✓
Construct 10 new hangars.	✓	✓
Construct perimeter road around airport.	✓	✓
Tree and Wildlife assessment	✓	✓
Attract and promote aviation-type businesses on and around airport property to support airport use and activities.	✓	✓
Little River Airport		
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 Phase 2 Taxiway to full length of Runway 10-28	✓	✓
Construct S. Airport Rd. realignment around Runway 28 RSA	✓	✓
Boonville Airport		
Place overlay of apron and turn-around area	✓	✓
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.

Table 26
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.	➢ 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 regarding 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 adoption of the 2022 Regional Transportation Plan. Recent improvements are not known for all airports.

Ukiah Airport

- Installed Perimeter Fencing
- Completed Phase 1 and Phase 2 of the Runway Reconstruction Project

Willits Municipal Airport

- Approved a private ground lease for development of a 50'x 80' stand-alone hangar
- Initiated a comprehensive rates and fees study
- Entered a Land Use Agreement (LUA) with CALFIRE for firefighting operations
- Cleared a 50'x 150' vegetation strip on the airport's northwestern corner adjacent to the Madrone Drive
- Established quarterly meetings with airport tenants and shareholders to improve coordination and communication
- Implemented an annual hangar inspection program
- Entered the planning phase of a partnership with Global Airmed (REACH) to develop a permanent aircraft hangar
- Initiated planning for a comprehensive tree and wildlife hazard assessment

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 one of four main harbors along the northern California coast between San Francisco and the Oregon border and consistently ranks in the top 10 commercial ports in California in terms of ex-vessel value of commercial fish landings. 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, the Chair, by mutual consent of the City and the County.

There are currently two public launch ramps at Noyo Harbor, both of which are on District land. In 2018, the Noyo Harbor District undertook a major renovation of the parking lot and launch ramp in south Noyo Harbor, with a grant from the California Department of Boating and Waterways. The project included resurfacing the parking lot, a new drainage system for runoff into the Noyo River, a new sidewalk, new handicapped-accessible bathrooms, and a reconstructed boat ramp. Both ramps are maintained by the district. One private ramp also exists in the Harbor.

There are approximately 25 businesses operating on the Noyo Harbor waterfront, including numerous support facilities for the commercial fishing fleet, as well as ice, restaurants, and lodging. Fuel is only available from trucks with lines running across private property to the docked boats, as the privately owned fuel dock closed several years ago. There is also a fuel dock at the Dolphin Isle Marina, about a half mile upriver from the district dock facilities. Parking is generally adequate in the south harbor where the parking lot was redone. Parking is limited to the upper launch ramp on the north side.

In 2018, the Noyo Harbor District undertook a major renovation to the parking lot and boat ramp in south Noyo Harbor, with funding from a State Division of Boating and Waterways grant.

In June 2019, the Noyo Harbor District adopted the “Noyo Harbor Community Sustainability Plan” (CSP). Per the CSP, in 2018 it was estimated that approximately 159 deck and crew hands were employed in commercial fishing vessels in Noyo Harbor. The harbor supports a number of charters, sport fishing, and recreation boating vessels. Data from charter boat organizations indicate an annual average of 5,675 passengers on charter boats out of Noyo Harbor between 2011 and 2017. (2019 CSP)

In 2019, the California Coastal Commission granted an administrative permit for the district to repair its high dock, which had been closed due to deterioration of the structure. The high dock project has been completed and is now open, and a large hoist has been added to offload vessels.

A functioning high dock is essential for loading and unloading vessels, and is also used for docking, loading, and unloading of supplies.

In 2023, the California Coastal Commission granted the City of Fort Bragg $989,000 to complete the Blue Economy Visioning, Resiliency and Implementation (BEVRI) Plan. This plan will conclude in an update to the City's Local Coastal Program (LCP). Included in the BEVRI is a sea level rise analysis, facilities conditions assessment, aquaculture feasibility, and special districts analysis.

In 2023, the California Economic Development Department granted $3.2 million for the development of a flake ice facility, expanded marketplaces, and workforce development programs. This project is expected to be completed by February 2026.

In 2024, the California Coastal Conservancy granted $750,000 to the Harbor District to begin the planning and permitting process for the redevelopment of the Noyo Harbor Marina. The marina redevelopment project will include four community meetings for planning the transition from wood to concrete docks in the Noyo Harbor marina. The project also provides an opportunity for the Harbor District to improve the layout of the docks within the mooring basin's current footprint. This project is expected to be completed in December of 2026.

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 one product hoist 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

Several planning documents have been prepared in recent years for Noyo Harbor. These include the 2014 Noyo Harbor District Municipal Service Review (MSR); the 2018 Strategic Planning & Harbor Redevelopment Plan; the 2019 Community Sustainability Plan; and the 2018 Strategic Planning & Harbor Marina Planning study. These documents include several potential future projects, but the reality is that implementation of projects will take a very long time and will require grant funding and possible capital improvement loans. An excerpt of the 2019 Noyo Harbor Community Sustainability Study (Priorities, Recommendations, and Implementation) is

included in Appendix I. Other planning documents are available on the Noyo Harbor District's website at: http://www.noyoharbordistrict.org/.

A breakwater for Noyo Harbor continues to be an ongoing, high priority need at the entrance to Noyo River. Noyo Harbor is the only port of refuge for mariners between Eureka and Bodega Bay in Northern California. The previously estimated cost to complete the breakwater project was a minimum of $30 million, and the cost increases each year when 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.

Routine dredging of the harbor entrance and channel is critically important to maintain navigational access to the harbor. The U.S. Army Corps of Engineers performs dredging to keep the harbor entrance and main channel open. The channel is typically dredged on a biannual basis. Channel maintenance dredging is a shared harbor district and Army Corps of Engineers responsibility; however, responsibility for dredging the mooring basis in exclusively the harbor's district's responsibility. The mooring basin was last dredged in 2015. Inadequate funding for dredging operations combined with limited capacity to store dredged spoils is an ongoing issue. A key challenge is to find a suitable permanent disposal location rather than storing dredged materials on the district's temporary storage site north of the harbor entry.

While the *City of Trails Supplemental Trail Feasibility Studies* (2017) helped lay the groundwork for access improvements in the Noyo Harbor area, more recent planning efforts have been built upon and expanded these concepts. The Noyo Harbor Multimodal Circulation Plan, currently led by the Mendocino Council of Governments (MCOG), is evaluating comprehensive access needs—including vehicle flow, pedestrian and bicycle safety, and emergency egress routes. In parallel, the Noyo Harbor Marina Redevelopment Planning Project, funded by the State Coastal Conservancy, is advancing design and environmental review for key marina upgrades. These infrastructure-focused efforts are complemented by broader visioning and resiliency initiatives such as the Blue Economy Visioning, Resilience, and Implementation (BEVRI) Plan and the Sea Level Rise, Tsunami, and Erosion Resilience Strategy (SLRRS). Together, these efforts aim to support multimodal transportation, long-term harbor sustainability, and adaptation to coastal hazards. While the 2017 feasibility studies remain a useful reference, the current focus is on implementing data-informed, community-driven improvements that reflect updated circulation needs and economic priorities.

Traffic circulation, bicycle and pedestrian safety, and parking are serious problems in the North Harbor Area (North Harbor Drive). Correcting these deficiencies working with the City of Fort Bragg, County of Mendocino, Mendocino Council of Governments and area property owners is necessary for economic growth and future development in Noyo Harbor.

The 2019 Noyo Harbor Community Sustainability Plan includes key recommendations developed through input from the fishing industry, local community, and stakeholders; intended to support the long-term sustainability of the harbor, incorporating economic, social, and environmental considerations. While some of these recommendations are peripheral to core harbor operations, they are included here for context. Since adoption of the plan, the Noyo

Harbor District has made measurable progress in implementing priority projects, including the installation of a new fish cleaning station, funding for a 20-ton flake ice machine (expected online in 2025), and design planning for marina redevelopment supported by recent state and federal grants. Additionally, the Harbor is advancing climate resilience planning through the development of a Sea Level Rise Resilience Strategy, informed by vulnerability assessments and community workshops conducted in partnership with the Noyo Ocean Collective.

Table 27
2019 Noyo Harbor Community Sustainability Plan Summary

SUMMARY OF RECOMMENDATIONS FOR KEY ISSUES Facilities, Access, Regulatory Concerns, Marketing
Facilities
Ice House – Rehabilitation or new construction (in process (2/2026)
Fuel Dock – Establish operational fuel dock in conjunction with mooring basin reconstruction
Gear Switching, Repair, and Dry Storage Space – Identify suitable location
Mooring Basin Reconfiguration/Reconstruction – Assemble funding, undertake process (in process – 2/2026)
Fish Cleaning Station – Establish a fish cleaning station in south harbor (completed)
Noyo Harbor District Facilities Master Plan – Prepare plan for capital improvements
Access
Dredging Management – Identify opportunities to finance dredging, and maintaining disposal site
North Harbor Circulation Improvements – Establish secondary emergency access; improve parking and access for pedestrians and bicyclists
Environmental and Regulatory Concerns
Fisheries Access – Examine diminished fishing opportunities
Sea Level Rise – Collaborate with partners to prepare Sea Level Rise Vulnerability Assessment -in process (2/2026)
Local Coastal Program Amendment – Encourage County to amend Zoning Regulations - in process (2/2026)
Promotion and Marketing
Increased Tourism Facilities – Marketing of facilities and events
Coordinate with Visit Mendocino and Visit Fort Bragg – promote harbor as visitor destination

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, deck surfaces, 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 will be used for substantial projects like the new hoist recently installed. Other large projects will likely be dependent on grant funding.

The city previously purchased additional land parcels near the harbor, adding to what had 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, and potentially the development of a campground and will help protect the sensitive habitat in the area. The property has been put into interim use as parks and trails while the City Administration plans for future uses and potential development. This project will likely depend on outside funding. The City of Point Arena has expanded its holdings near the harbor by purchasing additional land parcels to enhance public access and prepare for future service enhancements. These properties are

currently being used on an interim basis as parks and trails while the City Administration develops long-range plans that may include a small park, expanded parking for fishing boats and trailers, and possibly a campground—all designed to protect sensitive coastal habitat. Funding for these improvements is anticipated to rely on external grants and partnerships to move forward

ACTION PLAN: SHORT AND LONG-TERM PROJECTS

Projects included here have, for the most part, been identified by the agencies responsible for harbor management. Because the Regional Transportation Plan is a multi-modal document they are included, however, the Mendocino Council of Governments has very limited involvement in funding or implementation of improvements to maritime transportation facilities.

Short-Term/Constrained Projects

Noyo Harbor

While the Noyo Harbor District continues to face budget constraints and relies on grants, reserve funds, or loans for large capital projects, several key improvements are currently underway thanks to external funding. Projects such as the fish cleaning station, a new icehouse, and planning for marina redevelopment are being advanced through state and local grants. The District is actively working with consultants and stakeholders to implement parts of the Community Sustainability Plan and enhance harbor resilience.

Silting of the channel is a recurring problem for 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.

In 2023, the California Coastal Commission granted the City of Fort Bragg $989,000 to complete the Blue Economy Visioning, Resiliency and Implementation (BEVRI) Plan. This plan will conclude in an update to the City's Local Coastal Program (LCP). Included in the BEVRI is a sea level rise analysis, facilities conditions assessment, aquaculture feasibility, and special districts analysis.

In 2024, the California Coastal Conservancy granted $750,000 to the Harbor District to begin the planning and permitting process for the redevelopment of the Noyo Harbor Marina. The marina redevelopment project will include four community meetings for planning the transition from wood to concrete docks in the Noyo Harbor marina. The project also provides an opportunity for the Harbor District to improve the layout of the docks within the mooring basin's current footprint. This project is expected to be completed in December of 2026.

Projects to improve access to the Harbor and circulation within the Harbor are included in the Active Transportation section of this document.

Point Arena Harbor

The most critical action for 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, deck surfaces, and machinery must be replaced and structures repaired and upgraded. The main boat hoist has been operating with a hoist rated at lifting up to 6 tons. The Arena Cove Pier will continue fund raising efforts and seek grant funding in order to finance other large improvements. The remaining funds will be expended on maintenance and operations. In addition, it would be beneficial to study the impact of unchecked vegetation growth in the creek area to assess what can be done to aid in small stream runoff as well as understanding the challenges to the salmon population's breeding cycle.

Long-Term/Unconstrained 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 downturn 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 matches remain a constraint.

The need for storage areas for crab pots, nets, and other fishing related uses has been identified as a need for 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 coastal 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 90 vessels. A long 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.

Additional long-term projects, as listed in Appendix I, are listed below. Depending on funding availability, some of these much-needed projects may be achievable in the short term.

- Fuel Dock–Establish operational fuel dock in conjunction with mooring basin reconstruction.
- Gear Switching, Repair, and Dry Storage Space – Identify suitable location
- Mooring Basin Reconfiguration/Reconstruction – Assemble funding, undertake process
- Dredging Management – Identify opportunities to finance dredging, and maintaining disposal site
- North Harbor Circulation Improvements – Establish secondary emergency access; improve parking and access for pedestrians and bicyclists.
- Basin Drive- Road re-paving or redevelopment- the road along the marina is narrow, potholed and in need of redevelopment

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 growth opportunities at the Arena Cove Pier, making use of the natural open space, and possibly also including a future camping facility.
- The city acquired land parcels near the harbor and is working towards developing a small city park on the ocean and preserving sensitive habitat in oceanfront areas. The project will enhance public access to 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.

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. In the Point Arena area, due to the size of the port and the need for effectively trained responding personnel (as well as available funding), quick and timely responses to mariners in distress were found to be best provided by a combination of the U.S. Coast Guard and local response assets from South Coast Fire Departments Swift Water Rescue team.

Table 28
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 boating emergencies.	➢ 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 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.	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 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 within 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 regarding 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 in Appendix H.

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 (TTP-previously known as 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.

MCOG has made efforts to include tribal governments in ongoing planning efforts. Each meeting of the Technical Advisory Committee includes a standing agenda item to invite input from tribal governments. In recent years, Caltrans has implemented semiannual tribal meetings with all Mendocino County tribes, which provide a venue for ongoing communication between MCOG, the tribes, and other transportation partners. These meetings have proven useful in gathering information on tribal transportation needs, sharing information on funding programs, and presenting information on MCOG's transportation planning efforts that impact or involve tribal communities.

In addition to these ongoing consultation and coordination opportunities with all areas Tribal Governments, MCOG formalized their relationship with the Round Valley Indian Tribes through a Memorandum of Understanding, executed in 2003, establishing a government-to-government relationship between the Tribes and MCOG. MCOG will work with other Tribal Governments expressing an interest in developing a similar agreement in the future. However, MCOG will continue ongoing consultation with all tribes, regardless of MOU status.

During development of this plan, Tribal representatives suggested methods for increasing communication and enhancing government to government relations with Tribal governments. The Action Plan for this element includes a proposal for Tribal Transportation Workshops in response to this recommendation.

Consultation

In addition to including Native American members of the community in 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. MCOG staff contacted each of the ten tribes to request tribal input in the development of this Tribal Transportation element.

TRIBAL LANDS & TRANSPORTATION NEEDS & ISSUES

Cahto Tribe of Laytonville

The Cahto Tribe's Laytonville Rancheria is located southeast of the town of Laytonville. About half of the land on the 264-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 of 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. Several other BIA roads serve as 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. In recognition of the long-standing need for transit service to Laytonville and other rural communities, MCOG conducted a feasibility study to look at mobility solutions beyond traditional bus service to serve these remote rural areas of the County. The Feasibility Study of Mobility Solutions for Rural Communities in Inland Mendocino County recommended a one-day-a-week shuttle service that would connect residents in Laytonville to destinations in Willits and Ukiah.

Coyote Valley Rancheria

The Coyote Valley Reservation is situated on approximately 78 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. Many 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. In addition, safety issues were noted with southbound vehicles entering the reservation from North State Street (turning left into the reservation).

Caltrans District 1 has implemented several transportation improvements within or near tribal areas that support access and safety for tribal members. Notably, in 2023–2024, Caltrans improved transit facilities at the US 101–West Road/North State Street interchange, benefiting residents of the Rancheria. Additionally, fuel reduction and wildfire resilience projects, funded through CalFire and coordinated with Caltrans right-of-way improvements, have indirectly supported safer road conditions in the Redwood Valley area.

Guidiville Rancheria

The Guidiville land holdings are in two areas. The Guidiville Off-Reservation Trust Land is located near Ukiah, in the Talmage Area. It is accessed by Guidiville Reservation Road (CR 203B). There are several homes on the original Rancheria. The Guidiville Rancheria sits just outside of Ukiah off of Vichy Springs Road. The housing is located on two roads, Luff Court (.09 miles) and Medicine Way (.39 miles). The housing includes 20 homes, with two homes designed specifically for disabled, and five for seniors. There are also two separate offices located on Medicine Way with 10+ people employed.

In previous plans, the tribe has indicated that transit continues to be the tribe's priority. Tribal representatives have indicated that homes and tribal businesses on the tribal lands off Vichy Springs would benefit from some type of dial-a-ride or fixed-route service for their senior and disabled residents. The limited ingress/egress on Vichy Springs Road, as well as dangerous conditions for walking and biking, add to the need for transit service in this area.

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 Reservation's 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. The Tribe has organized in recent years to do some of their own work on reservation roads. 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. The Tribe has identified and prioritized the following projects, which are either completed or proposed for funding:

- In 2024, the Tribe completed several paving projects across the reservation, addressing areas in greatest need of improvement. This included two high-priority sections on Nokomis Road and one on Feliz Road. Additionally, Nápo Shwéy was paved, along with the park walkways—enhancing accessibility between the parking lot, pool, and playground. The final project of the 2024 paving season was the resurfacing of the administration entrance. Looking ahead to 2025, paving is planned for Eastside Road, extending up to the cemetery.
- The Road and Transportation Department, in coordination with the Bureau of Indian Affairs (BIA), discussed the development of a bridge connecting Nokomis and Pratt Ranch Roads. The proposed bridge would serve as an alternate access route for the community during emergencies.
- Collaboration with Mendocino County to facilitate the paving of roads within the reservation is ongoing. This partnership reflects a shared commitment to infrastructure development and improving transportation networks that serve tribal members.
- The Hopland Band of Pomo Indians was awarded a Clean Mobility Options (CMO) grant to implement a low- to zero-emission transportation program. This initiative supports the Tribe's ongoing efforts to improve infrastructure, enhance mobility, and promote sustainable transportation solutions for its tribal and community members.

Manchester-Point Arena Rancheria

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 Riverside Drive then connects to SR 1. The northern portion of Windy Hollow is a County Road with .6 miles of the southern section belonging to the City of Point Arena. 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 rancherias.

The Manchester-Point Arena Band of Pomo Indians Rancheria was established June 24, 1909, with the purchase of 65.5 Acres of land. Additional parcels were added in 1912, 1934 and 1942 to make a total of 364 acres. The Tribe formed their current government under the Indian

Reorganization act of 1935 and their constitution was ratified March 11, 1936. The Tribe's governing body is the Tribal Business Committee which is composed of four officers who are elected by the general membership or the Community Council.

Currently, the Manchester community is approximately 110 acres and is located between Mountain View Road and the Garcia River, approximately three miles northwest of the City of Point Arena. The Point Arena portion is located south of the Garcia River approximately one-mile northwest of the City of Point Arena and is approximately 254 acres.

The Rancheria is situated on 364 acres and is divided into two locations by the Garcia River. The Point Arena site houses the Tribal Administration, Tribal Head Start Program, Senior Nutrition Program, Tribal Casino and approximately 60 homes located two miles inland from the ocean just north of the coastal town of Point Arena, Ca. The Tribe also owns and operates a Sonoma County Indian Health Project Satellite Clinic located on their reservation lands. The Manchester location is primarily a residential area with approximately 30 homes.

The Pacific Coast Scenic Highway State Route 1 (SR-1) is the primary transportation facility that provides ingress and egress to the tribal lands of Manchester-Point Arena. There are many obstacles that impede the full-time function of this state highway that include coastal erosion, flooding and landslides. During the rainy season SR-1 often floods, closing the road to the coastal communities north and south of the Garcia River. Manchester-Point Arena Rancheria has identified a need to complete a bridge project spanning the Garcia River to provide an alternative route to State Route 1 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 rancheria 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 several years ago. 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 a concern expressed by the public at a previous workshop held in Point Arena, which included tribal representatives. Caltrans is continuing to explore 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.

In 2023, the County of Mendocino was awarded funding through the Highway Safety Improvement Program (HSIP) for numerous roadway safety projects across Mendocino County. Among these, Mountain View Road, a critical corridor connecting the Manchester-Point Arena Rancheria with inland communities like Boonville was identified for targeted improvements. The

project includes the installation of upgraded signage, curve warning systems, roadway delineators, and potentially enhanced pedestrian pathways. These enhancements are intended to improve overall travel safety along this rural route, which serves both tribal and non-tribal residents and plays a vital role in regional connectivity.

Pinoleville Rancheria

The Pinoleville Indian Reservation is located just north of Ukiah, on approximately 100 acres in the Russian River Valley. The rancheria is also comprised of a second parcel north of Lakeport in Lake County, however, that portion of the rancheria 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, a narrow roadway with no shoulders or pedestrian/bicycle facilities, 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.

The Pinoleville Pomo Nation continues to implement its Highway Safety Program, launched around 2020, as part of its broader commitment to transportation safety and planning. This program actively addresses traffic risk reduction through community education initiatives, free car seat distribution and installation training, and a strong commitment to achieving the Tribe's Vision Zero goal of eliminating traffic-related fatalities and serious injuries by 2040. These efforts are consistent with, and likely guided by, the safety objectives outlined in the Tribe's 2020 Tribal Transportation Program Roadway Inventory Update and Long-Range Transportation Plan.

The Pinoleville Pomo Nation "2020 Tribal Transportation Program Roadway Inventory Update and Long-Range Transportation Plan" identified a total of 13 priority transportation future projects that are eligible to be completed using the Tribe's Tribal Transportation Program (TTP) Tribal Share funding. The projects listed below are listed in Tribal priority at the time of the Long-Range Transportation Plan; however, Tribal representatives have noted that the priority list is constantly evolving as the specific needs of the community change. Projects, identified by the Tribe to be funded (in full or partially) by the Tribe's TTP Tribal Share, are included in the following prioritized order:

1. Transportation Program Administration ($8,000)
2. Long-Range Transportation Plan and Tribal Transportation Program Facilities Inventory ($11,000)
3. Master Plan with Significant Transportation Analysis ($14,500)
4. Transportation Safety Plan ($12,500)
5. Comprehensive Pedestrian and Bicycle Plan ($9,400)

6. Tribal Transportation Facilities Maintenance Plan ($5,500)
7. Tribal Transportation Program Maintenance Project ($22,000)
8. Tribal Transit Program – Supplemental Funding ($10,000)
9. Tribal Administration Parking Lot Improvement Project ($88,983)
10. Vineyard Future Development – Including Construction of Public Road Facilities ($595,057)
11. New Rancheria Land Acquisition and Future Development ($2,054,368)
12. Pinoleville Drive Improvements and Maintenance ($886,399)
13. Intersection of Pinoleville Drive and Orr Springs Road. Safety Analysis and Improvements ($458,767)

The cost estimates listed above are planning level estimates only, and each project may have unforeseen special circumstances.

Potter Valley Band of Pomo Indians

The original land base for the Potter Valley Band of Pomo Indians (Potter Valley Tribe) is a 9.7 acre property in Potter Valley, purchased in 1895, and held in fee status ever since. The Tribe has additional properties in Redwood Valley, Potter Valley, and along the Eel River.

Since re-organization in 2004, the Potter Valley Tribe has been purchasing property to fulfill its goals of land for tribal housing and economic development. The Tribe is considered a non-gaming tribe in California. Current land holdings consist of six separate land bases, a warehouse/commercial building, a commercial food/coffee house site and one community building, all located in Mendocino and Lake Counties. All the governmental programs are run from offices in the Tribal Community Center in Ukiah. The five areas in Mendocino County available for housing are in Fort Bragg, Redwood Valley, Potter Valley, and at the Eel River (14 acres), 4 miles north of Potter Valley. In 2009, the Potter Valley Tribe purchased a 69-acre property north of the City of Fort Bragg for recreation, cultural and economic development. The most recent acquisitions (2019) are the 879 acre, forested Eel River property, and a coffee shop/commercial site in Ukiah, the Spring Valley 43 property on Spring Valley Rd, adjacent to their original land in Potter Valley, the Wages Creek property, 199 acres of forestland located just north of Westport, 16 miles north of Ft Bragg, and the Pomo Community Forest, just south of Ft Bragg.

The Tribe has been actively involved in a wildfire resilience and land restoration project funded through a Tribal Nature-Based Solutions (TNBS) grant. While the project's primary focus is ecological restoration, it includes improvements to emergency access routes and forest roads, which indirectly enhance transportation safety and access on or near tribal lands.

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

Short term transportation needs include:

- Maintenance & dust control of County roads in the Eel River area

- Dust control on County sections; excess dust impacts forest health and water quality

Long-term transportation needs include:

- An MTA bus stop, just north of the current one at the northern city limits of Ft Bragg
- A crosswalk near Hwy 1 and Airport Road, near the northern city limits of Ft Bragg
- Paving of Eel River Road for enhanced recreational development in the main stem Eel River
- Area.
- Paving of Eel River Road to Lake Pillsbury for enhanced recreational development
- Parking and pull out areas along Eel River for current and future recreational access
- Resolution of ownership and access along former US Forest Service road (20N01). Possible acquisition by Mendocino and Lake Counties to allow improved recreational access and emergency escape routes. Maintenance will need appropriation of funds, long and short term.
- Construction and maintenance of trails along river; incorporation into tails on tribal properties for improved recreational access.
- Establishment of Salmon Parkway along the US Forest Service road 20N01

Redwood Valley Rancheria

The Redwood Valley Rancheria is located approximately 2 miles north of the community of Redwood Valley. It is divided into two portions. The "Main Rancheria" is 159 acres and is located at the termination of Road I. An additional portion called "Old Rancheria" is 12 acres and is located off of West Road. There are 42 homes on the Redwood Valley Rancheria in addition to a tribal office and community center.

Redwood Valley Rancheria is served by 1.6 miles of County and Tribal roads. The "Main Rancheria" is accessed by Road I, a County road off of East Road. In 2003 the Bureau of Indian Affairs improved a 0.6 mile portion of Road I closest to the Rancheria, with widening, resurfacing, and improving drainage. The current structural condition of this portion is excellent. However, traffic markings before and in front of the Rancheria's main entrance need annual maintenance. Signage before and in front of the Rancheria's main entrance is confusing and congestive, with "Curve Warning", "Speed Hump," "Trucks and Bus Turnaround/No Outlet," and "Road Narrows" signs all within a short distance of each other. Traffic markings and signage should be upgraded to acceptable standards.

Within the "Main Rancheria", Redwood Drive, a Tribal HUD Road, serves the tribal office and residences within the Rancheria. Redwood Drive is 0.4 miles in length and the current structural condition is good. However, its width is 20 feet, which is narrow and restricts parking. It lacks any sidewalks and is therefore unsafe for pedestrians. An additional paved road, unofficially called Pomo Way provides access to the Tribe's community center. Pomo Way, a Tribal HUD Road, is an extension of Road I and is 0.1 miles in length. Its current structural condition is good.

Road I is the only emergency access road for Redwood Valley Rancheria. It may be possible to create an additional access point via Colony Drive and Road J, or by connecting Redwood Drive to Road J. The Redwood Drive/Road J option would require construction of a fire road contingent upon a MOU between the Tribe and the landowners next to the Rancheria at Road J.

The main access to the "Old Rancheria" is a County road called West Road. The current structural condition of West Road is fair. However, West Road lacks any sidewalks, and its gravel shoulders are narrow to nonexistent, which is unsafe for pedestrians. "Old Rancheria" residences can be accessed by an offshoot of West Road, called Rancheria Road. This road is 0.3 miles in length and its structural condition is good. Old Rancheria lands can also be accessed by Road L, a County road, off West Road. This road is 0.1 miles length and connects with Rancheria Road. The structural condition of Road L is fair; however, it lacks stop controls on the approach to West Road. The primary safety issue is that West Road and Road L drivers may not have adequate time or distance to avoid oncoming traffic.

Many tribal individuals, as well as surrounding community members, voiced concerns regarding pedestrian safety on East and West Roads. Tribal members, adult community members, and children walk along these roads to access bus stops and conduct personal business in Redwood Valley. However, the gravel shoulders are narrow to nonexistent. This was a concern during the 2022 RTP update. The Tribal community expressed a desire to have this safety concern addressed in order to mitigate risks to pedestrians.

The Tribe also identified both East and West Roads as popular bike routes during much of the year. Groups of cyclists frequently attempted to share these roads with vehicular traffic, creating conflicts between modes and potential major hazards for both vehicles and cyclists.

Lack of public transit stops has also been identified as an issue by the Tribal community. The closest public transit stop to the Old Rancheria is at the Redwood Market. Enhanced signage and route identification would improve visibility and awareness of the stops.

Caltrans District 1 has administered various transportation improvements within or near tribal areas. In 2024, Caltrans improved the transit stop at the US 101–West Road/North State Street interchange. Fuel reduction and wildfire resilience projects, funded through CalFire and coordinated with Caltrans right-of-way improvements, have also improved road conditions in the Redwood Valley area.

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 2020 US Census placed the population of the Reservation at approximately 454.

The Reservation is accessed from Highway 101 via State Route 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. A recreation center, owned by the County, is also within the reservation boundaries. The Round Valley Airport is also located within the boundaries of Reservation, however, it is owned and maintained by the County. Based on the rural agricultural nature of the area, little future growth is anticipated.

State Route 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.

One need of the Round Valley Reservation 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. Construction of the project is nearly complete, and finished sections are already in use. Construction is expected to be completed in the fall of 2025.

Sherwood Valley Rancheria

The Sherwood Valley Tribe is composed of three land bases around the City of Willits. The original Rancheria is 13 miles northwest of the City of Willits and is served by County Road 419. The main road within the Rancheria, Bertha Keys Way, is maintained by the Bureau of Indian Affairs (Route 215).

Westside Parcel is located closer to the City of Willits and is serviced by County and tribal roads. Access is from Highway 20, Blosser Lane, Meadowbrook (State, City, and County Roads) and then BIA maintained tribal roads, Acorn Place, Sherwood Hill Drive, Pomo Court, and Kawi Way. Kawi Way also serves the two tribally owned businesses. The Tribe owns additional parcels in the vicinity of the Westside Parcel that are accessed via City and County maintained roads.

Eastside Parcel is located east of the City of Willits and is accessed by East Hill Road or Commercial Street then Eastside Road. The tribal land has Mitomki Road; a BIA maintained road for access to homes and water treatment facilities.

Yokayo Tribe

The Yokayo Ranch is located on the Russian River, approximately five miles southeast from the City of Ukiah and has been owned by the Tribe since 1881. There are 25 homes currently occupied on the 120-acre reservation. Yokayo Ranch Road (0.77 miles) provides access to the housing eastward from Old River Road. Another road provides access on the west side from Old River Road to the community water pumphouse and river. Approximately 70 members reside on the land.

Because the Yokayo Tribe is not a federally recognized tribe, the mechanisms aren't in place for the same type of project development or funding that exist for the other tribes in the region. However, the needs of this tribal community are still a relevant aspect of tribal transportation in Mendocino County.

ACTION PLAN

Construction and Implementation Projects

MCOG is currently constructing the SR 162 Corridor Trail. This project creates a new route parallel to but separate from SR 162 through the community of Covelo. SR 162 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 travel at high speeds even through town. Phase I of the project extends from Howard Street, which provides access to the community schools, to Biggar Lane and includes an east-west extension through tribal lands to Henderson Lane. Phase II of the project extends from Biggar Lane to Hurt Road.

The SR 162 Corridor Trail Project in Covelo, led by MCOG, has made significant progress since breaking ground in May 2023. Construction has advanced steadily, with crews completing paving, fencing, drainage improvements, and wetland planting. Most of the trail opened to the public in the winter of 2024–25, with full completion—including the pedestrian bridge over Mill Creek-anticipated in late 2025. Tribal monitors have been actively involved to ensure protection of culturally sensitive areas. The project has been funded through a combination of approximately $3.7 million in Active Transportation Program funds, $4.3 million in Complete Streets funds, and nearly $512,000 MCOG funds, and a $5 million construction contract was awarded to Wylatti Resource Management in early 2023 to complete both phases. MCOG continues to oversee construction and compliance efforts, aiming to deliver a safe, accessible multipurpose trail for the Covelo community.

The Redwood Valley Tribe has identified the need to develop an emergency exit route near their Rancheria. Various options (including connecting Road I to neighboring Road J; creating an additional access point via Colony drive; or connecting Redwood Drive to Road J) are possible routes that may be studied. This project is expected to be implemented and constructed by the Redwood Valley Tribe. Although funds haven't been secured to date, the tribe is pursuing grant sources. Availability of funding will determine when the improvements are constructed.

Other projects, including roadway and active transportation construction projects or addition of transit service, will be implemented by agencies such as the County of Mendocino, city governments, Caltrans, or the Mendocino Transit Authority. These projects can be found in the Action Elements of the Local Streets and Roads, Active Transportation, State Highway and Public Transit sections of this plan.

MCOG Actions

MCOG's actions over the next several years will focus on enhancing partnerships and expanding government to government relationships with all tribes in Mendocino County and strengthening existing relationships. 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. MCOG will continue to include participation from tribal governments in Technical Advisory Committee meetings, and will continue to participate in the semiannual tribal meetings hosted by Caltrans.

MCOG will consider initiating a regular Tribal Transportation Workshop. Similar to the Caltrans quarterly meetings, this workshop would include all Tribes within Mendocino County and provide a better opportunity for MCOG and the Tribal governments to share information about transportation related needs and efforts, as well as possible funding opportunities. It is proposed that this workshop be held annually initially, with the option to increase frequency if desired.

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 State Transportation Improvement Program (STIP) funding cycle, the yearly allocations of sales tax and gasoline taxes, annual distribution of Surface Transportation Block Grant (STBG) funds (previously known as Regional Surface Transportation Program or RSTP funds), and local agency general fund allocations based on political and project priorities. In addition, the cities of Point Arena, Fort Bragg, and Willits have approved half-cent sales tax measures for transportation which will significantly increase funding available for improvements to their transportation systems. The City of Ukiah has a general half-cent sales tax with an advisory measure directing it towards street maintenance and rehabilitation. Adding to these funding sources, Senate Bill 1 (2017) created a significant new funding source targeted toward street and road maintenance, that goes directly to the local agencies. Unfortunately, sources related to vehicle fuel will decline as efficiency improves. It is anticipated that the local agencies, particularly the cities, will continue to make improvements to the condition of their pavement networks over the next few years. Even with the voter-imposed taxes and additional funding provided by SB 1, funding for roadway maintenance and rehabilitation continues to remain inadequate to meet local agencies' needs.

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. A variety of factors impact the stream of available funding for roadway, street, and highway projects, none of which can be predicted with any certainty, or in some cases even approximated. The status of economic activity, gasoline sales, federal and state program allocations and requirements, and vehicle characteristics can all change from year to year with unexpected rapidity. An example of this includes unexpected events such as the COVID-19 pandemic of early 2020, which impacted statewide fuel sales, significantly reducing transportation revenues generated through excise taxes.

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. 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 passage of Senate Bill 1 in 2017 has added significantly to the funding available for maintaining streets by providing funding directly to local agencies for this purpose. This, combined with local sales tax, has put the cities in a position to make significant improvements. Although SB1 funding flows to County of Mendocino 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. MCOG is currently conducting a voter polling study for a transportation sales tax for the unincorporated areas of Mendocino County.

Traffic Impact Fees

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 a nexus study. In 2008 and 2010, studies and modeling were conducted to facilitate impact fees in the region, however, no fees were ever implemented.

Potential Funding Sources

State Transportation Improvement Program (STIP)

Historically, the STIP has been 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 RTIP based on the adopted Fund Estimate. MCOG requires that all projects funded through the RTIP are identified in or consistent with the Regional Transportation Plan.

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 major 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 fuel sales, and so prone to change, it is difficult to accurately predict what future STIP and State Highway Operations and Protection Program (SHOPP) funding amounts will be. Over the last two decades, the funding available in the STIP has fluctuated greatly. Passage of Senate Bill 1 in 2017 helped stabilize the revenue streams that flow into the STIP. In the 2024 STIP, the Mendocino County region's share of new STIP funding was $11,731,000. The average amount of STIP funding available to the region from 2014-2024 was $4,751,667 per two-year cycle. It is expected that future STIP cycles will continue to provide some capital funding to the region, although very large projects will likely still require multiple STIP cycles or multiple sources to fund.

At times, unanticipated funding sources become available to MCOG and/or local jurisdictions. The following four programs are examples of these types of unexpected funding opportunities:

Infrastructure Investment and Jobs Act (IIJA)

The Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021, is a $1.2 trillion package that makes the largest federal investment in U.S. infrastructure in decades. It includes $550 billion in new spending spread across transportation, broadband, energy, water, and climate resilience. The law aims to modernize critical infrastructure, strengthen the economy, create jobs, and improve equity by directing resources toward underserved communities.

A major portion of IIJA focuses on transportation, with historic funding levels for roads, bridges, rail, public transit, airports, and ports. It also invests heavily in broadband expansion, clean energy and power grid modernization, safe drinking water, and climate adaptation. By providing five years of stable, guaranteed funding for states, agencies, and local governments, IIJA enables long-term planning and implementation of projects that address both immediate needs and future challenges such as climate change and technological shifts. The IIJA will provide approximately $25.3 billion for highways, $4.2 billion for bridges, and $9.45 billion for transit projects in California.

The IIJA increased funding to existing programs such as the Surface Transportation Block Grant Program (STBGP), the Highway Safety Improvement Program (HSIP), the Highway Bridge Program (HBP), and Federal Transit Administration (FTA) Sections 5311 and 5339 funding. Additionally, IIJA created new programs such as the Safe Streets and Roads for All (SS4A) and Carbon Reduction Program (CRP). Overall, the IIJA increased funding to the Federal Highway

Administration (FHWA) and Federal Transit Administration (FTA), by 34% and 35% respectively, over previous FAST Act levels.

Highway Bridge Program (HBP) / Bridge Investment Program (BIP)

The Highway Bridge Program (HBP) originally authorized under earlier federal transportation legislation, has largely been succeeded by the Bridge Formula Program and the Bridge Investment Program (BIP) under the Infrastructure Investment and Jobs Act (IIJA) of 2021. 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.

Under the IIJA, California is expected to receive over $4.2 billion in bridge funding over five years with additional competitive grants available nationally. The federal/local reimbursement ratios for new projects will remain at 80%/20% for on-federal aid system projects and 88.53%/11.47% for off-federal aid system projects, for eligible participating project costs including preliminary engineering, right of way, and construction.
Caltrans continues to solicit candidate projects for federal bridge funding on an annual basis. Selected projects are incorporated into a multiyear delivery plan, with prioritization increasingly influenced by factors such as equity, climate resilience, and freight significance.

Better Utilizing Investments to Leverage Developments (BUILD)

The Better Utilizing Investments to Leverage Development (BUILD) Grant Program supports planning and capital surface transportation projects with significant local or regional impact, including highways and bridges, transit, rail, ports, intermodal facilities, Tribal transportation, and certain environmental and resilience improvements. Eligible applicants include states, local governments, Tribes, transit agencies, port authorities, and multi-jurisdictional entities. Awards range from a $1 million minimum for rural capital projects and $5 million for urban capital projects (no minimum for planning) up to a $25 million maximum, with federal cost shares generally capped at 80 percent but allowed up to 100 percent for rural areas and Areas of Persistent Poverty/Historically Disadvantaged Communities. At least 5 percent of funds are reserved for planning projects, and statutory set-asides limit funding by state and between rural and urban areas.

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. Federal funds may be exchanged for state funds. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement. 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.

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. In 2025 (HSIP Cycle 12), 288 projects totaling $299.6 million in HSIP funds were selected for funding, including one in Fort Bragg for $397,200.

Carbon Reduction Program (CRP)

The Carbon Reduction Program (CRP), created under the Infrastructure Investment and Jobs Act (IIJA), provides $6.4 billion over five years (FY 2022–2026) to help states and local governments cut transportation-sector carbon emissions. Administered by the Federal Highway Administration (FHWA), the program distributes formula funding to states, which then develop carbon reduction strategies and invest in eligible projects. These projects include building or improving public transit, bicycle and pedestrian facilities, electric vehicle charging infrastructure, truck stop electrification, traffic flow improvements, and other measures that lower emissions. The CRP ensures that each state, as well as metropolitan planning organizations (MPOs), has resources to pursue climate-friendly transportation investments tailored to local needs. To date, $489,805 has been apportioned to the Mendocino County region. Of that total, $250,000 has been programmed to the Mendocino Transit Authority (MTA) for a Hydrogen Feasibility Study and $75,646 has been programmed to the City of Fort Bragg for electric vehicle chargers at the City's CV Starr Center.

Federal Lands Access Program (FLAP)

The Federal Lands Access Program (FLAP), is a federal program that provides funds for projects providing access to federal lands and transportation facilities located on, or adjacent to, federal owned lands. The program's goal is to improve transportation facilities associated with federal lands, favoring locations with high recreation use and projects that result in a sizable economic benefit. The intent of this program is to supplement state and local funding resources, and the required non-federal match is 11.47%.

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 provided the first significant, stable, and on-going increase in state transportation funding in more than two decades. SB1 increased revenues through increased per gallon fuel excise taxes; increased diesel fuel sales taxes and vehicle registration fees, including a new annual fee for electric vehicles; and provided for annual inflationary adjustments, which began in July 2020, to tax rates in future years. SB 1 generates approximately $5.4 billion annually for state and local transportation improvements. Revenues from the bill provide 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. These programs continue to support infrastructure upgrades across California, with recent investments targeting zero-

emission transportation, freight corridor improvements, and multimodal mobility enhancements. The new programs that are relevant to the Mendocino County region are discussed below.

Local Streets & Roads Program - Beginning November 1, 2017, the State Controller (Controller) started depositing 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 is 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 (CTC). 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.

Local Partnership Program - SB 1 created the Local Partnership Program (LPP) 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 are dedicated solely for transportation improvements.

The 2024 Program (formulaic and competitive) covered FY 2025-26 through 2026-27. New cycles will be programmed approximately every two years. Formulaic incentive funding of up to $20 million will be set-aside each year for newly passed measures, leaving the balance to be distributed 60% via formulaic and 40% via competitive program (subject to change). In Mendocino County, the Cities of Fort Bragg, Point Arena, Ukiah, and Willits are eligible for this source.

The formulaic portion of the LPP includes an annual funding minimum, currently $200,000 but subject to change with guideline revisions, for very small agencies. All eligible agencies in Mendocino County receive the minimum.

Trade Corridor Enhancement - The Trade Corridor Enhancement Program funds corridor-based freight infrastructure projects nominated by local agencies and the state. Eligible projects must be located on federally designated Trade Corridors of National and Regional Significance, California's portion of the National Highway Freight Network, or other corridors identified in the California Freight Mobility Plan as having high freight volumes. The program supports improvements along corridors that have a high volume of freight movement, and will include measures to evaluate potential economic and noneconomic benefits to the state's economy, environment, public health and Disadvantaged Communities. It is expected that projects along the US 101 and SR 20 corridors could potentially be eligible for funding through this program. The 2024 Program provided two years of programming in FY 2025-26 and 2026-27, for an estimated total of $1.071 billion. Subsequent program cycles will include two new years of programming.

Surface Transportation Block Grant (STBG) Program

These funds, previously referred to as Regional Surface Transportation Program (RSTP) funds, are apportioned by the State pursuant to Sections 182.6d(1) and d(2) of the Streets and Highways

Code. The State distributes Section 182.6d(2) directly to counties. Section 182.6d(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, EV charger installations, and supplementing the Covelo SR 162 Corridor Multi-Purpose Trail 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. Another $90,000 annually is designated for regional project management and local assistance by MCOG staff. The estimated amounts of these funds to be distributed to local agencies for FY 2025/26 may be found in Table 28.

Table 29
STBG Funds Distribution
FY 2025/26

Agency	RSTP Amount
Mendocino County	$195,756
Ukiah	$263,446
Fort Bragg	$175,897
Willits	$165,094
Point Arena	$109,117

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 concerns overall 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 half-cent sales tax measures for transportation. Following the second poll, Ukiah voters approved a half-cent general tax with an advisory measure directing that revenues be used for improvement to City streets. Revenue from all of the measures are primarily used to improve and maintain the existing street system. These revenues 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:

Table 30
Voter Approved Local Sales Tax

Agency	Approximate Annual Revenue	Use of Funds
Willits	$1,050,000	Repair, replacement, construction, and reconstruction of the City's road system
Fort Bragg	$1,230,000	Repair, maintenance, and reconstruction of City streets
Point Arena	$65,000	Repair, replacement, construction and reconstruction of

		the City's road system
Ukiah	$3,400,000	Repair and maintenance of City streets (general tax with advisory measure)

Environmental Enhancements and Mitigation (EEM)

This program was created by California Streets and Highways Code Section 164.56, which authorizes the legislature to allocate up to $7 million each fiscal year. 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.

A total of $8 million was authorized for the 2025 EEM program, of. 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 $750,000 for individual projects; however, up to $1.5 million may be awarded for acquisition projects.

Transportation Planning Grants

The Sustainable Transportation Planning Grant program is an annual Caltrans grant program that provides funding for transportation planning projects, under five categories: (1) Sustainable Communities Competitive grants – to fund local and regional multimodal transportation and land use planning projects that further the region's RTP Sustainable Communities Strategy (where applicable), and contribute to the State's greenhouse gas (GHG) reduction targets; (2) Strategic Partnership grants – to fund transportation planning studies in partnership with Caltrans that address regional, interregional, and statewide needs of the State highway system; (3) Strategic Partnership Transit – to fund multi-modal planning studies with a focus on transit. These are competitive grants, awarded on an annual basis; (4) Climate Adaptation Planning – to fund local and regional transportation related climate adaptation plans, as well as project level climate adaptation planning projects and strategies. A fifth category, Sustainable Communities Formula grants – are only available to Metropolitan Planning Organizations (MPOs).

Active Transportation Funding

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

Complete Streets

The Complete Streets program does not have its own funding program, but rather a set-aside reservation of funds within the State Highway Operation and Protection Program (SHOPP). The 2024 SHOPP, adopted in March 2024 programs and reserves $148 million statewide over a four-year period to augment projects with Complete Streets elements as opportunities arise. The SHOPP is the state highway system's "fix-it-first" program that funds the repair and preservation, emergency repairs, safety improvements, and some highway operational

improvements to the state highway system. Caltrans seeks opportunities to add Complete Streets improvements to the projects identified in the SHOPP using that reservation of funds.

Active Transportation Program (ATP)

The Active Transportation Program (ATP) combines several previous state and federal grant programs, including the Bicycle Transportation Account, state Safe Routes to Schools, and the federal Transportation Alternatives Program. The passage of SB 1 in 2017 provided an additional $100 million annually from the Road Maintenance and Rehabilitation Account to the ATP, significantly augmenting the available funding for this program. Program funding is distributed as follows: 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 purpose of the ATP is to encourage increased use of active modes of transportation. The program funds both capital projects and planning/education programs. The program does not require a local match; however, leveraging of funds is considered in scoring of large projects. In the ATP Cycle 7 (2025), the program experienced a significant reduction in available funding due to state budget constraints, with statewide funding totaling $168 million. This is down from previous cycles that ranged between $300 million and $600 million. Although highly competitive, the ATP offers a good opportunity for funding high cost, non-motorized, capital projects. MCOG's "2019 Pedestrian Facility Needs Inventory/Engineered Feasibility Study" ranked non-motorized projects with criteria similar to ATP scoring criteria to identify potential high-scoring ATP projects.

Urban Greening

Urban Greening is a competitive program, which is anticipated to be annual, funded through the Cap and Trade Program (Greenhouse Gas Reduction Fund). Funds are available for projects that reduce commute VMT by constructing bicycle paths, bicycle lanes, or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. It also funds projects that reduce GHG emissions by reducing energy usage or tree planting. In 2024, the California Natural Resources Agency awarded $33 million in funding for Urban Greening projects. 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. In 2021, the City of Ukiah was awarded a $3,563,212 Urban Greening grant for the City's Rail with Trail project, Ph. 4.

State Transportation Improvement Program (STIP)

As explained above, STIP funds may be used for pedestrian, bicycle, and intermodal facilities. However, due to limited funding and the competitive nature of this program, it may not be the most reliable source of funding for active transportation projects.

Surface Transportation Block Grant (STBG)

As explained above, STBG funds are distributed annually by MCOG to each local entity on a formula basis 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. In 2023, the OTS awarded $127.3 million for more than 442 grants to agencies throughout the state. Grants are awarded based on identifiable traffic safety problems, proposed strategies to improve the safety of roads, and proven measures to reduce traffic deaths and injuries.

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.

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 LTF. 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 and policies of the regional transportation planning agency.

MCOG typically allocates the optional two percent of LTF funding allowed for bicycle and pedestrian projects. This is the only funding source specifically for active transportation projects that is available to the region by formula rather than competitively. Because the total funding available is fairly small, these funds are often used by local agencies as a match for competitive grants.

Safe Streets and Roads for All (SS4A)

The SS4A Grant Program is a competitive grant program with $5 billion in appropriated funds over 5-year period (2022-2026). This program was established under the Infrastructure Investment and Jobs Act (IIJA) to support local, regional, and Tribal initiatives aimed at preventing roadway fatalities and serious injuries. It aligns with the U.S. Department of Transportation's National Roadway Safety Strategy and embraces a Safe System Approach. Eligible grant applications include planning and demonstration grants to develop or update a Comprehensive Safety Action Plan; or to conduct supplemental planning or safety activities. Also eligible are implementation grants to fund infrastructure, behavioral and operational strategies; including bicycle and pedestrian safety enhancements, roadway reconfigurations, traffic calming measures and lighting, signage and visibility improvements.

Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024 (Prop 4)

Prop 4 was passed by the voters in 2024, authorizing $10 billion in bond funds for programs and projects related to climate resilience, water, and natural resource management. Funding programs will be administered by various State agencies such as the Coastal Conservancy, the Natural Resources, and California State Parks. Although program specifics aren't available at this time, funds will available for coastal public access infrastructure projects including trails, bike lanes, and transportation improvements and projects that enhance and expand access to state and public park nonmotorized trails.

Highway Safety Improvement Program (HSIP)

As previously described, the Highway Safety Improvement Program (HSIP) is a federal safety program that provides funds for safety improvements on all public roads and highways. From time to time, there are funds that are set aside for specific safety countermeasures or improvements when common roadway safety concerns are identified statewide, often related to bicycle and pedestrian safety. These set-asides are identified whenever a new call for projects is announced. Most recently, the City of Fort Bragg was awarded approximately $350,000 for pedestrian infrastructure improvements at four intersections and one mid-block crossing.

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) 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 biennial competitive program. In Mendocino County, the senior center transportation programs and Mendocino Transit Authority have benefited from these grants for both vehicle replacement and operating grants.

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 FTA apportions formula funds to each state on an annual basis. The California Department of Transportation, Division of Local Assistance, Office of Transit Grants and Contracts (OTGC) 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. Mendocino Transit Authority (MTA) receives at least $500,000 per year under this program,

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. MTA has received approximately $300,000 in a typical grant cycle.

10% State Administrative Expenses -- This funding share is apportioned to the State 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.

Federal Transit Administration (FTA) Section 5339

Congress created the FTA Section 5339 Bus and Bus Facilities program under Moving Ahead for Progress in the 21st Century (MAP 21). This action required the California Department of Transportation (Caltrans) to be the designated recipient of this Program's funds for small urban and rural areas of the State. The program was continued, with some modifications in the Fixing America's Surface Transportation (FAST) Act. The program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. FTA annually apportions a discretionary component and a small urban (population 50,000 to 200,000) formula component to each State.

State Sources

State Transit Assistance (STA)

The Transportation Development Act (TDA) established the State Transit Assistance account. Funds for the program are derived from the statewide sales tax on diesel fuel. The State Controller allocates these revenues to regional transportation planning agencies for transit uses. The allocation formula distributes funds 50% by population and 50% according to operator revenues from the prior fiscal year (the revenue amount of each STA-eligible operator compared to statewide totals determine its share). These funds can be used for operations, subject to specific eligibility criteria, or capital projects. Revenues have varied widely from approximately $300,000 to $800,000 or more per year. SB 1 stabilized this funding source, although it is subject to fluctuations in the economy.

State of Good Repair (SGR)

Senate Bill 1, The Road Repair and Accountability Act of 2017, added a vehicle registration fee to the State Transit Assistance program, funding this new State of Good Repair (SGR) program. It is distributed to eligible transit operators in California by the same formula as STA. SGR funds are received by regional transportation planning agencies sub-allocateded to transit agencies. The program's goal is to keep transit systems in a state of good repair by providing transit operators with a consistent revenue source to invest in the upgrade, repair, and improvement of their agency's transportation infrastructure. This includes the purchase of new transit vehicles and the maintenance and rehabilitation of both existing vehicles and transit facilities. These investments will lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions and other pollutants. SGR revenues have averaged approximately $130,000 to $170,000 per year .

Low Carbon Transit Operations Program (LCTOP)

The Low Carbon Transit Operations Program (LCTOP) is one of several programs under the Transit, Affordable Housing, and Sustainable Communities Program established by SB 862 (2014). LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total funds received shall be expended on projects that will benefit disadvantaged communities. Senate Bill 862 continuously appropriates 5% of the annual auction proceeds in the Greenhouse Gas Reduction Fund (Fund) for LCTOP, beginning in 2015-16. MTA has received funding from this program since 2015, with the most recent award of $248,273 in 2025.

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 (2024), no PTA funding has been identified. STIP is an unreliable, and often unavailable, source of funding for transit.

Senate Bill (SB) 125

AB 102 (Chapter 38, Statutes of 2023) and SB 125 (Chapter 54, Statutes of 2023) amended the State's Budget Act of 2023 to appropriate a total of $5.1 billion to the Transit and Intercity Rail Capital Program (TIRCP) and the new Zero-Emission Transit Capital Program (ZETCP). The TIRCP program is typically a statewide competitive program, however, this appropriation, along with the ZETCP appropriation will be distributed by formulas based on both population and transit operator revenues to regional transportation planning agencies for programming and administration. The funds can be used for transit capital projects and operating expenses that prevent service cuts and/or increase ridership, subject to compliance with the program guidelines developed by the California State Transportation Agency (CalSTA). MCOG will receive a total of $11,063,615 over the life of the program.

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 and policies of the regional transportation planning agency. Local Transportation Funds generated through TDA have been the single largest funding source available for transit services provided to Mendocino Transit Authority. Over the past five years, MCOG LTF allocations to MTA have averaged $3.9 million per year.

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. Originally MTA's minimum farebox was required to be 14.7% of operating cost; however, Senate Bill 508 amended TDA statutes in 2015, setting the minimum farebox at 10% for all rural transit operators. Several bills provided temporary regulatory relief for transit operators required to conform with TDA farebox recovery ratio thresholds and adjusted definitions of eligible

revenues and operating costs during and following the COVID-19 pandemic, waiving the requirement through FY 2025/26: AB 90, AB 149, and SB125.

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 program establishment, now called the Tribal Transportation Program (TTP), the total Federal construction authorization for Tribal Transportation has exceeded $10 billion. The TTP is jointly administered by the BIA and the FHWA.

Under the Infrastructure Investment and Jobs Act (IIJA), the TTP was authorized at a funded level of $505 million in FY 2021; $578 million in 2022, $590 million in 2023, $602 million in 2024, and $613 million in 2025. Except for a 5% set aside for FHWA and BIA program oversight, all other TTP funding is provided to Tribes either as Tribal shares or as special set-aside funding to address transportation planning, as well as safety and bridge projects and activities. The IIJA allocates TTP funding among the Tribes through a statutory formula based on tribal population, road mileage and average tribal shares.

Federal TTP funds can be spent by Tribes and others on certain allowable activities, 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. Eligible planning and design activities include general administration, design, environmental studies, engineering support studies, and inspections. Examples of eligible construction activities include road construction, road sealing, ADA improvements, road rehabilitation or resurfacing, maintenance, and TERO fees. A full listing of eligible uses can be found on the FHWA website and in 25 CFR 170 Appendix A to Subpart B, 25 CFR 170 Subpart G, 25 CFR Part 170 Appendix to Subpart G, 25 CFR §§ 170.132-134, and 25 CFR § 170.607.

TTP Safety Funds

The Infrastructure Investment and Jobs Act (IIJA) allocated 4% of Tribal Transportation Program (TTP) funds annually for competitive, discretionary projects that address safety issues identified by federally recognized tribes. Eligible projects for the TTP Safety Fund include creating and updating safety plans, conducting safety data assessments and systemic studies, performing road safety audits, improving traffic records, and implementing countermeasures such as warning signs, rumble strips, and roadside hazard mitigation. Infrastructure improvements supported by the fund range from roundabout conversions and protected bike

lanes to intersection upgrades and roadway modifications that separate pedestrians and cyclists from vehicles, all aimed at reducing the risk of fatal and serious injury crashes.

TTP Bridge Program

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 High Priority Projects (HPP)

The Tribal High Priority Projects (Tribal HPP) Program, established under 23 U.S.C. 202, is a nationwide initiative that provides funding to Indian tribes or their governmental subdivisions whose annual Tribal Transportation Program allocation is insufficient to complete their highest priority project, or to any Indian tribe facing an emergency or disaster affecting a transportation facility listed on the national inventory of Tribal transportation facilities.

Tribal Technical Assistance Program

The Tribal Technical Assistance Program (TTAP) is a discretionary training and technology transfer program 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 include Environmental Enhancements and Mitigation grants, Urban Greening grants, and Sustainable Transportation Planning grants. In addition, tribal governments may apply on their own for Active Transportation Program (ATP) grants and Federal Land Access Program (FLAP) grants, described above.

AVIATION FUNDING

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 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 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. 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. 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

Airport Infrastructure Grant Program

As part of the IIJA, the Airport Infrastructure Grant (AIG) Program provides $14.5 billion in discretionary funding over five years (beginning in FY 2022). This includes a $500 million set-aside for nonprimary airports, such as Lampson Field. These competitive funds can support projects including runway and taxiway improvements, safety and sustainability upgrades, terminal enhancements, and airport transit or roadway access projects, helping ensure that smaller airports maintain safe, efficient, and accessible operations.

Airport Terminals Program

Also through the IIJA, this program provides $1 billion annually from 2022-2026 for competitive grants for airport terminal development projects that address the aging infrastructure. These grants can be used for safe, sustainable and accessible airport terminals, airport-owned airport traffic control towers, and on-airport rail and bus projects that improve multimodal connections.

FAA Contract Tower Competitive Grant Program

Another IIJA program, the FAA Contract Tower (FCT) program, provides $100 million and up to $600 million to modernize airport control towers. These funds will allow airports to sustain, construct, repair, improve, rehabilitate, modernize, replace, or relocate non-approach control towers; acquire and install air traffic control, communications, and related equipment to be used in towers; and construct a remote tower certified by the FAA.

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. These are 90% state grants, requiring a 10% local match.

Airport Loan Program

These are discretionary State loans to eligible airports for construction and land acquisition projects that benefit an airport and/or improve its self-sufficiency. Projects that enhance an airport's ability to provide general aviation are eligible. A loan may provide the local share for an AIP grant, but cannot provide the local match for A&D grants. These loans cannot fund projects that accommodate scheduled air carriers. This is a revolving loan fund in which funding varies. Loans may be requested at any time, and there is no local match is requirement.

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 expenditure; 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. However, funding has been inconsistent. For example, no federal dredging funds were allocated in FY 2024, though planning and coordination for FY 2025 dredging is underway. The Noyo Harbor District is actively seeking long-term partnerships to stabilize dredging support, as the current model remains unpredictable and grant-dependent

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 interim FY 2025/26 budget identified projected operating expenses of $101,000, plus $52,000 for pier repair and replacement costs. Revenues for the year of $52,000 are expected, plus a transfer in from the General fund to cover remaining expenses.

The City continues to rely on external grant funding for capital improvements. Notably, a $485,000 Coastal Conservancy grant is supporting the Arena Cove Harbor Access and Resiliency Plan, which includes design and permitting for pier upgrades, restroom and harbormaster facility improvements, and a floating dock feasibility study.

Port Infrastructure Development Program (PIDP)

The Port Infrastructure Development Program (PIDP) offers federal funding to support projects that enhance the safety, efficiency, and reliability of goods movement at coastal seaports, inland river ports, and Great Lakes ports. Eligible applicants include various governmental entities, Indian Tribes, multistate groups, and public-private partnerships. The program funds capital projects such as improvements to port equipment, infrastructure, operational resilience, environmental mitigation, and seafood-related facilities. Large projects in contiguous states require a benefit-cost analysis, while smaller projects or those in non-contiguous areas may not. The Infrastructure Investment and Jobs Act (IIJA) allocated $2.25 billion to the PIDP over five years, with $450 million available in fiscal year 2026. The standard federal cost-share is 80%, but this may be increased for rural areas or small ports.

CONSTRAINED & UNCONSTRAINED PROJECTS

Appendix J contains a list that identifies projects from this plan as constrained or unconstrained based on funding availability. Many projects identified as priorities will depend on competitive grant funding, which will limit what can be completed during the timeframe of this plan. MCOG believes all of the listed projects are important; however, what ultimately gets implemented will be affected by project readiness and availability of appropriate funding sources.