

NON-MOTORIZED TRANSPORTATION SYSTEM

SYSTEM DEFINITION

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

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

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

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

MCOG maintains a Regional Bikeway Plan that was adopted by the Mendocino Council of Governments in August 2006. It is important to note that this Plan is designed to qualify projects for the State Bicycle Transportation Account (BTA) funds. These funds are solely used for commuter projects. The BTA does not consider recreational projects when prioritizing and distributing funds.

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.

NEEDS ASSESSMENT

Through the public outreach process conducted as part of the development of this document, bicycle and pedestrian needs and issues were one of the most talked about subjects.

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 funds do exist for improvement projects, the amount is insignificant when compared to the improvement needs that exist. In a survey, respondents identified walking as their mode of transportation for approximately 15% of all trips in an average week.

Existing bicycle facilities are limited in Mendocino County. Although there is a lack of official bikeways, it does not mean that people are not riding. The bicycling community has developed their own system of streets and routes that provide connectivity and safety due to the lack of an “official” bikeway network in most areas. In an online survey, the lack of bike lanes or paths was considered a “very serious” or “somewhat serious” problem by 84% of respondents.

A series of 7 workshops was held throughout the county. In the workshops, comments were consistently received regarding improved safety for pedestrian and bicyclists. In Fort Bragg and Ukiah, there was an emphasis on providing improved bike routes within the urban centers and connections to the urban centers from residential areas on the outskirts of town. In both Fort Bragg and Point Arena, there was specific concern expressed over the safety of bicyclists along SR 1, particularly along bridges.

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

ACTION PLAN

Short-Term Projects

The region has programmed both bicycle and pedestrian projects in the State Transportation Improvement Program. The bike and pedestrian projects in the STIP are primarily funded with Transportation Enhancement funding. The following table lists projects of this type programmed in the STIP:

**Table 11
Currently STIP Programming
For Bicycle & Pedestrian Projects**

Project	Agency	Construction Yr	STIP Funding (\$ in 1000s)
Hwy 1 Circulation & Safety Improvements (portion of larger STIP project)	Ft Bragg	13/14	\$310
Blosser Lane Elementary Transportation enhancements	Willits	14/15	\$644
Grace Hudson School Zone Improvements	County	13/14	\$185
Branscomb Road Multi-Use Bridge	County	13/14	\$535
Total			\$1,674

Regional Bikeway Plan

The Mendocino Council of Governments adopted the 2006 Mendocino County Regional Bikeway Plan on June 5, 2006. In this Plan, 17 county wide short-range projects were identified. The following [Table 12](#) lists each project, however, not by priority. The intent of the Regional Bikeway Plan is to identify projects that meet commuter needs and would be eligible for funding through the Bicycle Transportation Account grant program. Therefore, all of the projects listed below provide access or link to areas of employment or education.

Table 12
2006 Regional Bikeway Plan
Short-Range Implementation Plan

Name – Route No.	Termini		Length	Class	Est. Cost (\$ in 1000s)
	From	To			
Point Arena					
Coastal Access Scenic Bikeway (Port Rd)	Arena Cove	Iverson Rd	1.00	II	847
Iverson Ave	Port Rd	Route 1	0.25	II	80
Willits					
West Commercial St	N Main	North St	0.20	II	5
NWP Rail Trail	E Hill Rd	High School	1.90	I	1,215
Walnut/Locust	S Main	Holly St	0.50	II	125
East Hill Road	Baechtel Rd	East City Lim	0.50	II	235
Baechtel Creek Trail*	Baechtel Rd	Railroad Ave	0.50	I	
Fort Bragg					
Pudding Creek Trestle/OJ Park	GP Haul Rd @ Pudding Ck	OJ Park	1.14	I/II/III	600
OJ Park/Dana Street Bikeway	OJ Park	Chestnut St	1.32	III	7
Central Business District/Pudding Creek Trestle*	West Street starting at Pine Street	Ending at Elm Street	0.40	I	250
Oak Street/Sherwood Road*	Oak Street @ Dana Street	Sherwood Rd at City Limits	.33	II	160
Ukiah					
Orchard Ave	Gobbi Clara	Perkins Ford	0.60	II	90
Gobbi Street	Dora Oak Manor	Main E end of Gobbi	0.76	II	270
Empire Drive	Bush St	N. State St	0.21	II	9
Main Street	Gobbi St	Norton St	0.74	III	15
NWP Rail Trail, Phase I*	Clara Ave	Gobbi St	0.78	I	544
Oak Manor Trail*	Pedestrian Bridge @ Gibson Creek	Oak Manor Park	0.26	I	231
Mendocino County					
Lake Mendocino Drive	Lake Mendo Dr CR 227	End	0.44	II	107
West Road, Phase I	School Way	Road M	0.89	II	376
School Way	West Rd	East Rd	0.89	II	376
N State St	US 101	Lake Mendo Dr	1.49	II	600

Estimated costs to implement all proposed projects in the Mendocino County Regional Bike Plan are far more than are expected to be available. The Plan gives classifications and discussions for bikeways that are defined in [Appendix B](#).

City of Ukiah

In February 1999, the City of Ukiah adopted its Master Bicycle and Pedestrian Plan. This plan was created through efforts of the City and citizens interested in improving the Ukiah pedestrian and bicycling environment. A steering committee for the plan addressed five key areas of concern: safety, accessibility, sustainability, beauty, and the need for an implementation program. Safety is one of the primary reasons to improve bicycling and walking conditions in Ukiah. Improving these conditions will also attract visitors to extend their stay to walk, shop, eat, and possibly stay overnight. In addition, the increased ability to walk or bicycle would reduce the amount of vehicular traffic, therefore, reducing noise and air quality impacts.

The following recommended improvements and projects in [Table 13](#) are the highest priority improvements identified in the plan. Bikeway class types listed in this table are defined in [Appendix B](#). It is important to note that many of the projects can be funded with federal, state, and regional transportation, safety, and/or air quality grants. Others are recreational in nature and must be funded by local, private, or non-transportation governmental sources.

Table 13
Ukiah Bikeway and Pedestrian System
Short Term Projects

Project/Segment	Class Type	Length	Projected Costs
1. North Western Pacific Rail Trail			
Phase I: Clara to Gobbi	I	0.75	\$544,000
Phase II: Brush to Clara	I	0.27	\$196,170
Phase III: Gobbi to Talmage	I	0.54	\$394,675
Phase IV: Talmage to Norgard	I	1.31	\$950,763
2. Clay/Peach Corridor			
Clay	II	0.70	\$31,534
Depot Pathway	I	0.08	\$18,939
Peach	III	0.17	\$1,705
Gibson Creek (Oak Manor Trail)	I	0.26	\$231,000
3. Gobbi Street*	II	1.06	\$47,727
4. Western Bikeway			
Hazel Avenue	III	0.08	\$758
Todd Road	III	0.09	\$947
Barnes Street	III	0.32	\$3,220
McPeak Street	III	0.27	\$2,652
Mendocino Drive	III	0.15	\$1,515
Gardens Avenue	III	0.19	\$1,894
Helen Avenue	III	0.44	\$4,356
5. Orchard-Brush Corridor			
Orchard Avenue	II	1.00	\$45,170
Brush Street	II	0.45	\$20,455
TOTAL			\$2,497,480

*Portion of this project between Orchard Ave. and Oak Manor Drive completed.

The City of Ukiah will be preparing a Safe Routes to School plan which is funded through MCOG’s 2010/11 Work Program. This plan will identify additional high priority improvements for implementation within the short range time frame.

City of Willits

The City is currently working on project development for the Blosser Lane Elementary Transportation Enhancements, funded through MCOG’s Transportation Enhancement funds. The total project cost is \$644,000 and is planned for construction in 2014/15. The project will provide sidewalks and other safety enhancements for students.

The City is also currently making improvements to West Commercial Street using American Recovery and Reinvestment Act funding which incorporate significant features for pedestrian and bicycle access and safety.

In June 2009, the Willits City Council adopted the City of Willits *Bicycle and Pedestrian Specific Plan*. The Plan was instigated by local citizens and identifies potential pedestrian and bicycle routes, standards for projects, and priorities for implementation.

Many of the projects can be funded with transportation funds, while other projects are recreational in nature and must be funded by local, private, or other non-transportation sources. Phasing of the projects is directly related to the availability of funding. Many of these projects are also listed as priority projects in the Regional Bikeway Plan.

Recommended projects to be implemented within the next ten years are listed below in Table 14.

Table 14
City of Willits
Project Phasing, Responsibility and Cost
Short-Term

Project	Potential Funding Source ¹	Projected Costs ²
1. North Coast Rail Authority Trail	F1, F2, F3, S1, S2, L1, L2, L3, L4, L5, R1	\$1,300,000
Phase I: San Francisco-E. Commercial	Same as #1	
Phase II: High School-E. Commercial	Same as #1	
Phase III: San Francisco-Shell Lane	Same as #1	
Phase IV: Shell Lane-East Hill Rd.	Same as #1	
2. Locust Street-Baechtel Road Loop	F2, F3, S2, L1, L2, L3, L5, R1	\$41,600
3. Blosser-Coast-School Bikeway	Same as #2	\$6,000
4. Commercial Street Bikeway	Same as #2	\$9,600
5. Willits Creek Bike Path	F1, F2, F3, S1, S2, L1, L2, L3, L4, R1	\$138,000
6. Adopt a Bikeway Signing Program	S1, S2, L1, L2, R2	\$5,000
7. Demonstration pocket park and/or creekside walkway for pedestrians	L4, F3, Non transportation funds	\$150,000

1 F1=SAFETEA-LU Funding (STP)
F3=SAFETEA-LU Funding (National Recreational Trails)
L1=TDA Funds
L3=Developer Fees, Exactions, or Assessments
R1=Air District Grants

F2=SAFETEA-LU Funding (TE)
S1=State & Local Transportation Partnership
L2=State Gas Tax
L4=Community Foundation Grants

S2=EEM Program
L5=LTF 2% Bike & Ped Funds

- 2 All Projects and programs assumed to be funded by local, regional, state, and federal sources rather than existing City of Willits general fund. Cost estimates were developed in 1999 and it is anticipated that actual project costs will be substantially higher.

The City of Willits has also developed a Safe Routes to School Plan for all school areas within the City. The Plan was adopted by the City in July of 2009 and identifies numerous improvements around each school site as well as educational and promotional activities. The Plan can be found on the city's website at <http://thecityofwillits.com/safe-routes-to-school-plan/>.

City of Fort Bragg

The City of Fort Bragg currently has the following project programmed in the STIP:

- Highway 1 Circulation Improvements & Transportation Enhancements. The Transportation Enhancement portion of this project will provide an improved pedestrian experience along SR 1 through downtown Fort Bragg. The project will include bike lanes, which will be part of the Pacific Coast Bike Route, wider ADA-compliant sidewalks, decorative lighting, landscaping and benches. The project also includes circulation improvements which are discussed in the County Roads and City Streets Element of this document. Construction is planned for FY 13/14.

In addition, a number of projects have been identified through City's Bicycle Master Plan, adopted November 9, 2009. The Plan highlighted the projects listed in the Regional Bikeway Plan. It also identified the following projects for development within the City:

- Mill Site Bike Trails – The Mill Site Specific Plan, which outlines future use for the former Georgia Pacific Mill Site, proposes a Class I Bikeway running the entire length of the mill site property, parallel to the proposed Ocean Bluff Drive. Upon completion, the bikeway would become part of the Pacific Coast Bike Route. A series of Class II bikeways is also proposed throughout the rest of the development. Both the north and south coastal trail are currently in design.
- Glass Beach Drive – A 10 foot wide, multi-use trail has been proposed along the western edge of Glass Beach Drive which would link the Old Haul Road/Pudding Creek Trestle multi-use trail with the proposed trail through the Mill Site.
- Safe Routes to Schools – A new bikeway is needed between Sanderson and Dana Streets, along a city owned easement, to formalize a long existing short cut and provide access to schools, a community center and sports facilities in the area. A bikeway is also needed between Cedar and Oak Streets on Dana Street. Both of these projects will be completed this fiscal year as part of the Federal Safe Routes to Schools project currently being designed.
- New bicycle access from Highway 20 – This project would include creation of a Class III bikeway marked with sharrows on Boatyard Drive connecting Hwy 20 with a bicycle easement through a parcel located east of Main Street (SR 1) and feed onto Main Street near Noyo Bridge.

Finally, the City of Fort Bragg is in the process of completing and adopting two plans to significantly improve the public's safety when traveling in the community's right-of-way.

- South Main Street Access and Beautification – This project enhances pedestrian crossings of Highway 1, with curb extensions, high visibility striping, stop bars, pedestrian signage and strategically placed median refuge islands. It also improves safety by reducing vehicle speeds, as well as beautifies the streetscape with trees and landscape strips. The final project design may also widen sidewalks and include a Class 1 multi-use path on the west side of Highway 1.
- Residential Street Safety Improvements – With the City's 2010 update of the 2005 plan, a myriad of improvements are sought to improve motorist safety by calming traffic and reducing vehicle speeding. This will also improve safety and comfort for residents when they walk or cycle. Vehicle speeds will be reduced by installing traffic calming infrastructure such as traffic circles, splitter islands, speed cushions and reducing the width of motor lanes. Pedestrian and cycling safety will be improved through a number of installations including, but not limited to, curb extensions, high visibility crosswalks and striping for bike lanes. Improvements are envisioned throughout the city, but numerous projects are proposed for Fir, Harold, Cedar and Chestnut streets.

City of Point Arena

The City of Point Arena adopted a Community Action Plan on April 5, 2010. The plan included recommendations for bicycle and pedestrian improvements within the city. A significant portion of the recommendations focused on Main Street/SR 1 and are summarized below:

Main Street/SR 1: Addition of a Class III bikelane on the southbound side, and a 5 foot Class II bikelane on the northbound side between Iversen Avenue and Riverside Drive, with approximately 10 foot sidewalks. Bulbouts are recommended at key locations, extending the sidewalk by another 6 feet. The crosswalk at Mill Street should be relocated to the south of Mill Street with bulbouts at the crosswalk. A new marked crosswalk with bulbouts is recommended at the Port Road intersection.

The two highest priority improvements for the Main Street/SR 1 Corridor in Point Arena are as follows:

**Table 15
City of Point Arena
High Priority Bike & Ped Projects**

Project Location	Project Description	FY	Potential Fund Source	Estimated Cost
Riverside Drive/Main Street	Sidewalk on south side of Riverside including SE corner at Main	2010-11	Prop 1B	\$20,000
Main Street	Implement Priority Crosswalks and Bulbouts.	2011-12	TE	\$200,000
TOTAL				\$220,000

Other recommended improvements were included in the Plan for Iversen Road, School Street, Lake Street and Mill Street. Various improvements included new crosswalks, bulbouts, regrading of streets to reduce curb height, construction of a pedestrian plaza, and class III bikeways. Detailed descriptions of the recommendations can be found in the Plan.

Subsequently, the City prepared an application for Safe Routes to Schools funding for the following improvements:

Realign intersections, improve sight distance, calm traffic and install missing sidewalks adjacent to Arena Elementary School, Point Arena High School, South Coast continuation High School and the Pacific Community Charter School K-8 site and High School campus. The project total for these improvements is \$450,000.

- Improvement 1: Lake Street/Main Street – SR 1 – Intersection Realignment
- Improvement 2: Lake Street/School Street-SR 1: Intersection Realignment
- Improvement 3: Lake Street Sidewalk Improvements, East & North Side
- Improvement 4: Lake Street Sidewalks Improvements, South Side

County of Mendocino

The County of Mendocino has the following bicycle and pedestrian projects currently programmed or planned within the next 10 years.

- Pedestrian Crossing Signal, South State Street/Fircrest Drive Intersection – This project is funded through the federal Safe Routes to Schools program. The project total is \$100,000, which includes a local match of \$5,000. The project will install a pedestrian signal at the crossing on State Street that is heavily used by students and parents of Grace Hudson Elementary. Construction is planned for FY 12/13.
- Grace Hudson School Zone Improvements (Ukiah Area) – The County was awarded \$185,000 in Transportation Enhancement (TE) funding by MCOG as part of the 2010 Regional Transportation Improvement Program (RTIP) for this project. The improvements are scheduled to be constructed in FY 2013/14 and will include bulbouts on State Street at the intersections of Jefferson Lane and Fircrest Drive in order to reduce crossing distance for pedestrians. Improved signage and crosswalks will also be included in the project.
- Branscomb Road (Laytonville Area) – The County was also awarded \$535,000 in TE funding for this project in the 2010 RTIP. This project will replace the old, narrow pedestrian bridge across Ten Mile Creek on Branscomb Road. The 150' long bridge will be adjacent to the roadway bridge and will be safe for pedestrians, bicyclists and equestrians. The new bridge will also provide a link in the multiple bicycle and pedestrian improvements that have already been made in the area. Construction is scheduled for FY 2013/14.

Caltrans

Pacific Coast Bike Route – Caltrans is currently in the design and project development stage on Phase II improvements for the Pacific Coast Bike Route. Improvements are planned for the

section of the Pacific Coast Bike Route on SR 1 between PM 14.7 and PM 21.8, near Point Arena. The work is scheduled to be complete in 2012.

Caltrans has also requested ITIP Transportation Enhancement funding to develop Phase III of the route. Phase III will be located between Manchester and Pomo Lake Drive (PM 21.04 to 24.63) and widen the shoulders to 4 feet. Construction is scheduled for FY 2013/14.

SR 1 Bridges Improvements – Caltrans is planning pedestrian and bicycle improvements on the following bridges: Pudding Creek, Russian Gulch, Jack Peters Creek, Little River, Salmon Creek, Albion River and Greenwood Creek. The Greenwood Creek project is scheduled for construction in 2011, Albion River Bridge in 2016 and the Salmon Creek Bridge in 2017. The remaining projects lack funding and are only in the planning phase at this time.

Long-Term Projects

The first priority for long-range projects will be to complete any remaining high priority short-range projects listed in the Regional Bikeway Plan and other adopted bicycle and pedestrian plans.

The City of Ukiah has developed a mid to long range implementation plan for the next 6-20 years. This plan estimates future costs for long-term projects to be approximately \$1,400,000. Willits will likely have several short-range projects which will prove to be unfundable and, by default, move into the long-term program.

The Baechtel Road/Railroad Avenue Corridor Study, which was completed for the City of Willits in 2004, identified a potential pedestrian and bicycle trail joining Baechtel Road with Railroad Avenue along the east side of Baechtel Creek. The City of Willits is now looking funding to begin the environmental and design phases for the project. Construction of this project is likely to take place within the long range timeframe of the project.

There is a recognized need for a bicycle facility connecting the Brooktrails Township to the City of Willits. However, a feasible location for such a facility has yet to be determined. Previously proposed (since determined to be infeasible) bicycle and pedestrian projects linking the two communities have received broad-based support from Brooktrails residents, as the only access road to the township has narrow shoulders and relatively high traffic volumes. This need has been recognized in the Regional Bikeway Plan.

Additional bicycle and pedestrian improvements will be needed following completion of the Willits bypass. Rerouting of US 101 will allow for development of bicycle and pedestrian improvements and other “livable communities” features along Main Street.

Improvement to State Route 1 in Mendocino County to provide additional shoulder width and/or accommodate bike lanes shall continue to be a long-term priority.

The City of Fort Bragg will continue efforts to widen sidewalks and improve ADA compliance throughout the City. It is estimated that the needed improvements will cost in the range of \$2

million, for which a funding is unsecured at this time. It is likely that these improvements will be spread out in phases over several years, as funding permits.

In addition, there is a recognized need for bicycle lanes along SR 20. 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.

A planning effort for the Westport Coast Trail is currently underway. There are likely to be projects developed from that plan that will be developed along the Route 1 corridor from Ten Mile Bridge to north of Usal Road. These are likely to be Class I and Class II bikeway projects as well as shared- use Class I bike/pedestrian facilities.

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 nonmotorized use. The Coastal Conservancy, along with State Parks, the Coastal Commission, and other agencies and groups, produced a document in 2003 entitled *Completing the California Coastal Trail*, which laid out the concept for the trail as well as benefits, costs, and challenges associated with trail development (<http://ceres.ca.gov/coastalconservancy/Programs/cct/Coastal%20Trail%20Report.pdf>). While such a trail would be a great asset to the County and State, it is unfortunately unfunded at this time. Due to topographical and environmental constraints, the implementation of the trail may result in multi-use shoulders on Route 1 in some locations. While the primary purpose of the trail is recreation, implementation may blur the distinction between recreational and general-purpose travel as the route provides access for non-motorized users and connects the fragmented recreational segments. .

PERFORMANCE MEASURES

Performance measures for the Non-Motorized Transportation System will in some categories be more directly related to other modes than to the functioning of the bikeways, hiking trails or equestrian trails. This would be particularly true in the safety/security category. The issue involved is related directly to data collection, particularly collection on an ongoing regular basis. The following Performance Measures listed in [Table 16](#) are related to the safety/security issues that emerge for the potential conflicts between the Non-Motorized Transportation System and other modal systems. These will be the only performance measures identified for use for this RTP planning period.

Table 16
Non-Motorized Transportation System Performance Measures

Performance Measure	Indicator(s)	Data Source(s)
Outcome: Safety/Security		
Accident rates and number of incidents at conflict points between the Roadway System, Rail Transportation	➤ Keep accidents at Railroad Crossings at the Statewide average or better based on number of incidents per million train miles.	Accident statistics collected by Caltrans, District 01, Safety Division; Accident reports from California Highway Patrol; local
	➤ Maintain accidents at Roadway intersections with	

<p>System and the Non-Motorized Transportation System.</p>	<p>bike-lanes/routes, pedestrian crosswalks, or equestrian trails at statewide average or better based on number of accidents per million vehicle miles.</p> <p>➤ Implement traffic safety improvement projects addressing Non-Motorized Transportation System accidents from prioritized list of safety enhancement projects.</p>	<p>agency accident reports, annual reports for the FRA, and the California PUC for railroad crossing and rail operations accidents.</p>
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ENVIRONMENTAL CONSIDERATIONS

A consultant will prepare a separate environmental document for the Regional Transportation Plan. Because the majority of projects discussed in the Action Plan of the Non-Motorized Element are improvements within existing corridors and right-of-ways there are a limited amount of environmental issues to consider. An individual environmental review will be done for each project at the time of implementation.

ACCOMPLISHMENTS SINCE LAST REGIONAL TRANSPORTATION PLAN

City of Ukiah

- Completion of Downtown Improvement Plan to reduce lanes in downtown corridors, install bulbouts, enhance crosswalks, install street furniture and lighting, and enhance bicycle transportation
- ADA Curb Ramp installation

County of Mendocino

- New bike lanes on North State Street
- Undergrounding of utilities in Gualala that will facilitate bikeway/pedestrian projects in future along SR 1 corridor
- Completion of the Laytonville Traffic Calming and Downtown Revitalization Plan that identifies bikeway, pedestrian and trails needs
- Completion of the Gualala Downtown Design Plan that identifies bikeway and pedestrian improvement needs in the downtown corridor.

City of Fort Bragg

- Completed Safe Routes to School Project near Fort Bragg High School and Dana Gray Elementary School. Project consisted of widening sidewalks on Chestnut Street; installation of bulb outs and ADA compliant ramps; raised cross walk in front of the High School; installation of eight digital speed signs and upgraded pavement markings at specific locations.
- Pomo Bluffs Park Trail Extension: Extended 10 foot wide paved bike and pedestrian trail from the east end of the Pomo Bluffs Park to the access to the Noyo Bridge. Project consisted of construction of paved trail; installation of boundary fencing; interpretive panels and striping to designate access to the trail.

City of Willits

- Completion of Bicycle & Pedestrian Specific Plan, June 2009
- Completion of Safe Routes to Schools Plan, July 2009

City of Point Arena

- Completion of the Point Arena Community Action Plan that identifies bikeway and pedestrian improvements to be made in SR 1 corridor.

MCOG

- Acquisition of a grant to develop a Rails with Trails Plan for the rail corridor from Sonoma County line through Willits

Caltrans

- New bike lanes and shoulder widening along SR 20 from the SR 1 junction easterly approximately 1.5 miles
- New sidewalks, crosswalks, and intersection geometric improvements to enhance safety in Laytonville along US 101

PUBLIC TRANSIT SERVICE SYSTEM ELEMENT

SYSTEM DEFINITION

The Mendocino Transit Authority (MTA) is a Joint Powers Agency (JPA), which was formed in 1976 by the County of Mendocino and four incorporated cities: Fort Bragg, Point Arena, Willits and Ukiah. The MTA is the sole public transit operator in the County, and is responsible for the daily operation of the bus system and related policy decision-making. The MTA Board of Directors meets monthly to decide on operational and policy issues. A General Manager coordinates the system and oversees its day-to-day operations. The Transportation Development Act (TDA) regulates public transit services in California. Under TDA, MTA undergoes annual fiscal audits and a triennial performance audit. MCOG's Transit Productivity Committee annually reviews efficiency of services. Approximately 65% of MTA's funding comes from TDA funds allocated by MCOG; other funding includes fare revenues and federal grants.

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

MTA's ridership has decreased or remained flat over the last several years, but due to rising fuel costs in FY 2008/09, ridership saw a 7.2% increase (to 422,081). Even with fare increases instituted in 2006 and 2009, meeting the required 14.7% farebox recovery rate has proven challenging, due to increased operating costs coupled with declining operating revenue.

The MTA, which serves as the Consolidated Transportation Services Agency (CTSA), (*as designated by MCOG on December 7, 1981*) employs approximately 62 people. MTA's main facility is located at the sound end of Ukiah, and houses MTA administration, maintenance, and the centralized dispatch, as well as serving as the operation base for the Inland Services. Because of distance, the Willits, South Coast, and North Coast Services are operated from separate sites.

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 over 90,000, and its vehicles travel nearly 800,000 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 35 revenue vehicles in the fleet.

Currently, MTA operates ten fixed bus routes, connecting the Mendocino Coast, the inland valleys, towns and communities to Ukiah, the County seat. Two routes connect most of Mendocino County with the city of Santa Rosa in Sonoma County, where passengers can make

daily connections for travel to the Bay Area and beyond. MTA also provides Dial-a-Ride services in Ukiah and Fort Bragg, and flex route services in Willits and Ukiah.

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

For specific route, schedule and fare information, visit MTA's website at www.4mta.org.

Special Needs Transit Service

The largest segment of California's population is rapidly growing older, and as the baby boom generation becomes senior citizens, we can expect this trend to accelerate. This will obviously create an increased demand for services for the elderly and disabled. The majority of this segment of the population will be able to use public transit because of the expanded accessibility brought about by implementation of the Americans with Disabilities Act (ADA). For citizens living in less populated areas, however, transit service may not be an option due to the inefficiency of serving areas with low population density. Because of that, MTA has begun to implement a Mobility Management Program (*see Action Plan: Short Term Projects*).

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

Senate Bill 335, otherwise known as The Brandi Mitock Safe Drivers Act, was enacted by the legislature in 2000. This legislation specifies 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 anticipated that the effects of this bill will be disproportionately felt in the rural areas of the State, where there are not only many older drivers, but transit service is generally sparse or inadequate. MTA, as the designated Consolidated Transportation Services Agency (CTSA), strives to assist senior centers in meeting the transportation needs of those individuals with special needs by providing funding, training, vehicle procurement and maintenance services. Through the Mobility Management Program, MTA will be working to coordinate transportation services of senior centers and other providers.

NEEDS ASSESSMENT

MTA continues to be responsive to the need of seniors and individuals with disabilities by fully complying with the ADA. All buses are ADA accessible, and passengers with disabilities who are unable to use the standard-equipped vehicles may be eligible for door-to-door ADA

paratransit services. MTA routinely assists senior centers in applying for federal grants to replace aging transit vehicles, and provides the local grant match requirement from funds made available from MCOG. MTA takes advantage of opportunities to coordinate transit services to the fullest extent possible in order to maximize available transit resources.

MTA annually produces an Unmet Transit Needs List, which identifies new service requests compiled from various sources, including direct input from the public at MTA's monthly meetings. This list, along with other needs identified by the Social Services Transportation Advisory Council, is presented to the Mendocino Council of Governments at an annual, legally noticed Unmet Needs public hearing. After the public hearing, MCOG makes a determination (*based on adopted definitions*) if any of the needs presented qualify as "unmet transit needs" and if so, the needs are referred to MTA for analysis and then to MCOG's Transit Productivity Committee (*comprised of MCOG, MTA, and Senior Center representatives*) for evaluation as to "reasonableness". The following (revised) definitions were adopted by MCOG on 12/7/98:

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

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

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

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

The FY 2010/11 Unmet Needs process resulted in a finding that four unmet transit needs were deemed reasonable to meet through revenue-neutral services adjustments, contingent on feasibility. The results of this process vary from year to year and often none of the unmet needs are found reasonable to meet.

Public input regarding transit needs was solicited during the public outreach process for the 2010 RTP, in which MCOG conducted a series of six workshops in various locations throughout the

County. Transit-related comments received from the workshops and from MCOG's on-line survey included the following:

- Alternatively fueled trolleys
- Local loop through the Willits Valley and the Westside to bring riders into Willits and to connect with regional service
- Consider subscription service for commuters
- Park and ride lots for public transit

In addition, one item that gained support in the survey was the wish for non-automotive out of county travel options. Increased out of county transit service would be one option.

ACTION PLAN

Short Range Projects

A Commute Transportation Study (*funded by a Caltrans Transit Planning Grant and by MCOG*) was conducted for MTA in FY 2008/09 – 2009/10. The key objectives of the Study were to: (1) Assess and develop commute strategies to complement existing MTA fixed route and demand response services; and (2) Identify travel alternatives to meet needs that regular MTA services cannot effectively or efficiently serve.

The Commute Transportation Study Implementation Plan was accepted by MTA in May, 2010, and contained short-term recommendations for consideration of a Volunteer Driver Reimbursement Program, a Carpool Program, and a Vanpool Program. These recommendations will be considered by MTA as potential ways to provide travel alternatives that meet the transportation needs of Mendocino County residents who live in areas of low population density which cannot be effectively or efficiently served by regular transit services.

A Caltrans Transit Planning Grant was approved in August 2010 to fund the development of a new Five Year Short Range Transit Development Plan, covering the FY 2010/11– FY 2014/15 time period. This short-term planning project will update MTA's current Plan which expired in FY 2009/10, and will provide policy and financial direction for the next five year period.

MTA is proposing a major \$22 million "Facility Solarization & Modernization project" that will rebuild offices and maintenance facilities on MTA's existing property on Plant Road, south of Ukiah. Pending securing the needed funds, this short-term project is scheduled to be completed by 2015. Funding for Design has been secured in the amount of \$760,000. The proposed project will replace existing overcrowded and energy inefficient buildings with new solar powered buildings designed to LEED (Leadership in Energy and Environmental Design) standards. In order to reduce the Greenhouse Gas (GHG) emissions of its vehicle fleet, in 2009 the MTA Board strengthened its policy document by adding specific statements relative to MTA's carbon footprint. As a result, the agency will be shifting vehicle purchases to hybrid drive systems as quickly (and as practical) as possible, and eventually to electric vehicles to the extent that fits with operating needs. In order to provide electrical energy for charging batteries of plug-in hybrids and electric vehicles, and to power all of MTA's operating divisions, this major capital

project will include construction of canopies over all parking areas to host more solar panels. MTA will be seeking federal economic stimulus money, federal discretionary grants, state bond funds and energy-related grants for this project.

Other projects planned during the FY 2010/11 to 2014/15 period include the following:

Acquisition of 45 replacement vehicles, mostly hybrid:

- 9 paratransit vans for \$946,000
- 11 20-passenger vans for \$1,062,000
- 4 medium-duty buses (all hybrid) for \$998,000
- 7 heavy-duty buses (all hybrid) for \$3,946,000
- 7 vehicles for senior centers for \$474,000, and
- 7 staff vehicles (hybrid and electric) for \$242,000

Purchase of equipment such as replacement computers, security equipment, passenger waiting shelters and benches, facility upgrades and paving of the Willits bus yard for \$483,000

The Facility Solarization & Modernization project has been broken into three parts:

- Maintenance Building: \$9,679,000 for design, site work, construction and solar roof
- Solar Canopy: \$1,302,000 for design and construction over bus parking area
- Administration Building: \$10,907,000 for design, site work, construction, solar roof and added solar canopies

Long Range Projects

Although the Facility Solarization & Modernization Project is envisioned to be completed by 2015, due to the ongoing slow recovery in the national economy, the lack of secured funding will likely extend this short-term project into the long-term.

PERFORMANCE MEASURES

Transit Performance Standards are adopted by MCOG annually. The following standards were adopted on June 7, 2010:

Table 17
Public Transit System Performance Measures

MCOG Standards	Passengers Per Hour	Farebox Ratio	Operating Cost Per Vehicle Service Hour ¹	Cost Per Passenger ²
Dial-A-Ride	4.5	15%	\$70.47	\$15.66
Short Distance Bus Routes (formerly "Inland")	14.0	15%	\$72.81	\$5.20
Long Distance Bus Routes (formerly "Coast")	3.2	15%	\$78.61	\$24.57
Senior Centers	3.0	12%	\$49.93	\$16.64

Notes: (1) "Cost Per Hour" is adjusted annually by percentage change in the California Consumer Price Index.

(2) "Cost Per Passenger" is an additional evaluation tool when 2 out of 3 other standards are not met

ENVIRONMENTAL CONSIDERATIONS

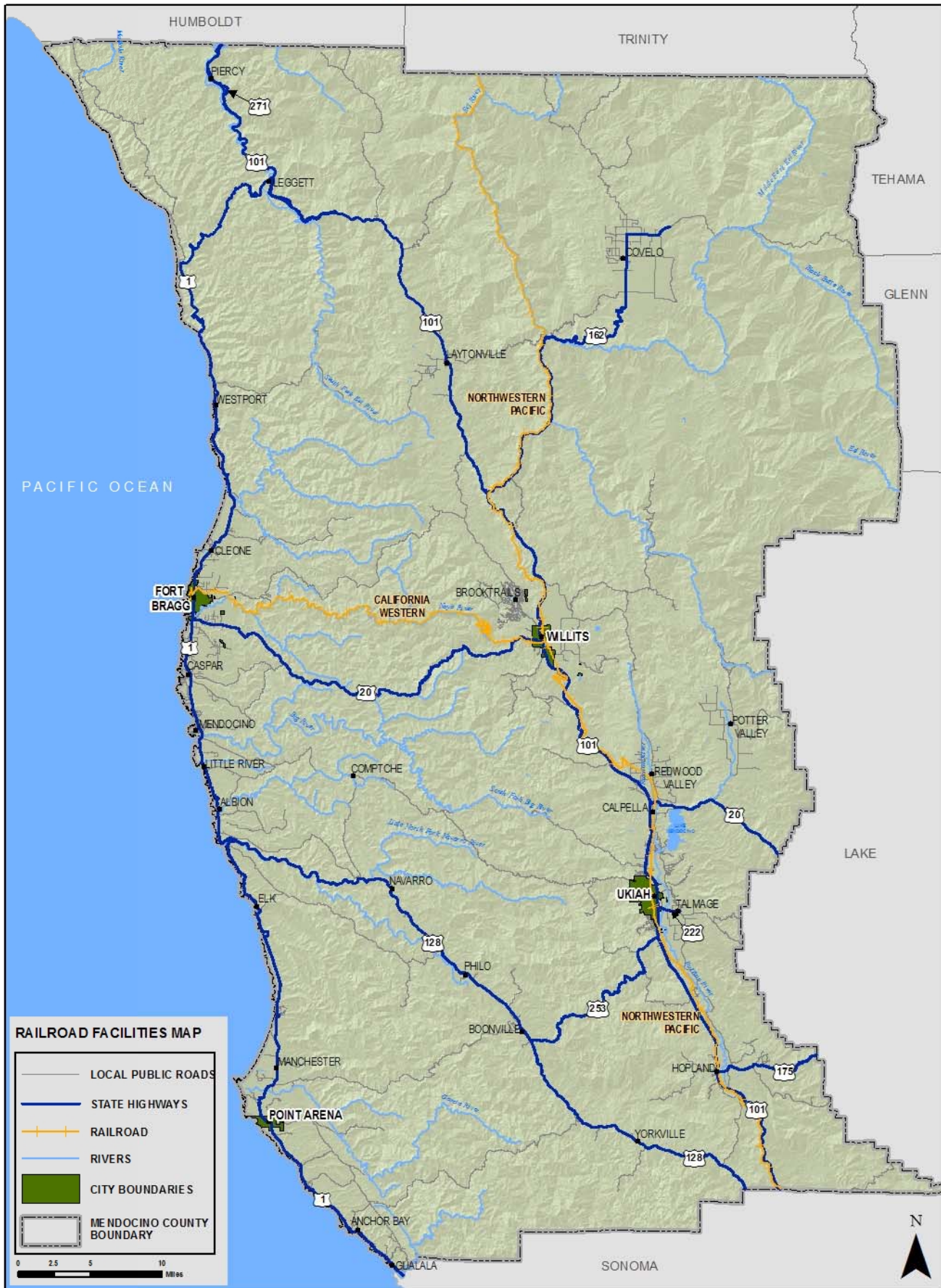
A separate environmental document will be prepared for the Regional Transportation Plan. The majority of projects discussed in the Action Plan of the Transit System Element are very likely to produce positive environmental effects. Most of these projects are expected to be categorically exempt from the 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 public transit accomplishments have taken place since the last RTP update in 2005:

- Purchased 21 vehicles for MTA: 3 staff vehicles; 6 paratransit vans; 6 20-passenger vans; 1 trolley replica; and 5 15-passenger vans (for the Ag Worker van pool program)
- Purchased 4 vehicles for senior centers
- Implemented an enhanced Dial-a-Ride dispatch system
- Acquired and installed a replacement two-way radio system to enhance communication between dispatch and all transit vehicles and to reduce dead zones
- Completed construction of a secure bus yard in Point Arena
- Completed property acquisition, design and modeling of a secure bus yard in Fort Bragg
- Acquired and installed 10 new and 10 replacement bus stop benches, 6 new and 8 replacement passenger waiting shelters, solar powered lighting in 15 passenger waiting shelters, and 1 new shelter in the town of Mendocino
- Acquired and installed security cameras in all revenue vehicles and added security gates at the Ukiah and Willits bus yards
- Acquired and installed emission control devices on all heavy-duty diesel buses and some medium-duty diesel buses
- Acquired video conference equipment for Fort Bragg and Ukiah
- Replaced telephone equipment
- Purchased, installed, and solarized a modular office building at MTA's headquarters in Ukiah to relieve overcrowding
- Conducted an "Alternative Fuel and Infrastructure Project" Feasibility Study, and secured funding for design of the maintenance facility component
- Implemented flex route service in Willits, replacing poor performing Dial-a-Ride service
- Implemented the "Mobility Management Program" and hired the Mobility Management Coordinator as recommended in the current Short-Range Plan
- Implemented a "Farmworker's Transportation" vanpool program
- Conducted a Commute Transportation Study to identify travel alternatives for remote and difficult to serve areas of the County

REGIONAL TRANSPORTATION PLAN 2010 UPDATE



RAIL TRANSPORTATION ELEMENT

SYSTEM DEFINITION

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

The “Skunk Train” is a private company that provides commuter, excursion, and United Parcel Service (UPS) delivery along the line. Previously, U.S. mail was delivered along the line by the Skunk Train, but that contract was lost in 2002. 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. In 2004 the Sierra Railroad purchased the line from California Western Railroad and then transferred ownership and operations to Mendocino Railway in 2009.

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

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

Background

North Coast Railroad Authority

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

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

In 2000, the Traffic Congestion Relief Program (TCRP) established by AB 2928 provided a total of \$60 million in State funds to NCRA to address immediate and long term needs related to administrative expenditures, repayment of the Q-Fund (federal loan), environmental remediation, debt reduction, and repair and stabilization of the track. However, due to the state budget crisis, the TCRP was suspended in 2003 with the NCRA having received allocation of nearly \$19 million of the \$60 million. The California Transportation Commission released the remaining TCRP funds (approximately \$40 million) to repair 62 miles of track from Lombard to Windsor in 2006. NCRA started work in 2007, and a lawsuit by the City of Novato objecting to the repairs delayed work for 14 months. A Consent Decree imposing various compliance issues settled the lawsuit and work resumed in November 2008. Other than final punch list items, repairs were essentially completed in 2010.

A Draft Environmental Impact Report (EIR) for resumption of freight service in the Russian River Division (Lombard to Willits) was originally issued in March 2009 and re-circulated in November 2009. NCRA anticipates that the Final EIR will be adopted in late 2010. Before freight operations can resume, the FRA must inspect the work and lift the Emergency Order. This is also anticipated to occur in late 2010.

The timing of the re-opening of the Eel River Canyon segment north of Willits is unknown at this time. The NCRA will consider restoration of service through this segment when the following issues are fully addressed: (1) A Business Plan is developed which identifies freight volumes sufficient to justify the costs of repairs and maintenance of the LWP line through the canyon; (2) Funds necessary to repair the line to at least Class II level (25 mph) have been identified; and (3) An EIR that evaluates the costs and environmental impacts of such repairs and operations through the canyon is prepared and certified by the NCRA.

In 2006, the NCRA entered into a lease agreement with NWP Co., a private company, to operate service on the line. This agreement has an initial term of five years, with options for long term extensions. As decided by the Surface Transportation Board in 2007, NWP Co. is now the exclusive common carrier of all freight trains and passenger excursions trains on the NWP line between Lombard (national rail interchange) and Willits. For additional information about the NCRA, visit the agency's website at www.northcoastrailroad.org.

Skunk Train

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

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

Today, the Skunk Train continues to be primarily an excursion railroad, operating over a 40-mile route, via vintage motorcars from the 1930s, diesel-powered locomotives and steam engines. Round-trips (*from Fort Bragg to Northspur, or from Willits to Northspur*) run approximately four hours. Northspur, which is located nearly at the mid-point of the line, is the turnaround point for every train, from both directions. During the summer months, departing at either Fort Bragg or Willits, passengers may ride the train to the opposite end of the line (after transferring in Northspur) and spend the night before returning to their origination station. The Skunk Train hosts numerous special events throughout the year; and private charters, weddings, corporate retreats and events may also be planned. For additional information, visit the Skunk Train’s website at www.skunktrain.com.

The Skunk Train carries approximately 50,000 passengers per year. Future increases are estimated at 3% - 5% per year. Freight service is not currently provided along this rail line, but Mendocino Railway hopes to return freight service to the line in the future, as feasible. This railroad is not eligible for transit assistance funds, and PUC regulations for passenger train service apply to the Skunk Train even though it primarily operates a seasonal excursion rail service.

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

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

NEEDS ASSESSMENT

The key to understanding the need for rail transportation in Mendocino County is the fact that 100% of the County’s movement of goods, raw resources, and agricultural products is presently made by trucks (of all kinds) on the same roadway system that carries passenger automobiles.

The impact of heavy trucks, (typically 18-wheel semi-truck and trailers) on the roadway system in terms of damage to the pavement is equivalent to 1,800 passenger cars for each heavy truck trip. The physical damage caused by heavy truck traffic is only part of the impact of relying entirely on the roadway system to move freight and raw resources.

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

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

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

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

The NCRA has been confronted with substantial challenges since its inception, including (1) to establish a public-private partnership whereby the NCRA would have policy and oversight authority, while the railroad itself would be operated by a qualified private entity; (2) to operate

an ongoing railroad enterprise without start-up operation capital on a right-of-way that had suffered from years of deferred maintenance, and (3) to obtain Federal and State funds to repair the right-of-way, to allow the railroad operation to be viable for the long-term future. Although the NCRA has made progress in meeting these challenges by establishing a public-private partnership that will allow for the operation of the railroad without any operating subsidy from the State, the third challenge is an ongoing need. Cash flow to meet basic administrative expenses remains a challenge and is largely dependent on lease revenues and advance operator payments.

The Skunk Train, as a private company, faces ongoing business challenges of maintaining and operating the rail line and equipment, and covering personnel and administrative costs. This is particularly challenging for a tourist-based excursion service during a prolonged downturn in the economy. Once freight service is reinstated by the NCRA to Willits, there will be a need to expand the service on this line to provide the vital link to extend freight service to the coast.

ACTION PLAN: SHORT AND LONG-TERM PROJECTS

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

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

Short Term Projects

North Coast Railroad Authority

With the recent completion of \$40 million in repairs to 62 miles of the NWP railway between Napa and Windsor, the NCRA is awaiting inspection by the Federal Railroad Administration and removal of the FRA's Emergency Order that stopped train service in 1998, before freight operations can resume. FRA approval and resumption of service is anticipated by late 2010.

In addition to the anticipated FRA approval, certification of the Russian River Division Environmental Impact Report (*re-circulated in November 2009*) by the NCRA Board of Directors is anticipated to occur in late 2010.

After service resumes between Napa and Windsor, the NCRA will continue rehabilitation work to open the segment between Windsor and Willits. This short-term project is expected to occur in 2011. Future service north of Willits through the Eel River Canyon segment is addressed under Long-Term Projects, however, in the short-term the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) that evaluates the costs and

environmental impacts of restoring service through the canyon may be undertaken if funding is identified for such a major study.

NCRA is obligated to complete the court-ordered directives in the 1999 Environmental Consent Decree (ECD) to clean up abandoned rail yards, collect debris along the line, and develop future operations management plans. Although NCRA is required to complete the ECD, many of the issues cited were largely problems created by previous operators decades ago. NCRA has utilized \$1.146 million in State Traffic Congestion Relief Program (TCRP) funds to develop an Assessment Plan and complete the surface clean-up of the Hopland Station and eight abandoned rail yards north of Willits. The remaining \$2.954 million in TCRP funds will be used to do subsurface site characterization and remediation plans, and develop management plans.

In June 2010, the NCRA approved an agreement with SMART to designate SMART as the lead agency to manage over \$10 million in repairs to the Northwestern Pacific rail corridor between Lombard and Cloverdale. As envisioned under the agreement, NCRA would authorize the Federal Highway Administration to transfer \$8.6 million federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds to SMART. In return, SMART would provide \$1.81 million as local match to the federal grant and would manage a set of projects that would benefit both agencies.

NCRA is in discussions with the City of Ukiah and other involved agencies to consider selling the 11 acre parcel surrounding the Ukiah Depot property, which NCRA owns, for use as the new courthouse location in downtown Ukiah. The depot itself, which has recently been restored through a federal Transportation Enhancement (TE) grant, is not part of the potential sale. Decisions regarding this potential sale may not be known for a couple of years, as the agencies in charge work through the selection process. If sold, the State has indicated that proceeds from the sale (based on the proportional amount of state funds used in the original purchase of the depot property) must be returned to the State. A similar question on the requirement to return the proportionate share of federal funds will need to be addressed by the Federal Highway Administration.

NCRA's operator agreement with Northwestern Pacific Railroad Company (NWP Co.) was entered into in September, 2006 for an initial five-year term. The agreement, which was awarded after a Request for Proposals (RFP) process, includes options for long term extensions.

Another short term project (to be undertaken by MCOG) will be the preparation of a "Rails with Trails Corridor Plan" for the NWP rail corridor throughout the County. In 2010, Caltrans approved a Community-Based Transportation Planning grant application submitted by MCOG for the preparation of such a plan. The development of this plan will be conducted by a consultant selected through a competitive process, and will involve participation from the County and Cities along the corridor, and will include ample opportunities for public involvement. It is scheduled to begin in early 2011 and be completed in early 2012. In addition to applicable federal, state or local agency approvals, the implementation of any rails-with-trails projects in the NWP rail corridor will require approval by the NCRA.

Skunk Train

With the planned resumption of freight rail service to Willits by the NCRA in 2011, the level of freight demand connecting to the coast has the potential to significantly increase in the short-term. Although the Skunk Train does not presently offer freight service, options are being explored to return freight to the line in the future, as feasible.

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

Long-Term Projects

North Coast Railroad Authority

The future reinstatement of rail service north of Willits through the Eel River Canyon is likely to be a long-term project, and is dependent on feasibility, justification, and securing the needed funding for such a large scale project. The NCRA will consider restoration of service through this canyon segment when the following issues are fully addressed: (1) A Business Plan is developed which identifies freight volumes sufficient to justify the costs of repairs and maintenance of the NWP line through the canyon; (2) Funds necessary to repair the line to at least Class II level (25 mph) have been identified; and (3) An Environmental Impact Report (EIR) that evaluates the costs and environmental impacts of such repairs and operations through the canyon is funded, prepared, and certified by the NCRA.

Skunk Train

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

PERFORMANCE MEASURES

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

The Skunk Train is primarily an excursion train service connecting the communities of Willits and Fort Bragg, and as a private company, is not subject to the same type of performance measures as public agencies. However, PUC regulations for passenger train service do apply to the Skunk Train.

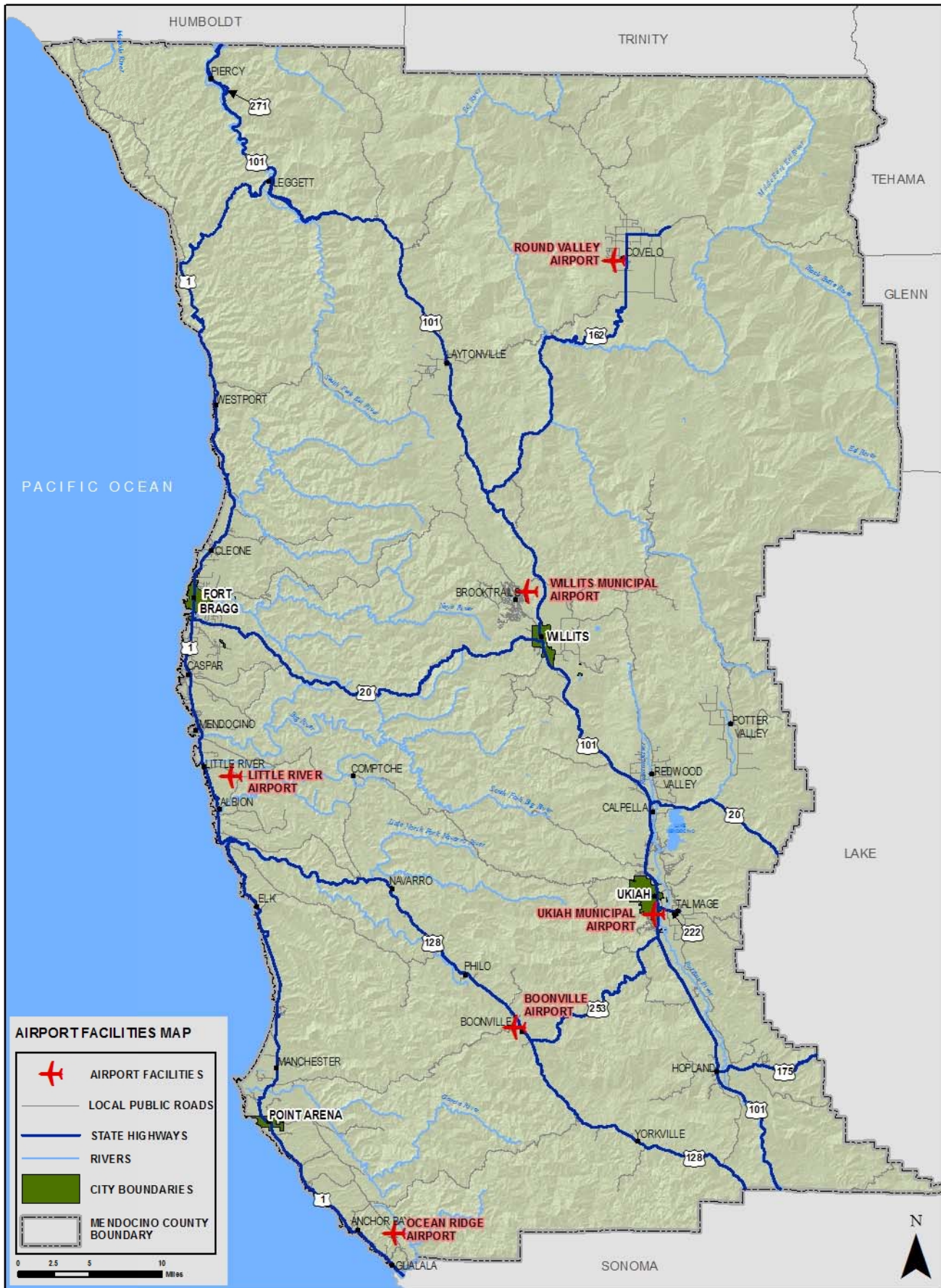
Although a public agency, the NCRA does not currently provide passenger train service in Mendocino County, so there are no passenger performance measures. NCRA's freight rail services, when reinstated, will need to comply with all federal and state reporting regulations, however, there are no specific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

ACCOMPLISHMENTS SINCE LAST REGIONAL TRANSPORTATION PLAN







The following major accomplishments have taken place since the 2005 Regional Transportation Plan:

- In 2006 NCRA entered into agreement with private operator (NWP Co.) to operate the railroad.
- In 2006, the California Transportation Commission released the remaining (nearly \$40 million) in Traffic Congestion Relief Program (TCRP) funds to repair the rail line
- In 2009 NCRA adopted "Rails with Trails" Guidelines.
- In 2009, NCRA released a Draft Environmental Impact Report (EIR) to evaluate the impacts of train operations on the Russian River Division of the line, defined as Lombard to Willits.
- In 2010 NCRA completed major repairs to upgrade the rail line from Lombard to Windsor – *pending approval by FRA.*
- In 2010 NCRA approved agreement with SMART to transfer \$8.6 million in Federal ISTEA Funds to SMART as lead agency, for projects benefitting both agencies.
- In 2008 the City of Willits completed restoration of Willits Depot – Intermodal Facility.
- In 2010 the City of Ukiah completed restoration of Ukiah Depot.
- In 2010 Caltrans approved a Community-Based Transportation Planning grant application (submitted by MCOG) for the preparation of a "Rails with Trails Corridor Plan" for the rail corridor throughout Mendocino County. The Plan is scheduled to be prepared in 2011.

REGIONAL TRANSPORTATION PLAN 2010 UPDATE



AIRPORT FACILITIES MAP

-  AIRPORT FACILITIES
-  LOCAL PUBLIC ROADS
-  STATE HIGHWAYS
-  RIVERS
-  CITY BOUNDARIES
-  MENDOCINO COUNTY BOUNDARY

0 2.5 5 10 miles



MAP DEVELOPED BY:
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AIRPORT FACILITIES MENDOCINO COUNTY, CALIFORNIA

AVIATION SYSTEM ELEMENT

SYSTEM DEFINITION

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

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

Table 18
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, south of Covelo	County of Mendocino
Little River Airport	2.2 miles E/O Coast @ Little River	County of Mendocino
Boonville Airport	Anderson Valley @ Boonville	Boonville Community Service District
Ocean Ridge Airport	2.0 miles N/O Gualala on the Coast	Privately Owned

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

Ukiah Municipal Airport

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

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

Willits Municipal Airport

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

Round Valley Airport

Round Valley Airport, located approximately 0.5 mile west of Covelo, 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 Division of Forestry (CDF) and, United States Forest Service (USFS) as well as community aviation for local private aircraft. The Round Valley Airport is also an important link to the rest of the county and northern California, because there is only one access road to the valley. If this road were to be blocked or washed out by winter storms, the Airport would be the only way to access the valley. For this reason, it is important to keep the airfield operable and functioning.

Little River Airport

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

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

Boonville Airport

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

Ocean Ridge Airport

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

NEEDS ASSESSMENT

All of the airports in the Mendocino County Region have key basic problems in common. Each airport has suffered from deferred maintenance and postponed capital improvements. All airports except possibly Ukiah Municipal Airport and Ocean Ridge, rely heavily on Caltrans Division of Aeronautics California Aid to Airports Program (CAAP) annual grants to provide a substantial portion of their maintenance funds and local match for Federal grants. This program was suspended by the State in FY 09/10 due to the State budget crisis. All of the airports, in one way or another, have to deal with threats to continued operation and maintaining the potential for airport development. The following information identifies key issues and needs for each airport:

Ukiah Municipal Airport

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

The Airport has a limited amount of developable land remaining for additional aircraft storage and business use. The Airport is located two miles from the center of town and adjoins the south end of the city. Protection of flight paths and corridors is a concern of the County Airport Land Use Commission, Ukiah Airport Commission and Ukiah City Council. Although there are currently no major noise constraints at the Airport, efforts are being made to institute a quiet flying program to protect airport operations. The City of Ukiah and both Commissions are active in reviewing land use issues that potentially could affect operation of the Airport.

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

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

Willits Municipal Airport

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

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

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

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

Round Valley Airport

The Round Valley Airport experiences relatively light use, and with an estimated 2,000 annual aircraft operations, no significant capacity issues. Because of the Airport's light usage, the hourly VFR aircraft capacity of 30 operations per hour is never approached. The overall capacity of the

Airport is, at a minimum, 60,000 annual aircraft operations. This places current operations far below this capacity.

Little River Airport

Little River Airport has an extensive amount of unused capacity. Little River can accommodate approximately 35 VFR aircraft operations per hour and an estimated capacity of 100,000 annual operations. Current demand at Little River Airport is approximately 6,800 annual aircraft operations. The facilities at Little River Airport can accommodate the current level of demand, however, additional hangar and aircraft parking will be required if more aircraft are to be based at the Airport.

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

Boonville Airport

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

ACTION PLAN

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

Short-Term Projects

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

Table 19 contains projects listed in the Caltrans Division of Aeronautics 2009 Capital Improvement Program, which covers 2010 through 2019. 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 19
California Division of Aeronautics
CIP Projects
Mendocino County Airports

Project	Year	Cost			
		Federal \$	State \$	Local \$	Total \$
Ukiah					
Construct Taxiway Connector & Stopway	2010	419,999.75	10,499.99	11,605.26	442,105
Design Runway Lighting	2010	79,800.00	1,995.00	2,205.00	84,000
Purchase property/easements south end	2010	1,496,250	37,406.25	41,343.75	1,575,000
Rehabilitate Runway & Taxiway	2010	249,375	6,234.38	6,890.63	262,500
Construct & Seal Runway/Apron Access	2011	499,999.25	12,499.98	13,815.77	526,315
Construct Taxiway Connector to NE corner	2011	758,100.00	18,952.50	20,947.50	798,000
Design Helicopter Pad/Operations Area	2011	99,999.85	2,500.00	2,763.15	105,263
Extend Service Road to North	2011	99,750	2,493.75	2,756.25	105,000
Design and Construct helicopter Operations Area	2012	99,750.00	2,493.75	2,756.25	105,000
Incursion/Pedestrian Security Wall	2012	249,375.00	\$6,234.38	\$6,890.63	\$262,500
Construct Apron	2013	250,000.10	\$6,250.00	\$6,907.90	\$263,158
Extend Service Road	2013	249,375	\$6,234.38	\$6,890.63	\$262,500
Incursion/Security Wall	2013	99,750	\$2,493.75	\$2,756.25	\$105,000
Willits					
Runway 16 RSA Slope Stabilization	2010	470,250	11,756.25	12,993.75	495,000
CATEX for So Parallel taxiway, apron, runway rehab	2011	78,375	1,959.38	2165.63	82,500.00
Design for Runway Rehabilitation	2011	33,250.00	831.25	918.75	35,000
Design of holding apron for Rwy 34	2012	27,525.00	938.13	1,036.88	39,500
Runway 16-34 Rehab Construction	2012	287,612.50	7,190.31	7,947.19	302,750.00
Construct holding apron for Rwy 34	2013	346,655	8,666.38	9,578.63	364,900
Design of southerly segment of parallel taxiway	2013	45,125	1,128.13	1,246.88	47,500
Construct southerly segment of parallel taxiway	2014	395,675	9,891.88	10,933.13	416,500
Little River					
Avigation easement and obstruction survey	2010	142,500	3,562.50	3,937.50	150,000
Prepare pavement management plan	2010	9,500	237.50	262.50	10,000
Acquire land for RPZ 11/29 ends	2011	190,000	4,750	5,250	200,000
Design new apron, fences, lights, gates	2011	142,500	3,562.50	3,937.50	150,000
Construct taxiway, apron, fences, lighting	2012	1,662,500	41,562.50	45,937.50	1,750,000
Round Valley					
Environmental assessment for RWY 28RPZ land acquisition	2010	104,500	2,612.50	2,887.50	110,000
RWY 28 land acquisition	2011	380,000	9,500	10,500	400,000
Construct road alignment for RWY 28 RPZ and fence	2012	427,500	10,687.50	11,812.50	450,000
Boonville					
Exhibit A Update with Survey	2010	1,4250	356.25	393.75	15,000
Obstruction Removal/Lighting – Trees & Brush	2010	142,500	3,562.50	3,937.50	150,000

Land Acquisition (Terminal Area Expansion)	2011	380,000	9,500	10,500	400,000
Hangar Area Site Prep & Taxiways	2012	190,000	4,750	5,250	200,000
Perimeter Fencing	2013	136,800	3,420	3,780	144,000
Phase 1 – Design Airfield Lighting	2013	57,000	1,425	1,575	60,000
Runway 13/31 Overlay, Widen 10', RSA Grading/Drainage	2013	475,000	11,875	13,125	500,000
Airport Rotating Beacon	2014	19,000	475	525	20,000
Medium Intensity Runway Lighting & Signs & Vault	2014	285,000	7,125	7,875	300,000
Precision Approach path Indicators	2014	57,000	1,425	1,575	60,000

Long-Term Projects

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

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

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

Table 20
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)		
Construct new administration building and pilot's lounge.	✓	✓
Purchase 75-100 acres southwest of airport for extension of runway and runway protection zone.	✓	✓
Extend runway 1000 feet and lower portion of existing runway.	✓	✓

Construct new parallel taxiway on east side of the runway.	✓	✓
Construct 10 new hangars.	✓	✓
Construct perimeter road around airport.	✓	✓
Attract and promote aviation-type businesses on and around airport property to support airport use and activities.	✓	✓
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 as needed.	✓	✓
Reconstruct main aircraft parking apron	✓	✓
Realign County Road at Runway 29 RPZ	✓	✓
Overlay taxiways	✓	✓
Install security fencing and electric gates at ramp access	✓	✓
Round Valley Airport		
Install perimeter fence around north and west perimeter of runway	✓	✓
Update Airport Layout Plan	✓	✓
Acquire property for Runway 28 road realignment and RSA	✓	✓
Construct S. Airport Rd. realignment around Runway 10 RSA	✓	✓
Construct Phase 2 Taxiway to full length of Runway 10-28	✓	✓
Construct S. Airport Rd. realignment around Runway 28 RSA	✓	✓
Boonville Airport		
Construct airport operations building and pilot's lounge.	✓	✓
Construct additional aircraft tie-downs.	✓	✓
Place overlay of apron and turn-around area, install apron lighting, and lighted wind cone for emergency use.	✓	✓
Initiate ongoing pavement maintenance program.	✓	✓

PERFORMANCE MEASURES

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

**Table 21
Aviation System Performance Measures
in Mendocino County**

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

ENVIRONMENTAL CONSIDERATIONS

A separate environmental document will be prepared for the Regional Transportation Plan. The majority of the projects discussed in the Action Plan of this element are likely to have little impact with regard to environmental issues, however specific airport improvement projects will have environmental assessments as part of the project planning process.

ACCOMPLISHMENTS SINCE LAST REGIONAL TRANSPORTATION PLAN

The information contained in this section is an identification of projects known to be completed since the adopting of the 2005 Regional Transportation Plan.

Boonville Airport

- Construction of transient aircraft parking
- Constructed segmented circle & windsock
- Enlarged aircraft run up area and widened taxiway to allow aircraft to be at least 125 feet back from center of runway
- Installation of auto parking
- Restriped runway

Round Valley Airport

- Acquired fee property for Runway 10 RSA (2003)
- FAA Approved new Airport Layout Plan (2004)
- Constructed new tiedown apron, access road and Phase 1 taxiway (2006)
- Widened and repaved Runway 10-28, installed new runway lighting system (2009)

Little River Airport

- Acquired fee property to augment Runway 29 RPZ (2003)
- Updated ALP (2004)
- Removed obstructions on airport property (2004-2006)
- Installed AWOS-AV and perimeter fence on Runway 29 end (2006)
- Repaved 2000 lineal feet of runway, installed new runway lighting system (2008)
- Repaved remainder of runway (2009)
- Installed PAPI to replace VASI (2010)
- Published Non-Precision GPS Approach/Departure Procedure (2010)

Willits Airport

- Installation of Runway and Taxiway Lighting
- PAPI Installation
- Ramp Rehabilitation
- Tree and Shrub Removal

MARITIME SYSTEM ELEMENT

SYSTEM DEFINITION

Noyo Harbor

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

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

Point Arena Harbor

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

Both maritime transportation and recreational facilities were completed in Point Arena at the Arena Cove Pier in 1987. The Pier is owned and operated by the City of Point Arena, and provides several marine services to the South Coast area of Mendocino County. The facility contains a parking lot, restrooms, showers, as well as fishing facilities. The City of Point Arena owns and operates the Arena Cove Pier through city ordinance. An appointed Pier Commissioner acts as City Council liaison to the Pier Facility Supervisor, who is the city employee responsible for pier management. Day to day operations are overseen by the Supervisor and carried out by the Supervisor as well as the Pier Attendant(s).

NEEDS ASSESSMENT

Noyo Harbor

A master plan was prepared by the Noyo Harbor District in 1992 and the detailed listing of projects reflected the planning documents. The reality is, that implementing even a small portion of the identified projects will take a very long time. The project lists of the draft Noyo Harbor

Plan are included in Appendix I of the Regional Transportation Plan. The following discussion focuses on projects and program actions that have the potential for implementation during the 20-year life of the RTP.

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

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

Point Arena Harbor

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

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

ACTION PLAN: SHORT AND LONG-TERM PROJECTS

Short-Term Projects

Noyo Harbor

Due to fiscal restraints, there are no definite short-term improvements planned by the Noyo Harbor District. Expenditures on the Harbor are expected to be limited to the maintenance of

existing facilities. The budget does not allow for emergencies, or any possible large capital expenditures; these expenses must come from reserve funds and special grants/funding.

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

Point Arena Harbor

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

Long-Term Projects

Noyo Harbor

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

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

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

Point Arena Harbor

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

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

PERFORMANCE MEASURES

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

Table 22
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.	<ul style="list-style-type: none"> ➤ Construction and repair of breakwaters, sea walls, docks, piers and general maritime facilities by appropriate jurisdictions responsible for harbor/port operation. ➤ Provide adequate search and rescue vessels for maritime safety and response to 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	➤ Recorded and estimated boat launchings from ramps and piers with in harbor and port facilities along the Mendocino County coast.	Estimated and recorded boat launchings, berthed boat departures and arrivals for commercial and

County coast		recreational purposes from Noyo Harbor and Point Arena Pier, and data collected by the appropriate harbor authority at each facility.
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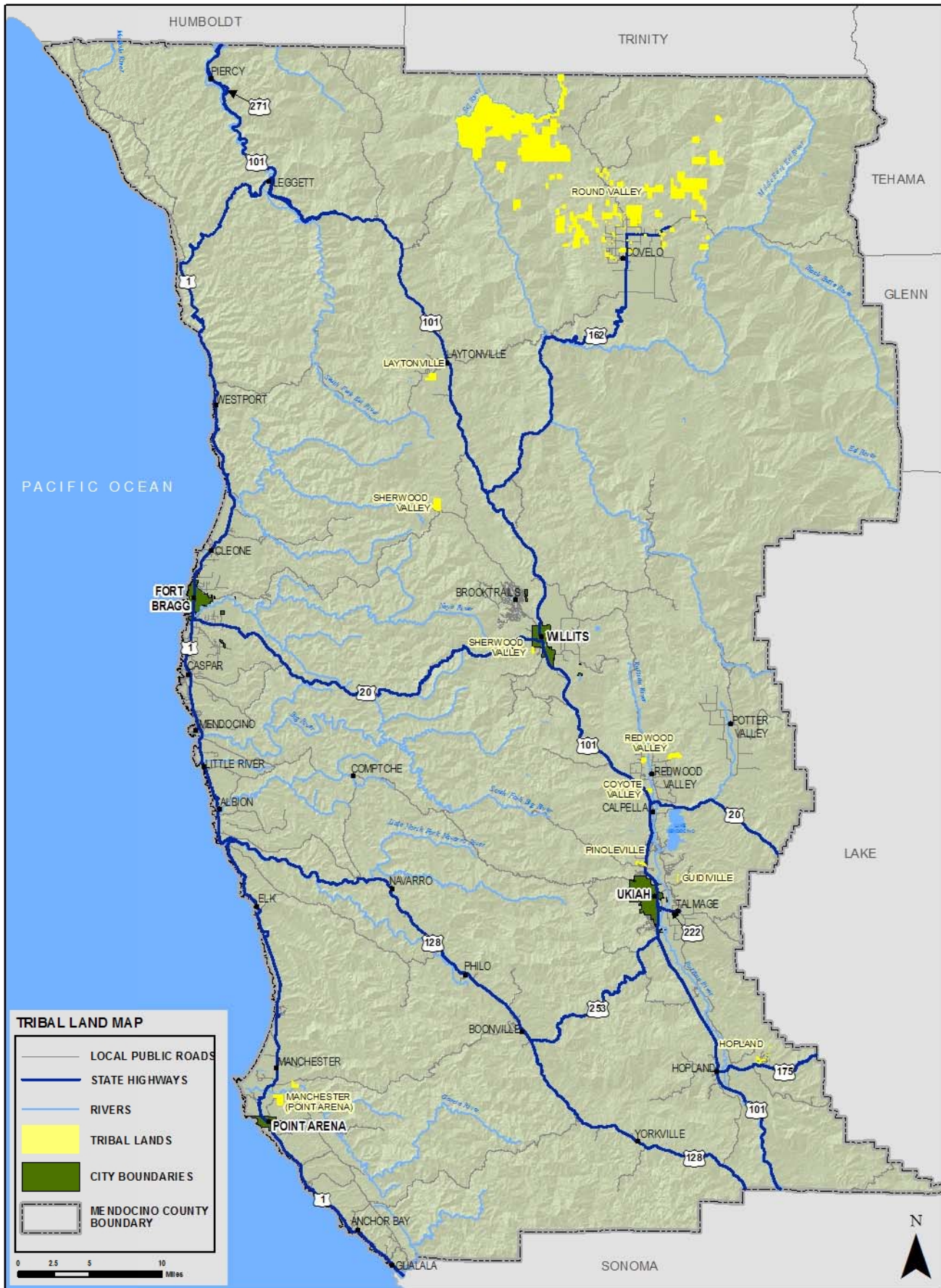
ENVIRONMENTAL CONSIDERATIONS

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

ACCOMPLISHMENTS SINCE THE LAST REGIONAL TRANSPORTATION PLAN

- Point Arena has repaired the sidewalk that anchors the south face of the cove parking lot, which was washed out by storm surges and excess flow of Arena Creek being diverted out of its natural course by the pilings that remain sunk deep into the streambed.

REGIONAL TRANSPORTATION PLAN 2010 UPDATE



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.

Indian Reservation Roads Inventory

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 Indian Reservation Roads (IRR) System. The BIA defines the IRR System 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.

The IRR Inventory is a comprehensive database of all transportation facilities eligible for IRR Program funding. Tribes receive funding based on the mileage in the Inventory for their specific tribe. These funds can be used for any type of Title 23 transportation project providing access to or within Indian lands and may be used for the State/local matching share for apportioned Federal-aid Highway Funds.

MCOG'S ROLE IN TRIBAL TRANSPORTATION

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

Government to Government Relations

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

In 2003, MCOG's executive director and staff worked closely with representatives of the Round Valley Indian Tribes to develop a Memorandum of Understanding establishing a government to government relationship between the Tribes and MCOG. The MOU provides a mutually

beneficial protocol for jointly identifying, communicating, and coordinating actions of common concern relating to their transportation plans and programs.

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

Consultation

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

NEEDS ASSESSMENT

Cahto Tribe of Laytonville

The Cahto Tribe's Laytonville Rancheria is located southeast of the town of Laytonville. About half the land on the 200-acre rancheria is devoted to residential use. There are about 50 homes on the rancheria, in addition to tribal offices, Head Start, health facilities, and a baseball field. The population of the rancheria is estimated at about 211.

The rancheria is served by 2.3 miles of county roads and 1 mile of BIA roads. Primary access to the rancheria is provided by Branscomb Road (CR 429). Reservation Road forms a loop south off Branscomb Road and is the principal road within the rancheria. Both roads are in fair condition. "Cemetery Road" (CR 319G) provides access to the cemetery and is also in fair condition. Cahto Drive (BIA Route 167) serves homes on the rancheria. A number of other BIA roads serve a HUD housing development on the rancheria.

Transit has been identified as the biggest transportation need of the Cahto Tribe. Although the Mendocino Transit Authority does provide limited service to the Rancheria, there is inadequate service for the ill or elderly individuals needing to travel to Ukiah for medical services and other needs.

An additional need that has been identified is improvement of "Cemetery Road." The road is in poor condition and needs widening.

Coyote Valley Rancheria

The Coyote Valley Reservation is situated on approximately 64 acres between the forks of Forsythe Creek and the Russian River north of Ukiah. There are many homes on the reservation,

along with tribal offices, a baseball field, gymnasium, and casino. Current on-reservation population is estimated at 104.

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

At a meeting held for development of the BIA Road Inventory Project, on August 20, 1996, safety issues were 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. Additional signing to slow speeders was suggested as a solution.

Priorities identified for Coyote Valley were to gravel the new housing road, widen and add sidewalks to Coyote Valley Boulevard and overlay other existing roads. Another need that has been identified for the Coyote Valley Reservation is increased transit service to Mendocino College and services in Ukiah.

Guidiville Rancheria

The Guidiville Rancheria is located near Ukiah, in the Talmage Area. It is accessed by Guidiville Reservation Road (CR 203B). There are a number of homes on the original Rancheria. Current population data is not available. In recent years, the tribe has also purchased land just outside of Ukiah off of Vichy Springs Road where 19 homes have been built, 2 of which were designed specifically for disabled and 5 for seniors.

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

Hopland Band of Pomo Indians

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

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

The Reservation is primarily served by SR 175, which crosses the southwest corner of the reservation. As most of the land on the reservation is privately owned, the main roads on the reservation are County roads, including Pratt Ranch Road, Branch Road, East Side Rancheria

Road, and Roads 117 and 118. Access to the reservation is provided off SR 175 by Pratt Ranch Road and CR 117. CR 117, East Side Rancheria Road, Branch Road, and CR 118 form a large loop through the center of the reservation. The tribal facilities are served by BIA Route 301, 401, and 402.

All roads serving the rancheria are in need of improvement. In addition, a new road is needed to access the tribal offices to avoid residential neighborhoods. The new land being purchased contains a ravine. A bridge is needed in order to develop homes on the new land.

Manchester-Point Arena Rancheria

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

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

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

A bridge over the river would eliminate the necessity of this circuitous route, connect the two sections of the tribe, and provide access to services south of the river on the 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. 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.

There are plans to construct a casino on the Rancheria in the near future. The new facility will likely create additional transportation needs or issues.

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. There are approximately 12 residences on the reservation. Tribal population is estimated at 70.

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

The Tribe has recently purchased additional land in the northwest Ukiah area. They intend to develop additional tribal housing, a community center, and other community facilities on this land. When this new land is developed, there will be a need for new roads to serve the homes and other facilities.

Potter Valley Band of Pomo Indians

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

Tribal members have similar transportation needs to those of the general population, including improvement to the existing roads in the area and transit to better serve the rural Potter Valley and Redwood Valley areas. The Community Center is served by the existing transit system in Ukiah.

Redwood Valley Rancheria

The Redwood Valley Rancheria is located approximately 2 miles north of the community of Redwood Valley at the east end of Road I. It is comprised of approximately 170 acres of hilly ranch land.

There are approximately 53 homes on the Rancheria in addition to a tribal office, community center. The population of the Rancheria is approximately 305 according to the 2000 US Census.

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

The tribe has identified specific improvements that are needed. Drainage improvements are needed to address problems on Road I and the unnamed road. Also identified as a need, was paving of the unnamed road that serves the community center and homes on the Rancheria.

Round Valley Reservation

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

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

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

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

Table 23
Short and Mid Range Priority Transportation Projects
Round Valley Reservation Transportation Plan (1997)

Project	Description	Cost Estimate	Responsibility
BIA Route 210 M Upgrade and Extension		\$319,800	BIA
Pollard Road Upgrade	Reconstruct the tribal road to allow for additional housing	\$207,900	BIA
Signing	BIA Routes need road name and traffic	\$5,600	BIA

	control signs. Tribal roads need road name signs.		
Rodeo Grounds Road Reconstruction	Reconstruct and widen this tribal road serving tribal rodeo grounds.	\$260,400	BIA
BIA Route 304 Reconstruction	Reconstruct and widen this BIA Road	\$51,000	BIA
Unnamed Road (Adventist Church Road) Upgrade	This currently unpaved road is reported to be owned by the Adventist Church, but serves multiple locations on the Reservation. An easement must be obtained in order for the road to be constructed	357,200	BIA
Unnamed Tribal Road (S. off Short Creek Rd) Reconstruction and Extension	Widen and extend this tribally owned gravel road to allow for further development	\$116,700	BIA
Foothill Road Upgrade and Bridge (West End)	Widen and pave this currently gravel County road, and construct bridge over Town Creek	\$692,000	County
Crawford Road Bridge and Approaches	Construct bridge and approaches on this County road	\$589,400	County
Overlays	Overlays on various BIA and County roads	\$305,000	BIA/County

Sherwood Valley Rancheria

The Sherwood Valley Rancheria is comprised of one 300 acre parcel (the original Rancheria) located northwest of the city of Willits and one 48 acre parcel located near downtown Willits. The principal land uses on the larger parcel are rural residential and pasture land. There are nine homes on the parcel. The smaller parcel within Willits contains 35 homes, a community center, and a casino. A future land purchase and additional homes are planned. The population of the Rancheria is approximately 200.

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

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

ACTION PLAN

Construction Projects

In March of 2009, the Mendocino County Board of Supervisors entered into three Memoranda of Agreement with the BIA for road improvements on three different Tribal lands—Round Valley, Hopland Rancheria, and Manchester-Point Arena. Preliminary Engineering is currently underway for all projects, funded through BIA and being conducted by a consultant. The County Department of Transportation will be contributing efforts necessary to complete the CEQA process for the projects as well as right-of-way activities for all projects. Construction funds are to be provided through BIA, with the County Department of Transportation acting as lead for construction. The planned improvements are as follows:

- Hopland: The County will improve two roads from the Rancheria's Indian Reservation Roads Inventory. Nokomis Road will be widened with paved shoulders, a cul-de-sac installed, and striping. Pratt Ranch Road will also be widened with paved shoulders and striping. The project total is estimated at \$3.23 million.
- Manchester-Point Arena: The County will be providing improvements on Windy Hollow Road to include widening lanes, paved shoulders, and construction of the new bridge. Improvements will also be made to Mamie Laiwa Road from the west intersection with Windy Hollow Road to tribal Headquarters. The road will be widened, curb gutter and sidewalk will be installed, driveways installed, and striping. The total budget for this project has been estimated by BIA consultants to be \$7.9 million, however, previous estimates have been as high as \$10.8 million.
- Round Valley: Improvements will be made to Foothill Boulevard and Tabor Lane. Foothill Boulevard improvements will include lane widening and reconstruction, curb, gutter and sidewalk, driveways, and striping. Analysis will also be performed for a potential 3 way intersection at Henderson lane. On Tabor Lane, the lanes will be widened, curb gutter and sidewalk installed, driveways installed, and striping provided. The project cost estimate is \$2.05 million.

MCOG Actions

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

In addition to expanding relations with Tribal governments, MCOG will seek out funding sources that may be utilized by the tribe as well as explore the eligibility of the Tribes to be direct recipients of existing funding sources. These efforts may include pursuit of transportation

planning funds, funds specifically for use on Tribal land or for projects on city, county or State facilities that serve the tribal members and their lands.

One specific project that MCOG may pursue within the next few years in conjunction with local tribes is a countywide update of the Indian Reservation Roads inventory for all tribes within the county. A project of this type would be eligible for a grant through the Environmental Justice program administered by Caltrans. Updated inventories would ensure that all eligible roads are included in each tribe's inventory, thereby maximizing the fundign that tribes receive for transportation improvements. MCOG would be the lead for the project and include the work in the annual Work Program.

