



MENDOCINO COUNCIL OF GOVERNMENTS

367 North State Street~Ukiah~California~95482
www.mendocinocog.org

PHILLIP J. DOW, EXECUTIVE DIRECTOR

Administration: Suite 206
(707) 463-1859
Transportation Planning: Suite 204
(707) 234-3434

AGENDA

Monday, December 4, 2017 at 1:30 p.m.

Primary Location:

County Administration Center, Board of Supervisors Chambers
Room 1070, 501 Low Gap Road, Ukiah

Audioconference Location:

Caltrans District 1, 1656 Union St., Room 113, Eureka

Additional Media

For live streaming and later viewing:

<https://www.youtube.com/>, search for Mendocino County Video, or
YouTube link at <http://www.mendocinocog.org> under Meetings

The Mendocino Council of Governments (MCOG) meets as the Board of Directors of:
Mendocino Regional Transportation Planning Agency (RTPA) and
Mendocino County Service Authority for Freeway Emergencies (SAFE)

NOTE: All items are considered for action unless otherwise noted.

1. Call to Order / Roll Call
2. Convene as RTPA
3. Recess as RTPA - Reconvene as Policy Advisory Committee

PUBLIC EXPRESSION

4. Participation is welcome in Council meetings. Comments will be limited to three minutes per person and not more than ten minutes per subject, so that everyone can be heard. "Public Expression" time is limited to matters under the Council's jurisdiction that may not have been considered by the Council previously and are not on the agenda. No action will be taken. Members of the public may comment also during specific agenda items when recognized by the Chair.

REGULAR CALENDAR

5. **Public Hearing:** Unmet Transit Needs for Fiscal Year 2018/19 – Including Social Services Transportation Advisory Council (SSTAC) Recommendations of November 13, 2017
6. Technical Advisory Committee (TAC) Recommendation of October 25, 2017
Public Hearing: Approval of Resolution M2017-___ * Adopting the 2018 Regional Transportation Improvement Program (RTIP)
7. Approval of Resolution M2017-___ * Adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; Making Related Findings In Accordance With the California Environmental Quality Act Relating To the Covelo State Route 162 Corridor Multi-Purpose Trail In the Town of Covelo, California; Approving the Project; and Authorizing the Executive Director To Execute and File the Notice of Determination on Behalf of the Mendocino Council of Governments
8. Discussion/Direction: 2018 MCOG Board Calendar

CONSENT CALENDAR

The following items are considered for approval in accordance with Administrative Staff, Committee, and/or Directors' recommendations and will be enacted by a single motion. Items may be removed from the Consent Calendar for separate consideration, upon request by a Director or citizen.

9. Approval of November 6, 2017 Minutes
10. Adoption of Resolution M2017-___ * Approving the Updated Title VI Program and Associated Limited English Proficiency Plan; Authorize the Executive Director To Execute Said Policy on Behalf of the Mendocino Council of Governments and Appoint a Title VI Coordinator

RATIFY ACTION

11. Recess as Policy Advisory Committee - Reconvene as RTPA - Ratify Action of Policy Advisory Committee

REPORTS

12. Reports – Information
 - a. Mendocino Transit Authority
 - b. North Coast Railroad Authority
 - c. MCOG Staff - Summary of Meetings
 - d. MCOG Administration Staff
 1. Senate Bill 1 Implementation - Road Repair and Accountability Act of 2017
 2. 2017 Caltrans Excellence in Transportation Award for Willits Bypass Project—
Plaque Presented to MCOG for Partnership Role – *verbal report*
 3. Miscellaneous
 - e. MCOG Planning Staff – *verbal reports*
 1. Proposals Received for FY 2018/19 Transportation Planning Overall Work Program (OWP)
 2. Proposals Received for MCOG's Local Transportation Fund (LTF) Two Percent Bicycle & Pedestrian Program
 3. Miscellaneous
 - f. MCOG Directors
 - g. California Association of Councils of Governments (CALCOG) Delegates

ADJOURNMENT

13. Adjourn

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats (as allowed under Section 12132 of the ADA) please contact the MCOG office at (707) 463-1859, at least 72 hours before the meeting.

ADDITIONS TO AGENDA

The Brown Act, Section 54954.2, states that the Board may take action on off-agenda items when:

- a) a majority vote determines that an “emergency situation” exists as defined in Section 54956.5, **or**
- b) a two-thirds vote of the body, or a unanimous vote of those present, determines that there is a need to take immediate action and the need for action arose after the agenda was legally posted, **or**
- c) the item was continued from a prior, legally posted meeting not more than five calendar days before this meeting.

CLOSED SESSION

If agendized, MCOG may adjourn to a closed session to consider litigation or personnel matters (i.e. contractor agreements). Discussion of litigation or pending litigation may be held in closed session by authority of Govt. Code Section 54956.9; discussion of personnel matters by authority of Govt. Code Section 54957.



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 5
Regular Calendar
MCOG Meeting
12/4/2017

STAFF REPORT

TITLE: 2018/19 Unmet Transit Needs Hearing

MEETING DATE: 12/4/2017

SUBMITTED BY: Janet Orth, Deputy Director/CFO

DATE PREP'D: 11/22/2017

BACKGROUND:

Purpose of this public hearing: The Transportation Development Act (TDA) requires that before any Local Transportation Funds are allocated for streets and roads purposes (unallocated revenues at fiscal year end), a process is conducted to identify any “unmet transit needs” that might be “reasonable to meet” for funding. This procedure has been followed annually by MCOG.

Since MCOG established a Local Transportation Fund (LTF) Reserve fund in 1999, excess funds have not been allocated at year end, but instead are carried forward to future budgets. However, there has been a general consensus of the MCOG Board, staff and stakeholders to continue identifying unmet transit needs annually. Our last two TDA performance audits commended MCOG for conducting the formal process. It allows for public input that is useful in assessing which transit services should be provided. It provides a focus for the SSTAC’s annual workshop and satisfies the TDA requirement for a citizen participation process (Sec. 99238.5).

Testimony received for this hearing: The Social Services Transportation Advisory Council (SSTAC), a standing committee of MCOG, met for the annual Unmet Transit Needs workshop on November 13. (Minutes will be provided by MCOG’s planning staff.) The SSTAC recommended a list of five needs developed in the workshop, attached. Issues raised included assisted services, non-emergency medical trips, weekend services, and service to remote areas.

Mendocino Transit Authority (MTA) separately provided a list of 12 unmet transit needs from public input heard at MTA board meetings during the year (also attached). MTA members were unable to attend the SSTAC meeting, and the list was not available for discussion at the workshop.

The SSTAC’s duties also include advising MCOG on any other transportation issues. This year, there were no further recommendations other than the list of unmet transit needs.

ACTION REQUIRED:

The following process fulfills TDA requirements.

Finding of Proper Notice:

The Board makes the finding, by motion and vote, that a proper 30-day notice has been given. The notice of public hearing was published by the Ukiah Daily Journal (November 3), Mendocino Beacon (November 9), and Independent Coast Observer (November 11). Proofs of publication were received. A notice in The Willits News is pending at this writing. Only one notice of general circulation is required, met by the Ukiah paper. The notice has been posted on our web site and emailed to a list of interested stakeholders. These actions more than meet the requirement.

Staff Report:

Staff reports any written testimony received for the record, including findings of the SSTAC’s November 13, 2017 workshop. A list of identified needs is attached, including unmet needs from public input received by Mendocino Transit Authority.

Public Hearing:

The Chair opens the public hearing. Public testimony is received. The hearing is closed.

Board Action:

The Board of Directors then determines whether any of the testimony received appears to be an “unmet transit need” according to the attached definitions adopted by MCOG, pending further analysis. The two main options for a motion are:

- 1) *"The testimony heard includes “unmet transit needs” as qualified by MCOG’s adopted definitions, and those needs are directed to Mendocino Transit Authority for analysis and for further review and recommendations by the SSTAC and the Transit Productivity Committee."*
- 2) *"The testimony heard does not include any “unmet transit needs” as qualified by MCOG’s adopted definitions, therefore there are no unmet transit needs found for fiscal year 2018/19, and the annual process is concluded."*

If the finding is “yes,” testimony does include unmet needs, the list of needs is directed to MTA to prepare an analysis that may include operational costs, ability to provide service, and prioritization of needs. Finally the analysis would go to MCOG’s Transit Productivity Committee (TPC), in April or May 2018, for a recommendation to MCOG on which, if any, needs are “reasonable to meet” for inclusion in MTA’s 2018/19 Transit Claim, due to MCOG April 1, 2018. The analysis and recommendation also would be discussed by the SSTAC. In June, when MCOG allocates funds to the transit claim, a finding of “reasonableness” is made.

If none of the testimony qualifies as an “unmet transit need,” the Board makes a finding that “there are no unmet transit needs” and the annual process is ended. (Rarely, if ever, is this the case.)

ALTERNATIVES:

The Board may cancel or postpone this already noticed hearing. – *not recommended*

Also note TDA Sec. 99238.5(b): *“In addition to public hearings, the transportation planning agency shall consider other methods of obtaining public feedback on public transportation needs. Those methods may include, but are not limited to, teleconferencing, questionnaires, telecanvassing, and electronic mail.”* In this case we have used e-mail and MCOG’s website.

RECOMMENDATION:

Staff recommends that the Board:

First make a finding of proper notice and hear the staff report. Next, hold the public hearing. Lastly, after hearing all testimony, make a finding that *"The testimony heard includes “unmet transit needs” as qualified by MCOG’s adopted definitions, and those needs are directed to Mendocino Transit Authority for analysis and for further review and recommendations by the Transit Productivity Committee and Social Services Transportation Advisory Council."*

Enclosures:

SSTAC Recommendations of 11/13/2017

MTA’s List of Unmet Needs Requests received 11/17/2017

MCOG’s “Unmet Transit Needs” and “Reasonable to Meet” Process

Notice of Public Hearing



MENDOCINO COUNCIL OF GOVERNMENTS

FY 2018/19 Unmet Transit Needs
Recommended by
MCOG's Social Services Transportation Advisory Council

Identified at Annual SSTAC Workshop
(not in any order of priority)

November 13, 2017

1. Non-emergency medical transportation for out of the service areas/hours for seniors and disabled adults
2. Weekend and after-hours rides for seniors and disabled adults
3. Service for isolated seniors and disabled adults
4. Wheelchair accessible door-through-door assisted services for seniors and disabled adults on Wednesdays in the Ukiah area
5. Transportation from remote rural areas to existing transit stops (e.g. rides, cost stipends, etc.)

TOTAL of 5 Recommended Unmet Transit Needs

MTA's List of Unmet Transit Needs Requests for FY 2018/19

Date	City	Requestor	Service Requested
6/28/2017	Willits	Saprina Rodrigues	Brooktrails Service
6/28/2017	Ukiah	Lindsey Guthrie	Potter Valley for MCAVHN clients
6/28/2017	Ukiah	Maureen Mulheren	Smaller buses in City of Ukiah
9/7/2017	Ukiah	Willie West	App for people to book their own DAR trips
9/7/2017	Ukiah	Dan Gjerde	Smaller mirrors that are not hazards to bikes
9/7/2017	Ukiah	Maureen Mulheren	Design more shuttle routes that remove parking downtown and well as increase housing; with smaller buses that people would ride.
9/7/2017	Pt. Arena	Lloyd Cross	Add one-day round-trip from Ukiah to Pt. Arena
9/27/2017	Pt. Arena	Harm Wilkinson	Redwood Coast Medical Services: Requesting meeting to collaborate volunteer senior transportation with MTA.
9/27/2017	Pt. Arena	Kenny Jowers	Requesting support from MTA Board for cyclist safety from CalTrans and alternative crossing for the Navarro River when flooded.
9/27/2017	Pt. Arena	Lloyd Cross	Shuttle on South Coast (Sea Ranch to Gualala/Manchester).
9/27/2017	Pt. Arena	Candy Lodge	Mendocino Coast Parks and Recreation shuttle for orth activities and service to public poool in Gualala.
9/27/2017	Willits	Saprina Rodrigues	Service to Willits Pool and High School

Adopted by MCOG
11/2/92
Revised by MCOG
12/7/98

MENDOCINO COUNCIL OF GOVERNMENTS

“Unmet Transit Needs” and “Reasonable to Meet” Process

Introduction

The stated intent of the Legislature in passing the Transportation Development Act (TDA) was to provide funding for transit, which would provide an essential public service through a balanced transportation system. The TDA administrative code specifically states, “it is the intent of the Legislature to improve existing public transportation services and encourage regional public transportation coordination.” The Public Utilities Code, in Article 2, Section 99220 provides even more succinctly: “to encourage people to use public transportation rather than private vehicles.”

Prior to using TDA funds for street and road improvements, Sections 99401.5 and 99401.6 of TDA require the Regional Transportation Planning Agency to hold a public hearing and make a determination that there are no unmet transit needs that can reasonably be met within the area of a county, city or eligible operator. As a result, the RTPA has the responsibility and authority to determine what constitutes unmet transit needs and whether or not such unmet transit needs can reasonably be met.

The Mendocino Council of Governments (MCOG), acting in its official capacity as the designated Regional Transportation Planning Agency for Mendocino County, accomplishes this in part through a public hearing process conducted by MCOG taking into account the recommendations of the Social Services Transportation Advisory Council and other various factors in the transportation planning process.

Definitions

The following definitions of “Unmet Transit Need” and “Reasonable to Meet” have been adopted by the Mendocino Council of Governments.

The unmet needs and reasonableness policies apply to new proposed services. Existing services will be evaluated through the existing performance standard policies established by MCOG, and reviewed by the Transit Productivity Committee.

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

/le
/jmo



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NOTICE of PUBLIC HEARING
Unmet Transit Needs

Monday, December 4, 2017, the Mendocino Council of Governments (MCOG) will meet at 1:30 p.m. or as soon thereafter as possible, at County Administration Center, Supervisors Chambers, Room 1070, 501 Low Gap Road, Ukiah, CA, and consider the following item.

MCOG will consider needs for public transportation services that would benefit a significant number of people and are not currently provided. This hearing applies to transportation service needs for fiscal year July 1, 2018 through June 30, 2019. In addition to new public testimony, MCOG will hear needs reported to Mendocino Transit Authority during the past year, and findings of MCOG's Social Services Transportation Advisory Council. Issues may include but are not limited to: 1) transit services for the elderly, people with disabilities, and low-income or economically disadvantaged persons; 2) adequacy of both private and public transportation services, and 3) service improvements needed to meet expected travel demand.

All interested persons may present testimony at this hearing. For more information or to submit written testimony in advance, contact the MCOG office at 707-463-1859.

Janet M. Orth
MCOG Deputy Director/CFO



MENDOCINO COUNCIL OF GOVERNMENTS
STAFF REPORT

TITLE: Public Hearing & Adoption of the 2018
Regional Transportation Improvement Program

DATE PREPARED: 11/16/17
MEETING DATE: 12/04/17

SUBMITTED BY: Nephele Barrett, Program Manager

BACKGROUND:

Each odd-numbered year we consider the programming of projects that are to be included in the State Transportation Improvement Program (STIP) that goes into effect July 1 of the following year. We do this by developing our Regional Transportation Improvement Program (RTIP) which programs our Regional Improvement Program (RIP) shares of funding as identified by the California Transportation Commission (CTC) in the Fund Estimate (FE). The FE for the 2018 STIP identified available programming through FY 2022/23 of \$3,000,000 for the Mendocino County region. That total includes Planning, Programming & Monitoring funds in the amount of \$298,000, as well as \$43,000 for the Sherwood Road Geometric Upgrade project that has not yet been allocated, leaving \$2,659,000 available for projects.

The FE also provides a new mechanism for programming project development components of a future project through the Advance Project Development Element. The amount available for the region in this cycle is \$1,682,000, which is separate from the funds identified above. These funds can only be used for environmental and design on a project and can be programmed in any year of the five year STIP period. If utilized, the APDE funds act as an advance of future shares.

In the 2016 STIP, a negative Fund Estimate resulted in deprogramming of a total of \$2,656,000 in STIP funded projects or project components. At the August TAC meeting, TAC members agreed that the deleted projects should be a priority for reprogramming if they are still priorities of the local agencies. At the September TAC meeting, local agencies reported on the status of their deleted projects. It was determined that programming for the County's North State Intersection/Interchange project and Fort Bragg's South Main Street Bike & Ped Improvements be reprogrammed in this RTIP. The City of Ukiah determined that it would be best to wait to reprogram construction for their Low Gap Road & N. Bush Street Roundabout project in order to allow time for a traffic study of the school areas to be completed.

In addition to reprogramming of these previously deleted projects, three other projects need additional programming. The Gualala Downtown Streetscape project, which currently has programming for PA&ED only, is in need of funding for PS&E. Two of the child projects for the Willits Bypass – the Sherwood Road Geometric Upgrade and the Willits Bypass Relinquishment—both have cost increases, totaling \$198,000.

A draft RTIP has been prepared that includes all of the programming described above. Previous funding commitments for construction on both the North State Street Intersection/Interchange Improvement project and the Low Gap Road/North Bush Roundabout project have been included as reserves in the document as well. The PS&E funding for the Gualala Downtown Streetscape Project will utilize the APDE funding provided in the FE. New programming is as follows:

Project Name and Location	Requested RIP Amount
North State Street	\$132,000 E&P

Intersection/Interchange Improvement	\$336,000 PS&E Total \$468,000
Fort Bragg S. Main Street Pedestrian Improvements	\$45,000 E&P \$110,000 PS&E \$1,330,000 CON Total \$1,485,000
Gualala Downtown Streetscape	\$575,000 PS&E Total \$575,000 (APDE)
Sherwood Road Geometric Upgrade	\$100,000 CON
Willits Bypass Relinquishment	\$15,000 ROW \$83,000 CON Total \$98,000
Planning, Programming & Monitoring	\$298,000
Total Programming	\$3,024,000

At their meeting of October 25, the TAC reviewed the draft RTIP and recommended that the MCOG Board approve the RTIP as presented.

At this time we ask that the Board consider the RTIP for adoption. A Resolution has been prepared which reflects the TAC recommendation for approval. Following adoption, the RTIP will be forwarded to Caltrans and the California Transportation Commission prior to the December 15, 2017, due date along with any additional project documentation.

ACTION REQUIRED:

1. Make finding that proper notice of meeting has been provided. Notice was published in the Ukiah Daily Journal 11/24.
2. Receive staff report.
3. Open public hearing.
4. Receive public comments.
5. Close public hearing.
6. Action by Resolution on the 2018 Regional Transportation Improvement Program.

ALTERNATIVES: Do not adopt the RTIP, or adopt the RTIP with modifications.

RECOMMENDATION: By resolution, adopt the 2018 Regional Transportation Improvement Program which programs \$3,024,000 for transportation projects in the Mendocino County region over the next five years, including reprogramming of projects deleted in the 2016 STIP, the Gualala Downtown Streetscape, Sherwood Road Geometric Upgrade, and Willits Bypass Relinquishment. Authorize staff to submit the adopted RTIP to Caltrans and the California Transportation Commission

MENDOCINO COUNCIL OF GOVERNMENTS

BOARD of DIRECTORS

RESOLUTION No. M2007-___

ADOPTING THE 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS,

1. The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County;
2. In August of 2017 the California Transportation Commission adopted a 2018 State Transportation Improvement Program (STIP) Fund Estimate which provides Regional Improvement Program (RIP) funds to regional transportation planning agencies;
3. MCOG, as the RTPA, is required by State law to prepare, adopt, and submit to Caltrans and the California Transportation Commission by December 15, 2017, a Regional Transportation Improvement Program (RTIP) which programs these fun;
4. The 2018 STIP Fund Estimate identified a new programming target for the Mendocino County region of \$3,000,000, and a maximum programming limit of \$6,430,000;
5. The Fund Estimate also identified Advance Project Development Element funding in the amount of \$1,682,000 for the Mendocino County region in this cycle, which is separate from the funds identified above;
6. The programming target in the Fund Estimate includes \$43,000 previously approved for the Sherwood Road Geometric Upgrade project and \$298,000 designated for Planning, Programming & Monitoring;
7. Due to a statewide funding shortage at the time of the 2016 STIP, MCOG deprogrammed funding from three projects—the County’s North State Intersection/Interchange project, Fort Bragg’s South Main Street Bike & Ped Improvements, and Ukiah’s Low Gap Road & N. Bush Street Roundabout project;
8. The City of Ukiah determined reprogramming of construction for their project should be postponed to a future STIP cycle to allow time for completion of a planned traffic study; and
9. MCOG has received a request participate in cost increases for two Willits Bypass “child projects”—the Sherwood Road Geometric Upgrade project and Willits Bypass Relinquishment—of which MCOG’s share totals \$198,000;

10. The 2018 Regional Transportation Improvement Program has been prepared with the following new programming:

Project Name and Location	Amount
North State Street Intersection/Interchange Improvement	\$132,000 E&P \$336,000 PS&E Total \$468,000
Fort Bragg S. Main Street Pedestrian Improvements	\$45,000 E&P \$110,000 PS&E \$1,330,000 CON Total \$1,485,000
Gualala Downtown Streetscape	\$575,000 PS&E (APDE Funds)
Sherwood Road Geometric Upgrade	\$100,000 CON
Willits Bypass Relinquishment	\$15,000 ROW \$83,000 CON Total \$98,000
Planning, Programming & Monitoring	\$298,000
Total Programming	\$3,024,000

11. The 2018 RTIP also includes future funding commitments for later components of the County of Mendocino’s North State Street Intersection & Interchange Improvement project (carried forward from a previous RTIP) and to reprogram deleted construction funding for the City of Ukiah’s Low Gap Road & North Bush Intersection project, as follows:

North State Street Intersection & Interchange Improvements – ROW & CON	\$1,602,000
Ukiah Low Gap Road/N. Bush Intersection Improvement – CON	\$703,000

12. The Technical Advisory Committee recommended approval of the RTIP with the programming identified above at their meeting of October 25, 2017; therefore, be it

RESOLVED, THAT:

The Mendocino Council of Governments finds that the 2018 Regional Transportation Improvement Program (RTIP) is consistent with Mendocino County’s adopted Regional Transportation Plan; and

The Mendocino Council of Governments hereby adopts the 2018 Regional Transportation Improvement Program (RTIP) to include programming a total of \$2,449,000 in RIP funding and \$575,000 in APDE funding for transportation projects in Mendocino County, and directs staff to forward this resolution and the appropriate documentation to Caltrans and the California Transportation Commission.

ADOPTION OF THIS RESOLUTION was moved by Director _____, seconded by Director _____, and approved on this 4th day of December, 2017, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

WHEREUPON, the Chairman declared the resolution adopted, AND SO ORDERED.

ATTEST: Phillip J. Dow, Executive Director

Dan Gjerde, Chair

Mendocino Council of Governments
2018 Regional Transportation Improvement Program
Draft – Proposed for Adoption December 4, 2017



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A. Overview and Schedule

Section 1. Executive Summary

The Mendocino Council of Governments (MCOG) is the Regional Transportation Planning Agency (RTPA) for Mendocino County. MCOG is required by California State Law to prepare and adopt a Regional Transportation Improvement Program (RTIP) by December 15 of each odd numbered year. This RTIP has been developed in conformance with State law and the adopted 2010 Mendocino County Regional Transportation Plan.

On August 16, 2017, the California Transportation Commission adopted the 2018 State Transportation Improvement Program Fund Estimate. The fund estimate identified available STIP programming through FY 2022/23 of \$3,000,000 for the Mendocino County region. That total includes Planning, Programming & Monitoring funds in the amount of \$298,000, as well as \$43,000 which was previously approved for cost increases on the Sherwood Road Geometric Upgrade project.

In the 2016 STIP, a negative Fund Estimate resulted in deprogramming of a total of \$2,656,000 in STIP funded projects or project components. Reprogramming of these projects was determined to be a priority. In addition to replacement of deleted projects, funding for additional components is needed on one existing regional project, as well as funding for cost increases on two “child projects” from the now completed Willits Bypass. Details of the proposed programming are shown in the tables in Section 14 of this document and in the appendices.

Section 2. General Information

Insert contact information in the text fields below.

- **Mendocino Council of Governments**

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

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

RTIP document link: http://www.mendocinocog.org/_____

RTP link: http://www.mendocinocog.org/reports_projects-RTP.shtml

- **Executive Director or Chief Executive Officer Contact Information**
Phillip J. Dow
Executive Director
dowp@dow-associates.com
707-463-1859

- **RTIP Staff Contact Information**
Nephele Barrett, Program Manager
367 N. State Street

Ukiah, CA, 95482
nbarrett@dbcteam.net
Phone: 707-234-3434 Fax: 707-671-7764

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

Name	Mitch Weiss	Title	Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
Email	mitchell.weiss@dot.ca.gov		
Telephone	916-653-2072	Fax	916-653-2134

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

A. What is the Regional Transportation Improvement Program?

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

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

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

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

Project Name and Location	Description	Summary of Improvements/Benefits
US 101 Bypass of Willits	Two lane bypass of the town of Willits on US 101	Bypass of the town of Willits. This project has been completed
Replacement of Six Revenue Vehicles	Replacement of six revenue transit vehicles for Mendocino Transit Authority	Six new vehicles to insure the continuation of effective transit service throughout the region.
Ryan Creek/Coho Salmon Mitigation	Remove barriers to fish passage through Ryan Creek as required mitigation for the Willits Bypass	Eliminated existing barriers to fish passage in the Ryan Creek watershed area along Route 101

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16, 2017
Caltrans identifies State Highway Needs	September 15, 2017
Caltrans submits draft ITIP	October 13, 2017
Regional Agency adopts 2018 RTIP	December 4, 2017
CTC ITIP Hearing, North	October 19, 2017
CTC ITIP Hearing, South	October 24, 2017
Regions submit RTIP to CTC	December 15, 2017
Caltrans submits ITIP to CTC	December 15, 2017
CTC STIP Hearing, South	January 25, 2018
CTC STIP Hearing, North	February 1, 2018
CTC publishes staff recommendations	February 28, 2018
CTC Adopts 2018 STIP	March 21-22, 2018

B. Public Participation/Project Selection Process

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

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

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

Caltrans District: 1

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

In preparation for this RTIP, MCOG has consulted with Caltrans to identify funding needs for the Downtown Gualala Refined Streetscape project—a locally-funded state highway project. Funding has been proposed for PS&E and ROW for that project as a result of the consultation.

B. 2018 STIP Regional Funding Request

Section 6. 2018 STIP Regional Share and Request for Programming

A. 2018 Regional Fund Share Per 2018 STIP Fund Estimate

Insert your agency’s target share per the STIP Fund Estimate in the text field below.

\$3,000,000*

\$1,682,000 APDE

**Note: This amount includes a previous commitment of \$43,000 for the Sherwood Road Geometric Upgrade project, approved in the 2016 RTIP, but not yet voted by the CTC.*

B. Summary of Requested Programming – Insert information in table below

Project Name and Location	Project Description	Requested RIP Amount
North State Street Intersection/Interchange Improvement	Along North State Street, from Ford Road/Empire Drive to the northbound on/off-ramps of U.S. 101. Install medians, landscape and aesthetic features, and a roundabout at the KUKI Lane intersection.	\$132,000 E&P \$336,000 PS&E Total \$468,000
Fort Bragg S. Main Street Pedestrian Improvements	On SR 1, at various locations between Ocean View Drive and Cypress Street. Construct curb, gutter, sidewalks, bulb outs, ramps, striping and signage at Ocean View Drive, North Noyo Point Road and Cypress Street.	\$45,000 E&P \$110,000 PS&E \$1,330,000 CON Total \$1,485,000
Gualala Downtown Streetscape	In Gualala from Center Street to the North Limit to	\$575,000 PS&E Total \$575,000

	Gualala (Men-1-0.6/1.0). The project proposes two 11' wide travel lanes, a 12' wide left-turn lane, 5' Class II bike lane (both sides) and 8' wide sidewalks (both sides) for most of the project. Sidewalk aprons will help to reduce conflict points.	
Sherwood Road Geometric Upgrade	In the City of Willits from PM 47.2 to PM 47.3, at Sherwood Road. Construct geometric Upgrades.	\$100,000 CON
Willits Bypass Relinquishment	In the City of Willits from PM 46.63 to PM 47.52. Rehabilitate and relinquishment of facilities.	\$15,000 ROW \$83,000 CON Total \$98,000
Planning, Programming & Monitoring		\$298,000

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

Proposed 2018 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	RSTP/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
North State Intersection Improvements	468			282			750
East Side Potter Valley Widening & Reconstruction	7300			990			8290
Ukiah Downtown Phase II	1369			152			1521
Sherwood Road Geometric Upgrade	698	6382					7080
Willits Bypass Relinquishment	644	5751					6395
							-
							-
							-
							-
Totals	10,479	12,133	-	1,424	-	-	24,036

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

Section 9. Projects Planned Within the Corridor (Required per Section 20e)

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

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

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

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

Below are relevant goals, objectives and policies excerpted from the 2010 Mendocino County Regional Transportation Plan, adopted by MCOG September 19, 2011. A 2017 update of the RTP is currently in development but will not be adopted prior to RTIP development. Following these goals and policies is a table which summarizes the projects from the 2018 RTIP, the majority of which have been carried over from previous STIP cycles. Specific goals, objectives and performance measures are then listed which support each project.

Climate Change & the Environment Objectives & Policies (CCE)

- Policy 2.2: Prioritize transportation projects which lead to reduced greenhouse gas emissions.

- Policy 2.4: Continue to consider bicycle transportation, pedestrian, and transit projects for funding in the State Transportation Improvement Program (STIP).
- Policy 2.5: Continue administrative, planning, and funding support for the Region's transit agency, Mendocino Transit Authority.

Complete Streets Objectives & Policies (CS)

- Objective 1: Incorporate bicycle, pedestrian and transit improvements when planning roadway improvements, unless the roadway is exempt by law, or the project receives a specific waiver authorized through a public, high-level process.
- Policy 1.1: Coordinate funding programs to provide multiple components of an infrastructure project when appropriate.
- Objective 2: Provide new bicycle, pedestrian and transit facilities on existing streets and roads where none exist.

Goods Movement Objectives & Policies (GM)

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

Transportation Security & Emergency Response Objectives & Policies (TSER)

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

State Highways Objectives & Policies (SH)

- Objective 1: Provide timely improvements to the Principal Arterial (major highway) system consistent with statewide needs and regional priorities.
- Policy 1.3: Prioritize completion of all phases of the U.S. 101 bypass of Willits consistent with the adopted EIR/EIS for that facility.
- Objective 4: Provide for efficient, free-flowing travel on all State Highways in Mendocino County.
- Objective 5: Balance the needs for transportation improvements with quality of life for residents of and visitors to the region.
- Policy 5.1: Consider context sensitive solutions when planning and designing highway improvements, particularly in communities where a State highway serves as "Main Street."
- Policy 5.2: Consider "complete streets" strategies when planning major corridor improvements that include the needs of bicyclists, pedestrians, and transit users.
- Policy 5.3: Pursue multiple funding sources (STIP, TE, SR2S, BTA, etc.) on corridor projects to fund multiple modal aspects of the project.

Local Streets and Roads Objectives & Policies (LS)

- Objective 1: Identify and prioritize capital improvements to the regional road system
- Policy 1.2: Seek funding for needed improvements, including consideration of RIP funding and other state and federal grant sources
- Policy 1.3: Prioritize improvements to principal local roadways, particularly those providing primary access to communities, those that connect to the State Highway system, or those that relieve the impact on the State Highway system.
- Objective 2: Balance the need for safety and operational improvements with the need for maintenance of the existing system.

- Objective 3: Provide for alternative forms of transportation on local street and road networks.
- Policy 3.1: Consider “complete streets” strategies when planning and implementing local street and road improvements, including the addition/improvement of bicycle and pedestrian facilities and transit stops.

Non Motorized Transportation Objectives & Policies (NM)

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

Transit Objectives & Policies (T)

- Policy 1.3: Pursue all available funding for transit operations and capital needs, including consideration of RIP funds for transit capital needs when appropriate as well as acting as official grant applicant when appropriate.
- Objective 2: Ensure that transit operates in an efficient and effective manner.

Financial Objectives & Policies (F)

- Objective 1: Maximize the effectiveness of transportation funding resources.
- Policy 1.4: Direct Regional Improvement Program (RIP) funding in the State Transportation Improvement Program (STIP) to capital projects: (1) on state Highways (2) on major local highways that connect to State Highways (3) on major local highways that facilitate through traffic or otherwise relieve State Highways, or (4) on major local highways that serve communities not served by the State Highway system.

**Summary and Evaluation of Projects from the Mendocino County
2016 Regional Transportation Improvement Program**

Implementing Agency	Project	PPNO	Goals, Policies, Objectives & Performance Measures	Evaluation/Discussion
Mendocino County	North State Street Intersection & Interchange Improvements	4590	CCE Policy 2.2, LS Policy 1.3, F Objective 1, Policy 1.4	Construction of a roundabout will reduce vehicle idling at the intersection. The project will improve operation a the US 101 off ramp that feeds into it. The STIP funded project will complete improvements to the location that will be partially funded through other sources.

City of Ukiah	Ukiah Downtown Streetscape, Ph 2	4591	LS Objective 1, Policy 3.1, NM Objectives 2, 3 & 4, Policy 4.1, F Objective 1	Will encourage walking and biking in downtown commercial area along major arterial, increasing access to business, and beautifying downtown. In addition to implementing several objectives of the RTP, this project implements the Ukiah Downtown Streetscape improvement Plan, approved by the City of Ukiah in 2009. It is also consistent with the Ukiah Bicycle and Pedestrian Master Plan. This will add to downtown streetscape improvements funded through other sources.
City of Fort Bragg	S. Main St Bicycle & Pedestrian Access Project – Fort Bragg	4593	SH Policy 5.2, NM Objective 2, Policy 2.1, 2.2, Objective 3, Policy 4.1	This project will continue pedestrian improvements along a state highway, linking to existing facilities. The project will improve access to a major shopping area, school facility, and tourist attractions. Pedestrian safety will be improved.
Caltrans	Downtown Gualala Refined Streetscape	4579	CS Objective 1, SH Objective 4, Policy 5.1, 5.2, NM Objective 2, 4, Policy 4.1	The project will provide pedestrian and bicycle facilities along the State highway, improving nonmotorized safety and accessibility in the busy downtown area. The turn lane will improve traffic flow on the highway.
City of Ukiah	Gobbi Street & Waugh Lane Signalization	4561	CCE Policy 2.2, LS Objective 1, Policy 1.2, Policy 1.3	This location currently experiences considerable congestion and idling vehicles. Signalization will decrease idling, thereby reducing emissions. This is a major arterial that leads directly to a freeway on-ramp.
Caltrans	Sherwood Road Geometric Upgrade	0125Z	TSER Goal 1, LS Policy 1.3	In the City of Willits from PM 47.2 to PM 47.3, at Sherwood Road. Construct geometric Upgrades.
Caltrans	Willits Bypass Relinquishment	0125W	LS Policy 1.3, Objective 3, Policy 3.1, CS Objective 1	In the City of Willits from PM 46.63 to PM 47.52. Rehabilitate and relinquishment of facilities.
City of Ukiah	North Bush & Low Gap Road Roundabout	4562	CCE Policy 2.2, LS Objective 1, Policies 1.2, 1.3	Providing a roundabout at this location will reduce idling, thereby reducing emissions. This is an intersection of two arterials serving major activity centers.
Mendocino County	East Side Potter Valley Road Reconstruction, Phase I	4073P	TSER Goal 1, LS Objectives 1 & 2, Policies 1.2, 1.3	Reconstruction of drastically deteriorated roadway segment which provides primary access to rural Potter Valley area, significantly increasing Pavement Condition.

Key: CCE = Climate Change & the Environment
CS = Complete Streets
GM = Goods Movement
TSER = Transportation Security & Emergency Response
SH = State Highway System

LS = Local Streets & Roads
NM = Non Motorized Transportation
T = Transit
F = Financial

Section 11. Regional and Statewide Benefits of RTIP

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

Projects on the local street and road systems will provide both safety and circulation benefits throughout the region. Complete streets and active transportation benefits will be provided through several bicycle and pedestrian projects as well as a transit vehicle project. Several roundabout projects are being planned which will provide significant improvement to traffic flow and reduction of congestion in the most urban areas of the region. One large regional project—the East Side Potter Valley Road Widening and Reconstruction project—will provide improved safety on a rural two lane road by widening to allow for recovery areas where none currently exists. This road provides the only ingress/egress to the community of Potter Valley. The two Willits Bypass child projects will improve travel on the local system in the Willits area, particularly safety on Sherwood Road and the condition of the former US 101, now Main Street, through the center of town.

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

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

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

Congestion Reduction: Three of the eight projects included in this RTIP are intersection improvements that will either signalize or provide a roundabout at congested intersections. These intersections are all at high volume locations which experience severe congestion at peak times. They are all currently controlled by signage only. These improvements will significantly reduce vehicle idling and congestion at peak times without adding increased capacity. Four of the projects will result in reduced congestion by providing enhanced bicycle and pedestrian access through busy areas, encouraging greater use of these alternative forms of transportation and less vehicular travel in congested areas.

Infrastructure Condition: The Eastside Potter Valley Road Reconstruction and widening project will completely reconstruct a length of Eastside Potter Valley Road, which is made up of pavement segments that currently have PCIs ranging from 3 to 10. Although this roughly 4 mile stretch of road will not make a significant change in the County's overall PCI, it is a significant regional route and the primary access to the community of Potter Valley. The City of Ukiah's Downtown Streetscape Projects, Phases I and II, will also include rehabilitation of a major roadway, although that component of the project is funded through a different source. The condition of aging sidewalks will also be improved in these Ukiah projects. The Willits Bypass Relinquishment project will result in improved quality to the former US 101, now Main Street, for the City of Willits.

Safety: The two roundabout projects in the RTIP will result in fewer vehicle conflicts. Safety will also be significantly improved for pedestrians in several of the projects that provide wider sidewalks and bulbouts to reduce crossing distance. The Eastside Potter Valley Road project will also include widened shoulders. Currently, this narrow rural road poses a severe safety threat, with no shoulders available for correction. Drainage ditches run immediately alongside much of the roadway. The Sherwood Road Geometric Upgrade will improve the safety on Sherwood Road at the intersection with Main Street, in Willits. The existing Sherwood Road intersects U.S. 101 at a severe horizontal angle with a 12% grade, with two 12 foot lanes, no shoulder and short left and right turn pockets. Safety will be improved for both vehicles as well as pedestrians.

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

Section 13. Project Specific Evaluation (Required per Section 19D)

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

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

For project locations, see maps in the Section 19 Appendix.

AGENCY	PROJECT	Component	18/19	19/20	20/21	21/22	22/23
County	North State St Intersection	E&P			132		
		PS&E					336
	East Side Potter Valley Rd	CON		3150			
Ukiah	Gobbi/Waugh Intersection	CON	532				
	Low Gap/N Bush	E&P		5			
		PS&E			85		
		ROW			25		
	Ukiah Downtown, Ph II	CON			1369		
Ft Bragg	Route 1 Bike & Ped Improvements	E&P		45			
		PS&E			110		
		CON				1330	
Caltrans	Sherwood Road Geometric Upgrade	CON	100				
	Willits Bypass Relinquishment	ROW	15				
		CON		83			
Caltrans	Gualala Downtown Streetscape	PS&E	*575				
MCOG	PPM		89	90	99	99	100
Total			1311	3368	1820	1429	436

**Note: PS&E funding for Gualala Downtown Streetscape will utilize APDE funding.*

In addition to projects currently programmed, MCOG previously reserved additional RIP funding for future components of the County of Mendocino’s North State Street Intersection & Interchange Improvement project, which currently has only E&P and PS&E programmed. This reserve will be carried over in this RTIP for programming in future STIP cycles when capacity allows. An additional, a commitment has been made to reprogram the deleted construction funding for the City of Ukiah’s Low Gap Road & North Bush Intersection project in a future STIP cycle. The reserves are as follows:

RTIP Reserves/Funding Commitments

North State Street Intersection & Interchange Improvements – ROW & CON \$1,602,000

Ukiah Low Gap Road/N. Bush Intersection Improvement - CON \$703,000

F. Appendices

Section 15. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section.

Section 16. Board Resolution or Documentation of 2018 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 17. Detailed Project Programming Summary Table (Optional)

Section 18. Project Location Maps



MENDOCINO COUNCIL OF GOVERNMENTS STAFF REPORT

TITLE: Adoption of the Environmental Document
for the SR 162 Corridor Multi-Purpose Trail Project

DATE PREPARED: 11/22/17
MEETING DATE: 12/04/17

SUBMITTED BY: James Sookne, Project Manager

BACKGROUND:

At the November 6, 2017 Board meeting, MCOG staff provided the Board with an update on the SR 162 Corridor Multi-Purpose Trail project. Staff informed the Board that the 30-day public comment period for the Initial Study/Mitigated Negative Declaration (IS/MND) was underway, having commenced on October 18, 2017 and concluding on November 16, 2017. Staff also provided the Board with a verbal update of the public meeting that was held in Covelo on October 26, 2017.

Following the conclusion of the public comment period, all comments received were forwarded to the consultant so they could be compiled, reviewed, and incorporated (as appropriate) into the MND as Appendix D. In addition to finalizing the MND, the consultant also prepared the Mitigation Monitoring and Reporting Program (MMRP) which will ensure compliance with the mitigation measures (found in the MND) during the project implementation.

Staff has received the MMRP and a draft copy of Appendix D, both of which can be found alongside the IS/MND on MCOG's website. Any additional changes to Appendix D will be presented verbally to the Board. Once Appendix D is finalized, it will be incorporated into the IS/MND as a single document.

At this time, we ask that the Board consider the following:

- Adoption of the MND and the associated MMRP
- Make the following findings in accordance with the California Environmental Quality Act (CEQA):
 - The Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program (MMRP) were prepared in accordance with all legal requirements, including all public notice and comment period requirements.
 - The public comment period commenced on October 17, 2017 and concluded on November 18, 2017. A public meeting was held on the evening of October 26, 2017 at 6:00 at the Buffalo Room at the Tribal Administrative Office at 77826 Covelo Road, Covelo, California.
 - MCOG Staff received comment letters from one member of the public and from the California Department of Fish and Wildlife (CDFW). The letter from the member of the public did not specifically address the IS/MND but did confirm that there are wetlands on their property. The letter from CDFW addressed the Project's potential impacts to the Milo Baker's Lupine, the Foothill yellow-legged frog, bats, and the oak woodlands. All comments from CDFW have been addressed and can be found in Appendix D of the IS/MND.
 - The Board declares that it has considered the Mitigated Negative Declaration and MMRP, and all comments received within the public comment period, as well as all written and oral comments received after the public comment period and prior to the date of this Resolution, and finds that the document reflects the Council's independent judgment and analysis.
 - There is no substantial evidence in light of the whole record that the Project, as mitigated, may or will have a significant effect on the environment.
 - The MMRP for the Project will ensure compliance with all mitigation measures incorporated into the Project to reduce the potentially significant environmental effects of the Project to a less-than-significant level.

- The Board designates the office of the Mendocino Council of Governments, located at 367 North State Street, Suite 206 in Ukiah, California, as the location and custodian of the documents and other material constituting the record of proceedings upon which this decision is based.
- Approve the project known as Alternative 1 on Page 1-1 of the MND, as described below:
 - Alternative 1 would run parallel to and on the west side of SR 162 from Howard Street to Hurt Road (1.5 miles) with an east-west component connecting to Henderson Lane (0.5 miles)
- Authorize the Executive Director, or their designated representative, to execute and file the Notice of Determination (NoD), as required by CEQA, on behalf of the Mendocino Council of Governments.

A Resolution has been prepared that includes the aforementioned considerations.

ACTION REQUIRED: Adopt the attached resolution which is required for this project to move forward.

ALTERNATIVES: Do not adopt the attached resolution which would cause a significant delay in the project. No other alternatives are identified.

RECOMMENDATION: By resolution: adopt the Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program; make the related findings in accordance with CEQA; approve Alternative 1 as the project; and authorize the Executive Director, or their designated representative, to execute and file the Notice of Determination on behalf of MCOG

MENDOCINO COUNCIL OF GOVERNMENTS

BOARD of DIRECTORS

RESOLUTION No. M2017-___

ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM; MAKING RELATED FINDINGS IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT RELATING TO THE COVELO STATE ROUTE 162 CORRIDOR MULTI-PURPOSE TRAIL IN THE TOWN OF COVELO, CALIFORNIA; APPROVING THE PROJECT; AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AND FILE THE NOTICE OF DETERMINATION ON BEHALF OF THE MENDOCINO COUNCIL OF GOVERNMENTS

WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County;
- The Covelo State Route 162 Corridor Multi-Purpose Trail (Project) analyzed under the Initial Study/Mitigated Negative Declaration (IS/MND) consists of the construction of a multi-purpose trail along State Route 162 from Howard Street in the community of Covelo, north to Hurt Road and an east-west component connecting to Henderson Lane;
- In connection with the approval of a project involving the preparation of an IS/MND that identifies one or more significant environmental effects, the California Environmental Quality Act (CEQA) requires the decision-making body of the lead agency to incorporate feasible mitigation measures that would reduce those significant environment effects to a less-than-significant level;
- Whenever a lead agency approves a project requiring the implementation of measures to mitigate or avoid significant effects on the environment, CEQA also requires a lead agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) to ensure compliance with the mitigation measures during the project implementation;
- MCOG is the lead agency on the Project, and the Board of Directors (Board) is the decision-making body for the proposed Project;
- The Board has reviewed and considered the IS/MND and MMRP for the Project and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA;
- The IS/MND concluded that implementation of the Project could result in a number of significant effects on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level; and

- The IS/MND and the MMRP for the Project are, by this reference incorporated into this Resolution as if fully set forth herein; therefore, be it

RESOLVED, THAT:

1. The Board of Directors makes the following findings in accordance with CEQA based on substantial evidence on the record:
 - A. The Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program (MMRP) were prepared in accordance with all legal requirements, including all public notice and comment period requirements.
 - B. The public comment period commenced on October 17, 2017 and concluded on November 16, 2017. A public meeting was held on the evening of October 26, 2017 at 6:00 p.m. at the Buffalo Room at the Tribal Administrative Office at 77826 Covelo Road, Covelo, California.
 - C. MCOG Staff received comment letters from one member of the public and from the California Department of Fish and Wildlife (CDFW). The letter from the member of the public did not specifically address the IS/MND but did confirm that there are wetlands on their property. The letter from CDFW addressed the Project's potential impacts to the Milo Baker's Lupine, the Foothill yellow-legged frog, bats, and the oak woodlands. All comments from CDFW have been addressed and can be found in Appendix D of the IS/MND.
 - D. The Board declares that it has considered the Mitigated Negative Declaration and MMRP, and all comments received within the public comment period, as well as all written and oral comments received after the public comment period and prior to the date of this Resolution, and finds that the document reflects the Council's independent judgment and analysis.
 - E. There is no substantial evidence in light of the whole record that the Project, as mitigated, may or will have a significant effect on the environment.
 - F. The MMRP for the Project will ensure compliance with all mitigation measures incorporated into the Project to reduce the potentially significant environmental effects of the Project to a less-than-significant level.
 - G. The Board designates the office of the Mendocino Council of Governments, located at 367 North State Street, Suite 206 in Ukiah, California, as the location and custodian of the documents and other material constituting the record of proceedings upon which this decision is based.
2. The Board of Directors, based upon the oral and documentary evidence received, adopt the Mitigated Negative Declaration, attached hereto as Exhibit A and incorporated herein, and the Mitigation Monitoring and Reporting Program, attached hereto as Exhibit B and incorporated herein.
3. The Board of Directors adopt the Project as described in Alternative 1 on Page 1-1 of the Mitigated Negative Declaration.

4. The Board of Directors authorizes the Executive Director, or their designated representative, to execute and file the Notice of Determination, as required by CEQA, on behalf of the Mendocino Council of Governments.

ADOPTION OF THIS RESOLUTION was moved by Director _____, seconded by Director _____, and approved on this 4th day of December, 2017, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

WHEREUPON, the Chairman declared the resolution adopted, AND SO ORDERED.

ATTEST: Phillip J. Dow, Executive Director

Dan Gjerde, Chair

2018 MCOG BOARD MEETING CALENDAR

1st Monday at 1:30 pm, 9-10 months per year, at County Administration Center,
 Board of Supervisors Chambers, Room 1070, 501 Low Gap Road, Ukiah
Subject to Venue Availability and Unless Otherwise Noticed

As of 11/17/2017 - subject to change

Date	Planned Highlights and Recurring Actions	Notes
January	No meeting this month	
February 5	Election of Officers and Committee Appointments	
March 5	<u>Executive Committee Recommendations:</u> Draft 2018/19 Budget – No Action	
April TBD Special Meeting	<u>On Location Tour/Mobile Workshop (Optional):</u> <ul style="list-style-type: none"> ▪ Transportation Tour of Plans & Projects – To Be Determined ▪ Informal Lunch and Presentations/Discussion 	All-day field trip and community meeting
May 7	Budget Workshop Including: <u>Executive Committee Recommendations:</u> Draft 2018/19 Budget <u>Transit Productivity Committee (TPC) and SSTAC Recommendations:</u> 2018/19 Unmet Transit Needs Reasonable-to-Meet Finding Funding of MTA's Annual Transit Claim	
June 4	<u>Combined Recommendations of Staff & Committees:</u> Adoption of 2018/19 Regional Transportation Planning Agency Budget <u>TAC Recommendations:</u> Adoption of 2018/19 Planning Overall Work Program	
July	No meeting this month	
August 20 Special Meeting	Regular Business	Change to third Monday
September TBD Special Meeting	<u>On Location Tour/Mobile Workshop (Optional):</u> <ul style="list-style-type: none"> ▪ Transportation Tour of Plans & Projects – To Be Determined ▪ Informal Lunch and Presentations/Discussion 	All-day field trip and community meeting
October 1	Regular Business	
November 5	Regular Business	
December 3	<u>Social Services Transportation Advisory Council (SSTAC) Recommendations:</u> 2019/20 Unmet Transit Needs - Public Hearing	

Related Meetings of Interest / Educational Options

February 21	19th Annual CTF Transportation Forum, Sacramento http://www.transportationfoundation.org/	CA's leading charitable transportation organization
March 14-16	CALCOG Delegates: 2018 Annual Regional Leadership Forum, Monterey http://www.calcog.org/	Assn. of regional agencies; networking & current issues
Oct. 28-30	29th Annual Focus on the Future Conference – Self Help Counties Coalition, Indian Wells, CA http://www.selfhelpcounties.org/focus/	20 local agencies with transportation sales taxes

MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 9
Consent Calendar
MCOG Meeting
12/4/2017

MINUTES

Monday, November 6, 2017

County Administration Center, Board of Supervisors Chambers

ADDITIONAL MEDIA:

*Find YouTube link at <http://www.mendocinocog.org> under Meetings
or search Mendocino County Video at www.youtube.com*

The Mendocino Council of Governments (MCOG) meets as the Board of Directors of:
Mendocino Regional Transportation Planning Agency (RTPA) and
Mendocino County Service Authority for Freeway Emergencies (SAFE)

1. Call to Order / Roll Call. The meeting was called to order at 1:33 p.m. with Directors Steve Scalmanini, Larry Stranske, Richey Wasserman, Michael Carter (Alternate), Georgeanne Croskey, and Rex Jackman (Caltrans/PAC); Chair Dan Gjerde presiding. Michael Cimolino was excused.

Staff present: Phil Dow, Executive Director; Janet Orth, Deputy Director/CFO; Loretta Ellard, Deputy Planner; Nephele Barrett, Program Manager; James Sookne, Regional Project Manager; and Marta Ford, Administrative Assistant.

2. Convene as RTPA

3. Recess as RTPA - Reconvene as Policy Advisory Committee.

4. Public Expression. None.

5 - 8. Regular Calendar. Executive Director Dow summarized some of the Regular Calendar items listed on the agenda. MCOG staff is facing year-end deadlines of multiple projects such as the Regional Improvement Transportation Program (RTIP), Regional Transportation Plan (RTP), and the Active Transportation Plan (ATP). The ATP has absorbed the Non-Motorized Transportation projects that were previously in the RTP.

5. Discussion/Direction: Draft 2018 Regional Transportation Improvement Program (RTIP). Ms. Barrett described the RTIP document that is required to be developed every two years. A copy of the draft 2018 RTIP was included in the agenda packet for prior review. The RTIP functions as the programming document for funds that come from the State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) issues a Fund Estimate that designates the amount of funds available for programming. The total of \$2,659,000 is available for projects during the five-year period covered in the RTIP that have not been allocated. Ms. Barrett summarized what projects the money will fund. New programming is as follows:

- North State Street Intersection/Interchange Improvement – Total \$468,000
- Fort Bragg South Main Street Pedestrian Improvements – Total \$1,485,000
- Gualala Downtown Streetscape – Total \$575,000
- Sherwood Road Geometric Upgrade – Total \$100,000
- Willits Bypass Relinquishment – Total \$98,000
- Planning, Programming & Monitoring – Total \$298,000

No action was taken.

6. Technical Advisory Committee (TAC) Recommendations

- a. Public Hearing: Resolution - Approval of Final Active Transportation Plan (ATP). Finding of Proper Notice: Ms. Barrett confirmed proof of publication from Ukiah Daily Journal, published on October 27, 2017. Recommendation of finding of proper notice, then hold the public hearing. **Upon motion** by Director Wasserman, second by Alternate Director Carter and carried unanimously (7 Ayes; 0 Noes; 0 Abstaining; 1 Absent): IT IS ORDERED that this public hearing on the Final Active Transportation Plan was properly noticed.

Ms. Barrett reported that the plan had been finalized. The Active Transportation Plan (ATP) replaced the previous Regional Bikeway Plans; it includes both pedestrian and bicycle needs to address non-motorized needs. The ATP was developed to meet the planning requirements within the State's Active Transportation Program Guidelines and serves as the Active Transportation Element in the Regional Transportation Plan (RTP). It includes a review of Active Transportation needs, recommended projects and discussions of funding, goals, and policies specific to Active Transportation. The MCOG Board had the opportunity to review the draft in June; the MCOG Technical Advisory Committee recommends MCOG Board's approval. Community workshops, public meetings, and surveys were conducted throughout the plan development. Ms. Barrett summarized the Active Elements of the ATP.

In Board discussion, Chair Gjerde brought up MacKerricher Park Haul Road Repair & Enhancement, and suggested leaving the geometrics out of the description as the size is still under debate.

The Chair opened the hearing at 1:59 p.m. with no one testifying and no written testimony received from the public; the hearing was closed at 2:00 p.m.

Upon motion by Alternate Director Carter, second by Director Croskey, and carried unanimously on roll call vote (7 Ayes – Scalmanini, Stranske, Wasserman, Carter/Alt., Croskey, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent): IT IS ORDERED that MCOG adopts the Final Active Transportation Plan, pending recommended edits, by resolution:

Resolution No. M2017-13

Adopting the 2017 Mendocino County Active Transportation Plan
(Reso. #M2017-13 is incorporated herein by reference)

- b. Approval of Second Amendment to Fiscal Year 2017/18 Transportation Planning Overall Work Program (OWP). Ms. Ellard referred to her written staff report and explained the TAC's recommendation for a second amendment. It includes a proposal to reprogram FY 2016/17 FY Rural Planning Assistance (RPA) carryover funds.
- W.E 10 Regional Transportation Plan Update, Phase 2 Carryover - \$40,207 in carryover RPA funds added, increasing the project total from \$32,500 to \$72,707
 - Proposed New Project – W.E. 19 Pedestrian Facilities Needs Inventory & Engineered Feasibility Study – South Coast - Approval of this new Work Element programs the FY 2016/17 carryover funds and the “reserve” funds, for a total of \$76,528 in RPA funds (\$14,253 carryover, plus \$62,275 RPA “reserve”) for this new project
 - Reserve for “Future Projects – To be Determined” to be deleted; funds moved to Work Element 19, as listed above
 - Increases the total work program from \$1,433,716 to \$1,488,176, an increase of \$54,460.

Upon motion by Alternate Director Carter, second by Director Croskey, and carried unanimously on roll call vote (7 Ayes – Scalmanini, Stranske, Wasserman, Carter/Alt.,

Croskey, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent): IT IS ORDERED that MCOG approves the Second Amendment to FY 2017/18 Overall Work Program, and authorizes Executive Director to sign appropriate certifications and revised OWP Agreement (as needed) and forward to Caltrans, as required.

7. Discussion/Direction: Draft 2018 Regional Transportation Plan (RTP). Ms. Barrett explained that the RTP is the primary transportation planning document for the region that covers a 20-year timeframe. In 2014, the MCOG Board changed the RTP update schedule from every five years to every four years, resetting the next update's due date to December 2017. The change was to accommodate a longer timeframe for the Regional Housing Needs Assessment, as part of the Housing Element development. The RTP will be available for the MCOG Board to take action at the February meeting. Ms. Barrett contacted the California Department of Housing and Community Development and learned they are in the process of developing their workload to accommodate all the counties that changed their update schedules. Six months after MCOG adopts the RTP, the local Regional Housing Needs Assessment process can begin. The draft RTP is available for comments and available online for public viewing; she requested that the MCOG Board submit comments to her by November 24, 2017. The RTP describes all modes of transportation needs, reviews recommended projects and funding for them. The RTP also includes goals, policies and objectives for various modes of transportation. Caltrans and public input was received throughout the development. Outreach efforts were made to the tribal governments. The Technical Advisory Committee (TAC) gave recommendations; they will have another chance to review the final draft RTP after public review, prior to MCOG Board adopting it. Staff has provided more information on zero-emission vehicle plans and alternative fuels for the final version. The draft RTP is available on the MCOG website. Ms. Orth reported upgrades to the website and how to find the document.

Chair Gjerde commented on the number of projects Caltrans has listed; this is largely due to SB1 funding projects of the SHOPP program. Information only; no action was taken.

8. Consideration of Opposing Assembly Bill (Garcia), Transportation funding: Low-income Communities – “An act to amend Sections 14529 and 65082 of, and to add Section 65083 to, the Government Code, relating to transportation.” Mr. Dow referred to his staff report. He requests that the MCOG Board oppose Assembly Bill 1640. The bill requires 25% of County's RTIP funds to be dedicated to projects specifically benefiting disadvantaged communities, regardless of established local priorities in the region. Mr. Dow illustrated that on previously committed funds to a multi-year project in partnership with Caltrans; had this Assembly Bill taken place, MCOG could not honor that commitment. All four cities and most of the County of Mendocino meet the criteria of economic disadvantage. The criteria would not affect Mendocino County with the exception that it may get in the way of how projects are prioritized. Mr. Dow suggests opposing this and other bills that may come in the future, that could possibly dictate how the Council decides to use the money. Mr. Dow recommends maintaining local control, consistent with the 1997 law SB 45.

Upon motion by Director Stranske, second by Alternate Director Carter, and carried unanimously on roll call vote (*7 Ayes – Scalmanini, Stranske, Wasserman, Carter/Alt., Croskey, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent*): IT IS ORDERED that MCOG opposes AB 1640 and authorizes the Executive Director to notify the author and appropriate California Assembly members and staff of such opposition.

9. Consent Calendar. Upon motion by Croskey, second by Wasserman, and carried unanimously on roll call vote (*7 Ayes – Scalmanini, Stranske, Wasserman, Carter/Alt., Croskey, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent*): IT IS ORDERED that consent item is approved:

9. Approval of October 2, 2017 Minutes – as written

10. Recess as Policy Advisory Committee - Reconvene as RTPA - Ratify Action of Policy Advisory Committee. Upon motion by Alternate Director Carter, second by Stranske, and carried unanimously on roll call vote (6 Ayes – Scalmanini, Stranske, Wasserman, Carter/Alt., Croskey, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent): IT IS ORDERED that the actions taken by the Policy Advisory Committee are ratified by the MCOG Board of Directors.

11. Reports - Information

- a. Mendocino Transit Authority. Chair Gjerde reported, since the last MCOG meeting MTA held a long range planning process meeting and a board meeting that he and Ms. Ellard attended. Things are busy at the staff level at MTA, including reorganizing their finance system and finance reporting processes.
- b. North Coast Railroad Authority. Ms. Ellard reported the last meeting was cancelled. She plans to attend the next meeting on Wednesday, November 8, 2017.
- c. MCOG Staff - Summary of Meetings. Mr. Dow referred to his written staff report. Ms. Orth added that she attended the Brown Act training.
- d. MCOG Administration Staff
 1. *Senate Bill 1 Implementation – Road Repair and Accountability Act of 2017*. Mr. Dow referred to his written staff report. The funds from SB1 flow directly to the County and the cities in the form of their normal gas tax. He worked with a couple of the cities and the County to ensure the required data was submitted within the October due date. Funds should be available in January. Director Scalmanini asked if the cities and County should have the new funds budgeted. Mr. Dow explained the guidelines require the projects and funds to be incorporated into the budget or to adopt a resolution that the budget will be amended. Chair Gjerde commented on other funds brought in by SB1. At the County, the new funds will initially restore the budget for roads to their original level without needing to use General Funds. Ms. Barrett added that regionally and statewide it is assisting to stabilize the funding received through the price-based excise tax which has been volatile in the last few years and the reason for some projects to be dropped out of the 2016 STIP program.
 - Mr. Dow monitors the Trade Corridor Enhancement program. There are no qualified projects MCOG members are working on at this time; however, he continues to monitor this program for future improvement projects on Highways 20 and 101.
 - Active Transportation Program Augmentation benefited Fort Bragg because they had some expiring State Park funds and were allowed to expedite ATP funding. Guidelines for ATP are being worked on and the CTC is expected to issue a Call for Projects in March.
 - Local Partnership Program was amended so the required match is down to 50% for cities that do not bring in \$100,000/year in sales tax; this is a benefit for Point Arena. Mr. Dow worked with the Cities of Willits and Point Arena, and County staff, to ensure all of their preliminary evidential data was submitted to the Commission prior to their due date. The funds from this program may be used for maintenance and rehabilitation activities.
 2. *State Route 162 Corridor Multi-Purpose Trail Project Update* – Mr. Sookne gave an update from last MCOG Meeting. The draft California Environmental Quality Act (CEQA) document was opened for a 30-day review and comment period on October 18, ending on November 16, 2017. On October 26, a public meeting was conducted in Covelo to go over the project and receive public comments. Four people attended this

meeting; there were no public comments. The document is available to view at the MCOG office and on the website: <https://mendocinocog.specialdistrict.org/sr-162-corridor-multi-purpose-trail-in-covelo>. Mr. Sookne will bring back the final draft CEQA document in December for the Board to review and adopt. Chair Gjerde asked if an RFP went out for contractors. Mr. Sookne responded that MCOG is in a contract for Environmental Design and Right-of-Way, for which the RFP went out in 2016. Plans for another RFP will go out for Construction and Construction Management around late Spring of 2020.

3. *Miscellaneous*. None.

e. MCOG Planning Staff.

1. *Caltrans Sustainable Transportation Planning Grant Program – Proposal Submitted for “Mendocino County Pedestrian Facility Needs Inventory and Engineered Feasibility Study.”* Ms. Ellard reported an application for a feasibility study was submitted prior to the October 20, 2017 deadline, for the Planning Grant cycle that was a result of additional money that SB1 provided. The study will cover unincorporated areas of the County plus three cities; Ukiah, Willits, and Fort Bragg. The project total is anticipated to cost about \$202,000; \$179,000 in grant funds and \$23,000 in local match. Caltrans will notify the applicants in December. She mentioned that Lake County submitted a similar project that was approved last cycle; MCOG staff patterned the scope of work and tasks after their successful application. On January 2, Caltrans is opening another Transportation Planning Cycle; proposals are due January 21. Mr. Dow explained that the studies may provide required documentation for future projects.

2. *Call for Projects – FY 2018-19 Transportation Planning Overall Work Program (OWP)*. Ms. Ellard reported a call for projects went out for next year’s OWP, due December 1. Development of next year’s OWP will begin in January.

3. *Call for Projects – MCOG’s Local Transportation Fund (LTF) Two Percent Bicycle & Pedestrian Program*. Staff issued the Call for Projects with a due date of November 13. The TAC will review the applications to make their recommendations to the MCOG Board.

4. *Miscellaneous*. None.

f. MCOG Directors. There were no reports.

g. California Association of Councils of Governments (CALCOG) Delegates. There were no reports.

12. Adjournment. The meeting was adjourned at 2:48 p.m.

Submitted: PHILLIP J. DOW, EXECUTIVE DIRECTOR

By Marta Ford, Administrative Assistant



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

Agenda # 10
Consent Calendar
MCOG Meeting
12/4/2017

TITLE: Title VI Program Update

DATE PREPARED: 11/22/17

SUBMITTED BY: James Sookne

MEETING DATE: 12/04/17

BACKGROUND:

All programs receiving financial assistance from the Federal Transit Administration (FTA) are subject to Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the Department of Transportation's (DOT) implementing regulations. Title VI prohibits discrimination by recipients of Federal financial assistance on the basis of race, color, and national origin, including the denial of meaningful access for limited English proficient (LEP) persons. Section 601 of Title VI of the Civil Rights Acts on 1964 states the following:

“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

The term “program or activity” means all of the operations of a department, agency, special purpose district, or government; or the entity of such State or local government that distributes such assistance and each such department or agency to which the assistance is extended, in the case of assistance to a State or local government.

Since the Mendocino Council of Governments distributes FTA funds to the Mendocino Transit Authority, MCOG is required to comply with Title VI and DOT's regulations. FTA requires that all direct and primary recipients document their compliance with DOT's Title VI regulations by submitting a Title VI Program to their FTA regional civil rights officer once every three years or as otherwise directed by FTA. For all recipients (including sub-recipients), the Title VI Program must be approved by the recipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to FTA. Sub-recipients (MCOG) shall submit Title VI Programs to the primary recipient (Caltrans) from whom they receive funding in order to assist the primary recipient in its compliance efforts.

The original MCOG Title VI Program was developed in 2014 and adopted by the Board on August 18, 2014. That program stipulated that that it be updated every 3 years. Staff has reviewed and incorporated the most current Census data into the attached updated 2017 MCOG Title VI Program. The difference in data between the 2014 and the 2017 Programs is trivial and doesn't require MCOG to change any practices or policies.

Staff will be prepared to discuss this topic further at the meeting.

ACTION REQUIRED: Approval of the updated Title VI Program.

ALTERNATIVES: The Board may choose not to approve the updated Title VI Program.

RECOMMENDATION: Staff recommends the Board approves the updated Title VI Program.

MENDOCINO COUNCIL OF GOVERNMENTS

BOARD of DIRECTORS

RESOLUTION No. M2017-___

APPROVING THE UPDATED TITLE VI PROGRAM AND ASSOCIATED LIMITED ENGLISH PROFICIENCY PLAN; AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE SAID POLICY ON BEHALF OF THE MENDOCINO COUNCIL OF GOVERNMENTS AND APPOINT A TITLE VI COORDINATOR

WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County;
- As the recipient of Federal Transit Administrative (FTA) funding, MCOG must establish and maintain a Title VI program, including a Limited English Proficiency Plan, pursuant to Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987;
- MCOG established a Title VI program in 2014 to ensure patrons of MCOG are protected from civil rights violations; and
- MCOG desires to update the Title VI program to continue ensuring patrons of MCOG are protected from civil rights violations; therefore, be it

RESOLVED, THAT:

1. Mendocino Council of Governments approves the updated Title VI Program and associated Limited English Proficiency Plan.
2. Mendocino Council of Governments authorizes the Executive Director to execute the Title VI Program and associated Limited English Proficiency Plan and appoint a Title VI Coordinator.

ADOPTION OF THIS RESOLUTION was moved by Director _____, seconded by Director _____, and approved on this 4th day of December, 2017, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

WHEREUPON, the Chairman declared the resolution adopted, AND SO ORDERED.

ATTEST: Phillip J. Dow, Executive Director

Dan Gjerde, Chair

MENDOCINO COUNCIL OF GOVERNMENTS

Staff Report

TITLE: Summary of Meetings

DATE PREPARED: 11/27/17

MEETING DATE: 12/04/17

SUBMITTED BY: Phil Dow, Executive Director

BACKGROUND:

Since our last regular MCOG meeting packet, MCOG Administration and Planning staff (Planning staff in italics) has attended (or will have attended) the following statewide and local meetings on behalf of MCOG:

1. *Housing & Community Development Teleconference (RTP & RHNA Process)*
Teleconference 11/06/17
(Barrett)
2. *North Coast Railroad Authority (NCRA)*
Ukiah 11/08/17
(Ellard)
3. *Active Transportation Program (ATP) Non-Infrastructure Task Force/ Fort Bragg Sub - Committee*
Teleconference 11/09/17
(Barrett & Ellard)
4. Social Services Transportation Advisory Council
Ukiah 11/13/17
(Barrett & Orth)
5. SB 1 Partnership Forum
Marysville 11/14/17
(Dow & Davey-Bates)
6. *Active Transportation Program (ATP) Non-Infrastructure Grant Coordination – HHSA & NCO*
Teleconference 11/14/17
(Barrett & Ellard)
7. Dow/DBC Coordination Meeting
Ukiah 11/14/17
(Staff)
8. Active Transportation Program (ATP) Guidelines Workshop
Oakland 11/16/17
(Dow)
9. *SB 743 Training*
Sacramento 11/17/17
(Ellard)
10. *Rural Counties Task Force*
Sacramento 11/17/17
(Ellard)
11. ChargePoint Electric Vehicle (EV) Infrastructure Project Coordination
Teleconference 11/21/2017
(Orth)

- | | |
|---|-------------|
| 12. MCOG Fiscal Audit
Ukiah
(Orth) | 11/27-28/17 |
| 13. Dow/DBC Coordination Meeting
Ukiah
(All) | 11/28/17 |
| 14. Covelo Multi-Purpose Trail Implementation Project
Teleconference
(Sookne & Dow) | 11/28/17 |
| 15. California Freight Advisory Committee
San Francisco
(Dow) | 11/29/17 |

I will provide information to Board members regarding the outcome of any of these meetings as requested.

ACTION REQUIRED:

None.

ALTERNATIVES:

None identified.

RECOMMENDATION: None. This is for information only.



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 12d1
Reports
MCOG Meeting
12/4/2017

STAFF REPORT

TITLE: SB 1 Implementation

DATE PREPARED: 11/17/17

MEETING DATE: 12/04/17

SUBMITTED BY: Phillip J. Dow, Executive Director

BACKGROUND:

I reported on the status of implementation of the four new programs created by Senate Bill 1 and the four existing programs modified and/or supplemented by Senate Bill 1 at the November meeting. This is an update to that report.

New SB 1 Programs

- Local Streets & Roads: Guidelines were adopted in August and Project Lists for new revenues were submitted by local agencies in October. The CTC is expected to adopt the Eligibility List at December meeting, with apportionments flowing to eligible entities by mid-January. New revenues due to loan repayments and new revenues for FY 17/18 are approximately as follows:
 - Point Arena: \$3,050
 - Willits: \$33,200
 - Fort Bragg: \$52,100
 - Ukiah: \$110,000
 - County: \$1,447,000No change from last report.
- Solutions for Congested Corridors: Work on this program will continue this fall with adoption of guidelines in December. We are not expected to have viable projects within this funding category.
Program scheduled for adoption in May 16-17, 2018
- Trade Corridor Enhancement: Although guidelines for this program were not scheduled for adoption until January, consensus was reached early and the program guidelines were adopted by the CTC at October meeting. This is a potential funding source for future projects on SR 20 and US 101. We are participating to ensure rural access to the program. Currently developed trade corridor projects that benefit Mendocino transportation lie only in Humboldt (Richardson Grove) and Lake (SR 29 widening) counties. Applications are due January 30, 2018.
Program scheduled for adoption in May 16-17, 2018, but that may accelerate as well.
- Traffic Congestion Relief Program (TCRP): The Traffic Congestion Relief Program has been available for some time and was winding down as most projects in the program had been completed. SB 1 absorbed this program and is redirecting approximately \$90 million in savings to project amendments or similar TCRP projects. The Commission approved final programming amendments and allocations at the June 28-29, 2017 meeting. This program is not applicable to this agency.

Existing Programs under California Transportation Commission Oversight

- Active Transportation Program Augmentation: The existing program has been augmented with \$100 million annually of SB 1 revenues. Successful applicants from Cycle 3 were allowed to advance the schedule of approved projects and many quality Cycle 3 projects were funded. Applications were due August 1; no Mendocino projects were funded due to low scores. Fort Bragg's Cycle 3 project was previously advanced due to expiring matching funds. The Statewide and Small Urban/Rural components were adopted by the CTC on October 18, 2017. The MPO component is scheduled for adoption December 6-7, 2017. Committee work to develop guidelines and applications for Cycle 4 next year (expected March 2018 Call for Projects) has already begun.
- Local Partnership Program: This program rewards agencies that have passed transportation sales taxes and incentivizes those agencies that have not. Total amount available through the formula program is \$100 million per year. Larger Self-Help agencies will be funded with 50% based on population and 50% based on revenue generation. All Self-Help cities (7 statewide) receive a flat \$100,000 per year under this program. Willits, Point Arena, and Fort Bragg are eligible for these funds on a 1:1 matching basis. Formula shares are scheduled for adoption December 6-7. Applications are due to the Commission December 15 and the program is scheduled for adoption January 31, 2017.
- State Highway Operation and Protection Program (SHOPP): SB 1 adds approximately \$1.9 billion annually to the SHOPP and Caltrans maintenance. The draft interim guidelines for this augmentation to the SHOPP were prepared in May 2017. Adoption of the SHOPP guidelines and Asset Management Plan Guidelines occurred June 2017. Program adoption is expected March 21-22, 2018. Local agencies will be expected to develop asset management plans.
- State Transportation Improvement Program (STIP): SB 1 funding is being used to stabilize the inherently unstable STIP program. All of the usual STIP program deadlines are unchanged. Regional transportation planning agencies are to adopt the Regional Transportation Improvement Program by December 15, 2017 with the CTC to adopt the STIP March 2018. No new funding would have been available to MCOG in the 2018 STIP without SB 1 augmentation.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is an information item only.