



# MENDOCINO COUNCIL OF GOVERNMENTS

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NEPHELE BARRETT, EXECUTIVE DIRECTOR

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(707) 463-1859  
Transportation Planning: Suite G  
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## AGENDA

**Monday, February 7, 2022 at 1:30 p.m.**

### Teleconference

Zoom videoconference link provided to Council members and by request.

Please submit access request to

[info@mendocinocog.org](mailto:info@mendocinocog.org) or call MCOG Administration at (707) 463-1859.

Audio Call-in Option: 1 (669) 900-6833 (in CA)

Meeting ID: 897 2165 4883      Passcode: 419823

### 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](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)

**NOTICE:** This meeting of the Mendocino Council of Governments will be conducted by teleconference (audio and video) and not available for in-person public participation, consistent with the Assembly Bill 361, Brown Act: Remote Meetings During a State of Emergency (Rivas, Chapter 165, Statutes of 2021). In order to minimize the risk of exposure to COVID-19, the public may participate in lieu of personal attendance in several ways. Since opportunities during the meeting are limited, we encourage submitting comments in advance.

- In advance of the meeting: comments may be sent by email to [info@mendocinocog.org](mailto:info@mendocinocog.org) or by using the form at <https://www.mendocinocog.org/contact-us>, to be read aloud into the public record.
- During the meeting: email comments to [info@mendocinocog.org](mailto:info@mendocinocog.org) or send comments using the form at <https://www.mendocinocog.org/contact-us>, to be made available as soon as possible to the Board of Directors, staff, and the general public as they are received and processed by staff.
- During the meeting: make oral comments on the conference call by phone or video when public comment is invited by the Chair.

Thanks to all for your interest and cooperation.

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

1. Call to Order and Roll Call
2. Adoption of Resolution No. M2022-01 Making Continued Findings Pursuant to Assembly Bill 361 to Conduct Public Meetings Remotely for MCOG's Legislative and Advisory Bodies During the COVID-19 State of Emergency
3. Election of Officers – Chair and Vice Chair
4. Convene as RTPA
5. Recess as RTPA – Reconvene as Policy Advisory Committee

## 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.

6. Approval of December 6, 2021 Minutes
7. Appointments to Social Services Transportation Advisory Council (SSTAC)

## PUBLIC EXPRESSION – *Please refer to notice at top of this Agenda.*

8. 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

Attachments posted at [Board of Directors - Mendocino Council of Governments \(mendocinocog.org\)](http://Board of Directors - Mendocino Council of Governments (mendocinocog.org))

9. Technical Advisory Committee (TAC) Recommendations of November 17, 2021 – *continued from December 6, 2021:*
  - Public Hearing at 1:30 p.m. or as soon thereafter as possible:** Consideration and Finding of Negative Declaration of Environmental Impact, followed by Possible Adoption of Resolution M2022-\_\_\_\* Approving the 2022 Mendocino County Regional Transportation Plan (RTP) & Active Transportation Plan (ATP)
10. **Public Hearing:** Unmet Transit Needs for Fiscal Year 2021/22 – Including Social Services Transportation Advisory Council (SSTAC) Recommendations of January 12, 2022
11. Technical Advisory Committee (TAC) Recommendations of January 19, 2022:  
Approval of Resolution #M2022-\_\_\_\* Adopting First Amendment to 2022 Regional Transportation Improvement Program (RTIP)
12. Regional Energy Network Ad Hoc Committee Recommendations of January 21, 2022:
  - a. Presentation by Redwood Coast Energy Authority – *Information*
  - b. Approval of Memorandum of Understanding to Participate in RuralREN Program – *Action*
13. Annual Appointments to Standing Committees
  - a. Executive Committee
  - b. Transit Productivity Committee
  - c. California Association of Councils of Governments (CALCOG)

## RATIFY ACTION

14. Recess as Policy Advisory Committee – Reconvene as RTPA – Ratify Action of Policy Advisory Committee

## REPORTS

15. Reports – Information – *No Action*
  - a. Caltrans District 1 – Projects Update and Information
  - b. Mendocino Transit Authority
  - c. North Coast Railroad Authority
  - d. MCOG Staff - Summary of Meetings
  - e. MCOG Administration Staff
    - i. Status of Covelo SR 162 Corridor Multi-Purpose Trail Project – *verbal report*

- ii. 50<sup>th</sup> Anniversary of MCOG – 2022 Recognition/Celebration – *verbal report*
- iii. Miscellaneous
- iv. Next Meeting Date – Monday, March 7, 2022
- f. MCOG Planning Staff
  - i. Feasibility Study - Mobility Solutions for Rural Communities of Inland Mendocino County – *verbal report*
  - ii. Miscellaneous
- g. MCOG Directors
- h. California Association of Councils of Governments (CALCOG) Delegates

## ADJOURNMENT

16. Adjourn

## AMERICANS WITH DISABILITIES ACT (ADA) and TRANSLATION REQUESTS

Persons who require special accommodations, accessible seating, or documentation in alternative formats under the Americans with Disabilities Act, or persons who require interpretation services (free of charge) are advised to contact the MCOG office at (707) 463-1859, **at least five days** before the meeting.

Las personas que requieren alojamiento especial, asientos accesibles, o documentación en formatos alternativos de acuerdo con la Ley de Estadounidenses con Discapacidades, o personas que requieren servicios de interpretación (sin cargo) deben comunicarse con MCOG (707) 463-1859, **por lo menos cinco días** antes de la reunión.

## 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 agendaized, 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.

POSTED 2/2/2022

\* Next Resolution Number: M2022-02

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# MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 2  
MCOG Meeting  
2/7/2022

BOARD of DIRECTORS

RESOLUTION No. M2022-01

MAKING CONTINUED FINDINGS PURSUANT TO ASSEMBLY BILL 361  
TO CONDUCT REMOTE PUBLIC MEETINGS FOR MCOG'S  
LEGISLATIVE AND ADVISORY BODIES  
DURING THE COVID-19 STATE OF EMERGENCY

WHEREAS,

1. The Mendocino Council of Governments (MCOG) is committed to preserving and fostering public access and participation in its meetings, as required by the Ralph M. Brown Act (Cal. Government Code 54950 – 54963), which makes provisions for remote teleconferencing participation in meetings by members of a legislative body, subject to the existence of certain conditions;
2. A state of emergency was proclaimed by Governor's Executive Order N-33-20 on March 4, 2020, addressing the threat of the COVID-19 pandemic, and remains in effect with certain aspects extended through March 31, 2022;
3. On September 16, 2021, the Governor signed into law AB 361, an urgency measure, that provides flexibility to government bodies, allowing them to meet virtually without conforming to the Brown Act teleconferencing rules during a declared state of emergency if: (a) State or local officials have imposed or recommended measures to promote social distancing, (b) the legislative body is meeting to determine whether, as a result of the emergency, meeting in person presents imminent risks to the health or safety of attendees, or (c) the legislative body has determined that meeting in person would present imminent risks to the health or safety of attendees;
4. In recent months, the Omicron variant has surged in the United States and become the predominant COVID-19 variant, accounting for the majority of infections and hospitalizations, believed by medical experts to be two to four times more infectious than the Delta variant, which data has shown to have increased transmissibility even among some vaccinated people;
5. Due to the uncertainty and concerns about these current conditions, the Mendocino County Supervisors continue to meet remotely and not in their regular board chambers where MCOG typically has convened its meetings, and numerous state and local agencies' personnel, including Caltrans, continue to work from separate remote locations;
6. Given the heightened risks of the predominant variant of COVID-19 in the community, holding meetings with all members of the legislative body, staff, and the public in attendance in person in a shared indoor meeting space would pose an unnecessary and immediate risk to the attendees;
7. These virtual meetings have not diminished the public's ability to observe and participate and have expanded opportunities to do so for some communities, and MCOG continues to provide for public access to its remote meetings; and

8. On October 4, 2021, MCOG's Board of Directors made findings of fact by Resolution #M2021-12 including additional background and pertinent details; therefore, be it

RESOLVED, THAT:

- The Mendocino Council of Governments adopts the recitals set forth above as findings of fact.
- MCOG has reconsidered circumstances of the state of emergency.
- MCOG hereby determines that the state of emergency continues to directly impact the ability of the members to meet safely in person.
- In accordance with AB 361, based on the findings and determinations herein, meetings of MCOG's legislative and advisory bodies will be held remotely by virtual means, suspending Brown Act teleconferencing rules while providing for all feasible means of public participation.
- This resolution shall be effective upon adoption and remain in effect until MCOG's next regular board meeting on March 7, 2022, when MCOG shall consider renewing its findings by subsequent resolution, in accordance with AB 361.

ADOPTION OF THIS RESOLUTION was moved by Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, and approved on this 7th day of February, 2022, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

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

\_\_\_\_\_  
ATTEST: Nephele Barrett, Executive Director

\_\_\_\_\_  
Dan Gjerde, Chair



# MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 3**  
MCOG Meeting  
2/7/2022

## STAFF REPORT

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**TITLE:** Annual Election of Officers

**SUBMITTED BY:** Janet Orth, Deputy Director & CFO

**DATE:** 1/27/2022

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### BACKGROUND:

According to MCOG's bylaws, a Chair and a Vice Chair are elected annually by the Board of Directors, typically on the first Monday in February, as the first meeting of the calendar year. The appropriate sections of the bylaws are attached for your reference.

Officers serving in 2021 have been Dan Gjerde, Chair and Scott Ignacio, Vice Chair.

*(This item is placed early on the agenda, since officers are elected to serve the Council regardless of which body is convened -- RTPA, SAFE, or simply as the COG for other business such as housing or economic development. Committee appointments are placed later on the agenda, as their business is mostly related to the Regional Transportation Planning Agency and should be made after convening the Policy Advisory Committee.)*

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### ACTION REQUIRED:

Follow past years' method or vote to use another method.

Procedure followed since 2012, consistent with Robert's Rules of Order<sup>1</sup>:

1. Hear any and all nominations for the office of Chair. A second is not required to nominate.
  2. Discuss and answer questions. Nominees may state their qualifications for the office.
  3. Close nominations.
  4. Move, second and vote on each nominee until a motion carries.
  5. Repeat for the office of Vice Chair.
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### ALTERNATIVES:

According to Robert's Rules, *"If no method of nominating has been specified in the bylaws and if the assembly has adopted no rule on the subject, any member can make a motion prescribing the method."* The bylaws do not specify, and to our knowledge MCOG has never adopted, a rule of procedure.

The Council may adopt a rule, by motion and vote. Staff would advise that such a rule be written and ratified at a future meeting.

No alternative to the annual election is identified. According to the bylaws, *"The term of the Chair shall be for one (1) year, commencing on the first Monday in February when elected and ending on the following first Monday in February or at the next officers election."*

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### RECOMMENDATION:

Allow staff to receive nominations and conduct votes, first for Chair and then for Vice Chair. After that, the new or re-elected Chair presides over the meeting.

Enc: Bylaws excerpt

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<sup>1</sup> "A nomination is, in effect, a proposal to fill the blank in an assumed motion 'that \_\_\_\_\_ be elected' to the specified position. In choosing someone to fill an office or other elected position in a society or assembly, a more effective freedom of choice is maintained through the practice of nominating persons for the office, rather than moving that a given person be elected as in the older British procedure." - Robert's Rules of Order, 2000 edition

## **Excerpt of MCOG Bylaws Amended May 6, 2013**

### **ARTICLE III - OFFICERS/STAFF/COMMITTEES**

Section 1.1 Chair: The Chair of the Council shall be selected by a majority of its voting members. The term of the Chair shall be for one (1) year, commencing on the first Monday in February when elected and ending on the following first Monday in February or at the next officers election.

Section 1.2 Powers of Chair: The Chair, when present, shall preside at all meetings of the Council. The Chair shall preserve order and decorum and shall decide all questions of order subject to the action of a majority of the Council. The Chair shall be permitted to participate in debate without surrender of the chair. The Chair shall be permitted to vote, move, and second a motion. If the Chair is absent, then the Vice Chair shall preside. If both the Chair and Vice Chair are absent, a chair *pro tem* may be appointed for the purposes of the meeting.

Section 2. Vice Chair: The Vice Chair of the Council shall be selected by a majority of its voting members. The term of the Vice Chair shall be for one (1) year, commencing on the first Monday in February when elected and ending on the following first Monday in February or at the next officers election. The Vice Chair shall have all of the powers and act in the place of the Chair in his/her absence.

# MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 6  
Consent  
MCOG Meeting  
2/7/2022

## MINUTES

Monday, December 6, 2021

Teleconference Only

*Pursuant to Brown Act and Assembly Bill 361*

**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 1:32 p.m. with Directors Jim Brown, Scott Ignacio, John Haschak, Tatiana Ahlstrand (Caltrans/PAC), and Dan Gjerde present by Zoom teleconference; Vice Chair Ignacio presiding until ceding the gavel to Chair Gjerde at Agenda #7. [Clerk's note: the Public Appointee seat was vacant.]

Staff present: Nephele Barrett, Executive Director; Janet Orth, Deputy Director & CFO; Loretta Ellard, Deputy Planner; Lisa Davey-Bates, Transportation Planner; James Sookne, Program Manager; Danielle Casey, Program Coordinator; and Alexis Pedrotti, Project Manager.

**Note:** Public comment was invited via email and online comment form; staff monitored for incoming comments throughout the meeting, reporting periodically.

**2. Convene as RTPA**

**3. Recess as RTPA – Reconvene as Policy Advisory Committee**

**4 - 5. Consent Calendar.** Upon motion by Haschak, second by Albin-Smith, and carried unanimously on roll call vote (*7 Ayes – Brown, Kanne, Albin-Smith, Ignacio, Haschak, Ahlstrand/PAC, and Gjerde; 0 Noes; 0 Abstaining; 0 Absent*): IT IS ORDERED that consent items are approved.

**4. Adoption of Resolution Making Continued Findings Pursuant to Assembly Bill 361 to Conduct Public Meetings Remotely for MCOG's Legislative and Advisory Bodies During the COVID-19 State of Emergency.**

### **Resolution No. M2021-15**

Making Continued Findings Pursuant to Assembly Bill 361  
to Continue Public Meetings Remotely  
for MCOG's Legislative and Advisory Bodies  
During the COVID-19 State of Emergency  
[Reso. #M2021-15 is incorporated herein by reference]

**5. Approval of November 1, 2021 Minutes - as written**

**6. Public Expression.** None.

**7. Presentation: Gualala Downtown Streetscape Enhancement Project – Caltrans District 1.** Executive Director Barrett summarized recent activity involving public engagement and proposed design modifications. She then introduced the Caltrans project team in attendance: Elias Karam, Design Senior; Frank Demling (retiring former project manager); Jeff Pimentel, Project Manager; Liza Walker, Senior Environmental Planner; and Katlin Meyer, design team member.

Mr. Karam gave a slide presentation, starting with a contact email for comments, then covering Purpose & Need, Project Schedule, and New Project Alternative 4C. Ms. Barrett discussed MCOG's grant funding efforts for the construction phase; staff will resubmit an application to the Active Transportation Program for approval by the California Transportation Commission (CTC). CTC staff will participate in a virtual site visit in February to assist with improving the proposal (refer to written staff report). Mr. Karam described the hybrid design proposed in response to community feedback. More information is available at <https://dot.ca.gov/gualaladowntown> and questions or comments may be emailed to [gualaladowntown@dot.ca.gov](mailto:gualaladowntown@dot.ca.gov).

Board discussion and public comment focused on an open area reserved for optional treatments such as landscape, off-street parking, community events, or a tourism gateway. The sidewalk is designed to skirt that segment, away from the street for safer pedestrian access to the community center, shopping and amenities. Objections were made to potential use for large truck parking, with no comments heard in favor. Director Kanne advised making an early decision for desired use of the segment, based on City of Willits' experience.

Public comments were heard from Tom Murphy, Gualala Municipal Advisory Council (GMAC); Dave Shpak of Gualala; Robert Juengling, GMAC; and Don Hess, GMAC. The Chair allowed Mr. Murphy to share an additional slide presentation on GMAC's design preferences.

Ms. Barrett summarized next steps, with return to MCOG for endorsement between May and October 2022. Construction is anticipated to begin in 2025. No action was taken.

## 8. Technical Advisory Committee (TAC) Recommendations of November 17, 2021

- a. Public Hearing: Consideration and Finding of Negative Declaration of Environmental Impact, followed by Possible Adoption of Resolution Approving the 2022 Mendocino County Regional Transportation Plan (RTP) & Active Transportation Plan (ATP). Ms. Ellard reported legal notices published, posted and circulated.

**Upon motion** by Ignacio, second by Haschak, and carried unanimously on roll call vote (7 Ayes – Brown, Kanne, Albin-Smith, Ignacio, Haschak, Ahlstrand/PAC, and Gjerde; 0 Noes; 0 Abstaining; 0 Absent): IT IS ORDERED that this hearing was properly noticed. The Chair opened the public hearing at 2:30 p.m.

Ms. Ellard summarized her written staff report covering outreach, postings of the draft and proposed final RTP versions as recommended by the TAC, comments received and responses made to date. She detailed how staff had addressed a comment letter received from Caltrans. Public comments were received from Mr. Shpak of Gualala. She and Ms. Barrett appreciated all comments made and explained their reasoning for how needs were treated in the RTP & ATP.

Board questions and discussion included:

- Assuming all impacts are less than significant for a program document, why is a “no impact” declaration proposed for some items and not others? Typically these should be one or the other, not both. (Albin-Smith) Mr. Sookne responded having worked on this with a more experienced planning colleague and took the comment under advisement.
- Extensive narrative in the Rail Element is noted (Page 104), both recent and historic; with references to the 2013 tunnel closure between Fort Bragg and Willits, as well as a petition by CWR/Mendocino Railway to the federal Surface Transportation Board proposing expanded operations from the current excursion service to freight activity south to the Bay Area, which appears highly speculative. More time and attention on this element is suggested to validate information, as significant questions remain. (Gjerde) Staff responded as to sources of the data.

The Chair invited public comments, summarized as follows:

- Dave Shpak spoke as an individual, with disclosure of his professional planning role with Redwood Coast Land Conservancy, and requested that his comments on safety and operational needs in the area of Old Stage Road at Gualala ridge be included in the County Roads & City Streets Element, previously submitted to MCOG staff. With more funding expected to become available, the opportunity should not be missed. He critiqued treatment of the Gualala Downtown Streetscape project in the document, and noted a methodology for screening recommendations is not evident in the draft RTP. He offered assistance with data to evaluate the identified needs, thanking staff for their hard work.
- Don Hess noted policies CCE 2.6 regarding expansion of electric vehicle charging networks and CCE 2.7 to continue updating MCOG's Zero Emission Vehicle (ZEV) Regional Readiness Plan, as needed. He emphasized that climate action to electrify transportation and reduce GHG emissions is not optional, with an estimated 40 percent generated from transportation sources. Currently there is no public charger available in Gualala. Concerning his and others' efforts to date, what is status of strategically installing a public electric vehicle charger in the community? Ms. Barrett noted that while the RTP does not identify locations, the policies can support funding of such infrastructure. Ms. Orth discussed the Gualala site identified in MCOG's ZEV Plan within Caltrans right-of-way, pending policy changes ongoing at the state level or a potential relinquishment of property to the County. Ms. Orth also noted extensive grant rebates already reserved for local charging station applicants, as well as further funding becoming available soon through a recently adopted state program (refer to Information Packet). Director Gjerde also noted new federal funds to come from the infrastructure bill for electric car chargers.

In final board discussion, Chair Gjerde suggested certain text edits in the Rail Transportation Element concerning the tunnel closure (p. 104). Director Haschak assisted with refining text relative to demand for freight service. Ms. Barrett responded further to Mr. Shpak's comments and offered to address them more specifically in the document. She confirmed there was still time to adopt another version of the RTP at the next meeting.

The hearing was continued at 3:20 p.m. **Upon motion** by Albin-Smith, second by Haschak, and carried unanimously on roll call vote (7 Ayes – *Brown, Kanne, Albin-Smith, Ignacio, Haschak, Ahlstrand/PAC, and Gjerde*; 0 Noes; 0 Abstaining; 0 Absent): IT IS ORDERED that this public hearing is continued to February 7, 2022.

- b. Public Hearing: Approval of Resolution Adopting the 2022 Regional Transportation Improvement Program (RTIP). Mr. Sookne reported legal notice in Ukiah's newspaper of general circulation; proof of publication was included in the agenda packet materials.

[Director Albin-Smith briefly absent for this item.]

**Upon motion** by Ignacio, second by Haschak, and carried unanimously on roll call vote (6 Ayes – *Brown, Kanne, Ignacio, Haschak, Ahlstrand/PAC, and Gjerde*; 0 Noes; 0 Abstaining; 1 Absent – *Albin-Smith*): IT IS ORDERED that proper notice was made for this hearing. The Chair opened the public hearing at 3:23 p.m.

Mr. Sookne summarized his written staff report, noting highlights and status of the process. Following a call for projects with \$5 million in new funds available, the sole request was from County Department of Transportation to rearrange a previous future funding commitment for North State Street, as to phases of work. Additionally, projects were identified for COVID Relief STIP funds in each MCOG member jurisdiction. He then invited questions, responding with details of the County's North State Street Intersection & Interchange Improvements project.

The Chair invited public comment (summarized):

- Dave Shpak asked for clarification of funding sources and commitments for the Gualala Downtown Streetscape project. Staff is working on grant funding from the state's Active Transportation Program, so funds set aside in the RTIP are meant for non-eligible uses.

The hearing was closed at 3:31 p.m. **Upon motion** by Brown, second by Ignacio, and carried unanimously on roll call vote (*6 Ayes – Brown, Kanne, Ignacio, Haschak, Ahlstrand/PAC, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent – Albin-Smith*): IT IS ORDERED that the following resolution is adopted, and staff is authorized to submit the adopted RTIP to Caltrans and the California Transportation Commission by the December 15, 2021 due date.

**Resolution No. M2021-16**  
Adopting the 2022 Regional  
Transportation Improvement Program  
[Reso. #M2021-16 is incorporated herein by reference]

Director Ahlstrand left the meeting at 3:40 p.m.

**9. Consideration of Participation in New RuralREN (Regional Energy Network) Program.**

Ms. Barrett reported on activities since the last two Council meetings as directed, for a regional role in reducing the region's carbon footprint and enhancing energy efficiency. The climate ad hoc committee and staff conducted research into joining or creating a Regional Energy Network (REN). Meetings were held with BayREN, which proved infeasible to join, then with Redwood Coast Energy Authority (RCEA) and Humboldt County Association of Governments (HCAOG). The latter are in process of forming the RuralREN with a number of other counties. There is an opportunity to join, although not as a full member initially due to timing, as the proposal is due to California Public Utilities Commission in February. MCOG could start as a contractor to RCEA. Ratepayers funds are intended for serving hard-to-reach populations from existing Public Goods utility fees. Ms. Barrett described a range of programs available for REN services. Staff recommends action today to approve sending a letter of support for participation in the RuralREN via subcontract with intent to become a full partner in 2025, and to request letters from each MCOG member local government.

Board discussion included:

- A recent conversation with a Humboldt County supervisor reports REN is an effective program; rural issues bind us together; supports this approach and not to wait until 2025. (Haschak)
- Concurs with Director Haschak. Why would some of the listed partners be in a rural REN; are urban areas already served and now need to reach into their rural neighborhoods? (Kanne) Unsure; the more urbanized agencies were part of a larger working group.
- There is a multi-county requirement for RENs; also it may strengthen proposal. (Gjerde)

The Chair invited public comments, with no one wishing to speak.

Upon motion by Haschak, second by Brown, and carried unanimously on roll call vote (*6 Ayes – Brown, Kanne, Albin-Smith, Ignacio, Haschak, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent – Ahlstrand/PAC*): IT IS ORDERED that staff is directed to: 1) prepare and send a letter of support to the Rural REN administrators expressing MCOG's desire to participate via subcontract in the resource programs that will be offered through the REN with the intent of becoming full REN partners at the time of the Budget Filings for 2025; and 2) request similar letters of support from member agencies, as appropriate, to participate in the Rural REN; and 3) continue working with MCOG's climate ad hoc committee.

**10. Discussion/Direction: Draft 2022 MCOG Board Calendar.** Upon motion by Brown, second by Kanne, and carried unanimously on roll call vote (6 Ayes – *Brown, Kanne, Albin-Smith, Ignacio, Haschak, and Gjerde*; 0 Noes; 0 Abstaining; 1 Absent – *Ahlstrand/PAC*): IT IS ORDERED that the 2022 MCOG Board Calendar is adopted as presented by staff.

**11. Recess as Policy Advisory Committee – Reconvene as RTPA – Ratify Action of Policy Advisory Committee.** Upon motion by Haschak, second by Brown, and carried unanimously on roll call vote (6 Ayes – *Brown, Kanne, Albin-Smith, Ignacio, Haschak, and Gjerde*; 0 Noes; 0 Abstaining; 0 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. Caltrans District 1 – Projects Update and Information. There was no report.
- b. Mendocino Transit Authority. General Manager Jacob King reported MTA has acquired five new cutaway electric vehicles and grant funds are approved for a 35-foot all-electric Gillig bus. A total of six zero emission busses are expected to be in service by mid-2022.
- c. North Coast Railroad Authority. There was no report.
- d. MCOG Staff - Summary of Meetings. Ms. Orth briefly reported the California Energy Commission’s approval of a historic investment of \$1.4 billion in its Clean Transportation Program at their meeting of November 15, detailed in the Information Packet provided with MCOG’s agenda materials (noted also under Agenda #8a).
- e. MCOG Administration Staff
  - i. *Status of Covelo SR 162 Corridor Multi-Purpose Trail Project.* Good news is the fully executed settlement agreement was finalized in the CEQA lawsuit. Challenges remaining are several right-of-way issues that are threatening a timeline for ROW certification; staff is working on this with consultants and Caltrans, including a backup strategy. District 1 and CTC staff are very supportive of the project, however there is cause for concern as to meeting the January allocation deadline for construction funds.
  - ii. *50<sup>th</sup> Anniversary of MCOG – 2022 Recognition/Celebration.* The item was continued.
  - iii. *Miscellaneous.* None.
  - iv. *Next Meeting Date.* Monday, February 7, 2022.
- f. MCOG Planning Staff
  - i. *Feasibility Study - Mobility Solutions for Rural Communities of Inland Mendocino County.* The item was continued.
  - ii. *Miscellaneous.* None.
- g. MCOG Directors. There were no reports.
- h. California Association of Councils of Governments (CALCOG) Delegates. No report.

**13. Adjournment.** The meeting was adjourned at 3:59 p.m.

Submitted: NEPHELE BARRETT, EXECUTIVE DIRECTOR

By Janet Orth, Deputy Director

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# MENDOCINO COUNCIL OF GOVERNMENTS

## STAFF REPORT

**Agenda # 7**  
Consent Calendar  
MCOG Meeting  
2/7/2022

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**TITLE:** Appointments to Social Services Transportation Advisory Council (SSTAC)

**SUBMITTED BY:** Janet Orth, Deputy Director & CFO

**DATE PREPARED:** 1.28.2022

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### BACKGROUND:

The Transportation Development Act (TDA) mandates that Regional Transportation Planning Agencies maintain a Social Services Transportation Advisory Council (SSTAC). The council typically meets twice a year.

SSTAC appointments were last made at the December 2020 MCOG meeting. Membership was reviewed at the SSTAC's January 12, 2022 meeting and a nomination made.

Terms will expire in April 2022 for three seats. One member has agreed to continue serving. A second seat has recently become vacant due to a resignation, but has an alternate. A third seat remains vacant with no volunteers. The member currently nominated for reappointment is:

- “Representative of local Consolidated Transportation Services Agency”  
*Reappoint through April 2025*  
Jacob King, Mendocino Transit Authority (MTA)

Staff also has identified a volunteer for another seat that expires next year, now vacant due to a resignation. Staff nominates for new appointment:

- “Local social service provider for persons of limited means”  
*Appoint through April 2023*  
Christine Sookne, Redwood Coast Regional Center

The current membership roster is attached for your reference, with the above changes indicated. Two of nine seats are now vacant, with no one yet identified to fill those vacancies. Positions are for three-year, staggered terms. If volunteers become available for the vacant seats, additional appointments can be made by the MCOG Board of Directors.

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**ACTION REQUIRED:** Reappoint one member to fill expiring seats and vacancies.

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### ALTERNATIVES:

- The Board may nominate additional names for consideration.
- The Board may appoint more members than the nine prescribed by law.
- It is suggested that appointment of one or more alternates for each seat can increase participation.

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### RECOMMENDATION:

Reappoint Jacob King to fill an expiring term and appoint Christine Sookne to fill a vacancy on the Social Services Transportation Advisory Council. This item may be pulled from Consent for any further appointments by the Board.



Social Services Transportation Advisory Council (SSTAC)

Membership Roster

Approved December 7, 2020

Nominations for February 7, 2022

Position	Name	Alternate	Agency	Term Expires
Potential “handicapped” transit user	<i>Vacant</i>			April 2022
Local social service provider for the handicapped that provides transportation	Raeahel McDavid <i>- resigned</i>	Kathy Sheehy	Ukiah Senior Center	April 2022
Representative of local Consolidated Transportation Services Agency	Jacob King - <i>reappoint</i>		Mendocino Transit Authority	April 2022
Representative of Local Consolidated Transportation Services Agency	Dawn White	Luis Martinez	Mendocino Transit Authority	April 2023
Local social service provider for the handicapped	Sheila Keys		Redwood Coast Regional Center	April 2023
Local social service provider for persons of limited means	<del>Deis Stearn</del> - <i>resigned</i> Christine Sookne - <i>appoint</i>		<del>Consolidated Tribal Health</del> Redwood Coast Regional Center	April 2023
Local social service provider for seniors	Richard Baker		Willits Seniors, Inc.	April 2024
Local social service provider for seniors that provides transportation	Jill Rexrode	Laurie Hill	Redwood Coast Seniors	April 2024
Potential transit user at least 60 years of age	<i>Vacant</i>			April 2024



## MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 9**  
**Regular Calendar**  
**MCOG Meeting**  
**2/7/2022**

### STAFF REPORT

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**TITLE:** Public Hearing - Final 2022 Regional Transportation Plan and Active Transportation Plan, and Negative Declaration (*Continued from 12/6/21*) **DATE PREPARED:** 1/31/22

**SUBMITTED BY:** Loretta Ellard, Deputy Planner

**MEETING DATE:** 02/07/22

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**BACKGROUND:**

This public hearing was continued from the legally-noticed December 6, 2021 public hearing, at which time a finding of proper notice was made. The public hearing opened on December 6 remains open.

MCOG staff presented the proposed Final 2022 Regional Transportation Plan (RTP) and Active Transportation Plan (ATP), along with the proposed Negative Declaration, to the MCOG Board for possible adoption at the December 6, 2021 meeting. A staff report was provided, including a summary of changes that had been made to the proposed final document since the draft had been posted to MCOG's website. Prior to the December meeting, a PowerPoint presentation on the draft plan was presented at the November 1, 2021 MCOG meeting.

During discussion of this item at the last meeting, some board members requested that edits be made to the Rail element regarding the California Western Railroad (CWR). Staff was also requested to verify the accuracy of the following statement: "*PUC regulations for passenger train service apply to the California Western Railroad/Skunk Train even though it primarily operates excursion rail service.*" Staff was able to confirm the accuracy of that statement with PUC staff. The Rail element has been revised for your consideration, as requested. Proposed edits are included on page 104.

Staff has also had more time to consider the comments received during plan development and the morning of the December 6 MCOG meeting from a member of the public. After discussion with County Department of Transportation staff, we have included the following proposed additions:

- County Maintained Roads and City Streets Element - a bullet point has been added on page 49 under the public outreach comments for the County of Mendocino section, describing safety and speeding concerns on Old Stage Road and the absence of accessible pedestrian and bicycle facilities to Bower Park and Ocean Ridge Park.
- Active Transportation Element - a long range project has been added in the Action Plan to the long-range chart on page 90 (County section) to add bicycle and pedestrian access to Bower Park and Ocean Ridge Park from the Ocean Ridge and nearby neighborhoods. Although this was requested to be on the short-range list, County Department of Transportation staff supports inclusion as a potential long-range, but not short-range, project.
- Appendix J, Constrained and Unconstrained Projects Lists - the Gualala Neighborhood Parks Access Improvements project has been added to the County's unconstrained (long range) project list.

In addition, the following proposed revisions have been added as requested by Chair Gjerde in follow-up to a meeting with legislators on the federal infrastructure bill. To ensure future electric vehicle charging infrastructure projects qualify for new federal funding (as well as other funding sources that may become available), we have added the following:

- State Highway System Element - a paragraph has been added on page 40 in the Short Range Action Plan (Regionwide Improvements) to include installation of electric vehicle (EV) charging and alternative fueling infrastructure projects that may be identified in various locations.
- County Maintained Roads and City Streets Element – a paragraph has been added on pages 54-55 (Regionwide Improvements) in the Short Range Action Plan to include installation of electric vehicle (EV) charging and alternative fueling infrastructure projects that may be identified in various locations.
- Appendix J, Constrained and Unconstrained Projects Lists – a project has been added to the County’s constrained (short range) project list to include EV charging and alternative fueling infrastructure projects.

Proposed revisions are shown on the attached pages. The proposed 2022 Final RTP and ATP (February 2022 version) is posted at: [Final 2022 Regional Transportation Plan - Mendocino Council of Governments \(mendocinocog.org\)](http://mendocinocog.org).

As previously reported, the Technical Advisory Committee (TAC) considered the Draft RTP, ATP and Negative Declaration at their November 17, 2021 meeting, and unanimously recommended approval.

At this meeting, the Board should consider adoption of the Negative Declaration and 2022 Regional Transportation Plan and Active Transportation Plan. The 2017 RTP was adopted on February 5, 2018, so per the four-year cycle, adoption of the 2022 plan needs to occur at this February 7, 2022 meeting.

Prior to adoption of the Plan, the MCOG Board must consider the Negative Declaration and any comments received. Upon finding that there is no substantial evidence that adoption of the Plan will have a significant effect on the environment, the Board may approve the Negative Declaration. Once the Negative Declaration has been approved, the Board may take action on the Plan itself, by adopting the attached resolution.

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**ACTION REQUIRED:**

1. Note that the public hearing opened on December 6, 2021 remains open. The finding of proper notice was made at that meeting.
2. Receive staff report.
3. Receive public comments.
4. Close public hearing.
5. Consider Approval of Negative Declaration – Upon finding that there is no substantial evidence that adoption of the Regional Transportation Plan and Active Transportation Plan will have a significant effect on the environment, accept TAC recommendation to approve the Negative Declaration.
6. Consider Adoption of 2022 Regional Transportation Plan and Active Transportation Plan – accept TAC recommendation to adopt the 2022 Mendocino County Regional Transportation Plan and Active Transportation Plan, by adopting Resolution No. M2022-\_\_\_\_\_.

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**ALTERNATIVES:**

1. Adopt 2022 RTP and ATP with changes requested by MCOG Board.

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**RECOMMENDATION:**

1. Upon finding that there is no substantial evidence that adoption of the 2022 Regional Transportation Plan and Active Transportation Plan will have a significant effect on the environment, approve the Negative Declaration.
2. Adopt Resolution No. M2022 \_\_\_\_, “Adopting the 2022 Mendocino County Regional Transportation Plan and Active Transportation Plan”.

The projects identified in this section of the Regional Transportation Plan are those that improve vehicular travel and safety on State Routes. Projects on these routes that primarily benefit bicycle and pedestrian transportation are identified in the Active Transportation Element of this plan.

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

In addition to the projects listed below, some potential infrastructure enhancement projects have been identified in the communities of Covelo, Boonville and Hopland for funding in the Clean CA grant program. Projects are not yet finalized; however, all project elements were pulled from MCOG-sponsored or local agency plans and studies. This “quick-build” grant program requires projects to be completed and open to the public by June, 2024.

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

SR 1 – Point Arena (14.7 – 33.9) – In and near Point Arena, from 0.2-mile south of Iverson Avenue to Philo Greenwood Road, this project will rehabilitate pavement, upgrade guardrails, repair Transportation Management System (TMS) elements, and upgrade curb ramps to ADA standards.

SR-1- Gualala (0.00-1.02) Community based planning efforts administered by MCOG identified community priorities for the SR 1 corridor through downtown that include driveway consolidation, turning bays, crosswalks, sidewalks/pedestrian paths, parking, and bikeways. Caltrans and MCOG have worked extensively with the Gualala community to refine design plans for this project, with the latest public workshop held in January, 2021.

MCOG has programmed Regional Transportation Improvement Program (RTIP) funding for this project as follows: environmental (\$340,000) design (\$575,000), and right of way/right of way support (\$900,000). A 2020 estimate identified an additional need of \$7,224,000 to complete the project (*total project \$9,039,000*). MCOG and Caltrans will seek funding through the Active Transportation Program (ATP) for this important project. Another potential funding source is Caltrans Complete Streets reservation of funds in the SHOPP. In addition, MCOG has reserved up to \$3,050,000 in future RTIP funding for portions of construction that are not eligible for ATP or Complete Streets.

### Fort Bragg Area

- Safety concerns re: site distance at alleyways – pedestrian safety concerns; need marked crosswalks and paved crossings
- Safety concerns at Noyo Point Road/S. Main Street intersection; and at Noyo Harbor - pedestrian/vehicle conflicts in parking lot and uncontrolled parking ingress/egress

### Willits Area

- Safety concerns at N. Main Street/E. Commercial Street intersection; N. Main Street/Sherwood Road intersection; and N. Main Street (City boundary - E. Commercial Street) – pedestrian crossings improvements needed
- Safety concerns at Blosser Lane/SR 20 Intersection – pedestrian crossing; SR 20 (S. Main Street)/Walnut Avenue Intersection – pedestrian crossing; SR 20 (S. Main Street) – speeding *(also listed under State Highways)*

### Point Arena Area

- Safety concerns at corner of Main Street and School Street - collisions; Iversen Avenue and Main Street – Intersection site distance/blind area; School Street intersection – speeding; Lake Street intersection – speeding; need for more pedestrian crossings on SR 1 throughout town *(also listed under State Highways)*

### County of Mendocino – Unincorporated Areas

- Safety concerns at Biggar Lane/Hwy 162 intersection (Covelo area)
- Safety concerns on Vichy Springs/Redemeyer Road Corridor – speeding vehicles crossing center line; and missing sidewalks on County section of Brush Street (Ukiah area)
- Safety concerns on Sherwood Road – speeding, vehicles crossing centerline (Willits area)
- Safety concerns on Ramsey Road - sidewalks needed near elementary school (Laytonville area)
- Safety concerns - need improved traffic markings/signage on Road I; need emergency access road for Redwood Valley Rancheria, Road I; need bicycle and pedestrian facilities on East Road and West Road; need stops controls on Road L (Redwood Valley area)
- Safety concerns noted about intersection safety, including site distance and visibility, in various locations throughout the County. (Countywide)
- Safety concerns related to emergency evacuation – need for safe shelter-in-place locations; need for evacuation routes in areas with only one way in and one way out. (Countywide)
- [Safety concerns on Old Stage Road near Bower Neighborhood Park – speeding vehicles between the intersections with Ocean Ridge Drive, in spite of posted playground speed limits. The absence of an accessible pathway or paved roadway shoulders in this approach to Bower Park and Ocean Ridge Park frequently force pedestrians and bicyclists into the vehicle travel lanes, where vertical curves and excessive motorist speeds create high risks. \(Gualala area\)](#)

During development and data analysis for the Local Road Safety Plans, the following high injury intersections and high injury corridors throughout the County were identified. Additional intersections and corridors were identified; however, only the highest locations based on

currently programmed in the STIP. State highway projects and non-motorized projects in the STIP are listed in other sections of this document.

### Regionwide Improvements

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

### County of Mendocino

Table 9 lists projects that have been identified as priorities for the County of Mendocino Department of Transportation in the short-range improvement program. It is unlikely that the entire list of projects can be implemented within the time frame of the short-range improvement program. Although there is a funding source identified for all these projects, in cases where the funding source is severely inadequate due to rapidly rising project costs, projects may need to be dropped from the programs identified.

**Table 9  
Mendocino County  
Short Range Projects**

Project Location	Project Description	Potential Funding Source(s)	Estimated Cost	Anticipated Construction Year
Countywide	2016-17 Storm Damage Repairs, 41sites	FHWA/FEMA & CalOES	\$17.1 million	2018-21
Countywide	2017-18 Fire Damage Restoration, 13 sites	FHWA/FEMA & CalOES	\$6,3million	2018-21
Countywide	2019 Storm Damage Repairs, 7 sites	FHWA/FEMA & CalOES	\$4.7 million	2020-22
Countywide	Annual Corrective Maintenance Preservation Program	RMRA/SB1	\$5.5 million/yr.	Yearly
Eureka Hill Road, MP 4.92	Seismic Retrofit Bridge over Garcia River	HBP/LBSRA/Toll Credits	\$3.3million	2022
North State Street, MP 1.06	Replace Bridge over Ackerman Creek	HBP/RDA/CRRSAA	\$14.3 million	2023/24
Lambert Lane, MP 0.07	Replace Bridge over Robinson Creek	HBP/Toll Credits	\$7.0 million	2022/23
Philo Greenwood Rd, MP 17.33	Rehabilitate Bridge over Navarro River	HBP/Toll Credits	\$17.1 million	2024-25
Hill Road, MP 2.05	Replace Bridge over Mill Creek	HBP/Toll Credits	\$8.9million	2023
Wilderness Lodge Rd, MP 0.72	Replace Bridge over Dutch Charlie Creek	HBP/Toll Credits	\$2.4 million	2025
Briceland Road,	Replace Bridge over	HBP/Toll Credits	\$2.8 million	2026

have not been identified at this time. Several of these projects do not currently have cost estimates developed. Some projects are conceptual, as there is a recognized need but not project details have been developed. Due to funding constraints, it is likely that many projects identified in this plan as short range will in reality be long range projects.

**Table 19**  
**Long-Range Priority Improvements**

Name – Route No.	Description	Type – Ped/Bike (Class)	Est. Cost
<b>Point Arena</b>			
Multi-use Trail from Cove (Harper's Cut-Off Trail)	Widen and improve the existing pedestrian trail right-of-way between School Street and Port Road to create a mixed-use trail that will provide sufficient width (20 feet) and conditions for north-south emergency access	Multi-use	\$127,420
<b>Fort Bragg</b>			
Redwood Ave Coastal Trail Linkage	Multi-use trail from Alder Street trailhead/parking along Chief Celeri Drive to Redwood Ave, with sidewalks & wayfinding on Redwood	Multi-use	\$368,759
Noyo Harbor Access – Old Mill Road	Improve Old Mill Road to multiuse trail, stabilize landslide area. Link to Coastal Trail, include ADA parking.	Multi-use	\$660,000
<b>County</b>			
Safe Routes to School Anderson Valley	Class I multi use path parallel to SR 128 with connection to school	Multi-use	Unknown
Brooktrails to Willits – Multi-Use Trail	This is a recognized need; however, no route or details have been developed		Unknown
Rail Trail – Brush Street to Lake Mendocino Drive	10-foot paved multi-use trail along the NWP rail line, 2.1 miles in length.	Multi-use	\$2,548,670
Windy Hollow Road Bicycle/Pedestrian Bridge – Point Arena area	This would provide a bicycle & pedestrian bridge over the Garcia River on Windy Hollow Road.	Multi-use	unknown
<a href="#">Gualala Neighborhood Parks Access Improvements</a>	<a href="#">Provide safe, pedestrian and bicyclist access on Old Stage Rd to Bower Park and Ocean Ridge Park from the Ocean Ridge and nearby neighborhoods. The project could also address erosion and sedimentation problems. Although this has been identified as a need, it is conceptual in nature at this point. The feasibility of implementation would be affected by a number of factors.</a>	<a href="#">TBD</a>	<a href="#">TBD</a>
<b>Ukiah</b>			
Walking trail around Todd Grove Park	8' wide concrete walking path, w/curb, 0.5 mile in length.	Ped	\$400,000
Orr Creek Trail design & construction	Design and construction of a 2 mile long multi-use path along Orr Creek from Low Gap Park to the Ukiah Sports Complex	Multi-use	TBD in feasibility study
Pomolita Middle School Level 3 Access Improvements	Install 16 ADA curb ramps, 3 large curb extensions, and fill priority sidewalk gaps on Cypress Ave, Spring St, and Hazel Ave.	Ped	\$650,000
<b>Willits</b>			
Pedestrian crossing at Walnut &	Enhanced pedestrian crossing for	Ped	Unknown

operated by Mendocino Railway, a subsidiary of Sierra Railroad Company. It is one of the oldest operating railroads in the North Coast area.

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

Today, the California Western Railroad/Skunk Train continues to be ~~primarily~~ an excursion railroad, operating over [segments of](#) a 40-mile route, via vintage motorcars from the 1930s, diesel-powered locomotives and steam engines. The Skunk Train currently operates multiple trips per day during the peak season, from Fort Bragg to the Glenn Blair Junction, approximately 7 miles total, and from Willits to Northspur, approximately 40 miles total. There is currently no way to travel between Willits and Fort Bragg on the line because of the closure at tunnel #1, [which closed in 2013. Since 2013, California Western Railroad/Skunk Train has said it plans to commence work to restore tunnel #1, but has not yet done so. ~~beginning in the late fall of 2021, in anticipation of resuming service through the tunnel in late 2022 or early 2023.~~](#) The Skunk Train hosts numerous special events throughout the year; and private charters, weddings, corporate retreats, and other events may also be planned. For additional information, visit the Skunk Train’s website at [www.skunktrain.com](http://www.skunktrain.com).

Freight service [has not been provided along this rail line, however, if there were to be restoration of tunnel #1, California Western Railroad could provide freight service between Fort Bragg and Willits, if there is a market demand for freight between Fort Bragg and Willits](#)~~is not currently provided along this rail line, however, the planned restoration of tunnel #1 will allow CWR to meet the growing demand for freight service once complete.~~ Tunnel repair may be eligible for certain State or Federal grant programs; however, private entities would typically need to partner with a public agency to sponsor a grant application. This railroad is not eligible for transit assistance funds (such as Transit and Intercity Rail Capital Program – TIRCP) because it does not operate regularly scheduled transit service. PUC regulations for passenger train service apply to the California Western Railroad/Skunk Train even though it primarily operates excursion rail service.

In a November 30, 2020 letter to the California Transportation Commission, Mendocino Railway expressed opposition to the transfer of the southern portion of the NCRA line and freight rights to SMART (Sonoma-Marin Area Rail Transit), and expressed interest in assuming ownership of a portion of the NWP line to preserve access to the interstate railroad system. As noted above, Mendocino Railway has filed documents (*Baker & Miller PLLC filings on July 6, 2021 and*

## CONSTRAINED & UNCONSTRAINED PROJECTS

The following tables contain a list of constrained projects expected to be completed in the short-term (0-10 years), and a list of unconstrained projects expected to be completed in the long-term (10-20 years).

### CONSTRAINED PROJECTS

Project	Type	Cost. Est.
<b>Regionwide</b>		
<a href="#">Electric vehicle (EV) charging and alternative fueling infrastructure projects at various locations. Locations may include public or private parking sites as well as roadside parking locations</a>	<a href="#">TBD</a>	<a href="#">TBD</a>
<b>Point Arena</b>		
Sidewalk Repair & Replacement Program	Ped	
Riverside Drive & Center Street Renovation	Reconstruction	\$275,000
Mill Street Reconstruction, Sidewalk, Drainage, and Asphalt Replacement	Reconstruction	\$1,520,000
Point Arena – Local Street Assessment and Shared Roadway Agreement	Local Street Assessment	\$53,750
Sidewalk repair, replacement, and new sidewalk program	Sidewalk Repair & Replacement	TBD
<b>Fort Bragg</b>		
Fort Bragg Sidewalk Infill (completion)	Bike/Ped	
So. Main St. Bike & Ped Improvements	Bike & Ped	\$1,485,000
Street Rehabilitation	Rehabilitation	\$1,923,000
Maple St. SD & Alley Rehabilitation	Rehabilitation	\$1,750,000
<b>County</b>		
Countywide – 2016-17 Storm Damage Repair, 5 sites	Storm Damage Repairs	\$1.9 million
Countywide – 2017 Fire Damage Restoration, 3 sites	Fire Damage Restoration	\$0.8 million
Countywide – 2019 Storm Damage Repairs, 7 sites	Storm Damage Repairs	\$4.7 million
Countywide – Annual Corrective Maintenance Preservation Program	Maintenance	\$5.5 million/yr.
Eureka Hill Road, MP 4.92 – Garcia River Bridge	Seismic Retrofit Bridge	\$3.2 million
North State Street, MP 1.06 – Ackerman Creek Bridge	Replace Bridge	\$13.1 million
Lambert Lane, MP 0.07 – Robinson Creek Bridge	Replace Bridge	\$3.9 million
Philo Greenwood Rd MP 17.33 – Navarro River Bridge	Rehabilitate Bridge	\$13.4 million
Hill Road, MP 2.05 – Mill Creek Bridge	Replace Bridge	\$2.7 million
Wilderness Lodge Rd, MP 0.72 – Dutch Charlie Creek Bridge	Replace Bridge	\$2.4 million
Briceland Road, MP 0.63 – Mattole River Bridge	Replace Bridge	\$2.2 million
Usal Road, MP 5.93 – Usal Creek Bridge	Replace Bridge	\$5.5 million
Reynolds Highway, MP 0.09 – Outlet Creek (Barney Schow) Bridge	Replace Bridge	\$4.9 million
East Side Potter Valley Road Reconstruction & Widening, Ph. 1	Road Widening and Reconstruction	\$4 million
<b>Ukiah</b>		
Downtown Streetscape Project, Phase II – State Street from Norton to Henry and Mill to Gobbi	Ped	
Gobbi @ S. Dora Intersection Improvements	Ped	
Great Redwood Trail (NWP Rail Trail), Ph. IV	Multi-use	
Orr Creek Trail Feasibility Study	Multi--use	
Dora Street – from Mill St. to Grove St.	Replace water & sewer mains	\$2,700,000
E. Clay Street – from Main St. to Railroad Crossing	Reconstruction	\$750,000
Orr Street Bridge at Orr Creek	Improve bridge	\$544,438
Low Gap Road & N. Bush Street	Roundabout	\$896,000

Anderson Valley Way Class III Bike route/Recreational Trail	Bike/Multi-use	
North State Street Intersection & Interchange Improvements, Ph. 1 - Two Roundabout at (1) KUKI Lane, and (2) southbound 101 interchange, including realignment of Lover	Roundabouts & Roadway Realignment	\$10.9 million
Brooktrails to Willits – Multi-Use Trail	Multi-use trail	Unknown
Rail Trail – Brush Street to Lake Mendocino Drive, along NWP rail line	Multi-use Trail	\$2,548,670
Windy Hollow Road Bicycle/Pedestrian Bridge over Garcia River – Point Arena area	Bike & ped bridge	unknown
North State Street Intersection & Interchange Improvements, Ph. II – 2 roundabouts	Roundabouts	
East Side Potter Valley Road, Ph, II – MP 2.61 – MP 5.38	Reconstruction	
Orchard Avenue Extension – from Brush St, approx. 2.4 miles north	Roadway Extension	
Emergency Evacuation Routes – in various areas with “one way in, and one way out”	Evacuation Routes	
Brooktrails Second Access – provide alternative to only access road, Sherwood Road	Roadway Construction	\$22,000,000
SR 1/Garcia River/Windy Hollow Road Bridge Replacement	Bridge Replacement	\$35,000,000
Hearst Willits Road, MP 5.40 – Eel River Bridge	Replace Bridge	\$7.3 million
<b>Gualala Neighborhood Parks Access Improvements</b>	<b>TBD</b>	<b>TBD</b>
<b>Ukiah</b>		
E. Perkins Street – add storm drain, widen intersection, add East bound through lane	Intersection Improvements	\$2,277,000
Walking trail around Todd Grove Park	Walking path	\$400,000
Orr Creek Trail design & construction – along Orr Creek from Low Gap Park to Ukiah Sports Complex	Multi-use trail	TBD
Pomolita Middle School Level 3 Access Improvements – Cypress Ave., Spring St. & Hazel Ave.	ADA curb ramps & sidewalk gaps	\$650,000
<b>Willits</b>		
Blosser Lane/Hwy 20/Coast Street - Partner with Caltrans to enhance non-vehicular safety	Intersection Safety (Non-vehicular)	\$5,000,000 – \$6,000,000
Pedestrian crossing at Walnut & Main Street	Pedestrian crossing	Unknown
Willits Main Street Corridor Enhancement Plan projects - So. Main Street/Hwy 20	Sidewalk widening, bulb-outs, street plantings furniture, crosswalks, & refuge islands	Unknown
Brown’s Corner Roundabout/Signal – Baechtel Rd. and Main St/Hwy 20	Roundabout or signal	Unknown
East Valley Street Bridge Replacement	Bridge Replacement	
Railroad Avenue Extension – Extend south to Shell Lane or Baechtel Road	Roadway Extension	
East Hill Road	Ped	
Harrah’s Manor Pedestrian Improvements	Ped	
Shell Lane Improvements	Ped/Bike	
Coast Street	Rehabilitation, sidewalks, drainage, utilities	\$2,000,000
Sherwood Road	Rehabilitation, drainage	\$1,000,000
<b>State Highways</b>		
Route 1 Improvements – Pacific Coast Bike Route, various locations	Shoulder improvements	Unknown
Westport Bike lanes (construction) along 0.67 mile of SR 1, between PM 77.48 and 78.15.	Class II bike lanes	\$990,000
Roundabout/signal at SR 20 and Blosser Lane in Willits Area	Roundabout or signal	Unknown
US 101 – Ukiah Area Interchanges	Interchange	

# MENDOCINO COUNCIL OF GOVERNMENTS

## BOARD OF DIRECTORS

RESOLUTION NO. M2022 - \_\_\_\_\_

### ADOPTING THE 2022 MENDOCINO COUNTY REGIONAL TRANSPORTATION PLAN AND ACTIVE TRANSPORTATION PLAN

WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County;
- State law required the preparation of Regional Transportation Plans by regional transportation planning agencies to address transportation issues and to assist local and state decision makers with shaping California's transportation infrastructure;
- In accordance with Government Code Section 65080, MCOG is required to regularly adopt a Regional Transportation Plan (RTP);
- The last RTP for the Mendocino County region was adopted February 5, 2018;
- MCOG prepared, in accordance with the Regional Transportation Plan Guidelines, a Draft 2022 Mendocino County Regional Transportation Plan and Active Transportation Plan, which was distributed for review and comment;
- Throughout the RTP and ATP update process MCOG has made efforts to include and consult with Tribal governments, other governmental agencies, community organizations, the private sector, and members of the public, consistent with the adopted Public Participation Plan;
- MCOG's Technical Advisory Committee reviewed the RTP and ATP at their meeting of November 17, 2021 and recommended approval; and
- MCOG has found that there is no substantial evidence that adoption of the RTP and ATP will have a significant effect on the environment, and therefore, has adopted a Negative Declaration for the Plan, pursuant to CEQA; therefore, be it

RESOLVED THAT:

The Mendocino Council of Governments hereby adopts the 2022 Mendocino County Regional Transportation Plan and Active Transportation Plan.

ADOPTION OF THIS RESOLUTION was moved by Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, and carried this 7<sup>th</sup> day of February, 2022, by the following roll call vote:

AYES:  
NOES:  
ABSTAINING:  
ABSENT:

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

\_\_\_\_\_  
ATTEST: Nephele Barrett, Executive Director

\_\_\_\_\_  
Chair



# MENDOCINO COUNCIL OF GOVERNMENTS

## STAFF REPORT

**Agenda # 10**  
Regular Calendar  
MCOG Meeting  
2/7/2022

**TITLE:** FY 2022/23 Unmet Transit Needs Public Hearing

**SUBMITTED BY:** Janet Orth, Deputy Director & CFO

**DATE PREPARED:** 1/28/2022

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### **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 January 12. The SSTAC recommended a list of five needs developed in the workshop; considered and endorsed 12 needs from public input heard at MTA board meetings during the year; for a total of 17 needs, attached. Issues raised included mobility solutions for remote communities, assisted services, fixed-route service for specified communities, increased trips on major highway corridors, and restoration of pandemic-related service cuts.

The SSTAC’s duties also include advising MCOG on any other transportation issues. This year, development of a Ukiah area transit center / transit hub was recommended.

---

### **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 (January 7), the Willits Weekly (January 13), Fort Bragg Advocate-News (January 13), and Independent Coast Observer (January 7). Only one notice of general circulation is required, met by the Ukiah paper; proof of publication is attached. The notice has been posted on our web site and emailed to two lists of subscribers and interested stakeholders. These actions more than meet the requirement.

#### **Public Hearing:**

The Chair opens the public hearing. Staff reports any written testimony received for the record, including findings of the SSTAC’s January 12, 2022 workshop. A list of identified needs is attached, including unmet needs from public input received by Mendocino Transit Authority. 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 that appear to qualify under 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 that appear to qualify under MCOG's adopted definitions, therefore there are no unmet transit needs found for fiscal year 2022/23, 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 2022, for a recommendation to MCOG on which, if any, needs are “reasonable to meet” for inclusion in MTA's 2022/23 Transit Claim, due to MCOG April 1, 2022. 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.)

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**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:

- 1) Make a finding of proper notice and hear the staff report.
- 2) Hold the public hearing.
- 3) After hearing all testimony, make a finding that:

*"The testimony heard includes Unmet Transit Needs that appear to qualify under 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 January 12, 2022

Letter from Westport MAC

Notice of Public Hearing and Proof of Publication

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



# MENDOCINO COUNCIL OF GOVERNMENTS

FY 2022/23 Unmet Transit Needs

Recommended by

MCOG's Social Services Transportation Advisory Council

Identified at Annual SSTAC Workshop

(not in any order of priority)

January 12, 2022

## Needs Identified by SSTAC:

1. Service for Mendocino College students from Covelo to and from Ukiah campus
2. Fixed route weekend service in Fort Bragg
3. Service to The Woods retirement community in Little River (MTA working on with modification to Route 60)
4. Resumption of temporary service cuts related to pandemic and staffing shortages, as feasible
5. Wednesday service for Ukiah Senior Center transportation.

## Needs Identified by Mendocino Transit Authority (MTA):

1. Round trip service from Ukiah to South Coast and round trip service from Ukiah to Fort Bragg/Mendocino
2. Addition of local South Coast service Gualala to Manchester
3. Addition of transit service to Potter Valley
4. Micro transit services for the communities of Brooktrails, Potter Valley, Hopland, Covelo and Laytonville
5. Service to the towns both inland and coastal communities with possible one day per week service roundtrip (Covelo, Leggett, Westport, Comptche, etc.)
6. The Woods retirement community
7. Resumption of Route 60
8. Service to Covelo and Laytonville
9. Transit Center
10. Resume services linking inland to the coast – Ukiah to North Coast in the morning and back again in the afternoon
11. Resume pre-pandemic service to coastal communities
12. Requested weekend service in Fort Bragg on a regular basis.

## TOTAL of 17 Recommended Unmet Transit Needs

### Additional SSTAC Recommendations:

Develop a Ukiah area transit center / transit hub.

Sally Grigg  
Director

Bill Knapp  
Vice-Chair

Baile Oaks  
Alternate

Gary Quinton  
Secretary

Robert Scott  
Chair

Thad Van Bueren  
Director



## Westport Municipal Advisory Council

P. O. Box 307, Westport, CA 95488  
[www.westportmac.org](http://www.westportmac.org)

November 3, 2021

Loretta J. Ellard, Deputy Planner  
Mendocino Council of Governments (Planning Services)  
525 S. Main St., Suite G  
Ukiah, CA 95482  
707-234-3434 phone; 707-671-7764 fax  
[lcllard@dhcteam.net](mailto:lcllard@dhcteam.net)  
[www.mendocinocog.org](http://www.mendocinocog.org)

RE: Draft 2022 Regional Transportation Plan & Active Transportation Plan

Dear Ms. Ellard,

The Westport Municipal Advisory council (WMAC) would like to express its appreciation for the effort that has been extended in creating the Draft 2022 Regional Transportation Plan.

The elements of the Plan that have the most relevance to our rural coastal community are the Public Transit Service System Element and the County Roads and Streets Element. WMAC looks forward to working with MCOG and any other relevant County resources to improve local road infrastructure, especially in the categories of safety and operational needs, and evacuation needs. Another specific area the community has asked about is the possibility of restoring some level of public transit between Fort Bragg and Westport. The RTP is an excellent guide to future collaboration.

Well Done,

A handwritten signature in cursive script that reads "Robert L. Scott".  
Robert L. Scott MA, Chairperson WMAC

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# Ukiah Daily Journal

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2117222

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## PROOF OF PUBLICATION (2015.5 C.C.P.)

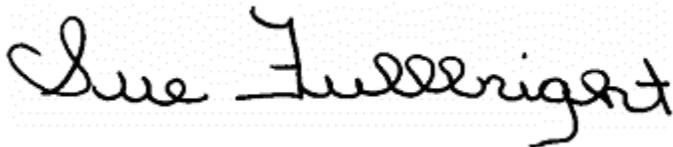
### STATE OF CALIFORNIA COUNTY OF MENDOCINO

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the Ukiah Daily Journal, a newspaper of general circulation, printed and published daily in the City of Ukiah, County of Mendocino and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Mendocino, State of California, under the date of September 22, 1952, Case Number 9267; that the notice, of which the annexed is a printed copy (set in type not smaller than non-pareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

**01/07/2022**

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated at Ukiah, California,  
January 7th, 2022



Sue Fullbright, LEGAL CLERK

Legal No. **0006636383**

**5502-22 1-7/22**  
**NOTICE of PUBLIC HEARING**  
**Unmet Transit Needs**

**Monday, February 7, 2022**, the Mendocino Council of Governments (MCOG) will meet at 1:30 p.m. or as soon thereafter as possible, by remote teleconference pursuant to Assembly Bill 361, 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, 2022 through June 30, 2023. 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 on how to participate in the teleconference call or to submit written testimony in advance, contact the MCOG office at 707-463-1859 or visit [www.mendocinocog.org/meetings](http://www.mendocinocog.org/meetings).

Janet M. Orth  
MCOG Deputy Director & CFO



# MENDOCINO COUNCIL OF GOVERNMENTS

525 South Main Street~Ukiah~California~95482  
www.mendocinocog.org

NEPHELE BARRETT, EXECUTIVE DIRECTOR

Administration: Suite B  
(707) 463-1859  
Transportation Planning: Suite G  
(707) 234-3434

## NOTICE of PUBLIC HEARING Unmet Transit Needs

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Janet M. Orth  
MCOG Deputy Director & CFO

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:

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

Page 2 of 2

12/7/98

- 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



## MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 11**  
Regular Calendar  
MCOG Meeting  
2/7/2022

### STAFF REPORT

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**TITLE:** 2022 Regional Transportation Improvement Program  
(RTIP) Proposed First Amendment

**DATE PREPARED:** 2/01/22

**SUBMITTED BY:** James Sookne, Program Manager

**MEETING DATE:** 2/07/22

---

**BACKGROUND:**

The City of Fort Bragg's South Main Street Bicycle and Pedestrian Access Project was originally programmed in the 2014 Regional Transportation Improvement Program (RTIP) and has been included in each RTIP since. The project is located on State Route 1 between Ocean View Drive and Cypress Street. It proposes to construct pedestrian and bicycle improvements along this corridor consisting of curb, gutter, sidewalks, bulb outs, curb ramps, striping, and signage at Ocean View Drive, North Noyo Point Road, and Cypress Street. Funding for the environmental work was allocated in May of 2020, funds for the design (PS&E) and right of way (R/W) phases were allowed to lapse based on Caltrans guidance as of December 31, 2021. Funding for construction (CON) is currently programmed for FY 22/23. The PS&E and R/W funds are expected to be returned to the region during the next STIP cycle and should be available during the development of the 2024 RTIP.

Following the adoption of the 2022 RTIP, the City submitted a request to MCOG to change the implementing agency for their project from the City to Caltrans. The City's proposed project is similar to a Caltrans project in the same area that has similar goals and timelines. At the time that the City initially requested this STIP project, they were unaware that Caltrans was planning this overlapping project. Once this was discovered, they've been working with Caltrans to coordinate efforts.

Changing the implementing agency will fulfill goals of the City including: (1) reducing impacts to a small agency's staff time to develop a project on the State right-of-way during the pandemic which has already had significant impacts to staff capacity and retention; and (2) allowing for one design contract and one construction contract, therefore decreasing the overall project cost, and reducing the length of disruption on Main Street to businesses and residents. Caltrans intends to fund the PS&E and R/W phases without utilizing STIP funds. In addition to changing the implementing agency for this project, Caltrans has requested that the CON funds be moved from FY 22/23 to FY 23/24.

The City's request was presented to the Technical Advisory Committee (TAC) at their January meeting. Following discussion, the TAC recommended Board approval of the proposed first amendment to the 2022 RTIP. MCOG staff is supportive of the City's request. At this time, we are seeking Board approval of the proposed first amendment to the 2022 RTIP and authorization to work with Caltrans and the California Transportation Commission (CTC) to process the amendment.

---

**ACTION REQUIRED:** Consider approval of the first amendment to the 2022 Regional Transportation Improvement Program (RTIP).

---

**ALTERNATIVES:** Do not approve the RTIP amendment (not recommended).

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**RECOMMENDATION:** By resolution, approve the first amendment to the 2022 Regional Transportation Improvement Program (RTIP) and authorize staff to work with Caltrans and the California Transportation Commission to process the amendment.

# MENDOCINO COUNCIL OF GOVERNMENTS

## BOARD of DIRECTORS

### RESOLUTION No. M2022-\_\_\_

#### ADOPTING THE FIRST AMENDMENT TO THE 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

#### WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency (RTPA) for Mendocino County;
- On December 6, 2021, MCOG adopted the 2022 Regional Transportation Improvement Program (RTIP), which was subsequently submitted to the California Transportation Commission (CTC) for inclusion in the 2022 State Transportation Improvement Program (STIP);
- Following the adoption of the 2022 RTIP, the City of Fort Bragg submitted a request to change the implementing agency for their South Main Street Bicycle and Pedestrian Access Project to Caltrans;
- In addition to changing the implementing agency for this project, Caltrans requested to re-program the construction funds from FY 22/23 to FY 23/24; and
- On January 19, 2022, the MCOG Technical Advisory Committee (TAC) reviewed the City's request and recommended Board approval of the First Amendment to the 2022 Regional Transportation Improvement Program to implement these changes; now therefore, be it

#### RESOLVED, THAT:

The Mendocino Council of Governments finds that the First Amendment to the 2022 Regional Transportation Improvement Program (RTIP) is consistent with Mendocino County's adopted Regional Transportation Plan; and

The Mendocino Council of Governments hereby adopts the First Amendment to the 2022 Regional Transportation Improvement Program (RTIP) 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 7th day of February, 2022, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

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

---

ATTEST: Nephela Barrett, Executive Director

---

Chair



# MENDOCINO COUNCIL OF GOVERNMENTS

## STAFF REPORT

Agenda #12  
Regular Calendar  
MCOG Meeting  
2/7/2022

---

**TITLE:** Approval of MOU to Participate in RuralREN Program

**DATE PREPARED:** 11/29/21

**MEETING DATE:** 12/06/21

---

**SUBMITTED BY:** Nephele Barrett, Executive Director

---

**BACKGROUND:** Over the last few months, MCOG has been exploring options for a regional role in reducing the region's carbon footprint and climate impacts. An ad hoc committee was appointed for the purposes of exploring options. At the November MCOG meeting, based on the ad hoc recommendation, the Board directed staff to explore options for joining an existing Regional Energy Network or developing a new Regional Energy Network (REN) program.

During this exploration process, we discovered that several rural counties, led by the Redwood Coast Energy Authority (RCEA) in Humboldt, were in the process of creating a new RuralREN. In addition to RCEA, member counties/agencies are Sierra Business Council, San Luis Obispo County, Association of Monterey Bay Area Governments, Kern County, Ventura Regional Energy Alliance, High Sierra Energy Foundation and San Joaquin Valley Clean Energy Organization. The group is preparing to submit their business plan/application to the California Public Utilities Commission in February for consideration.

Although the group was in final stages of developing their plan, they invited both MCOG and the Lake Area Planning Council to participate. Due to the limited time before their filing date, it's not possible for MCOG to go through the steps involved in being a full REN partner at this time. The full member agencies have been working over the last year to formalize plans, develop MOUs, etc. MCOG's initial participation in the REN would be through a subcontract with RCEA. Mendocino could then work toward becoming a full Rural REN member over the next couple of years.

At the December board meeting, the MCOG directors expressed their interest in participating in the RuralREN. Staff was directed to submit a letter indicating MCOG's desire to participate and support for formation of the REN, and to request similar letters from member agencies. Staff worked with RCEA to develop appropriate letters, which have been submitted to each agency along with a request.

On January 21, the ad hoc committee met and received a presentation from representatives of RCEA and the Association of Monterey Bay Area Governments (another RuralREN member) on the programs included in the RuralREN and to discuss the MOU needed for MCOG to participate. The ad hoc committee recommended approval of the MOU, which is included with this report for approval by the full MCOG Board. The Board will also receive the presentation on the REN and its programs.

---

**ACTION REQUIRED:** Today, the Board is asked to take action on the Memorandum of Understanding with Redwood Coast Energy Authority, which will allow MCOG to participate by subcontract in the RuralREN while working toward full REN membership.

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**ALTERNATIVES:** Delay action on this item. Due to the upcoming deadline for the application filing, this is not recommended.

---

**RECOMMENDATION:** The Board will receive a presentation on the RuralREN and its programs. Following the presentation, the climate protection ad hoc has recommended the following action: Approve the Memorandum of Understanding with Redwood Coast Energy Authority which will allow MCOG to participate by subcontract in the RuralREN while working toward full REN membership.

**MEMORANDUM OF UNDERSTANDING BETWEEN  
MENDOCINO COUNCIL OF GOVERNMENTS,  
LAKE AREA PLANNING COUNCIL, AND  
REDWOOD COAST ENERGY AUTHORITY  
TO PROVIDE REGIONAL ENERGY NETWORK PROGRAMS**

This MEMORANDUM OF UNDERSTANDING ("MOU") is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022 and sets forth the understanding between Mendocino Council of Governments ("MCOG"), Lake Area Planning Council ("Lake APC"), and Redwood Coast Energy Authority ("RCEA") concerning MCOG's and Lake APC's receipt of regional energy network programs. MCOG, Lake APC, and RCEA are hereinafter also referred to collectively as the "Parties" and individually as a "Party".

**The Parties:**

1. MCOG is a California joint powers authority with member agencies consisting of the Cities of Fort Bragg, Point Arena, Ukiah and Willits, and the County of Mendocino. Its purpose is to assist local governments in planning to address common needs, cooperating for mutual benefit, and coordinating for sound regional, community, and intercommunity development. MCOG is the Regional Transportation Planning Agency for the Mendocino County region.
2. Lake APC is a California joint powers authority with member agencies consisting of the Cities of Lakeport and Clearlake and the County of Lake. Lake APC is the Regional Transportation Planning Agency created with authority to plan for and suggest solutions to common problems, assist in the preparation of proposals by utilizing planning talents and general plans of the various governmental agencies located within the County and of planning and technical experts in various other fields.
3. RCEA is a California joint powers authority with member agencies consisting of the Cities of Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Rio Dell and Trinidad, the County of Humboldt, and the Humboldt Bay Municipal Water District. A purpose of RCEA is to develop and implement sustainable energy initiatives that reduce energy demand, increase energy efficiency, and advance the use of clean, efficient and renewable resources available in the region for the benefit of RCEA's member agencies and their constituents.

**Background:**

1. RCEA entered into a Memorandum of Understanding with the Association of Monterey Bay Area Governments, the High Sierra Energy Foundation, the San Joaquin Valley Clean Energy Organization, the County of San Luis Obispo, the Sierra Business Council, and the County of Ventura, dated May 13, 2021, to collaborate in forming a REN that

focuses on rural communities by providing programmatic flexibility to meet diverse needs not served by existing programs. The rural communities REN (“RuralREN”) is being formed under California Public Utility Commission (“CPUC”) Decision D.12-05-015. For purposes of clarification in this MOU, the memorandum of understanding to form the RuralREN is referred to herein as the “RuralREN-MOU.”

2. Under the terms of the RuralREN-MOU, the collaboration to form the RuralREN is governed by a leadership team consisting of a representative from each of the seven RuralREN-MOU parties. The RuralREN-MOU parties will submit a business plan to the CPUC for approval of the RuralREN by February 15, 2022, the CPUC submission deadline.
4. MCOG and Lake APC represent rural California regions and are interested in participating in the RuralREN. However, the CPUC deadline for submission of the RuralREN business plan and identifying the proposed REN regions is too soon to allow for MCOG and Lake APC to become parties to the RuralREN-MOU. MCOG and Lake APC each intend to seek membership in the approved RuralREN to become direct REN program participants.
5. Until such time when MCOG and Lake APC obtain membership in the approved RuralREN, the RuralREN-MOU leadership team approved inclusion of the MCOG and Lake APC regions into RCEA’s program budget and scope in the RuralREN business plan to be submitted to the CPUC. The parties to the RuralREN-MOU anticipate that upon CPUC approval of the RuralREN, RCEA would enter into separate agreements with MCOG and Lake APC to implement REN programs in their regions.

#### **Anticipated Areas of Cooperation:**

The Parties intend to cooperate and work together in good faith for the purpose of planning RuralREN energy programs within the MCOG and Lake APC regions, to be implemented in the future under separate contracts. The anticipated areas of cooperation under this MOU are the following:

- To design programs that reflect existing service gaps and expressed needs within the respective MCOG and Lake APC regions. To coordinate and cooperate with state, local, and other relevant officials to advance RuralREN program interests within the respective MCOG and Lake APC regions;
- To inform all other Parties in a timely fashion of relevant developments that could affect or impact the RuralREN program development process within the respective MCOG and Lake APC regions;
- To facilitate the MCOG and Lake APC processes of becoming members of the approved RuralREN;
- Upon CPUC approval of RuralREN, to enter into separate agreements to provide RuralREN funding to implement programs in the MCOG and Lake APC regions.

**Termination or Withdrawal From MOU:**

Any party may withdraw from this MOU at any time. This MOU will terminate as to either MCOG or Lake APC upon the occurrence of said Party becoming a member of the approved RuralREN. This MOU will terminate as to all Parties in the event the CPUC rejects the RuralREN-MOU business plan.

**General Provisions:**

This MOU does not establish a joint venture, partnership, or business unit of any kind between the Parties, nor does it necessarily create a financial obligation on behalf of any Party.

This MOU may be executed in counterparts, each of which is an original and all of which constitute one and the same instrument. Delivery of an executed counterpart of this MOU by e-mail will be deemed as effective as delivery of an originally executed counterpart. This MOU may be executed electronically through a verified signature third party application such as DocuSign.

**IN WITNESS WHEREOF**, each Party has caused this MOU to be duly signed and delivered, effective as of the date of the last Party signing.

**Redwood Coast Energy Authority**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
*Matthew Marshall, Executive Director*

**Mendocino Council of Governments**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
*Nephele Barrett, Executive Director*

**Lake Area Planning Council**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
*Lisa Davey-Bates, Executive Director*



# MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 13**  
Regular Calendar  
MCOG Meeting  
2/7/2022

## STAFF REPORT

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TITLE: Annual Committee Appointments

SUBMITTED BY: Janet Orth, Deputy Director & CFO

DATE PREPARED: 1/27/2022

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### BACKGROUND:

Following are the procedures for appointment of Board members to MCOG's standing committees. I have attached the appropriate sections of the bylaws for your reference. (Seats on the other standing committees are not filled by MCOG Board members.)

- The Council may appoint an Executive Committee, consisting of the Chair, the Vice Chair, and one other member reflecting a city-county balance.
- The Chair shall appoint two members to the Transit Productivity Committee. Note: Considering the oversight role, staff advises that at least one should not be a board member of Mendocino Transit Authority.
- The Council shall appoint two members to CALCOG, including at least one Executive Committee member. One serves as the delegate and the other as the alternate.

### The most recent appointments are:

- Executive Committee - Chair **Gjerde**, Vice Chair **Ignacio**, and Director **Albin-Smith**
  - Transit Productivity Committee (TPC) – Directors **Gjerde** and **Brown**
  - CALCOG – Director **Albin-Smith** (Delegate) and Director **Haschak** (Alternate Delegate)
- 

### ACTION REQUIRED:

- a. Appointment by the Council of the Executive Committee. – *Please note the annual meeting is to be scheduled for late February, preferably in the final week to allow for budget preparation and proper notice.*
  - b. Appointments by the Chair to the Transit Productivity Committee. – *One or two meetings are typically required in March, April and/or May to address transit performance, MTA's annual funding claim, the unmet needs analysis, and any audit recommendations.*
  - c. Appointment by the Council of two CALCOG Delegates. – *Customarily CALCOG delegates have met in March/April for the annual Regional Leadership Forum. This year the Forum will be presented as a webinar series. Regular meetings continue to be held virtually due to COVID.*
- 

### ALTERNATIVES:

- The Executive Committee is optional according to the bylaws. The officers could meet with staff for annual business and as needed, ideally reflecting city-county balance.
  - TPC membership is mandated by the bylaws, so there is no alternative without amendment.
  - Annual CALCOG appointments are mandated also, so there is no alternative without amending the bylaws.
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### RECOMMENDATION:

Appoint members to the standing committees described above, following MCOG's bylaws. The Council may choose to approve a slate of appointments in one action.

Enc: Bylaws excerpts

**Excerpts of MCOG Bylaws Amended May 6, 2013**  
**ARTICLE III - OFFICERS/STAFF/COMMITTEES**

Section 5. STANDING COMMITTEES

Section 5.2 Executive Committee: The Council may appoint an Executive Committee consisting of the Chair, the Vice Chair and one member from a city or the County. The Executive Committee may carry on the administrative and executive functions of the Council between regular meetings of the Council. The Executive Committee may also be used to oversee the personnel budget and policy issues and make recommendations to the full Council.

The Council shall attempt to appoint members to the Executive Committee that reflect a balance between City and County representation.

Section 5.4 Transit Productivity Committee (TPC): The TPC shall consist of five (5) voting members: two (2) members of the Council appointed by the Chair; two (2) members of the transit operator's Board of Directors; and one (1) senior centers representative to be selected by those senior centers under the Council's jurisdiction and then formally appointed by the Council. The TPC shall be staffed by the MCOG Executive Director or his/her authorized representative.

The purpose of the TPC will be to review transit performance and productivity issues in accordance with approved standards adopted by the Council, including review of quarterly reports of the transit operator. The TPC will review and make recommendations to the Council on the annual Transit Claim, and also provide input on the "unmet transit needs" process, including findings of the SSTAC. Meetings will be held at least once annually, or quarterly if warranted.

Section 6. ASSOCIATIONS

Section 6.1 California Association of Councils of Governments (CALCOG): The Council shall annually appoint two members of the Council, at least one of whom shall be an Executive Committee member, to the CALCOG organization for the purpose of voting on statewide issues. One member shall be the delegate, the other member, the alternate. The term of these appointments shall be for one year commencing on the first Monday in February when appointed and ending on the following first Monday in February or at the next year's committee appointments.



**MENDOCINO COUNCIL OF GOVERNMENTS  
STAFF REPORT**

**Agenda # 15d**  
Reports  
MCOG Meeting  
2/7/2022

TITLE: Summary of Meetings

DATE PREPARED: 1.28.2022

SUBMITTED BY: Janet Orth, Deputy Director

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

Date	Meeting/Event	Staff
Dec. 7	MTA and Anderson Valley Senior Center meeting	Barrett & Orth
Dec. 7	Covelo Trail Project Development Team (PDT) meeting, DSDD meeting	Barrett & Sookne
Dec. 8	North State ZEV Working Group	Orth & Sookne
Dec. 8	RuralREN (Regional Energy Network) planning meeting	Barrett, Orth, Davey-Bates
Dec. 8	Clean California Local Grant Program	Davey-Bates
Dec. 8-9	California Transportation Commission meeting	Barrett & Davey-Bates
Dec. 9	Institute for Local Government – Hybrid Community Engagement training	Ellard
Dec. 13	District 1 FTA 5310 Program meeting	Barrett & Davey-Bates
Dec. 14	Covelo Trail Project DSDD meeting	Barrett & Sookne
Dec. 15	RuralREN planning meeting	Barrett, Orth, Davey-Bates
Dec. 15	Active Transportation Program (ATP) workshop	Barrett, Davey-Bates, Ellard
Dec. 15	Clean California Local Grant Program workshop	Ellard
Dec. 17	CalSTA Investment in Infrastructure & Jobs Act (IIJA) working group	Davey-Bates
Dec. 17	Mendocino County Climate Action Advisory Committee (MCCAAC)	Barrett
Dec. 21	Covelo Trail PDT meeting	Barrett & Sookne
Dec. 22	RuralREN planning meeting	Barrett & Davey-Bates
Jan. 3	Covelo Trail meeting	Barrett & Sookne
Jan. 4	Covelo Trail meeting with CTC staff	Barrett & Sookne
Jan. 5	MCOG Planning meeting – 2022/23 OWP budget	Barrett, Davey-Bates, Ellard, Pedrotti, Orth
Jan. 5	RuralREN planning meeting	Barrett, Orth, Davey-Bates
Jan. 5	Gualala Downtown Streetscape meeting	Barrett & Sookne
Jan. 5	Round Valley Municipal Advisory Council (MAC) meeting	Barrett & Sookne
Jan. 6	Board of Supervisors Town Hall - Resilient Mendocino County	Ellard
Jan. 6	Gualala Municipal Advisory Council (MAC) meeting	Barrett
Jan. 7	Fort Bragg meeting	Barrett & Sookne
Jan. 7	Covelo Trail meeting	Barrett & Sookne
Jan. 10	Covelo Trail Ad Hoc Committee	Barrett, Sookne, Orth
Jan. 10	Local Roads Safety Plans (LRSP) monthly check-in with consultant TJKM	Barrett & Ellard
Jan. 11	Blue Zones Steering Committee meeting	Barrett
Jan. 11	ATP Guidelines workshop	Ellard
Jan. 12	Regional Early Action Planning (REAP) Housing meeting	Sookne
Jan. 12	Social Services Transportation Advisory Council – Unmet Transit Needs	Barrett & Orth
Jan. 12	Clean California Local Grant Program workshop	Ellard
Jan. 13	RuralREN planning meeting	Barrett, Orth, Davey-Bates
Jan. 13-20	Covelo Trail Right-of-Way daily meetings	Barrett & Sookne
Jan. 14	Bureau of Indian Affairs (BIA) meeting	Barrett & Sookne
Jan. 14	CALCOG Board meeting	Barrett, Orth, Davey-Bates
Jan. 18	Covelo Trail PDT meeting	Barrett & Sookne
Jan. 19	MCOG Technical Advisory Committee (TAC) meeting	Barrett, Ellard, Pedrotti, Casey, Sookne
Jan. 19	North State ZEV Working Group	Orth
Jan. 20	National EV Charging Summit	Orth
Jan. 20	Hopland ADA Project meeting	Barrett & Casey
Jan. 20	CTC Local Partnership Program (LPP) workshop	Casey

Jan. 21	Joint Meeting of Climate Ad Hoc and Lake APC Executive Comm. - REN	Barrett, Orth, Davey-Bates, Parker
Jan. 21	Rural Counties Task Force meeting	Barrett, Davey-Bates, Ellard, Orth
Jan. 24	North Coast Railroad Authority (NCRA) Board meeting	Ellard
Jan. 24	ILG Brown Act webinar	Davey-Bates, Ellard, Parker
Jan. 25	Regional Transportation Planning Agencies (RTPA) Group meeting	Barrett & Davey-Bates
Jan. 26	CalSTA IJJA working group	Davey-Bates
Jan. 26-27	California Transportation Commission meeting	Barrett & Davey-Bates
Jan. 27	CTC Northern California STIP Hearing	Barrett & Casey
Jan. 27	Mobility Solutions Planning Grant consultant selection committee	Ellard
Feb. 1	Covelo Trail PDT meeting	Barrett & Sookne
Feb. 2	REAP meeting	Barrett
Feb. 2	Munis Upgrade Training – County finance system	Orth
Feb. 4	Gualala Downtown Streetscape virtual site visit	Barrett & Sookne
Feb. 7	Caltrans District 1 Local Assistance Huddle	Casey

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

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**ACTION REQUIRED:** None.

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**ALTERNATIVES:** None identified.

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**RECOMMENDATION:** None. This is for information only.