



MENDOCINO COUNCIL OF GOVERNMENTS

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PHILLIP J. DOW, EXECUTIVE DIRECTOR

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

Monday, November 6, 2017 at 1:30 p.m.

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

Additional Media

For live streaming and later viewing:

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

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

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

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

PUBLIC EXPRESSION

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

REGULAR CALENDAR

5. Discussion/Direction: Draft 2018 Regional Transportation Improvement Program (RTIP)
6. Technical Advisory Committee (TAC) Recommendations
 - a. Public Hearing: Resolution No. M2017-___* Approval of Final Active Transportation Plan (ATP) – *May 31, 2017 TAC Meeting*
 - b. Approval of Second Amendment to Fiscal Year 2017/18 Transportation Planning Overall Work Program (OWP) – *October 25, 2017 TAC Meeting*
7. Discussion/Direction: Draft 2018 Regional Transportation Plan (RTP)
8. Consideration of Opposing Assembly Bill 1640 (Garcia), Transportation funding: Low-income Communities – "An act to amend Sections 14529 and 65082 of, and to add Section 65083 to, the Government Code, relating to transportation"

CONSENT CALENDAR

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

9. Approval of October 2, 2017 Minutes

RATIFY ACTION

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

REPORTS

11. Reports – Information

- a. Mendocino Transit Authority
- b. North Coast Railroad Authority
- c. MCOG Staff - Summary of Meetings
- d. MCOG Administration Staff
 1. Senate Bill 1 Implementation - Road Repair and Accountability Act of 2017
 2. State Route 162 Corridor Multi-Purpose Trail Project Update
 3. Miscellaneous
- e. MCOG Planning Staff – *verbal reports*
 1. Caltrans Sustainable Transportation Planning Grant Program – Proposal Submitted for “Mendocino County Pedestrian Facility Needs Inventory and Engineered Feasibility Study”
 2. Call for Projects – FY 2018/19 Transportation Planning Overall Work Program (OWP) – *due December 1, 2017*
 3. Call for Projects – MCOG’s Local Transportation Fund (LTF) Two Percent Bicycle & Pedestrian Program – *due November 13, 2017*
 4. Miscellaneous
- f. MCOG Directors
- g. California Association of Councils of Governments (CALCOG) Delegates

ADJOURNMENT

12. Adjourn

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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

ADDITIONS TO AGENDA

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

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

CLOSED SESSION

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

POSTED 10/31/2017

* Next Resolution Number: M2017-12



MENDOCINO COUNCIL OF GOVERNMENTS STAFF REPORT

TITLE: Review of Draft 2018 Regional Transportation Improvement Program

DATE PREPARED: 10/30/17
MEETING DATE: 11/06/17

SUBMITTED BY: Nephele Barrett, Program Manager

BACKGROUND:

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

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

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

In addition to reprogramming of these previously deleted projects, three other projects need additional programming. The Gualala Downtown Streetscape project, which currently has programming for PA&ED only, is in need of funding for PS&E. In addition, two of the child projects for the Willits Bypass – the Sherwood Road Geometric Upgrade and the Willits Bypass Relinquishment—both have cost increases, which totaling \$198,000. Although additional project funding would typically be subject to a competitive application process, due to the relatively small amount of funding available for new programming, competitive applications were not utilized.

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

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

The draft RTIP has been included on this agenda as an opportunity for the Board to provide comment and discuss the document prior to proposed adoption in December. The full document (without appendices), which reflects the programming shown above, is included as an attachment for review.

ACTION REQUIRED: Discuss the Draft 2018 Regional Transportation Improvement Program. The document will then be presented at a public hearing in December for adoption.

ALTERNATIVES: None identified.

RECOMMENDATION: Discuss the Draft 2018 Regional Transportation Improvement Program and provide comment.

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



2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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A. Overview and Schedule

Section 1. Executive Summary

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

On August 16, 2017, the California Transportation Commission adopted the 2018 State Transportation Improvement Program Fund Estimate. The fund estimate identified available STIP programming through FY 2022/23 of \$3,000,000 for the Mendocino County region. That total includes Planning, Programming & Monitoring funds in the amount of \$298,000, leaving \$2,702,000 available for projects.

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

Section 2. General Information

Insert contact information in the text fields below.

- **Mendocino Council of Governments**

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

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

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

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

- **Executive Director or Chief Executive Officer Contact Information**

Phillip J. Dow
Executive Director
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707-463-1859

- **RTIP Staff Contact Information**

Nephele Barrett, Program Manager
367 N. State Street
Ukiah, CA, 95482

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Phone: 707-234-3434

Fax: 707-671-7764

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

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

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

A. What is the Regional Transportation Improvement Program?

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

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

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

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

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

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

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

B. Public Participation/Project Selection Process

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

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

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

Caltrans District: 1

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

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

B. 2018 STIP Regional Funding Request

Section 6. 2018 STIP Regional Share and Request for Programming

A. 2018 Regional Fund Share Per 2018 STIP Fund Estimate

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

\$3,000,000*

\$1,682,000 APDE

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

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

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

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

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

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

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

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

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

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

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

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

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

Climate Change & the Environment Objectives & Policies (CCE)

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

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

Complete Streets Objectives & Policies (CS)

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

Goods Movement Objectives & Policies (GM)

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

Transportation Security & Emergency Response Objectives & Policies (TSER)

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

State Highways Objectives & Policies (SH)

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

Local Streets and Roads Objectives & Policies (LS)

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

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

Non Motorized Transportation Objectives & Policies (NM)

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

Transit Objectives & Policies (T)

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

Financial Objectives & Policies (F)

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

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

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

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

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

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

Section 11. Regional and Statewide Benefits of RTIP

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

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

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

D. Performance and Effectiveness of RTIP

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

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

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

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

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

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

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

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

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

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

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

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

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

RTIP Reserves/Funding Commitments

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

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

F. Appendices

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

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

Section 17. Documentation on Coordination with Caltrans District (Optional) (With Cover Sheet)

Section 18. Detailed Project Programming Summary Table (Optional)

Section 19. Project Location Maps



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

Agenda # 6a
Regular Calendar
MCOG Meeting
11/6/2017

TITLE: Active Transportation Plan -
Adoption

DATE PREPARED: 10/27/17
MEETING DATE: 11/06/17

SUBMITTED BY: Nephele Barrett, Program Manager

BACKGROUND:

The Active Transportation Plan has been developed through input from local agencies, the public, Tribal governments and other stakeholders. This plan takes the place of the previous Regional Bikeway Plan and help identify projects to apply for funding through the State's Active Transportation Program. The Plan will also serve as the Non-Motorized Transportation Element of the Regional Transportation Plan.

The draft plan includes projects that have already been identified through other planning efforts, such as safe routes to schools plans or community action plans. It also identifies new projects that may not have previously been part of a thorough planning process. Pedestrian improvements as well as bicycle facilities are included in the plan.

Unlike the old Regional Bikeway Plans, the new plan involves a more thorough public outreach process in order to help qualify projects for grant funding. Public outreach included a series of public workshops throughout the county which simultaneously collected initial public input for the Regional Transportation Plan. Outreach and interagency coordination also included discussions at Technical Advisory Committee meetings and meetings of Municipal Advisory Councils. MCOG consulted with tribal governments throughout the region as well. In addition, the Social Services Transportation Advisory Council provided input to the plan.

The MCOG Board reviewed a draft of the Active Transportation Plan in June and provided comment. The plan has now been finalized and is presented for adoption. The Technical Advisory Committee reviewed and recommended adoption of the plan. A draft adopting resolution has been included in your packet for consideration. Following MCOG adoption, the plan will be submitted to Caltrans, and local agencies will have the opportunity to accept the plan.

ACTION REQUIRED:

1. Make finding that proper notice of meeting has been provided. Notice was published in the Ukiah Daily Journal (10/27/17).
2. Receive staff report.
3. Open public hearing.
4. Receive public comments.
5. Close public hearing.
6. Action by Resolution on the 2017 Active Transportation Plan.

ALTERNATIVES: Delay adoption of the plan or adopt the plan with changes.

RECOMMENDATION: By resolution, adopt the 2017 Active Transportation Plan.

MENDOCINO COUNCIL OF GOVERNMENTS

BOARD of DIRECTORS

RESOLUTION No. M2017-___

ADOPTING THE 2017 MENDOCINO COUNTY ACTIVE TRANSPORTATION PLAN

WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County;
- The Active Transportation Program Guidelines adopted by the California Transportation Commission identify requirements for development of Active Transportation Plans;
- The Mendocino Council of Governments has prepared the 2017 Mendocino County Active Transportation Plan to meet the requirements of California's Streets and Highways Code Section 891.2 and the Active Transportation Program Guidelines, as well as provide regional guidance to bicycle and pedestrian facility development throughout Mendocino County;
- Development of the Active Transportation Plan included public input through workshops, surveys, and public meetings;
- Development of the Plan included coordination and consultation with local agencies, tribal governments, and Caltrans;
- The Active Transportation Plan has been prepared in a manner to serve as the Active Transportation Element of the Regional Transportation Plan (RTP);
- As the Active Transportation Element of the RTP, the Active Transportation Plan will be subject to CEQA review through the approval process for the RTP;
- At their meeting of May 31, 2017, the Technical Advisory Committee recommended that MCOG adopt the 2017 Active Transportation Plan; and
- The MCOG Board reviewed a draft of the Active Transportation Plan and provided comment at their meeting of June 5, 2017; therefore, be it

RESOLVED, THAT:

The Mendocino Council of Governments hereby adopts the 2017 Active Transportation Plan and directs staff include the Plan as the Active Transportation Element of the Regional Transportation Plan and submit the adopted Plan to local agencies and Caltrans.

ADOPTION OF THIS RESOLUTION was moved by Director _____, seconded by Director _____, and approved on this 6th day of November, 2017, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

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

ATTEST: Phillip J. Dow, Executive Director

Dan Gjerde, Chair



MENDOCINO COUNCIL OF GOVERNMENTS
STAFF REPORT

Agenda # 6b
Regular Calendar
MCOG Meeting
11/6/2017

TITLE: Second Amendment to FY 2017/18 Overall Work Program -
TAC Recommendation

DATE PREPARED: 10/26/17

SUBMITTED BY: Loretta Ellard, Deputy Planner

MEETING DATE: 11/6/17

BACKGROUND:

The Final FY 2017/18 Overall Work Program (*totaling \$1,239,550*) was adopted by MCOG on June 5, 2017. It was amended on August 21, 2017 to adjust carryover amounts and make other miscellaneous changes, resulting in a revised total of \$1,433,716.

There is now a need for a second amendment to program FY 2017/18 Rural Planning Assistance (RPA) “reserve” funds, as well as FY 2016/17 RPA carryover funds. This amendment had been awaiting Caltrans’ certification of the RPA carryover amount, which has now been completed. Proposed revisions are as follows:

W.E. 10 (MCOG) Regional Transportation Plan 2017 Update, Ph. 2 – Carryover – A total of \$40,207 in carryover RPA funds is being added to this work element, increasing the project total from \$32,500 to \$72,707.

Proposed New Project – W.E. 19 (MCOG) Pedestrian Facilities Needs Inventory & Engineered Feasibility Study – South Coast – A total of \$76,528 in RPA funds (\$14,253 RPA carryover; plus \$62,275 RPA “reserve”) is being programmed in a proposed new work element to conduct a Pedestrian Facility Needs Inventory and Engineered Feasibility Study for the Point Arena/south coast area, as recommended by the TAC. The proposed work element (attached) has been developed with the same tasks and products as were included in a Caltrans Sustainable Communities grant application for a “Mendocino County Pedestrian Facility Needs Inventory & Engineered Feasibility Study” submitted to Caltrans on Oct. 20, 2017. That grant proposal was submitted to cover a larger project area (*inland and north coastal unincorporated areas of County, plus Cities of Ukiah, Willits, and Fort Bragg*) not included in this proposed RPA-funded project.

RPA Reserve – The RPA “Reserved for Future Projects – To be Determined” of \$62,275 is being deleted, and the funds are being programmed in the new W.E. 19 project, listed above.

In summary, the amendments proposed above would increase the total work program from \$1,433,716 to \$1,488,176, an increase of \$54,460 (*from FY 2016/17 RPA carryover funds*). Details are shown in **bold** and ~~strike out~~ on the attached financial summary sheets. *Copies of the full amendment are available upon request.*

The TAC considered this proposed Second Amendment at their October 25, 2017 meeting, and unanimously recommended approval.

ACTION REQUIRED: Consider TAC’s recommendation to approve Second Amendment to FY 2017/18 Overall Work Program.

ALTERNATIVES: (1) Accept TAC’s Recommendation to approve Amendment (*Recommended*); (2) Do not approve Amendment; or (3) Revise Amendment.

RECOMMENDATION: Accept TAC’s recommendation to approve the Second Amendment to FY 2017/18 Overall Work Program (OWP), and authorize Executive Director to sign appropriate certifications and revised OWP Agreement (as needed), and forward to Caltrans as required.

/s/

Attachments: FY 2017/18 OWP - Summary of Funding Sources

FY 2017/18 OWP - Funding Allocation & Expenditure Summary

New W.E. 19 - Pedestrian Facility Needs Inventory & EFS – South Coast

**MENDOCINO COUNCIL OF GOVERNMENTS
FY 2017/2018 FINAL (AMENDED) OVERALL WORK PROGRAM
SUMMARY OF FUNDING SOURCES**

Proposed Second Amendment

NO.	WORK ELEMENT	LOCAL LTF	STATE PPM	STATE RPA	STATE ATP	FEDERAL	TOTAL
1	MCOG - Regional Government & Intergovernmental Coordination	\$250		\$81,725			\$81,975
2	MCOG - Planning Management & General Coordination (Non-RPA)	\$90,700					\$90,700
3	MCOG - Community Transportation Planning & Coordination	\$14,750					\$14,750
4	MCOG - Sustainable Transportation Planning			\$10,000			\$10,000
5	Ukiah - Update Speed Zone Reports - <i>Carryover</i>	\$32,596	\$5,680				\$38,276
6	Co. DOT - Combined Special Studies			\$60,000			\$60,000
7	MCOG - Planning, Programming & Monitoring		\$78,163				\$78,163
8	MCOG - Public Participation Plan Update	\$250		\$5,000			\$5,250
9	Fort Bragg - Street Safety Plan		\$64,975				\$64,975
10	MCOG - Regional Transportation Plan 2017 Update, Ph. 2 - <i>Carryover</i>	\$7,500		\$25,000			\$32,500
				\$65,207			\$72,707
11	Ukiah - Traffic Analysis for Realignment of Talmage Road			\$25,000			\$25,000
12	Ukiah - Comprehensive ADA Access Plan Update		\$35,000				\$35,000
13	Co. DOT - Orchard Ave. Extension Feasibility Study - Grant Match	\$19,556					\$19,556
14	MCOG - Training	\$38,846					\$38,846
16	MCOG - Multi-Modal Transportation Planning			\$20,000			\$20,000
17	MCOG - Pavement Management Program (PMP) Triennial Update - <i>Carryover</i>		\$34,110				\$34,110
18	MCOG - Geographic Information System (GIS) Activities	\$600		\$5,000			\$5,600
19	MCOG - Ped Facility Needs Inventory/Engineered Feasibility Study - South Coast			\$76,528			\$76,528
20	MCOG - Grant Development & Assistance	\$15,500					\$15,500
22	MCOG - Safe Routes to School ATP Non-Infrastructure Grant - <i>Carryover</i>				\$701,240		\$701,240
—	<i>Reserved for Future Projects - To be Determined</i>			\$62,275			\$62,275
				\$0			\$0
	TOTAL	\$220,548	\$217,928	\$294,000	\$701,240	\$0	\$1,433,716
				\$348,460			\$1,488,176

TOTAL WORK PROGRAM SUMMARY

Local	\$220,548		Local LTF 2017/18 Alloc.	\$122,750
State	\$1,213,168	\$1,267,628	Local LTF <i>Carryover</i>	\$97,798
Federal	\$0		State PPM 2017/18 Alloc.	\$164,000
TOTAL	\$1,433,716	\$1,488,176	State PPM <i>Carryover</i>	\$53,928
			State RPA 2017/18 Alloc.	\$294,000
			State RPA <i>Carryover</i>	\$54,460
			State ATP <i>Carryover</i>	\$701,240
			Federal	\$0
			TOTAL	\$1,433,716
				\$1,488,176

PROGRAM MATCH		
Local	\$220,548	15.4%
State	\$1,213,168	84.6%
Federal	\$0	0.0%
TOTAL WORK PROGRAM SUMMARY	\$1,433,716	100.0%
	\$1,488,176	

MENDOCINO COUNCIL OF GOVERNMENTS
FY 2017/2018 FINAL (AMENDED) OVERALL WORK PROGRAM
FUNDING ALLOCATION & EXPENDITURE SUMMARY

NO.	WORK ELEMENT TITLE	COUNTY DOT	COUNTY DPBS	MTA	CITIES	MCOG STAFF	CONSULT/ OTHERS/ DIRECT COSTS	TOTAL
1	MCOG - Regional Government & Intergovernmental Coordination					\$79,725	\$2,250	\$81,975
2	MCOG - Planning Management & General Coordination (Non-RPA)					\$90,700		\$90,700
3	MCOG - Community Transportation Planning & Coordination					\$14,500	\$250	\$14,750
4	MCOG - Sustainable Transportation Planning					\$10,000		\$10,000
5	Ukiah - Update Speed Zone Reports - <i>Carryover</i>						\$38,276	\$38,276
6	Co. DOT - Combined Special Studies	\$60,000						\$60,000
7	MCOG - Planning, Programming & Monitoring					\$70,913	\$7,250	\$78,163
8	MCOG - Public Participation Plan Update					\$5,000	\$250	\$5,250
9	Fort Bragg - Street Safety Plan				\$45,475		\$19,500	\$64,975
10	MCOG - Regional Transportation Plan 2017 Update, Ph. 2 - <i>Carryover</i>					\$25,000	\$7,500	\$32,500
						\$65,207		\$72,707
11	Ukiah - Traffic Analysis for Realignment of Talmage Road						\$25,000	\$25,000
12	Ukiah - Comprehensive ADA Access Plan Update						\$35,000	\$35,000
13	Co. DOT - Orchard Ave. Extension Feasibility Study - Grant Match						\$19,556	\$19,556
14	MCOG - Training					\$10,000	\$28,846	\$38,846
16	MCOG - Multi-Modal Transportation Planning					\$20,000		\$20,000
17	MCOG - Pavement Management Program Triennial Update - <i>Carryover</i>						\$34,110	\$34,110
18	MCOG - Geographic Information System (GIS) Activities					\$5,000	\$600	\$5,600
19	MCOG - Ped. Facility Needs Inventory/Engineered Feas. Study - So. Coast					\$6,028	\$70,500	\$76,528
20	MCOG - Grant Development & Assistance					\$15,000	\$500	\$15,500
22	MCOG - Safe Routes to School ATP Non-Infrastructure Grant - <i>Carryover</i>					\$80,153	\$621,087	\$701,240
—	<i>Reserved for Future Projects - To be Determined</i>						\$62,275	\$62,275
							\$0	\$0
	TOTAL	\$60,000	\$0	\$0	\$45,475	\$425,994	\$902,250	\$1,433,716
						\$472,226	\$910,475	\$1,488,176

Note: Some work element numbers have been left blank for potential carryover projects

*

**

Continued on next page

Page 2

Reimbursement Rates Used For Calculating Days Programmed (estimate only)

County/Cities/Local Agencies (\$75/hr); Consultants (\$125/hr); MCOG Planning Staff (approx \$34-\$118/hr - various positions, per contract)

Notes

** MCOG planning staff funding level is based on contracted obligation with DBC Consulting (\$359,347), and includes a 2.26% CPI increase.*

In addition, \$23,832.20 in carryover funding (\$2,537.73 FY 2014/15 + \$2,363.41 FY 2015/16 + \$18,931.06 FY 2016/17) is available from under-expending prior years' contracted funding, for a total available of \$383,179.20

*** Consultant mark-up of subconsultant & direct costs is not allowed. Consultant travel costs are limited to Caltrans' approved rates*

NEW

WORK ELEMENT (19) MCOG – MENDOCINO COUNTY PEDESTRIAN FACILITY NEEDS INVENTORY AND ENGINEERED FEASIBILITY STUDY – SOUTH COAST

PURPOSE:

To conduct a study of the needs, priorities and feasibility of improving identifiable deficiencies within the pedestrian network of the City of Point Arena and greater Point Arena/south coast area (south of Highway 128) in Mendocino County.

PREVIOUS WORK: None.

TASKS:

Task 1.1: Prepare a Request for Proposals (RFP) and Scope of Work and distribute to various qualified consulting firms to obtain competitive bids for this project. (MCOG)

Task 1.2: Form a Consultant Selection Committee (expected to be composed of representatives of MCOG, Caltrans, City of Point Arena, and County of Mendocino) to review proposals received and select a consultant to perform work. (MCOG)

Task 1.3: Prepare and execute a contract with the successful consultant. (MCOG)

Responsible Party: MCOG

Task	Deliverable
1.1	<i>Request for Proposals (RFP) (MCOG)</i>
1.2	<i>Agenda, Scoring Sheets, & Meeting Notes (MCOG)</i>
1.3	<i>Executed Consultant Contract (MCOG)</i>

Task 2: Coordination with Project Partners & Consultant

Task 2.1: Form a Technical Advisory Group (TAG) consisting of representatives from MCOG, County of Mendocino, City of Point Arena, Caltrans, and Tribal transportation to provide input and provide consultant oversight during the Mendocino County Pedestrian Facility & Engineered Feasibility Study – South Coast. (MCOG)

Task 2.2: Conduct study kick-off meeting with TAG and consultant to refine the scope of work, clarify the scope of the project, and resolve remaining issues. (MCOG, TAG & Consultant)

Task 2.3: Meet, as needed, as TAG throughout the course of the study and prepare agendas and minutes for TAG meetings. (TAG & Consultant)

Responsible Party: MCOG & Consultant

Task	Deliverable
2.1	<i>Technical Advisory Group Members Roster (MCOG)</i>
2.2	<i>Study Kickoff Meeting Agenda and Meeting Notes (Consultant)</i>
2.3	<i>TAG Meeting Agendas and Meeting Notes (Consultant)</i>

Task 3: Prepare Existing Conditions Report

Task 3.1: Gather and review existing data relevant to pedestrian infrastructure needs that may have been identified in prior planning studies, Regional Transportation Plan, development proposals, needs assessments, community plans, Safe Routes to Schools plans, or safety assessments. (Consultant)

Task 3.2: Identify gaps and deficiencies that exist in existing pedestrian facilities through consultation with TAG and through commercially available technology such as Google Earth. (Consultant)

Task 3.3: Prepare GIS based maps that depict previously identified pedestrian infrastructure needs as well as gaps in existing pedestrian facilities. Separate maps should be produced for the City of Point Arena, as well as unincorporated communities of Elk, Manchester, and Gualala. (Consultant)

Task 3.4: Develop data tables for each community that identifies, at a minimum, the source of the identified deficiency (planning study, gap study, etc.), type of facility (paved asphalt path, sidewalk-no curb & gutter, sidewalk with curb & gutter), approximate width and length, and termini. (Consultant)

Task 3.5: Prepare Draft Existing Conditions Report that documents the process that was used to develop the report and contains the maps and tables identified herein. (Consultant)

Task 3.6: Receive TAG comments on the Draft Existing Conditions Report, and then prepare Final Existing Conditions Report. (Consultant)

Responsible Party: Consultant

Task	Deliverable
3.1	<i>List of source documents and previously identified needs (Consultant)</i>
3.2	<i>List of identified pedestrian infrastructure gaps and deficiencies (Consultant)</i>
3.3	<i>GIS-based maps, by community (Consultant)</i>
3.4	<i>Pedestrian infrastructure data tables, by community (Consultant)</i>
3.5	<i>Draft Existing Conditions Report (Consultant)</i>
3.6	<i>Final Existing Conditions Report (Consultant)</i>

Task 4: Public Participation, Community, and Tribal Outreach

Task 4.1: With input from the TAG, identify and develop a list of stakeholders for advertisement of public workshops. (Consultant)

Task 4.2: Advertise public workshops in the community, using a variety of outreach methods consistent with MCOG’s Public Participation Plan. This may include social media and online surveys in addition to traditional outreach methods. Efforts will target Tribal governments, low-income households, and under-represented Hispanic communities in Mendocino County. (Consultant)

Task 4.3: Conduct two community workshops to solicit input on projects identified in the Existing Conditions Report as well as other pedestrian infrastructure and/or pedestrian crossing locations of local concern. (Consultant)

Task 4.4: Record public comments on Existing Conditions Report as well as new pedestrian issues identified through the public process. (Consultant)

Responsible Party: Consultant

Task	Deliverable
4.1	<i>Stakeholders Roster (Consultant)</i>
4.2	<i>Advertising Materials, News Releases, Surveys, etc. (Consultant)</i>
4.3	<i>Workshop Agendas and Meeting Notes (Consultant)</i>
4.4	<i>Record of Public Comments on Existing Conditions Report; List of Issues/Projects identified in Public Process (Consultant)</i>

Task 5: Develop draft Mendocino County Pedestrian Facility Needs Inventory and Engineered Feasibility Study – South Coast.

Task 5.1: Evaluate public comments, consider TAG input to evaluate projects and public comments identified in Task 4 for inclusion in the *Pedestrian Facilities Needs Inventory*. (Consultant)

Task 5.2: With TAG input, develop a methodology to prioritize pedestrian projects identified in the *Pedestrian Facility Needs Inventory*. This methodology should consider, at a minimum, pedestrian safety, Safe Routes to School plans, community development plans, adjacent vehicular traffic, costs, and constructability. (Consultant)

Task 5.3: Prepare draft *Pedestrian Facility Needs Inventory* that includes all projects identified in the Existing Conditions Inventory and those identified through the public participation process. Projects are to be prioritized and listed by community. (Consultant)

Task 5.4: Convene TAG to receive and review comments on the draft *Pedestrian Facility Needs Inventory*. (Consultant)

Task 5.5: Apply prioritization methodology and conduct field review of top priority candidate projects within in each jurisdiction to confirm pedestrian project type and materials, identify obstacles, verify dimensions, establish project termini, and determine constructability. (Consultant)

Task 5.6: Develop 20 preliminary planning level cost estimates for priority pedestrian and/or pedestrian crossing projects, as recommended by the TAG. (Consultant)

Task 5.7: Based on TAG and consultant technical input, prepare draft *Mendocino County Pedestrian Facility Needs Inventory and Engineered Feasibility Study – South Coast*. (Consultant)

Responsible Party: Consultant

Task	Deliverable
5.1	<i>List of publically identified projects to be added to the Pedestrian Facility Needs Inventory as a result of public input (Consultant)</i>
5.2	<i>Prioritization Methodology (Consultant)</i>
5.3	<i>Draft Pedestrian Facility Needs Inventory (Consultant)</i>
5.4	<i>TAG Agenda & Meeting Notes (Consultant)</i>
5.5	<i>Priority Project Parameter Spreadsheet (Consultant)</i>
5.6.	<i>Preliminary Planning Level Cost Estimates Spreadsheet for Priority Projects (Consultant)</i>
5.7.	<i>Draft “Mendocino County Pedestrian Facility Needs Inventory and Engineered Feasibility Study – South Coast” (Consultant)</i>

Task 6: Final Study Preparation & Hearing

Task 6.1: Present draft final *Mendocino County Pedestrian Facility Needs Inventory and Engineered Feasibility Study – South Coast* to MCOG Technical Advisory Committee. (Consultant)

Task 6.2: Present draft final *Mendocino County Pedestrian Facility Needs Inventory and Engineered Feasibility Study – South Coast* to the Mendocino Council of Governments at a public hearing. (Consultant)

Task 6.3: Make final changes as may be directed by the Mendocino Council of Governments, and then prepare the final *Mendocino County Pedestrian Facility Needs Inventory and Engineered Feasibility Study – South Coast* for acceptance. (Consultant)

Task 6.4: Prepare and distribute final electronic and hard copies. (Consultant)

Responsible Party: Consultant

Task	Deliverable
6.1	<i>Presentation Materials (Consultant)</i>
6.2	<i>Presentation Materials (Consultant)</i>
6.3	<i>Final Mendocino County Pedestrian Facility Needs Inventory and Engineered Feasibility Study – South Coast (Consultant)</i>
6.4	<i>Electronic & Hard Copies of Final Study (Consultant)</i>

Task 7: Project Management/Administration

Task 7.1: MCOG will administer project, provide coordination, prepare quarterly reports, process invoices and act as the fiscal administrator for the project, and will establish and oversee contractual agreements with consultant, coordinate involved agencies, as well as coordinate with and participate in the Technical Advisory Group. (MCOG)

Responsible Party: MCOG

Task	Deliverable
7.1	Coordination & Quarterly Reports (MCOG)

PRODUCTS: Listed under each task above.

FUNDING AND AGENCY RESPONSIBILITIES

Responsible Agency	Estimated Person Days	Budget	Funding Source	Fiscal Year
MCOG	8	\$6,028	State RPA*	2016/17 C/O
<i>Direct Costs (Advertise RFP, etc.)</i>	<i>n/a</i>	\$500	State RPA*	2016/17 C/O
Consultant	70	\$7,725 \$62,275 \$70,000	State RPA* State RPA*	2016/17 C/O 2017/18
Total	78	\$76,528	\$14,253 2016/17 RPA C/O \$62,275 2017/18 RPA \$76,258 Total	

* Use of State RPA funds must be in accordance with Caltrans' procurement and other requirements (no consultant mark-up; approved travel rates, etc.) Contact MCOG staff with questions.

ESTIMATED SCHEDULE

Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1					X	X	X					
2							X	X				
3								X	X			
4										X		
5											X	
6												X
7					X	X	X	X	X	X	X	X



MENDOCINO COUNCIL OF GOVERNMENTS STAFF REPORT

TITLE: Draft 2017 Regional Transportation Plan -
Review & Discussion

DATE PREPARED: 10/30/17
MEETING DATE: 11/06/17

SUBMITTED BY: Nephele Barrett, Program Manager

BACKGROUND:

Over the past year, MCOG staff has been working with local agencies and other stakeholders to update the Regional Transportation Plan (RTP), which is the primary transportation planning document for the region. The RTP addresses all modes of transportation and includes goals and policies, an assessment of needs, identification of potential projects and discussion of relative funding. The RTP was last updated in 2010. An update was started in 2014, but then suspended when MCOG adopted a new RTP update schedule. Senate Bill 375 allowed local governments on 5-year housing element planning periods to extend that to an 8-year planning period if their RTPA shifted from a 5-year to a 4-year RTP update cycle. The updated schedule made the next RTP update due December 2017.

In the fall of 2016, a series of public workshops was conducted around the county to gather public input for both the RTP and ATP. In addition to public input, MCOG has gathered information from local agencies, the Technical Advisory Committee and Social Services Transportation Advisory Council, utilized existing planning documents and sought input from Native American Tribes in the region. The input received from these sources has been used in development of the draft plan. The Active Transportation Plan, which is included separately on this agenda, will serve as the Active Transportation Element of the RTP as well.

An administrative draft of the RTP was presented at the September TAC meeting, providing opportunity to comment prior to completion of this current draft. Comments received from local agencies have been incorporated into the plan. Tribal governments have also been provided additional opportunity for input over the last month. The need to extend the due date for information due to the recent fires has delayed completion of the draft.

The RTP will be sent to MCOG Board members under separate cover. At the November meeting, Board members will have opportunity to provide comment on the draft plan. The plan will return to the MCOG Board at a later meeting for approval, following a public review period.

ACTION REQUIRED: Discuss the Draft 2017 Regional Transportation Plan and provide comments to be incorporated into the final plan.

ALTERNATIVES: None identified.

RECOMMENDATION: Discuss the Draft 2017 Regional Transportation Plan and provide comments to be incorporated into the final plan, which will be presented for adoption at a later meeting following public review.



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 8
Regular Calendar
MCOG Meeting
11/6/2017

STAFF REPORT

TITLE: Assembly Bill No. 1640 (Garcia)

DATE PREPARED: 10/30/17

MEETING DATE: 11/06/17

SUBMITTED BY: Phillip J. Dow, Executive Director

BACKGROUND:

On October 10, 1997, the Governor signed Senate Bill 45, which drastically changed the manner in which transportation projects are developed and funded in California. This legislation created a partnership involving regional transportation planning agencies, Caltrans, and the California Transportation Commission (CTC). Essentially, regional transportation planning agencies were given programming authority over a portion of the State's diesel fuel, gasoline and truck weight fees for projects of regional importance within their respective jurisdictions. A formula based on population and State highway mileage determines the local share (now identified as Regional Improvement Program shares). Overall, 75% of capital funding available in the State Transportation Improvement Program (STIP) is distributed in Regional Improvement Program shares. The remaining 25% is retained by Caltrans for capital improvement projects for intercity rail and highways.

The intent of SB 45 was to localize the decision making authority over transportation improvements. Consistent with SB 45, the locally based Regional Transportation Improvement Program (RTIP) is incorporated into the overall State Transportation Improvement Program. The CTC can reject a proposed RTIP only if a project or projects included in the RTIP is (are) found to be inconsistent with adopted STIP guidelines. To my knowledge, this has not ever happened.

AB 1640 is an intrusion on local control within the State Transportation Improvement Program process. It would require that 25% of the funding available for each RTIP be dedicated to projects benefiting disadvantaged communities. This is regardless of established local priorities that may have been well established in the region. For long-term projects, a loss in 25% of funding could result in project delays or withdrawal of commitment from funding partners.

The Legislative Counsel's Digest for AB 1640 is attached. I suggest that the Board read **Sec. 3, 65083. (a)** on page 3 of this summary.

Staff recommends that the Board take a position of opposition based on potential erosion of local control of the Regional Transportation Improvement Program process guaranteed by SB 45.

ACTION REQUIRED: Oppose Assembly Bill No. 1640.

ALTERNATIVES: The Board may choose (1) to support AB 1640 (not recommended) or (2) take no action, since it is unlikely to have a direct effect on the Mendocino RTIPs.

RECOMMENDATION: Staff recommends that the Board vote to oppose AB 1640 and authorize the Executive Director to notify the author and appropriate California Assembly members and staff of such opposition.

[Home](#)[Bill Information](#)[California Law](#)[Publications](#)[Other Resources](#)[My Subscriptions](#)[My Favorites](#)**AB-1640 Transportation funding: low-income communities.** (2017-2018)

SHARE THIS:



Date Published: 02/18/2017 04:00 AM

CALIFORNIA LEGISLATURE— 2017-2018 REGULAR SESSION

ASSEMBLY BILL**No. 1640****Introduced by Assembly Member Eduardo Garcia
(Coauthors: Assembly Members Bloom and Chiu)****February 17, 2017**

An act to amend Sections 14529 and 65082 of, and to add Section 65083 to, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1640, as introduced, Eduardo Garcia. Transportation funding: low-income communities.

Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available. Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program process, with 25% of funds available for interregional projects selected by the Department of Transportation through preparation of an interregional transportation improvement program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program. Existing law requires each transportation planning agency, on a biennial basis, to prepare and submit to the commission a regional transportation improvement program containing transportation capital projects identified for funding through the next cycle of the 5-year state transportation improvement program.

This bill would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services. The bill would require the department, in consultation with residents of low-income communities and specified state agencies, to adopt guidelines for this allocation no later than January 1, 2018, to define and map low-income communities that are disadvantaged with respect to transportation, to identify communities that would benefit from the allocation requirements, and to specify criteria for determining whether certain investments benefit low-income residents of the identified communities. The bill would require the department to provide financial support, upon appropriation by the Legislature, to low-income residents of low-income communities for specified purposes generally relating to

enabling their participation in the development of these guidelines and the selection of transportation projects and programs.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 14529 of the Government Code is amended to read:

14529. (a) The state transportation improvement program shall include a listing of all capital improvement projects that are expected to receive an allocation of state transportation funds under Section 164 of the Streets and Highways Code, including revenues from transportation bond acts, from the commission during the following five fiscal years. It shall include, and be limited to, the projects to be funded with the following:

(1) Interregional improvement funds.

(2) Regional improvement funds.

(b) For each project, the program shall specify the allocation or expenditure amount and the allocation or expenditure year for each of the following project components:

(1) Completion of all permits and environmental studies.

(2) Preparation of plans, specifications, and estimates.

(3) The acquisition of rights-of-way, including, but not limited to, support activities.

(4) Construction and construction management and engineering, including surveys and inspection.

(c) Funding for right-of-way acquisition and construction for a project may be included in the program only if the commission makes a finding that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five-year period. No allocation for right-of-way acquisition or construction shall be made until the completion of the environmental studies and the selection of a preferred alternative.

(d) The commission shall adopt and submit to the Legislature and the Governor, not later than April 1 of each even-numbered year thereafter, a state transportation improvement program. The program shall cover a period of five years, beginning July 1 of the year it is adopted, and shall be a statement of intent by the commission for the allocation or expenditure of funds during those five years. The program shall include projects which are expected to receive funds prior to July 1 of the year of adoption, but for which the commission has not yet allocated funds.

(e) The projects included in the adopted state transportation improvement program shall be limited to those projects submitted or recommended pursuant to Sections 14526 and 14527. The total amount programmed in each fiscal year for each program category shall not exceed the amount specified in the fund estimate adopted under Section 14525.

(f) The state transportation improvement program is a resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize available resources in a cost-effective manner. It is a document for each county and each region to declare their intent to use available state and federal funds in a timely and cost-effective manner.

(g) Prior to the adoption of the state transportation improvement program, the commission shall hold not less than one hearing in northern California and one hearing in southern California to reconcile any objections by any county or regional agency to the department's program or the department's objections to any regional program.

(h) The commission shall incorporate projects that are included in the regional transportation improvement program and are to be funded with regional improvement funds, unless the commission finds that the regional transportation improvement program is not consistent with the guidelines adopted by the ~~commission or~~ *commission*, is not a cost-effective expenditure of state ~~funds;~~ *funds, or is not consistent with the requirements of subdivision (a) of Section 65083*, in which case the commission may reject the regional transportation improvement program in its entirety. The finding shall be based on an objective analysis, including, but not limited to, travel forecast, cost, and air quality. The commission shall hold a public hearing in the affected county or region prior to rejecting the program, or not later than 60 days after rejecting the program. When a regional transportation improvement program is rejected, the regional entity may submit a new regional transportation improvement program for inclusion in the state transportation improvement program. The commission shall not

reject a regional transportation improvement program unless, not later than 60 days after the date it received the program, it provided notice to the affected agency that specified the factual basis for its proposed action.

(i) A project may be funded with more than one of the program categories listed in Section 164 of the Streets and Highways Code.

(j) Notwithstanding any other provision of law, no local or regional matching funds shall be required for projects that are included in the state transportation improvement program.

(k) The commission may include a project recommended by a regional transportation planning agency or county transportation commission pursuant to subdivision (c) of Section 14527, if the commission makes a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by the department pursuant to Section 14526.

SEC. 2. Section 65082 of the Government Code is amended to read:

65082. (a) (1) A five-year regional transportation improvement program shall be prepared, adopted, and submitted to the California Transportation Commission on or before December 15 of each odd-numbered year thereafter, updated every two years, pursuant to Sections ~~65080 and 65080.5~~ 65080, 65080.5, and 65083 and the guidelines adopted pursuant to Section 14530.1, to include regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program.

(2) Major projects shall include current costs updated as of November 1 of the year of submittal and escalated to the appropriate year, and be listed by relative priority, taking into account need, delivery milestone dates, and the availability of funding.

(b) Except for those counties that do not prepare a congestion management program pursuant to Section 65088.3, congestion management programs adopted pursuant to Section 65089 shall be incorporated into the regional transportation improvement program submitted to the commission by December 15 of each odd-numbered year.

(c) Local projects not included in a congestion management program shall not be included in the regional transportation improvement program. Projects and programs adopted pursuant to subdivision (a) shall be consistent with the capital improvement program adopted pursuant to paragraph (5) of subdivision (b) of Section 65089, and the guidelines adopted pursuant to Section 14530.1.

(d) Other projects may be included in the regional transportation improvement program if listed separately.

(e) Unless a county not containing urbanized areas of over 50,000 population notifies the Department of Transportation by July 1 that it intends to prepare a regional transportation improvement program for that county, the department shall, in consultation with the affected local agencies, prepare the program for all counties for which it prepares a regional transportation plan.

(f) The requirements for incorporating a congestion management program into a regional transportation improvement program specified in this section do not apply in those counties that do not prepare a congestion management program in accordance with Section 65088.3.

(g) The regional transportation improvement program may include a reserve of county shares for providing funds in order to match federal funds.

SEC. 3. Section 65083 is added to the Government Code, to read:

65083. (a) Beginning January 1, 2020, a regional transportation improvement program adopted pursuant to Section 65082 shall allocate a minimum of 25 percent of the available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in communities identified pursuant to paragraph (2) of subdivision (b) or to riders of transit service, of which at least 65 percent of its ridership is composed of low-income riders, that connects low-income residents to critical amenities and services.

(b) The department, through an inclusive and transparent public process, and in consultation with residents of low-income communities, the State Air Resources Board, the Strategic Growth Council, and the State Department of Public Health, shall adopt guidelines for the allocation of funds pursuant to subdivision (a) no later than June 30, 2018, that do all of the following:

(1) Define and map urban and rural low-income communities in California that are disadvantaged with respect to transportation.

(2) Identify the communities that would benefit from the requirements of subdivision (a). In identifying these communities, the department shall use factors including, but not limited to, all of the following:

- (A) Inadequate access to high-quality transit.
- (B) Lack of sidewalks, crossing facilities, or bicycle infrastructure.
- (C) Low rates of automobile ownership.
- (D) Proximity to a freeway, major arterial, or goods movements corridors.
- (E) Lack of shelters, benches, or pedestrian lighting at transit stops, employment centers, schools, medical facilities, grocery stores, and other community services.
- (F) Risk of physical or economic displacement.
- (G) Health and air pollution impacts of the transportation system.

(3) (A) Specify criteria for determining whether investments in transportation projects and programs benefit low-income residents of the communities identified pursuant to paragraph (2). In developing these criteria, the department shall consider the funding guidelines adopted by the State Air Resources Board in connection with the implementation of Section 39713 of the Health and Safety Code. In determining whether an investment or project will benefit those residents, the department shall address the mobility and health and safety needs of low-income residents who are disadvantaged with respect to transportation, as identified by those residents through a robust public participation process.

(B) The guidelines shall provide a basis for identifying projects and programs located within a low-income community that meet the community's greatest needs and distinguishing them from others that, while located in that community, do not meet its greatest needs. The guidelines shall also ensure that projects and programs avoid harms to the residents of low-income communities, including the risk of health and safety harms and of physical and economic displacement.

(c) The department shall require congestion management agencies and regional planning agencies to report to the department information regarding the transportation project and program benefits provided to disadvantaged community residents. The department shall report this information to the California Transportation Commission and the department shall include this information in its annual report to the Legislature.

(d) The department shall provide financial support, upon appropriation by the Legislature, to low-income residents of low-income communities for all of the following purposes:

- (1) To assist those residents in engaging in the development of the guidelines adopted pursuant to subdivision (b).
- (2) To provide those residents with planning support and other technical assistance in identifying their priorities for local projects and programs that meet their needs by reducing their disadvantage with respect to transportation.
- (3) To provide those residents with support in developing and implementing a participatory budget process.

(e) For purposes of this section, the following terms have the following meanings:

- (1) "Department" means the Department of Transportation.
- (2) "Low-income community" means a census tract with median household incomes at or below 80 percent of the statewide median household income.
- (3) "Low-income rider" means a transit rider living in a household with an income at or below 80 percent of the statewide median income.

MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 9
Consent Calendar
MCOG Meeting
11/6/2017

MINUTES

Monday October 2, 2017

County Administration Center, Board of Supervisors Chambers

ADDITIONAL MEDIA:

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

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

1. Call to Order / Roll Call. The meeting was called to order at 1:32 p.m. with Directors Steve Scalmanini, Larry Stranske, Michael Cimolino, Scott Ignacio (Alt.), Susan Ranochak, Georgeanne Croskey, Rex Jackman (Caltrans/PAC), and Chair Dan Gjerde presiding.

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

2. Convene as RTPA

3. Recess as RTPA – Reconvene as Policy Advisory Committee

4. Public Expression. None.

5. – 6 Regular Calendar

5. Consideration of Community Input Regarding the Replacement of Albion River Bridge.

Executive Director Dow referred to his written staff report. The Albion River Bridge agenda item was brought forward from the August 21 MCOG meeting's public comment. Mr. Dow summarized the concerns, regulations, and research efforts examined for long-term improvements on Highway 1 that include the Albion River Bridge. He explained some regulation standards that are considered when reviewing alternatives for the bridge, such as widening it to accommodate bicycle and pedestrian use. Frank Demling, Project Manager for Caltrans District 1, was present to listen and address MCOG Board Members and public's questions. He gave a brief overview of completed and pending tasks, processes, and studies.

Chair Gjerde invited public comment. Public members came to the podium to present, and some submitted copies of written materials and photographs to the Council and for the public record.

- Tom Wodetzki, Albion resident, spoke of his concerns. He questioned the validity of Caltrans' reports and their plans to replace the Albion River Bridge. (Refer to written material submitted.)
- Peter Wells, Albion resident and owner/operator of Albion River Inn, spoke on his concerns about replacing the Albion River Bridge. Some of his concerns included a potential decrease in tourism, impacts on the scenic area, and the consequences of demolishing the old bridge and constructing a new one.
- Warren De Smidt, Albion resident, referred to a letter to Caltrans written by another Albion resident, Linda Perkins, in response to the Notice of Preparation for the Albion River Bridge. His concerns are of Caltrans' conducting studies, removal and replacement of the bridge, environmental impacts on salmonid species, aquatic resources, bald eagles, ospreys and other bird species, removal of eucalyptus trees, and alteration of natural landforms. His concerns

extend to the Salmon Creek Bridge project and seven other local bridges. The areas that are listed to be worked on, he claimed, would violate the California Environmental Quality Act (by separating the projects and ignoring cumulative impacts), the Coastal Act, and Mendocino County Coastal Element, Chapter 4. (Refer to written material submitted.)

- Hassan Astaneh, Professor, Structural Engineering Mechanics and Materials, explained that he was personally contracted by a local property owner to conduct independent studies on both Salmon Creek and Albion River bridges. He questioned the validity of the District 1 Caltrans routine Inspection Reports. He explained how the bridge rating is scored and why he questions the reports, specifically those conducted in 2015. Dr. Astaneh estimated that in about three weeks he would submit a report of his own findings to a Federal agency for review. Once the Federal agency examines his report he said he would send a copy, and volunteered to come back and review it with the MCOG Board.

Mr. Demling addressed comments made by the public members. He gave examples of Caltrans findings of the Albion River Bridge. He said the bridge deck was resurfaced last October; 816 bolts were replaced by a contractor in 2016, and timber has been replaced to maintain the bridge. He stated Caltrans District 1 can no longer provide the support necessary to maintain the wooden structure and that it is no longer sustainable. He addressed some of the environment concerns and encourages the group to review copies of the environmental reports that are available on Caltrans' website. Caltrans plans to conduct a Supplemental Value Analysis Study (VA) and a Life Cycle Cost Analysis (LCCA) to assist in reviewing appropriate alternatives for the Albion River Bridge, and to bring information back to MCOG when completed. He estimates the whole process will take several months.

Mr. Demling then answered questions from the Board, including:

- What are the justifications for rating changes in the routine Inspection Reports? (Croskey)
- What, if any, information has Caltrans received from Dr. Astaneh in the past? Besides money, what other concerns does Caltrans have regarding the Albion River Bridge? Were there studies in other control sample areas tested outside the area of the bridge; and, are there any other wooden bridges in California in operation? (Cimolino)
- When is the public hearing going to be conducted? What information will be available for public to view prior to the hearing? (Scalmanini)
- Will the Coastal Commission be involved in the permit process, and at what part of the process? (Gjerde)

A motion was made by Director Ignacio, seconded by Director Scalmanini, to approve the staff recommendation. **Discussion on the motion:** Pending new information from Caltrans studies, the Board may consider bringing the matter back on a future Council agenda.

The motion carried unanimously on roll call vote (*7 Ayes – Scalmanini, Ignacio/Alt., Cimolino, Ranochak, Croskey, Jackman/PAC, and Gjerde; 1 Noes – Stranske; 0 Abstaining; 0 Absent*): IT IS ORDERED that 1) The Council has heard the staff report, Caltrans' responses, and public concerns; and 2) in consideration of MCOG's role in the SHOPP program, the Council concludes that the public's interest has been served by the discussion at the regional level of the Albion River Bridge Replacement Project.

6. Report and Review of Covelo State Route 162 Corridor Multi-Purpose Trail Project to Prepare for Upcoming Action to Complete Environmental Component. James Sookne, MCOG Project Manager, summarized the process of obtaining the Covelo/Round Valley Non-Motorized Needs Assessment and Engineered Feasibility Study. The study provided information used to identify the highest priorities and obtain funding through an Active Transportation Program (ATP)

grant, awarded in October 2014. Mr. Sookne explained tasks were divided into two different phases. In May 2016, environmental, design, and right-of-way work was contracted through GHD, Inc. for both phases of the project. Most of the environmental work has been completed and a draft California Environmental Quality Act (CEQA) document is in process. The CEQA document will be available for public comment in the next few weeks and public meetings will be held to collect and review community members' comments. He estimates that the final CEQA document will be presented to the MCOG Board at the December 2017 meeting for adoption. The CEQA draft report will be forwarded to the MCOG Board when it is received. Information only, no action was taken.

7 – 8. Consent Calendar: Upon motion by Director Ranochak, second by Director McCowen, and carried unanimously on roll call vote (*8 Ayes – Scalmanini, Stranske, Ignacio (Alt.), Cimolino, Ranochak, Croskey, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 0 Absent*): IT IS ORDERED that the following consent items are approved:

7. Approval of August 21, 2017 Minutes – *As amended to clarify that Director Jackman joined the meeting via teleconference and not in person.*

8. Adoption of Resolutions Approving the Allocation of California Proposition 1B Funds, Fiscal Years 2015/16 and 2016/17 Transit System Safety, Security, and Disaster Response Account, for Mendocino Transit Authority's Eligible Projects.

Resolution No. M2017-11

Approving the Allocation of California Proposition 1B Funds, Fiscal Year 2015/16
Transit System Safety, Security, and Disaster Response Program
(Reso. #M2017-11 is incorporated herein by reference)

Resolution No. M2017-12

Approving the Allocation of California Proposition 1B Funds, Fiscal Year 2016/17
Transit System Safety, Security, and Disaster Response Program
(Reso. #M2017-12 is incorporated herein by reference)

9. Recess as Policy Advisory Committee – Reconvene as RTPA – Ratify Action of Policy Advisory Committee. Upon motion by Director Ranochak, second by Director Croskey, and carried unanimously (*7 Ayes; 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.

10. Reports - Information

- a. Mendocino Transit Authority. Ms. Carla Meyer, General Manager, gave a verbal report on the status of Mendocino Transit Authority (MTA). She stated that MTA is doing very well. They have streamlined their Human Resources and Finance divisions and converted to a new modern accounting system. They have convened a Route Committee that meets monthly to review all the routes and make decisions based on their recommendations and ridership data. RouteMatch was initially estimated to pay for itself in two years; Ms. Meyer was happy to announce that the new estimate is within one year. Since implementing RouteMatch, MTA has decreased the vehicles needed from four to two for Dial-A-Ride and still decreased wait times. The Dial-A-Ride program costs more to run than regular busses.
- b. North Coast Railroad Authority. Mr. Dow reported there is activity on the depot site in Ukiah. There is a small bridge being put in for continuity between Hospital Drive and the property to gain access to the new courthouse. For full disclosure, Mr. Dow announced that his brother-in-law has the contract to construct the bridge.

- c. MCOG Staff – Summary of Meetings. Mr. Dow said meetings for Senate Bill 1 have demanded a lot of time and travel to different locations in California. He referred to his written staff report and highlighted some of the meetings, as described in agenda item #10d1.
- d. MCOG Administration Staff.
 - 1. *Senate Bill 1 Implementation: Local Partnership and Trade Corridor Enhancement Programs*. Mr. Dow explained that three of the five cities in Mendocino County collect additional sales tax to be used specifically for transportation. As a reward and an incentive, those cities will receive funds from the Local Partnership Program. Willits, Fort Bragg, and Point Arena are Mendocino’s Self-Help cities. Mr. Dow explained how the guidelines committee determined to distribute the funds appropriately. Due to the size of the three cities, he brought concerns regarding the amounts the cities would be eligible for. In meetings to determine how the money will be dispersed, Mr. Dow spoke for the small cities/counties in California and requested they have a threshold amount for the smaller cities. It was decided that \$100,000 with a 50% match will be awarded to the smaller cities/counties who are Self-Help. The Trade Corridor Enhancement Program will affect Mendocino County more indirectly by the local counties utilizing the program, such as Lake County’s Highway 29 widening project and Richardson Grove realignment in Humboldt County. Information from attending the meetings for the Trade Corridor Enhancement may prove useful in the years to come on future Mendocino County projects.
 - 2. *California Mobility Investment Opportunities – July 2017 Report (Reflecting North State Super Region Input)*. Mr. Dow referred to his staff report.
 - 3. *Miscellaneous*. None.
- e. MCOG Planning Staff.
 - 1. *Caltrans Sustainable Communities Planning Grants*. Mr. Dow reported that MCOG Staff are planning on submitting an application. The funding would provide for hiring of a consultant to do a countywide pedestrian inventory and Engineered Feasibility Study. Information from that study, such as project cost estimates, could potentially be used to apply for future grants.
 - 2. *Miscellaneous*. None.
- f. MCOG Directors. None.
- g. California Association of Councils of Governments (CALCOG) Delegates. None.

11. Adjourn. The meeting was adjourned at 4:04 p.m.

Submitted: PHILLIP J. DOW, EXECUTIVE DIRECTOR

By Marta Ford, Administrative Assistant

MENDOCINO COUNCIL OF GOVERNMENTS

Staff Report

TITLE: Summary of Meetings

DATE PREPARED: 10/24/17

MEETING DATE: 11/06/17

SUBMITTED BY: Phil Dow, Executive Director

BACKGROUND:

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

1. SB 1 Implementation/Willits Staff
Willits 10/06/17
(Dow)
2. *Active Transportation Program (ATP) Non-Infrastructure Monthly Coordination/NCO/HSSA*
Ukiah 10/10/17
(Barrett & Ellard)
3. ChargePoint Electric Vehicle (EV) Charging Coordination
Teleconference 10/13/17
(Orth & Dow)
4. *Dow & DBC Coordination*
Ukiah 10/17/17
(All)
5. California Transportation Commission
Modesto 10/18/17 – 10/19/17
(Dow & Davey-Bates)
6. *Active Transportation Program (ATP) Non-Infrastructure Task Force/ Fort Bragg Sub - Committee*
Teleconference 08/31/17
(Barrett & Ellard)
7. *Mendocino Transit Authority Retreat*
Ukiah 10/18/17
(Ellard)
8. North Coast and Upstate Fuel Cell Readiness Plan
Teleconference 10/20/17
(Orth)
9. Technical Advisory Committee (TAC)
Ukiah 10/25/17
(Dow, Barrett & Ellard)
10. *Mendocino Transit Authority*
Willits 10/25/17
(Ellard)
11. SR 162 Corridor Multi-Purpose Trail - Environmental Document Community Meeting
Covelo 10/26/17
(Sookne & Dow)

- | | |
|--|--------------------|
| 12. Brown Act Training
Webinar
(Ellard & Ford – possibly Orth) | 11/01/17 |
| 13. <i>CalACT Conference</i>
<i>Monterey</i>
(Davey-Bates) | 11/1/17 – 11/03/17 |
| 14. Tribal Summit
Ukiah
(Dow & Ellard) | 11/02/17 |
| 15. North State Super Region (includes Active Transportation Program Meeting)
Chico
(Dow, Davey-Bates, Orth) | 11/03/17 |

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

ACTION REQUIRED:

None.

ALTERNATIVES:

None identified.

RECOMMENDATION: None. This is for information only.



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 11d1
Reports
MCOG Meeting
11/6/2017

STAFF REPORT

TITLE: SB 1 Implementation

DATE PREPARED: 10/24/17

MEETING DATE: 11/06/17

SUBMITTED BY: Phillip J. Dow, Executive Director

BACKGROUND:

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

New SB 1 Programs

- Local Streets & Roads: Guidelines were adopted in August and Project Lists for new revenues were submitted by local agencies in October. The California Transportation Commission (CTC) is expected to adopt the Eligibility List at December meeting, with apportionments flowing to eligible entities by mid-January. New revenues due to loan repayments and new revenues for FY 17/18 are approximately as follows:

Point Arena: \$3,050

Willits: \$33,200

Fort Bragg: \$52,100

Ukiah: \$110,000

County: \$1,447,000

Program scheduled for adoption October 18-19, 2017

- Solutions for Congested Corridors: Work on this program will continue this fall with adoption of guidelines in December. We are not expected to have viable projects within this funding category.

Program scheduled for adoption in May, 2018

- Trade Corridor Enhancement: Although guidelines for this program were not scheduled for adoption until January, consensus was reached early and the program guidelines were adopted by the CTC at their October meeting. This is a potential funding source for future projects on SR 20 and US 101. We are participating to ensure rural access to the program. Currently developed trade corridor projects that benefit Mendocino transportation lie only in Humboldt (Richardson Grove) and Lake (SR 29 widening) counties.

Program scheduled for adoption in May, 2018, but that is likely to accelerate as well.

- Traffic Congestion Relief Program (TCRP): The Traffic Congestion Relief Program has been available for some time and was winding down as most projects in the program had been completed. SB 1 absorbed this program and is redirecting approximately \$90 million in savings to project amendments or similar TCRP projects. This program is not applicable to this agency.

Existing Programs under California Transportation Commission Oversight

- Active Transportation Program Augmentation: The existing program was augmented with \$100 million annually of SB 1 revenues. Successful applicants from Cycle 3 were allowed to advance the schedule of approved projects and many good quality Cycle 3 projects were funded. Applications were due August 1; no Mendocino projects were funded due to low scores. Fort Bragg's Cycle 3 project was previously advanced due to expiring matching funds. The Statewide and Small Urban/Rural components were adopted by the CTC on October 18, 2017. The MPO (urban) component is scheduled for adoption December 6-7, 2017. Committee work for Cycle 4 next year has already begun.
- Local Partnership Program: This programs rewards agencies that have passed transportation sales taxes and incentivizes those agencies that have not. Total amount available through the formula program is \$100 million per year. Larger Self-Help agencies will be funded with 50% based on population and 50% based on revenue generation. All Self-Help cities (seven statewide) receive a flat \$100,000 per year under this program. Willits, Point Arena, and Fort Bragg are eligible for these funds on a 1:1 matching basis. The program guidelines were adopted October 18 and the three cities submitted eligibility information to the CTC prior to the October 27 deadline. The program is now scheduled for adoption on January 31, 2018.
- State Highway Operation and Protection Program (SHOPP): SB 1 adds approximately \$1.9 billion annually to the SHOPP and Caltrans maintenance. The draft interim guidelines for this augmentation to the SHOPP are due May 17, 2018. Adoption of the SHOPP guidelines and Asset Management Plan Guidelines are scheduled June 28-29, 2018. I am participating in development of the California Transportation Asset Management Plan. Local agencies will also be expected to develop asset management plans.
- State Transportation Improvement Program (STIP): SB 1 funding is being used to stabilize the inherently unstable STIP program. All of the usual STIP program deadlines are unchanged. Regional transportation planning agencies are to adopt the Regional Transportation Improvement Program (RTIP) by December 15, 2017 with the CTC to adopt the STIP March 2018. No new funding would have been available to MCOG in the 2018 STIP without SB 1 augmentation.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is an information item only.



MENDOCINO COUNCIL OF GOVERNMENTS STAFF REPORT

TITLE: SR 162 Corridor Multi-Purpose Trail Project Update

DATE PREPARED: 10/25/17

MEETING DATE: 11/06/17

SUBMITTED BY: James Sookne, Project Manager

BACKGROUND:

At the October 2, 2017 Board meeting, MCOG staff provided the Board with an update on the SR 162 Corridor Multi-Purpose Trail project. Staff informed the Board that the draft CEQA document would soon be available to the public for comment. The review period is 30 days and commenced on October 18, 2017 and ends on November 16, 2017.

There is a public meeting scheduled in Covelo on Thursday, October 26, 2017 at 6 P.M. This meeting serves to update the community on the project and ensure that community members have a chance to review and comment on the document.

Following the end of the public review period, the consultant will compile, review, and incorporate (as appropriate) all comments into the Final CEQA document. MCOG staff intends to bring the final CEQA document before the Board at the December 2017 meeting for adoption. Following the adoption of the document, design funds are expected to be allocated at the January 2018 California Transportation Commission (CTC) meeting.

The draft CEQA is available for review during regular business hours at the MCOG office located at 367 N. State St., Suite 206, Ukiah, California. It is also available on MCOG's website for download at: <https://mendocinocog.specialdistrict.org/sr-162-corridor-multi-purpose-trail-in-covelo>.

ACTION REQUIRED: No action required.

ALTERNATIVES: None identified.

RECOMMENDATION: This is intended as an information item. No action is needed, but staff will be prepared to discuss the item.