



MENDOCINO COUNCIL OF GOVERNMENTS

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NEPHELE BARRETT, EXECUTIVE DIRECTOR

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AGENDA

Monday, June 7, 2021 at 1:30 p.m.

Teleconference

Zoom videoconference link provided to Council members and by request.

Please submit access request by noon on the meeting date to

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

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

Meeting ID: 890 0394 7636 Passcode: 849164

Additional Media

For live streaming and later viewing:

<https://www.youtube.com/>, search for Mendocino County Video, or

[YouTube link at http://www.mendocinocog.org](http://www.mendocinocog.org) under Meetings

The Mendocino Council of Governments (MCOG) meets as the Board of Directors of:

Mendocino Regional Transportation Planning Agency (RTPA) and
Mendocino County Service Authority for Freeway Emergencies (SAFE)

NOTICE: All meetings of the Mendocino Council of Governments will be conducted by teleconference (audio and/or video) and not available for in-person public participation, pursuant to the Governor's Executive Order N-29-20. In order to minimize the risk of exposure to COVID-19, the public may participate in lieu of personal attendance in several ways. Since opportunities during the meeting are limited, we encourage submitting comments in advance.

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

Thanks to all for your interest and cooperation.

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

1. Call to Order and Roll Call
2. Convene as SAFE
3. Service Authority for Freeway Emergencies (SAFE)
 - a. Report of Motorist Aid Call Box Program Status
 - b. Adoption of FY 2021/22 SAFE Budget
4. Recess as SAFE – Convene as RTPA
5. Recess as RTPA – Reconvene as Policy Advisory Committee

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

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

REGULAR CALENDAR

Attachments posted: [Board of Directors - Adoption of 2021/22 Budget and Transportation Planning Program - Mendocino Council of Governments \(mendocinocog.org\)](#)

7. Presentation: Project Development Update / Opportunities to Provide Input into the Caltrans Project Nomination Process – *Caltrans District 1 – No Action*
8. Technical Advisory Committee Recommendations of May 19, 2021: Adoption of Final Fiscal Year 2021/22 Planning Overall Work Program (OWP)
9. Fiscal Year 2021/22 RTPA Budget:
 - a. Adoption of Resolution #M2021-04 Allocating Fiscal Year 2021/22 Funds and 2020/21 Carryover Funds for Administration, Bicycle & Pedestrian Facilities, Planning, and Reserves
 - b. Adoption of Resolution #M2021-05 Finding That There Are No Unmet Transit Needs That Are Reasonable To Meet for Fiscal Year 2021/22
 - c. Adoption of Resolution #M2021-06 Allocating Fiscal Year 2021/22 Local Transportation Funds, State Transit Assistance, and FY 2020/21 Carryover Capital Reserve Funds to Mendocino Transit Authority
 - d. Adoption of Resolution #M2021-07 Allocating Surface Transportation Block Grant Program Funds for Fiscal Year 2021/22 MCOG Partnership Funding Program, Local Assistance, and Distribution By Formula To Member Agencies
 - e. Adoption of Resolution #M2021-08 Allocating Fiscal Year 2020/21 Carryover Regional Early Action Planning (REAP) Program Grant Funds For FY 2021/22

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.

10. Approval of May 3, 2021 Minutes
11. Approval of Transit Productivity Committee Minutes of April 26, 2021
12. Adoption of Resolution #M2021-___* Approving the Programming of FTA Section 5311(f) Intercity Bus Program Funds for Mendocino Transit Authority's Project Proposal: Continuation of Route 65 Service

RATIFY ACTION

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

REPORTS

14. Reports – Information – *No Action*
 - a. Caltrans District 1 – Projects Update and Information

- b. Mendocino Transit Authority
- c. North Coast Railroad Authority
- d. MCOG Staff - Summary of Meetings
- e. MCOG Administration Staff
 - i. Miscellaneous
 - ii. Next Meeting Date – Monday, August 16, 2021
- f. MCOG Planning Staff
 - i. 2022 Regional Transportation Plan/Action Transportation Plan Update – Outreach through Social Pinpoint: [Regional Transportation Plan \(RTP\) & Active Transportation Plan – 2022 Update - Mendocino Council of Governments \(mendocinocog.org\)](#)
 - ii. Local Road Safety Plans Update: Report Your Area of Concern at [Mendocino Safe Roads – verbal report](#)
 - iii. Miscellaneous
- g. MCOG Directors
- h. California Association of Councils of Governments (CALCOG) Delegates

ADJOURNMENT

15. Adjourn

AMERICANS WITH DISABILITIES ACT (ADA) and TRANSLATION REQUESTS

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

Las personas que requieren alojamiento especial de acuerdo con el Americans with Disabilities Act, o personas que requieren servicios de interpretación (libre de cargo) deben comunicarse con MCOG (707) 463-1859 al menos cinco días antes de la reunión.

ADDITIONS TO AGENDA

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

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

CLOSED SESSION

If 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 5.28.2021

Next Resolution Number: M2021-09



MENDOCINO COUNTY S.A.F.E.

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

Agenda # 3
SAFE Meeting
6/7/2021

TITLE: Mendocino County SAFE Call Box Update

DATE: 5/27/2021

SUBMITTED BY: Alexis Pedrotti, Project Manager

MEETING DATE: 06/07/21

Background:

The Mendocino County Service Authority for Freeway Emergencies (SAFE) is currently operating 141 call boxes throughout Mendocino County in various locations along State Routes 1, 20, 128, 101, 162, 175 and 253. Of these, 97 are traditional cellular call boxes and the remaining are newer boxes using satellite technology.

In 2018 Verizon announced the termination of 3G Cellular Service, set to occur originally in December 2019. Our installation contractor, CASE Systems, began actively working to develop new radios for the SAFE programs around the state that would be compatible with the upgraded 4G Verizon Network. This development, testing and initial deployment took time. Fortunately, Verizon pushed their 3G termination date out one year allowing some additional time.

Mendocino SAFE took the approach to wait until some of the larger SAFE organizations around the state found solutions to initial 4G upgrade issues. Last year, staff participated in some promising discussions with CASE Systems and Verizon Wireless. CASE reported that since the 4G Radio conversion began over a year ago, and improvements had occurred with the new radio competencies, it was an appropriate time for Mendocino SAFE to start deploying the new radios.

In February, several call boxes began experiencing 3G Radio problems and were no longer working properly. Mendocino SAFE purchased the 4G Radios and began installing them in March 2021. One thing that remained unclear was how the new service and radios would work in our rural areas. Many issues have been experienced, including a lack of service areas within the new 4G service, obtaining new SIM Cards and service plans with Verizon, and enabling communication between the call boxes and the maintenance computer for critical reporting.

Once deployed, the newly upgraded radios initially seemed to be operating well, until more recently. Unfortunately, several of the new radios installed around the county have recently quit working. CASE has immediately put attention to this matter and has been diligently working with their lab and tech team to find a solution. To date, we do not have resolution and are unsure what remains to be the problem.

To conclude, there have been several challenges with the 4G conversion, but the most recent hurdle with the radio operation is concerning, and the cause is still unknown. Staff hopes to have answers from CASE Systems, Inc. soon and will be able to get many of these out-of-service boxes up and running again.

Action Required:

No action necessary, informational update only.

Alternatives: None.

Recommendation: None.

**Mendocino County Service Authority for Freeway Emergencies (SAFE)
Program Budget**



Year	Fund	2018-19 ACTUAL	2019-20 ESTIMATE	2019-20 ACTUAL	2020-21 ESTIMATE	2020-21 ACTUAL	2021-22 PROPOSED BUDGET	2021-22 ACTUAL	Notes
Revenue									
	2110-760175	Audited		Est/Unaudited		Est Expend.		Est/Unaudited	
		107,131	105,000	106,621	107,000	81,694	107,000	-	\$1 per annual vehicle registration.
		2,431	1,418	2,910	2,500	760	2,500	-	
		130,584	154,633	154,633	167,233	166,333	133,904	-	
	Sub-Total	\$ 240,146	\$ 261,051	\$ 261,254	\$ 276,733	\$ 248,786	\$ 243,404	\$ -	
Expenditures									
	2110-760175								
		35,439	39,000	37,050	38,509	28,890	39,547	-	- Includes administration, monitoring, weed abatement, maintenance computer/phone.
			16,991	6,202	17,646	-	18,110	-	- Contract amount is a maximum. Program is billed for actual hours at the close of the FY. Billing in a typical year is well below budget.
		-	5,000	-	145,500	49,976	100,000	-	- Mendo SAFE Purchased 50 Radios in FY 20/21 -Remaining radio upgrade Est. \$ 50k. + any additional installs for FY 2021/22.
		11,004	30,000	10,289	10,000	7,569	10,000	-	- Routine as-needed CASE Systems service (repairs, etc.)
		33,345	38,650	39,480	40,000	28,447	40,000	-	- Satellite service averages \$3,000 per month for the 44 Sat Boxes in Mendo. As satellite boxes are replaced with cellular, costs will go down.
		808	600	720	720	-	720	-	- CHP costs remain so minimal compared to the valuable service provided as the Primary Answering Point (PAP).
		409	-	280	500	-	500	-	
	Expenditures Sub-Total	\$ 81,005	\$ 130,241	\$ 94,021	\$ 252,875	\$ 114,883	\$ 208,877	\$ -	
	Fund Balance	159,141	130,810	167,233	23,858	133,904	34,527	-	
Adjustments									
	Additional expenditures (to next audit)		DBC Planning 4,508						
	Adjusted carryover		\$ 154,633						

Prep'd by A. Pedrotti, J. Orth



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

Agenda # 8
Regular Calendar
MCOG Meeting
6/7/2021

TITLE: FY 2021/22 Final Overall Work Program (OWP)

DATE SUBMITTED: 5/22/21

SUBMITTED BY: Alexis Pedrotti, Project Manager

MEETING DATE: 6/5/21

BACKGROUND:

Enclosed for your review and approval is the proposed FY 2021/22 Final Overall Work Program (OWP). The Technical Advisory Committee (TAC) reviewed this OWP at their meeting of May 19, 2021 and recommended that it be approved.

As reported during the budget overview at the May MCOG meeting, the Draft Work Program was reviewed and recommended by the TAC in February, and submitted to Caltrans by the March 1, 2021 due date. This Final Work Program includes the projects recommended in the Draft, as well as the addition of some estimated carryover funding. It also responds to Caltrans' comments on the Draft, which were minor.

Proposed Final Work Elements are as follows:

W.E.	Agency	Project	Amount
1	MCOG	Regional Government & Intergovernmental Coordination	\$ 122,500
2	MCOG	Planning Management & General Coordination (Non-RPA)	\$ 107,480
4	MCOG	Sustainable Transportation Planning	\$ 15,000
6	Co. DOT	Combined Special Studies	\$ 60,000
7	MCOG	Planning, Programming & Monitoring (PPM)	\$ 75,250
9	MCOG	Regional and Active Transportation Plans Update – <i>Carryover</i>	\$ 78,000
10	MCOG	Pavement Management Program Triennial Update – <i>Carryover</i>	\$ 48,000
11	MCOG	Local Road Safety Plans (LRSP) – <i>Carryover</i>	\$ 207,500
12	Ukiah	Trench Cut Fee Study and Implementation Services - <i>Carryover</i>	\$ 0
14	MCOG	Training	\$ 0
15	Fort Bragg	Point Arena Local Streets Assessment and Shared Roadway - NEW	\$ 53,750
16	MCOG	Multi-Modal Transportation Planning	\$ 40,000
18	MCOG	Geographic Information System (GIS) Activities	\$ 5,000
20	MCOG	Grant Development & Assistance	\$ 30,000
----	MCOG	<i>PROJECT RESERVE</i>	\$ 20,000
		Total	\$ 862,480

As proposed, the FY 2021/22 Final Overall Work Program includes **14** work elements and totals **\$862,480**. For comparison purposes, the Final (Amended) FY 2020/21 Overall Work Program contains 15 work elements and totals \$1,212,836.

The financial summary pages (8-11) provide a breakdown of funding sources and claimants. Carryover amounts are estimates, and adjustments will be made in an amendment after the fiscal year end closes.

ACTION REQUIRED: Adopt FY 2021/22 Final Overall Work Program.

ALTERNATIVES: Revise work elements or refer back to TAC (*not recommended*).

RECOMMENDATION: Accept TAC's recommendation to adopt FY 2021/22 Final Overall Work Program, and authorize Executive Director or designee to sign certifications and OWP Agreement and forward to Caltrans as required.

Attachment: FY 2021/22 Final Overall Work Program



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

Agenda # 9
Regular Calendar
MCOG Meeting
6/7/2021

TITLE: Fiscal Year 2021/22 Regional Transportation Planning Agency (RTPA) & COG Budget

SUBMITTED BY: Janet Orth, Deputy Director / CFO

DATE PREPARED: 5/26/2021

BACKGROUND:

I have prepared the stand-alone budget document, attached and posted separately, including an overview, reference material, and the resolutions for adoption with all of the exhibits that detail the budget.

On May 3, I made a presentation to the Council, as an opportunity for input and questions. Staff and council members participated in a workshop to better understand the budget proposals and how these were developed.

The draft budget included recommendations from four committees* during budget development, which were documented in the staff report, presentation, and committee meeting minutes.

All information to date is summarized for the record in the allocating resolutions. Total revenues are \$13,329,631, and total proposed allocations are \$12,954,485.

Final notes and changes since the May draft budget workshop include:

- #9a. Planning. As anticipated, the Transportation Planning Overall Work Program (OWP) proposal has increased from \$581,480, which consisted of draft funding totals reported at the budget workshop, to \$862,480, resulting from the addition of projects carried over from the previous fiscal year. An amendment is anticipated after close of the fiscal year to add further carryover funds. - *Refer to staff report, Agenda item #8*
- #9b. Unmet Transit Needs. The Social Services Transportation Advisory Council (SSTAC) met May 17 and concurred with the Transit Productivity Committee (TPC) recommendation that “there are no unmet transit needs that are reasonable to meet” according to adopted definitions.
- #9c. Public Transit. Staff has collected the necessary data to make the findings required by the Transportation Development Act (TDA) for funding of Mendocino Transit Authority’s annual claim. All supporting documentation for the resolution will be on file and available for verification and audit. After MTA adopts their final budget in June, we expect to have remaining information required to be submitted with the claim for funds, including MTA’s budget and five-year capital plan, by the start of the new fiscal year.
- #9d. Surface Transportation Block Grant Program. The resolution details fund balances and carryover not entirely reflected in the budget spreadsheets. STBG comprises three separate MCOG programs: Partnership Funding, Local Assistance, and Formula Distribution.

#9e. Regional Early Action Planning (REAP) Program. The full 90% of suballocated funds is carried over from 2020/21, as the local agencies have needed time to develop their project applications. A minor amount of the ten percent for MCOG grant administration and management has been expended to date, with the remainder carried over.

Additionally, federal coronavirus relief funds are available that are to be approved by MCOG for sub-allocation (by separate resolution), although not managed by the Council. These are listed on budget sheets as information, since the cash does not flow through MCOG's fund accounts.

The Council as a whole has taken no action on the budget during this process. The budget before you now is the result of deliberations by committees and staff. The time has come to adopt the budget, by way of allocating resolutions, for the coming fiscal year.

ACTION REQUIRED:

- a. Adopt the resolution to fund MCOG activities: Administration, Bicycle & Pedestrian program, Planning and Reserves. The budget component for Planning will fund the Overall Work Program. The OWP is to be adopted under a separate agenda item.
- b. Adopt the resolution to make the annual finding of Unmet Transit Needs. This documents the process that began the budget cycle with the Social Services Transportation Advisory Council's workshop last November and will conclude with this finding by resolution.
- c. Adopt the resolution to fund Mendocino Transit Authority operations, capital needs, and senior center transportation contracts.
- d. Adopt the resolution to allocate STBG funds for MCOG's Partnership Funding Program, Local Assistance, and Distribution by Formula to Member Agencies.
- e. Adopt the resolution to allocate grant funds carried over from FY 2020/21 for the Regional Early Action Planning (REAP) Program for activities that increase housing planning and accelerate housing production.

ALTERNATIVES:

- a. If the Council chooses to make changes to the budget for Administration, Bicycle & Pedestrian program, Planning or Reserves, direct staff to adjust the allocating resolutions accordingly and authorize the Chair to execute them, so that funds can be released on time. The next opportunity for Council approval would be the August 16 meeting (unless a special meeting is called), and delay could cause hardship for the agencies that depend upon the funds to be allocated. Or, the Council could release portions of individual budget line items as needed until the budget is adopted. – *changes not recommended*
- b. The Council could adopt an alternative finding that “*there are unmet transit needs that are reasonable to meet,*” in which case funding or other resources should be identified for them and MTA should concur that they are operationally feasible. Or you could choose not to make any finding, thereby not concluding the annual process, which we are not required to conduct. – *not recommended*

- c. The Council could request that MTA revise their claim. – *not recommended*
- d. The Council could revise its established policy for allocation of STBG funds. The resolution notes, “It is MCOG’s intention to reevaluate its STBG formula for distribution to the member agencies if a forthcoming federal transportation legislative bill substantially changes the amount of, or designated use of, STBG funds” (there are no such changes made to date, although the FAST Act expires in September 2021). Also, the Council could revise the policy for “off-the-top” allocations to the Partnership Funding Program and Local Assistance. – *not recommended*
- e. No alternatives are identified for the REAP program, aside from rejecting the grant from State Housing & Community Development Dept. There has been significant time and effort invested by staff and member agencies in taking on this new project over the past year. – *not recommended*

RECOMMENDATION:

Staff concurs with the four committee recommendations to date. Approve the FY 2021/22 RTPA Budget by adopting the five resolutions for execution by the Chair. If desired, this action can be made as one motion.

Enclosure: 2021/22 Budget (as separate PDF digital document)

<p>NOTE: A limited number of print copies of this Budget are made available by request. Copies of the final adopted Budget will be produced and distributed as needed. Electronic copies will be posted on MCOG’s website.</p>
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- * The committees recommending on the budget are:
- Executive Committee
 - Technical Advisory Committee
 - Transit Productivity Committee
 - Social Services Transportation Advisory Council

May 28, 2021

To: MCOG Board of Directors
From: Janet Orth, Deputy Director / CFO
Subject: Consent Calendar of June 7, 2021

The following agenda items are recommended for approval/action.

10. Approval of May 3, 2021 Minutes – *attached*
11. Approval of Transit Productivity Committee Minutes of April 26, 2021 – *attached*
12. Adoption of Resolution Approving the Programming of FTA Section 5311(f) Intercity Bus Program Funds for Mendocino Transit Authority's Project Proposal: Continuation of Route 65 Service – Since 2014, MTA has successfully applied for these funds to subsidize this route, with MCOG's approval. MTA is requesting \$272,708 of continued Operating Assistance for this essential route between Mendocino and Sonoma Counties. MCOG certifications are required and customarily the Council has approved the project by resolution.
– *Staff report and resolution are attached.*

MENDOCINO COUNCIL OF GOVERNMENTS

Agenda #10
Consent Calendar
MCOG Meeting
6/7/2021

MINUTES

Monday, May 3, 2021

Teleconference Only

In compliance with Governor's Executive Order N-29-20

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 1:35 p.m. with Directors Jim Brown, Greta Kanne, Scott Ignacio, Tess Albin-Smith, John Haschak, Rex Jackman (Caltrans/PAC), and Dan Gjerde present by Zoom teleconference; Chair Gjerde presiding. [Clerk's note: the Public Appointee seat was vacant.] Ms. Tatiana Ahlstrand was introduced and will replace Mr. Jackman as the PAC representative at the next meeting.

Staff present on the call: Nephele Barrett, Executive Director; Janet Orth, Deputy Director / CFO; Loretta Ellard, Deputy Planner; Lisa Davey-Bates, Planning Principal; Alexis Pedrotti, Project Manager; James Sookne, Program Manager; Danielle Casey, Project Coordinator, and Monica Galliani, Administrative Assistant.

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

2. Convene as RTPA

3. Recess as RTPA – Reconvene as Policy Advisory Committee

4. Public Expression – None.

5. Public Hearing: Presentation and Approval of Resolution Adopting the 2021 Coordinated Public Transit – Human Services Transportation Plan: Mendocino County. Ms. Ellard gave an overview of the plan, explaining that the purpose of these plans is to address transportation needs of elderly, disabled, and low-income individuals. The plans must assess available services, identify needs and strategies to meet needs, opportunities for coordination, and prioritize implementation of strategies. Staff worked with consultant Thomas Pogue, Center for Business & Policy Research at University of the Pacific, as well as other stakeholders, to gather information and update the plan over the last year or so. The draft plan has been posted on MCOG's website since early March for public review and comment.

Mr. Pogue gave a presentation that described the plan and its purposes. Elements included demographic analysis, coordination of services and service gaps and unmet transportation needs analysis. He also listed various priority strategies, such as expansion of service, expansion of response and establishing a Non-Emergency Medical Transportation (NEMT) service.

The Chair opened the hearing at 1:45 p.m. Ms. Ellard confirmed that no legal notice was required for this hearing. Staff reported that significant discussion and comments were made at the November meeting of the Social Services Transportation Advisory Council (SSTAC). Staff also had commented on the draft plan and the consultant had incorporated the comments. With no new comments received and no one requesting to speak, the hearing was closed.

Upon motion by Director Ignacio, second by Director Haschak, and carried unanimously on roll call vote (7 Ayes – Brown, Kanne, Ignacio, Albin-Smith, Haschak, Jackman/PAC, and

Gjerde; 0 Noes; 0 Abstaining; 0 Absent): IT IS ORDERED that the the following resolution is approved and staff is directed to forward the plan and resolution to appropriate agencies.

Resolution No. M2021-01

Adopting the 2021 Coordinated Public Transit –
Human Services Transportation Plan:

Mendocino County

(Reso. #M2021-01 is incorporated herein by reference)

6. Presentation: Virtual Tour of City of Ukiah Transportation Projects. Ms. Barrett gave an introduction, stating that staff from the City of Ukiah had prepared a PowerPoint presentation (including short videos) of several transportation projects the City has recently completed or that are in various stages of planning and development. Most, if not all, of the projects being presented include funding provided by MCOG, or are derived from/supported by MCOG's 2011 Rails-with-Trails Corridor Plan.

Mr. Tim Eriksen, Public Works Director, City of Ukiah presented various current projects, such as the Great Redwood Trail, the Gobbi Street and Waugh Lane intersection improvements, and roundabout planned for Low Gap and Bush. Discussion regarding details of projects ensued. Mr. Eriksen credited MCOG's board and staff with providing assistance and resources.

No action was taken.

7. Fiscal Year 2021/22 RTPA Budget Presentation and Workshop. Ms. Orth referred to her staff report and presentation slides, noting that the uncertainties of one year ago have not materialized; instead local sales tax revenues have been coming in at an all-time high, with the County Auditor's new estimate at \$4.5 million. Temporary reserves from 2020/21 are released for allocation in the proposed budget. Gas taxes remain low, while federal coronavirus relief is available for transit. Details covered in her written staff report and the presentation included the following. No action was taken; for information only.

- a. Report of Revenues Fiscal Year to Date 2020/21. Local Transportation Fund (LTF) sales tax receipts from July 2020 through February 2021 total \$3,198,916, at \$415,997 (10.0%) more than the FYTD budget estimate of \$2,782,919.
- b. Executive Committee Recommendations of February 25, 2021 – Revenues & Allocations. The Executive Committee unanimously recommended a draft budget that allocates LTF funds for Reserves, MCOG Administration (\$492,001), 2% Bicycle & Pedestrian (80,676), Planning (147,701), and the remainder available for Transit (\$4,071,667), consistent with established priorities for Local Transportation Funds. The LTF Reserve for transit is doubled to ten percent (\$452,000). With Administration and Planning containing costs, transit is the beneficiary of the funding increase.
- c. Technical Advisory Committee Recommendation of February 17, 2021 – Draft Planning Overall Work Program. Ms. Pedrotti reported that the Technical Advisory Committee (TAC) had reviewed and recommended the Draft Transportation Planning Overall Work Program; a total of \$581,480 was proposed from all funding sources for the Planning program. This amount is expected to rise as carryover amounts are identified. The final document will be presented for approval on June 7 along with the budget. She then gave a brief overview of the work elements and the funding available for them.
- d. Transit Productivity Committee Recommendations of April 26, 2021. Staff made an initial analysis for TPC review and recommendation of the annual transit claim from Mendocino Transit Authority (MTA). LTF funds available for MTA and Senior Centers adds 14.7 %

(\$522,554) over last year, reaching \$4 million for the first time. The total available funding is \$5,423,184, an increase of 7.0% (\$354,903), before federal relief.

In Board discussion, a main topic was continued planning for research into mapping electric vehicle charging locations, both existing and proposed. Staff agreed to look into current status and potential for developing a regional resource.

Director Albin-Smith was excused at 3:00 p.m.

8. Technical Advisory Committee Recommendations of April 21, 2021.

- a. Federal Highway Infrastructure Program (HIP) Funding – Award to Mendocino County Department of Transportation’s Ackerman Creek Bridge Project. Ms. Barrett reported that MCOG has received notification of two additional years of funding available to the region through the Highway Improvement Program (HIP). The Mendocino County region has apportionments of \$93,208 for FY 2019/20, and \$75,968 for FY 2020/21, for a total of \$169,176 in available federal funding. The first two rounds of funding from this program were awarded to the City of Ukiah’s Downtown Streetscape project. The TAC unanimously recommended that the FY 2019/20 and FY 2020/21 funding be awarded to the County’s Ackerman Creek bridge project (\$11,337,000 Construction cost).

Upon motion by Brown, second by Haschak, and carried unanimously on roll call vote (6 Ayes – Brown, Kanne, Ignacio, Haschak, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent – Albin-Smith): IT IS ORDERED that FY 2019/20 (\$93,208), and FY 2020/21 (\$75,968) Highway Improvement Program (HIP) funds are awarded to the County of Mendocino’s Ackerman Creek Bridge project, for a total award of \$169,176 as recommended by the Technical Advisory Committee.

- b. Adoption of Resolution - Approval of a Funding Distribution Formula for Coronavirus Response and Relief Supplemental Appropriations Act Funds (CRRSAA). Mr. Sookne reported that the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA, HR 133) was enacted into law on December 27, 2020, and included transportation infrastructure funding to the States for suballocation. The California Transportation Commission (CTC) approved a distribution based 50% on the RSTP/STBG formula and 50% on the STIP formula. This scenario results in a total of \$1,622,007 for the Mendocino County region, with \$423,875 flowing through the Surface Transportation Block Grant (STBG) program and \$1,198,132 through the State Transportation Improvement Program (STIP) (including Planning, Programming & Monitoring of \$59,907). The TAC recommended the following funding scenario:

Scenario #2G		
\$100,000 Base		
STIP	STBG	Total
\$ 599,619.45	\$ 318,509.72	\$ 918,129.17
\$ 232,694.96	\$ -	\$ 232,694.96
\$ 144,050.60	\$ -	\$ 144,050.60
\$ 161,859.99	\$ -	\$ 161,859.99
\$ -	\$ 105,365.28	\$ 105,365.28
\$ 1,138,225.00	\$ 423,875.00	\$ 1,562,100.00

No local agencies in Mendocino County wished to program STIP funding in Fiscal Years 2020/21 or 2021/22; no mid-cycle STIP amendments will be considered by the CTC after October 2021. Regions will also have the option to program their CRRSAA STIP funds as part of the regular RTIP/STIP process that will start this fall. All funds must be programmed no later than August 2023. The Chair invited public comment; none were submitted.

Upon motion by Ignacio, second by Brown, and carried unanimously on roll call vote (6 Ayes – Brown, Kanne, Ignacio, Haschak, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent – Albin-Smith): IT IS ORDERED that the following resolution is adopted.

Resolution No. M2021-02

Approval of a Funding Distribution
Formula for Coronavirus Response and
Relief Supplemental Appropriations Act Funds
(Reso. #M2021-02 is incorporated herein by reference)

9. Consideration of Comments to California State Transportation Agency (CalSTA) on the Draft Climate Action Plan for Transportation Infrastructure (CAPTI). Ms. Barrett gave an overview of the topic, stating that on March 10, 2021, the California State Transportation Agency (CalSTA) unveiled the draft CAPTI. The plan builds on executive orders N-19-19 and N-79-20, signed by Governor Newsom in 2019 and 2020, and targeted at reducing greenhouse gas (GHG) emissions in transportation. She listed the most commonly expressed concerns about the program, such as strategies that change the conditions of SB 1 funding and strategies that take money away from some existing funding programs on which local agencies rely. Rural agencies had further concerns specific to their regions, as listed in the written staff report.

In Board discussion, Chair Gjerde asked if there is an existing working group to discuss the issue with; staff answered there is not, however CalSTA held workshops with presentations and the North State Super Region plans to submit a letter. Directors Brown and Kanne expressed confidence in staff to prepare and submit comments as detailed in the Ms. Barrett's report.

Upon motion by Brown, second by Haschak, and carried unanimously on roll call vote (6 Ayes – Brown, Kanne, Ignacio, Haschak, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent – Albin-Smith): IT IS ORDERED that the staff is directed to submit comments on the draft CAPTI to the California State Transportation Agency by the May 19, 2021 deadline.

10-12. Consent Calendar. Upon motion by Haschak, second by Kanne, and carried unanimously on roll call vote (6 Ayes – Brown, Kanne, Ignacio, Haschak, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent – Albin-Smith): IT IS ORDERED that consent items are approved.

10. Approval of April 5, 2021 Minutes - as written

11. Acceptance of MCOG 2019/20 Fiscal Audit - MCOG received a clean audit

12. Adoption of Resolution Approving Mendocino Transit Authority's Grant Application for Federal Transit Administration (FTA) Section 5311 Non-Urbanized Program Annual Regional Apportionment for Transit Operating Assistance

Resolution No. M2021-03

Approving the Programming of FTA Section 5311
Non-Urbanized Program Funds for
Mendocino Transit Authority Operating Assistance
(Reso. #M2021-03 is incorporated herein by reference)

13. Recess as Policy Advisory Committee – Reconvene as RTPA – Ratify Action of Policy Advisory Committee. Upon motion by Brown, second by Haschak, and carried unanimously on roll call vote (5 Ayes – Brown, Kanne, Ignacio, Haschak, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent - Albin-Smith): IT IS ORDERED that the actions taken by the Policy Advisory Committee are ratified by the MCOG Board of Directors.

14. Reports - Information

- a. Caltrans District 1 – Projects Update and Information. Director Jackman reported that Caltrans staff is working on developing new mapping features. Tatiana Ahlstrand will be stepping in for the southern counties as the district reorganizes. Ms. Ahlstrand expressed her enthusiasm towards moving into the interim role.
- b. Mendocino Transit Authority. Jacob King, Executive Director, reported that MTA is working to restore routes that were cut due to the pandemic. MTA has ordered several zero emission transit vehicles and will be using one of the new electric busses in Willits, purchased through Volkswagen settlement funds. There will be another in use soon.
- c. North Coast Railroad Authority. Director Haschak stated that members of the NCRA are looking forward to the transition to the Great Redwood Trail Agency.
- d. MCOG Staff - Summary of Meetings. Ms. Barrett referred to her written staff report.
- e. MCOG Administration Staff
 - i. *Miscellaneous.* Ms. Barrett reported that staff received a request from the coalition Transportation California to sign on to their proposal for one-time funding for several existing programs from the State’s general fund surplus. She had agreed and signed the letter, consistent with ongoing discussions of transportation funding needs.
 - ii. *Next Meeting Date.* Monday, June 7, 2021.
- f. MCOG Planning Staff
 - i. *2022 Regional Transportation Plan/Action Transportation Update – Outreach through Social Pinpoint.* Ms. Ellard reported that staff is still working to get public feedback. Staff has received 75 unique responses, 39 written comments, 68 survey responses and 26 budget responses. Staff has posted information on social media and re-distributed press releases seeking more input.
 - ii. *Miscellaneous.* None.
- g. MCOG Directors. None.
- h. California Association of Councils of Governments (CALCOG) Delegates. There was no report.

15. Adjournment. The meeting was adjourned at 3:40 p.m.

Submitted: NEPHELE BARRETT, EXECUTIVE DIRECTOR

By Monica Galliani, Administrative Assistant

MENDOCINO COUNCIL OF GOVERNMENTS

Agenda #11
Consent Calendar
MCOG Meeting
6/7/2021

MINUTES

Transit Productivity Committee - TPC
April 26, 2021

Audio-video Teleconference

PRESENT:

MCOG Board Members: Dan Gerde, Jim O. Brown
MTA Board Members: Jim Tarbell, Tess Albin-Smith
Senior Centers Rep.: Jill Rexrode, Redwood Coast Seniors (Alt.)
Staff & Others: Nephele Barrett, Janet Orth, James Sookne and Monica Galliani, MCOG
Jacob King, Mark Harvey, Dawn White, MTA
Rachael McDavid, Ukiah Senior Center

ABSENT:

None

1. **Call to Order.** Chair Gjerde called the meeting to order at 3:04 p.m. Participants on the call were identified.

2. **Public Expression.** None.

3. **Review and Recommendation on MTA's Analysis and Prioritization of 2021/22 Unmet Transit Needs.**

Janet introduced the annual process and current status. MTA's analysis of the list of all testimony compiled by MCOG from the Social Services Transportation Advisory Council (SSTAC), Mendocino Transit Authority (MTA) and the December public hearing was included in the agenda packet. The report was ranked by five categories: *Already Exists* (5), *High Priority–Consider for FY 21/22* (4), *Medium Priority* (3), *Low Priority* (1), and *Non-Qualifying Unmet Needs* (1), for a total of 14 needs. Jacob and the group reviewed each need on the list.

- “Already Exists” – Jacob assured that #S-5, Restoration of COVID-related service cuts and #M-4, Resumption of Route 65 service, are both in progress with a phased approach as quickly as MTA can deliver full service; Route 65 (to/from Sonoma County) is at 50 percent service now. #S-4, Willits weekday door-through-door service after 4pm and weekend service, is provided by Willits Seniors through a Dial-A-Ride contract with MTA. Rachael will research background on how #S-2, Wednesday service for Ukiah Senior Center was cut back. Jacob noted #S-6, Fixed Route service to Hopland, is provided by Route 65 currently with one trip each direction until restored to two trips.
- “High Priority–Consider for FY 2021/22” – Nephele explained that all four needs are inter-related: #S-9, Mobility solutions for remote communities; #S-7, Fixed-route service to Potter Valley; #S-8, Service to Covelo and Laytonville; and #M-2, Additional Ukiah-Hopland round trip. MCOG has applied for a Caltrans planning grant for a feasibility study on innovative approaches to serve remote inland communities in Mendocino County, such as micro-transit and ride/car sharing. Caltrans expects to announce awards in June.
- “Medium Priority” – Under #M-5, Round-trip service from Ukiah to South Coast and from Ukiah to Fort Bragg/Mendocino, Jacob reported that MTA is adding service to a segment on Route 60 for between Navarro and The Woods in Little River, increasing the availability of rides to a whole community. #S-3, Brooktrails fixed-route service, is part of the grant proposal for study. #S-1, Non-emergency medical transportation for patients discharged from hospitals during transit off-hours, was discussed at length. – *see below*
- “Low Priority” – #M-3, Research on clean mobility grants for bikes and scooters, also had extensive discussion and interest. Another term than “low priority” might be more apropos. This type of service is not found in the Transportation Development Act (TDA) and could not meet the four conditions for “reasonable to meet” by MCOG’s adopted definition.
- “Non-Qualifying Unmet Needs” – #M-1, Full service the day after Thanksgiving holiday, could not be met due to MTA’s contract with the labor union. Partial service is in place.

Questions and discussion included:

- The transformative COVID pandemic economy caused MTA to make layoffs and cuts to service; restoring service involves difficulties of recruiting and hiring. (Jacob)
- #S-1, Non-emergency medical trips for patients discharged from hospitals, was first introduced by Adventist Health in Willits. In MCOG's updated Coordinated Public Transit – Human Services Transportation Plan, options are identified for funding; MediCal is a primary source. Unsure of FTA Section 5310 potential. What would be a reasonable range/distance for such trips? According to Adventist Health, currently Redwood Taxi is providing trips; however the fares are too high for some. (Group)
- #M-3, Research into bicycles and scooters, has merit. These could help to meet first/last mile needs. Who would administer such a program? MTA has looked at rentals; issues included numerous variables such as fare structure, maintenance, vandalism. Private companies are more appropriate managers than transit operators for a bike sharing enterprise. This works better in an urban setting. One model is that a large company establishes and a local nonprofit takes over service. Walk & Bike Mendocino is a possible candidate. This could be part of the scope of MCOG's proposed planning grant to study feasibility of mobility solutions in remote communities. (Group)
- Suggestion to add climate adaptation to definitions of unmet transit needs. MCOG's definitions were adopted in 1998 and are due for review. Climate and sustainability are part of current grants and plans. (Tess, Janet)

Jim Brown moved to recommend on three approaches identified during discussion for further research, study and partnerships; seconded by Jim Tarbell. **Discussion on the motion:** It was noted that MTA also has applied for a Caltrans planning grant, to update its Short Range Transit Development Plan, which will provide analysis and help to identify strategies. The motion makers accepted a friendly amendment to add MTA's proposal to the recommended actions. Ukiah Senior Center will explore meeting needs for its transportation services, including potential FTA Section 5310 grant funding. Janet asked for a separate motion on the formal unmet needs finding to be reported to Caltrans, also agreed to. The committee found it premature to attempt additional service under the continuing pandemic conditions. Both motions carried as detailed below.

Recommendations:

Upon motion by Tarbell, seconded by Brown, and carried unanimously by roll call vote (*5 Ayes – Gjerde, Brown, Tarbell, Albin-Smith, Rexrode; 0 Noes; 0 Absent*), the TPC recommended a finding that “there are no unmet transit needs that are reasonable to meet” for Fiscal Year 2021/22.

Upon motion by Brown, seconded by Tarbell, and carried unanimously by roll call vote (*5 Ayes – Gjerde, Brown, Tarbell, Albin-Smith, Rexrode; 0 Noes; 0 Absent*), the TPC further recommended that:

- 1) The MCOG Board of Directors support further study through Caltrans planning grant proposals submitted in the current cycle by MCOG and MTA staffs, to be better positioned to meet several of the listed needs, such as #S-9 “*Mobility solutions for remote communities*” and related service to Brooktrails, Potter Valley, Covelo, and Laytonville.
- 2) MTA staff research opportunities with outside partners such as Adventist Health to meet #S-1 “*Non-emergency medical transportation for patients discharged from hospitals during transit service off-hours.*”
- 3) MCOG staff work with Walk & Bike Mendocino meet #M-3 “*Research on clean mobility grants for bikes and scooters.*”

4. Review and Recommendation on Fiscal Year 2021/22 Transit Claim. Janet gave an overview of her written report, noting an increase in available Local Transportation Funds for transit of 14.7% or \$522,554 above the past two years's amount, reaching \$4 million for the first time. The senior centers are expected to receive the same percentage increase for their transportation program under contracts with MTA. A copy of MTA's claim was included in the agenda packet. Staff found the claim reasonable with no issues identified.

Discussion and questions included:

- When can the senior centers know the amounts available for their budgets? MTA is preparing those numbers and will have that information available soon. (Jill, Dawn)
- What was the outcome of the recent insurance/vehicle maintenance issue? That is on a need-to-know basis and can be provided outside this meeting. (Nephele, Jacob)
- Why did MTA claim STA for operations when capital purposes are more readily eligible for the program? MTA found its available funding sources were already capital heavy. (Janet, Jacob)
- The CARES Act and new CRRSAA federal coronavirus relief funds were discussed. (Group)

Recommendation:

Upon motion by Brown, seconded by Albin-Smith, and carried unanimously by roll call vote (5 Ayes – Gjerde, Brown, Tarbell, Albin-Smith, Rexrode; 0 Noes; 0 Absent), the TPC recommended that MCOG allocate full funding of MTA’s claim as presented.

Local Transportation Fund (LTF)		
MTA Operations	3,434,291	
Unmet Transit Needs	0	
Senior Center Operations	637,376	
Transit Capital Reserve	0	
Total LTF		4,071,667
State Transit Assistance Fund (STA)		
MTA Operations	455,221	
MTA & Seniors Capital	200,000	
Transit Capital Reserve	0	
Total STA		655,221
Capital Reserve Fund (CRF)		
MTA Capital, Current Year	0	
Senior Capital, Current Year	0	
Long-Term Capital Reserve	696,296	
Total CRF		696,296
Total Recommended FY 2021/22 Transit Allocation		5,423,184

5. Review and Recommendation on MCOG Standards. Janet provided a written staff report recapping where this issue left off last year. In May 2019 staff was directed to research options for Passengers per Hour, brought back to the TPC in May 2020. This is the remaining standard due for adjustment; no action has been taken. Staff recommended continuing this item to a future meeting. Discussion included:

- When is the next TPC meeting anticipated? To address unfinished business, another workshop with the senior centers should be scheduled, followed by another TPC meeting. It would be advisable to meet during May and June. (Dan, Nephele)
- Can climate metrics be added to MCOG’s standards? The adopted standards are connected to codes in Transportation Development Act (TDA) law. Would anything prohibit MCOG assessing, for instance, carbon emissions per passenger mile? While not under TDA or CEQA, it could be done additionally. (Jim T., Janet, Dan, Nephele)
- Could transit standards for climate be connected to Regional Transportation Plan goals? Yes, metrics from the updated 2022 RTP could be reviewed for potential recommendation during TPC review. (Janet, Nephele)

The item was continued to the next meeting.

6. Annual Review of MTA Performance Reports Against MCOG Standards. Janet briefly noted findings of her analysis, as documented in the written staff report. In summary, the three-year average compared with last year’s review changed only slightly, despite the pandemic conditions of the past year. After a tough year, all service types met the goal of at least two of three standards over the past three years. Staff recommended acknowledgement of good performance under the circumstances. In discussion, no productivity improvements were considered at this time.

Service Type	2020	3-Yr Average
Dial-A-Ride (DAR) dropped by 1 (Cost/Hr) in 2020, maintained same 3-yr average	1 of 4	2 of 4
Short Distance Bus Routes maintained same (Farebox) in 2020, added Cost/Hour met over 3 years	1 of 4	2 of 4
Long Distance Routes dropped by 1 (Cost/Passenger) in 2020, maintained 3-year average	2 of 4	4 of 4
Senior Centers met Cost/Hr (replacing Passengers/Hour) in 2020, dropped by 1 in 3-year average (Cost/Passenger) – see note in staff report about Farebox reporting; Pass/Hr is met within margin of error for 3-yr average, at 2.9 (standard is 3.0)	2 of 4	3 of 4

Recommendation:

Upon motion by Albin-Smith, seconded by Tarbell, and carried unanimously by roll call vote (*5 Ayes – Gjerde, Brown, Tarbell, Albin-Smith, Rexrode; 0 Noes; 0 Absent*), the TPC recommended acknowledgement of good performance by MTA and the Senior Centers under the difficulties and challenges of this past year with the pandemic.

– Annual Transit Performance Reviews (one year and three years) are attached

7. Miscellaneous / Members’ Concerns / Announcements. None.

8. Adjournment. The meeting was adjourned at 4:51 p.m.

Submitted by Janet Orth, Deputy Director / CFO

Mendocino Council of Governments

Annual Transit Performance Review

January 1 - December 31, 2020

Note: Starting with April 2020 review, seasonal quarters are discontinued, replaced with fiscal quarters.

MCOG Standards	Passengers per Hour	Farebox Ratio	Operating Cost per Vehicle Service Hour	Cost per Passenger
<i>When comparing to performance:</i>				
	Higher # is better	Higher # is better	Lower # is better	Lower # is better
Dial-A-Ride				
Jan, Feb, Mar 2020	2.9	13%	\$88.18	\$30.41
Apr, May, June 2020	2.1	11%	\$119.02	\$57.22
July, Aug, Sept 2020	3.3	20%	\$71.30	\$21.61
Oct, Nov, Dec 2020	2.8	16%	\$71.44	\$25.51
Annual Average	2.8	15.0%	\$87.49	\$33.69
Standard	4.5	10.0%	NA	NA
CPI Adjusted Rolling Average	NA	NA	\$81.69	\$18.15
Result	not met	✓	not met	not met
Short Distance Bus Routes *				
Jan, Feb, Mar 2020	6.8	19%	\$112.32	\$16.52
Apr, May, June 2020	3.8	18%	\$140.49	\$37.27
July, Aug, Sept 2020	7.8	25%	\$93.45	\$12.01
Oct, Nov, Dec 2020	7.3	29%	\$88.45	\$12.12
Annual Average	6.4	22.8%	\$108.68	\$19.48
Standard	14.0	10.0%	NA	NA
CPI Adjusted Rolling Average	NA	NA	\$102.39	\$7.31
Result	not met	✓	not met	not met
Long Distance Routes **				
Jan, Feb, Mar 2020	4.4	12%	\$132.32	\$30.07
Apr, May, June 2020	2.2	14%	\$275.96	\$126.59
July, Aug, Sept 2020	5.3	17%	\$119.58	\$22.56
Oct, Nov, Dec 2020	5.1	19%	\$115.45	\$22.64
Annual Average	4.2	15.5%	\$160.83	\$50.46
Standard	3.2	10.0%	NA	NA
CPI Adjusted Rolling Average	NA	NA	\$122.72	\$38.35
Result	✓	✓	not met	not met
Senior Centers				
Jan, Feb, Mar 2020	2.7	24.3%	\$65.25	\$23.81
Apr, May, June 2020	2.4	26.0%	\$63.76	\$26.50
July, Aug, Sept 2020	1.5	3.9%	\$53.08	\$34.72
Oct, Nov, Dec 2020	1.6	15.3%	\$70.10	\$44.25
Annual Average	2.1	17.4%	\$63.05	\$32.32
Standard	3.0	10.0%	NA	NA
CPI Adjusted Rolling Average	NA	NA	\$66.43	\$22.14
Result	not met	✓	✓	not met

* Includes 1 Willits Local, 5 Bragg About, 7 Jitney, 9 Ukiah Local

** Includes 20 Willits/Ukiah, 60 Coaster, 65/66 CC Rider, 75 Gualala/Ukiah, 95 Point Arena/Santa Rosa

NOTES:

"CPI Adjusted Rolling Average" uses the Consumer Price Index (CPI) Annual Average, All Urban Consumers, California, percent change from corresponding calendar year to year, added to each of the past three years and averaged.

Check-mark symbol indicates the standard was met.

Cost per Passenger is the result of Cost per Hour divided by Passengers per Hour (may differ slightly from MTA report).

Round-off errors may occur between MTA's report and this summary, or differences from number of decimal places entered.

Inland and Coast routes were changed by TPC recommendation to "Short Distance" and "Long Distance" respectively.

MCOG Board adopted 10% Farebox Ration standard on June 3, 2019 as recommended by TPC.

Reporting of Farebox by certain Senior Centers is inconsistent with TDA, thereby affecting average performance for all.

Mendocino Council of Governments Annual Transit Performance Review

3 Years: January 1, 2018 - December 31, 2020

Note: Starting with April 2020 review, seasonal quarters are discontinued, replaced with fiscal quarters.

MCOG Standards	Passengers per Hour	Farebox Ratio	Operating Cost per Vehicle Service Hour	Cost per Passenger	Cost/Hr Annual CPI adj.	
<i>When comparing to performance:</i>	Higher # is better	Higher # is better	Lower # is better	Lower # is better		
Dial-A-Ride						
Jan. 1 - Dec. 31, 2018	3.0	11.5%	\$74.11	\$25.12	\$76.84	3.69%
Jan. 1 - Dec. 31, 2019	3.3	23.8%	\$76.96	\$23.03	\$79.27	3.00%
Jan. 1 - Dec. 31, 2020	2.8	15.0%	\$87.49	\$33.69	\$88.95	1.67%
3-Year Average	3.0	16.8%	\$79.52	\$27.28	\$81.69	2.79%
Standard	4.5	10.0%	NA	NA		
CPI Adjusted Rolling Average	NA	NA	\$81.69	\$18.15		
Result	not met	✓	✓	not met		Cost/Hr divided by Pass/Hr standard
Short Distance Bus Routes						
Jan. 1 - Dec. 31, 2018	7.1	25.5%	\$88.96	\$12.91	\$92.24	
Jan. 1 - Dec. 31, 2019	7.7	35.5%	\$101.38	\$13.19	\$104.42	
Jan. 1 - Dec. 31, 2020	6.4	22.8%	\$108.68	\$19.48	\$110.49	
3-Year Average	7.1	27.9%	\$99.67	\$15.19	\$102.39	
Standard	14.0	10.0%	NA	NA		
CPI Adjusted Rolling Average	NA	NA	\$102.39	\$7.31		
Result	not met	✓	✓	not met		
Long Distance Routes						
Jan. 1 - Dec. 31, 2018	3.8	14.3%	\$84.66	\$25.05	\$87.79	
Jan. 1 - Dec. 31, 2019	4.7	21.8%	\$113.47	\$25.08	\$116.87	
Jan. 1 - Dec. 31, 2020	4.2	15.5%	\$160.83	\$50.46	\$163.51	
3-Year Average	4.2	17.2%	\$119.65	\$33.53	\$122.72	
Standard	3.2	10.0%	NA	NA		
CPI Adjusted Rolling Average	NA	NA	\$122.72	\$38.35		
Result	✓	✓	✓	✓		
Senior Centers						
Jan. 1 - Dec. 31, 2018	3.6	29.4%	\$62.89	\$17.85	\$65.21	
Jan. 1 - Dec. 31, 2019	3.0	30.3%	\$67.94	\$22.56	\$69.98	
Jan. 1 - Dec. 31, 2020	2.1	17.4%	\$63.05	\$32.32	\$64.10	
3-Year Average	2.9	25.7%	\$64.63	\$24.24	\$66.43	
Standard	3.0	10.0%	NA	NA		
CPI Adjusted Rolling Average	NA	NA	\$66.43	\$22.14		
Result	✓	✓	✓	not met		

NOTES:

"CPI Adjusted Rolling Average" uses the Consumer Price Index (CPI) Annual Average, All Urban Consumers, California, percent change from corresponding calendar year to year, added to each of the past three years and averaged. Check-mark symbol indicates the standard was met. Cost per Passenger is the result of Cost per Hour divided by Passengers per Hour (may differ slightly from MTA report). Round-off errors may occur between MTA's report and this summary, or differences based on number of decimal places entered. Inland and Coast routes were changed by TPC recommendation to "Short Distance" and "Long Distance" respectively. MCOG Board adopted 10% Farebox Ration standard on June 3, 2019 as recommended by TPC. Reporting of Farebox by certain Senior Centers is inconsistent with TDA, thereby affecting average performance for all.



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

Agenda # 12
Consent
MCOG Meeting
6/7/2021

TITLE: Approval of Mendocino Transit Authority's Project Proposal for FTA Section 5311(f) Intercity Bus Program Grant Funds – Continuation of Route 65 Service

SUBMITTED BY: Janet Orth, Deputy Director / CFO **DATE PREPARED:** 5.28.2021

BACKGROUND:

Caltrans annually makes available the Federal Transit Administration (FTA) Section 5311(f) funds. According to the program guidelines, "*The... Intercity Bus Program in California is designed to address the 'intercity bus transportation needs of the entire state' by supporting projects that provide transportation between non-urbanized and urbanized areas that result in connections of greater regional, statewide, and national significance.*"

The application requires several certifications by the Regional Transportation Planning Agency. Customarily, MCOG has approved by resolution the programming of Section 5311(f) funds for MTA's proposed projects.

FTA 5311(f) funds were awarded in 2014 for an additional Route 65 trip between Willits and Santa Rosa, meeting several unmet transit needs and providing connectivity with Greyhound. In 2015 MTA successfully applied for another 5311(f) grant to extend this run from Fort Bragg to Santa Rosa (Phase 2). In 2016, MTA successfully applied for more funds to operate an additional round trip daily from Fort Bragg to Santa Rosa. In 2017, MTA was awarded funds to continue the expanded Route 65 service, with a connection to the town of Mendocino. In 2018, MTA applied for operating assistance for this route, but did not receive an award. In 2019 and 2020 MTA again successfully applied for funding of the continued route.

This year, MTA once again has submitted a proposal for a 5311(f) grant, at \$272,708 (within the available apportionment of \$308,674) to continue Route 65 Mendocino to Santa Rosa service; applications were due April 30, 2021. The total project cost is \$557,877 before estimated revenues.

Also note that claims for the local and state Transportation Development Act (TDA) funds require that MTA make full use of any available federal funding—this is a finding made in MCOG's budget.

MTA is responsible for any required match of funding resources; when available, they are eligible for toll credits in lieu of a cash match. MCOG is responsible to ensure the project is consistent with the Regional Transportation Plan.

MCOG has supported each of MTA's proposals for Route 65 service under this FTA program.

ACTION REQUIRED:

Approve the programming of available FTA Section 5311(f) funds for MTA's project.

ALTERNATIVES:

The Council could decline approval or take no action, although without MCOG's programming of these federal funds, MTA's application may not be approved. – *not recommended*

RECOMMENDATION:

Adopt the attached resolution approving the programming of federal grant funds to continue the expanded Route 65 service and authorizing the Executive Director to sign the required documents and certifications.

MENDOCINO COUNCIL OF GOVERNMENTS

BOARD of DIRECTORS

RESOLUTION No. M2021-_____

APPROVING THE PROGRAMMING OF FTA SECTION 5311(f)
INTERCITY BUS PROGRAM FUNDS FOR
MENDOCINO TRANSIT AUTHORITY'S PROJECT PROPOSAL:
CONTINUATION OF ROUTE 65 SERVICE

WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County;
- Mendocino Transit Authority (MTA) has applied for \$272,708 (within the available apportionment of \$308,674) of funding from the Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Program, Federal Fiscal Year 2021;
- This funding is requested for operating assistance to subsidize continued operations of MTA's Route #65 from the town of Mendocino to Santa Rosa;
- MTA is an eligible applicant for these funds in the region and is able to meet the requirements of the Section 5311(f) program; and
- The grant application requires certifications by MCOG as the transportation planning agency; therefore, be it

RESOLVED THAT:

MCOG approves the programming of FTA Section 5311(f) operating assistance funds for this MTA continued service project in Federal Fiscal Year 2021, and the Executive Director is authorized to sign the required documents and certifications.

ADOPTION OF THIS RESOLUTION was moved by Director _____, seconded by Director _____, and approved on this 7th day of June, 2021, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

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

ATTEST: Nephele Barrett, Executive Director

Dan Gjerde, Chair

Caltrans District 1 – Projects Update and Information

Past Due		Due in 3 Months		Complete		CT Milestone Report - Mendocino County 5.10.2021													
District	AMS ID	Project Number	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Const Cost Estimate	Phase	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (R/W Cert)	Ready To List (RTL)	Begin Construction	End Construction	
01	0100000154	01-40110	SHOPP	DEMLING, FRANK C	MEN	001	43.3/44.2	Albion River Bridge	IN MENDOCINO COUNTY NEAR ALBION FROM 3.0 MILES NORTH OF THE ROUTE 128 JUNCTION TO 0.2 MILES NORTH OF ALBION RIVER	REPLACE BRIDGE	\$53,382,000	PAED	04/12/2012	08/19/2022	06/01/2023	06/15/2023	10/18/2023	10/15/2027	
01	0100000155	01-40140	SHOPP	DEMLING, FRANK C	MEN	001	42.4/43.3	Salmon Creek Bridge	IN MENDOCINO COUNTY NEAR ALBION FROM 2.2 MILES NORTH OF THE ROUTE 128 JUNCTION TO 0.2 MILES NORTH OF SALMON CREEK	REPLACE BRIDGE	\$35,409,000	PAED	04/12/2012	04/14/2023	09/11/2028	10/12/2029	03/19/2030	10/13/2034	
01	0100000672	01-43480	SHOPP	DEMLING, FRANK C	MEN	001	61.99/62.26	Pudding Creek Bridge	IN MENDOCINO COUNTY IN FORT BRAGG FROM ELM STREET TO PUDDING CREEK RD-421	BRIDGE RAIL UPGRADE AND WIDENING	\$7,325,000	PSE	04/12/2012	10/15/2020	06/01/2021	06/24/2021	10/20/2021	12/15/2023	
01	0112000110	01-0B220	SHOPP	KING, ROBERT W	MEN	001	59.8/62.1	Fort Bragg ADA	IN MENDOCINO COUNTY IN FORT BRAGG FROM ROUTE 20 TO PUDDING CREEK BRIDGE	Install ADA Pedestrian Infrastructure	\$5,732,000	PSE	07/01/2018	03/18/2020	06/01/2021	06/15/2021	12/27/2021	12/01/2023	
01	0112000133	01-0B500	SHOPP	BLAIR, STEVEN D	MEN	101	3.7/5.3	Peregrine Slides	IN MENDOCINO COUNTY NEAR HOPLAND FROM 0.1 MI SOUTH OF COMMINSKY STA RD-103 TO 0.6 MI NORTH OF PIETA CR BRIDGE #10-83	REPAIR SLIDES	\$13,828,000	PostRTL/Const	09/06/2011	04/03/2015	02/12/2016	03/28/2016	11/03/2016	12/01/2022	
01	0112000202	01-26202	STIP IIP	REGLI, SALLY A	MEN	101	45/50.8	Wetland & Riparian Mitigation	IN MENDOCINO COUNTY NEAR WILLITS FROM HAEHL OVERHEAD TO REYNOLDS HWY	WETLAND / RIPARIAN MITIGATION - WILLITS BYPASS COMPANION	\$4,080,000	PostRTL/Const		10/18/1989	02/12/2013	04/26/2013	08/06/2014	06/01/2021	
01	0112000285	01-0C450	SHOPP	BLAIR, STEVEN D	MEN	101	58.9/82.5	Moss Cove, Irvine Lodge & Empire Camp SRRA's	IN MENDOCINO COUNTY NEAR LAYTONVILLE AT MOSS COVE SAFETY ROADSIDE REST AREA (SRRA); ALSO AT IRVINE LODGE SRRA AND EMPIRE CAMP SRRA	REHAB SAFETY ROADSIDE REST AREA	\$12,301,000	PostRTL/Const	03/16/2016	06/05/2018	05/29/2020	06/22/2020	01/14/2021	12/01/2024	
01	0112000300	01-0C550	SHOPP	DEMLING, FRANK C	MEN	001	41.8/42.3	Navarro Ridge Safety Project	IN MENDOCINO COUNTY NEAR ALBION FROM 1.5 MILES NORTH OF THE JUNCTION OF ROUTE 128 TO 0.1 MILE SOUTH OF NAVARRO RIDGE ROAD	INSTALL MBGR	\$3,433,000	PSE	07/01/2016	03/17/2019	06/03/2021	06/21/2021	11/30/2021	12/01/2022	
01	0113000032	01-0C720	STIP	PIMENTEL, JEFFREY L	MEN	001	.6/1	Gualala Downtown Enhancements	IN MENDOCINO COUNTY AT GUALALA FROM CENTER STREET TO OCEAN DRIVE	Gualala Downtown Enhancements	\$2,938,000	PAED	08/01/2016	07/27/2022	02/01/2024	03/14/2025	09/02/2025	10/15/2026	
01	0113000106	01-48400	SHOPP	YANG, POWELL	MEN	101	R63.96/R104.5	Reconstruct Drainage	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS FROM 0.8 MILE SOUTH OF OLD SHERWOOD RD #311A TO 0.7 MILE NORTH OF THE PIERCY SEPARATION	RECONSTRUCT DRAINAGE	\$4,450,000	PAED	10/21/2020	10/15/2021	07/01/2022	07/14/2022	12/21/2022	12/02/2024	
01	0113000123	01-0E090	SHOPP	KING, ROBERT W	MEN	020	33.3/34.2	Calpella 2 Bridge Replacements	IN MENDOCINO COUNTY NEAR UKIAH FROM 0.3 MILE WEST OF RUSSIAN RIVER BRIDGE AND OVERHEAD TO 0.3 MILE EAST OF COUNTY ROAD 144	REPLACE TWO BRIDGES	\$30,315,000	PSE	03/16/2016	05/28/2020	06/01/2021	06/21/2021	10/20/2021	10/03/2024	
01	0113000125	01-0E110	SHOPP	PIMENTEL, JEFFREY L	MEN	001	31.5/31.5	Elk Creek Bridge Replacement	IN MENDOCINO COUNTY AT ELK CREEK BRIDGE #10-120	BRIDGE REPLACEMENT	\$10,050,000	PAED	03/16/2016	02/15/2022	02/28/2023	03/16/2023	08/29/2023	12/01/2028	

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01	0114000002	01-0E240	SHOPP	DEMLING, FRANK C	MEN	VAR	0/0	Mendocino Mitigation Bank	IN MENDOCINO COUNTY ON VARIOUS ROUTES AT VARIOUS LOCATIONS	ENVIRONMENTAL MITIGATION BANK - MEN COUNTY	\$5,500,000	PostRTL/Const	06/01/2014	03/06/2015	03/07/2018	03/27/2018	05/16/2018	08/12/2021
01	0114000035	01-0B530	SHOPP	KING, ROBERT W	MEN	162	11.5/11.8	Rodeo Creek Slide II	IN MENDOCINO NEAR DOS RIOS FROM 1.4 TO 1.7 MILES EAST OF RODEO CREEK BR #10-237	STABILIZE ROADWAY	\$22,373,000	PSE	10/01/2013	02/21/2020	05/28/2021	05/28/2021	11/30/2021	03/01/2024
01	0114000071	01-48770	SHOPP	KING, ROBERT W	59V01	VAR	0/0	HUM-101/MEN-271 Culverts	IN MENDOCINO AND HUMBOLDT COUNTIES AT VARIOUS LOCATIONS	CULVERT REHAB	\$2,487,000	PSE	10/27/2017	03/25/2020	12/03/2021	01/03/2022	07/01/2022	12/02/2024
01	0115000034	01-0E830	SHOPP	KHAMMASH, MANHAL	59V01	VAR	0/0	MT KONOCTI TMS	IN LAKE AND MENDOCINO COUNTIES AT VARIOUS LOCATIONS	UPGRADE TRANSPORTATION MANAGEMENT SYSTEM	\$2,548,000	PostRTL/Const	10/18/2017	01/02/2020	02/24/2021	04/06/2021	09/03/2021	12/01/2023
01	0115000038	01-0E860	SHOPP	DEMLING, FRANK C	MEN	020	16.8/17.2	CAMP 20 SAFETY PROJECT	IN MENDOCINO COUNTY NEAR FORT BRAGG FROM 0.5 MILES WEST OF ROAD 200A TO 0.1 MILES WEST OF ROAD 200A	CURVE IMPROVEMENT AND SHOULDER WIDENING	\$2,518,000	PostRTL/Const	01/29/2016	09/06/2018	05/16/2019	06/24/2019	10/24/2019	10/15/2022
01	0115000048	01-0E940	SHOPP	DEMLING, FRANK C	MEN	001	42.3/42.5	Navarro Drainage	IN MENDOCINO COUNTY NEAR ALBION AT NAVARRO RIDGE ROAD	RECONSTRUCT DRAINAGE	\$1,280,000	PSE	03/16/2016	03/18/2019	06/18/2021	07/15/2021	01/13/2022	11/18/2022
01	0115000109	01-0E111	SHOPP	PIMENTEL, JEFFREY L	MEN	001	59.7/59.7	Hare Creek Bridge	IN MENDOCINO COUNTY NEAR FORT BRAGG AT HARE CREEK BRIDGE	BRIDGE RAIL UPGRADE	\$11,161,000	PAED	06/27/2018	12/15/2022	02/12/2024	02/27/2024	08/27/2024	12/01/2028
01	0116000015	01-0F510	SHOPP	YANG, POWELL	59V01	101	0/0	South Fork Eel River Bridge Seismic	IN MENDOCINO AND HUMBOLDT COUNTIES NEAR COOKS VALLEY FROM 0.4 MILE SOUTH OF SOUTH FORK EEL RIVER BRIDGE TO 0.1 MILE NORTH OF ROUTE 271	BRIDGE SEISMIC RETROFIT	\$3,904,000	PSE	07/01/2018	12/24/2020	01/01/2022	01/15/2022	06/01/2022	02/01/2024
01	0116000047	01-0F710	SHOPP	PIMENTEL, JEFFREY L	MEN	001	6.5/9.5	Gualala Shoulders & Rumble	IN MENDOCINO COUNTY NEAR GUALALA FROM 0.4 MILE NORTH OF HAVEN NECK DRIVE TO 0.5 MILE SOUTH OF IVERSON ROAD	Widen Shoulders & Install Rumble Strips	\$1,131,000	PAED	06/28/2017	02/01/2022	03/18/2022	06/30/2022	07/20/2022	10/15/2024
01	0116000118	01-0G050	SHOPP	KING, ROBERT W	59V01	VAR	0/0	District Wide Curve Warning	IN LAKE, MENDOCINO, HUMBOLDT AND DEL NORTE COUNTIES AT VARIOUS LOCATIONS	REPLACE CURVE WARNING SIGNS	\$1,605,000	PostRTL/Const	09/01/2018	04/03/2019	03/20/2020	03/23/2020	08/07/2020	09/01/2021
01	0116000120	01-0G060	SHOPP	PIMENTEL, JEFFREY L	MEN	001	71.3/71.3	Abalobadiah Creek	IN MENDOCINO COUNTY NEAR CLEONE AT ABALOBADIAH CREEK	CURVE IMPROVEMENT AND SHOULDER WIDENING	\$1,738,000	PAED	08/16/2017	04/07/2022	07/15/2023	08/15/2023	01/30/2024	10/18/2024
01	0116000188	01-0G430	SHOPP	KING, ROBERT W	MEN	020	24.7/24.9	Shoulder Widening near Willits	IN MENDOCINO COUNTY NEAR WILLITS FROM 1.0 TO 0.8 MILE WEST OF THREE CHOP ROAD	WIDEN SHOULDERS	\$2,198,000	PostRTL/Const	12/06/2017	02/20/2019	04/13/2020	06/30/2020	11/17/2020	11/01/2022

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01	0116000189	01-0G450	SHOPP	CONSTANCIO, SHERRY K	MEN	001	75.6/76.4	Westport Slide Complex	IN MENDOCINO COUNTY NEAR WESTPORT FROM 0.6 TO 1.4 MILES NORTH OF BLUE SLIDE GULCH BRIDGE	REPAIR LANDSLIDE & RECONSTRUCT ROADWAY	\$21,000,000	PostRTL/Const	05/01/2016	05/20/2016	06/25/2016	07/01/2016	08/01/2016	08/14/2022
01	0117000026	01-0G600	SHOPP	BLAIR, STEVEN D	MEN	001	65.13/65.49	MEN-1 Widen Shoulders	IN MENDOCINO COUNTY IN CLEONE FROM 0.1 MILE NORTH OF MILL CREEK DRIVE TO 0.3 MILE NORTH OF WARD AVENUE	WIDEN SHOULDERS	\$1,867,000	PSE	10/18/2018	12/30/2020	01/17/2022	02/01/2022	08/30/2022	01/15/2024
01	0117000105	01-0H120	SHOPP	CONSTANCIO, SHERRY K	MEN	VAR	0/0	Storm Repairs - MEN-101 & 271	IN MENDOCINO COUNTY ON RTE 101 FROM TRUCK PASSING LN RT TO 0.4 MI NORTH OF END TRUCK PASSING LN RT & ON RTE 271 FROM 3.5 MILES SOUTH TO 0.5 MI NORTH OF GRIZZLY CREEK CULVERT	REPAIR STORM DAMAGE	\$6,000,000	PostRTL/Const	01/20/2017	02/01/2017	02/15/2017	02/20/2017	03/31/2017	06/01/2021
01	0117000115	01-0H140	SHOPP	BLAIR, STEVEN D	MEN	101	9.9/11.2	Hopland ADA	IN MENDOCINO COUNTY AT HOPLAND FROM LA FRANCHI ROAD TO 0.2 MILE NORTH OF FIRST STREET	ADA SIDEWALKS	\$9,250,000	PAED	06/24/2020	05/02/2022	01/10/2024	01/25/2024	05/27/2024	12/01/2025
01	0117000116	01-0H150	SHOPP	BLAIR, STEVEN D	MEN	162	R0/25.7	COVELO PAVEMENT	IN MENDOCINO COUNTY FROM THE JUNCTION OF US ROUTE 101 AND STATE ROUTE 162 TO 2.6 MILES WEST OF GRIST CREEK BRIDGE	REHABILITATE PAVEMENT	\$29,936,000	PAED	06/24/2020	08/01/2022	10/01/2023	10/15/2023	02/15/2024	12/01/2025
01	0117000117	01-0H160	SHOPP	BLAIR, STEVEN D	MEN	101	R33.73/R43.2	Ridgewood Class 1 Pavement	IN MENDOCINO COUNTY NEAR WILLITS FROM 1.1 MILES NORTH OF WEST ROAD OC TO 0.6 MILE SOUTH OF HAEHL CREEK BR 10-129	REHABILITATE PAVEMENT	\$40,525,000	PAED	06/24/2020	08/01/2021	01/02/2023	01/16/2023	06/01/2023	12/01/2025
01	0117000119	01-0H170	SHOPP	CHECHI, TARIQ M	MEN	101	48.96/55.06	OILWELL Class 1 Pavement	IN MENDOCINO COUNTY NEAR WILLITS FROM 0.6 MILE NORTH OF UPP CREEK BRIDGE #10-174 TO 2.6 MILES NORTH OF RYAN CREEK ROAD LT-310C (NO)	REHABILITATE PAVEMENT	\$8,708,000	PAED	06/24/2020	11/01/2021	06/19/2023	07/04/2023	12/20/2023	10/03/2024
01	0117000133	01-43484	SHOPP	DEMLING, FRANK C	MEN	001	51.87/51.87	Jack Peters Cr Bridge	IN MENDOCINO COUNTY NEAR FORT BRAGG AT JACK PETERS CR BRIDGE #10-150	REHAB BRIDGE	\$16,231,000	PAED	07/01/2020	12/03/2021	06/09/2022	06/24/2022	11/29/2022	10/15/2024
01	0117000222	01-0H440	SHOPP	DEMLING, FRANK C	MEN	001	6.8/87.9	Navarro Mitigation	IN MENDOCINO COUNTY NEAR POINT ARENA & FORT BRAGG FROM 0.6 MILE NORTH OF HAVEN NECK DRIVE TO 0.1 MI NORTH OF SOUTH FORK COTTONEVA	ADVANCE WETLANDS MITIGATION	\$0	PostRTL/Const	10/01/2017	06/13/2018	05/10/2019	05/28/2019	06/05/2020	08/18/2021
01	0117000223	01-0A131	SHOPP	BLAIR, STEVEN D	MEN	162	8.2/8.2	Eel River Bridge Replacement	IN MENDOCINO COUNTY NEAR LONGVALE AT EEL RIVER BRIDGE #10-236	BRIDGE REPLACEMENT	\$7,709,000	PSE	07/01/2018	12/15/2020	02/15/2022	03/01/2022	08/30/2022	12/01/2026
01	0117000225	01-0H450	SHOPP	KING, ROBERT W	MEN	020	19.1/19.6	James Creek West Safety	IN MENDOCINO COUNTY NEAR WILLITS FROM 0.9 TO 0.4 MI WEST OF JAMES CREEK BRIDGE	CURVE IMPROVEMENT	\$2,604,000	PSE	10/18/2018	10/23/2020	11/01/2021	01/17/2022	07/01/2022	12/02/2024
01	0117000235	01-0H550	SHOPP	BLAIR, STEVEN D	MEN	101	55/64.9	LONGVALE REHAB	IN MENDOCINO COUNTY NEAR LONGVALE FROM 2.6 MILES SOUTH OF ARNOLD BRIDGE OVERHEAD 10-179 TO 0.1 MILE NORTH OF LONG VALLEY CREEK BRIDGE 10-99.	REHABILITATE PAVEMENT	\$22,432,000	PAED	07/15/2021	09/01/2022	10/02/2023	10/16/2023	02/15/2024	12/02/2024

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01	0117000237	01-0H570	SHOPP	CHECHI, TARIQ M	MEN	101	R21/R26.3	UKIAH REHAB	IN MENDOCINO COUNTY IN & NEAR UKIAH FROM 0.1 MILE NORTH OF ROBINSON CREEK BRIDGE TO POMO ROAD UNDERCROSSING	REHABILITATE PAVEMENT	\$35,197,000	PAED	06/24/2020	09/01/2021	07/01/2024	07/15/2024	01/27/2025	12/01/2025	
01	0117000239	01-0H590	SHOPP	KING, ROBERT W	MEN	001	87.9/105.6	Rockport to Leggett CAPM	IN MENDOCINO COUNTY NEAR ROCKPORT FROM 0.1 MILE NORTH OF ROCKPORT STREET TO JUNCTION OF ROUTE 101	REHAB PAVEMENT	\$18,179,000	PAED	06/24/2020	12/01/2021	01/06/2023	01/20/2023	05/01/2023	12/01/2025	
01	0117000240	01-0H600	SHOPP	BLAIR, STEVEN D	MEN	001	33.7/R51	Elk to Mendocino CAPM	IN MENDOCINO COUNTY NEAR ELK FROM 0.1 MILE NORTH OF GREENWOOD CREEK TO 0.2 MILE NORTH OF LITTLE LAKE ROAD	REHABILITATE PAVEMENT	\$22,547,000	PAED	05/13/2020	12/07/2021	07/17/2023	07/31/2023	01/08/2024	10/01/2025	
01	0117000248	01-0H660	SHOPP	BLAIR, STEVEN D	MEN	101	41.17/41.17	Ridgewood Weigh In Motion	IN MENDOCINO COUNTY NEAR WILLITS AT THE TRUCK SCALES - LT	INSTALL NEW WEIGH IN MOTION FACILITY	\$1,941,000	PAED	07/01/2020	01/21/2022	07/01/2023	07/15/2023	11/03/2023	01/01/2025	
01	0118000077	01-0H441	SHOPP	DEMLING, FRANK C	MEN	001	18.5/71.4	Manchester Mitigation	IN MENDOCINO COUNTY NEAR MANCHESTER FROM GARCIA RIVER BRIDGE #10-0113 TO 0.1 MI NORTH OF ABALOBADIAH CREEK	ENVIRONMENTAL MITIGATION	\$0	PostRTL/Const	10/01/2017	06/08/2018	05/28/2019	06/12/2019	06/05/2020	08/12/2021	
01	0118000106	01-0H780	SHOPP	KING, ROBERT W	MEN	271	19.6/20	McCOY CREEK SINKS	IN MENDOCINO COUNTY NEAR PIERCY FROM 0.1 MILE NORTH OF THE ROUTE 101/271 SEPARATION TO 0.5 MILE NORTH OF THE ROUTE 101/271 SEPARATION	REPAIR STORM DAMAGE	\$4,301,000	PSE	06/26/2019	10/30/2020	12/01/2021	12/15/2021	04/04/2022	10/03/2024	
01	0118000111	01-0H810	SHOPP	KING, ROBERT W	MEN	101	1.4/1.7	COMMINSKY PERMANENT RESTORATION	IN MENDOCINO COUNTY NEAR HOPLAND FROM 0.7 MILE NORTH OF GEYSERS ROAD TO 0.8 MILE SOUTH OF COMMINSKY SH VIADUCT #10-268	REPAIR STORM DAMAGE	\$8,076,000	PSE	06/26/2019	09/29/2020	10/01/2021	10/01/2021	12/07/2021	12/01/2022	
01	0118000116	01-0B221	PLANNING	DEMLING, FRANK C	MEN	001	60.6/62.1	FORT BRAGG CHILD (segments 2, 3 & 4)	IN MENDOCINO COUNTY IN FORT BRAGG FROM CYPRESS AVENUE TO PUDDING CREEK #10-158	ADA CURB RAMPS	\$3,350,000	PAED		07/01/2027	07/01/2027	07/01/2027	07/01/2027	09/03/2025	
01	0118000130	01-0A841	SHOPP	REGLI, SALLY A	MEN	271	17.7/18	McCoy Creek Revegetation	IN MENDOCINO COUNTY NEAR PIERCY FROM 0.7 MILE NORTH OF ROUTES 271/101 SEPARATION #10-217 TO 0.4 MILE SOUTH OF SIDEHILL VIADUCT #10-100	MITIGATION PLANTING & MONITORING	\$205,000	PostRTL/Const		04/27/2017	04/15/2018	08/27/2020	09/15/2020	08/01/2022	
01	0118000171	01-0J120	SHOPP	KING, ROBERT W	MEN	020	20/20.3	James Creek East Safety	IN MENDOCINO COUNTY ABOUT 12 MILES WEST OF WILLITS FROM JAMES CREEK BRIDGE TO 0.3 MILE EAST OF JAMES CREEK BRIDGE	CURVE IMPROVEMENT	\$1,321,000	PSE	05/16/2019	07/24/2020	11/01/2021	01/17/2022	07/01/2022	12/02/2024	
01	0118000177	01-0J160	SHOPP	CONSTANCIO, SHERRY K	MEN	101	37.4/40	Ridgewood Grade ELB Wall	IN MENDOCINO NEAR WILLITS FROM 2.0 MILES SOUTH OF RIDGEWOOD RANCH ROAD TO 0.9 MILE NORTH OF BLACK BART DR	REPAIR STORM DAMAGE	\$14,600,000	PostRTL/Const	05/15/2018	05/25/2018	06/10/2018	06/15/2018	07/16/2018	07/01/2021	
01	0119000080	01-0J710	SHOPP	CONSTANCIO, SHERRY K	MEN	101	36/38	Ridgewood Grade South	IN MENDOCINO COUNTY NEAR WILLITS FROM 1.5 MILES NORTH OF REEVES CANYON ROAD TO 3.4 MILES SOUTH OF RIDGEWOOD RANCH RD	STORM DAMAGE REPAIR	\$13,500,000	PostRTL/Const	01/10/2019	01/20/2019	02/10/2019	02/15/2019	03/29/2019	11/01/2021	

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01	0119000101	01-0J770	SHOPP	CONSTANCIO, SHERRY K	MEN	101	1.2/1.7	Repair Drainage	IN MENDOCINO COUNTY NEAR HOPLAND FROM 0.5 TO 1.0 MILE SOUTH OF GEYSERS RD	REPAIR DRAINAGE	\$0	PostRTL/Const	02/15/2019	02/25/2019	03/10/2019	03/15/2019	04/15/2021	11/01/2022
01	0119000129	01-0J990	SHOPP	BLAIR, STEVEN D	MEN	101	91.32/106.8	Cook's Valley CAPM	IN MENDOCINO COUNTY NEAR LEGGETT FROM 0.1 MI NORTH OF ROUTE 1 JUNCTION TO THE MENDOCINO-HUMBOLDT COUNTY LINE	Pavement (CAPM)	\$25,966,000	PAED	04/15/2022	12/20/2023	10/01/2025	10/15/2025	02/04/2026	12/01/2027
01	0119000130	01-0K000	SHOPP	BLAIR, STEVEN D	MEN	128	17.9/30.663	BOONVILLE CAPM	IN MENDOCINO COUNTY AT REILLY HEIGHTS AND BOONVILLE FROM MILL CREEK BRIDGE TO ROBINSON CREEK BRIDGE	CAPM	\$15,282,000	PID	07/01/2022	02/05/2024	04/14/2026	06/02/2026	10/19/2026	04/13/2028
01	0119000131	01-0K010	SHOPP	MELENDREZ, DAVID L	59V01	VAR	0/0	MULTI TRF's & FORTUNA TMS	IN MENDOCINO, HUMBOLDT AND DEL NORTE COUNTIES AT VARIOUS LOCATIONS	MULTIPLE TRF's & FORTUNA TMS	\$3,038,000	PID	07/01/2022	03/01/2024	05/08/2026	06/26/2026	11/13/2026	05/09/2028
01	0119000137	01-0K050	OTHER STATE FUNDS	KING, ROBERT W	MEN	020	32.52/33.11	MEN-20 & Blosser Lane Mobility	IN MENDOCINO COUNTY IN WILLITS FROM 0.2 MILE WEST OF BLOSSER RD OLD RTE 20 TO 0.2 MILE EAST OF HARMON LANE	IMPROVE INTERSECTION	\$3,542,000	PAED	07/03/2023	11/04/2024	11/04/2025	11/20/2025	05/05/2026	12/01/2027
01	0120000030	01-0J631	SHOPP	BLAIR, STEVEN D	MEN	253	1.7/2.5	Soda Creek Wall	IN MENDOCINO COUNTY NEAR BOONVILLE FROM SINGLEY CATTLEPASS TO 1.0 MILE WEST OF SODA CREEK BRIDGE	CONSTRUCT WALL	\$20,110,000	PAED	06/24/2020	03/01/2022	03/01/2023	03/15/2023	07/19/2023	12/01/2025
01	0120000062	01-0K310	SHOPP	KING, ROBERT W	MEN	101	30.8/33.8	Calpella Cable Median Barrier	IN MENDOCINO COUNTY NEAR UKIAH FROM ROUTE 20 TO 0.1 MILE SOUTH OF UVA DRIVE/NORTH STATE STREET	INSTALL CABLE MEDIAN BARRIER	\$5,392,000	PAED	03/24/2021	03/16/2022	03/16/2023	04/03/2023	07/05/2023	12/01/2028
01	0120000081	01-0K410	SHOPP	KING, ROBERT W	MEN	101	41.2/R42.8	South Willits Median	IN MENDOCINO COUNTY NEAR WILLITS FROM 0.2 MILE SOUTH OF FORESTRY ENTRANCE ROAD TO 0.5 MILE NORTH OF WATERPLANT/GRIDER ROAD	CONSTRUCT CONCRETE MEDIAN BARRIER	\$9,105,000	PAED	05/13/2021	11/15/2022	02/15/2024	03/19/2024	07/02/2024	12/01/2026
01	0120000105	01-0E83U	SHOPP	KHAMMASH, MANHAL	59V01	VAR	0/0	COMBINED TMS	IN LAKE AND MENDOCINO COUNTIES ON VARIOUS ROUTES AND AT VARIOUS LOCATIONS	Transportation Management Systems	\$4,556,000	PostRTL/Const		01/02/2020	02/24/2021	04/06/2021	09/03/2021	12/01/2023
01	0120000111	01-40141	SHOPP	DEMLING, FRANK C	MEN	001	42.4/43.3	Lead Cleanup @ Salmon Creek	IN MENDOCINO COUNTY NEAR ALBION FROM 2.2 MILES NORTH OF THE ROUTE 128 JUNCTION TO 0.2 MILES NORTH OF SALMON CREEK	LEAD CLEAN-UP	\$8,595,000	PAED	07/01/2020	02/10/2022	06/01/2022	06/17/2022	07/20/2022	10/15/2024
01	0120000134	01-0K680	SHOPP	BLAIR, STEVEN D	MEN	128	0/50.5	Culvert Rehabilitation & Fish Passage	IN MENDOCINO COUNTY ON ROUTE 128 FROM JUNCTION ROUTE 1 TO 2.1 MI EAST OF MOUNTAIN HOUSE RD-111	DRAINAGE CORRECTIONS & FISH PASSAGE	\$18,087,000	PID	11/04/2021	02/05/2024	04/14/2026	06/02/2026	10/19/2026	04/13/2028
01	0121000003	01-0K730	SHOPP	CONSTANCIO, SHERRY K	MEN	001	42.4/43.3	REPAIR FENCE NEAR ALBION	IN MENDOCINO COUNTY NEAR ALBION FROM NAVARRO RIDGE ROAD TO 0.2 MILE SOUTH OF SPRING GROVE ROAD	REPAIR FENCE	\$100,000	PostRTL/Const	08/27/2020	08/27/2020	08/27/2020	08/27/2020	08/27/2020	11/01/2021

Past Due		Due in 3 Months		Complete		CT Milestone Report - Mendocino County 5.10.2021												
District	AMS ID	Project Number	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Const Cost Estimate	Phase	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (R/W Cert)	Ready To List (RTL)	Begin Construction	End Construction
01	0121000006	01-0K750	SHOPP	CONSTANCIO, SHERRY K	59V01	VAR	0/0	PSPS Emergency Repairs	IN DEL NORTE, HUMBOLDT, MENDOCINO, AND LAKE COUNTIES ON VARIOUS ROUTES AND AT VARIOUS LOCATIONS	Various Signal Locations Mendocino, Lake, Del Norte, Humboldt	\$300,000	PostRTL/Const	08/26/2020	08/26/2020	08/26/2020	08/26/2020	10/01/2020	11/01/2021
01	0121000014	01-0K830	SHOPP	CONSTANCIO, SHERRY K	MEN	101	51/55	Oak Fire Damage Repair	IN MENDOCINO COUNTY NEAR WILLITS FROM 0.2 MILE NORTH OF REYNOLDS HWY TO BIG TRAILS DR- RD 301D	FIRE DAMAGE REPAIRS	\$1,400,000	PostRTL/Const	10/08/2020	10/08/2020	10/08/2020	10/08/2020	10/08/2020	11/01/2021
01	0121000023	01-0K890	SHOPP	CHECHI, TARIQ M	MEN	101	50.7/52.2	Oilwell Hill Safety	IN MENDOCINO COUNTY NEAR WILLITS FROM OUTLET CREEK BRIDGE #04-16 TO 0.3 MILE SOUTH OF RYAN CREEK ROAD LT-310C	SAFETY IMPROVEMENTS	\$0	PID	04/07/2022	07/03/2024	09/09/2026	10/27/2026	03/23/2027	09/11/2028
01	0121000026	01-0K910	SHOPP	CONSTANCIO, SHERRY K	MEN	162	21.16/21.16	Covelo Culvert Repair	IN MENDOCINO COUNTY NEAR COVELO AT 1.3 MILES EAST OF SAND BANK CREEK	REPAIR CULVERT	\$175,000	PostRTL/Const	12/04/2020	12/04/2020	12/04/2020	12/04/2020	12/07/2020	11/01/2021
01	0121000041	01-0L010	SHOPP	CONSTANCIO, SHERRY K	MEN	101	49/81.5	Tree Removal & Snow Damage Repairs	IN MENDOCINO COUNTY NEAR WILLITS AND LAYTONVILLE FROM GX-N WILLITS RR XING TO 0.1 MI NORTH OF RATTLESNAKE CR BR #10-27	TREE REMOVAL & SNOW REPAIRS	\$4,800,000	PostRTL/Const	02/01/2021	02/01/2021	02/01/2021	02/01/2021	01/28/2021	10/01/2021
01	0121000081	01-0E091	SHOPP	REGLI, SALLY A	MEN	020	33.3/34.4	Landscape Mitigation	IN MENDOCINO COUNTY NEAR UKIAH FROM 0.3 MILE WEST OF RUSSIAN RIVER BRIDGE AND OVERHEAD TO 0.3 MILE EAST OF COUNTY ROAD 144	LONG TERM MITIGATION - LANDSCAPING WORK	\$0	PSE	05/04/2021			07/01/2025	12/01/2025	10/01/2027

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District	AMS ID	Project Number	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Const Cost Estimate	Phase	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (R/W Cert)	Ready To List (RTL)	Begin Construction	End Construction
01	0100020136	01-45120	MINOR B	GHIDINELLI, CHRISTOPHER M	MEN	001	62/89	Develop Disposal Site	IN MENDOCINO COUNTY NEAR FORT BRAGG BETWEEN PUDDING CREEK BRIDGE AND ROCKPORT (KP 99.8/143.2)		\$0	PAED	01/30/2013	08/01/2021	07/15/2022	08/01/2022	11/01/2022	11/01/2023
01	0100020137	01-45130	MINOR B	GHIDINELLI, CHRISTOPHER M	59V01	VAR	0/0	ROUTES 20/29 DISPOSAL SITES	IN MENDOCINO AND LAKE COUNTIES ON ROUTES 20 AND 29 AT VARIOUS LOCATIONS	DEVELOP DISPOSAL SITES	\$0	PSE	01/30/2013	07/15/2020				
01	0112000174	01-0B750	MINOR B	GHIDINELLI, CHRISTOPHER M	MEN	001	58.5/58.5	ROUTE 1 CMS- BOICE LANE	IN MENDOCINO COUNTY NEAR FORT BRAGG AT BOICE LANE	INSTALL CMS	\$0	PostRTL/Const	07/01/2015	12/01/2015	04/16/2019	02/26/2020	09/01/2022	09/01/2023
01	0117000019	01-48420	MINOR A	FLOYD, KIMBERLY R	MEN	VAR	0/R0	3 Culverts MEN 101/271	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS	REHABILITATE CULVERTS	\$600,000	PostRTL/Const	08/01/2017	06/09/2020	01/14/2021	04/08/2021	07/14/2021	11/01/2023
01	0118000087	01-49620	MINOR A	FLOYD, KIMBERLY R	MEN	001	84.69/88.95	ROCKPORT 9 CULVERTS	IN MENDOCINO COUNTY NEAR ROCKPORT FROM 0.9 MI NORTH OF HARDY CREEK BRIDGE TO 0.5 MI SOUTH OF COTTONEVA CREEK BRIDGE	CULVERT REHABILITATION	\$1,159,000	PAED	10/16/2017	11/15/2021	09/01/2022	12/01/2022	04/01/2023	03/01/2024
01	0118000200	01-0J260	MINOR B	WALKER, KRISTINA A	MEN	253	3.47/3.47	SODA CREEK BRIDGE APPROACH	IN MENDOCINO COUNTY NEAR BOONVILLE AT THE EB & WB APPROACHES TO SODA CREEK BRIDGE	BRIDGE APPROACH REPLACEMENT	\$250,000	PAED	09/19/2018	06/11/2021	06/11/2021	06/11/2021	06/11/2021	06/11/2021
01	0119000009	01-0J320	MINOR B	WALKER, KRISTINA A	MEN	128	28.1/28.1	BOONVILLE MS OVERLAY	IN MENDOCINO COUNTY IN BOONVILLE AT THE BOONVILLE MAINTENANCE STATION	MAINTENANCE STATION OVERLAY	\$300,000	PSE	10/11/2018	06/01/2018	05/11/2020	07/03/2021	07/03/2021	07/03/2021
01	0119000105	01-0J820	MINOR A	FLOYD, KIMBERLY R	59V01	VAR	0/0	3 SEISMIC GATES	IN HUMBOLDT AND MENDOCINO COUNTIES AT VARIOUS LOCATIONS	SEISMIC GATES	\$1,171,000	PAED	04/24/2019	05/01/2022	01/01/2023	01/01/2023	05/01/2023	12/01/2023
01	0120000037	01-0K170	MINOR A	FLOYD, KIMBERLY R	MEN	001	75.47/84.1	Westport Culverts	IN MENDOCINO COUNTY NEAR WESTPORT FROM 0.5 MI NORTH OF BLUE SIDE GULCH BRIDGE TO 0.3 MI NORTH OF HARDY CREEK BRIDGE	DRAINAGE REHABILITATION	\$0	PAED	08/01/2021	06/01/2022	06/01/2023	08/01/2023	12/01/2023	01/01/2025
01	0120000119	01-0K580	MINOR B	WALKER, KRISTINA A	MEN	101	R90/R90	LEGGETT CMS	IN MENDOCINO COUNTY NEAR LEGGETT AT 1.2 MILES SOUTH OF ROUTE 1 JUNCTION	INSTALL CHANGEABLE MESSAGE SIGN	\$254,000	PostRTL/Const				04/05/2021		
01	0121000032	01-0K930	MINOR B	CONSTANCIO, SHERRY K	MEN	101	R43/45	Haehl Creek Sink	IN MENDOCINO COUNTY NEAR WILLITS FROM 0.5 MI SOUTH OF NB OFF TO RTE 20 TO 0.5 MI SOUTH OF HAEHL CREEK BB #10-159	REPAIR SINK HOLE	\$0	PostRTL/Const	12/21/2020	12/21/2020	12/21/2020	12/21/2020	12/24/2020	06/30/2021
01	0121000074	01-0L130	MINOR B	CONSTANCIO, SHERRY K	MEN	128	28.09/28.09	Boonville Yard Water Line	Boonville Maintenance Yard	Repair underground pipes	\$0	PostRTL/Const	04/16/2021	04/16/2021	04/16/2021	04/16/2021	04/16/2021	10/01/2021

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District	AMS ID	Project Number	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Const Cost Estimate	Phase	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (R/W Cert)	Ready To List (RTL)	Begin Construction	End Construction
01	0121000079	01-0L180	MINOR B	GHIDINELLI, CHRISTOPHER M	MEN	128	35.84/35.84	Hanlet Creek Culvert Repair	IN MENDOCINO COUNTY NEAR BOONVILLE AT 0.3 MILE WEST OF MAPLE CREEK BRIDGE	Culvert Replacement	\$0	PostRTL/Const					04/30/2021	11/01/2021

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District	AMS ID	Project Number	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Administering Agency	Phase	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (R/W Cert)	Ready To List (RTL)	Begin Construction	End Construction
01	0116000111	01-0F970	OVERSIGHT	BUCK, JENNIFER L	MEN	162	29.18/30.27	SR-162 Multi-Purpose Trail PHASE 1	IN MENDOCINO COUNTY IN COVELO FROM HOWARD STREET TO BIGGAR LANE	CONSTRUCT MULTI-USE TRAIL - PHASE 1	MCOG	PSE	12/10/2014	02/01/2018	08/02/2021	08/02/2021	02/28/2022	03/15/2023
01	0116000112	01-0F980	OVERSIGHT	BUCK, JENNIFER L	MEN	162	30.27/30.67	SR-162 Multi-use Trail Phase 2	IN MENDOCINO COUNTY IN COVELO FROM BIGGAR LANE TO HURT ROAD	CONSTRUCT MULTI-USE TRAIL PHASE 2	MCOG	PSE	04/08/2016	02/01/2018	08/02/2021	08/02/2021	02/28/2022	03/15/2023
01	0120000050	01-0K250	OVERSIGHT	BUCK, JENNIFER L	MEN	001	60/60.6	FORT BRAGG SIDEWALKS	IN MENDOCINO COUNTY IN FORT BRAGG FROM OCEAN VIEW DR TO CYPRESS AVE	PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS	City of Fort Bragg	PAED		07/05/2023	09/09/2025	10/27/2025	03/23/2026	09/14/2027
01	0121000042	01-0L020	OVERSIGHT	BUCK, JENNIFER L	MEN	162	29.18/30.68	COVELO COMPLETE STREETS FCO	IN MENDOCINO COUNTY IN COVELO FROM HOWARD STREET TO COVELO RANGER STA	COMPLETE STREETS FINANCIAL CONTRIBUTION	MCOG	PSE	12/10/2014	02/01/2018	08/02/2021	08/02/2021	02/28/2022	03/15/2023

SENATE COMMITTEE ON APPROPRIATIONS**Senator Anthony Portantino, Chair**
2021 - 2022 Regular Session

MCOG Meeting

6/07/2021

SB 69 (McGuire) - North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marín Area Rail Transit District**Version:** April 26, 2021**Urgency:** No**Hearing Date:** May 10, 2021**Policy Vote:** TRANS. 16 - 0**Mandate:** Yes**Consultant:** Mark McKenzie

Bill Summary: SB 69 would rename the North Coast Rail Authority (NCRA) as the Great Redwood Trail Agency (GRTA), establish a new governance structure, and transfer all of its rights, interests, privileges, and responsibilities relating to its right-of-way to the GRTA (northern portion) and the Sonoma-Marín Area Rail Transit (SMART) District (southern portion) by July 1, 2022, as specified. The GRTA would be required to plan, design, construct, operate, and maintain the northern portion of the Great Redwood Trail, to the extent funding is available for those purposes.

Fiscal Impact:

- Unknown, very major cost pressures, potentially as high as \$1 billion over a number of years based on project phasing and priorities, to plan, design, construct, operate, and maintain a 252-mile Great Redwood Trail system. Actual costs would depend upon the trail design option that is constructed, which would likely vary throughout the system (gravel, dirt, paved, or other). Staff notes funding the activities of the GRTA, including the development of the trail itself, is contingent upon the availability of funds. (unknown combination of General Fund, state bond funds, federal funds, local funds, private funds)
- Transfer of at least \$25 million in liabilities from NCRA to the GRTA, including negative assets of \$7.2 million, liabilities of \$7.4 million, and at least \$11 million in contingent liabilities. The amount of state funding necessary to cover these liabilities is unknown. (potentially General Fund, federal funds, local funds)
- Unknown major cost pressures to pay for environmental remediation costs throughout the right-of-way. Staff notes that the 2020 assessment of the corridor estimates environmental remediation, mitigation, and liability costs could be as high as \$4 billion, but that assumes that \$3.9 billion would be needed to remove and clean off-site the entirety of rail ballast (gravel in railbed), which appears highly unlikely. Apart from removal and cleaning of ballast materials, environmental remediation, such as wetland mitigation and removing hazardous waste materials, could exceed \$100 million. (General Fund, special funds, bond funds, federal funds, local funds)
- Unknown, significant administrative costs, at least in the high hundreds of thousands of dollars to provide adequate staffing for the GRTA. The bill provides that staffing could be provided by the California Coastal Conservancy (CCC) or another state agency. For illustrative purposes, the CCC currently provides staffing services for the San Francisco Bay Restoration Authority at a contract cost of approximately

\$550,000 annually. Costs to provide staffing resources to the GRTA could be much higher, especially initially, in order to conduct an assessment of all properties in the corridor, as specified in the 2020 assessment. (General Fund, special funds, local funds)

- Unknown, potentially significant ongoing costs in future years to operate and maintain the trail, upon completion. These costs could be partially offset by revenues from fees charged to trail users and/or revenues from leases that GRTA may enter into for use of certain parcels in the corridor. (General Fund, special fund, local funds, private funds)

Background: NCRA was formed in 1989 by the Legislature under the North Coast Railroad Authority Act. At that time, the Act was intended to ensure continuation of railroad service in Northwestern California and envisioned the railroad playing a significant role in the transportation infrastructure serving a part of the State that faced transportation challenges due to restricted access and limited transport options. The approximate 300 mile rail line is broken down into two divisions: the Russian River Division (from Lombard in Napa County to Willits in Mendocino County) and the Eel River Division (north of Willits to Samoa in Humboldt County.)

From 1991 through 2008 the California Transportation Commission (CTC) provided NCRA with an estimated \$63 million through various programs to be used for purchasing right-of-way, rolling stock, equipment, and making repairs on the rail line. Declining industry revenue, deferred maintenance, and catastrophic storm damage shut down rail operations north of Windsor in Sonoma County in 1998. Additionally, in 2006, NCRA entered into an agreement with the Northwestern Pacific Railroad Company (NWPCo) to operate service on the NCRA rail line. Currently, NWPCo is the exclusive contract freight operator for NCRA. NWPCo runs minimal and limited freight rail service, operating up to two trains a week with several cars on each run, from the Lombard Interchange into Windsor California, approximately 62 miles in distance.

Since its inception, NCRA has struggled to secure stable and/or ongoing funding sources and also struggled to provide adequate service along the rail line. In June of 2017, NCRA testified at a CTC hearing where NCRA representatives informed Commissioners that NCRA has never been financially self-sufficient, operates with an annual loss, is routinely unable to pay its obligations, and possesses debts due to legal fees from environmental lawsuits. NCRA further testified that the Authority was having difficulty maintaining and expanding rail service and that they were in the process of selling excess property to pay its debt obligations. Overall, NCRA does not generate substantial revenue from its operating contract with NWPCo to cover the Authority's expenditures. Additionally, since 2011, NCRA has annually held anywhere from an estimated \$7 million to \$10.6 in debt obligations while simultaneously operating with significant cash flow constraints and structural deficits.

Existing law, as enacted by SB 1029 (McGuire), Chap. 934/2018, requires NCRA to make specified preparations for dissolution, including eliminating NCRA's authority to acquire property and issue bonds, planning for the transfer of assets and liabilities, and subjecting all property sales, easements, or leases to be approved by the CTC. SB 1029 also required the California Transportation Agency (CalSTA), in consultation with the Natural Resources Agency, to conduct an assessment and make recommendations

on the most appropriate way to dissolve NCRA in a report to the Legislature by July 1, 2020. The report was required to include an assessment of all outstanding debts, liabilities, contractual obligations, and litigation; an assessment of all assets, including property, rights-of-way, easements, and equipment; an assessment of NCRA's freight contractor lease, including the contractor's assets and liabilities; a preliminary assessment of the viability of constructing a trail on NCRA right-of-way; and an assessment of the options for transferring the southern portion of the rail corridor to SMART.

CalSTA convened a multi-agency SB 1029 Task Force comprised of representatives from the Department of Transportation, the Natural Resources Agency, the Department of Parks and Recreation, the Department of Finance, and the Department of General Services. The Task Force agencies conducted independent studies in their respective areas of expertise and prepared individual assessment reports focused on their findings. The following items were identified during the SB 1029 assessment and have been highlighted here as significant considerations for the proposed dissolution of NCRA and development of a Great Redwood Trail:

- **Financial Assessment:** As of December 31, 2019, NCRA's net assets was a negative balance of \$7.2 million, and total liabilities of \$7.4 million. In addition, contingent liabilities are estimated to total at least \$11 million, but many are unknown and could total additional millions of dollars. These include but are not limited to: staff pensions; unidentified environmental contamination; removal of abandoned rail equipment in the Eel River; levee repairs; stabilization or removal of structures; and possible future litigation.
- **Property Assessment:** Public investments in NCRA property, rights-of-way, and easements to date total \$141 million (\$93.7 million in state funds and \$47.6 million in federal funds) and require the property to be used for public transportation purposes in perpetuity. NCRA owns or has rights to over 2,800 parcels of land, which will require a thorough review and evaluation on an individual basis for reversionary clauses and possible liens.
- **Railbanking Assessment:** Railbanking is a legal process administered by the Federal Surface Transportation Board by which unprofitable or unused rail corridors can be converted to trails for recreational or transportation purposes. Railbanking preserves the corridor for future railroad use. The assessment recommends that a trail manager should be identified prior to abandonment because a manager must file a request to railbank within 30 days of the railroad filing legal notice that it plans to abandon the line.
- **Successor Agency Governance Options:** Six typical trail management governance structures were analyzed for potential trail governance, and four were considered options for the Great Redwood Trail and were analyzed in more detail. The assessment concluded that a central governance structure, as a successor agency, is best suited to most efficiently meet the railbanking requirements and to manage and maintain a trail that crosses multiple jurisdictions. This successor agency should own the entire corridor, have a clear reporting structure, and have access to a consistent, reliable funding stream. This organization/agency could either develop, manage, and maintain the entire length of the corridor, or partner with various public and private entities for these services at specific locations along the trail.

- **Rail-Trail Constructability:** The assessment estimates that trail development of the entire 252-mile corridor is estimated to cost nearly \$750 million, or about \$3.1 million per mile, in 2020 dollars, and in excess of \$1 billion, or about \$4.6 million per mile, in 2030 dollars. These costs are in addition to the known and contingent liabilities described above and would be incurred over many years based on project phasing and priorities. These cost estimates do not include unknown, but potentially significant, environmental remediation costs that may be required prior to project construction. The assessment indicates that these costs could be as high as \$4 billion, but this figure assumes that all ballast (gravel in railbed) would be required to be removed and cleaned off-site and that only 50 percent of the track would be easily accessible from the road. The significant costs and long-term maintenance challenges are related mostly to major stabilization of slopes; rebuilding or replacement of deteriorated rail infrastructure; and potentially rerouting around major obstructions.
- **Freight Rights in the Southern Section:** The highest and best use of the NCRA right-of-way and freight operations easement on the southern portion of the rail corridor is a transfer to SMART for passenger and freight rail operations. It is also well suited to development of rail-with-trail segments as part of the Great Redwood Trail. The Task Force acknowledges that SMART will need funding to adequately maintain the additional right-of-way and freight operations. Agreements to execute the transfer are currently in progress.
- **Assessment Conclusions:** NCRA's right-of-way includes significant and costly challenges. The agency's debts threaten its financial viability, and all options for resolution are expensive. The Legislature stepped in to protect the failing railroad in 1989 when it created NCRA and funded its right-of-way acquisitions. The CTC supported NCRA when it allocated transportation funds for rail rehabilitation. If NCRA is left to disband on its own, it is likely that NCRA's assets and liabilities will ultimately fall to DGS, which handles abandoned property. Railbanking the corridor would allow for interim trail use, preserve the corridor for future railroad use, and create an attractive tourist destination as well as a scenic non-motorized commuter route.

Proposed Law: SB 69 would rename the NCRA as the Great Redwood Trail Agency, establish a new governance structure, and transfer all of its rights, interests, privileges, and responsibilities relating to its right-of-way to the GRTA (northern portion) and the SMART District (southern portion) by July 1, 2022. Specifically, this bill would:

- Specify that the dividing line for the northern and southern portions of the right-of-way is the county line separating the Counties of Mendocino and Sonoma at or near mile post 89.
- Require NCRA or a successor agency to transfer all of its rights, interests, privileges, and title, lien free, relating to the southern portion of its right-of-way, including any common carrier obligations and railroad assets to SMART, and require SMART to maintain all common carrier rights and obligations, as specified.
- Authorize SMART to provide freight service operations, as well as consider potential alternatives to help address the housing needs of existing and potential employees.
- Require NCRA to transfer all of its rights, interests, privileges, and responsibilities relating to the northern portion of its right-of-way, including any common carrier obligations and railroad assets, to GRTA by July 1, 2022, as specified.

- Specify that NCRA will have no rights, privileges, and responsibilities related to any right-of-way, and its board of directors will dissolve, after making those transfers to SMART and GRTA, and upon appointment of GRTA's board of directors.
- Rename NCRA as the GRTA on or before July 1, 2022, and require a new board of directors to be appointed by that date. The board would be comprised of three appointments by the Governor, and one appointment each by the Speaker of the Assembly and the Senate Rules Committee, as specified.
- Require the GRTA to do the following, *to the extent funding is available*, upon GRTA's receipt of NCRA's rights, privileges, and responsibilities for the northern portion of its right-of-way:
 - Initiate or complete, or initiate and complete, the federal Surface Transportation Board's railbanking process.
 - Inventory any parcel, easement, or contract related to the right-of-way.
 - Complete an environmental assessment of the conditions of the right-of-way for purposes of trail development.
 - Plan, design, construct, operate, and maintain a trail in, or parallel to, the right-of-way.
 - Conduct a thorough community engagement process that includes landowners, trail advocates, environmental groups, and the community at large, and specifies items to be discussed, such as trail configurations.
 - Honor existing trail licenses and work with local and state governments, tribal governments, and community groups to expeditiously provide new trail license agreements that meet the bill's goal.
 - Use the services of the California Conservation Corps or certified community conservation corps organizations, and conservation organizations, wherever feasible, for specified projects related environmental enhancements, and restoration, and other improvement projects.
 - Prepare a master plan for the northern portion of the Great Redwood Trail.
 - Submit annual reports to the Legislature, beginning by January 1, 2024, describing the agency's progress towards fulfilling the requirements and goal related to the right-of-way.
 - Regulate public access to each segment of the right-of-way until the construction of the trail segment is completed, as determined by the agency.
- Authorize the GRTA to do the following, *to the extent funding is available*, upon GRTA's receipt of NCRA's rights, privileges, and responsibilities for the northern portion of its right-of-way:
 - Contract with a trail manager or organization to meet the bill's requirements.
 - Contract with an operator to operate excursion rail service, provided that service does not interfere with or harm the northern portion of the trail.
 - Work with landowners, fishing organizations, and others to locate and provide fishing and river access along the right-of-way, while seeking to discourage and prevent trespassing on private property.
- Authorize the GRTA to transfer the responsibility of performing any of the specified acts described in the bill to an appropriate state agency.
- Provide the GRTA with the authority to exercise all rights and powers necessary to carry out the bill's purposes, including entering into contracts and joint powers agreements, fixing and collecting fees, making grants, making real property transactions, undertaking or funding projects to carry out its directives, providing for

management of the trail, engage in lawsuits, and contracting with the State Coastal Conservancy, a state agency, or other organization to staff the agency, as specified.:

- Require the GRTA to comply with the Ralph M. Brown Act and California Public Records Act.

Related Legislation: SB 356 (McGuire), which died on the Assembly inactive file in 2019, would have authorized SMART to operate both passenger and freight rail service, as well as consider potential alternatives to help address the housing needs of existing and potential employees.

SB 1029 (McGuire), Chap. 934/2018, required CalSTA to conduct an assessment of the NCRA in order to provide the findings necessary to determine the most appropriate way to dissolve NCRA and dispense with its assets and liabilities, as specified.

Staff Comments: As noted in the 2020 assessment report, all options for resolution of the transfer of NCRA's rights, interests, privileges, and responsibilities relating to its right-of-way are expensive. The magnitude of state costs are unknown, but likely to be major, and contingent upon the ultimate structure of financing the development of the Great Redwood Trail, the availability of state funds, and the availability of funding from other sources, including federal funding, local partner funds, private donations and in-kind contributions, and fee and lease revenues available to the successor agency. Staff notes that the duties of the GRTA are contingent upon the availability of funds, and that the bill authorizes GRTA to transfer the responsibility of performing the acts described in the bill to an appropriate state agency, which would increase the potential for incurring state costs.

Relative to the fiscal impacts, the assessment report also notes the following, which indicates the potential for mitigating some of the identified costs:

Trail design options could reduce construction and environmental mitigation costs; thereby improving feasibility. If fully developed, the Great Redwood Trail would provide a tourist attraction and active transportation commuter route. It is estimated to generate \$24 million in annual local economic activity, reduce 1,580.43 metric tons of carbon dioxide, and increase walking and biking by 1,384,915 new trips annually.

-- END --


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SB-69 North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marín Area Rail Transit District. (2021-2022)

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Date Published: 04/26/2021 10:00 AM

AMENDED IN SENATE APRIL 26, 2021

AMENDED IN SENATE MARCH 10, 2021

CALIFORNIA LEGISLATURE— 2021-2022 REGULAR SESSION

SENATE BILL

NO. 69

Introduced by Senator McGuire

December 08, 2020

An act to add Chapter 4 (commencing with Section 93030) to Title 12 of the Government Code, to add Chapter 14 (commencing with Section 5880) to Division 5 of the Public Resources Code, and to amend Sections 105001, 105003, and 105032 of, to add Section 105088 to, and to repeal Section 105180 of, the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 69, as amended, McGuire. North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marín Area Rail Transit District.

Existing law creates the North Coast Railroad Authority with various powers and duties relating to rail service in the north coast area of the state, including the authority to acquire, own, operate, and lease real and personal property reasonably related to the operation and maintenance of railroads, ~~and~~ the planned transfer of all of the authority's assets, and the authority's dissolution.

Existing law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District, which is governed by a 12-member board of directors, with specified duties and powers. Existing law requires the district to work with specified authorities, including the North Coast Railroad Authority, to achieve a safe, efficient, and compatible system of passenger and freight rail service and authorizes the district to, among other things, provide a rail transit system for the provision of freight service by rail and own, operate, manage, and maintain a passenger rail system within the territory of the district.

This bill would require the authority, or a successor agency, to convey and transfer all of its rights, interests, privileges, and title, lien free, relating to the southern portion of a specified right-of-way to the district, as provided.

This bill would give the board of governors of the district the duty and power to, among other things, own, operate, manage, and maintain a freight rail system within the district and fix rates, rentals, charges, and

classifications of freight service operated by the district. The bill would also give the board of governors of the district the duty and power to consider potential alternatives to help address the housing needs of current and future employees. The bill would repeal the requirement that the district obtain coverage for itself and its employees under certain federal laws.

This bill would designate the ancillary bicycle and pedestrian pathways that provide connections between and access to district station sites and the district's other pathways as "The Great Redwood Trail, Southern Segment," and would authorize the district to partner and contract with trail agencies, as provided.

On or before July 1, 2022, this bill would rename the North Coast Railroad Authority the Great Redwood Trail Agency. The bill would provide for the appointment of the agency's board of directors, as specified. On or before July 1, 2022, the bill would require the authority to transfer all of its rights, interests, privileges, and responsibilities relating to the northern portion of the right-of-way to the agency, as provided. The bill would, to the extent funding is available, require the agency to, among other things, (1) inventory any parcel, easement, or contract related to the northern portion of the right-of-way, (2) complete an environmental assessment of the conditions of the northern portion of the right-of-way, (3) plan, design, construct, operate, and maintain a trail in, or next to, the northern portion of the right-of-way, and (4) complete a federal railbanking process for the northern portion of the right-of-way. The bill would also give the agency certain enumerated rights and powers, including, among other things, the right and power to fix and collect fees, make grants, acquire interests in real property, and enter into contracts and joint powers agreements.

By imposing new requirements on local entities, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

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

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

SECTION 1. *This act shall be known as the Great Redwood Trail Act.*

SECTION 1. **SEC. 2.** Chapter 4 (commencing with Section 93030) is added to Title 12 of the Government Code, to read:

CHAPTER 4. Transfer of Rights, Privileges, and Title

93030. (a) The authority or a successor agency shall convey and transfer all of its rights, interests, privileges, and title, lien free, relating to its rail right-of-way south of the dividing line, including any associated real property, rail easements, branch or spur lines, leases, contracts, licenses and certificates of public convenience and necessity, common carrier obligations held by the authority or a successor agency, or an associated freight operator, and railroad assets the authority or a successor agency owns to the Sonoma-Marín Area Rail Transit District, created pursuant to Section 105010 of the Public Utilities Code.

(b) The Sonoma-Marín Area Rail Transit District shall retain and maintain, in perpetuity, all common carrier rights and obligations received from the authority or a successor agency.

93031. (a) On or before July 1, 2022, the authority shall transfer all of its rights, interests, privileges, and responsibilities relating to its right-of-way north of the dividing line, including any associated real property, rail easements, branch or spur lines, leases, contracts, licenses and certificates of public convenience and necessity, common carrier obligations held by the authority, or an associated freight operator, and railroad assets the authority owns, to its successor agency, the Great Redwood Trail Agency established pursuant to Chapter 14 (commencing with Section 5880) of Division 5 of the Public Resources Code.

(b) The transfers made pursuant to subdivision (a) shall not affect or negate any rights under Memorandum of Agreement 1991-2324, which was filed on January 31, 1991, with the county clerk-recorder's office for the County of Humboldt.

93032. In making the transfers pursuant to Sections 93030 and 93031, and upon a majority of the Great Redwood Trail Agency's board of directors being appointed pursuant to Section 5882 of the Public Resources Code, the authority shall have no rights, privileges, and responsibilities relating to any right-of-way.

93033. Upon making the transfers pursuant to Sections 93030 and 93031, and a majority of the Great Redwood Trail Agency's board of directors being appointed pursuant to Section 5882 of the Public Resources Code, the authority's board of directors shall dissolve.

93034. For purposes of this chapter, "dividing line" has the same meaning as defined in Section 5881 of the Public Resources Code.

SEC. 2. SEC. 3. Chapter 14 (commencing with Section 5880) is added to Division 5 of the Public Resources Code, to read:

CHAPTER 14. Great Redwood Trail Agency

5880. (a) On or before July 1, 2022, the North Coast Railroad Authority shall be renamed the Great Redwood Trail Agency. If a majority of the agency's board of directors are not appointed on or before July 1, 2022, the North Coast Railroad Authority's board of directors shall oversee the agency's operations under this chapter until a majority of the agency's board of directors are appointed.

(b) (1) The goal of this chapter is for the agency to use the existing right-of-way, or paths parallel to the right-of-way, to plan, design, construct, operate, and maintain the northern portion of the Great Redwood Trail in, or parallel to, the right-of-way.

(2) The agency shall assume, own, and manage all aspects of the rail operations from the North Coast Railroad Authority north of the dividing line, including, but not limited to, the common carrier license, rail easements, licenses, and contracts.

5881. As used in this chapter, unless the context requires otherwise, the following definitions apply:

(a) "Agency" means the Great Redwood Trail Agency.

(b) "Board" means the agency's board of directors described in Section 5882.

(c) "Dividing line" means the county line separating the Counties of Mendocino and Sonoma at or near mile post 89.

(d) "Northern portion of the Great Redwood Trail" means the trail planned, designed, constructed, operated, and maintained in, or parallel to, the right-of-way pursuant to paragraph (4) of subdivision (a) of Section 5883.

(e) "Right-of-way" means the entire length of the right-of-way transferred to the agency pursuant to Section 93031 of the Government Code.

5882. (a) The agency shall be governed by a board of directors, composed as follows:

(1) The Governor shall appoint, subject to Senate confirmation, three board members, one representing the Department of Transportation, one representing the Natural Resources Agency, and one appointed at the Governor's discretion, who are knowledgeable about trails, parks, or rivers.

(2) The Senate Committee on Rules shall appoint one board member who is knowledgeable about trails, parks, or rivers.

(3) The Speaker of the Assembly shall appoint one board member who is knowledgeable about trails, parks, or rivers.

(b) (1) Each member of the board shall serve a term of four years.

(2) Notwithstanding paragraph (1), each member shall serve on the board until the member's successor has been appointed.

(c) The board shall elect a chair from among its board members who shall serve a term of one year. The chair may serve successive terms.

(d) The initial board members shall be appointed on or before July 1, 2022.

5883. Upon the agency receiving the North Coast Railroad Authority's rights, privileges, and responsibilities, including any associated branch or spur lines, north of the dividing line, both of the following subdivisions shall apply:

(a) To the extent funding is available, the agency shall do all of the following:

(1) Initiate or complete, or initiate and complete, the federal Surface Transportation Board's railbanking process north of the dividing line.

(2) Inventory any parcel, easement, or contract related to the right-of-way.

(3) Complete an environmental assessment of the conditions of the right-of-way for purposes of trail development.

(4) Plan, design, construct, operate, and maintain a trail in, or parallel to, the right-of-way.

(5) Conduct a thorough community engagement process that includes landowners, trail advocates, environmental groups, and the community at large. Items to be discussed during this process include, but are not limited to, trail configurations in, and parallel to, the right-of-way, including those on public lands, connecting the Great Redwood Trail to existing trails, and rail-crossing access and fees.

(6) Honor existing trail licenses and work with local and state ~~governments~~ *governments, tribal governments,* and community groups to expeditiously provide new trail license agreements that meet the goal of this chapter.

(7) Use the services of the California Conservation ~~Corps~~ *Corps or certified community conservation corps, as defined in Section 14507.5,* wherever feasible, for projects related to trails, environmental enhancements, and restoration, and other improvement projects.

(8) Use the services of conservation organizations, wherever feasible, for projects related to trails, fishing access, fish passage barrier restoration, and other environmental enhancement, restoration, and improvement projects.

(9) Prepare a master plan for the northern portion of the Great Redwood Trail, including any environmental analysis required pursuant to the California Environmental Quality Act (Division 13 (commencing with Section 21000)).

(10) Before January 1, 2024, and annually thereafter, submit a report to the Legislature, in compliance with Section 9795 of the Government Code, describing the agency's progress towards fulfilling the requirements and goal relating to the right-of-way.

(11) Regulate public access to each segment of the right-of-way until the construction of the trail segment is completed, as determined by the agency.

(b) To the extent funding is available, the agency may do any of the following:

(1) Contract with a trail manager or organization to meet the requirements of this section.

(2) Contract with an operator to operate excursion rail service except that the service shall not interfere with or harm the northern portion of the Great Redwood Trail.

(3) Work with landowners, fishing organizations, and others to locate and provide fishing and river access along the right-of-way. In doing so, the agency shall seek to discourage and prevent trespassing on private property.

5884. The agency may transfer the responsibility of performing the acts described in this chapter to an appropriate state agency.

5886. The agency shall have and may exercise all rights and powers, expressed or implied, necessary to carry out the purposes and intent of this chapter, including, but not limited to, all of the following:

(a) To enter into and perform all necessary contracts pursuant to Article 53.5 (commencing with Section 20815) of Chapter 1 of Part 3 of Division 2 of the Public Contract Code.

(b) To fix and collect fees for the use of any land owned or controlled, or for any service provided, by the agency.

- (c) To make grants.
- (d) To acquire interests in real property.
- (e) To lease, rent, sell, exchange, or transfer interests in real property.
- (f) To undertake or fund projects and programs implementing this chapter or relating to the northern portion of the Great Redwood Trail.
- (g) To provide for the management of the right-of-way and the northern portion of the Great Redwood Trail.
- (h) To apply for and accept grants, gifts, donations of money and property, subventions, rents, royalties, or other assistance from public or private sources.
- (i) To recruit and coordinate volunteers and experts to conduct interpretive and recreational programs, and to assist with construction projects and the maintenance of facilities.
- (j) To enter into contracts and joint powers agreements.
- (k) To sue and be sued.
- (l) To contract with the State Coastal Conservancy, a state agency, or another organization to staff the agency.

5887. The agency shall be subject to the Ralph M. Brown Act (Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code) and the California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of Title 1 of the Government Code).

SEC. 3. SEC. 4. Section 105001 of the Public Utilities Code is amended to read:

105001. It is the intent of the Legislature in enacting this part to provide for a unified, comprehensive institutional structure for the ownership and governance of a passenger and freight rail system within the Counties of Marin, Napa, Solano, and Sonoma, and any other counties immediately adjacent to those counties.

SEC. 4. SEC. 5. Section 105003 of the Public Utilities Code is amended to read:

105003. As used in this part, the following terms have the following meanings:

- (a) "District" means the Sonoma-Marín Area Rail Transit District.
- (b) "Dividing line" has the same meaning as defined in Section 5881 of the Public Resources Code.
- (c) "Rail transit" means the transportation of passengers and their incidental baggage by rail and provision of freight service by rail.
- (d) "Rail transit works" or "rail transit facilities" means any or all real and personal property, equipment, rights, or interests owned or to be acquired by the district for rail transit service purposes, including ancillary bicycle and pedestrian pathways that provide connections between and access to station sites.
- (e) "Board of directors," "board," or "directors" means the board of directors of the district.
- (f) "Public agency" includes the state, and any county, city and county, city, district, or other political subdivision or public entity of, or organized under the laws of, this state, or any department, instrumentality, or agency thereof.

SEC. 5. SEC. 6. Section 105032 of the Public Utilities Code is amended to read:

105032. It shall be the duty of the board and it shall have the power to:

- (a) Own, operate, manage, and maintain a passenger and freight rail system within the territory of the district.
- (b) Determine the rail transit and freight facilities, including ancillary bicycle and pedestrian pathways, to be acquired and constructed by the district, the manner of operation, and the means to finance them.
- (c) Adopt an annual budget for the district that provides for the compensation of its officers and employees.
- (d) Fix rates, rentals, charges, and classifications of rail transit and freight service operated by the district.

(e) Adopt an administrative code that prescribes the powers and duties of district officers, the method of appointment of district employees, and the methods, procedures, and systems for the operation and management of the district.

(f) Adopt rules and regulations governing the use of rail transit and freight facilities owned or operated by the district.

(g) Cause a postaudit of the financial transactions and records of the district to be made at least annually by a certified public accountant.

(h) Adopt rules and regulations providing for the administration of employer-employee relations.

(i) Consider potential alternatives to help address the housing needs of current and future employees.

(j) Do any and all things necessary to carry out the purposes of this part.

~~SEC. 6. Section 105088 is added to the Public Resources Code, to read:~~

~~105088.~~

~~SEC. 7. Section 105088 is added to the Public Utilities Code, to read:~~

105088. (a) Upon receiving the North Coast Railroad Authority's rights, privileges, and interests relating to the authority's rail right-of-way south of the dividing line pursuant to Section 93030 of the Government Code, the district shall designate a single point of contact for the Great Redwood Trail.

(b) The district may partner or contract with trail agencies, including the Great Redwood Trail Agency, on creation and maintenance of the bicycle and pedestrian pathways under the district's jurisdiction.

(c) The ancillary bicycle and pedestrian pathways that provide connections between and access to district station sites and the district's other pathways shall be known as "The Great Redwood Trail, Southern Segment."

~~SEC. 7.~~ **SEC. 8.** Section 105180 of the Public Utilities Code is repealed.

~~SEC. 8.~~ **SEC. 9.** If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.



**MENDOCINO COUNCIL OF GOVERNMENTS
STAFF REPORT**

TITLE: Summary of Meetings

DATE PREPARED: 5/25/21

SUBMITTED BY: Monica Galliani, Administrative Assistant

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

Date	Meeting/Event	Staff
5/03/2021	Blue Zones Meeting	Barrett
5/04/2021	Caltrans District 1 Local Assistance Huddle	Casey
5/04/2021	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Webinar	Ellard
5/06/2021	Regional Transportation Planning (RTP) Meeting w/Caltrans	Barrett & Ellard
5/07/2021	Blue Zones Community Policy Meeting	Barrett
5/10/2021	Covelo Trail Meeting w/ Indian Health Services	Barrett & Sookne
5/11/2021	Caltrans District 1 RTPA Directors' Meeting	Barrett & Davey-Bates
5/11/2021	California RTPA Group Meeting	Barrett & Davey-Bates
5/12/2021- 5/13/2021	California Transportation Commission (CTC) Meeting	Barrett & Davey-Bates
5/12/2021	Regional Early Action Planning Meeting	Barrett
5/14/2021	Caltrans Safety Site Visit – US 101/N. Sate and Potter Valley Rd/SR 20	Barrett & Davey-Bates
5/17/2021	California Transportation Federal Affairs Working Group	Barrett
5/17/2021	Social Services Technical Advisory Council (SSTAC) Meeting	Barrett, Orth & Galliani
5/18/2021	Local Roads Safety Program (LRSP) Monthly Check In	Barrett & Ellard
5/18/2021	Covelo Trail PDT Meeting	Barrett & Sookne
5/19/2021	MCOG Technical Advisory Committee (TAC) Meeting	Barrett, Casey, Ellard, Sookne
5/19/2021	North State Electric Vehicle Infrastructure Group	Orth & Sookne
5/19/2021	Hopland Municipal Advisory Council (MAC) Meeting	Barrett
5/20/2021	Meeting with Senator McGuire & Transportation California	Barrett
5/21/2021	Rural Counties Task Force (RCTF) Meeting	Barrett, Orth, Pedrotti, Sookne
5/21/2021	Road Charge Pilot CTC Technical Advisory Committee	Orth
5/24/2021	Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program Rollout and Implementation Workshop	Casey & Orth
5/25/2021	CDAC Meeting	Barrett
6/01/2021	Westport Municipal Advisory Council (MAC) Meeting	Barrett & Ellard
6/01/2021	Zero Emission Bus Design Optimization with Nevada County, Caltrans and CalSTA	Orth
6/02/2021	Round Valley Municipal Advisory Council (MAC) Meeting	Barrett & Ellard

I will provide information to the Board 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 #14f
Reports
MCOG Meeting
6/07/2021

STAFF REPORT

TITLE: Regional Transportation Plan/Active Transportation Plan 2022 Update **DATE PREPARED:** 05/27/21

SUBMITTED BY: Loretta Ellard, Deputy Planner

MEETING DATE: 06/07/21

BACKGROUND:

MCOG staff is continuing to work on the required update of the Regional Transportation Plan (which includes the Active Transportation Plan) – Work Element 9 in the current Overall Work Program. The 2022 RTP/ATP Update is due by February 5, 2022, in accordance with the four-year update cycle.

As previously reported, as part of the initial needs assessment and information gathering phase, we prepared and distributed materials to advertise the availability of a transportation survey and interactive mapping tools on MCOG’s website, through a virtual public outreach tool (Social Pinpoint). At the end of April we re-distributed the flyer and press release to try to attract additional respondents for this first round of virtual public outreach.

Online responses received as of this date are as follows: 100 unique stakeholders; 47 map comments; 90 survey responses; and 34 budget responses.

We continue to encourage MCOG board members, as well as community members, to provide input on transportation issues by using the tools at: <https://www.mendocinocog.org/regional-transportation-plan-rtp-active-transportation-plan-2022-update>.

Currently, staff is coordinating with the Municipal Advisory Councils (MACs) and the Mendocino County Climate Action Advisory Committee (MCCAAC) to schedule presentations on the RTP update. Previous outreach has included a virtual presentation to Mendocino County tribes at a Caltrans District 1 quarterly tribal meeting, and a recorded informational presentation posted on the County’s YouTube channel and on MCOG’s website. We will be reviewing public input received as we work on updating the various components of the RTP and Active Transportation Plan.

As previously reported, the schedule for this planning project will extend into next fiscal year, with MCOG adoption of the Final RTP/ATP estimated to occur in December 2021. We will continue to provide periodic updates to keep the Board informed of progress throughout the year.

ACTION REQUIRED: Information only.

ALTERNATIVES: N/A.

RECOMMENDATION: Information only.

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