



# MENDOCINO COUNCIL OF GOVERNMENTS

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PHILLIP J. DOW, EXECUTIVE DIRECTOR

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Transportation Planning: Suite 204  
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## AGENDA

**Monday, April 2, 2018 at 1:30 p.m.**

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

### Additional Media

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

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

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

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

### PUBLIC EXPRESSION

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

### REGULAR CALENDAR

5. Presentation and Discussion: Garcia River Climate Adaptation Feasibility Study – Caltrans
6. Consideration/Adoption of Resolution No. M2018-\_\_\_\* Supporting Proposition 69 [*a constitutional amendment to protect transportation funds from being diverted*] and Opposing Repeal of Senate Bill 1, The Road Repair & Accountability Act of 2017
7. Consideration of Alternatives for Improvements to US 101/ North State Street Interchange
8. Appointment of Ad Hoc Committee to Serve During Litigation – Covelo State Route 162 Corridor Multi-Purpose Trail Project – CEQA Challenge

### CONSENT CALENDAR

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

9. Approval of February 5, 2018 Minutes

## RATIFY ACTION

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

## REPORTS

### 11. Reports – Information

- a. Mendocino Transit Authority
- b. North Coast Railroad Authority
- c. MCOG Staff - Summary of Meetings
- d. MCOG Administration Staff
  1. Executive Committee’s FY 2018/19 Budget Recommendations of February 28, 2018
  2. California Transportation Commission (CTC) Town Hall, April 11-12 in Sonoma County
  3. North State Super Region Meeting April 10 at Lake Transit Authority - *verbal*
  4. California Transportation Foundation 19<sup>th</sup> Annual Trans. Forum, Feb. 21 in Sacramento
  5. Miscellaneous
- e. MCOG Planning Staff
  1. 2018 State Transportation Improvement Program (STIP) Adoption
  2. Miscellaneous
- f. MCOG Directors
- g. California Association of Councils of Governments (CALCOG) Delegates – Annual Regional Leadership Forum, March 14-16 in Monterey

## ADJOURNMENT

12. Adjourn

## AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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

## ADDITIONS TO AGENDA

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

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

## CLOSED SESSION

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

POSTED 3/26/2018

\* Next Resolution Number: M2018-02



## MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 5**  
Regular Calendar  
MCOG Meeting  
4/2/2018

### STAFF REPORT

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**TITLE:** Garcia River Climate Adaptation Feasibility Study  
**SUBMITTED BY:** Phil Dow, Executive Director

**DATE PREPARED:** 03/16/18  
**MEETING DATE:** 04/02/18

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#### BACKGROUND:

Prolonged closures of State Route 1 at the Garcia River have been a local and region-wide concern for a number of years. Since there are no parallel routes for alternative travel, it is a particular concern to South Coast residents. In a planning document I prepared on behalf of the North State Super Region for submittal to the California Transportation Commission last year, I calculated that the all-weather route around the closure entails a 219 mile trip taking more than 5 hours.

In the past couple of years Caltrans District 1 staff has met in Point Arena on several occasions to discuss flooding problems on Highway 1 with the public and the Manchester–Point Arena Band of Pomo Indians. District 1 staff last met in Point Arena on July 25, 2017 and announced that a feasibility study on the issue would be forthcoming. The draft *Garcia River Climate Adaptation Feasibility Study* was released in late December 2017 and is available for comment until April 1. The City of Point Arena submitted comments on the study, including the proposed alternatives on February 16, 2018. I submitted my staff comments on behalf of MCOG on March 19, 2018. Caltrans Planning Branch Chief Rex Jackman is scheduled to meet again in Point Arena at the City Council meeting on March 27, 2018 to discuss comments received to date, receive further public input, and outline the process that will lead to a preferred alternative and eventual funding.

In the course of seeking input on Regional Transportation Plan development, MCOG staff noted substantial support for resolving the flooding issue and support as well for a bridge over the Garcia River that would provide direct access to tribal lands from Windy Hollow Road. It should be noted that a report entitled *Windy Hollow Road over the Garcia River Conceptual Bridge Feasibility Report, February 2007*, was completed by T.Y. Lin International Group through a Caltrans Environmental Justice grant.

Since involvement with the Highway 1 flooding issue and the feasibility issue has been, to date, only at the MCOG staff level, I asked Mr. Jackman to present a summary of feasibility study, public comments and the process that will move forward to resolve the problem.

The following attachments are available for Council review:

- Study Location Map
- Copy of Section V. Alternatives Studied, *Garcia River Climate Adaptation Feasibility Study*
- Copy of Point Arena City Manager Shoemaker's comment letter to Caltrans
- Copy of my comment letter to Caltrans

I expect that Mr. Jackman will lead this discussion. The entire draft study is available at:  
<http://www.dot.ca.gov/dist1/garcia/>

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#### ACTION REQUIRED:

There is no action required, but the Board may wish to provide input to Caltrans in addition to comments provided by staff.

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#### ALTERNATIVES:

The Board may choose to concur with staff comments or provide other comments to Caltrans.

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**RECOMMENDATION:** No recommendation is proposed.

Figure 1 - Study Location



## Public Meetings

In the past couple of years, District staff have attended three public meetings in the Point Arena area to discuss flooding problems on SR 1.

On February 10, 2016 a public meeting was held at the Manchester Grange Hall. Community concerns voiced at the time, included the need for a centralized notification system that could disseminate the real-time status of SR 1 closures at Garcia River, the perception that closures were unnecessarily prolonged, and the District's intention to install a web based camera at Gasker Slough.

On November 14, 2016 District staff met with a few members of the public and the MPABPI Rancheria to discuss flooding-related concerns, potential solutions, and the Feasibility Study (herein), which had just been initiated. Progress on the implementation of a "Reverse 911" notification system and web based camera were also discussed. Following this meeting, and prior to the next, both the web based camera and "Reverse 911" systems were implemented.

On July 25, 2017 both District staff and management attended a Point Arena City Council meeting. Management gave a presentation on the status of this Feasibility Study, answered questions, and took note of comments. It was also announced that the draft report would be posted for public review and comment until December, 2017, when it would be finalized.

## V. Alternatives Studied

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### Criteria for Design Alternative Scenarios

The development of alternative design scenarios included an investigation of 1) strategies for improving the existing SR 1 roadbed to avoid flooding and 2) new road alignments that bypass the flood prone segments of SR 1 entirely. Criteria used for evaluating bypass alternatives included property ownership, existing vehicular access, project constructions cost, travel time and distance, as well as potential impacts to the natural environment. One of the most important criterion considered was the identification of a suitable location for bridging the Garcia River. Alternatives were developed to meet, or come as close as practicable to, current design standards for a 55 mph facility and comply with the objectives and policies of the current route concept; as described in the *Transportation Concept Report, State Route 1, District 1 (March 2016)* and the *Coastal Element of the Mendocino County General Plan*. Every alternative design scenario includes a 32-foot paved roadway (12-foot lanes and 4-foot shoulders) for the entire length, except the bridges, which propose a shoulder width of 8 feet.

### Design Alternative Scenarios

#### Design Alternatives Overview

This study provides the scope and estimated cost for four alternatives. Alternative 1 consists of raising the grade of the existing roadway where flooding has historically occurred. Alternative 2 utilizes the entire length of Windy Hollow Road to bypass flood locations and includes a new

bridge at Garcia River. Alternatives 3 and 4 combine portions of Windy Hollow Road with sections of new alignment. All three bypass alternatives (Alt. 2 – 4) share a common alignment and profile at the Garcia River crossing, and therefore share an identical bridge. Finally, Incremental/Partial Improvement Options consider a staged improvement project that would address flooding at the Gasker Slough only. See Attachments C1 and C2 for Alternative Overview Layouts.

### Alternative 1- Grade Raise on Existing Alignment



#### Description

This alternative raises the road elevation on its current alignment in flood prone areas by constructing two new bridges and several earth-fill sections. Alternative 1 begins at PM 17.52, removes and replaces the existing Gasker Slough Bridge, and adds earthen fill to the bridge approaches in order to elevate the roadway an additional eight feet. A temporary detour is not feasible at this location, so it would be necessary to reduce the flow of traffic to one-lane, alternating direction traffic control, during bridge removal and construction. The grade elevation difference between existing and proposed will make construction of two temporary retaining walls (most likely sheet pile walls) necessary. The new bridge would be approximately 60 feet long with twelve-foot lanes and eight-foot shoulders. Between PM 17.67 and PM 18.05, north of the bridge, work will consist of widening the road to create four-foot wide, paved shoulders.

At PM 18.05, Alternative 1 proposes to construct a viaduct over the existing floodplain which would terminate on the northern end at PM 18.41. This structure would have a deck elevation fourteen feet higher than the existing road and terrain, would be 1,800 feet long with twelve-foot lanes and eight-foot shoulders (on both the viaduct and its approaches), and will include standard superelevation. The viaduct would provide a minimum ground clearance height of ten feet for farm equipment to pass underneath the structure. At the south end of the flats, the viaduct proposes to replace the existing southern approach to, and the overflow bridge. The northern end of this structure, at PM 18.41, would connect to a 500-foot long earth fill section of roadway that conforms to the existing grade, near the southern abutment of the Garcia River Bridge. Unlike the Gasker Slough location, a temporary two-way, two-lane detour is feasible at this location and would be required during most of the construction phases. The total alignment length is 0.89 miles. See Attachment D1, Alternative 1 Layout and Attachment E, Typical Cross Sections.

### Cost

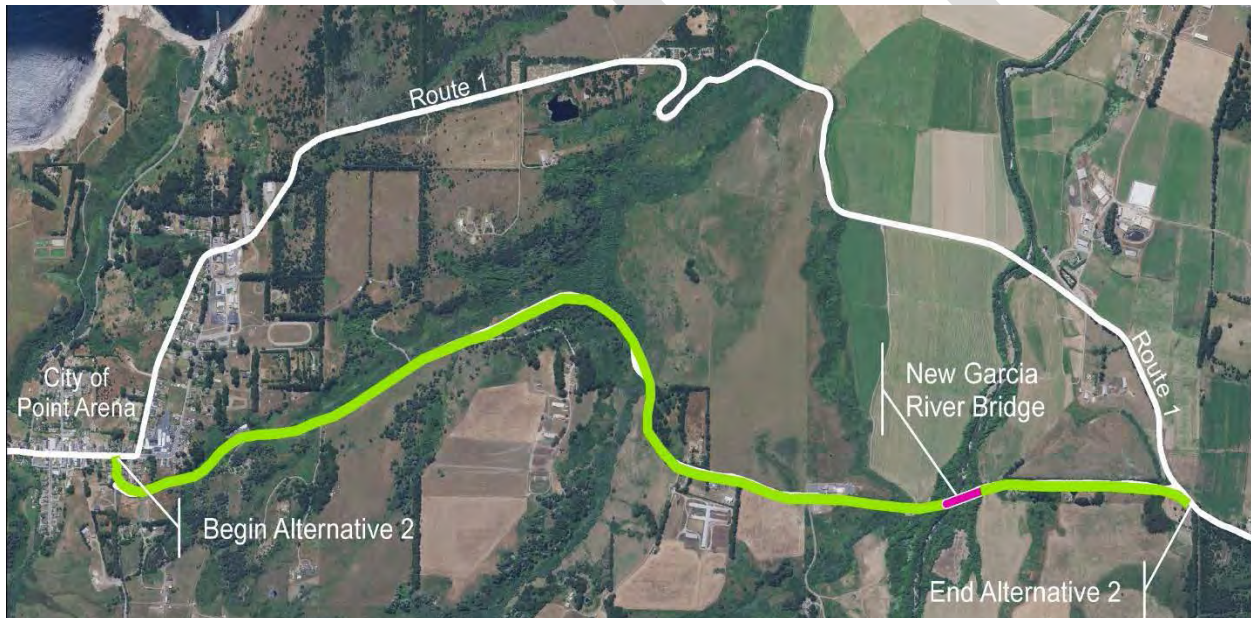
The table below provides a summary of Alternative 1 capital cost for the current year (support cost not included).

Roadway Construction	*Structures Construction	Right of Way	Capital Cost
\$14,200,000	\$44,000,000	\$4,400,000	\$62,600,000

\*Includes Structure removal

See **Attachment F** for a breakdown of the cost estimate.

### Alternative 2 - Windy Hollow Road Alignment



### Description

Alternative 2 would use the existing Windy Hollow Road as a bypass route to avoid flood prone areas of SR1 and would require the construction of a new bridge over the Garcia River. This alternative perpetuates the local road’s existing horizontal alignment with curve radii that vary from 300 to 1,000 feet. The south end of the new bypass route would begin at PM 15.14 within the City of Point Arena, where SR 1 (Main Street) has a posted speed limit of 25 mph. Currently, Windy Hollow Road does not intersect directly with SR 1 on the south end and requires a portion of Riverside Drive be included as a connector segment in the new bypass route alignment. Although alternative roads could have been chosen, Riverside Drive allows the existing path of travel to continue to be used while improved roadway geometrics and the reconfiguration of stop sign control systems at two intersections, will allow non-stop travel on SR 1.

Due to the mild grade and moderate curvature of the southernmost 1.5 miles of Windy Hollow Road, structural section work will likely be limited to widening and overlay, depending on pavement conditions and underlying construction. Additional work includes a small roadway realignment at Hathaway Creek and construction of a new fish-passable culvert. North of the creek, the road climbs and then descends the hill separating Hathaway Creek and the Garcia River. Along this segment of roadway, road grade maximums vary from 10.5% to 12.4% requiring significant earthwork to reduce the steepness of the grades and widen the road. The section of Windy Hollow Road that currently extends beyond the Garcia River Casino to the location where the new Garcia River Bridge’s southern approach would begin, is unpaved and would require realignment earthwork. The new bridge would be 500 feet in length with a maximum height of 21 feet, and have 12-foot lanes, 8-foot shoulders, and a bike railing barrier. The north bridge approach would consist of a fill section that transitions to a cut section where it intersects the existing 12% ascending grade of Windy Hollow Road, at the beginning of a long tangent. Grading, excavation, and roadway reconstruction work is also required for several hundred feet along Windy Hollow Road on the north side of the new bridge. The new route alignment in Alternative 2 rejoins SR 1 at the existing intersection with Windy Hollow Road at PM 19.35 and is only 3.2 miles long, bypassing 4.2 miles of the existing route. See Attachments D2 and D3, Alternative 2 Layout, and Southern Connection Layout, respectively. See Attachment E, Typical Cross Sections.

#### Cost

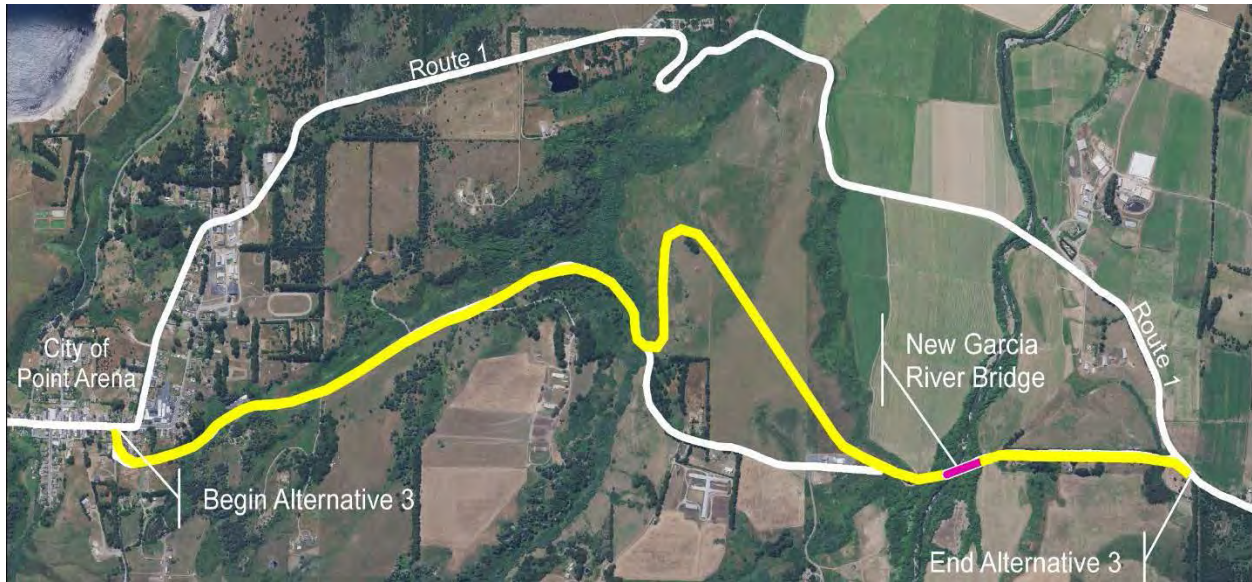
The table below provides a summary of Alternative 2 capital cost for the current year (Support costs are not included).

<b>Table 3: Alternative 2 Cost Summary (2017)</b>			
Roadway Construction	Structures Construction	Total Right of Way	Total Capital
\$34,300,000	\$11,000,000	\$11,000,000	\$56,300,000

See Attachment F for cost estimate details.



### Alternative 3 - Windy Hollow Road with Realignment



#### Description

Alternative 3 is 3.5 miles long and bypasses 4.2 miles of existing SR 1. This alternative includes construction of a new Garcia River Bridge and utilizes the first 1.6 miles and the last 0.6 miles of Windy Hollow Road. Its southern and northern connections to existing SR 1 are identical to Alternative 2 with beginning and ending locations at PM 14.14 and PM 19.35, respectively. However, beginning at Hathaway Creek, Alternative 3 leaves Windy Hollow Road on a new road alignment to bypass the more direct and steeper portion of Windy Hollow Road. A new fish-passable culvert would be required for the Hathaway Creek crossing. After topping the hill at an elevation of 160 feet, Alternative 3 descends toward the Garcia River and merges with the existing Windy Hollow Road. North of the Garcia River Casino and approximately 500 feet south of the new Garcia River Bridge’s southern abutment, this alternative follows the same alignment as Alternative 2. While longer and higher in cost, this alternative would have a lower maximum grade than Alternative 2. Alternative 3 also has substantially smaller excavation and disposal quantities. See Attachment D4, Alternative 3 Layout, and Attachment E, Typical Cross Sections.

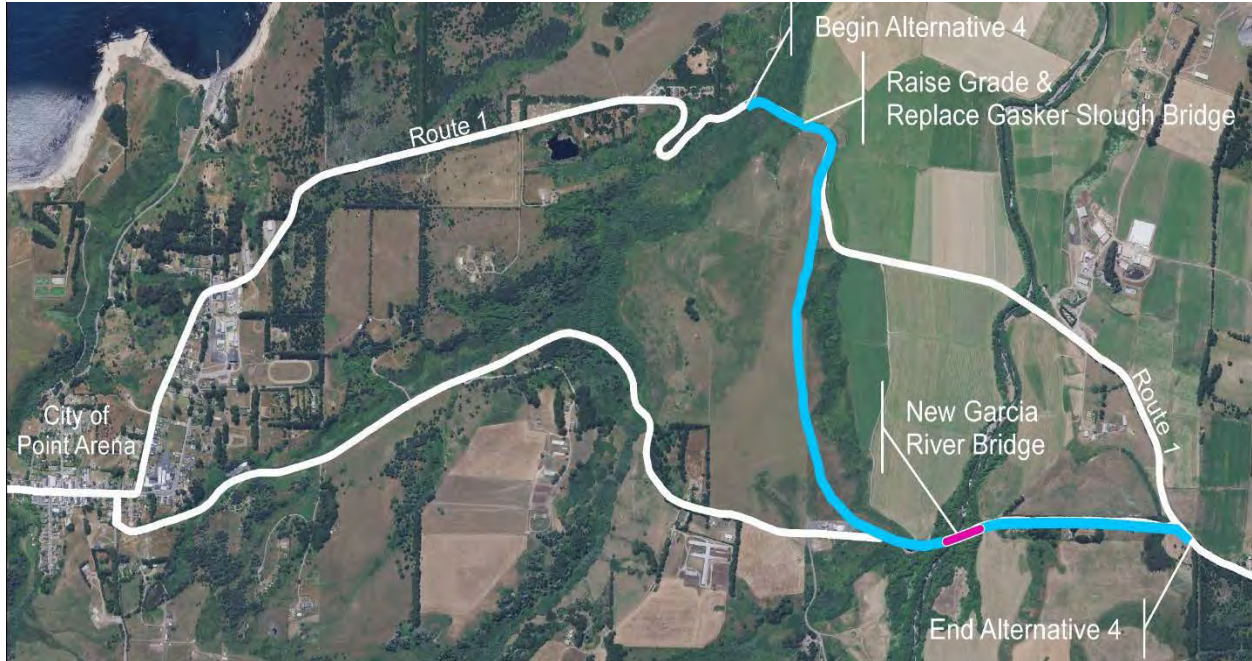
#### Cost

The table below provides a summary of Alternative 3 capital cost for the current year (Support costs are not included).

Roadway Construction	Structures Construction	Total Right of Way	Total Capital
\$41,000,000	\$11,000,000	\$18,800,000	\$70,800,000

See **Attachment F** for cost estimate details.

### Alternative 4 - Bluff Top Alignment to Windy Hollow Road North



#### Description

Alternative 4 includes construction of a new Garcia River Bridge on Windy Hollow Road and removal and replacement of Gasker Slough Bridge. This alternative utilizes the existing SR 1 alignment between PM 17.52 and PM 17.82 and is identical to Alternative 1 within these limits. Beginning at PM 17.82, Alternative 4 utilizes a new alignment consisting of a side-hill 6% grade to the top of the hill terrace on the valley's south side. The new alignment continues east along the terrace top for nearly 2,000 feet before swinging northward and descending toward Garcia River. Approximately 500 feet south of the new bridge's southern abutment, the Alternative 4 alignment merges with the Alternative 2 alignment. From this point, to the northern project limit, Alternative 4 is identical to Alternatives 2 and 3. Alternative 4 is 2.0 miles long with a design speed of 35 to 60 mph, and bypasses 1.5 miles of the existing route. See Attachment D5, Alternative 4 Layout, and Attachment E, Typical Cross Sections.

#### Cost

The table below provides a summary of Alternative 4 capital cost for the current year (Support costs are not included).

Roadway Construction	*Structures Construction	Total Right of Way	Total Capital
\$33,000,000	\$12,500,000	\$12,700,000	\$58,200,000

\*Includes Structure removal

See Attachment F for cost estimate details.

## Alternatives Summary

The following table compares alternative costs, impacts, quantities, and characteristics.

**Table 6: Alternatives Summary Table**

Identity	Length / (Net Length)	Total Capital Cost (million)	Foot Print Area (acres)	Excavation Quantity (CY)	Imported Borrow Quantity (CY)	Disposal Quantity (CY)	Number/ Length of New Structure
Alternative 1	0.89 MI (0 MI)	\$62.6	7.8	3,500	33,000	0	2 / 1,860'
Alternative 2	3.2 MI (-1.0 MI)	\$56.3	23.1	122,100	0	32,100	1 / 500'
Alternative 3	3.5 MI (-0.7 mi.)	\$70.8	22.2	80,400	0	28,100	1 / 500'
Alternative 4	2.0 MI (0.5 MI)	\$58.2	14.8	80,100	0	15,800	1 / 500'

\* Includes design speed of existing SR 1 between Alternatives 1 & 4 improvements and Point Arena (where Alternative 2 & 3 connect to SR 1)

## Incremental/Partial Improvement Options

A short term option that may help to address local resident concerns would be to initiate several smaller projects that when combined reduce the duration of road closures. For example, raising the grade of the roadbed between post miles 17.52 to 17.67 would address flooding at Gasker Slough. As the lowest roadway elevation in the area (by approximately 7 feet), this relatively short section of road (approximately 800 feet) is the first location to be submerged and the last to clear of flood water. Eliminating flooding at this point would provide a reduction in the *duration* of road closures at a substantially lower cost than any of the previous alternatives analyzed. It is not anticipated however, that this incremental improvement would decrease the *frequency* of closures because generally, when Gasker Slough floods, Stornetta Flats does also. It is estimated that this incremental improvement would cost \$5-7 million dollars. A second project would still need to be initiated in order to address the remaining flood-prone areas, specifically Alternatives 1 or 4. See Attachment D6, Partial Improvement Layout.

A local agency project that has also been proposed, includes improvement of the county-owned Windy Hollow Road, along with construction of a new bridge to connect the two disparate sections. This project concept would improve Windy Hollow Road to lesser standards than required for SR 1, but allow for a detour during times when SR 1 is closed due to flooding. Funding for the project would be sought from local, state, and federal funds. It is roughly estimated that these improvements to connect both sides of Windy Hollow Road and make the minimum improvements to the existing cross section would cost around \$32 million dollars. This project would be planned, designed, and implemented by the Mendocino County Department of Transportation.

## CITY OF POINT ARENA

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Mayor Scott Ignacio  
Vice-Mayor Barbara Burkey  
Councilmember Richey Wasserman  
Councilmember Anna Dobbins  
Councilmember Jonathan Torrez  
Richard Shoemaker, City Manager  
Terry Gross, City Attorney

February 16, 2018

Rex A. Jackman  
Planning Branch Chief  
Cal Trans District 1, South

Re: Garcia River Climate Adaptation Feasibility Study Comments to the drat Study

The Point Arena City Council has reviewed the feasibility study in open session at their meeting on January 23, 2018 and has the following comments and questions about the alternatives:

### COMMENTS TO DOCUMENT INFORMATION:

#### *“Executive Summary”*

p.5¶1 - in 15-16, 16-17 there were 5 lengthy closures. How many hours or days closed?

p.5¶2 - 45 miles on a windy road to Fort Bragg Hospital. Please list drive time to next closest hospital (Healdsburg?).

#### *“II. Background”*

p.7¶1 – add – Gualala, Elk and Manchester to “SR 1 serves as Main Street...”

p.10¶1 - average precipitation in Point Arena is 41.85” with a high average in January of 7.99 “  
<https://www.usclimatedata.com/climate/point-arena/california/united-states/usca0884>

p.10¶3 – It is believed in 2017 there was a closure around the 20th of January and one of them was two days.

p.11 Table If you remove drought years, closures are annual.

p.12¶2 – Something might be mentioned that gravel excavation was stopped and salmonid fisheries restoration work has commenced on the Garcia River.

P.13 *“III. Purpose & Need”* – Last sentence should read, “Residents of the South Coast of Mendocino & North Coast of Sonoma...”

p.21 – Table 6 Does alternative 1 actually require 33,000 Cubic Yards of fill?

#### *“Incremental/Partial Improvement Options”*

p.21¶2 – *first sentence*, Windy Hollow road is not owned in its entirety by the County. about 1.1 miles of it at the south end is owned on the City of Point Arena. This option could be feasible only if Cal Trans accepts maintenance on the City owned roadways that were utilized as a Hwy 1 bypass during flooding. *Last sentence*, this implementation would need the approval of the City of Point Arena for a CDP.

p.22¶1 – The City fully supports the use of a viaduct rather than a fill project for Alternative #1.

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P. 22 *“Traffic Safety”* – The City asserts that any use of the City’s section of Windy Hollow Road for a bypass or alternative Rout will reduce traffic safety within the City of Point Arena.

p.25 *2<sup>nd</sup> bullet point* – any portion within the City of Point Arena would require a CDP from the City.

p. 25 *7<sup>th</sup> bullet point* – The City agrees

p.26 *first bullet point* – in 1917 the City of Point Arena undertook its triennial Point Arena Mountain Beaver Survey in advance of reviewing its Roadside Maintenance Program specifically created to protect the PAMB. Significant occupied habitat was located along both sides of the northern end of the City’s Portion of Windy Hollow Road.

p. 27 *“Local Funding Sources” Local Sales Tax Measures* – It is highly unlikely that the voters of the County of Mendocino would vote for a local sales tax that would fund a project such as these. The City Point Arena passed a Sales Tax many years ago to fund street repairs within the City limits. That Sales Tax has proven insufficient to properly fund the needed repairs to City Streets. A local sales tax such as this would not likely be passed again.

#### COMMENTS ON ALTERNATIVES STUDIED –

##### **Comments and Questions on Alternative Route #1**

- In alternative # 1, what would keep the propose 33,000 cubic yards of fill soil spread over 500 feet to support the raised roadway that is proposed at the south end of the Garcia flats from accumulating debris and causing flooding or damage to the roadway supports of the aqueduct?
- If an alternative other than #1 is chosen what would become of the existing section of Hwy 1 that would be bypassed by the new route?
- Would it continue to be a public road?
- Who would maintain it?
- Alternative #1 using the current route would appear to have the fewest issues affecting current land uses, wildlife habitats and local community issues.
- Two negative considerations of Alternative #1 are that a new Garcia River bridge would not be built that would reconnect the physical split of the Manchester Rancheria thus leaving in place a 6+ mile trip to connect a .1 mile distance between the two parts of rancheria and to a major local employer, the Garcia River Casino.
- If Alternative #1 is chosen could there be an east-west connection that would terminate on Windy Hollow near the Garcia River Casino or at Maime Laiwa Road?
- **It is the view of the Point Arena City Council and City Staff that Alternative Route # 1 would have positive impacts and no negative impacts on the City of Point Arena, its businesses and its residents.**

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## Comments and Questions on Alternatives Routes #2 & #3

Alternatives 2 & 3 are very similar in nature and in the eyes of the City are essentially the same project. Both alternatives would require significant realignment grading and traffic control measures at the intersection of Windy Hollow Road, Riverside Drive and Main Street.

- The major drawback of both alternatives is the area at the south end of routes #2 & #3 that “drop into” Point Arena where Riverside Road abuts Main Street (Current Hwy 1 route).
- More detail about those proposed alignments and changes need to be furnished immediately to the City if these alternatives stay in the process.
- Alternatives 2 & 3 would put the current traffic of Hwy 1 onto a section of Windy Hollow Road currently under the ownership and jurisdiction of the City of Point Arena.
- The study states Windy Hollow is owned by the County of Mendocino when in fact the City of Point Arena owns 1.1 miles of the south end of it.
- These alternatives would route traffic directly into downtown via Windy Hollow Road and Riverside Drive, creating traffic issues turning left or right onto Main Street especially regarding large trucks.
- The study states these alternative routes allow non-stop travel on Hwy 1. The only way that can occur is if stop signs are placed uphill and downhill on Main St. to halt local traffic through Point Arena.
- These alternatives would create noise issues in commercial and residential area of Point Arena due to large trucks braking to control speed and the angle of entry to the two closely spaced intersections.
- The grade of Riverside Road and Hollow Intersection are set on a grade of 12% -16% at Riverside Drive & Windy Hollow and Riverside and Main St.
- The section Hwy between Windy Hollow and Main Street would be a downhill grade of 12-16%.
- The intersection of Windy Hollow Road and Riverside Drive is on a steep hill with very poor line of sight visibility.
- With the known Point Arena Mountain Beaver habitats along both sides of Windy Hollow Road in the area of the City and County interface, Cal Trans would face significant ESA issues in the widening to travel lane and shoulder width to 40 feet.
- **In the view of the Point Arena City Council and City Staff, Alternative Routes 2 & 3 would have serious negative impacts to the quality of life, economy and safety of the residents of the City of Point Arena.**

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## Comments and Questions on Alternative #4

- If alternative #4 were chosen, would the location where the new Hwy route leaves Windy Hollow Road R.O.W. be an off-ramp/on-ramp to Hwy 1 and a “backway” into or out of Point Arena via Windy Hollow Road?
- If that is the case, Cal Trans should upgrade the surface of Windy Hollow Road and establish safe shoulders to accommodate the new traffic on that rural road.
- Alternative #4’s new bridge over the Garcia River would reconnect the two sides of the Manchester Band Rancheria which has been a goal of the local community for a long time.
- **It is the view of the Point Arena City Council and City Staff that Alternative Route #4 would have positive impacts and no negative impacts on the City of Point Arena, its businesses and residents. Alternative #4 would have a beneficial impact on the Manchester Rancheria.**

### In Summary:

**The Point Arena City Council and City Staff have numerous serious concerns about the permanent damaging effect on our small disadvantaged community due to the negative, economic, social and safety issues that Alternative Routes #2 & #3 pose. We recommend that Cal Trans not pursue further study of these two alternatives.**

**The City Council of Point Arena and Staff support Cal Trans continuing the feasibility of Alternate Routes #1 & #4. These two routes will not harm the City, its residents or economy. They will make our community safer and more economically viable. Alternative Route #4 has the added benefit of reconnecting the Manchester Rancheria that is currently split without a bridge across the Garcia River.**

On behalf of the Point Area City Council,



Richard Shoemaker

City Manager, Point Arena



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March 19, 2018

Rex A. Jackman  
Planning Branch Chief  
Caltrans District 1  
P.O. Box 3700  
Eureka, CA 95502-3700

RE: Garcia River Climate Adaptation Feasibility Study

Dear Mr. Jackman:

I have reviewed the draft Garcia River Climate Adaptation Feasibility Study that was forwarded to MCOG for comments several weeks ago. As you may know, I consider action to mitigate period flooding on S.R. 1 at the Garcia River (and Stornetta Flats) the most immediate concern in dealing with climate change issues on Mendocino's South Coast (south of the S.R. 128 junction).

Point Arena City Manager Shoemaker provided me with his comments to you dated February 16, 2018. I concur with the concerns raised by the Point Arena City Council regarding the negative impacts that Alternative 2 and Alternative 3 would have on Point Arena. Re-routing State highway traffic along all or a portion of existing Windy Hollow Road (County and City segments) would impact tribal lands as well as necessitate major intersection improvements at the junction of Riverside Avenue and Main Street (existing S.R. 1). Direct highway access to the Point Arena Lighthouse as well as local trail access to the Point Arena-Stornetta Unit of the California Coastal National Monument would be bypassed. Small business north of the proposed S.R.1 (Riverside Drive) junction would be impacted. Although there may be few businesses to the north, in a city the size of Point Arena an impact to even one business can have community-wide significance.

Since the Manchester-Point Arena Reservation is bisected by the Garcia River, there has long been an interest by the Manchester-Point Arena Band of Pomo Indians to construct a bridge over the Garcia River on the Windy Hollow Road alignment. Support for a bridge on the Windy Hollow Road alignment was most recently heard during community meetings in Point Arena prior to development of our 2017 Regional Transportation Plan. Alternative 4 would provide that direct link to tribal lands north of the Garcia and to the community of Manchester. The proposed new S.R. 1 alignment would utilize a new bridge on the Windy Hollow Road alignment then turn westerly along a new higher alignment to rejoin existing S.R. 1 at Gasker Slough. Existing Windy Hollow Road would then form its northern termini just south of the new bridge and become a primary access to reservation lands, but a secondary access to Point Arena. Windy Hollow Road would remain a County road in the north and a Point Arena city street in the south.

The advantages of Alternative 4 over the other alternatives identified appear to be substantial. Even though Alternative 4 requires a new bridge over the Garcia, capital costs are less than required for Alternative 1 because the cost of a viaduct is avoided. Negative effects on Point Arena as outlined in Mr. Shoemaker's correspondence due to Alignment 2 and Alignment 3 will be precluded. The Manchester-Point Arena Band of Pomo Indians will have direct access to tribal lands both north and south of the Garcia as well as more direct egress from S.R. 1 to commercial development on tribal lands. Since there has already been preliminary study of the Windy Hollow Road crossing site, there may be some cost



savings in the project development stage. Furthermore, building an improved access to tribal lands may prove to be a competitive advantage in acquiring federal funding for Alignment 4.

You have already heard the concerns of Point Arena regarding alternatives #2 and #3, of which I concur. Alternative 1 and Alternative 4 both entail raising the grade and replacement of the Gasker Slough Bridge. Previous analysis and experience indicates that flooding at and near Gasker Slough is responsible for the longer term highway closures. Providing that the Manchester-Point Arena Tribe and Caltrans ultimately concur on eliminating Alternatives 2 and 3, our focus should immediately turn to initiating a project at Gasker Slough with a longer term focus on a new Garcia River bridge.

I have also attached a single sheet of specific comments for your consideration.

These comments express staff opinions only. Although this topic has been discussed occasionally over the years, the feasibility study has not been reviewed by the MCOG Board.

Sincerely,

A handwritten signature in blue ink that reads "Phillip J. Dow". The signature is written in a cursive style with a large initial "P" and "D".

Phillip J. Dow, P.E.  
Executive Director

Copies: Dan Gjerde, MCOG Chair

# Garcia River Climate Adaptation Feasibility Study

## Comments

1. Executive Summary (page 5)

Paragraph 3: Decisions on how to proceed with these 4 alternatives will involve reviewing prior work on the Windy Hollow Bridge over the Garcia, impacts to private lands, impacts to the City of Point Arena, and fundability.

2. Alternative Summary - Table 6 (page21)

The last column (Column 7) in Table 6 identifies that 1 – 500 foot structure will be needed. The layout map directly above the description on page 21 indicates that the Gasker Slough Bridge is to be replaced with this alternative. Is the cost of this bridge replacement in the Total Capital Cost (Column 3) reported at \$58.2 million?

3. Traffic Safety (page 22)

The injury rate on this section of Highway 1 should be addressed regardless of alternative chosen. Is this rate severe enough to attract safety money into the funding mix?



## MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 6**  
Regular Calendar  
MCOG Meeting  
4/2/2018

### STAFF REPORT

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**TITLE:** Support for Proposition 69; Opposition to SB 1 Repeal

**DATE PREPARED:** 03/19/18

**SUBMITTED BY:** Phil Dow, Executive Director

**MEETING DATE:** 04/02/18

---

#### **BACKGROUND:**

The Coalition to Protect Local Transportation Improvements was formed to support the June 2018 constitutional amendment (Proposition 69) to that would protect transportation funds from being diverted and to oppose the November 2018 measure to repeal Senate Bill 1.

The League of California Cities supports Proposition 69 and the California State Association of Counties identifies the preservation of Senate Bill 1 as a top legislative priority for 2018.

As a regional transportation planning agency, MCOG has been requested to join a coalition of local transportation agencies, cities, counties, and business to ensure that SB 1 remains in effect.

There are two attachments to this report to serve as background to the Board:

1. *Rebuilding California – Senate Bill 1*: This is a 2-page review of how the new funds are being spent.
2. *Support Safer Roads and Protect Local Transportation Improvements*: This 2-page summary prepared by the Coalition to Protect Local Transportation Improvements presents the case for supporting Proposition 69 and opposing SB 1 repeal.

As the regional transportation planning agency, MCOG has already benefited by Senate Bill 1 through the State Transportation Improvement Program process. If Senate Bill were not in effect, there would have been no funding available this year to program in our Regional Transportation Improvement Program (RTIP). I report every month on State programs that are either enhanced or fully funded by Senate Bill 1 that are available to the County and our cities.

A resolution in support of Proposition 69 and in opposition of the November 2018 ballot measure to repeal Senate Bill 1 has been prepared for Board consideration (attached).

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#### **ACTION REQUIRED:**

Consider joining the Coalition to Protect Local Transportation Improvements by adopting the resolution.

---

#### **ALTERNATIVES:**

The Board may choose to not to join the coalition.

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#### **RECOMMENDATION:**

Staff recommends that the Board adopt a resolution to join the Coalition to Protect Local Transportation Improvements to ensure that needed transportation funding made available through Senate Bill 1 continues to be made available to state, regional, and local governments.

# MENDOCINO COUNCIL OF GOVERNMENTS

## BOARD of DIRECTORS

### RESOLUTION No. M2018-\_\_\_

#### SUPPORTING PROPOSITION 69 AND OPPOSING REPEAL OF SENATE BILL 1, THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

#### WHEREAS,

1. The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County under state law; and
2. MCOG develops a regional transportation plan for identifying transportation needs and develops plans that will improve the future mobility for automobiles, transit, rail, freight, and pedestrians throughout the region;
3. MCOG is responsible the programming, oversight, and delivery for certain federal, state and local transportation funding programs within the region;
4. MCOG has since 1994 funded pavement condition surveys on a triennial basis that are reported statewide, and this assessment, as reported in the 2016 California Statewide Local Streets and Roads Needs Assessment, indicates that the condition of the local transportation network is deteriorating;
5. Until the Legislature took action last year, cities and counties were facing a funding shortfall of \$73 billion over the next 10 years to repair and maintain in a good condition the local streets and roads system; and the State Highway System was facing a similar \$57 billion of deferred maintenance;
6. The State of California enacted Senate Bill 1 – The Road Repair and Accountability Act of 2017 (SB 1) that went into effect on November 1, 2017, which enacted vehicle fees and a gas tax to provide the first significant, stable increase in state transportation funding in more than two decades;
7. SB 1 will raise approximately \$5.4 billion annually in long-term, dedicated transportation funding to rehabilitate and maintain local streets, roads, and highways, make critical, life-saving safety improvements, repair and replace aging bridges and culverts, reduce congestion and increase mobility options including bicycle and pedestrian facilities with the revenues split equally between state and local projects;
8. SB 1 will provide over \$1.6 million annually to the region for local streets for road maintenance, public transit, and local priority transportation projects;

9. SB 1 also provides opportunities for MCOG and/or member agencies to compete for additional funds to improve local streets and roads, expand multi-modal facilities, improve safety and operation of highways, build infrastructure to support trade and commerce, and expand bus transit;
10. SB1 has restored funding to the State Transportation Improvement Program (STIP) and \$2.2 billion is now available for new road, bridge and transit projects over the next four years;
11. SB 1 provides critically-needed funding in Mendocino County that will be used for:
  - Maintenance and rehabilitation of local streets and roads
  - Active Transportation improvements
  - Traffic signal construction
  - Streetscape improvements
  - Lane reduction/Complete Streets improvements
  - Arterial road/State highway interchange improvements
  - State highway pedestrian improvements;
12. SB 1 also provides funding opportunities to support sustainable planning projects;
13. SB 1 contains strong accountability and transparency provisions to ensure the public knows how their tax dollars are being invested and the corresponding benefits to their community including annual project lists that identify planned investments and annual expenditure reports that detail multi-year and completed projects;
14. SB 1 requires the State to cut bureaucratic redundancies and red tape to ensure transportation funds are spent efficiently and effectively, and establishes the independent office of Transportation Inspector General to perform audits, improve efficiency and increase transparency;
15. These transportation revenues should be constitutionally protected to ensure funds are used only for transportation purposes;
16. Proposition 69 on the June 2018 ballot, if approved, will prevent the State Legislature from diverting any new transportation revenues for non-transportation improvement purposes, thereby providing greater certainty and accountability for these revenues;
17. There is also a proposed ballot measure aimed for the November 2018 ballot (Attorney General #17-0033) that would repeal the new transportation revenues provided by SB 1 and make it more difficult to increase funding for state and local transportation improvements in the future; and
18. This proposed November proposition would divert transportation funding annually dedicated to MCOG, County of Mendocino, Mendocino Transit Authority, and the cities of Ukiah, Fort Bragg, Willits and Point Arena, and halt critical investments in future transportation improvement projects in our communities; therefore, be it

RESOLVED, THAT:

- That Mendocino Council of Governments hereby supports Proposition 69, the June 2018 constitutional amendment to prevent new transportation funds from being diverted for non-transportation purposes.
- The Mendocino Council of Governments hereby opposes the proposed November 2018 ballot proposition (Attorney General #17-0033) that would repeal the new transportation funds and make it more difficult to raise state and local transportation funds in the future.

BE IT FURTHER RESOLVED, that the Mendocino Council of Governments supports and can be listed as a member of the Coalition to Protect Local Transportation Improvements, a diverse coalition of local government, business, labor, transportation and other organizations throughout the state, in support of Proposition 69 and in opposition to the repeal of SB 1.

ADOPTION OF THIS RESOLUTION was moved by Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, and approved on this 2nd day of March, 2018, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

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

\_\_\_\_\_  
ATTEST: Phillip J. Dow, Executive Director

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

# Rebuilding California

SENATE BILL 1



SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements. SB 1 is a job creator. The White House Council of Economic Advisors found that every \$1 billion invested in transportation infrastructure supports [13,000 jobs a year](#). SB 1 gets to work putting people to work to rebuild California.

- » SB1 invests \$5.4 billion annually over the next decade to fix California's transportation system. It will address a backlog of repairs and upgrades, while ensuring a cleaner and more sustainable travel network for the future.
- » SB1 funds will be protected under a constitutional amendment (ACA 5), which safeguards new dollars for transportation use only. ACA 5 will be on the ballot for voter approval in November 2018.

## WHERE IS THE MONEY GOING?

California's state-maintained transportation infrastructure will receive roughly half of SB 1 revenue: **\$26 billion**. The other half will go to local roads, transit agencies and an expansion of the state's growing network of pedestrian and cycle routes. Each year, this new funding will be used to tackle deferred maintenance needs both on the state highway system and the local road system, including:



Maintenance and Rehabilitation of the State Highway System: **\$1.8 billion**



New Funding to Transit Agencies to help them increase access and service and build capital projects: over **\$750 million**



Maintaining and Repairing the State's Bridges and Culverts: **\$400 million**



Trade Corridor Enhancement Program: **\$300 million**

Money from this new program will fund freight projects along important trade corridor routes.



Repairs to Local Streets and Roads: **\$1.5 billion**



Solutions for Congested Corridors Program: **\$250 million**

Money from this new program will go to projects from regional agencies and the state that will improve traffic flow and mobility along the state's most congested routes while also seeking to improve air quality and health.



**Matching Funds for Local Agencies: \$200 million**

This money will go to local entities who are already making their own extra investment in transportation. These matching funds will support the efforts of cities and counties with voter-approved transportation tax measures.



**Local Planning Grants: \$25 million**

Addresses community needs by providing support for planning that may have previously lacked funding. Good planning will increase the value of transportation investments.



**Bike and Pedestrian Projects: \$100 million**

This will go to cities, counties and regional transportation agencies to build or convert more bike paths, crosswalks and sidewalks. It is a significant increase in funding for these projects through the Active Transportation Program (ATP).



**Transportation-Related Research at State Universities: \$7 million**

Research will help identify cost-effective materials and methods to improve the benefits of transportation investments.



**Freeway Service Patrol: \$25 million**

Assists stranded motorists on the most congested freeways to keep drivers moving during peak hours.



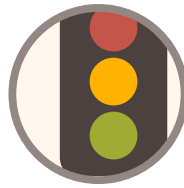
**Workforce Training Programs: \$5 million**

Every \$1 billion spent on infrastructure projects creates more than 13,000 jobs, according to federal government estimates. California needs to ensure there is a ready workforce to carry out these transportation projects coming down the way.

**CALTRANS HAS COMMITTED TO REPAIR OR REPLACE BY 2027:**



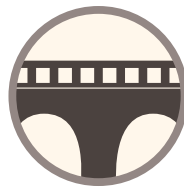
17,000 miles of pavement, almost a third of the roadway owned and maintained by the state



7,700 signals, signs and sensors



55,000 culverts and drains



500 bridges





# Support Safer Roads and Protect Local Transportation Improvements

Californians depend on a safe and reliable transportation network to support our quality of life and a strong economy. In April 2017, California passed Senate Bill 1 (SB 1) which provides more than \$5 billion annually to make road safety improvements, fill potholes, repair local streets, freeways, tunnels, bridges and overpasses and invest in public transportation in every California community. Road safety and transportation improvement projects are already underway across the state, but this long-awaited progress could come to a halt unless voters take action in 2018.

**The Coalition to Protect Local Transportation Improvements has formed to support Proposition 69 which protects transportation funds from being diverted and to oppose the November 2018 measure that would repeal new transportation funds. Here's how you can help:**



## SUPPORT PROP 69:

**June 2018 ballot measure prohibits the Legislature from diverting new transportation funds and ensures they can only be used for transportation projects.**

- ✓ Extends constitutional protections to the new revenues generated by SB 1 that aren't currently protected.
- ✓ Guarantees transportation funds can only be used for transportation improvement purposes.
- ✓ Will not raise taxes. Protects transportation taxes and fees we already pay.



## OPPOSE REPEAL OF SB 1:

**November 2018 ballot measure would repeal SB 1 and rob our communities of vital road safety and transportation improvement projects.**

Certain politicians are currently collecting signatures to try to repeal the Road Repair and Accountability Act of 2017 (SB 1) and stop critical investments in future transportation improvement projects. Our broad coalition opposes this measure now because its passage would:

- ✗ **Jeopardize public safety.** This measure would halt roadway improvements at the state and local level that will save lives and increase safety for the traveling public. According to the National Highway Traffic Safety Administration, poor roadways were a contributing factor in more than half of the 3,623 roadway fatalities on California roads in 2016.



**OPPOSE the November 2018 ballot measure that would repeal SB 1 and rob our communities of vital road safety and transportation improvement projects.**

- ✘ Stop transportation improvement projects already underway in every community.** This measure would eliminate funds already flowing to every city and county to fix potholes, make safety improvements, ease traffic congestion, upgrade bridges, and improve public transportation. 4,000 local transportation improvement projects are already underway across the state thanks to SB 1.
- ✘ Make traffic congestion worse.** Our freeways and major thoroughfares are among the most congested in the nation, and Californians spend too much time stuck in traffic away from family and work. This measure would stop projects that will reduce traffic congestion.
- ✘ Cost drivers and taxpayers more money in the long-run.** The average driver spends \$739 per year on front end alignments, body damage, shocks, tires and other repairs because of bad roads and bridges. Additionally, it costs eight times more to fix a road than to maintain it. By delaying or stopping projects, this measure will cost motorists more money in the long run.
- ✘ Hurt job creation and our economy.** Reliable transportation infrastructure is critical to get Californians to work, move goods and services to the market, and support our economy. This measure would eliminate more than 680,000 good-paying jobs and nearly \$183 billion in economic growth that will be created fixing our roads over the next decade.

Paid for by the Coalition to Protect Local Transportation Improvements, sponsored by business, labor, local governments, transportation advocates and taxpayers  
Committee Major Funding from  
League of California Cities  
California Alliance for Jobs  
Funding details at [www.fppc.ca.gov](http://www.fppc.ca.gov)



## MENDOCINO COUNCIL OF GOVERNMENTS

### STAFF REPORT

**Agenda # 7**  
Regular Calendar  
MCOG Meeting  
4/2/2018

**TITLE:** US 101/ North State Street Interchange  
**SUBMITTED BY:** Phil Dow, Executive Director

**DATE PREPARED:** 03/16/18  
**MEETING DATE:** 04/02/18

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#### BACKGROUND:

Over the past couple of months Mendocino County Department of Transportation Director Dashiell and I have had a series of teleconferences with Kirsten Thuresson of Caltrans District 1 regarding the US 101 interchange at North State Street and various County road intersections and junctions that impact the operation of the interchange. Caltrans is pursuing freeway access alternatives and is coordinating with local agencies involved with the improvement. At this time, the County has funding for North State Street improvements that are scheduled for allocation in a couple of years. Meanwhile, development is proceeding on the site formerly occupied by the Masonite plant. This development will require a new access to North State Street. There are lots of development impacts in the area, perhaps including Lovers Lane,

Caltrans is now proceeding with two alternatives that are intended to improve the awkward northbound freeway access from North State Street. Although paving, signing, and striping changes have been made over the years, the bridge width constraint prevails. Please note that the structure that carries northbound traffic cannot be widened to the north because it slopes to the north and is already too low above North State Street. But it can be widened to the south, closer to the southbound structure. The Alternative 1 plan is therefore to widen the left northbound shoulder and structure enough to move the left lane over, then move the right through lane enough to accommodate on the right a dedicated on-ramp that merges into through lanes north of the structures. This was the “fix” that has been around for several years that has awaited funding to implement.

As Caltrans began looking further into the problem, they developed Alternative 2. This alternative would shift the northbound on-ramp to the west side of North State Street. It would require a new ramp intersection because the northbound off-ramp would be realigned closer to the freeway to meet the on-ramp. The new on-ramp would curve around existing private property (hotel) and merge with through lanes prior to the Masonite undercrossing.

Caltrans has provided three layout sheets that depict the plan for median and bridge widening as well as conceptual improvements to North State Street as envisioned with Alternative 1. For Alternative 2, there were two layout sheets provided depicting the new on-ramp/off-ramp intersection and the northbound on-ramp west of North State Street. Caltrans expects to have a preferred alternative this summer. There are other related improvements in both alternatives, including the southbound off-ramp at North State Street.

Concurrently, Director Dashiell wants to pursue traffic modeling work on North State Street through the interchange area and both north and south of the interchange. Since a planning grant to study extension of Orchard Avenue northward to Ford Road (and then beyond) has recently been approved and a consultant selected, the timing is right to plan for the improvements that will be needed in this developing area. Director Dashiell also has received a proposal to perform the required modeling using our Greater Ukiah Area Micro-simulation Model (GUAMM) that was developed with these types of applications in mind. I intend to approach the Board next month with a proposal to share the costs of this work with the County from MCOG’s Partnership Funding Program. This work and the improvements that will be forthcoming will be beneficial to the County, City of Ukiah, and the State of California.

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**ACTION REQUIRED:** No action is required at this time.

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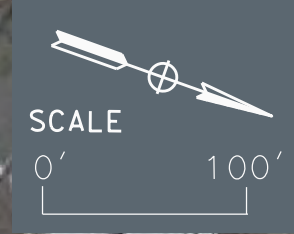
**ALTERNATIVES:** The Board may choose to provide direction to staff.

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**RECOMMENDATION:**

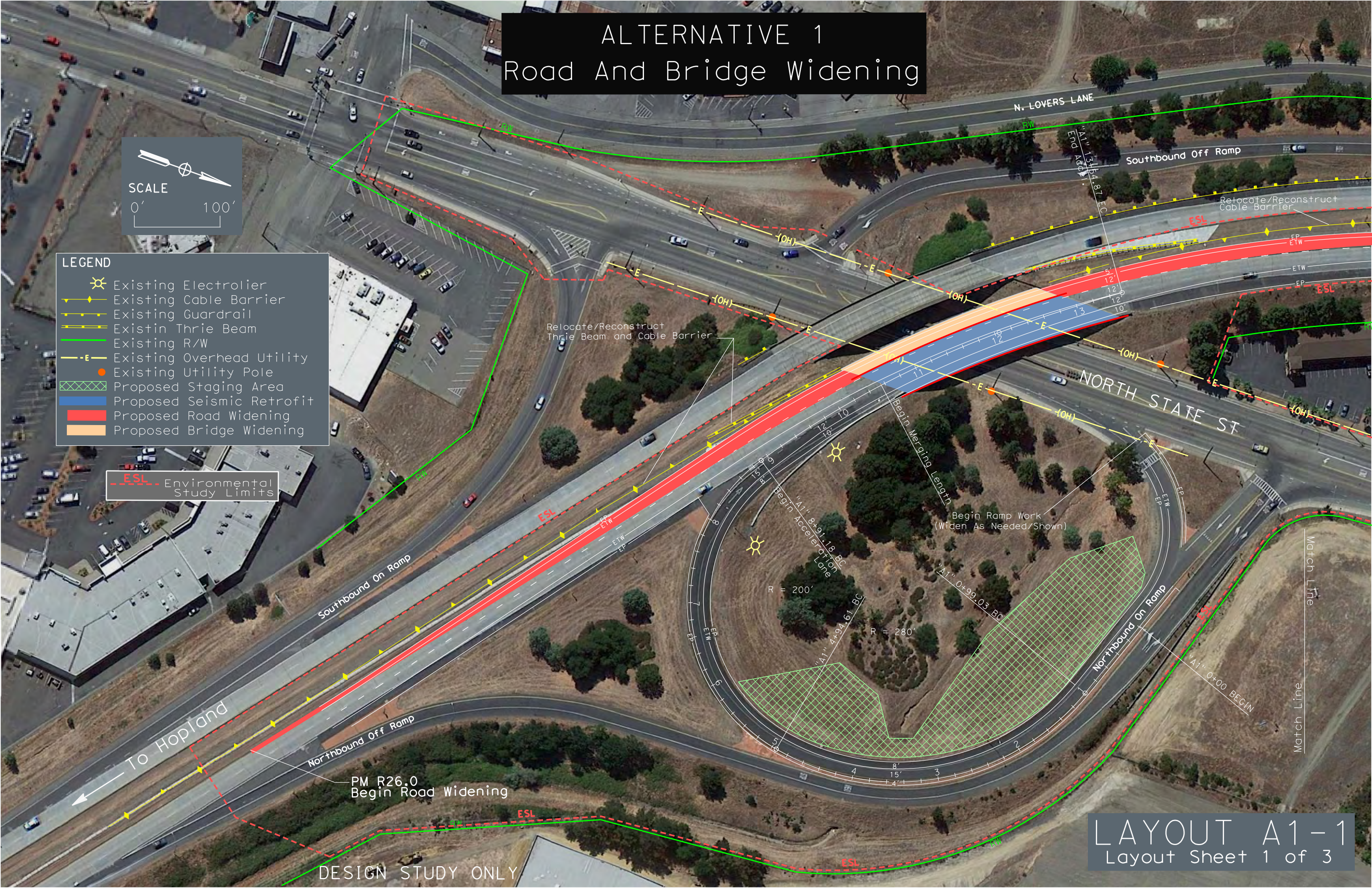
No recommendation is proposed. This item is intended for information, but the board may choose to provide comments and/or provide direction to staff.

# ALTERNATIVE 1 Road And Bridge Widening



- LEGEND**
- Existing Electrolier
  - Existing Cable Barrier
  - Existing Guardrail
  - Existing Thrie Beam
  - Existing R/W
  - Existing Overhead Utility
  - Existing Utility Pole
  - Proposed Staging Area
  - Proposed Seismic Retrofit
  - Proposed Road Widening
  - Proposed Bridge Widening

-ESL- Environmental Study Limits



# ALTERNATIVE 1 Road And Bridge Widening



N. LOVERS LANE  
Southbound Off Ramp  
Relocate/Reconstruct Cable Barrier

NORTH STATE ST  
Northbound On Ramp

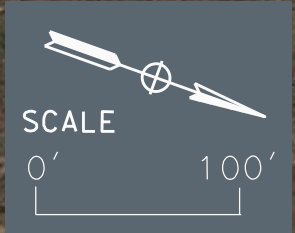
PM R26.4  
End Road Widening

To Willits

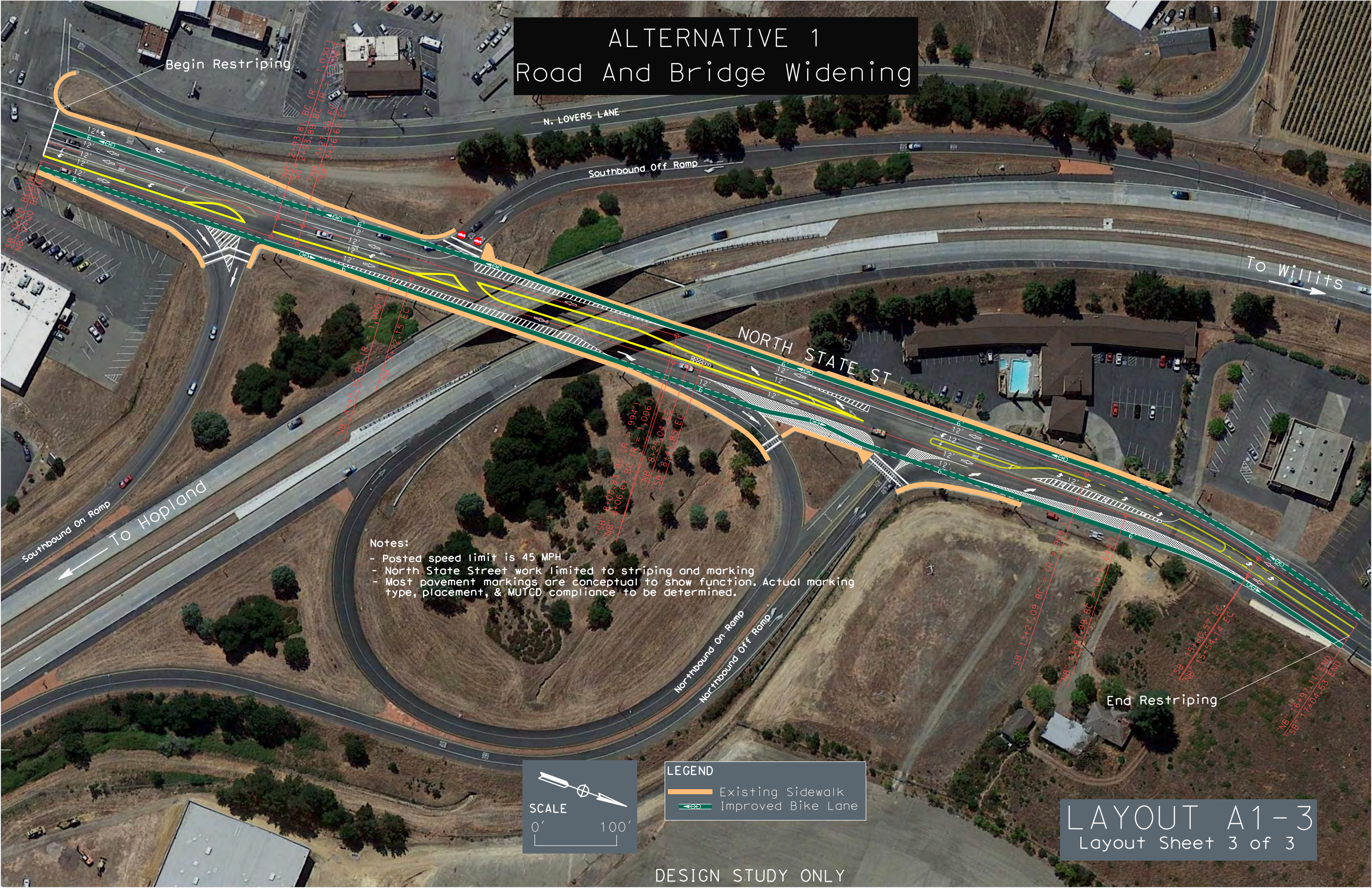
Note:  
- See Layout A1-3 for proposed N. State Street lane reconfiguration.

--- ESL --- Environmental Study Limits

- LEGEND**
- Existing Electrolier
  - Existing Cable Barrier
  - Existing Guardrail
  - Existing Thrie Beam
  - Existing R/W
  - Existing Overhead Utility
  - Existing Utility Pole
  - Proposed Staging Area
  - Proposed Seismic Retrofit
  - Proposed Road Widening
  - Proposed Bridge Widening



# ALTERNATIVE 1 Road And Bridge Widening



- Notes:
- Posted speed limit is 45 MPH
  - North State Street work limited to striping and marking
  - Most pavement markings are conceptual to show function. Actual marking type, placement, & MUTCD compliance to be determined.

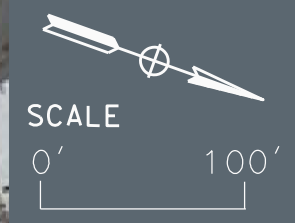


LEGEND

	Existing Sidewalk
	Improved Bike Lane

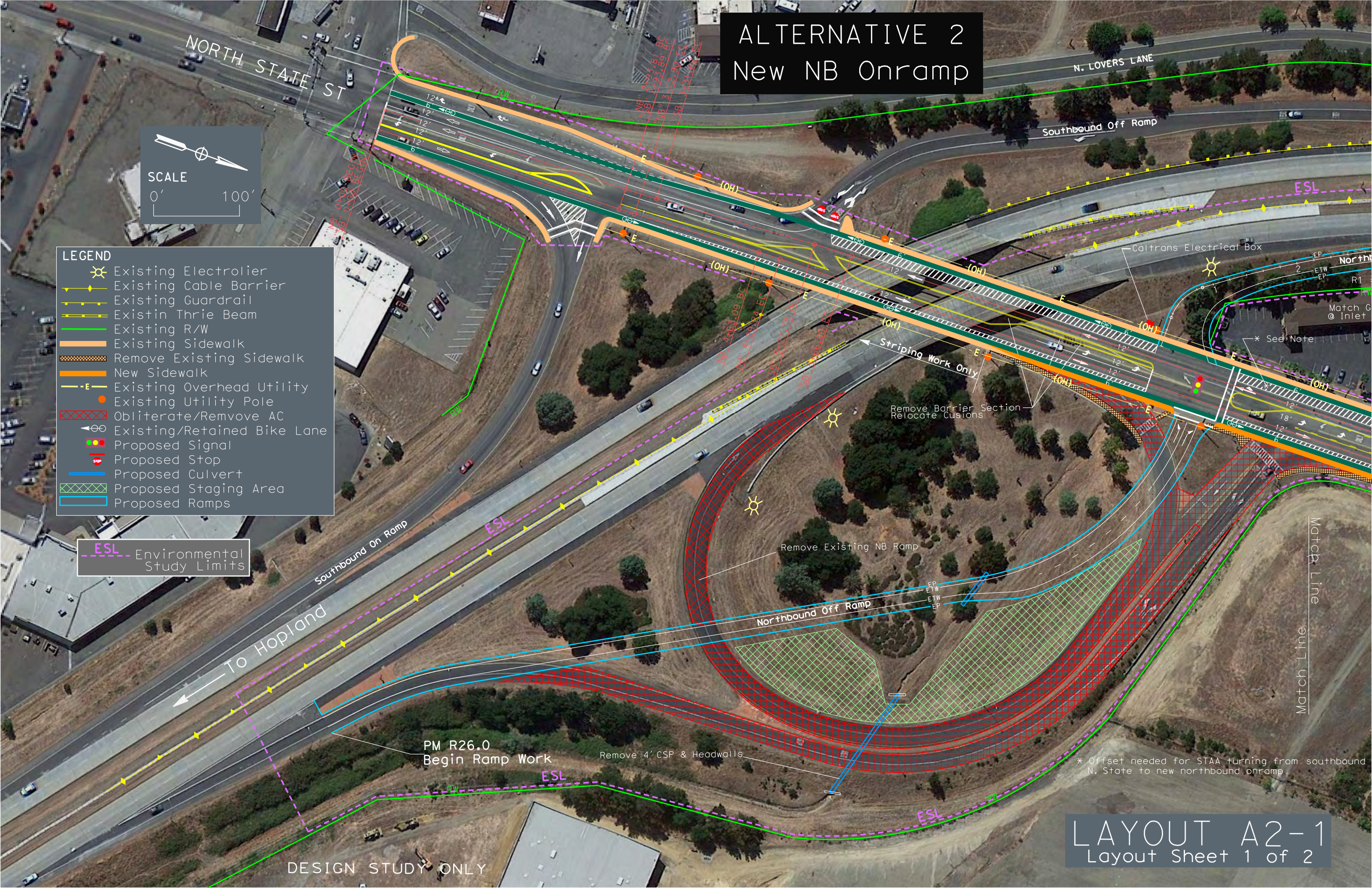
LAYOUT A1-3  
Layout Sheet 3 of 3

# ALTERNATIVE 2 New NB Onramp



- LEGEND**
- Existing Electrolier
  - Existing Cable Barrier
  - Existing Guardrail
  - Existing Thrie Beam
  - Existing R/W
  - Existing Sidewalk
  - Remove Existing Sidewalk
  - New Sidewalk
  - Existing Overhead Utility
  - Existing Utility Pole
  - Obliterate/Remove AC
  - Existing/Retained Bike Lane
  - Proposed Signal
  - Proposed Stop
  - Proposed Culvert
  - Proposed Staging Area
  - Proposed Ramps

**ESL** Environmental Study Limits



To Hopland

PM R26.0  
Begin Ramp Work

Remove 4' CSP & Headwalls

Remove Existing NB Ramp

Remove Barrier Section  
Relocate Cusions

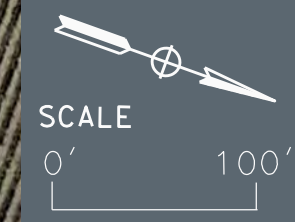
Striping Work Only

Caltrans Electrical Box

\* Offset needed for STAA turning from southbound N. State to new northbound onramp



# ALTERNATIVE 2 New NB Onramp



- LEGEND**
- Existing Electrolier
  - Existing Cable Barrier
  - Existing Guardrail
  - Existing Thrie Beam
  - Existing R/W
  - Existing Sidewalk
  - Remove Existing Sidewalk
  - New Sidewalk
  - Existing Overhead Utility
  - Existing Utility Pole
  - Obliterate/Remove AC
  - Existing/Retained Bike Lane
  - Proposed Signal
  - Proposed Stop
  - Proposed Culvert
  - Proposed Staging Area
  - Proposed Ramps

**ESL** Environmental Study Limits

**NB Onramp  
Acceleration Lane:**  
 Nose to 6' Separation = 167'  
 Total Length = 467'  
 Radius (R1) = 1,150'  
 Merging Length = 900'



\* Offset needed for STAA turning from southbound N. State to new northbound onramp



## MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 8**  
Regular Calendar  
MCOG Meeting  
4/2/2018

### STAFF REPORT

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**TITLE:** Appointment of Ad Hoc Committee for Covelo State Route 162 Corridor  
Multi-Purpose Trail Project – CEQA Challenge

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

**DATE:** 3.21.2018

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#### **BACKGROUND:**

At the Executive Committee of February 28, 2018, Executive Director Dow reported status of a legal challenge to MCOG's adoption of a mitigated negative declaration, pursuant to CEQA, for the Covelo trail project. The agenda item was held in open session without MCOG's attorney present. In March I requested advice of County Counsel as to proper handling of the minutes.

County Counsel (Katharine Elliott) advised that the Chair appoint an ad hoc committee of our Council members for the duration of this litigation. If meetings are needed, they are not subject to Brown Act open meeting law. At such time as our attorney for the case determines the full Council should receive a report, a closed session can be agendized.

Meanwhile, she suggested that the attorney (Derek Cole of Cota, Cole & Huber, LLP) advise us on the level of information to include in the Executive Committee meeting minutes. Therefore I have postponed approval of the minutes to a subsequent Council agenda.

---

#### **ACTION REQUIRED:**

Appointment by the Chair of an ad hoc committee to be available for consultation as needed with staff and attorney relative to the Covelo trail project litigation.

---

#### **ALTERNATIVES:**

Without an ad hoc committee, meetings of the full council or standing committees relative to this issue can be held in closed session, as long as the attorney is present, by telephone or in person.

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#### **RECOMMENDATION:**

Staff recommends that the Chair appoint an ad hoc committee for guidance during litigation of the Covelo State Route 162 Corridor Multi-Purpose Trail Project.

# MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 9**  
Consent Calendar  
MCOG Meeting  
4/2/2018

## MINUTES

**Monday, February 5, 2018**

County Administration Center, Board of Supervisors Chambers

### ADDITIONAL MEDIA:

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

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

**1. Call to Order / Roll Call.** The meeting was called to order at 1:31 p.m. with Directors Steve Scalmanini, Larry Stranske, Michael Cimolino, Richey Wasserman, Susan Ranochak, Georgeanne Croskey, Rex Jackman (Caltrans/PAC), and Dan Gjerde present; Chair Gjerde presiding.

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

**2. Election of Officers – Chair and Vice Chair.** Deputy Director Orth introduced this item, reviewing staff's recommended procedure for the election as outlined in her written report. She suggested following the past several years' method of voting, consistent with Robert's Rules of Order. With no one objecting or proposing another method, Ms. Orth conducted the election.

Nominations were opened for office of Chair; Director Gjerde was nominated. With no further nominations, Ms. Orth closed nominations for the office of Chair.

**Upon motion** by Scalmanini, second by Cimolino and carried unanimously (*7 Ayes; 0 Noes; 0 Abstaining; 0 Absent*): IT IS ORDERED that **Director Gjerde is re-elected Chair.**

Nominations were opened for office of Vice Chair; Director Cimolino self-nominated. With no further nominations, Ms. Orth closed nominations for office of Vice Chair.

**Upon motion** by Wasserman, second by Ranochak and carried unanimously (*7 Ayes; 0 Noes; 0 Abstaining; 0 Absent*): IT IS ORDERED that **Director Cimolino is elected Vice Chair.**

**3. Convene as RTPA**

**4. Recess as RTPA - Reconvene as Policy Advisory Committee.**

**5. Public Expression.** None.

**6 - 11. Regular Calendar.**

**6. Technical Advisory Committee (TAC) Recommendations of January 17, 2018**

- a. Public Hearing: Consideration and Finding of Negative Declaration of Environmental Impact, followed by Adoption of Resolution Approving the 2017 Mendocino County Regional Transportation Plan. Ms. Barrett presented proof of notice in three different public media forums: Ukiah Daily Journal on 1/4, Willits News on 1/3, and Independent Coast Observer on 1/1/2018. Also it was posted at the Mendocino County Clerk's office, MCOG website, sent to local agencies and Tribal Governments, and circulated through the State Clearinghouse. IT IS ORDERED that this public hearing on the Negative Declaration of Environmental Impact for the Mendocino County 2017 Regional Transportation Plan (RTP) was properly noticed.

Ms. Barrett distributed handouts that contained copies of responses from Caltrans, State Department of Parks and Recreation, Brooktrails Township Community Services District, and Hal Wagenet of Willits. It also included various pages from the RTP that highlight modifications to the RTP made by the Technical Advisory Committee (TAC) after all comments were received. Ms. Barrett summarized the contents of the RTP and the development process. She summarized the individual comments that were submitted, and modifications made in response to the comments. The modifications included the addition of Climate Change to Countywide Issues and Concerns and added policies in the Goals and Policies section.

Executive Director Dow responded to the comments submitted by Brooktrails and Mr. Wagenet regarding a second access to Brooktrails. He noted why the second access is listed in the RTP under Unfunded Needs, along with access for the Willits Creek trail. He agreed the second access is necessary due to ingress and egress and transportation safety purposes; however, he did not agree that the RTP was the appropriate forum to start developing this project. The RTP is fiscally constrained, the projects described are approved, and planning funds are disbursed within specific guidelines. Starting in 1994, MCOG had invested in four planning projects related to the second access plan. MCOG funded studies by qualified consultants that the Mendocino County Board of Supervisors reviewed then denied. On the Willits Creek trail, the property is privately owned by landowners who have liability and other concerns such as illegal dumping; it is not public land. It is unrealistic to pursue a trail through these properties. Also it would not meet the definition of a Safe Route to School.

Ms. Barrett concluded by reporting the TAC considered the RTP and Negative Declaration on January 17 and recommended approval.

Chair Gjerde opened the hearing at 2:33 p.m.

Robert Pinoli, Skunk Train, spoke about Mendocino's need to identify a mechanism to transfer goods and services to continue to be competitive with the economy; he feels trucking is not the answer. Other points he made included:

- There are studies that say rail is a viable mode to ship to/from Fort Bragg.
- Current access is denied by NCRA's inability to have functioning railway to their connection point in Willits.
- Statistics on the Skunk Train's usage and benefits from the tourist economy it draws into the county.
- The Skunk Train is privately owned and maintained, and has served Mendocino County for 133 years.
- He encourages MCOG to continue seeking ways to actively improve the railroads and identify freight rail opportunities.
- Tunnel No. One is preventing access to Willits. This past fall they spent a million dollars on engineering and reconstructing the hillside to meet engineering and compaction standards. It needs to settle for a year or two before allowing service back through that tunnel.
- The access to Willits could allow service to freight customers and bring additional revenue to Mendocino County.

Board comments and questions:

- What are the prospects of NCRA connecting the rail up to Willits? (Gjerde) - *Mr. Pinoli could not speak for NCRA, but Mr. Wagenet, NCRA Chair, is in attendance.*
- Who is responsible for pursuing funding? (Scalmanini) - *Mr. Pinoli talked about connecting with Dow & Associates and looking into grants that are available; it depends on the eligible party of those grants.*

Hal Wagenet spoke by first responding to Mr. Pinoli's comments as the NCRA Chair. At the next NCRA meeting, they will reevaluate their mandated mission and look at restoring the service up to Willits. This will take a long time to achieve and there are multiple county jurisdictions to consider.

Then he spoke as a local resident on a Brooktrails second access. He shared Mr. Dow's irritation in regards to the political decisions made after the two studies on the best route for the access. Other points Mr. Wagenet pointed out included:

- Brooktrails second access would serve about 3,700 residence in that area and about 4,500 people in the greater area.
- As a result of the recent fire and daily situations, there is political will to provide the funding needed for a second access.
- He encourages the Board to reaffirm the studies with real data and focus on the access as a transportation corridor and not just the emergency features.

As for the topic of the Safe Routes to Schools, he agrees with Mr. Dow on safety concerns for a Willits Creek trail and that the land is privately owned. Some of the property owners have expressed no desire to open it up to the public. Director Gjerde let him know he is looking forward to being a part of the ad hoc committee to come up with strategies to troubleshoot the barriers.

The Hearing was closed at 2:48 p.m. Board comments and questions included:

- The Brooktrails second access is still a priority for Board members, but at this point it is an unfunded need; the RTP wording is adequate. (Croskey)
- Is the trail something that can be coordinated into the second access? (Croskey) *Mr. Dow answered that it depends on where the second access is permitted. With enough right-of-way there could be pedestrian and bicycle access along it. That would be consistent with statewide policy and also provide a safer, more visible access for walking as well. Ms. Barrett added that since the process of completing a project could take as long as 20 years, that a shorter-term interim access should also be considered.*
- Director Stranske offered assistance of the City of Willits and would like to see progress on a second access for Brooktrails.

**Upon motion** by Stranske, second by Scalmanini, and carried unanimously on roll call vote (8 Ayes- Scalmanini, Stranske, Wasserman, Cimolino, Ranochak, Croskey, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 0 Absent): IT IS ORDERED that MCOG finds there is no substantial evidence that adoption of the Plan will have a significant effect on the environmental and, pursuant to CEQA, the Negative Declaration is adopted.

**Upon motion** by Croskey, second by Stranske, and carried unanimously on roll call vote (8 Ayes- Scalmanini, Stranske, Wasserman, Cimolino, Ranochak, Croskey, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 0 Absent): IT IS ORDERED that the following resolution is adopted.

**Resolution No. M2018-01**

Adopting the 2017 Mendocino County Regional Transportation Plan  
(Reso. #M2018-01 is incorporated herein by reference)

- b. Award of Local Transportation Fund (LFT) Two Percent Bicycle & Pedestrian Program Grants. Mr. Dow referred to his written staff report and explained each project from the submitted applications. The Technical Advisory Committee (TAC) recommended three projects for funding from the FY 2017/18 2% Bicycle & Pedestrian Program. The three projects and the fund amount requested, in order of ranking:

- Mendocino County Department of Transportation – Branscomb Road Multi-Use Bridge Over Ten Mile Creek in Laytonville - \$137,000
- City of Point Arena – Port Road Rehab & Overlay - \$89,832
- City of Willits – Elm Lane Pedestrian Ramp Improvements - \$48,000

There was no public comment or Board discussion. **Upon motion** by Scalmanini, second by Wasserman and carried unanimously on roll call vote (8 Ayes- *Scalmanini, Stranske, Wasserman, Cimolino, Ranochak, Croskey, Jackman/PAC, and Gjerde*; 0 Noes; 0 Abstaining; 0 Absent): IT IS ORDERED that the Technical Advisory Committee recommendation is approved to award \$137,000 in LTF 2% Bike & Pedestrian funding to the #1 ranked project, Branscomb Road Multi-Use Bridge Over Ten Mile Creek with any remaining funds to be made available to the #2, Port Road Rehab & Overlay and #3, Elm Lane Pedestrian Ramp Improvements ranked projects, in order of ranking.

- c. Approval of Request for Regional Surface Transportation Program (RSTP) Funds – City of Fort Bragg Electric Vehicle Charging Station, Not to Exceed \$12,000. Mr. Dow referred to his written staff report. On January 17, 2018 the TAC recommended approval of the City of Fort Bragg’s request for assistance of up to \$12,000 for bringing into compliance with ADA standards the new EV charging station site on Laurel Street south of City Hall. The charging station has been installed, but the building permit will not be signed until the property corrects the slope that is out of compliance. Staff recommended, with TAC concurrence, a contribution of matching funds from the RSTP Partnership Funding Program.

**Upon motion** by Scalmanini, second by Stranske and carried unanimously on roll call vote (8 Ayes- *Scalmanini, Stranske, Wasserman, Cimolino, Ranochak, Croskey, Jackman/PAC, and Gjerde*; 0 Noes; 0 Abstaining; 0 Absent): IT IS ORDERED that up to \$12,000 from the Partnership Funding Program to match Fort Bragg’s costs to correct ADA related deficiencies at the new EV charging site in Fort Bragg is approved.

**7. Consideration/Discussion and Presentation of State Route 1 Traffic Issues in Elk.** This item was moved up to be heard before Agenda Item #6, per request from participating community member. Mr. Dow referred to his written staff report. At the May 2017 meeting Norman de Vall requested that this agenda item be brought back to see how the community reacts to interventions to improve the parking issues put in place by Caltrans and California Highway Patrol. Mr. Dow reported on efforts applied to address the issues, which include repositioning the northbound radar feedback sign closer to the approach into “metro” Elk to be more effective. It was also recommended to add another sign by the elementary school on the southbound approach to Elk; Caltrans agreed to do that as the sign becomes available. An effort to support improvements in Mendocino County, including Elk, is a new element in MCOG’s Transportation Planning Overall Work Program (OWP), Work Element 19 – Pedestrian Facilities Needs Inventory/Engineered Feasibility Study for the South Coast. The Caltrans Sustainable Communities Planning Grant that MCOG that was awarded recently will provide the same product throughout the remainder of the county. The study will provide information critical in identifying and prioritizing improvement projects that can be applied to obtain competitive grants throughout the county.

Director Jackman gave an update on the status of the sign Caltrans plans to install in Elk. The hardware for the radar feedback is currently in the shop but will be installed shortly. The situation with parking is a large problem in every community. The communities have to take into consideration the multi-use shoulders on State Route 1; many locations do not have sidewalks; they are used by bicycles and often for parking. If it is safe, it is usually permitted. Mr. Dow added that enforcing a no-parking zone is not a priority for the California Highway Patrol.

In public comment, Mr. de Vall gave an update that the Harbor House at the Greenwood Pier is expected to open in 2018; State Parks will also be bringing in the rest of the mechanics for the iron ranger to collect fees for parking across the street from the store. A concern of his is that people will park on the highway, where there is not adequate room, to avoid the park's parking fees. BLM has secured an office for the museum and a coastal national monument that will draw additional people to the town of Elk. Also there are plans to open a public restroom close to the Post Office, again will draw more people to that area. He presented a handout of pictures showing the multi-use shoulder close to The Harbor House and the school after completion of a culvert installation. The culvert limited the walkway for people; now they have to contend with a gulch or cross the highway, then have to cross it once more to get to the school. The area also is access to the beach and Catholic Church. He requests further research to improve the walkway in that area. Director Gjerde confirmed with Mr. Dow that the consultant selected to work on the South coast project would cover these types of issues to make recommendations. Mr. Dow has concerns about putting crosswalks on the highway; it could be too much of a liability.

No action was taken.

## **8. Annual Appointments to Standing Committees.**

- a. Executive Committees - According to MCOG bylaws, the Chair and Vice Chair are members of this committee (formalized by following board action) with addition of a third member, reflecting a city-county balance of representation. Ms. Orth requested a meeting in February for annual business. Director Scalmanini volunteered to continue serving on the Executive Committee.
- b. Transit Productivity Committee. **Chair Gjerde** appointed himself and **Director Ranochak** to remain on the Transit Productivity Committee. (According to the Bylaws, appointments are made by the Chair.)
- c. California Association of Councils of Governments (CALCOG). Duties and upcoming events were noted. The annual Regional Leadership Forum is scheduled for March 14-16, 2018 as the next delegate meeting. The Council appointed **Director Croskey, and Chair Gjerde as the Alternate Delegate**.

**Upon motion** by Croskey, second by Wasserman and carried unanimously (*7 Ayes; 0 Noes; 0 Abstaining; 0 Absent*): IT IS ORDERED that the Council approves the above slate of committee appointments.

**9. Adoption of 2018 Board Calendar.** Ms. Orth referred to the Board Calendar included in the MCOG Agenda Packet. One change was proposed to the draft calendar previewed in December, to cancel the On Location Tour/Mobile Workshop in April. She let the Board know of another event to be added to "relate meetings of interest," April 11 – 12 the California Transportation Commission (CTC) Town Hall for Regional Transportation Planning Agencies (RTPA), location to be determined in Sonoma, Mendocino, or Lake County. Commissioners have the opportunity to visit an area and there is time on the agenda to discuss local issues.

**Upon motion** by Wasserman, second by Stranske and carried unanimously (*8 Ayes; 0 Noes; 0 Abstaining; 0 Absent*): IT IS ORDERED that the 2018 Board Meeting Calendar is adopted with elimination of the April tour and addition of the CTC Town Hall.

**10-13. Consent Calendar.** Upon motion by Ranochak, second by Croskey, and carried unanimously on roll call vote (*8 Ayes- Scalmanini, Stranske, Wasserman, Cimolino, Ranochak, Croskey, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 0 Absent*): IT IS ORDERED that consent items are approved, including the Third Amendment to FY 2017/18 Overall Work Program, and the

Executive Director is authorized to sign appropriate certifications and revised OWP Agreement (as needed) and forward to Caltrans, as required.

**10. Approval of December 4, 2017 Minutes – as written**

**11. Acceptance of 2016/17 MCOG Fiscal Audit – MCOG received a clean audit.**

**12. Appointments to Social Services Transportation Advisory Committee (SSTAC)**

- *Richard Baker, Willits Seniors, Inc. for the “Local social service provider for seniors” - appointed through April 2021*
- *Teresa Newton, Area Agency on Aging for the “Local social service provider for seniors” - appointed through April 2021*
- *Charles Bush, Redwood Coast Seniors for the “local social service provider for seniors that provides transportation” - reappointed through April 2021*
- *Jacob King, Mendocino Transit Authority for the “Representative of local Consolidated Transportation Services Agency” - appointed through April 2019.*

**13. Approval of Third Amendment to Fiscal Year 2017/18 Transportation Planning Overall Work Program (OWP).** Ms. Ellard included her staff report in the MCOG Agenda Packet that explained the TAC’s recommendation for a third amendment. The proposed revisions are:

- *W.E 10 Regional Transportation Plan 2017 Update, Phase 2 Carryover - \$32,000 in RPA funds transferred out, decreasing the project total from \$72,707 to \$40,707.*
- *W.E. 1 Regional Government & Intergovernmental Coordination - \$15,000 in RPA funds transferred from W.E. 10 to increase the work element from \$81,975 to \$96,975.*
- *W.E. 3 Community Transportation Planning & Coordination - \$10,000 in RPA funds transferred from W.E. 10 to increase the work element from \$14,750 to \$24,750.*
- *W.E. 16 Multi-Modal Transportation Planning - \$7,000 in RPA funds transferred from W.E. 10 to increase the work element from \$20,000 to \$27,000.*
- *Proposed New Project – W.E. 21 Pedestrian Facilities Needs Inventory & Engineered Feasibility Study – Inland/North Coast – Total of \$202,450 (\$179,229 from Caltrans Sustainable Communities Transportation Planning Grant, plus \$23,221 local match from LTF Carryover) to conduct the Pedestrian Facilities Needs Inventory & Engineered Feasibility Study for the inland/North Coast area of Mendocino County.*
- *Total funding of the work program would increase by \$202,450, from \$1,488,176 to a new total of \$1,690,626.*

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

Upon motion by Croskey, second by Wasserman, and carried unanimously: IT IS ORDERED that the actions taken by the Policy Advisory Committee are ratified by the MCOG Board of Directors.

**15. Reports Information**

- a. Mendocino Transit Authority. None.
- b. North Coast Railroad Authority. Mr. Dow reported that the Director and Board members of NCRA submitted an item for the January 31, 2018 agenda of the California Transportation Commission (CTC) in Sacramento. CTC asked them to provide a Business Plan; NCRA submitted a strategy document instead. The CTC requested for them to continue working on a Business Plan to show how they were going to maintain staying in business in the future.



CTC took action to form a staff sub-committee to work with the NCRA Board of Directors to create a plan the CTC would approve.

- c. MCOG Staff - Summary of Meetings. Mr. Dow referred to his written staff report; nothing further that he wanted to highlight.
- d. MCOG Administration Staff. None.
- e. MCOG Planning Staff. Director Jackman noted that included in the information packet was a study to look at the before and after conditions of the Willits bypass. The findings were of no surprise; a Caltrans Engineer will present it to the TAC at a later date.  
Ms. Ellard reported the Pedestrian Facility Needs Inventory and Feasibility Study application MCOG submitted was awarded a Caltrans planning grant in the amount of \$179,229; the local match, which MCOG Board approved on the Consent Calendar of \$23,221, brings the total project funding to \$202,450. Caltrans concurred with combining projects that include three cities, Ukiah, Willits, and Fort Bragg and the North inland part of the county, with Point Arena and the South coast that is locally funded through the Overall Work Program. An RFP went out for bid; three proposals were submitted that are currently being reviewed. A consultant should be under contract within the next few weeks.
- f. MCOG Directors. Director Scalmanini gave an update to an issue he brought to MCOG about a year ago regarding the requirement to upgrade existing ADA curb ramps when using grant funding for projects. He stated Caltrans is working on an assumption that when a street is getting a repair or resurfacing, the City is required to upgrade existing ADA ramps. The money from the grants cannot be use to put in new ramps where none exist at all, only to improve existing ones. He does not agree with this law and says he will continue working to appeal it. Director Jackman said he spoke with the District Local Assistance Engineer, and she confirmed that if the City is working at an intersection it is required to upgrade the facilities to ADA standards.
- g. California Association of Councils of Governments (CALCOG) Delegates. None.

**16. Adjournment.** The meeting was adjourned at 3:43 p.m.

Submitted: PHILLIP J. DOW, EXECUTIVE DIRECTOR

By Marta Ford, Administrative Assistant

# MENDOCINO COUNCIL OF GOVERNMENTS

## Staff Report

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**TITLE: Summary of Meetings**

**DATE PREPARED: 03/26/18**

**MEETING DATE: 04/02/18**

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**SUBMITTED BY: Phil Dow, Executive Director**

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### BACKGROUND:

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

1. *Consultant Selection Committee (Pedestrian Facility Needs)*  
Ukiah 02/06/18  
(Ellard, Dow & Committee)
2. *North Coast Railroad Authority*  
Santa Rosa 02/14/18  
(Ellard)
3. *Consultant Selection Committee (Pedestrian Facility Needs)*  
Teleconference 02/14/18  
(Ellard, Dow & Committee)
4. *Site Visit with ChargePoint (EV Infrastructure)*  
Ukiah 02/16/18  
(Orth)
5. *California Freight Advisory Committee (CFAC)*  
Sacramento 02/20/18  
(Dow)
6. *California Transportation Foundation Forum*  
Sacramento 02/21/18  
(Davey-Bates & Orth)
7. *Technical Advisory Committee*  
Ukiah 02/21/18  
(Dow, Ellard, & Barrett)
8. *FCEV Training – North Coast & Upstate Fuel Cell Readiness Project*  
Webinar 02/22/18  
(Orth)
9. *Active Transportation Program (ATP) Non-Infrastructure Grant Coordination – HHS & NCO*  
Teleconference 02/23/18  
(Barrett & Ellard)
10. *CEQA Challenge Settlement Conference (Covelo Multi-Purpose Trail)*  
Willits 02/23/18  
(Dow & Sookne)
11. *Regional Housing Needs Assessment (RHNA)*  
Teleconference 02/26/18  
(Barrett)
12. *Dow Coordination Meeting*  
Ukiah 02/27/18  
(Dow Staff)
13. *MCOG Executive Committee*  
Ukiah 02/28/18  
(Dow, Orth & Ford)

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|---|---------------------|
| 14. Mendocino Transit Authority<br>Willits<br>(Ellard)  | 02/28/18            |
| 15. Gualala Municipal Advisory Committee<br>Gualala<br>(Dow)  | 03/01/18            |
| 16. North State Super Region with Strategic Growth Council<br>Teleconference<br>(Dow, Orth)                               | 03/05/18            |
| 17. Active Transportation Program (ATP) Workshop<br>Sacramento<br>(Sookne & Speka)  | 03/02/18            |
| 18. Dow & Associates/ DBC Coordination Meeting<br>Ukiah<br>(All)  | 03/13/18            |
| 19. Active Transportation Program (ATP) Non-Infrastructure Grant Coordination – HHSA & NCO<br>Ukiah<br>(Barrett & Ellard) | 03/13/18            |
| 20. North Coast Railroad Authority<br>Ukiah<br>(Dow)  | 03/14/18            |
| 21. CalCOG Regional Leadership Forum<br>Monterey<br>(Orth & Ellard)   | 03/14/18 – 03/16/18 |
| 22. Regional Transportation Planning Agencies<br>Orange<br>(Dow)  | 03/21/18            |
| 23. California Transportation Commission<br>Orange<br>(Dow)   | 03/21/18 – 03/22/18 |
| 24. ChargePoint Monthly Coordination<br>Teleconference<br>(Orth)  | 03/23/18            |
| 25. Caltrans/RTPA Quarterly Meeting<br>Teleconference<br>(Dow & Davey-Bates)  | 03/27/18            |
| 26. Point Arena City Council (Garcia River Flooding)<br>Point Arena<br>(Dow)  | 03/27/18            |
| 27. S.R. 162 Corridor Multi-Use Trail (Covelo)<br>Teleconference<br>(Sookne & Dow)  | 03/29/18            |

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

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**ACTION REQUIRED:** None.

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**ALTERNATIVES:** None identified.

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



## MENDOCINO COUNCIL OF GOVERNMENTS

### STAFF REPORT

Agenda # 11d1  
Reports  
MCOG Meeting  
4/2/2018

TITLE: Executive Committee's Fiscal Year 2018/19 Budget Recommendations

SUBMITTED BY: Janet Orth, Deputy Director/CFO

DATE: 3.21.2018

#### BACKGROUND:

The Executive Committee met on February 28 to review and recommend on staff's initial draft budget as usual. Segments of the budget go through further review by MCOG's standing committees before final adoption by the Council in June. The committee focused on the Local Transportation Fund (LTF) revenues and allocations. Following is a very brief summary.

- The County Auditor's estimate of LTF sales tax revenue of \$3,751,508 is up 7.4% (\$259,797) from the Fiscal Year 2017/18 initial estimate. The County Auditor's letter indicates an increase of 3.38% over the actual revenues to date at this time last year (slightly above the CPI rate of inflation at 2.94%).
- An excess of \$110,188 (3%) is projected for the current year 2017/18, which, if the revenues materialize, would be available in FY 2019/20.
- According to MCOG's LTF Reserve policy, the minimum balance would be set at \$188,000 (five percent of the Auditor's estimate, for public transit purposes).
- \$29,135 remains reserved of the prior-year unallocated LTF revenues of \$596,200, which was available last year as a result of a one-time transition to the County Auditor's accrual method of accounting for these revenues. This represented two months of sales tax not previously accounted for in MCOG's budgets. All but \$11,924 was allocated for public transit and reserves for transit; this amount was allocated to the LTF 2% Bicycle & Pedestrian Program, as has been MCOG's policy for LTF revenues.

**The Executive Committee recommended approval of staff's Draft 2018/19 Regional Transportation Planning Agency (RTPA) Budget, for further development during the annual budget process, including:**

- The LTF Reserve minimum fund balance of five percent, \$188,000, according to policy, releasing for allocation \$59,998
- A temporarily reserved balance of LTF one-time unallocated revenues of \$29,135
- \$442,444 LTF for Administration
- \$66,181 LTF for 2% Bicycle & Pedestrian Program, allocating the full optional 2%
- \$147,816 LTF for the Planning program
- \$3,155,065 LTF for Transit
- Allocations from other sources for the Transportation Planning Overall Work Program (OWP) as recommended by staff and Technical Advisory Committee
- Allocations from the Regional Surface Transportation Program (RSTP) according to policy and the staffing contract.

– Summary of recommended budget is attached.

**Conclusion:** Total available revenues from all sources are estimated at \$6.2 million. For the coming fiscal year, MCOG will be able to fund the necessary programs of the Regional Transportation Planning Agency and Mendocino Transit Authority, with an increase of new TDA revenues under the gradual economic recovery, augmented by SB 1 revenues.

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**ACTION REQUIRED:** None at this time.

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**ALTERNATIVES:** Not applicable.

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**RECOMMENDATION:** None, this is for information only.





## MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 11d2**  
Reports  
MCOG Meeting  
4/2/2018

### STAFF REPORT

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**TITLE:** California Transportation Commission – Town Hall      **DATE PREPARED:** 03/15/18

**SUBMITTED BY:** Phil Dow, Executive Director      **MEETING DATE:** 04/02/18

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#### **BACKGROUND:**

For the past several years, the California Transportation Commission (CTC) has scheduled Town Hall meetings on their adopted meeting schedule. These Town Hall meetings are scheduled in locations where Commission meetings are unlikely to be held due to logistic issues. They provide an opportunity for the Commission to meet with local agency staff and local officials that they would not normally meet on the Sacramento, Bay Area, L.A. Basin, San Diego circuit. Recent Town Hall events in northern California have been located in Redding, Chico and Eureka.

This year a Town Hall has been scheduled for April 11-12 in Sonoma/Lake/Mendocino counties. That really means it is intended to give access for local agencies within these three counties. Access to air transportation is critical to participation by Commissioners, rendering Santa Rosa as the logical site for conducting the Town Hall. Suzanne Smith, director of the Sonoma County Transportation Authority (SCTA) has been making arrangements and coordinating with MCOG and Lake APC.

We would like to have representation at the Town Hall by local electeds as well as local transportation officials. The Commissioners have seen and heard enough of me over the past decades, so I am encouraging local agency participation. Commissioners are very receptive to learning of local impacts of policies and guidelines for programs which are under CTC jurisdiction. Now that much of Senate Bill 1 implementation is under CTC control, I would think that the Commissioners would like feedback regarding the impact that Senate Bill 1 is having in our rural area.

I encourage Board members as well as county and city transportation officials to consider attending. It is likely that the opportunity to meet with the attending commissioners will be on only one day of the two-day event because field trips in the local area are usually scheduled by the host agency. My guess is that SCTA may want to show off their new SMART train and highlight the need to improve the Sonoma-Marin Narrows on US 101.

When I have a schedule I will share with the Board and local agency staff so that we can coordinate our participation.

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**ACTION REQUIRED:** None.

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**ALTERNATIVES:** None identified.

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#### **RECOMMENDATION:**

No recommendation is proposed. The Board may consider providing staff direction regarding coordinating this event or identify specific issues/concerns that should be conveyed to the Commission.



## MENDOCINO COUNCIL OF GOVERNMENTS

### STAFF REPORT

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Agenda # 11d4

Reports

MCOG Meeting

4/2/2018

**TITLE:** California Transportation Foundation – 19<sup>th</sup> Annual Transportation Forum

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

**DATE:** 3/23/2018

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#### BACKGROUND:

On February 21, 2018 I attended the forum in Sacramento. As in past years, scholarships from this nonprofit organization were given out to students in engineering and public policy, followed by a riveting discussion of the latest statewide transportation challenges and opportunities with leading legislators, executives, professionals and a CTC commissioner. Following are highlights:

- The keynote speaker was Tony Seba, “a world renowned thought leader, author, speaker, educator and Silicon Valley entrepreneur.” The presentation was based one of his books, Clean Disruption of Energy and Transportation – How Silicon Valley Will Make Oil, Nuclear, Natural Gas, Coal, Electric Utilities and Conventional Cars Obsolete by 2030. He makes a compelling case that the convergence of new technologies, business model innovation and product innovation is leading to a disruption of the world’s major industries. Transportation is becoming electrified with solar and renewables, primarily due to economics and efficiency. He also theorizes that autonomous vehicles and Transportation As A Service will be the prevalent modes. The transition from horses to cars took only 20 years; adoption of smartphones even less time--change is accelerating. In this disruption scenario, the result is cleaner and greener.
- A panel of public and private speakers, moderated by Jim Madaffer (CTC), discussed high-tech transportation, covering topics such as smartphone apps, ridesharing, reducing car ownership, connected/autonomous vehicle testing and demonstrations, road diets, emergency response, transit, first-and-last mile, paratransit, silver tsunami, EV charging, strategic planning, and exploring how all these are related.
- There was a series of quick presentations by various transportation and technology companies.
- Caltrans Director Malcolm Dougherty made his farewells in anticipation of retirement, and was applauded by the group. He said “Just get the damn projects done” and “Thanks for the ride—it’s been awesome.”
- Jim Beall, Chair, Senate Transportation and Housing Committee; Jim Frazier, Chair, Assembly Transportation Committee; and Roger Dickinson, Transportation California (<https://fixcaroads.com/>) all spoke on SB 1, Road Repair & Accountability Act of 2017, and ways to implement and preserve it.

Many of these same themes were heard at the CALCOG Regional Issues Forum in Monterey, March 14-16. I would be happy to forward more information to anyone interested.

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**ACTION REQUIRED:** None at this time.

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**ALTERNATIVES:** Not applicable.

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**RECOMMENDATION:** None, this is for information only.





**MENDOCINO COUNCIL OF GOVERNMENTS  
STAFF REPORT**

**Agenda # 11e1**  
Reports  
MCOG Meeting  
4/2/2018

**TITLE:** 2018 STIP Update & Future Funding Commitments

**DATE PREPARED:** 03/23/18  
**MEETING DATE:** 04/02/18

**SUBMITTED BY:** Nephele Barrett, Program Manager

**BACKGROUND:**

On March 21, 2018, the California Transportation Commission adopted the 2018 State Transportation Improvement Program (STIP). This included the projects or project components proposed for programming in MCOG’s 2018 RTIP. While all of the requested projects were approved, there were some minor schedule changes made by the CTC. This is not unusual as the majority of the programming capacity in the STIP is in the last two years of the five year period. Programming proposed in the first three years is at risk of being delayed to the outer years.

The programming approved by the CTC is shown in the table below. The changes from the proposed RTIP are in the schedule for the County’s North State Street project, which was programmed one year later than proposed.

<b>Project Name and Location</b>	<b>Amount &amp; Year</b>
North State Street Intersection/Interchange Improvement	\$132,000 E&P – FY 20/21 \$336,000 PS&E – FY 21/22 <b>Total \$468,000</b>
Fort Bragg S. Main Street Pedestrian Improvements	\$45,000 E&P – FY 19/20 \$110,000 PS&E – FY 20/21 \$1,330,000 CON – FY 21/22 <b>Total \$1,485,000</b>
Gualala Downtown Streetscape	\$575,000 PS&E (APDE Funds) – FY 19/20
Sherwood Road Geometric Upgrade	\$100,000 CON - Current
Willits Bypass Relinquishment	\$15,000 ROW - Current \$83,000 CON - Current <b>Total \$98,000</b>
Planning, Programming & Monitoring	\$298,000 – FY 19/20-22/23
<b>Total Programming</b>	<b>\$3,024,000</b>

The 2018 RTIP also included future funding commitments that will need to be considered during development of the 2020 RTIP next year. These include funding for later components of the County of Mendocino’s North State Street Intersection & Interchange Improvement project totaling \$1,602,000 and reprogramming deleted construction funding for the City of Ukiah’s Low Gap Road & North Bush Intersection project in the amount of \$703,000. These are funding commitments that MCOG will likely be programming in the 2020 RTIP. In addition to these, MCOG has been incrementally funding components of the Gualala Downtown Streetscape Project. In this RTIP, funding was added for the design component (PS&E) of that project. It is likely that the project will be ready to program Right of Way and possibly construction in the 2020 RTIP.

**ACTION REQUIRED:** No action required – information/discussion only.

**ALTERNATIVES:** None identified.

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**RECOMMENDATION:** No action required – information/discussion only.

TAKIN' IT TO THE STREETS!

# FORUM SCHEDULE

## Special Sessions - Wednesday, March 14

12:30 to 5:00pm	Check-in	PORTOLA COTTONWOOD 1
1:00 to 3:00pm	<b>Need to Know: What SB 375 Target-Setting Means to You</b> • Tanisha Taylor, Director of Sustainability, CALCOG	PORTOLA COTTONWOOD 1
3:30 to 5:30pm	<b>CALCOG Board of Directors Spring Business Meeting</b>	
6:00 to 7:30pm	<b>Taste of Monterey Reception</b> • 700 Cannery Row, Suite KK, Monterey, CA 93940	A TASTE OF MONTEREY BISTRO

## Morning Sessions - Thursday, March 15

7:30 to 8:30am	Check-in and Buffet Breakfast	PORTOLA ROOM
8:30 to 8:35 am	<b>Presentation of the Colors</b>	CONFERENCE CENTER STEINBECK 1
8:35 to 8:45am	<b>Welcome, Introductions &amp; Program Overview</b> • Scott Haggerty, Board President, CALCOG • Bill Higgins, Executive Director, CALCOG	
8:45 to 9:00am	<b>Goods Movement, Rail &amp; Local Communities</b> • Wes Lujan, Vice President of Public Affairs, UP	
9:00 to 9:15am	<b>Autonomous Vehicles &amp; Congestion Planning</b> • Habib Shamskhov, President, Advanced Mobility Group	
9:15 to 10:15am	<b>Disruptions in Retail Economy</b> • Larry Kosmont, President/CEO, Kosmont Companies	
10:15 to 10:30am	Networking Break	
10:30 to 11:00am	<b>Cyber Security &amp; Public Infrastructure</b> • Ash Padwal, President, Allied Telesis	CONFERENCE CENTER STEINBECK 1
11:00 to 11:30am	<b>Implementing Senate Bill 1 (SB 1)</b> • Fran Inman, Chair of the California Transportation Commission • Susan Bransen, Executive Director, California Transportation Commission • Eric Thronson, Chief Consultant, California State Assembly Transportation Committee	
11:30 to 11:35am	<b>Legal Reminder: Campaigns &amp; Public Resources</b> • Bill Pellman, Partner, Nossaman LLP	
11:35 to 12:00pm	<b>SB 1 Economic Impact Summary &amp; Campaign Report</b> • Kiana Valentine, Senior Legislative Representative, California State Association of Counties	
12:00 to 1:30pm	Lunch	PORTOLA CLUB ROOM

TAKIN' IT TO THE STREETS!

# FORUM SCHEDULE

## ■ Afternoon Sessions • Thursday, March 15

1:30 to 2:30pm	<b>The Power of Story-Telling</b> • Matthew Luhn, Author, Story & Branding Consultant	CONFERENCE CENTER STEINBECK 1
2:30 to 3:00pm	<b>Communication in Action: Measure M and LA Metro</b> • Therese McMillan, Chief Planning Officer, LA Metro	
3:10 to 3:45pm	<b>The Road Ahead: Data Stories from the Neighborhood</b> • Adnan Mahmud, Founder/CEO, LiveStories	
3:45 to 4:30pm	<b>Storytelling Workshop</b> • Bill Higgins, Executive Director, CALCOG	
6:00 to 9:00pm	<b>Reception &amp; Sit-Down Dinner</b> • 201 Van Buren Street, Monterey, CA93940	THE PERRY HOUSE

## ■ Morning Sessions • Friday, March 15

7:30 to 8:30am	<b>Breakfast</b>	PORTOLA ROOM
8:30 to 8:45am	<b>Review of the Morning</b> • Bill Higgins, Executive Director, CALCOG	CONFERENCE CENTER STEINBECK 1
8:45 to 9:00am	<b>Road User Charge Pilot Program Update</b> • Jim Maddaffer, Principal, Maddaffer Enterprises	
9:00-9:15am	<b>SANDAG's Social Equity Analysis Tool</b> • Charles "Muggs" Stoll, Planning Director, San Diego Association of Governments	
9:15 to 10:00am	<b>Exciting Late-Breaking Issue: TBA</b>	
10:00 to 10:35am	<b>Thoughts on Planning, Land Use &amp; Transportation</b> • Vince Bertoni, Planning Director, City of Los Angeles	
10:35 to 10:45am	<b>Networking Break</b>	
10:45 to 11:30am	<b>Coordinating and Executing Evacuations in Emergency Planning</b> • Frannie Edwards, Deputy Director, National Transportation Safety & Security Center • Brian Tisdale, Council Member, City of Lake Elsinore	CONFERENCE CENTER STEINBECK 1
11:30 to 12:00am	<b>On the Front Lines: Lessons from Santa Barbara &amp; Ventura Counties</b> • Darren Kettle, Executive Director, Ventura County Transportation Commission • Marjie Kirn, Executive Director, Santa Barbara County Association of Governments	