



MENDOCINO
COUNCIL OF GOVERNMENTS

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September 20, 2017

To: MCOG Board of Directors
From: Janet Orth, Deputy Director/CFO
Subject: Information Packet of October 2, 2017 Meeting - No Action Required

* * * * *

The following items are attached.

1. California Federal Transportation Infrastructure Investment Principles – Correspondence dated September 1, 2017 from Caltrans Director Malcolm Dougherty transmitting the final document to the California Congressional Delegation. At our August meeting, MCOG joined other agencies as a signatory.
2. MCOG Technical Advisory Committee (TAC) – Meeting minutes of August 9, 2017.

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life.*

Information # 1
MCOG Meeting
10/2/2017

September 1, 2017

Dear California Congressional Delegation Member:

As President Trump and the U.S. Congress consider the agenda for the remainder of the 115th Congress, California transportation stakeholders urge the nation's leaders to make federal surface transportation infrastructure investment a top priority.

California has joined cities, counties, regions, and states across the country to increase infrastructure funding. In April, Governor Edmund G. Brown Jr. signed Senate Bill 1, the landmark "Road Repair and Accountability Act of 2017," which was backed by a broad coalition of supporters and will invest \$52.4 billion over the next decade to fix roads, freeways, bridges, and put more dollars toward transit, safety programs and active transportation infrastructure in communities across California. Yet state, local and tribal governments across America continue to need a strong federal partner to make needed "fix it first" investments to preserve our existing assets and deliver transportation infrastructure improvements that will create jobs, increase safety, improve mobility and keep the economy growing in California and across the nation. For this reason, in California, we are hoping that Federal Transportation Infrastructure Investment legislation is developed this fall and that deliberations between the U.S. Senate, the U.S. House of Representatives, and the Administration on infrastructure funding gain momentum.

Therefore, included is the California Federal Transportation Infrastructure Investment Principles. These principles incorporate core federal transportation priorities that were developed through a consensus outreach process with California transportation stakeholders, including a statewide conference call that I hosted this summer. These priorities include:

- Restoring Highway Trust Fund Solvency
- Prioritizing Direct Federal Infrastructure Investment
- Honoring and Building on FAST Act Funding Commitments
- Funding Multimodal Mobility Solutions
- Shortening Project Delivery Time
- Providing Relief for the 2017 California Winter Storm Damage

The transportation policy suggestions contained in this document will benefit California, have support from Californians statewide, and Members of Congress should consider them.

California Congressional Delegation Member
September 1, 2017
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For additional information, please contact Giles Giovinazzi, Federal Transportation Liaison, Caltrans and the California High-Speed Rail Authority at (916) 214-6144, or by email sent to giles.giovinazzi@dot.ca.gov.

Thank you for your consideration, and I look forward to working with you.

Sincerely,

A handwritten signature in black ink, appearing to read "Malcolm Dougherty". The signature is fluid and cursive, with a long horizontal stroke at the end.

MALCOLM DOUGHERTY
Director

Attachment

California Federal Transportation Infrastructure Investment Principles

California Federal Transportation Infrastructure Investment Principles

As President Trump and the U.S. Congress consider an agenda for the 115th Congress, we, the undersigned California transportation stakeholders, urge the nation's leaders to make federal surface transportation infrastructure investment a top priority.

California is Eager to Partner with the Federal Government on Infrastructure

Transportation is the lifeblood of California's economy. The state's multimodal surface transportation network transports the highest volume of freight in the nation and enables 18 million California workers to commute to major employment centers, supporting the state's \$2.6 trillion annual contribution to the nation's economy. Yet, California – like the rest of the country – faces significant transportation challenges that threaten to stifle economic growth and degrade the quality of life of our residents.

California has joined cities, counties, regions, and states across the country to increase infrastructure funding. In April, Governor Edmund G. Brown Jr. signed Senate Bill 1, the landmark "Road Repair and Accountability Act of 2017," which was backed by a broad coalition of supporters and will invest \$52.4 billion over the next decade to fix roads, freeways, bridges, and put more dollars toward transit, safety programs and active transportation infrastructure in communities across California. Yet state, local and tribal governments across America continue to need a strong federal partner to make needed "fix it first" investments to preserve our existing assets and deliver transportation infrastructure improvements that will create jobs, increase safety, improve mobility and keep the economy growing in California and across the nation.

We recommend the following principles guide the development of an infrastructure package:

Restore Highway Trust Fund Solvency – Without an infusion of significant new funding to the Highway Trust Fund (HTF), Congress will be faced with nearly \$20 billion in annual revenue shortfalls when the Fixing America's Surface Transportation (FAST Act) expires in federal fiscal year (FY) 2020. Thus, the Trump Administration's FY 2018 Budget proposal to limit HTF outlays to anticipated revenues starting in FY 2021 would significantly reduce core federal support for highway and transit projects. Any new infrastructure funding package should include new sustainable revenues to ensure the long-term solvency of the HTF and provide for increased direct federal investment after FY 2020. It should also ensure that Federal Transit Administration (FTA) programs continue to receive their historical funding share from the HTF. Federal financing and targeted one-time funding proposals cannot replace increased and sustained federal investment.

Direct Federal Investment Should Be Major Part of Any Funding Package – California has taken the lead in utilizing innovative financing mechanisms to deliver major transportation investments. As such, California supports proposals to expand and provide additional flexibility for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, including streamlining the approval process, and to expand and lift the cap on Private Activity Bonds. However, financing tools cannot replace direct federal investment. In fact, direct federal funding is often an important tool that enables further leveraging of public sector funds and can help

bring private partners to the table. For example, across the country, FTA Capital Investment Grant project sponsors have employed innovative financing tools such as TIFIA to fund major transit expansions combined with multi-year federal direct funding commitments through Full Funding Grant Agreements (FFGA), which enable these projects to put together innovative financing packages.

Build on the Bipartisan FAST Act Structure – California strongly supported the passage of the bipartisan FAST Act. Adopted in 2015, the FAST Act provides long-term certainty needed to advance multi-year highway, transit and passenger rail improvements. Any new infrastructure package should increase funding for the core highway, transit and passenger rail programs authorized by the FAST Act, which would empower state, local and tribal governments to expedite delivery of high-priority projects that are planned but not fully funded. Importantly, any transportation package should be in addition to, not in lieu of, maintaining existing FAST Act funding commitments to both highway and transit programs. As such, we oppose cuts to the FTA Capital Investment Grant program, as proposed in the FY 2018 Trump Administration budget request. Moreover, we reject the notion, included in the Administration’s budget, that “Future investments in new transit projects would be funded by the localities that use and benefit from these localized projects,” as this approach ignores the regional and national mobility, economic and jobs benefits that transit projects provide.

Balance Investments with Formula and Discretionary Programs – California is a diverse state and as such we support the balanced approach Congress employed with the FAST Act of investing in both formula and discretionary funding programs. An infrastructure package could expand on this structure with increased investment. This approach ensures that not only will state, local and tribal governments have the flexibility to address pressing “fix it first” priorities, improve safety and mobility, and meet the needs of rural communities and tribal governments, but also invest in the many regionally and nationally-significant projects in California – examples of which are included an initial list of high-priority infrastructure projects that the State developed earlier this yearⁱ – that will relieve congestion in major jobs centers and improve goods movement in critical border and trade corridors. This approach could include supplementing the FAST Act formula apportionment programs, FAST Act freight-related discretionary grants, FTA Capital Investment Grants and the Transportation Improvements Generating Economic Recovery – programs with a track record of success – as well as funding a new major projects program.

Fund Multimodal Mobility Solutions – Regions across California are taking a holistic approach to improving their transportation systems by making investments in multimodal transportation infrastructure that relieve congestion, improve the movement of goods and people, spur economic growth and improve quality of life. Similarly, the State is seeking to triple bicycle and double pedestrian and transit travel between 2010 and 2020 as a strategic sustainability target.ⁱⁱ Any new infrastructure package should increase the flexibility to invest in a range of mobility solutions that best address the wide array of challenges that face our community.

- **Public Transportation:** California has made significant investments in public transportation to meet mobility, economic (e.g., access to employment), environmental

and transportation equity objectives (e.g., providing mobility options to individuals who cannot drive or who cannot afford to drive, and breaking down barriers for disadvantaged communities). In California, public transportation has helped support the growth of key industries and institutions that are an engine of growth for the national economy. We also recognize, and impress on Congress, that investment in public transportation creates good-paying construction jobs, spurs domestic manufacturing in states across the nation where transit buses, rail cars, parts and materials are produced, and thus, promotes economic growth. Over a 20-year period, \$1 billion in investment in public transportation yields approximately \$3.7 billion in increased economic activity. At current wage rates, this is equivalent to a ratio of approximately 50,731 jobs per \$1 billion invested in public transportation.

- **Active Transportation:** Investing in active transportation furthers the State's sustainability and climate preparedness objectives and improves the quality of life and public health of Californians. Any new infrastructure package should ensure that walking and bicycling projects are eligible for funding. California has made a major commitment to walking and bicycling through investment in our Active Transportation Program, and we want to continue to increase that investment given the opportunity with new federal funding.
- **Passenger Rail:** As the state responsible for delivering the nation's first high-speed rail system, California is making significant investments in intercity passenger rail, and therefore supports dedicated long-term federal investment in passenger rail programs. Modernizing the state's passenger rail system will: reduce emissions by enabling more Californians to switch from driving and flying to traveling by clean, fast and efficient rail service; open freight capacity to enhance the flow of goods from our fields and ports; and sustain an innovative state economy that will help drive America's economic competitiveness. Any new federal infrastructure investment package should provide significant funding for the High-Speed Intercity Passenger Rail program and fully fund FAST Act authorized Federal Railroad Administration intercity passenger rail grant programs. California opposes cuts to Amtrak service proposed by the FY 2018 Trump Administration budget.
- **Managed Lanes:** Throughout California, the construction of managed lanes has become a realistic and cost-effective way to deliver mobility choices to commuters. Managed lanes address multiple priorities including, but not limited to: enhanced transit service, ridesharing, travel time reliability, and congestion reduction. Tolled managed lanes can also offer the benefit of paying for operations and maintenance costs and other system improvements along the corridor, as well as potentially attracting private investment. A new transportation infrastructure investment package should liberalize tolling policy and facilitate the implementation of tolled managed express lanes.

Shorten Project Delivery Time – California strongly supports efforts to streamline Federal regulations to facilitate more expeditious project delivery without diminishing environmental standards and safeguards. We are also encouraged by President Trump's focus on streamlining the environmental review and permitting processes, and the state has developed a list of high-

priority projects for consideration under Executive Order 13766, *Expediting Environmental Review and Approvals for High Priority Infrastructure Projects*.ⁱⁱⁱ

Provide Relief for 2017 California Winter Storm Damage - In 2017, California suffered the most severe winter storm events it has seen in 20 years brought on by an “atmospheric river” weather phenomena. These storms ended California’s drought and also caused an estimated \$1.4 billion in damage to state and local roadways since January, ranking the 2017 winter as the most expensive in history.^{iv} As federal policymakers consider investment in new infrastructure improvements, we urge Congress to also set aside funding to help California repair the damage to its transportation infrastructure stemming from this historic 2017 California Winter Storm disaster event.

Associated General Contractors of California
Association of Monterey Bay Area Governments
California Alliance for Jobs
California Association of Councils of Government
California Bicycle Coalition
California High-Speed Rail Authority
California State Association of Counties
California Transit Association
California Transportation Commission
Caltrain
Fresno Council of Governments
Lake County/City Area Planning Council
League of California Cities
Los Angeles County Metropolitan Transportation Authority
Mendocino Council of Governments
Metropolitan Transportation Commission
Mono County Local Transportation Commission
Regional Economic Association Leaders of California (R.E.A.L. Coalition)
Riverside County Transportation Commission
Sacramento Area Council of Governments
Safe Routes to School National Partnership
San Diego Association of Governments
San Joaquin Council of Governments
San Mateo County Transit District
San Mateo County Transportation Authority
Silicon Valley Leadership Group
Southern California Association of Governments
Southern California Contractors Association
Southern California Partnership for Jobs
Transportation Agency for Monterey County
Transportation California
Transportation Corridor Agencies

ⁱ Office of Governor Edmund G. Brown Jr. February 7, 2017 Letter to the National Governor's Association providing and initial list of key infrastructure projects;

https://www.gov.ca.gov/docs/CA_Infrastructure_Letter_and_Projects_2.7.17.pdf

ⁱⁱ California Department of Transportation *Strategic Management Plan 2015-2020*;

http://www.dot.ca.gov/perf/library/pdf/Caltrans_Strategic_Mgmt_Plan_033015.pdf

ⁱⁱⁱ Governor Edmund G. Brown Jr. February 24, 2017 Letter to President Trump regarding California High-Priority Projects for consideration under Executive Order 13766;

https://www.gov.ca.gov/docs/2.24.17_Infrastructure_Letters.pdf

^{iv} Caltrans June 2017 *Mile Marker*, "Winter Storms Exact Historic Roads Toll";

http://www.dot.ca.gov/milemarker/docs/2017/MM-2017-Q2.pdf#winter_storms

MINUTES

MENDOCINO COUNCIL OF GOVERNMENTS
TECHNICAL ADVISORY COMMITTEE

August 9, 2017
MCOG Conference Room

Members Present

Jason Wise, County DOT
Richard Shoemaker, City of Point Arena
Robert Dostalek, County DPBS
Tom Varga, City of Fort Bragg
Rick Seanor, City of Ukiah
Dusty Duley, City of Willits
Alexis Kelso, Caltrans – *via teleconference*

Staff & Others Present

Phil Dow, MCOG Administration
Loretta Ellard, MCOG Planning
Nephele Barrett, MCOG Planning
Howard Dashiell, County DOT
Janet Orth (*present for agenda item #10b*)

Members Absent

Mitch Stogner, NCRA (*Non-Voting*)
Barbara Moed, AQMD
Carla Meyer, MTA

1. **Call to Order/Introductions** – Phil called the meeting to order at 1:35 p.m. Self-introductions were made.
2. **Public Expression** – None.
3. **Input from Native American Tribal Governments' Representatives** – This is a standing agenda item to allow input from tribal representatives. There were no tribal representatives present.
4. **Approval of 5/31/17 Minutes** – Motion by Richard Shoemaker, seconded by Tom Varga, and carried unanimously on roll call vote (7 ayes – Wise, Shoemaker, Dostalek, Varga, Seanor, Duley, Kelso; 0 noes; 2 absent – Moed, Meyer) to approve the minutes of 5/31/17 as submitted.
5. **FY 2016/17 Overall Work Program – Fourth Quarter Report** – Loretta briefly reviewed the fourth quarter report, and noted carryover projects. Information only.
6. **FY 2017/18 Overall Work Program – First Amendment** – Loretta review the proposed First Amendment, noting adjustments to carryover amounts and other miscellaneous revisions. Proposed revisions include the addition of a new work element (W.E. 13) to provide the local match for the County's Orchard Avenue Extension Feasibility Study (*a recently approved Caltrans Sustainable Communities grant project*), and the deletion of MTA's Bus Stop Review Project, Phases 3 & 4 (W.E. 15), due to higher priorities by MTA staff.

A brief discussion ensued. Loretta advised that this amendment will increase the amount of reserved RPA (Rural Planning Assistance) funds to \$62,275, and the TAC will soon need to identify a project to program those funds, which have limited carryover provisions.

As proposed, the FY 2017/18 OWP will be revised from \$1,239,550 to \$1,433,716, an increase of \$194,166 (from available carryover funds).

Motion by Richard Shoemaker, seconded by Tom Varga, and carried unanimously on roll call vote (7 ayes – Wise, Shoemaker, Dostalek, Varga, Seanor, Duley, Kelso; 0 noes; 2 absent – Moed, Meyer) to recommend that MCOG approve the First Amendment to the FY 2017/18 Overall Work Program.

7. **2018 State Transportation Improvement Program (STIP)** – Nephele reviewed her staff report and explained that the California Transportation Commission is expected to adopt the 2018 STIP Fund Estimate at their August 18 meeting. The passage of SB 1 is expected to stabilize the STIP, and the estimate available for the Mendocino County region is \$3,000,000. That total includes \$298,000 for Planning, Programming & Monitoring, leaving \$2,702,000 for projects. She advised that the 2016 STIP experienced a funding shortfall which resulted in the deprogramming of \$2,656,000 in local projects, and suggested those projects should be considered priority for reprogramming in the 2018 cycle if they are still a priority for local agencies. The following projects were deleted from 2016 STIP:

(County) N. State St. Intersection/Interchange – E & P \$132,000; PS&E \$336,000
(Ukiah) Low Gap Road/N. Bush St. Roundabout – CON - \$703,000
(Fort Bragg) S. Main St. Bike & Ped Improvements – E & P \$45,000; PS&E \$110,000;
CON \$1,330,000

General discussion ensued. Howard advised that the County's project is still a priority, but it may need an updated PSR. Tom advised that Fort Bragg's project is still a priority. Rick advised that he will need to check on whether Ukiah's project is still a priority.

Nephele reported that Project Study Reports (PSRs) must be submitted with the RTIP, instead of later in the process. Phil advised that MCOG has a funding source for PSRs, if needed, and they could be prepared by a consultant. Nephele recalled that there is a PSR form for rehab projects; MCOG staff will check on the format.

Although this item is not on today's agenda for action, Nephele asked if there was a consensus that deleted projects are a priority. ***No objections were noted*** to considering deleted projects as priorities; however, this will come back to the TAC for formal recommendation prior to MCOG's adoption of the 2018 RTIP in December. Nephele asked project sponsors to provide updated costs by the September 20 TAC meeting; and advised that Ukiah's answer could wait until the October TAC meeting, if necessary.

Phil concluded that the good news in the 2018 Fund Estimate is that MCOG's deficit from the Willits Bypass is now paid, so the 2020 STIP is looking good for new projects.

8. Branscomb Road Pedestrian/Multi-Use Bridge over Ten Mile Creek – Consideration of Regional Surface Transportation Program (RSTP) Project Development Funds – Phil

reiterated the challenges the County has experienced in getting this needed pedestrian bridge constructed. He noted the January 2017 bid process which resulted in bids ranging from approximately \$200,000 to \$400,000 over available funds, and said MCOG and the County have a lot of funds invested in this project. The current \$385,000 in STIP funds have been extended to allow the County time to come up with a funding solution, in order to not abandon the project and lose the \$385,000.

Phil explained his recommendation that MCOG contribute up to \$200,000 of accumulated RSTP funds for the construction phase of this project, which will supplement the \$385,000 in STIP funds, plus the previously committed \$131,000 in MCOG LTF 2% Bike & Pedestrian Funds, and the additional \$100,000 budgeted by the County in FY 2017/18, for a total available of \$816,000. Howard described the 120' long, 8' wide, ADA compliant, prefab metal bridge; addressed challenges (floodplain issues, abutment, etc.), and noted the importance of this critical link with local schools and other bike and pedestrian projects.

Motion by Richard Shoemaker, seconded by Dusty Duley, and carried unanimously on roll call vote (7 ayes – Wise, Shoemaker, Dostalek, Varga, Seanor, Duley, Kelso; 0 noes; 2 absent – Moed, Meyer) to recommend that the MCOG Board commit up to \$200,000 in accumulated Regional Surface Transportation Program funds, matching \$100,000 of budgeted County funds on a 2:1 basis, as needed to fully fund the construction phase of the Branscomb Road Multi-Use Bridge project in Laytonville.

9. North State Street Signal Improvements – Consideration of Regional Surface Transportation Program (RSTP) Partnership Funding Program Funds – Phil explained his

recommendation that MCOG contribute funding to the County/City of Ukiah project for coordination between the North State/KUKI signal and the North State/Ford/Empire signal. He said it was previously expected that this interconnect might be funded by the Pinoleville Tribe as mitigation to circulation impacts from their once-planned casino, but it's now clear that it must be funded with public funds. The good news is that modern technology has eliminated the need to interconnect by hard wire, and advanced equipment can be added to the controllers that will communicate electronically and automatically adjust timing patterns based on changing travel patterns.

Phil said the KUKI intersection lies wholly within the unincorporated territory, and only one leg of the North State/Ford/Empire signal lies within the City of Ukiah, so funding commitments are proportionate. He is proposing that MCOG contribute \$33,985 from MCOG's RSTP Partnership Funding Program toward the total project cost of \$90,785 (MCOG \$33,985; City of Ukiah \$9,710; County \$47,090).

A brief discussion ensued on other potential uses for these funds. Phil said the 2008 State Route 1 Corridor Study (*which is due for a ten-year update*) identified needed improvements on SR 1 (i.e. left turn pockets) which could be potential candidates for these partnership funds, along with other similar type projects.

Motion by Tom Varga, seconded by Richard Shoemaker, and carried unanimously on roll call vote (7 ayes – Wise, Shoemaker, Dostalek, Varga, Seanor, Duley, Kelso; 0 noes; 2 absent – Moed, Meyer) to recommend to MCOG to commit \$33,985 from the Partnership Funding Program to supplement City of Ukiah and County of Mendocino funding for traffic signal coordination and upgrades on North State Street.

10. Staff Reports

10a. SB 1 – Road Repair & Accountability Act of 2017 – Phil briefly reported on various programs under SB 1 programs: Local Streets & Roads – CTC is expected to adopt guidelines next week; includes more funding and increased local agency reporting requirements; there are also Maintenance of Effort requirements. Congested Corridors – Mendocino County is unlikely to get any funding. Trade Corridors – Mendocino region may have a future project (i.e. widening in North Hopland); possible project in Lake County – Lake 29 widening. Local Partnership – Phil has been the sole rural participant, attending meetings in support of base amount of funding for self-help cities, CTC staff is supportive; will be 50% formula / 50% competitive for first two years. Active Transportation Program – CTC adopted guidelines at June 29 meeting; supplemental ATP funding is available to advance projects or go down the unfunded list from last cycle; MCOG encouraged unsuccessful candidates from last cycle to resubmit, even though slim chance of funding. Annual ATP cycles will have approximately 75% more funding than in the past due to SB 1. SHOPP – Caltrans program, will have increased funding which will benefit state highway projects. STIP – Phil was happy that MCOG's debt on the Willits Bypass has been retired in the 2018 STIP.

Phil reported on the Transportation Asset Management program – an approach of breaking down silos and merging programs to take care of all things at once (i.e. culverts, sidewalk, etc.).

SB 1 Planning Grants – Loretta reported the application deadline is Oct. 27. (*Note –it was discovered after the TAC meeting that the deadline is Oct. 20.*) Phil noted that MCOG has sponsored grants in many communities identifying active transportation projects, but what is lacking is a comprehensive sidewalk inventory, identifying gap locations. He thought it would be a good future grant project to have an Engineered Feasibility Study to identify ready projects for the ongoing ATP program. A similar grant project was awarded in Lake County. This will be on the next TAC agenda for discussion.

Active Transportation Plan – Nephele advised that the maps for the Active Transportation Plan are expected to be sent to the TAC next week. The Final Plan may not be adopted by MCOG until October, if it's not ready for the August meeting. She will e-mail the Final Plan to TAC members, and if there are concerns it can be brought back to the TAC (*the draft was approved by the TAC at the last meeting, with maps to follow*).

11. Miscellaneous

Regional Transportation Plan Project Lists – Nephele reminded members that RTP project lists are due today.

Point Arena City Council – Richard Shoemaker reported that Caltrans representatives and Phil attended a recent City Council meeting to give a presentation on the Garcia river crossing.

City of Ukiah – Rick Seanor advised that the City’s Urban Greening Grant application made it through the first screening phase, and representatives from the grant program will conduct a walkthrough of the Rail Trail, Phase 3 project (from Clara Street to Brush Street) at the end of August.

10. Staff Reports

10b. Local Agency Subrecipient Agreement- Janet Orth advised that the Local Agency Subrecipient Agreement was sent to local agencies on August 1, with copies also provided to TAC members. Howard reported that County Counsel had some minor concerns, and Janet noted the need for consistency among all agencies. She will work with the County to address the questions.

11a. Next Meeting – September 20, 2017.

12. Adjournment - 3:40 p.m.

Respectfully Submitted,

Loretta Ellard
Deputy Planner

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