



# MENDOCINO COUNCIL OF GOVERNMENTS

367 North State Street~Ukiah~California~95482  
www.mendocinocog.org

PHILLIP J. DOW, EXECUTIVE DIRECTOR

Administration: Suite 206  
(707) 463-1859  
Transportation Planning: Suite 204  
(707) 234-3434

## AGENDA - Revised

**Monday, March 2, 2015 at 1:30 p.m.**

### Primary Location:

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

### Additional Media for Later Viewing:

Public Access TV Channel 65 and <http://mendocinoaccess.org/>

**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 and Roll Call
2. Convene as SAFE
3. Adoption of Resolution #S2015-01 To Approve Agreement with State of California Department of California Highway Patrol
4. Report: Mendocino County Call Box Update – *verbal report*
5. Recess as SAFE - Convene as RTPA
6. Recess as RTPA - Reconvene as Policy Advisory Committee

### PUBLIC EXPRESSION

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

7. **Public Hearing:** Approval of Resolution #M2015-\_\_\_\* Adopting the Mendocino County Coordinated Public Transit – Human Services Transportation Plan – *Final Plan available at <http://www.mendocinocog.org/meetings2.shtml>*
8. *Item removed from the agenda subsequent to agenda publication, up to 72 hours in advance of the meeting.*

### 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 upon request by a Director or citizen for separate consideration.

9. Approval of February 2, 2015 Minutes
10. Approval of Minor Amount of Funding Share by Formula for Statewide Local Streets & Roads Needs Assessment

## RATIFY ACTION

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

## REPORTS

12. Reports – Information
  - a. Mendocino Transit Authority
  - b. North Coast Railroad Authority
  - c. MCOG Staff - Summary of Meetings
  - d. MCOG Administration Staff
    1. Executive Committee Recommendations of February 24, 2015 – *verbal report*
    2. Potential Sponsorship Requests for California Active Transportation Program (ATP) Cycle 2 Grant Proposals
    3. Miscellaneous
  - e. MCOG Planning Staff
    1. Draft FY 2015/16 Transportation Planning Overall Work Program (OWP)
    2. Mendocino/US 101 Hopland “Main Street” Engineered Feasibility Study – *verbal report*
    3. Miscellaneous
  - f. MCOG Directors
  - g. California Association of Councils of Governments (CALCOG) Delegates

## ADJOURNMENT

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

POSTED 2.23.2015

POSTED Revision 2.26.2015

\* Next Resolution Number: M2015-01



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– *Final Plan available at <http://www.mendocinocog.org/meetings2.shtml>*
8. Consideration and Possible Action to Adopt Resolution #M2015-\_\_\_\* Committing Future Regional Improvement Program Shares to Supplement Funding for Wetland/Riparian Mitigation, Monitoring, and Endowment Project Necessary for Completion of Phase I of the U.S. 101 Bypass of Willits

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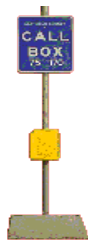
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POSTED 2.23.2015

\* Next Resolution Number: M2015-01



# MENDOCINO COUNTY S.A.F.E.

## SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

**Agenda # 3**  
SAFE  
MCOG Meeting  
3/2/2015

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**TITLE:** Approval of Agreement with the State of California Department of California Highway Patrol (CHP)

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

**DATE:** 2/20/2015

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**Background:**

The Mendocino County Service Authority for Freeway Emergencies (S.A.F.E) is currently operating 81 call boxes throughout Mendocino County in various locations along State Routes 1, 20, 128, 101, 162, 175 and 253. Of these, 67 are traditional cellular call boxes and the remaining are newer boxes using satellite technology.

The California Highway Patrol (CHP) plays a major role in the operation of the call boxes. The Mendocino SAFE contracts with the CHP to provide the Primary Answering Point (PAP) for the call boxes. When a motorist uses a call box, it is answered by the CHP's local dispatch office. Two dispatch offices serve Mendocino County: one in Ukiah, the other is in Arcata. Once the call is received, the dispatcher connects the caller to the appropriate services. All traditional call boxes support the Teletypewriter/Telecommunication (TTY) devices, so the local CHP dispatchers are able to communicate with hearing- or speech-impaired motorists. Mendocino SAFE has been working with the CHP and the manufacturer to implement a new system that will also make it possible for satellite boxes to respond to TTY requests as well. This is well underway and will be reported at the next SAFE meeting.

Along with being the Primary Answering Point for the call boxes, the California Highway Patrol also assists SAFE staff in keeping the call boxes in good operating condition. If a call box is found left open, not operating correctly, or has been vandalized, the dispatchers will contact our staff.

For all this, the cost to Mendocino SAFE is not to exceed \$800 for FY 2015/16 and 2016/17.

The 2011 Five-Year Strategic & Financial Plan calls for "full deployment of call box service." The CHP participates as the Primary Answering Point and assists our staff as a necessary partner; therefore we recommend action to continue our agreement with CHP for another two fiscal years. Funding of \$900 is programmed for 2014/15. The Plan is due to be updated by next fiscal year.

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**Action Required:**

Approval of the CHP Agreement by Resolution #S2015-01.

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**Alternatives:**

Do not approve CHP Agreement by resolution; make alternative suggestions.

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**Recommendation:**

Approve Agreement #15R048003 between the Department of California Highway Patrol and the Mendocino County Service Authority for Freeway Emergencies by adopting Resolution #S2015-01.

Enclosure: draft resolution



**MENDOCINO COUNTY**  
**SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (SAFE)**

BOARD of DIRECTORS

RESOLUTION No. S2015-01

TO APPROVE AGREEMENT WITH  
THE STATE OF CALIFORNIA  
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL (CHP)

WHEREAS,

- On August 4, 1994, the Mendocino Council of Governments by resolution accepted its designation as the Service Authority for Freeway Emergencies (SAFE) for Mendocino County (“Mendocino County SAFE”) and agreed to carry out the responsibilities of a SAFE; and
- Mendocino County SAFE currently operates approximately 81 call boxes on State Routes 1, 20, 128, 101, 162, 175 and 253, and continues to install additional call boxes according to the Mendocino County SAFE Five-Year Strategic & Financial Plan; and
- On April 4, 2005, the Board of Directors of Mendocino County SAFE adopted a resolution directing staff to proceed with installations of telecommunications devices (TTYs) to enhance two-way communication between hearing- or speech-impaired motorists and the call answering center at Department California of Highway Patrol (CHP); and
- On February 7, 2011, the Board of Directors of Mendocino County SAFE adopted an updated Five-Year Strategic and Financial Plan which includes TTY enhancements to all new call boxes, technology upgrades to existing call boxes, installation of an additional 118 call boxes throughout the County, and maintenance of the system; and
- According to the CHP/Caltrans Call Box and Motorist Aid Guidelines, the Department of California Highway Patrol is responsible for negotiating an agreement with each SAFE individually for the handling of call box calls; and
- Agreement 15R048003 between CHP and Mendocino County SAFE offers services and assistance by CHP for a period of two years from July 1, 2015 through June 30, 2017 for a total amount of \$800.00:

FY 2015/16   \$ 400  
FY 2016/17   \$ 400; and

- The Five-Year Strategic and Financial Plan (adopted January 2011) identified \$900 in the 2014/15 budget for CHP call answering; therefore, be it

RESOLVED, THAT:

The Service Authority for Freeway Emergencies for Mendocino County, as the local governing authority body, hereby authorizes Agreement 15R048003 with the Department of California Highway Patrol.

ADOPTION OF THIS RESOLUTION was moved by Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, and approved at a meeting of Mendocino County SAFE on March 2, 2015, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

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

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

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





## MENDOCINO COUNCIL OF GOVERNMENTS STAFF REPORT

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**TITLE:** Public Hearing - Adoption of Coordinated Public  
Transit - Human Services Transportation Plan

**DATE PREPARED:** 02/18/15  
**MEETING DATE:** 03/02/15

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

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**BACKGROUND:** The Federal Transportation Bill requires that each region adopt a Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) in order to qualify for certain Federal Transit Administration funding sources. The purpose of these plans is to address the transportation needs of elderly, disabled, and low income individuals. The plans must assess available services, identify needs, strategies to meet needs and opportunities for coordination, and prioritize implementation of strategies.

Projects must be included in a Coordinated Plan in order to be eligible for the Federal Transit Administration (FTA) Section 5310 Program, which provides funding for transportation for the elderly and disabled. In Mendocino County, these grants have primarily been used to replace vehicles for the senior centers' transportation services.

The last Coordinated Plan for our region was adopted in 2008. In 2014, we started the process of updating this plan. In an effort to assist rural counties, Caltrans contracted with the University of the Pacific to work with RTPA staff to update their plans.

The consultants worked with MCOG and MTA staff, as well as other stakeholders to gather information and update the plan. Needs were identified through public and stakeholder outreach which included workshops, surveys, public meetings and input via email and telephone. Stakeholder workshops were held in Fort Bragg and in Ukiah. The Social Services Transportation Advisory Council also provided input.

A draft of the Coordinated Plan was presented at the February MCOG meeting for review and comment. Board members had until February 13 to submit comments. No comments have been received. The Plan has been finalized and is now ready for adoption by the MCOG Board. A draft resolution adopting the Plan has been prepared and is attached.

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**ACTION REQUIRED:**

1. Receive staff report.
2. Open public hearing. (*Note: This public hearing does not require a legal notice.*)
3. Receive public comments.
4. Close public hearing.
5. Action by Resolution on the Mendocino County Coordinated Public Transit – Human Services Transportation Plan.

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**ALTERNATIVES:**

1. Adopt the plan with modifications (if modifications are identified by the Board).
2. Do not adopt the plan (not recommended).

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**RECOMMENDATION:** By resolution, adopt the Mendocino County Coordinated Public Transit – Human Services Transportation Plan and direct staff to forward the plan and resolution to appropriate agencies.



# MENDOCINO COUNCIL OF GOVERNMENTS

BOARD of DIRECTORS

RESOLUTION No. M2015-

## ADOPTING THE MENDOCINO COUNTY COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN

WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County; and
- The federal transportation bill, MAP-21, requires that in order to be eligible for Federal Transit Administration Section 5310 grant funding, each region must have a Coordinated Public Transit-Human Services Transportation Plan that inventories existing services, identifies gaps in service and opportunities for coordination, and prioritizes strategies to address transportation needs of elderly, disabled, and low income individuals; and
- The last Coordinated Public Transit-Human Services Transportation Plan was adopted in 2008; and
- Caltrans entered into a contract with the University of the Pacific to assist rural counties with updates to their Coordinated Plans; and
- The Mendocino County Coordinated Public Transit - Human Services Transportation Plan that has been prepared by the consultant has included public and stakeholder outreach and identifies strategies for addressing social service transportation needs, and
- Consistent with existing local policy, strategies for improvement of transit and human services transportation are subjected to detailed analysis by the Consolidated Transportation Services Agency (CTSA) and MCOG's Transit Productivity Committee prior to implementation, and
- The Mendocino County Coordinated Public Transit – Human Services transportation Plan is a resource document that will be considered along with Social Services Transportation Advisory Council (SSTAC), Mendocino Transit Authority, and general public input in evaluating transit delivery strategies, and
- The plan has been reviewed by the MCOG Board, MCOG staff, MTA staff, and other stakeholders; therefore be it

RESOLVED, THAT:

MCOG hereby adopts the Mendocino County Coordinated Public Transit – Human Services Transportation Plan and directs staff to forward the plan and this resolution to the appropriate agencies.

ADOPTION OF THIS RESOLUTION was moved by Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, and approved on this 2<sup>nd</sup> day of March, 2015, 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

\_\_\_\_\_  
Chair



# MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 8**  
Regular Calendar  
MCOG Meeting  
3/2/2015

## STAFF REPORT

**TITLE: Request for Supplemental Funds  
Wetland/Riparian Mitigation (0125X)**

**DATE PREPARED: 02/20/15  
MEETING DATE: 03/02/15**

**SUBMITTED BY:** Phillip J. Dow, Executive Director

### **BACKGROUND:**

At the December 1, 2014 meeting the Board considered a Caltrans request for supplemental funding to cover a projected \$64.7 million shortfall in funding for the construction component of the U.S. 101 bypass of Willits. The Regional Improvement Program (RIP) share (15%) of the supplemental funding was determined to be \$9,705,000. Prior to this vote I noted that there are four "Child Projects" associated with the construction project and that I was aware that at least one of these was also in need of supplemental funding. After considerable discussion, the Board voted unanimously to commit future RIP shares for completion of the construction project.

At their meeting in Riverside on December 10, 2014, after hearing a presentation by Caltrans District 1 Deputy Director Suchanek on the Risk Management Plan that identified the supplemental funding needed for this project, the California Transportation Commission voted unanimously to commit the additional \$55 million needed to complete this project.

### Current Funding Status of Construction Project

As of MCOG action and California Transportation Commission action in December 2014, there is \$287,752,000 committed to the bypass construction project. The funding breakdown is:

- Grandfathered Interregional Improvement Program (IIP): \$69,981,000
- Post-SB 45 Interregional improvement program (IIP): \$180,404,000
- Regional Improvement Program: \$31,117,000
- TEA-21 Demonstration Funds: \$6,250,000

Grandfathered funds are those that were programmed to the project prior to when Senate Bill 45 went into effect in 1998. Senate Bill 45 established regional shares with the expectation that regional agencies would use these shares to partner with the state to fund important projects on the State highway system. There are only a few grandfathered projects left in the state. A lingering positive aspect of grandfathered projects is that local agencies do not help fund support costs for these projects. Grandfathered IIP funds represent 24.3% of the total funding for the construction project.

### MCOG shares

Senate Bill 45 reorganized the funding for State Transportation Improvement Program by allocating shares to regional transportation planning agencies. The intent was to decentralize the decision making process for highway improvements by creating funding partnerships with these agencies. Guidelines adopted by the California Transportation Commission on August 6, 2013 for the State Transportation Improvement Program (STIP) reinforce this relationship in *Section I. Purpose and Authority* by stating the objectives for which the guidelines were developed and adopted, that include:

- Facilitate transportation decision making by those who are closest to the transportation problems

- Facilitate cooperative programming and funding ventures between regions and between Caltrans and regions
- Recognize that although Caltrans is owner-operator of the state highway system, the regional agencies have the lead responsibility for resolving urban congestion problems, including those on State highways

Although funding shares for partners in State highway improvement projects vary, most regional agencies are expected to fund 25-50 % of the cost of the project. Larger Self-Help agencies (those that have passed transportation sales taxes) sometimes commit 75-80% of the costs to attract a 20-25% share of State IIP funding. Since the MCOG RIP shares are modest and the cost of our high priority project is high, a local share of 15% was established for this project. Commitment to a 15% cost share of post-Senate Bill 45 costs is identified in Mendocino Council of Governments Resolution No. M2012-03, adopted on March 5, 2012.

I received a call earlier this month that Caltrans needs to proceed with a supplemental allocation request to the California Transportation Commission for their March 26, 2015 meeting. When I made my comment regarding future funding needs for a “Child Project” prior to the December vote, I was expecting this issue to surface in April or May. I have since learned that the work elements for the Wetland/Riparian Mitigation project have already been re-packaged and put out to bid. Since a point of contention between Caltrans and the Army Corps of Engineers is that the mitigation efforts have failed to keep up with construction efforts, it is now timely to address the other known funding shortfall so that the mitigation efforts can move forward.

#### Child Projects

Projects that are somewhat distinct but related to a construction project either as mitigation or as a negotiated element of the main project are called Child Projects. The Child Projects associated with the US 101 Bypass of Willits are:

1. Willits Bypass Relinquishment (Project 0125W). This project will make improvements to that portion of US 101 that will be relinquished, as agreed upon with the City of Willits. Approximately \$5.8 million is committed to this project. This consists of \$3,096,000 of programmed Interregional Improvement Program (IIP) for this work. An additional \$2.17 million of grandfathered funding is also programmed. There is also approximately \$345,000 of Regional Improvement Program (RIP) funding shares committed to this project.
2. Wetland/Riparian Mitigation (Project 0125X). This project will create wetlands to compensate for loss of wetlands in the footprint of the bypass. Approximately \$50.8 million is currently programmed for this project. Of this approximately \$2.9 million is grandfathered, \$38 million from IIP, and \$9.9 million from RIP shares.
3. Ryan Creek/Coho Salmon Mitigation (Project 0125Y). This project is mitigation to the construction project that will improve fish habit and stream flow. There is \$3,435,000 committed to this project: \$1,135,000 of which is grandfathered IIP funding, \$1,955,000 is regular IIP funding, and \$345,000 is RIP.
4. Sherwood Road Geometric Upgrade (Project 0125Z). As a stand-alone project, this intersection improvement is needed to upgrade the operating characteristics of the Sherwood Road junction at US 101/Main Street in Willits prior to relinquishment. Of the \$6,250,000 programmed for this project, \$2,550,000 is grandfathered IIP, \$3,145,000 is regular IIP, and \$555,000 is RIP.

At the time of this report, the amount of participation expected from MCOG has not yet been determined. Caltrans remains in negotiation with the US Army Corps of Engineers regarding

mitigation needs. The range of additional funding is expected to be \$2.20 million to \$3.3 million in supplemental funding for the Wetland/Riparian Mitigation project.

As with the supplemental fund request considered at the December meeting, we are expecting to continue progress on projects currently programmed in the 2014 State Transportation Improvement Program (STIP) by committing funding expecting to be available in the upcoming 2016 STIP. The Fund Estimate for the 2016 STIP will not be available until August, 2015, but I expect that the funding impacts will reach into 2018 funding shares as well.

Policy guidance for Regional Improvement Program shares was established in Mendocino Council of Governments Resolution No. M2011-10 adopted August 22, 2011. The Chair has recently expressed a desire to revisit this guidance since the need for a financial commitment to Phase II of this project is not likely imminent. Staff proposes that that policy guidance will be revisited prior to the 2016 Regional Improvement Program process later this year.

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**ACTION REQUIRED:** Commit future Regional Improvement Program funding shares to cover the shortfall for US 101 bypass of Willits Wetland/Riparian Mitigation Project.

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**ALTERNATIVES:** De-program funds committed to other projects to cover the shortfall (not recommended).

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**RECOMMENDATION:** Staff recommends that future Regional Improvement Program shares up to \$3,300,000 be committed to the Wetland/Riparian Mitigation component of the U.S. 101 bypass of Willits project, in accordance with previously established MCOG priorities.





# MENDOCINO COUNCIL OF GOVERNMENTS

## BOARD of DIRECTORS

### RESOLUTION No. M2015-\_\_\_\_\_

#### COMMITTING FUTURE REGIONAL IMPROVEMENT PROGRAM SHARES TO SUPPLEMENT FUNDING FOR WETLAND/RIPARIAN MITIGATION, MONITORING, AND ENDOWMENT PROJECT NECESSARY FOR COMPLETION OF PHASE I OF THE U.S. 101 BYPASS OF WILLITS

#### WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County; and
- The U.S. 101 Bypass of Willits Project has long been a highway improvement priority in Mendocino County as reflected in the Regional Transportation Plan and policy; and
- State funding was first programmed for the U.S. 101 Bypass of Willits in the 1990 State Transportation Improvement Program and augmented in other programming periods through the 1996 State Transportation Improvement Program; and
- Regional Improvement Program (RIP) shares were first made available to MCOG, through enactment of Senate Bill 45, in the 1998 State Transportation Improvement Program (STIP) cycle; and
- The intent of Senate Bill 45 (SB 45) was to de-centralize decisions regarding transportation improvement by empowering regional transportation planning agencies to share programming authority within the State Transportation Improvement Program with Caltrans and to foster partnerships in the development of the State's highway system; and
- Commitments already programmed prior to 2014 amount to approximately \$19.4 million for bypass construction and another \$14 million for right-of-way; and
- On December 1, 2014 MCOG committed \$9,705,000 of future Regional Improvement Program shares to supplement previously committed shares in order to complete the construction phase of the U.S. 101 Bypass of Willits Project; and
- There are four distinct projects (known as Child Projects) related to the construction project, all of which are partially funded with Regional Improvement Program shares, and they are identified as:
  - Willits Bypass Relinquishment Project (Project 0125W)
  - Wetland/Riparian Mitigation, Monitoring, & Endowment (Project 0125X)
  - Ryan Creek/Coho Salmon Mitigation (Project 0125Y)
  - Sherwood Road Geometric Upgrade (Project 0125Z); and

- Permit conditions issued by resource agencies for the construction project require that mitigation activities proceed concurrently with construction activities; and
- Competitive bids received by Caltrans for the Wetlands/Riparian Mitigation Project were substantially greater than estimated and programmed for the project, resulting in rejection of all bids and delay in Wetlands/Riparian Mitigation Project implementation, even though bypass construction proceeded; and
- Caltrans analyzed the disparity between the mitigation program estimates and actual bids, re-packaged the work to attract a wider array of bidders, and determined that supplemental funding amounting to \$\_\_\_\_\_ is needed to proceed with the Wetlands/Riparian Mitigation Project, of which the proportionate MCOG share is \$\_\_\_\_\_; and
- Caltrans intends to seek supplemental funding for their share of the needed funding at the March 26, 2015 meeting of the California Transportation Commission; and
- Regional Improvement Program shares that have been made available to MCOG are committed to other projects indentified in the 2014 Regional Transportation Improvement Program and the adopted 2014 State Transportation Improvement Program; and
- Time is of the essence so that further delays of the construction project will not occur; therefore, be it

RESOLVED, THAT:

The Mendocino Council of Governments commits \$\_\_\_\_\_ in Regional Improvement Program shares that may become available in State Transportation Improvement Program cycles subsequent to 2014, to ensure full funding of the Wetlands/Riparian Mitigation Project (Child Project 0125X) in conjunction with for Phase I of the U.S. 101 Bypass of Willits Project.

ADOPTION OF THIS RESOLUTION was moved by Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, and carried this 2<sup>nd</sup> day of March, 2015, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

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

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

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

# MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 9**  
Consent Calendar  
MCOG Meeting  
3/2/2015

## MINUTES

**Monday, February 2, 2015**

County Administration Center, Board of Supervisors Chambers

### **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 and Roll Call – Welcome New Members – Orientation Opportunities.** The meeting was called to order at 1:30 p.m. with Directors Jackman (Caltrans/PAC), Doug Hammerstrom, Larry Stranske, Trevor Sanders, Susan Ranochak, Tom Woodhouse, and Dan Gjerde present; Chair Gjerde presiding. Director Steve Scalmanini was absent.

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

New members are Tom Woodhouse, 3<sup>rd</sup> District Supervisor, and Steve Scalmanini, Ukiah City Councilmember. Executive Director Dow offered to meet individually or as a group for board member orientation. Ms. Orth offered updates to the Board manual for all members, in their choice of print and/or electronic formats. Staff then presided over the following officers election.

**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 noted the absence of an adopted rule and the option to adopt a rule of procedure for MCOG's officer elections. With no one objecting or proposing another method, Ms Orth conducted the election.

Nominations were opened for the office of Chair. Director Gjerde was nominated. With no further nominations, Ms. Orth closed nominations for the office of Chair. **Upon motion** by Hammerstrom, second by Sanders, and carried unanimously (*6 Ayes; 0 Noes; 0 Abstaining; 1 Absent*): IT IS ORDERED that **Director Gjerde is re-elected Chair**.

Nominations were opened for the office of Vice Chair. Director Hammerstrom was nominated. With no further nominations, Ms. Orth closed nominations for the office of Vice Chair. **Upon motion** by Ranochak, second by Woodhouse, and carried unanimously (*6 Ayes; 0 Noes; 0 Abstaining; 1 Absent*): IT IS ORDERED that **Director Hammerstrom is re-elected Vice Chair**.

Ms. Orth thanked the Council members for their cooperation and Chair Gjerde presided over the remainder of the meeting.

**3. Adoption of 2015 Board Calendar with Educational Options.** The draft calendar was reviewed and discussed. The fall transportation tour and meeting in Hopland was set for October 5, in place of the regular meeting. **Upon motion** by Stranske, second by Hammerstrom, and carried unanimously (*6 Ayes; 0 Noes; 0 Abstaining; 1 Absent*): IT IS ORDERED that the 2015 MCOG Board Meeting Calendar is adopted as amended.

**4. Convene as RTPA**

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

**Public Expression.** None.

## 6 - 10. Regular Calendar.

### 6. Public Hearing: Unmet Transit Needs for Fiscal Year 2015/16 – *continued from December 1, 2014 and Re-Noticed 30 Days in Advance of Hearing*

- a. Finding of Proper Notice. Ms. Orth reported 30 days' notice, as required, was published in four newspapers, showing proofs of publication. The notice also was posted on MCOG's website and emailed to a list of interested stakeholders. **Upon motion** by Ranochak, second by Stranske, and carried unanimously (7 Ayes; 0 Noes; 0 Abstaining; 1 Absent): IT IS ORDERED that this hearing was properly noticed.
- b. Public Hearing. Ms. Orth reported status of this annual process. Testimony from December 1 was provided again as an attachment to the SSTAC minutes in the Board's Information Packet. No additional written testimony had been received since December 1. The Chair opened and closed the public hearing at 2:02 p.m., with no one coming forward to speak.
- c. Board Action. **Upon motion** by Hammerstrom, second by Stranske, and carried unanimously (7 Ayes; 0 Noes; 0 Abstaining; 1 Absent): IT IS ORDERED that 1) MCOG receives as testimony all needs reported on December 1, 2014 by the SSTAC, 2) the testimony received includes "unmet transit needs" as qualified by MCOG's adopted definitions, and 3) all testimony is directed to Mendocino Transit Authority for analysis and to the Transit Productivity Committee for further review and recommendation.

### 7. Appointments to Standing Committees

- a. Executive Committee. According to MCOG's bylaws, the Chair and Vice Chair are members of this committee (formalized by following board action) with the addition of a third member, reflecting a city-county balance of representation. Ms. Orth requested a meeting in February for annual business. Director Woodhouse volunteered to serve.  
**Upon motion** by Ranochak, second by Stranske, and carried unanimously (7 Ayes; 0 Noes; 0 Abstaining; 1 Absent): IT IS ORDERED that the Council appoints **Chair Gjerde, Vice Chair Hammerstrom, and Director Woodhouse** to the Executive Committee.
- b. Transit Productivity Committee. There was a brief discussion of duties. Ms. Orth itemized the four topic areas. The Chair re-appointed **Dan Gjerde and Doug Hammerstrom** to 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, with the Annual Regional Leadership Forum in April as the next delegates meeting. **Upon motion** by Hammerstrom, second by Ranochak, and carried unanimously (7 Ayes; 0 Noes; 0 Abstaining; 1 Absent): IT IS ORDERED that the Council appoints **Director Trevor Sanders as the Delegate and Chair Dan Gjerde as the Alternate**.

**8. Report and Discussion of 2015 Overview - Goals and Priorities.** Mr. Dow introduced the issue, referring to his written staff report, which covered Administration & Fiscal Services, Transportation Planning Services, Local Assistance/Project Implementation, and SAFE Program. Questions and discussion included the following.

#### Funding Cycles

- Suggestion to outline when major events or decisions occur on MCOG's calendar, for example, STIP programming cycles. An overview of the Regional/State Transportation Improvement Program (R/STIP) biennial process, starting with the Fund Estimate and concluding with STIP adoption by the CTC. (Hammerstrom, Dow)

- Caltrans transportation planning grants applications usually are due annually in October.
- 2% Local Transportation Fund Bicycle & Pedestrian Program grant awards will again be made by MCOG next year. (Gjerde, Ellard)
- California's Active Transportation Program (ATP) is currently the major funding source available; Cycle 2 applications will be due this spring. Much competition and a wide range of proposals are anticipated. MCOG expects several proposals from around Mendocino County. Staff offered a workshop to the Technical Advisory Committee (TAC) to share lessons learned in Cycle 1 and ensure the best candidate projects are submitted. Numerous community plans completed by MCOG have generated ready projects, many of them where the main street is a state highway, such as Gualala, Point Arena, Laytonville, Westport, Covelo, and Anderson Valley. Cycle 1 ATP proposals were submitted by Cities of Willits, Fort Bragg and Ukiah; Westport Municipal Advisory Council; County Health & Human Services Agency; and by MCOG for the Covelo trail project. Three received funding: two under the statewide category, and one under small urban/rural. Covelo was successful because fresh, detailed information was available from MCOG's recently completed plan, with community process documented. Other proposals lacked documentation of public process and necessary data. Having served on the statewide review committee, evaluating and scoring 34 proposals, Executive Director Dow learned what made a proposal successful or not. (Gjerde, Dow, Woodhouse)

#### US-101 Bypass of Willits

- Additional funding is anticipated to be requested soon for environmental and mitigation projects; Caltrans will ask MCOG for the established 15 percent share. Reasons for cost increases need to be made clear to the public. Caltrans conducted a thorough Risk Management Plan process so as not to come back multiple times for funding. (Stranske, Jackman, Dow)
- The mitigation plan includes more projects to complete than just construction of the facility; had hoped for installment payments, however this will take funds from other needs for years to come. Someday it might be questioned whether many other local projects could have been funded instead of this one large one. At the December meeting, the Council left unresolved an open issue of whether MCOG should contribute a percentage indefinitely. (Hammerstrom)
- Commitment to the 15 percent share was agreed to long ago; staff will research evidence for the present Council. Every project has problems and setbacks. In addition, a continuous effort by those who don't want this project has added many millions to the cost. (Dow)
- Four separate projects include the Sherwood Road intersection, wetlands creation, and two other environmental mitigations. It would be helpful to see these itemized to address as needed in future. (Dow, Woodhouse)

No action was taken.

#### **9. Review and Discussion of Draft Public Transit – Human Services Coordinated Plan. Ms.**

Barrett introduced the issue. Copies of the Administrative Review Draft were made available. The purpose is to identify projects that qualify for funding under certain federal programs. University of the Pacific staff prepared the plan under a state contract. Extensive public outreach was conducted, including workshops both coastal and inland, and MCOG's Social Services Transportation Advisory Council (SSTAC) had input. Existing transportation services for elderly, disabled and low-income individuals, both public and private, were identified, as well as strategies to address needs and gaps. She summarized sections of the plan and their resulting data and demographics. There is an increased need for these types of services in our region and for coordination among available services. Mendocino County is doing the best at coordination among those regions surveyed. She

reviewed the recommended strategies in the plan. There is still an opportunity to provide input to the draft plan, before adoption at the next MCOG meeting. Questions and discussion included:

- Services provided by Willits Senior Center and funding sources; MTA now contracts with Willits Seniors to provide “curb-to-curb” service. (Stranske, Barrett, Dan Baxter)
- Alternatives to car use needed due to affordability or physical disability; whether pedestrian infrastructure funding is addressed. (Hammerstrom) Within certain proximity of transit stops it is identified as a need, though not as a high-priority strategy in the draft plan. (Barrett)
- The only program that requires this plan is the FTA Section 5310 grant program, which funds transit for elderly and disabled constituents. 5310 typically is applied for by the senior centers for replacement vehicles and related equipment. (Barrett)
- More transit riders could be attracted under programs that fund pedestrian facilities within a certain distance of a transit stop. (Gjerde) This does not apply to 5310, but perhaps other transit funding programs. (Barrett)

Chair invited audience questions (none). Ms. Barrett invited additional questions or comments up to February 13. No action was taken.

**10. Authorization to Accept Implementation Responsibility for Mendocino County Health & Human Services Agency’s Active Transportation Program Grant for Non-Infrastructure Safe Routes to Schools Project.** Mr. Dow introduced this item and referred to his written report. Ms. Stacey Cryer, Director of HHSA was present for this item. She reported her department’s application and award of a \$871,000 grant, now moving toward allocation by the California Transportation Commission (CTC). She has concerns about HHSA’s capability to deliver the project. She had met with MCOG staff to explore alternatives. As a worthy project, she was reluctant to lose the funding or to not implement the project well, which might affect them in future. Discussion included:

- County staff has certain expertise; would they still have a role? Yes, County and MCOG staffs would divide tasks; County would be a subcontractor to MCOG. No County staff would be lost as a result; there are open positions currently. In this case it is better to work with MCOG, who knows how to deliver this project. (Hammerstrom, Cryer)
- There is some overlap between the Covelo project and this one, with opportunities to coordinate and expand the scope to more schools, rather than duplicate efforts. (Gjerde)
- MCOG currently has the capacity to do this because planning staff is not preparing the Regional Transportation Plan update this year. MCOG staff would manage the project and contract out to best available sources for the work. (Dow)

Ms. Cryer expressed appreciation to the Council for considering the proposal. **Upon motion** by Hammerstrom, second by Ranochak, and carried unanimously on roll call vote (*7 Ayes – Jackman/PAC, Hammerstrom, Stranske, Sanders, Ranochak, Woodhouse, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent – Scalmanini*): **IT IS ORDERED** that staff’s recommendation is approved to accept implementation responsibility for the Mendocino County Health and Human Services Agency (HHSA) Safe Routes To School (SRTS) Project and the Chair is authorized to sign a letter to the California Transportation Commission indicating acceptance of implementation responsibility for this Active Transportation Program project.

**11. Consent Calendar.** Upon motion by Stranske, second by Ranochak, and carried unanimously (*7 Ayes; 0 Noes; 0 Abstaining; 1 Absent*): **IT IS ORDERED** that the one consent item is approved:

**11. Approval of December 1, 2014 Minutes – as written**

**12. Recess as Policy Advisory Committee - Reconvene as RTPA - Ratify Action of Policy Advisory Committee.** Upon motion by Ranochak, second by Hammerstrom, and carried unanimously (*6 Ayes; 0 Noes; 0 Abstaining; 1 Absent*): IT IS ORDERED that the actions taken by the Policy Advisory Committee are ratified by the MCOG Board of Directors.

**13. Reports - Information**

- a. Mendocino Transit Authority. Mr. Dan Baxter, General Manager, reported that MTA is applying for another Federal Transit Administration (FTA) 5311f program grant to add service to the currently funded Route 65 expansion of trips to Santa Rosa, which will start in Fiscal Year 2015/16.
- b. North Coast Railroad Authority. There was no report.
- c. MCOG Staff - Summary of Meetings. Mr. Dow referred to his written staff report and reported two amendments to it.
- d. MCOG Administration Staff
  1. *U.S. 101 Bypass of Willits*. The written report provided by Project Manager Mauricio Serrano was submitted one day before the collapse occurred on the section of viaduct construction. Mr. Jackman (Caltrans/PAC) invited questions. It is not yet known how long the safety investigation will take to make findings. They anticipate that most if not all costs will be borne by the contractor and its insurance. All debris has been removed from the creek and there is a plan to restore any damage.
  2. *Road Usage Charge as an Alternative to the Gasoline Tax*. Mr. Dow referred to his past discussions of this topic, formerly called VMT (Vehicle Miles Traveled). His staff report discussed reasons to look beyond the gas tax, including a white paper from a statewide working group. Similar conclusions are made as in 1991, but now matters are more critical. The gasoline tax has failed to keep up with infrastructure needs, as it is based on a unit of commodity, not on price variance. The excise tax originally was meant to handle both improvement costs and maintenance. The re-emergence of electric vehicles has detracted from the tax and will need to contribute revenue eventually. Several areas of California are committed to encouraging EV sales to meet air quality goals. There are several reasons for looking at ways revenues are collected for use of the highway system, a major issue now. Oregon and Washington have taken the lead in this process. California is conducting a pilot program to determine the best approach (SB 1077). Staff has been attending meetings on this subject and will keep the Council informed.

Discussion included various methods under evaluation for tracking, reporting and collecting payments for mileage. A state committee will deliberate over the coming year.
  3. *Miscellaneous*. Ms. Orth distributed annual notices to file Form 700, Statement of Economic Interests.
- e. MCOG Planning Staff.
  1. *Mendocino/US 101 Hopland "Main Street" Engineered Feasibility Study*. Ms. Ellard reported status of this community planning project. The consultant and MCOG are publicizing a community workshop February 11-12 in Hopland for identifying potential transportation improvements for future funding. Mr. Dow noted this project is the last community MCOG has not yet studied where the state highway is Main Street.

2. *Miscellaneous.* Ms. Ellard reported a kickoff meeting of staff and consultants for the Greater Ukiah Area Micro-simulation Model (GUAMM) project. She described the purpose of this work element in the current year's Planning program. MCOG has contracted with Caliper Corporation, fully funded by Caltrans at \$250,000. Mr. Jackman noted District 1 has worked with this firm several times and believes it will result in a valuable and useful product, particularly for the highway interchanges, but also for the entire Ukiah Valley area circulation. Standards and formulae from the highway design manual are applied in a model to see how effective various applications would be, before investing in improvements.

Staff discussed related efforts such as the countywide model and its uses, and noted MCOG's 2005 study of the Ukiah Valley 101 corridor to address problems and safety concerns. Recommendation from that study are now behind schedule and need to be funded. This is a long-term tool to involve coordination with County DOT and City of Ukiah on several potential projects such as a Redemeyer Road extension.

- f. MCOG Directors. Director Hammerstrom noted Fort Bragg returned STIP funds, terminating its programmed project on Route 1. Citizens group preferences in the downtown area were expressed to the City Council, whereas Caltrans has a safety focus. What becomes of that money? Mr. Dow commented on MCOG's perspective and the long timeline for funding. The CTC met December 10, where it was determined the project had reached its maximum time extension limit and the funds must be allocated to it or forfeited. Eventually the funds will return to MCOG's share for reallocation.

Director Hammerstrom requested time on the next agenda to give a presentation on the Walk21 conference he recently attended.

- g. California Association of Councils of Governments (CALCOG) Delegates. There was no report.

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

Submitted: PHILLIP J. DOW, EXECUTIVE DIRECTOR

By Janet Orth, Deputy Director/CFO





## MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 10**  
Consent Calendar  
MCOG Meeting  
3/2/2015

### STAFF REPORT

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**TITLE:** Funding Share by Formula for Statewide Local Streets & Roads Needs Assessment

**SUBMITTED BY:** Janet Orth, Deputy Director/CFO      **DATE PREPARED:** 2/20/2015

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#### **BACKGROUND:**

Attached is a copy of a joint memorandum from CSAC and the League of California Cities, dated January 30, 2015, outlining a proposal to fund the next two (two-year) updates of the California Statewide Local Streets and Roads Needs Assessment

In 2011, MCOG joined other Regional Transportation Planning Agencies (RTPAs) in funding the 2012 and 2014 reports. Our share was \$637 of the \$550,000 cost. At that time, the Technical Advisory Committee (TAC) unanimously recommended the contribution.

Half of the \$550,000 four-year contract is being raised county and city contributions, and the other half is requested from the RTPAs. MCOG's requested contribution to the \$275,000 regional share totals \$648. The regional agencies would contribute their shares "off the top" of the statewide formula distribution of Regional Surface Transportation Program (RSTP) funds. Alternatively, agencies may choose to contribute to this effort with other funds.

MCOG's RSTP funds are estimated at \$676,792; the suggested contribution is less than one-tenth of a percent of that. MCOG's policies for allocation of these regional funds already includes an annual "off the top" allocation for our local Partnership Funding Program and funding for MCOG's Regional Project Manager staff position. MCOG allocates the remainder to the five member governments by formula.

While MCOG staff does not wish to encourage additional RTSP funds "off the top" for miscellaneous projects, we think this minor amount is a worthwhile investment in a valuable product by a coalition of interests that demonstrates local streets and roads needs.

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#### **ACTION REQUIRED:**

Approve the "off the top" contribution of \$648 in RSTP funds to the Statewide Local Streets and Roads Needs Assessment, consistent with previous MCOG Board action.

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#### **ALTERNATIVES:**

- Consider contributing other MCOG planning funds, such as *PPM*, *RPA*, or *LTF*, to support this effort, subject to eligibility requirements. - *not recommended*
  - Consider contributing a reduced level of funding to this effort. - *not recommended*
  - Decline to participate in this statewide effort, and reject funding request. - *not recommended*
- 

#### **RECOMMENDATION:**

Approve the "off the top" contribution of \$648 in RSTP funds to the 2012 and 2014 Statewide Local Streets and Roads Needs Assessment updates, and authorize staff to send a notification letter to Caltrans.





California State Association of Counties  
1100 K Street, Suite 101  
Sacramento, CA 95814



1400 K Street, Suite 400 • Sacramento, California 95814  
Phone: 916.658.8200 Fax: 916.658.8240  
www.cacities.org

January 30, 2015

To: Executive Directors, Regional Transportation Planning Agencies

From: Kiana Buss, Legislative Representative, California State Association of Counties  
Jennifer Whiting, Assistant Legislative Director, League of California Cities

**Re: Ongoing Financing for the California Statewide Local Streets and Roads Needs Assessment**

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**Background.** The California State Association of Counties (CSAC), League of California Cities (League), County Engineers Association of California (CEAC), and the state's regional transportation planning agencies just completed another successful assessment of the statewide local streets and roads network. The *2014 California Statewide Local Streets and Roads Needs Assessment Report* (Report) is the fourth report of its kind since the start of this important effort in 2007. The Report is a comprehensive and systematic statewide assessment of the state's local street and road network. It includes an analysis of current funding available to cities and counties to maintain the local network and identifies a funding shortfall to preserve the public's \$188 billion investment. It is updated biennially to ensure that information is up to date. The goal of the Report is to educate the public, and policy- and decision-makers at all levels of government about the infrastructure investments needed to provide California with a seamless, safe, and efficient multi-modal transportation system.

The Local Streets and Roads Needs Assessment Oversight Committee (Oversight Committee), consisting of the project manager and representatives from counties, cities, and regional transportation planning agencies, have already begun work on the 2016 Report.

The cost of developing the 2012 and 2014 reports was approximately \$550,000. The Regional Transportation Planning Agencies (RTPA's) contributed \$250,000; cities and counties contributed \$250,000; and the Metropolitan Transportation Commission provided a one-time contribution of \$50,000 dedicated to a robust analysis of the statewide bridge needs as part of the 2012 Report.

**Value of the Report.** The Report continues to be extremely valuable. In addition to educating the public, local elected officials, and key policy- and decision-makers at the state and federal levels on the condition, status of, and needs on the local streets and roads system, CSAC and the League have used the comprehensive data to advocate against, and avoid significant cuts to local transportation funding. Most recently, the report even helped CSAC and the League to advocate for a share of cap and trade auction proceeds. The auction proceeds will support complete streets and active transportation projects on the local system that are consistent with SB 375 sustainable communities strategies and other greenhouse gas emission reducing regional plans. Moving forward, the Report will serve counties and cities well as we work towards generating and appropriating new revenues for transportation.

**Funding Proposal.** In 2011, the RTPA's agreed to financially partner with CSAC and the League for the development of the 2012 and 2014 reports. The reports continue to improve in terms of the quality of data, its use as a tool for educating policy- and decision-makers, and the scope of the assessment. For instance, the 2012 Report introduced new information about sustainable pavement practices that are cost-effective and environmentally friendly. Considering these improvements, the Oversight Committee recommends a modest increase in the budget for the 2016 and 2018 reports of \$50,000. This increase would be shared equally by the regions and cities and counties.

With your continued support and approval of the budget augmentation, we propose using the same formula that was used to determine Regional Surface Transportation Program (RSTP) contributions to the Caltrans' Cooperative Training Assistance Program (CTAP). **Specifically, we request that each region send a letter to Caltrans by March 31, 2015 authorizing Caltrans to reduce its share of Regional Surface Transportation Program (RSTP) funding by the specific formula amounts shown in the attached chart as each region's contribution to the effort.**

After March 31, 2015, Caltrans will reduce the RSTP balance for each Region in accordance with the letter to Caltrans. The amounts contributed by regions would then be provided to the County Engineer's Association of California (CEAC) who is responsible for payments on the Report contract.

Attached is a template letter to Ray Zhang at Caltrans Local Assistance that you could use for your request to Caltrans. Please copy Chris Lee with CSAC on your letter by email or hard copy ([clee@counties.org](mailto:clee@counties.org) or California State Association of Counties, 1100 K Street, Suite 101, Sacramento, CA 95814).

If you would prefer to contribute to this effort with different funds (i.e. Non RSTP funds), please send a check payable to "CEAC" directly to Mike Crump, CEAC Treasurer, or contact Chris Lee to discuss alternative options.

Mike Crump  
Director of Public Works  
Butte County Department of Public Works  
7 County Center Drive  
Oroville, CA 95965

Finally, while Executive Directors in many regions have authority to contribute funds to this effort without board approval, for those that would like to take this action to their boards, a sample resolution that could be used is attached.

Thank you in advance for your consideration of our request.

**Contact.** If you have any questions regarding this request, or want more information on the history of or specific findings from the reports, please contact Jennifer Whiting, League Assistant Legislative Director, at (916) 658-8249 or [jwhiting@cacities.org](mailto:jwhiting@cacities.org), or Chris Lee, CSAC Legislative Analyst at (916) 327-7500 ext. 521 or [clee@counties.org](mailto:clee@counties.org).

cc: Regional Transportation Planning Agency Group  
Rural Counties Task Force

**Formula Distribution of RTPA contributions**  
**to the Statewide Local Streets and Roads (LSR) Needs Assessment**  
*Formulas based on Actual Final Distribution, 2013-2014 of RSTP/contributions to CTAP*

MPO/RTPA/County	STP Large Urbanized Apportionment Area	STP Small Area Apportionment	CTAP Adjustment	Percent Share to CTAP	Proposed LSR Assessment Contribution (2015)
Alpine	\$0	\$13,431	\$16	0.00%	\$9
Amador	\$0	\$435,407	\$511	0.10%	\$281
Butte	\$0	\$2,514,754	\$2,953	0.59%	\$1,624
Calaveras	\$0	\$520,988	\$612	0.12%	\$337
Colusa	\$0	\$244,834	\$287	0.06%	\$158
Del Norte	\$0	\$327,032	\$384	0.08%	\$211
El Dorado	\$702,096	\$1,016,281	\$2,018	0.40%	\$1,110
Fresno	\$7,482,856	\$3,152,839	\$12,488	2.50%	\$6,868
Glenn	\$0	\$321,454	\$377	0.08%	\$207
Humboldt	\$0	\$1,538,835	\$1,807	0.36%	\$994
Imperial	\$0	\$1,994,977	\$2,342	0.47%	\$1,288
Inyo	\$0	\$211,994	\$249	0.05%	\$137
Kern	\$5,989,618	\$3,607,952	\$11,269	2.25%	\$6,198
Kings	\$0	\$1,748,691	\$2,053	0.41%	\$1,129
Lake	\$0	\$739,166	\$868	0.17%	\$477
Lassen	\$0	\$398,874	\$468	0.09%	\$257
Los Angeles	\$111,376,742	\$856,788	\$131,779	26.36%	\$72,478
MTC	\$70,270,698	\$11,467,256	\$95,973	19.19%	\$52,785
Madera	\$0	\$1,724,493	\$2,025	0.40%	\$1,114
Mariposa	\$0	\$208,622	\$245	0.05%	\$135
Mendocino	\$0	\$1,004,084	\$1,179	0.24%	\$648
Merced	\$0	\$2,923,893	\$3,433	0.69%	\$1,888
Modoc	\$0	\$110,718	\$130	0.03%	\$71
Mono	\$0	\$162,339	\$191	0.04%	\$105
Monterey	\$0	\$4,744,392	\$5,571	1.11%	\$3,064
Nevada	\$0	\$1,128,942	\$1,326	0.27%	\$729
Orange Co.	\$34,356,295	\$52,764	\$40,402	8.08%	\$22,221
Placer	\$2,911,445	\$951,949	\$4,536	0.91%	\$2,495
Plumas	\$0	\$228,694	\$269	0.05%	\$148
Riverside	\$18,833,416	\$6,195,714	\$29,388	5.88%	\$16,163
SACOG	\$16,088,802	\$4,332,475	\$23,978	4.80%	\$13,188
San Benito	\$0	\$631,763	\$742	0.15%	\$408
San Bernardino	\$22,906,083	\$357,792	\$27,315	5.46%	\$15,023
San Diego	\$33,893,706	\$1,487,889	\$41,543	8.31%	\$22,849
San Joaquin	\$4,236,023	\$3,597,504	\$9,198	1.84%	\$5,059
San Luis Obispo	\$0	\$3,082,140	\$3,619	0.72%	\$1,990
Santa Barbara	\$0	\$4,845,417	\$5,689	1.14%	\$3,129
Santa Cruz	\$0	\$2,999,210	\$3,522	0.70%	\$1,937
Shasta	\$0	\$2,025,783	\$2,379	0.48%	\$1,308
Sierra	\$0	\$37,035	\$43	0.01%	\$24
Siskiyou	\$0	\$513,238	\$603	0.12%	\$332
Stanislaus-Modesto	\$4,094,157	\$1,786,401	\$6,905	1.38%	\$3,798
TRPA	\$0	\$470,671	\$553	0.11%	\$304
Tehama	\$0	\$725,427	\$852	0.17%	\$469
Trinity	\$0	\$157,584	\$185	0.04%	\$102
Tulare	2,508,513	\$2,545,903	\$5,935	1.19%	\$3,264
Tuolumne	\$0	\$632,861	\$743	0.15%	\$409
Ventura	\$6,351,731	\$3,059,370	\$11,050	2.21%	\$6,077
<b>Statewide Totals</b>	<b>\$342,002,181</b>	<b>\$83,836,620</b>	<b>\$500,000</b>	<b>100.00%</b>	<b>\$275,000</b>



**MENDOCINO COUNCIL OF GOVERNMENTS**  
**Staff Report**

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**TITLE: Summary of Meetings**

**DATE PREPARED: 02/18/15**

**MEETING DATE: 03/02/15**

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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. *Hopland Engineered Feasibility Study*  
*(Teleconference)* 02/03/15  
*(Ellard & Dow)*
2. California Transportation Foundation Issues Forum  
Sacramento 02/04/15  
(Davey-Bates, Barrett, Orth, Ellard, Sookne & Robertson)
3. *Transportation Sales Tax Planning (County)*  
*Ukiah* 02/09/15  
*(Davey-Bates & Barrett)*
4. HHSA ATP Non-Infrastructure Grant Implementation  
Ukiah 02/09/15  
(Dow, Davey-Bates, Ellard, Barrett & Sookne)
5. Caltrans Procurement Training  
Eureka 02/10/15  
(Orth, Ellard, Pedrotti, Sookne & Robertson)
6. *Hopland Engineered Feasibility Study Community Meetings*  
*Hopland* 02/11/15 – 02/12/15  
*(Dow & Ellard)*
7. MCOG 2013/14 Fiscal Audit  
Ukiah 02/12/15 – 02/13/15  
(Orth)
8. *Transportation Sales Tax Planning (Ukiah)*  
*Ukiah* 02/17/15  
*(Dow, Davey-Bates & Barrett)*
9. *Greater Ukiah Area Micro-simulation Model (GUAMM)*  
*Teleconference* 02/17/15  
*(Ellard)*
10. *Hopland Engineered Feasibility Study*  
*Teleconference* 02/17/15  
*(Ellard & Dow)*

11. *Technical Advisory Committee*  
     Ukiah 02/18/15  
     (Dow, Davey-Bates, Barrett & Ellard)
12. *Pavement Management Program*  
     Teleconference 02/19/15  
     (Barrett)
13. Willits Wowser Works  
     Willits 02/19/15  
     (Dow)
14. Dow & Assoc./DBC Coordination Mtg. Ukiah  
     Ukiah 02/24/15  
     (All Staff)
15. HHSA ATP Non-Infrastructure Grant Implementation  
     Ukiah 02/24/15  
     (Dow, Davey-Bates, Ellard, Barrett & Sookne)
16. Executive Committee  
     Ukiah 02/24/15  
     (Orth & Dow)
17. Active Transportation Program (ATP) Cycle 2 Workshop  
     Teleconference 02/25/15  
     (Davey-Bates, Barrett, Sookne)
18. Highway Safety Improvement Program (HSIP)  
     Webinar 02/26/15  
     (Davey-Bates, Ellard & Sookne)
19. California Freight Advisory Committee  
     Sacramento 02/26/15  
     (Dow)
20. Mendocino County Traffic Safety Coalition (MCTSC)  
     Ukiah 02/26/15  
     (Sookne)

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 # 12d2  
Reports  
MCOG Meeting  
3/2/2015

**TITLE: Active Transportation Program (ATP)**

**DATE PREPARED: 02/21/15**

**MEETING DATE: 03/02/15**

**SUBMITTED BY:** Phillip J. Dow, Executive Director

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#### **BACKGROUND:**

On March 26, 2015, it is expected that the California Transportation Commission will approve the guidelines for Cycle 2 of the State's Active Transportation Program. It is expected that grant applications for this cycle will be due by June 1, 2015.

There are few changes proposed in the guidelines from the initial cycle last year. The change relevant to this report is that there is no longer a match required for participation. However, the draft guidelines propose adding up to 5 points for leveraging for those proposals that do provide a match.

With matching funds now a lesser concern, the primary need for MCOG sponsorship is now likely to be as an implementing agency for project sponsors that are unable to enter into master agreements with Caltrans as an implementing agency. Since there is an administrative and potential financial burden to sponsorship, this role should not be taken lightly. MCOG is already assuming responsibility for the Covelo project and will be working with the Health and Human Services Agency (HHSA) to help implement their successful non-infrastructure project as well.

During the January and February Technical Advisory Committee meetings, considerable time was devoted to discussing potential ATP projects that are expected to emerge in Cycle 2. The following projects are expected to be submitted by MCOG, the County, and cities:

- MCOG: S.R. 162 Corridor Multi-Use Trail Phase II – Construction from Howard to Biggar
- MCOG: S.R. 162 Corridor Multi-Use Trail Phase III – Pre-construction (Environmental & Design) from Biggar to Hurt
- MCDOT: Howard Street, Covelo
- Ukiah: Rails with Trails Extension – Gobbi to Commerce
- Willits: Rails with Trails - East Valley to Oak?
- Fort Bragg: ADA Type projects?

In addition, there may be other projects submitted by non-profits or coalitions that may not be eligible to submit applications on their own and will need a sponsor to continue. I am aware of at least 3 potential applications:

- Westport Bike Lanes Project – SR 1 Class II Bikeway
- Anderson Valley Trail Phase I – SR 128 (Mountain View Road to Anderson Valley Way)
- Laytonville Pedestrian/Bike Bridge – Ten Mile Creek @ Harwood Park

The Westport Bike Lanes Project was sponsored in Cycle 1 by MCOG and was not funded. Initial MCOG staff review indicates that the project application is unlikely to be improved enough to warrant funding in Cycle II. It may be unlikely that this project will be re-submitted unless scoring prospects can be improved considerably.

The Anderson Valley Phase I project is a recommended first phase project identified in the recently completed *State Route 128 Corridor Valley Trail Feasibility Study (Alta Planning & Design, 2014)*. The Valley Trails Coalition intends to prepare a Cycle II application and will need to secure an eligible applicant as a partner in order to proceed with a Cycle II application. A member of Valley Trail has been in contact with MCOG staff and is seeking MCOG partnership.

A potential bike/pedestrian bridge project in the Laytonville community was just brought to my attention as I was writing this report. Although it is identified in the *Laytonville Traffic Calming and Revitalization Plan (DC&E Consultants, 2008)* and would provide a second connection across Ten Mile Creek, staff has concerns about public right-of-way connections to the west of the creek. If this project is both feasible and well developed, a partnership with MCOG may also be requested for a Cycle II application.

The subject of MCOG acting as an implementing agency for the Active Transportation Program attracted considerable debate last year when there was a need for an implementing agency for both MCOG's Covelo project application and the application from Westport. Due to the popularity of the ATP and the demand for project applications in diverse locations in Mendocino County, it is anticipated there will be continued requests for MCOG partnering in the future.

At some point, there will be a limit to which MCOG staff can accommodate the administrative and project implementation workload for successful ATP projects. Since we are just entering into this phase now, staff does not now know the magnitude of the addition work involved. We cannot permit interference with our other demands and our other mandated work. Also there are limits under the administration and planning contracts that must be considered. However, since these grants carry with them the funding needed to do these tasks, there are financial benefits to MCOG as well.

MCOG staff hopes to encourage a number of good applications to be submitted in Cycle II and subsequent cycles. If one or two more requests MCOG sponsorship and are ultimately successful, this may be a good problem to have. If our implementation capacity becomes a problem, contracting out for additional help is always a possibility.

I am anticipating an action item on the next agenda for applicants requesting partnership with MCOG to make their case to the Board.

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**ACTION REQUIRED:** None.

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**ALTERNATIVES:** None identified

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**RECOMMENDATION:** This is an informational report only. No action is needed.



# MENDOCINO COUNCIL OF GOVERNMENTS

## STAFF REPORT

**TITLE:** Draft FY 2015/16 Overall Work Program (OWP)

**DATE PREPARED:** 2/19/15

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

**MEETING DATE:** 3/2/15

### BACKGROUND:

At their meeting of 2/18/15, the Technical Advisory Committee recommended approval of the Draft FY 2015/16 Overall Work Program. As required, the Draft will be submitted to Caltrans by March 1.

Caltrans will review the Draft and provide comments. We will incorporate Caltrans' recommendations as appropriate, and prepare the Final OWP for TAC review and recommendation in May. As part of the annual MCOG budget workshop in May, proposed planning projects will be reviewed so any questions or issues may be addressed before the Final OWP is presented for approval in June.

As indicated below, this Draft reserves \$45,000 toward funding the next Pavement Management Program (PMP) update, anticipated in FY 2016/17. The triennial PMP update schedule that we have observed since the mid 1990's would call for an update in FY 2015/16; however, sufficient funding (*estimated at \$135,000+-, based on previous budgets*) is not expected to be available, so it's being delayed.

The following table lists each project included in the Draft OWP, as recommended by the TAC. Completion of the Draft is currently in process, and some work elements numbers are still pending.

Agency	Project	Amount
Co. DOT	W.E. 6 - Combined Special Studies	\$ 66,000
City of Willits	W.E. # __ Downtown Streets & Alleys Circulation & Connectivity Study	\$ 65,000
MCOG	W.E. 1 - Current Planning	\$130,000
MCOG	W.E. 2 - Long Range Planning	\$ 26,000
MCOG	W.E. 7 - Planning, Programming, Monitoring	\$ 44,000
MCOG	W.E. 14 - Training	\$ 5,000
MCOG	W.E. 16 - Multi-Modal Transportation Planning	\$ 28,000
MCOG	W.E. 18 - Geographic Information System (GIS) Activities	\$ 5,600
MCOG	W.E. 20 - Grant Development & Assistance	\$ 20,000
MCOG	W.E. # __ County & City of Ukiah Road Preservation Sales Tax - Polling	\$ 59,400
MCOG	W.E. # __ Active Transportation Plan (ATP) Development	\$ 40,000
MCOG	W.E. # __ Safe Routes to School - ATP Non-Infrastructure Grant	\$ 55,000
MCOG	W.E. # __ Pavement Management Program (PMP) Triennial Update - Reserve	\$ 45,000
<b>Total</b>		<b>\$589,000</b>

Funding sources anticipated to be available to fund this Draft OWP include: \$100,000 Local Transportation Funds (LTF); \$140,000 Planning, Programming & Monitoring (PPM) funds; \$294,000 Rural Planning Assistance (RPA) funds; and \$55,000 Active Transportation Program (ATP) grant funds; for a total of \$589,000.

**ACTION REQUIRED:** None. Information only.

**ALTERNATIVES:** N/A

**RECOMMENDATION:** None. Information only.