

MENDOCINO COUNCIL OF GOVERNMENTS

BOARD of DIRECTORS

RESOLUTION No. M2007-___

ENDORISING THE WILLITS BYPASS PROJECT AS THE CANDIDATE FOR FUNDING UNDER THE CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

WHEREAS,

1. Senate Bill 1266, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 was passed by the California Legislature and signed by the Governor on May 16, 2006; and
2. This legislation called for an election on a \$19.925 billion program to be held on November 7, 2006, with the Legislature identifying the bond program as Proposition 1B; and
3. California voters passed Proposition 1B in the November 2006 election; and
4. The Corridor Mobility Improvement Account (CMIA) is a key component of the Bond Act of 2006, with the Legislature reserving \$4.5 billion for “*performance improvements on the state highway system, or major access routes to the state highway system on the local system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within these high-congested corridors, as identified by the department and regional or local transportation agencies...*”; and
5. Senate Bill 1266 established certain deadlines for the CMIA program and designated the California Transportation Commission (CTC) as the agency to administer the CMIA program to ensure that funded projects meet legislative intent and that deadlines will be met; and
6. The CTC established an advisory committee for the purpose of developing guidelines for the CMIA program, which convened in July 2006 and was disbanded in September 2006, whose guidelines subsequently were adopted by the CTC on November 9, 2006; and
7. The CTC is soliciting applications for funding for transportation projects from Caltrans and regional transportation agencies that meet the intent of the legislation and are responsive to criteria established in the CMIA program guidelines; and
8. The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County, and the U.S. 101 bypass of Willits (Willits Bypass) has long been MCOG’s top state highway improvement priority; and

9. Full funding for the Willits Bypass project has not yet been identified nor programmed in the State Transportation Improvement Program (STIP), with the current shortfall now identified as \$177 million; and
10. The Willits Bypass project well meets legislative intent of the CMIA program in regards to mobility improvement and other project benefits, geographic balance, and early delivery, as well as those policies set forth in the guidelines established by the CTC; and
11. Caltrans District 1 has submitted full funding for the Willits Bypass project to Caltrans Headquarters as the district's top priority for funding under the CMIA program, and Caltrans Headquarters has identified the Willits Bypass project for \$150 million in funding in its Draft CMIA Candidate List; and
12. The North State Super-Region, consisting of 12 northern California regional transportation planning agencies grouped by the CTC for the purposes of the CMIA program, has nominated full funding for the Willits Bypass as a top priority for CMIA funding within the Super-Region; and
13. The North Coast Counties Supervisors Association has long identified the Willits Bypass project as its #1 priority for highway construction funding; and
14. MCOG has cooperated with the Sonoma County Transportation Authority (SCTA) and the Transportation Authority of Marin (TAM) in producing "Highway 101 Corridor – North of the Gate," a plan that documents corridor needs in terms of goods movement, access to jobs, housing, tourism, and population increases, in three counties that are served by the "lifeline of the North Coast"; and
15. The Del Norte County Local Transportation Commission has recognized the importance to Del Norte County of improving U.S. 101 by supporting the Willits Bypass for funding under the CMIA program; and
16. The Humboldt County Association of Governments (HCOAG) has recognized the importance to Humboldt County of improving U.S. 101 by supporting the Willits Bypass for funding under the CMIA program; and
17. MCOG's Technical Advisory Committee, meeting on December 20, 2006, has unanimously recommended that the Board of Directors of MCOG direct staff to submit an application for full funding of the Willits Bypass project and submit this application to the CTC prior to January 16, 2006; and
18. The CMIA program presents a unique opportunity to acquire significant funding that requires no local match, and will result in a lower than expected local share for the overall cost of the Willits Bypass project; and

19. Acquisition of full funding for the Willits Bypass would allow MCOG to focus its limited resources on other significant regional transportation needs, including the Hopland Bypass project;

NOW, THEREFORE, BE IT RESOLVED THAT:

MCOG endorses the Willits Bypass project as its candidate for the Corridor Mobility Improvement Account (CMIA) program and directs staff to prepare appropriate documents requesting full funding (estimated at \$177 million) and submit said application to the California Transportation Commission prior to the January 16, 2006 deadline.

ADOPTION OF THIS RESOLUTION was moved by Director _____, seconded by Director _____, and approved on this 8th day of January, 2007, 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

Marsha Wharff, Chair