



MENDOCINO COUNCIL OF GOVERNMENTS

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www.mendocinocog.org

NEPHELE BARRETT, EXECUTIVE DIRECTOR

Administration: Suite B
(707) 463-1859
Transportation Planning: Suite G
(707) 234-3434

AGENDA

Monday, August 16, 2021 at 1:30 p.m.

Teleconference

Zoom videoconference link provided to Council members and by request.
Please submit access request by noon on the meeting date to
info@mendocinocog.org or call MCOG Administration at (707) 463-1859.

Audio Call-in Option: 1 (669) 900-6833 (in CA)
Meeting ID: 839 8161 3628 Passcode: 290994

Additional Media

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

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

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

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

Thanks to all for your interest and cooperation.

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

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

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

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

REGULAR CALENDAR

Attachments posted at [Meetings on mendocinocog.org](https://www.mendocinocog.org/Meetings)

5. Presentation: California Active Transportation (CAT) Plan – *Caltrans District 1 – No Action*
6. Transit Productivity Committee Recommendations of April 26, 2021 and July 21, 2021:
 - a. Actions to Develop Solutions for Identified Unmet Transit Needs
 - b. Approval of Resolution #M2021-___* Adopting Revised Formula for Allocating Local Transportation Funds to Senior Centers' Specialized Services
7. Approval of Resolution #M2021-___* Adopting Second Amendment to 2020 Regional Transportation Improvement Program (RTIP)
8. Discussion/Direction: 2022 State Transportation Improvement Program (STIP) Fund Estimate

CONSENT CALENDAR

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

9. Approval of June 3, 2021 Minutes
10. Approval of Transit Productivity Committee Minutes of July 21, 2021
11. Approval of First Amendment to Fiscal Year 2021/22 Transportation Planning Overall Work Program (OWP)

RATIFY ACTION

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

REPORTS

13. Reports – Information – *No Action*
 - a. Caltrans District 1 – Projects Update and Information
 - b. Mendocino Transit Authority
 - c. North Coast Railroad Authority
 - d. MCOG Staff - Summary of Meetings
 - e. MCOG Administration Staff
 - i. Innovative Concepts Proposals Submitted - Biden Administration's American Jobs Plan
 - ii. Miscellaneous
 - iii. Next Meeting Date – Monday, October 4, 2021
 - f. MCOG Planning Staff
 - i. 2022 Regional Transportation Plan/Action Transportation Plan Update
 - ii. Local Road Safety Plans Update: Report Your Area of Concern at [Mendocino Safe Roads](#)
 - iii. Caltrans Sustainable Transportation Planning Grant Award
 - iv. Miscellaneous
 - g. MCOG Directors
 - h. California Association of Councils of Governments (CALCOG) Delegates

ADJOURNMENT

14. Adjourn

AMERICANS WITH DISABILITIES ACT (ADA) and TRANSLATION REQUESTS

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

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

ADDITIONS TO AGENDA

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

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

CLOSED SESSION

If 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 8/10/2021

Next Resolution Number: M2021-10

ACTIVE TRANSPORTATION PLAN 2021



AT A GLANCE



LOCATION

The Plan covers all state highways in Del Norte, Humboldt, Lake, and Mendocino Counties



PUBLIC ENGAGEMENT

468 people identified 1,464 walking or bicycling needs



SCHEDULE

8/16: Draft Plan posted
9/3: Comments due
10/31: Final Plan posted



MORE INFORMATION

www.catplan.org/district-1



QUESTIONS

Alexis Kelso
alexis.kelso@dot.ca.gov
707-498-0536



Fact Sheet Updated 07/22/21

WHAT IS THE DISTRICT 1 ACTIVE TRANSPORTATION PLAN?

The District 1 Active Transportation Plan is part of a comprehensive effort to identify locations with bicycle and pedestrian needs in each Caltrans district across California. This Plan identifies challenges to people's ability to walk, cycle, and reach transit on the state highway system in Del Norte, Humboldt, Lake, and Mendocino Counties.

WHAT'S INSIDE THE PLAN?

The Plan identifies pedestrian and cyclist needs on and across the state highway system and prioritizes highway segments and crossings to inform future investments. The Plan's main output is a list and map of location-based needs and prioritized highway segments.

The Plan also includes information on statewide context, public engagement, walking and cycling in District 1 today, and next steps.

HOW CAN I REVIEW THE PLAN AND PROVIDE COMMENTS?

The Plan has two elements--a Summary Report and a Story Map. The Summary Report provides an overview of the planning process and some key context and findings. The Story Map provides an opportunity to view and interact with a series of maps that highlight the pedestrian and bicycling issues, needs, and opportunities described in the Summary Report.

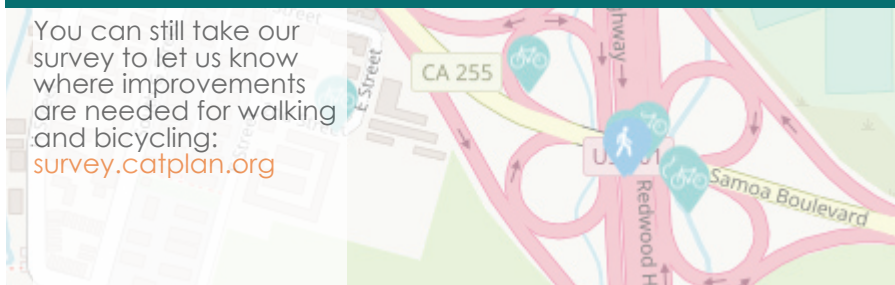
Access the
Summary Report and Story Map at
www.catplan.org/district-1
Links will be posted by August 16, 2021.

Submit comments to Alexis Kelso by
September 3, 2021
by email (alexis.kelso@dot.ca.gov)
or phone (707-498-0536).



I KNOW A LOCATION THAT NEEDS IMPROVEMENT!

You can still take our survey to let us know where improvements are needed for walking and bicycling:
survey.catplan.org





MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

Agenda #6a
Regular Calendar
MCOG Meeting
8/16/2021

TITLE: Transit Productivity Committee (TPC) Recommendations of April 26, 2021:
Actions to Develop Solutions for Identified Unmet Transit Needs

SUBMITTED BY: Janet Orth, Deputy Director / CFO

DATE: 8.5.2021

BACKGROUND:

The Transit Productivity Committee (TPC) is a standing committee whose purpose is to seek improvements to the delivery of public transportation services. According to MCOG's Bylaws, Section 5.4, *"The purpose of the TPC will be to review transit performance and productivity issues... The TPC will review and make recommendations to the Council on [transit funding] and also provide input on the 'unmet transit needs' process..."* Committee membership comprises two MCOG board members, two Mendocino Transit Authority board members, and one Senior Centers representative.

At the regular TPC meeting in April, annual business included budget recommendations and performance reviews. Time sensitive items were reported for action at the June Council meeting and minutes were approved on the Consent Calendar.

On the recommendation of the TPC and Social Services Transportation Advisory Council, the MCOG Board made a finding that "there are no unmet transit needs that are reasonable to meet" for Fiscal Year 2021/22. Further recommendations not yet reported (except in the minutes) concern ways to make progress toward resolving some of the identified Unmet Transit Needs on the annual list, that:

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

We now know that Caltrans has awarded a planning grant for MCOG's "Feasibility Study – Mobility Solutions for Rural Communities of Inland Mendocino County" as reported in detail by planning staff later on this agenda. MTA staff is in discussions with Adventist Health. MCOG staff is able to work on bicycle and pedestrian issues under Work Element 16, Multi-Modal Transportation Planning, which are not considered transit services but are related needs.

ACTION REQUIRED:

Direction to staff to continue work on developing solutions for identified Unmet Transit Needs as recommended, so that in future annual cycles, some needs may be found "reasonable to meet."

ALTERNATIVES:

Take no action, give direction in further detail, or provide other directives to address identified unmet transit needs within staff's transportation planning role.

RECOMMENDATION:

Support further study of remote mobility solutions by endorsing the Caltrans planning grant to begin in September 2021, and direct staff to work with Walk & Bike Mendocino on research into clean mobility grants for bikes and scooters.



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda #6b
Regular Calendar
MCOG Meeting
8/16/2021

STAFF REPORT

TITLE: Update to Senior Center Transportation Program
Funding Formula

DATE PREPARED: 8/06/21
MEETING DATE: 8/16/21

SUBMITTED BY: Nephele Barrett, Executive Director

BACKGROUND:

For several decades, the Mendocino Transit Authority has provided funding to the Ukiah Senior Center, Willits Senior Center, Redwood Coast Senior Center (Fort Bragg), Coastal Seniors (South Coast), and Anderson Valley Senior Center for their transportation programs serving the elderly and disabled. Historically, MCOG has approved MTA's claim allocating 15% of the total available Local Transportation Funds to the senior centers. MCOG then authorizes payments to MTA specifically for the senior center service. The 15% has been apportioned among the senior centers at rates that were established in 1997. At the time the amounts were established for each center, there was no mechanism provided for adjustments over time as needs and services changed. As a result, the amounts received by each center no longer align with the levels of service being provided. The performance auditor for both MCOG and MTA has recommended that the formula for dividing the senior center portion of the LTF funding be revised in the last two audits.

The process of revising the senior center funding formula was initiated in 2019. At that time, it was determined that efforts were needed to collect consistent senior center performance data prior to considering revisions to the formula. Senior center representatives worked with MCOG and MTA to improve data reporting consistent with TDA requirements.

Senior center representatives to the Transit Productivity Committee submitted proposed formulas for consideration. MCOG staff also developed several potential formulas. All of these formulas used the senior center transportation service data—passengers, service hours, and miles. Some formulas also used performance standards to calculate a portion of the distribution.

This matter was brought to the TPC in a teleconference meeting last spring. Due to the complexity of the matter and our meeting limitations at the time, the group continued the item to a later meeting. The continuation allowed the formulas to be reviewed at the annual Senior Center Transportation Workshop. At that meeting, they developed additional scenarios, including a preferred scenario.

The TPC met in July and considered all of the scenario alternatives, ultimately recommending approval of the senior centers' preferred scenario. This scenario would distribute 40% of funding based on passengers, 30% on service hours, and 30% on service miles. A spreadsheet showing the formula is attached. The TPC specified that the new formula would start with the FY 22/23 budget and be based initially on 2019 data to capture pre-pandemic conditions. The formula will then be updated every three years, using an average of the previous three years of service data.

Because the formula that's currently in use is not aligned with current service, it will unfortunately result in a reduction of funds for some centers. The hope is that if current trends in overall sales tax continue, the impact will be minimized by an overall increase in funding.

A draft resolution has been prepared approving the recommended formula and update process. Once approved, the new formula will be incorporated into the annual budget adoption process.

ACTION REQUIRED: By resolution, approve a revised senior center transportation service funding formula.

ALTERNATIVES:

1. Continue this item to a later meeting.
 2. Approve a different formula.
-

RECOMMENDATION: By resolution, approve the Transportation Productivity Committee's recommendation as follows:

Adopt a new formula for distribution of the senior center transportation program share of Local Transportation Funds distributing 40% of funds based on passengers, 30% on service hours, and 30% on miles. This formula will be implemented starting with the FY 22/23 budget based on data from 2019 and updated every three years based on an average of the previous three years of service.

MENDOCINO COUNCIL OF GOVERNMENTS

BOARD of DIRECTORS

RESOLUTION No. M2021-___

ADOPTING REVISED FORMULA FOR ALLOCATING LOCAL TRANSPORTATION FUNDS TO SENIOR CENTERS' SPECIALIZED SERVICES

WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County;
- For several decades, MCOG has allocated Local Transportation Funds (LTF) to Mendocino Transit Authority (MTA), of which MTA has claimed 15 percent for transportation programs serving the elderly and disabled, known as specialized services, provided under contracts with the Ukiah Senior Center, Redwood Coast Senior Center (Fort Bragg), Willits Senior Center, Coastal Seniors (South Coast), and Anderson Valley Senior Center;
- The 15 percent of LTF for specialized services has been apportioned among the senior centers at rates established in 1997, with no mechanism for adjustments over time as needs and services change, with a result that the amounts received by each center no longer align with the levels of service provided;
- The past two independent triennial performance audits of both MCOG and MTA have recommended that the formula for dividing this funding be revised, with options including allocating a portion of the senior center formula based on performance data and another portion on a discretionary basis;
- Since 2019, MCOG hosted three workshops with the senior centers' executive directors and MTA staff as a forum to gather input from affected stakeholders, resulting in efforts to more uniformly report senior center performance data consistent with Transportation Development Act (TDA) requirements, as well as several alternative funding formulas for consideration;
- MCOG staff further developed these funding formulas and presented options to the Transit Productivity Committee (TPC) for review and recommendation in May 2019, continued to July 2021; and
- On July 21, 2019, the TPC met and considered six options, and made a recommendation for action by MCOG's Board of Directors at the regular August meeting; therefore, be it

RESOLVED, THAT:

1. MCOG adopts Scenario #5, attached as **Exhibit A**:
 - Based on 100 percent service data (Passengers, Miles, Service Hours; no performance standards) with funding distributed by Passengers at 40 percent, and Miles and Service Hours at 30 percent each;

- For implementation starting with the Fiscal Year 2022/23 budgets and contracts;
 - With initial distribution calculated from calendar year 2019, the last full year of pre-pandemic data to be updated every three years using an average of the previous three years of data.
2. Allocation of Local Transportation Funds for specialized services claimed by Mendocino Transit Authority, to be provided by the senior centers under contracts with MTA, shall be distributed by this formula according to annual MCOG instructions to the County Auditor.

ADOPTION OF THIS RESOLUTION was moved by Director _____, seconded by Director _____, and approved on this 16th day of August, 2021, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

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

ATTEST: Nephele Barrett, Executive Director

Dan Gjerde, Chair

Senior Center Funding Formula

Effective FY 22/23 Budget

40% of Senior Center Funding distributed based on percent of total Passengers

30% of Senior Center Funding distributed based on percent of total Miles

30% of Senior Center Funding distributed based on percent of total Service Hours

2019 Service Data	Anderson Valley	Coastal Seniors	Redwood Coast	Ukiah Seniors	Willits Seniors	Total
Passengers:	1,835	5,052	10,850	7,837	7,963	33,537
% of Total Passengers	5.47%	15.06%	32.35%	23.37%	23.74%	100.00%
Miles:	9,932	23,183	31,369	31,207	26,635	122,326
% of Total Miles	8.12%	18.95%	25.64%	25.51%	21.77%	100.00%
Service Hours:	641.77	1,362.90	2,918.75	3,653.00	3,224.91	11,801
% of Total Service Hours	5.44%	11.55%	24.73%	30.95%	27.33%	100.00%

Senior Center Transportation Service Formula - Example Based on FY 21/22 Budget

	Anderson Valley	Coastal Seniors	Redwood Coast	Ukiah Seniors	Willits Seniors	Total
40.00% Passengers:	\$ 13,370	\$ 36,809	\$ 79,053	\$ 57,100	\$ 58,018	\$ 244,350
30.00% Miles:	\$ 14,880	\$ 34,732	\$ 46,995	\$ 46,753	\$ 39,903	\$ 183,263
30.00% Service Hours:	\$ 9,966	\$ 21,164	\$ 45,325	\$ 56,727	\$ 50,080	\$ 183,263
Total:	\$ 38,215	\$ 92,705	\$ 171,374	\$ 160,581	\$ 148,001	\$ 610,876
New Share of Total Funds:	6.3%	15.2%	28.1%	26.3%	24.2%	
Previous Share of Funds:	6.1%	5.3%	34.5%	31.8%	22.4%	
Change in Overall Share:	0.2%	9.9%	-6.4%	-5.6%	1.9%	
Change in Funding:	\$ 1,257	\$ 60,512	\$ (39,256)	\$ (33,922)	\$ 11,409	

**Scenario 5 (Senior Center & TPC Recommendation) - 40% Passengers, 30% Miles, 30% Service Hours
 FY 21/22 Senior Center LTF Budget Amount \$637,376 (less \$26,500 admin)
 Full Year 2019 Data**



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 7
Regular Calendar
MCOG Meeting
8/16/2021

STAFF REPORT

TITLE: Second Amendment to 2020 Regional Transportation Improvement Program (RTIP)

DATE PREPARED: 08/5/21

SUBMITTED BY: James Sookne, Program Manager

MEETING DATE: 08/16/21

BACKGROUND:

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA, HR 133) was enacted into law on December 27, 2020, and included transportation infrastructure funding to the States for suballocation. California's apportionment of that funding is \$911.8 million. At their March 24 meeting, the California Transportation Commission approved a distribution method for the funding based 50% on the RSTP/STBG formula and 50% on the STIP formula. This scenario results in a total of \$1,622,007 for the Mendocino County region, with \$423,875 flowing through the STBG and \$1,198,132 through STIP. For the STIP portion of the CRRSAA funds, the CTC will consider programming funds for FY 22/23 and beyond at the August or October 2021 meetings. Funds can also be programmed as part of the 2022 RTIP/STIP adoption.

At the March Technical Advisory Committee (TAC) meeting, CRRSAA funding was discussed and members indicated their preference for a formula distribution instead of a competitive call for projects. At the April MCOG Board meeting, the TAC's preference was presented and the Board directed staff to develop formula funding scenarios for distribution of CRRSAA funds to the local agencies. At the April TAC meeting, staff presented formulas with base amounts and the rest distributed based on a 50/50 split of population and center-line miles. In addition to developing the initial formulas, additional scenarios were developed where, if possible, only STIP or STBG funds would be allocated to an agency. At the May meeting, the MCOG Board adopted Resolution M2021-02, approving the TAC's recommendation.

Under the approved scenario, the City of Willits received \$144,000 in CRRSAA STIP funds. The City would like to move forward to amend the 2020 RTIP to program their CRRSAA STIP funds in FY 22/23 in the PS&E phase of their Rail with Trail project, currently funded with an Active Transportation Program grant. Staff supports the City's request to augment the existing programming of their ATP project. Typically, we would seek a TAC recommendation on an RTIP amendment, however, the TAC has already approved the distribution of the funds, so a recommendation is not needed in this case.

At this time, MCOG staff is seeking Board approval of the proposed second amendment to the 2020 RTIP and authorization to work with Caltrans and the California Transportation Commission (CTC) to process a corresponding STIP amendment.

STIP amendments require two meetings of the CTC—one for notice and a second for action. To adhere to the CTC's preparation schedule, MCOG staff submitted the STIP amendment to Caltrans on June 23 for notice at the August meeting and action in October, however, this can be modified or pulled from the agenda prior to any action if not approved by the board. The STIP amendment request is attached for reference.

ACTION REQUIRED: Consider approval of the amendment to the 2020 Regional Transportation Improvement Program (RTIP) and provide direction to staff on the STIP amendment.

ALTERNATIVES: Do not approve the RTIP amendment (not recommended).

RECOMMENDATION: By resolution, approve the second amendment to the 2020 Regional Transportation Improvement Program (RTIP) and authorize staff to work with Caltrans and the California Transportation Commission to complete a corresponding amendment to the State Transportation Improvement Program.

Attachments: STIP Amendment request for the programming of the City of Willits' CRRSAA STIP funds

MENDOCINO COUNCIL OF GOVERNMENTS

BOARD of DIRECTORS

RESOLUTION No. M2021-

ADOPTING THE SECOND AMENDMENT TO THE 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency (RTPA) for Mendocino County;
- On December 2, 2019, MCOG adopted the 2020 Regional Transportation Improvement Program (RTIP), which was subsequently submitted to the California Transportation Commission (CTC) for inclusion in the 2020 State Transportation Improvement Program (STIP); and
- On March 17, 2021, the MCOG Technical Advisory Committee (TAC) recommended Board approval of the First Amendment to the 2020 Regional Transportation Improvement Program; and
- On March 24, 2021, the California Transportation Commission approved a distribution method for the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds, resulting in a total \$1,622,007 for the Mendocino County region, with \$423,875 flowing through STBG and \$1,198,132 through STIP; and
- On April 5, 2021, MCOG approved the First Amendment to the 2020 Regional Transportation Improvement Program by minute order; and
- On May 3, 2021, MCOG adopted Resolution M2021-02, approving a distribution formula for the CRRSAA funds, allocation approximately \$144,000 in CRRSAA STIP funds to the City of Willits; and
- In consultation with the City of Willits, the following project in the Mendocino County region has been identified for programming:

Project	E&P	PS&E	ROW	CON	Total (\$ in 1000s)
Rail with Trail Project		144			144
Total CRRSAA STIP Funds Proposed for Programming					144

- There is now a need to adopt the second amendment to the 2020 Regional Transportation Improvement Program in order to program the CRRSAA STIP funds identified above; now therefore, be it

RESOLVED, THAT:

The Mendocino Council of Governments finds that the Second Amendment to the 2020 Regional Transportation Improvement Program (RTIP) is consistent with Mendocino County's adopted Regional Transportation Plan; and

The Mendocino Council of Governments hereby adopts the Second Amendment to the 2020 Regional Transportation Improvement Program (RTIP) and directs staff to forward this resolution and the appropriate documentation to Caltrans and the California Transportation Commission.

ADOPTION OF THIS RESOLUTION was moved by Director _____, seconded by Director _____, and approved on this 16th day of August, 2021, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

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

ATTEST: Nephela Barrett, Executive Director

Dan Gjerde, Chair



MENDOCINO
COUNCIL OF GOVERNMENTS

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NEPHELE BARRETT, EXECUTIVE DIRECTOR

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June 23, 2021

Suzanne Theiss
District 1 Local Assistance Engineer
Office of Local Assistance
PO Box 3700
Eureka, CA 95502-3700

Re: STIP Amendment Request

Dear Ms. Theiss:

This letter is to request an amendment to the State Transportation Improvement Program. This amendment will program \$144,000 of the Mendocino County region's share distribution from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) made available through the 2021 Mid-Cycle STIP. Requested programming is as follows:

City of Willits Rail with Trail Project (PPNO 4726): Program \$144,000 in CRRSAA STIP funds to the PS&E phase of the City of Willits' Rail with Trail ATP Project (PPNO 4726). This amendment will not delay delivery of the City's ATP project.

Attached, you will find the Project Programming Request forms that reflect the requested programming changes.

We request that this amendment be placed on the August CTC agenda for notice, with action to be taken at the October CTC meeting.

Please feel free to contact this office if you have any questions or need additional information.

Sincerely,

James Sookne
Program Manager

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	06/23/2021 21:09:52
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
01		0119000114	4726A	City of Willits	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Mendocino					
			MPO	Element	
			NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address	
Dusty Duley			707-459-7124	dduley@cityofwillits.org	

Project Title

City of Willits Rail with Trail Project

Location (Project Limits), Description (Scope of Work)

Description: Environmental, design, and construction for a 10-foot wide multi-use trail that will provide an improved north-south bicycle and pedestrian route through the City of Willits.

Location: 1.6 miles from E. Hill Road at the south end to E. Commercial Street on the north end within the North Coast Railroad Authority's railroad right-of way in the City of Willits.

Component	Implementing Agency
PA&ED	City of Willits
PS&E	City of Willits
Right of Way	City of Willits
Construction	City of Willits

Legislative Districts

Assembly:	2	Senate:	2	Congressional:	2
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Project Milestone	Existing	Proposed
Project Study Report Approved	08/07/2018	
Begin Environmental (PA&ED) Phase		11/01/2019
Circulate Draft Environmental Document Document Type ND/MND		04/30/2022
Draft Project Report		05/30/2022
End Environmental Phase (PA&ED Milestone)		06/30/2022
Begin Design (PS&E) Phase		09/01/2022
End Design Phase (Ready to List for Advertisement Milestone)		08/30/2023
Begin Right of Way Phase		04/01/2023
End Right of Way Phase (Right of Way Certification Milestone)		08/01/2023
Begin Construction Phase (Contract Award Milestone)		12/30/2023
End Construction Phase (Construction Contract Acceptance Milestone)		10/30/2025
Begin Closeout Phase		01/01/2026
End Closeout Phase (Closeout Report)		06/01/2026

Date 06/23/2021 21:09:52

Purpose and Need

The proposed dedicated Class 1 multi-use bicycle and pedestrian trail will provide an important new active transportation corridor for local residents and will provide a sorely needed active transportation north-south route through town that currently does not exist.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1.6

Date 06/23/2021 21:09:52

Additional Information

N/A

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Throughput	Optional	Bicyclist/ Pedestrian Screen Line Counts	# of Bikes	5	0	5
			# of Pedestrians	10	0	10

District	County	Route	EA	Project ID	PPNO
01	Mendocino			0119000114	4726A

Project Title
 City of Willits Rail with Trail Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									City of Willits
PS&E									City of Willits
R/W SUP (CT)									City of Willits
CON SUP (CT)									City of Willits
R/W									City of Willits
CON									City of Willits
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	350							350	
PS&E			400	144				544	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,612				5,612	
TOTAL	350		400	5,756				6,506	

Fund #1:	State SB1 ATP - Active Transportation Program - SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	350							350	
PS&E			400					400	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	350		400					750	

Fund #2:	State SB1 ATP - Active Transportation Program - SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,423				5,423	
TOTAL				5,423				5,423	
Fund #3:	State SB1 ATP - Active Transportation Program - SB1 (Committed)								
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				189				189	
TOTAL				189				189	

Fund #4:	Other State - CRRSAA STIP (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Requesting funds allocated by CTC to the City of Willits with assistance from the Mendocino Council of Governments.
PS&E				144				144	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				144				144	



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

Agenda #8
Regular Calendar
MCOG Meeting
8/16/2021

TITLE: Discussion of 2022 STIP Fund Estimate & RTIP

DATE PREPARED: 08/3/21

MEETING DATE: 08/16/21

SUBMITTED BY: James Sookne, Program Manager

BACKGROUND:

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by the California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects.

The CTC is scheduled to adopt the Fund Estimate (FE) for the 2022 STIP at their August 18 meeting. The FE identified a target of \$4,890,000 available to the region in Regional Improvement Program (RIP) funding, which includes our target for Planning, Programming, & Monitoring (PPM) programming. A maximum funding amount is identified for the region of \$6,767,000, which includes funding expected in the next County Share Period (through FY 27/28). After deducting \$297,000 available for PPM, a target of \$4,593,000 is available for new programming on projects, with a maximum of \$6,470,000.

Over the next few months, MCOG staff, in conjunction with the Technical Advisory Committee (TAC), will be developing the Regional Transportation Improvement Program (RTIP) which is a program of highway, local road, transit, and active transportation projects that our region plans to fund with State and Federal revenue programmed by the CTC in the STIP. The RTIP is developed biennially and is due to the CTC by December 15 of every odd-numbered year.

In the 2020 RTIP, future funding commitments, when capacity allows, were identified for the following projects:

- N. State Street Intersection/Interchange – CON \$1,602,000 (County of Mendocino)
- Gualala Downtown Streetscape – CON up to \$3,050,000 (Caltrans)

The amount of funds reserved for the Gualala Downtown Streetscape project range between \$1,550,000 and \$3,050,000, with the exact amount dependent on the extent of non-Active Transportation Program eligible components of the project. In order to reserve the full \$3,050,000, MCOG had to tap into the maximum share available to the region. Since full construction funding hasn't been secured at this time, the STIP portion of the construction funding cannot yet be programmed due to STIP requirements.

If funds from the 2022 STIP are programmed for the County's North State Street project, that would leave a target balance of \$2,991,000, just under the maximum commitment for Gualala. Because the Gualala funds can't be programmed at this time, there are a couple of options available for the RTIP, assuming that the Board wants to maintain the maximum commitment.

- Keep Future Funding Commitments within the target, to the extent possible. The funds could be left unprogrammed in anticipation of future programming for the construction phase of the Gualala Downtown Streetscape project. This option could require MCOG to tap into the maximum share should the full amount of funds be requested prior to the 2024 STIP cycle.

- Utilize maximum STIP share to accommodate Future Funding Commitment. MCOG could utilize the maximum share to accommodate the future funding for Gualala and use the remaining funds to program the County project and conduct a small call for projects (with approximately \$1.8 million) where agencies can compete for the funds using MCOG's adopted application and criteria. This option would give other agencies a chance to fund priority projects, or add to existing projects, while keeping the Gualala Downtown Streetscape project on the list of future funding commitments. Because the Gualala funds can't be programmed at this time, this option is unlikely to hurt the project.

At this time, staff would like the Board to provide direction on the preferred approach to development of the 2022 RTIP. Staff will then work with the TAC to develop a draft RTIP. We anticipate presenting a draft RTIP to the MCOG Board in November and the final RTIP in December. If any additional information becomes available prior the meeting, staff will provide an updated verbal report.

ACTION REQUIRED: Discuss the 2022 STIP Fund Estimate and provide direction to staff for preparation of the 2022 Regional Transportation Improvement Program.

ALTERNATIVES: Refer this matter to TAC for a recommendation.

RECOMMENDATION: Discuss the 2022 STIP Fund Estimate and provide direction to staff for preparation of the 2022 Regional Transportation Improvement Program.

August 9, 2021

To: MCOG Board of Directors
From: Janet Orth, Deputy Director / CFO
Subject: Consent Calendar of August 16, 2021

The following agenda items are recommended for approval/action.

9. Approval of June 3, 2021 Minutes – *attached*
10. Approval of Transit Productivity Committee Minutes of July 21, 2021 – *attached*
11. Approval of First Amendment to Fiscal Year 2021/22 Transportation Planning Overall Work Program (OWP) – This routine amendment will program new grant funding in Work Element 5, recently awarded by the State. Also funds unexpended in 2020/21 are carried over and reprogrammed. Total OWP funding will increase from \$862,480 to \$1,265,561, an increase of \$403,081.
- *Staff report and four funding summaries are attached.*

MENDOCINO COUNCIL OF GOVERNMENTS

Agenda #9
Consent Calendar
MCOG Meeting
8/16/2021

MINUTES

Monday, June 7, 2021

Teleconference Only

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

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

1. Call to Order / Roll Call. The meeting was called to order at 1:31 p.m. with Directors Jim Brown, Scott Ignacio, Tess Albin-Smith, John Haschak, Rex Jackman (Caltrans/PAC), and Dan Gjerde present by Zoom teleconference; Chair Gjerde presiding, Greta Kanne absent. [Clerk's note: the Public Appointee seat was vacant.]

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

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

2. Convene as SAFE

3. Service Authority for Freeway Emergencies (SAFE)

- a. Report of Motorist Aid Call Box Program Status. Ms. Pedrotti reported that the Mendocino County SAFE is currently operating 141 call boxes throughout Mendocino County. Of these, 97 are traditional cellular call boxes and the remaining are newer boxes using satellite technology. In 2018 Verizon announced the termination of 3G Cellular Service, set to occur originally in December 2019. The installation contractor, CASE Systems, began actively working to develop new radios for the SAFE programs around the state that would be compatible with the upgraded 4G Verizon Network. Mendocino SAFE purchased 50 of the 4G Radios and began installing them in March 2021. Unfortunately, several of the new radios have recently quit working, particularly on State Route 20. CASE found some radios had become deprogrammed. Two technicians are currently testing every box in the system to resolve the issue. A public service announcement was sent out to the public in March.

Ms. Barrett noted that a CASE representative was not available to attend today's meeting. No action was taken.

- b. Adoption of FY 2021/22 SAFE Budget. Ms. Pedrotti gave an overview of the SAFE budget, encompassing revenues, expenditures and adjustments for the upcoming fiscal year. In discussion, she explained that spending may be lower this year in comparison to last year as there were more call boxes being installed in the previous year. Ms. Barrett added that there were system upgrades for the call boxes as well.

Upon motion by Director Brown, second by Director Ignacio, and carried unanimously on roll call vote (6 Ayes – Brown, Ignacio, Albin-Smith, Haschak, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent - Kanne): IT IS ORDERED that the FY 2021/22 SAFE Program Budget is approved as recommended by staff.

4. Recess as SAFE – Convene as RTPA

5. Recess as RTPA – Reconvene as Policy Advisory Committee

6. Public Expression. None.

7. Presentation: Project Development Update/Opportunities to Provide Input into the Caltrans Project Nomination Process. Valency Fitzgerald, Asset Manager, Caltrans District 1, gave a quick overview of the presentation. She then presented the State Highway Operation and Protection Program (SHOPP) Asset Management section, which describes the Caltrans project selection and project portfolio change management processes. These demonstrated how Caltrans decides to fund and plan for upcoming projects. She then highlighted select upcoming projects and funding plans. Two new District 1 objectives are Complete Streets and Fish Passage. Alexis Kelso, senior transportation planner, proceeded to present the RTPA Input Opportunities section. She went over topics such as pre-project nomination input, project initiation document (PID) development, and project development. Director Jackman then explained the Transportation Planning Scoping Information Sheet (TPSIS), which is a communication tool used by Caltrans to plan projects and capture plans in the scoping process. Board discussion included:

- Will there be an opportunity to provide input after the final list is developed, and will there be time to bring it to the MCOG Board for comment? (Barrett) – Yes.
- Can project initiation documents developed for the competitive grant funding programs also be used in non-competitive programs? (Barrett) – Yes. This should be a priority if possible.
- On State Route 1, there is an opportunity to divert southbound cyclists north of Ward Avenue in Fort Bragg, off the highway onto the coastal trail; is there a way to scope this project to be competitive? (Gjerde) – Yes, that can be explored, with examples in other districts. Preliminary design has already been done for this project, and with new flexibility in funding sources; patience will pay off.

Further discussion regarding prospective projects in Fort Bragg ensued. Chair Gjerde expressed appreciation for a useful presentation. No action was taken.

8. Technical Advisory Committee (TAC) Recommendations of May 19, 2021: Adoption of Final Fiscal Year 2021/22 Planning Overall Work Program. Ms. Pedrotti presented the final OWP as recommended by the TAC. As proposed, the FY 2021/22 Final Overall Work Program includes 14 work elements and totals \$862,480. For comparison purposes, the Final (Amended) FY 2020/21 Overall Work Program contains 15 work elements and totals \$1,212,836.

Upon motion by Director Haschak, second by Director Albin-Smith, and carried unanimously on roll call vote (*6 Ayes – Brown, Ignacio, Albin-Smith, Haschak, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent - Kanne*): IT IS ORDERED that the Overall Work Program budget for Fiscal Year 2021/22 is adopted as recommended by the Technical Advisory Committee, and the Executive Director or designee is authorized to sign certifications and OWP Agreement and to forward to Caltrans as required.

9. Fiscal Year 2021/22 RTPA Budget. Ms. Orth referred to her staff report, summarizing final notes and changes since the May draft budget workshop. Total revenues were \$13,329,631, and total proposed allocations were \$12,954,485. She noted that federal coronavirus relief funds that are available to be approved by MCOG for sub-allocation (by separate resolution) are listed on budget sheets as information, since the cash does not flow through MCOG's fund accounts. She proceeded to go over the budget pages and highlight sections of funding for the new fiscal year, as recommended by the Executive Committee, Technical Advisory Committee, Transit Productivity Committee, Social Services Transportation Advisory Council and staff. Ms. Barrett added that the Transit Productivity Committee discussed methods of developing metrics for the Overall Work Program as well as the budget.

Upon motion by Director Albin-Smith, second by Director Brown, and carried unanimously on roll call vote (6 Ayes – Brown, Ignacio, Albin-Smith, Haschak, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent - Kanne): IT IS ORDERED that the following five resolutions are adopted as recommended by staff and committees:

- a. Adoption of Resolution Allocating Fiscal Year 2021/22 Funds and 2020/21 Carryover Funds for Administration, Bicycle & Pedestrian Facilities, Planning and Reserves

Resolution No. M2021-04

Allocating Fiscal Year 2021/22 Funds and 2020/21 Carryover Funds for Administration, Bicycle & Pedestrian Facilities, Planning and Reserves
(Reso. #M2021-04 is incorporated herein by reference)

Local Transportation Fund (LTF)		
Temporary Reserves	29,135	
MCOG Administration & Other Direct Costs	492,001	
2% Bicycle & Pedestrian	80,676	
Planning Program – new funds	147,701	
LTF carryover – Planning program	33,779	
Total LTF		783,292
Surface Trans. Block Grant Program – Admin.		90,000
ATP Infrastructure Grants – Admin.		2,893,000
PPM Funds - Planning		154,000
RPA Funds - Planning		327,000
Highway Safety Improvement Program - Planning		200,000
Total Allocations		4,447,292

- b. Adoption of Resolution Finding That There Are No Unmet Transit Needs That Are Reasonable To Meet for Fiscal Year 2021/22

Resolution No. M2021-05

Finding That There Are No Unmet Transit Needs That Are Reasonable To Meet for Fiscal Year 2021/22
(Reso. #M2021-05 is incorporated herein by reference)

- c. Adoption of Resolution Allocating Fiscal Year 2021/22 Local Transportation Funds, State Transit Assistance, and FY 2020/21 Carryover Capital Reserve Funds to Mendocino Transit Authority

Resolution No. M2021-06

Allocating Fiscal Year 2021/22 LTF, STA, and 2020/21 Carryover Capital Reserve Funds to Mendocino Transit Authority
(Reso. #M2021-06 is incorporated herein by reference)

Local Transportation Fund (LTF)		
MTA Operations	3,434,291	
Unmet Transit Needs	0	
Senior Center Operations	637,376	
Capital Reserve Fund	0	
Total LTF		4,071,667
State Transit Assistance (STA)		
MTA Operations	455,221	
MTA & Senior Center Capital	200,000	
Capital Reserve Fund	0	

Total STA		655,221
Capital Reserve Program		
Current Year - MTA	0	
Current Year – Senior Centers	0	
Long Term – MTA and Seniors	696,296	
Total Capital Reserve		696,296
Total Transit Allocations		5,423,184

- d. Adoption of Resolution Allocating Surface Transportation Block Grant Program Funds for Fiscal Year 2021/22 MCOG Partnership Funding Program, Local Assistance, and Distribution By Formula To Member Agencies

Resolution No. M2021-07

Allocating STBG Funds for Fiscal Year 2021/22
 MCOG Partnership Funding Program, Local Assistance, and
 Distribution by Formula To Member Agencies
 (Reso. #M2021-07 is incorporated herein by reference)

MCOG Partnership Funding Program		100,000
Local Assistance – Project Delivery		90,000
Formula Distribution to Members		
Mendocino County DOT	128,687	
City of Ukiah	173,184	
City of Fort Bragg	115,631	
City of Willits	108,530	
City of Point Arena	71,732	
Total Formula Distributions		597,764
Total RSTP Allocations		787,764

- e. Adoption of Resolution Allocating Fiscal Year 2020/21 Carryover Regional Early Action Planning (REAP) Program Grant Funds for FY 2021/22

Resolution No. M2021-08

Allocating Fiscal Year 2020/21 Carryover Regional Early Action Planning
 (REAP) Program Grant Funds for FY 2021/22
 (Reso. #M2021-08 is incorporated herein by reference)

MCOG Grant Administration & Management		30,325
Formula Distribution to Members		
County of Mendocino	177,228	
City of Ukiah	69,536	
City of Fort Bragg	46,410	
City of Willits	35,365	
City of Point Arena	16,381	
Total Formula Distributions		344,920
Total REAP Allocations		375,245

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

10. Approval of May 3, 2021 Minutes - as amended to correct #8b, CRRSAA funding table

11. Approval of Transit Productivity Committee Minutes of April 26, 2021 – as written

12. Adoption of Resolution Approving the Programming of FTA Section 5311(f) Intercity Bus Program Funds for Mendocino Transit Authority's Project Proposal: Continuation of Route 65 Service

Resolution No. M2021-09

Approving the Programming of FTA Section 5311(f)
Intercity Bus Program Funds for
Mendocino Transit Authority's Project Proposal:
Continuation of Route 65 Service
(Reso. #M2021-09 is incorporated herein by reference)

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

14. Reports - Information

- a. Caltrans District 1 – Projects Update and Information. Director Jackman reported that Tatiana Ahlstrand will be taking over his role on the Policy Advisory Committee. Also, reports to the Board and TAC will change format from tables to maps.
- b. Mendocino Transit Authority. No report.
- c. North Coast Railroad Authority. Director Haschak stated that members of the NCRA are looking forward to the transition of the NCRA to the Great Redwood Trail Agency and SMART, which will be ongoing agencies. He noted information on Senate Bill 69 in today's agenda packet and that the Board of Supervisors had sent a letter of support.
- d. MCOG Staff - Summary of Meetings. Ms. Barrett referred to her written staff report.
- e. MCOG Administration Staff
 - i. *Miscellaneous*. Ms. Barrett referred to the budget proposal from Transportation California. She reported that MCOG staff offered support. She added that staff received a request from the Grassroots Institute to support their proposal to the County Board of Supervisors and City of Fort Bragg to utilize money from the American Rescue Plan Act for installation of solar panels on public buildings, electric car charging stations, and transition of public transportation to electric vehicles. Discussion involving electric vehicle charging infrastructure ensued.
 - ii. *Next Meeting Date*. Monday, August 16, 2021.
- f. MCOG Planning Staff
 - i. *2022 Regional Transportation Plan/Action Transportation Update – Outreach through Social Pinpoint*. Ms. Ellard reported that staff is still working to get public feedback. She and Ms. Barrett have been attending various Municipal Advisory Council (MAC) meetings where they have been giving presentations on the update. These presentations have caused increased participation. There have now been 123 stakeholder responses, 102 map comments, 102 survey responses, and 40 budget responses. Everything is scheduled to be completed by February 2022 and will be presented to the Board for adoption in December of 2021.
 - ii. *Local Roads Safety Plans Update: Report Your Area of Concern at Mendocino Safe Roads*. The survey was still open at the dedicated project website. Staff has been adding information about this project to Regional Transportation Plan presentations held at

MAC meetings. Staff is working with the consultant to hold stakeholder workshops in local communities as well.

iii. *Miscellaneous*. None.

g. MCOG Directors. None.

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

15. Adjournment. The meeting was adjourned at 3:28 p.m.

Submitted: NEPHELE BARRETT, EXECUTIVE DIRECTOR

By Monica Galliani, Administrative Assistant

MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 10
Consent Calendar
MCOG Meeting
8/16/2021

MINUTES

Transit Productivity Committee - TPC
July 21, 2021

Audio-video Teleconference

PRESENT:

MCOG Board Members: Dan Gerde, Jim O. Brown
MTA Board Members: Tess Albin-Smith, Maureen Mulheren
Senior Centers Rep.: Richard Baker, Willits Seniors
Jill Rexrode, Redwood Coast Seniors (Alt.)
Staff & Others: Nephele Barrett, Janet Orth and Monica Galliani, MCOG
Jacob King and Dawn White, MTA

ABSENT:

None

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

2. Public Expression. None.

3. Consideration of Updates to Transportation Development Act (TDA) Funding Formula for Senior Centers' Specialized Services – *continued from May 21, 2019.* Nephele gave an overview of her written staff report and presented the four funding scenarios provided in the agenda packet for consideration. She also showed two new variations on the scenarios recommended by those center directors who attended the Senior Centers Transportation Program Workshop hosted by MCOG staff on July 15, 2021, for a total of six different formulae. The existing formula is based on the five centers' services in the early 1990s, with no policy for revising or updating the formula, and no longer reflects their current levels of service. Over the past two years, MCOG has worked with MTA and the centers' directors to better standardize data reporting. Also, two of the directors had worked on new proposed formulae during that time, using pre-pandemic data, which helped to inform the options developed by staff. Questions and discussion included:

- Why use Farebox ratio as a criterion? Discussion of fares and other sources of funds included in Transportation Development Act (TDA) definition. By law, fares and/or local funding must provide at least ten percent of service cost. Senior centers have different philosophies about how they manage fare prices and subsidies to support the program. The statewide TDA working group, transit community and this committee have discussed pros and cons of charging fares versus free rides. (Tess, Dan, Richard, Nephele, Janet)
- Why use number of passengers as a criterion? The system is based on ridership. Best measure is to use all three service criteria: passengers, miles and service hours. Tax dollars reward for more service provided. Passengers criterion can be weighted a little more to encourage ridership while not penalizing distant rural areas. Many seniors relocate for access to services; there is not enough tax funding to provide for all those living in remote locations. (Tess, Nephele, Dan)
- Description of "specialized services" provided by the centers, i.e. "door-through-door. (Richard, Dan)
- MTA values its collaboration with the centers to provide paratransit services, which has been very cost effective. Recently MTA put out news and publicity about these services. (Jacob)
- Timeline to update formula; base on last full year of pre-COVID data, i.e. calendar year 2019. TPC annual performance is currently reviewed by calendar year. Earliest start date would be fiscal year 2022/23. Also the centers recommended update of the data every three years, based on the averages, consistent with TPC performance reviews. Re-setting periodically smooths variances; budgets can be planned over three years. (Nephele, Janet, Dan)
- Of the four adopted standards, the senior center directors preferred not to include Cost per Hour as a criterion, as there are too many variables. These can include gas prices, electric vehicles, driver pay. Using service miles is preferable, allowing choices like zero emission vehicles and more control over expenditures. (Nephele, Tess, Dan)

- Must the centers agree to the existing MCOG performance standards to qualify for funding? No. What happens if any service is suspended? Discussion of MTA contracts, TDA law, coronavirus accommodations. The standards are largely meant for TPC use to consider service improvements. (Jim, Nephele, Jacob, Janet)
- Are there any downsides to the senior centers' preferred Scenario #5? None identified. These are good reforms. (Jim, Dan, group)
- Under the six scenarios, generally largest programs (Fort Bragg, Ukiah) lose funding, while the three smaller programs gain some (Willits, Coastal, Anderson Valley). It was a difficult change to support, but was important to be fair. (Richard)
- There are competitive grant opportunities for Operations now under FTA's Section 5310 program; Coastal Seniors successfully applied and expanded service; the centers can grow their transportation programs, and the formula would be updated periodically to reflect that. (Nephele)
- Question about variations in Local Transportation Fund sales tax revenue; now is a good time to make a change, while revenues are coming in very high. (Jill, Nephele, Dan, Janet)

Recommendations:

Upon motion by Brown, seconded by Albin-Smith, and carried unanimously by roll call vote (5 Ayes – Gjerde, Brown, Albin-Smith, Mulheren, Baker; 0 Noes; 0 Absent), the TPC recommended that the MCOG and Mendocino Transit Authority Boards of Directors adopt Scenario #5:

- based on 100 percent service data (Passengers, Miles, Service Hours; no performance standards) with funding distributed by Passengers at 40 percent, and Miles and Service Hours at 30 percent each
- for implementation starting with the Fiscal Year 2022/23 budgets and contracts
- with initial distribution calculated from calendar year 2019, the last full year of pre-pandemic data
- to be updated every three years using an average of the previous three years of data.

- *Recommended Scenario #5 formula is attached.*

4. Review and Recommendation on MCOG Standards. Janet introduced this item and reported staff's continued recommendation to delay action on the one transit performance due for update, Passengers per Hour, perhaps until a new Short Range Transit Development Plan is available. She then reviewed her research and initial analysis of optional climate measures, as requested by the members at the April meeting.

Highlights of staff report:

- Federal Transit Administration (FTA) role in collecting and analyzing data, coordinating with other federal agencies, resources available
- American Public Transportation Association (APTA) recommended practice for quantifying greenhouse gas (GHG) emissions from transit, in terms of Net Benefit
- Public transit reductions in GHG and Vehicle Miles Traveled (VMT) as a mode shift, enhanced when ridership increased or fleet converted to clean fuels as MTA is doing
- Issues to consider such as types of data, how reported already, potential uses, cost effectiveness, and relationship to Regional Transportation Plan goals, objectives and metrics
- Links to more information resources.

Discussion included:

- Usefulness of climate metrics in ranking fleet vehicles for replacement by which routes to best deploy zero emission vehicles (ZEVs); MTA is so planning and working with MCOG staff on a report; coaches will be replaced first, having the largest carbon footprint. (Dan, Jacob)
- Is the intention to set standard, then see how routes perform, or for analysis tool to gauge benefit of different transit approaches? (Nephele)
- Passengers and miles might be better indicators of GHG emissions than using farebox criterion. Could MCOG and MTA staffs work on an incentives approach to evaluating routes? (Dan)
- Quantitative numbers would be needed to apply the APTA method. More thought and data are needed. (Nephele, Jacob, Janet)
- Sonoma Clean Power provides 91% carbon free electricity to Mendocino County. (Dan)

- Ideally this would be developed through the Regional Transportation Plan (RTP) update in progress. How are the RTP performance measures or goals and objectives used? They are a useful decision making tool and can help with grant proposals. (Nephele, Janet)
- Staff can work with MTA as part of RTP development, take to Technical Advisory Committee (TAC) for review and recommendation, then to MCOG Board. (Nephele)

Recommendation:

There was consensus to refer optional climate measures to MCOG's Technical Advisory Committee and Board of Directors as part of Regional Transportation Plan development.

5. Miscellaneous / Members' Concerns / Announcements. None.

6. Adjournment. The meeting was adjourned at 2:38 p.m.

Submitted by Janet Orth, Deputy Director / CFO

	Anderson Valley	Coastal Seniors	Redwood Coast	Ukiah Seniors	Willits Seniors	Total
40.00% Passengers:	\$ 1,807.79	\$ 5,849.98	\$ 12,803.02	\$ 9,958.16	\$ 9,581.05	\$ 40,000.00
30.00% Miles:	\$ 2,201.68	\$ 6,079.77	\$ 7,405.08	\$ 7,810.96	\$ 6,502.50	\$ 30,000.00
30.00% Service Hours:	\$ 1,496.70	\$ 3,921.38	\$ 7,271.50	\$ 9,566.69	\$ 7,743.74	\$ 30,000.00

Total:	\$ 5,506.17	\$ 15,851.13	\$ 27,479.60	\$ 27,335.82	\$ 23,827.29	\$ 100,000.00
% of Total Funds:	5.51%	15.85%	27.48%	27.34%	23.83%	
19/20 % Breakdown:	6.05%	5.27%	34.48%	31.84%	22.36%	
Difference:	-0.54%	10.58%	-7.00%	-4.50%	1.47%	

Scenario 5 (Senior Center Workshop) - 100% Service Data w/ Passengers weighted 40%



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 11
Consent Calendar
MCOG Meeting
8/16/2021

STAFF REPORT

TITLE: First Amendment to FY 2021/22 Overall Work Program

DATE PREPARED: 8/6/21

SUBMITTED BY: Alexis Pedrotti, Project Manager

MEETING DATE: 8/16/21

BACKGROUND:

The Final FY 2021/22 Overall Work Program (*totaling \$862,480*) was adopted by MCOG on June 7, 2021. Now that the FY 2020/21 books have closed, we need to carry over and reprogram some unexpended planning funds, some of which expire 6/30/22. Additionally, MCOG was successful in receiving a Sustainable Communities Grant to complete the Feasibility Study for Rural Communities of Inland Mendocino that needs to be included in the Overall Work Program. Included in this amendment are Rural Planning Assistance (RPA); Planning, Programming and Monitoring (PPM) funds; Local Transportation Funds (LTF); and State Planning Grant funding. Unexpended RPA funds have been included in this proposed amendment but will not become official until RPA fund balances are certified by Caltrans.

The purpose of this proposed First Amendment is to carry over and reprogram planning funds as follows:

W.E.1 (MCOG) Regional Government & Intergovernmental Coordination – A total of \$1,064 in RPA carryover funds is being carried over and added to this work element for MCOG Staff.

W.E.2 (MCOG) Planning Management & General Coordination (Non-RPA) – MCOG Staff had a remaining balance of \$21,215 of LTF funding at the close of FY 2020/21. These carryover funds have been carried over and added to this work element, along with \$1,308 of LTF carryover for direct costs that weren't fully expended in FY 2020/21.

W.E.4 (MCOG) Sustainable Transportation Planning – There was a small amount of unexpended LTF funds totaling \$3,088, that was carried over and added to MCOG Staff.

W.E.5 (MCOG) Mobility Solutions-Feasibility Study for Rural Areas (Inland) – MCOG was notified of their successful grant award at the end of June 2021. As part of Caltrans conditional award requirements, the grant must be amended into the Overall Work Program, as well as providing sufficient local matching funds. MCOG received \$177,060 of Sustainable Communities-State Highway Account Grant Funding and was able to allocate the required 11.47% local match requirement totaling \$22,940 (\$20,000 Project Reserve - combined with \$2,472 unspent LTF carryover funds).

W.E.6 (CO. DOT) Combined Special Studies – The County Department of Transportation had \$2,472 of RPA funding remaining at the close of FY 2020/21. This funding has been carried over and added to their current project, increasing the new OWP Work Element 6 for the County DOT to \$62,472.

W.E. 7 (MCOG) Planning, Programming & Monitoring – A total of \$57,536 in carryover funding (\$2,707 – RPA; \$54,829 - PPM) has been carried over and added to this work element, increasing the total to \$124,786.

W.E. 9 (MCOG) Regional and Active Transportation Plans Update – An estimated amount of carryover funding was included in the Final OWP for this work element. At the close of the FY 2020/21, the actual carryover is slightly more, totaling \$25,282 of RPA funding (MCOG Staff) and \$3,036 of LTF funds (Direct Costs).

W.E. 10 (MCOG) Pavement Management Program Update – An estimated amount of carryover funding was also included in the Final OWP for this project to continue working into the new fiscal year. At the close of the FY 2020/21, the actual carryover totals included \$42,208 of PPM funding (Consultant and MCOG Staff) and \$34,460 of LTF funding (Consultant), bringing the total work element to \$76,668.

W.E. 11 (MCOG) Local Road Safety Plans (LRSP) – An estimated amount of carryover funding was also included in the Final OWP for this project to continue working into the new fiscal year. At the close of the FY 2020/21, the actual carryover total was \$220,184 of LRSP funding, which has been included in this work element.

W.E. 12 (UKIAH) Trench Cut Fee Study and Implementation Services –\$45,000 in LTF carryover funds have been carried over and added to this work element for the City of Ukiah.

W.E. 14 (MCOG) Training – A total of \$46,103 in LTF carryover funding has been carried over and added to this work element. No new funding was added to this element, only carryover funds will be identified.

W.E. 18 (MCOG) Geographic Information System (GIS) Activities – Again, this element also had a small amount of unexpended RPA funding, totaling \$1,125, that remained unclaimed in the FY 2020/21 OWP. The funds were carried over into the FY 2021/22 OWP, bringing the new total to \$6,125.

This proposed amendment would increase the FY 2021/22 Overall Work Program total from \$862,480 to \$1,265,561, an increase of \$403,081. Details are shown in **bold** and ~~strike out~~ on the attached Amended Overall Work Program Financial Sheets. The full Amended Overall Work Program will be sent under separate cover. *Hard copies of the full amendment will be available upon request.*

ACTION REQUIRED: Consider approval of First Amendment to FY 2021/22 Overall Work Program.

ALTERNATIVES: (1) Approve Amendment (*Recommended*); (2) Do not approve Amendment; or (3) Refer Amendment to the Technical Advisory Committee (TAC) for review and recommendation.

RECOMMENDATION: Accept staff's recommendation to approve the First Amendment to FY 2021/22 Overall Work Program (OWP) and authorize Executive Director to sign appropriate certifications and revised OWP Agreement (as needed), and forward to Caltrans as required.

/ajp

Attachments: FY 2021/22 OWP - Financial Summary of Funding Sources
FY 2021/22 OWP – Financial Funding Allocations & Expenditure Summary
FY 2021/22 OWP – Financial Budget Revenue Summary
FY 2021/22 OWP – Financial Summary of Carryover Funds

**MENDOCINO COUNCIL OF GOVERNMENTS
FY 2021/22 (FINAL-AMENDED) OVERALL WORK PROGRAM
SUMMARY OF FUNDING SOURCES**

NO.	WORK ELEMENT	LOCAL LTF	STATE PPM	STATE RPA	OTHER	TOTAL
1	MCOG - Regional Government & Intergovernmental Coordination	\$ -	\$ -	\$ 122,500	\$ -	\$ 122,500
2	MCOG - Planning Management & General Coordination (Non-RPA)	\$ 107,480	\$ -	\$ -	\$ -	\$ 107,480
4	MCOG - Sustainable Transportation Planning	\$ 130,003	\$ -	\$ -	\$ -	\$ 130,003
5	MCOG - Mobility Solutions-Feasibility Study for Rural Areas	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000
6	Co. DOT - Combined Special Studies	\$ 18,088	\$ -	\$ -	\$ 177,060	\$ 18,088
7	MCOG - Planning, Programming & Monitoring	\$ 22,940	\$ -	\$ 60,000	\$ -	\$ 82,940
9	MCOG - Regional and Active Transportation Plans Update - Carryover	\$ 31,500	\$ 35,750	\$ 62,472	\$ -	\$ 129,722
10	Pavement Management Program (PMP) Update - Carryover	\$ 3,036	\$ 48,000	\$ 61,782	\$ -	\$ 112,818
11	MCOG - Local Road Safety Plans (LRSP) - Carryover	\$ 34,460	\$ 42,208	\$ -	\$ 200,000	\$ 276,668
12	Ukiah - Trench Cut Fee Study and Implementation Services - Carryover	\$ 7,500	\$ -	\$ -	\$ 220,184	\$ 227,684
14	MCOG - Training	\$ 45,000	\$ -	\$ -	\$ -	\$ 45,000
15	Point Arena - Local Street Assessment and Shared Roadway Agreement - NEW	\$ 46,103	\$ -	\$ -	\$ -	\$ 46,103
16	MCOG - Multi-Modal Transportation Planning	\$ -	\$ 53,750	\$ -	\$ -	\$ 53,750
18	MCOG - Geographic Information System (GIS) Activities	\$ -	\$ -	\$ 40,000	\$ -	\$ 40,000
20	MCOG - Grant Development & Assistance	\$ -	\$ -	\$ 5,000	\$ -	\$ 5,000
	PROJECT RESERVE	\$ -	\$ -	\$ 6,125	\$ -	\$ 6,125
	TOTAL	\$ 181,480	\$ 154,000	\$ 327,000	\$ 200,000	\$ 862,480
		\$ 338,630	\$ 203,037	\$ 326,650	\$ 397,244	\$ 1,265,561

TOTAL WORK PROGRAM SUMMARY/PROGRAM MATCH		Local LTF 2021/22 Alloc.	Local LTF Carryover	State PPM 2021/22 Alloc.	State PPM Carryover	State RPA 2021/22 Alloc.	State RPA Carryover	Federal	Other	TOTAL
Local	\$181,480	\$338,630	27%	\$529,687	42%	\$0	\$0	\$0	\$0	\$147,701
State	\$481,000	\$0	0%	\$397,244	31%	\$1,265,561	100%	\$0	\$0	\$190,929
Federal	\$200,000	\$0	0%	\$0	0%	\$0	\$0	\$0	\$0	\$106,000
Other	\$0	\$0	0%	\$0	0%	\$0	\$0	\$0	\$0	\$97,037
TOTAL WORK PROGRAM SUMMARY										\$294,000
										\$32,650
										\$0
										\$397,244
										\$1,265,561

**MENDOCINO COUNCIL OF GOVERNMENTS
FY 2021/22 (FINAL-AMENDED) OVERALL WORK PROGRAM
FUNDING ALLOCATION & EXPENDITURE SUMMARY**

NO.	WORK ELEMENT TITLE	COUNTY DOT	CITIES	MCOG STAFF	CONSULT/ OTHERS/ DIRECT COSTS	TOTAL
1	MCOG - Regional Government & Intergovernmental Coordination			\$120,500	\$2,000	\$122,500
2	MCOG - Planning Management & General Coordination (Non-RPA)			\$121,564		\$121,564
4	MCOG - Sustainable Transportation Planning			\$100,000	\$7,480	\$107,480
5	MCOG-Mobility Solutions-Feasibility Study for Rural Areas (NEW)			\$121,215	\$8,788	\$130,003
6	Co. DOT - Combined Special Studies	\$60,000		\$10,000	\$5,000	\$15,000
7	MCOG - Planning, Programming & Monitoring	\$62,472		\$13,088		\$18,088
9	MCOG - Regional and Active Transportation Plans Update - Carryover			\$15,000	\$185,000	\$200,000
10	Pavement Management Program Triennial Update - Carryover					\$60,000
11	MCOG - Local Road Safety Plans (LRS P) - Carryover			\$68,000	\$7,250	\$75,250
12	Ukiah - Trench Cut Fee Study and Implementation Services - Carryover		\$45,000	\$117,536		\$124,786
14	MCOG - Training			\$78,000	\$0	\$78,000
15	Point Arena - Local Streets Assessment and Shared Roadway Agreement - NEW		\$10,750	\$78,282	\$3,036	\$81,318
16	MCOG - Multi-Modal Transportation Planning			\$0	\$48,000	\$48,000
18	MCOG - Geographic Information System (GIS) Activities			\$7,319	\$69,349	\$76,668
20	MCOG - Grant Development & Assistance			\$7,500	\$200,000	\$207,500
	PROJECT RESERVE / Grant Local Match			\$220,184		\$220,184
	TOTAL	\$60,000	\$10,750	\$23,192	\$22,911	\$45,000
		\$62,472			\$43,000	\$46,103
						\$53,750
						\$40,000
						\$5,000
						\$6,125
						\$30,000
						\$20,000
						\$0
		\$60,000	\$10,750	\$45,000	\$32,730	\$862,480
		\$62,472	\$55,750	\$580,821	\$566,518	\$1,265,561

Note: Several work elements have been left blank for potential carryover projects.

Reimbursement Rates Used for Calculating Days Programmed (estimate only). County/Cities/Local Agencies (\$75/hr.); Consultants (\$125/hr.); MCOG Planning Staff (est. @ approx. \$38-\$130/hr. - various positions).

* MCOG planning staff funding level is based on contracted obligation with DBC Consulting (\$416,582). DBC's contract extension (approved 4/5/2021) goes through 9-30-22. In addition, \$136,879 in carryover funding is available from under-expending prior years' funding, for a total available of \$553,461.

**MENDOCINO COUNCIL OF GOVERNMENTS
FY 2021/22 (FINAL-AMENDED) OVERALL WORK PROGRAM
BUDGET REVENUE SUMMARY**

NO.	WORK ELEMENT TITLE	STATE RPA	STATE PPM	OTHER	Local TDA	In-kind Service	TOTAL
1	MCOG - Regional Government & Intergovernmental Coordination	\$ 122,500	\$ -	\$ -	\$ -	\$ -	\$ 122,500
		\$ 123,564	\$ -	\$ -	\$ -	\$ -	\$ 123,564
2	MCOG - Planning Management & General Coordination (Non-RPA)	\$ -	\$ -	\$ -	\$ 107,480	\$ -	\$ 107,480
		\$ -	\$ -	\$ -	\$ 130,003	\$ -	\$ 130,003
4	MCOG - Sustainable Transportation Planning	\$ -	\$ -	\$ -	\$ 15,000	\$ -	\$ 15,000
		\$ -	\$ -	\$ -	\$ 18,088	\$ -	\$ 18,088
5	MCOG - Mobility Solutions-Feasibility Study for Rural Areas -NEW	\$ -	\$ -	\$ 177,060	\$ 22,940	\$ -	\$ 200,000
6	Co. DOT - Combined Special Studies	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ 60,000
		\$ 62,472	\$ -	\$ -	\$ -	\$ -	\$ 62,472
7	MCOG - Planning, Programming & Monitoring	\$ 8,000	\$ 35,750	\$ -	\$ 31,500	\$ -	\$ 75,250
		\$ 2,707	\$ 90,579	\$ -	\$ -	\$ -	\$ 124,786
9	MCOG - Regional and Active Transportation Plans Update - Carryover	\$ 61,500	\$ 16,500	\$ -	\$ -	\$ -	\$ 78,000
		\$ 61,782	\$ -	\$ -	\$ 3,036	\$ -	\$ 81,318
10	Pavement Management Program Triennial Update - Carryover	\$ -	\$ 48,000	\$ -	\$ -	\$ -	\$ 48,000
		\$ -	\$ 42,208	\$ -	\$ 34,460	\$ -	\$ 76,668
11	MCOG - Local Road Safety Plans (LRSP) - Carryover	\$ -	\$ -	\$ 200,000	\$ 7,500	\$ -	\$ 207,500
		\$ -	\$ -	\$ 220,184	\$ -	\$ -	\$ 227,684
12	Ukiah - Trench Cut Fee Study and Implementation Services Carryover	\$ -	\$ -	\$ -	\$ 45,000	\$ -	\$ 45,000
14	MCOG - Training	\$ -	\$ -	\$ -	\$ 46,103	\$ -	\$ 46,103
15	Point Arena - Local Street Assessment and Shared Roadway - NEW	\$ -	\$ 53,750	\$ -	\$ -	\$ -	\$ 53,750
16	MCOG - Multi-Modal Transportation Planning	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000
18	MCOG - Geographic Information System (GIS) Activities	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000
		\$ 6,125	\$ -	\$ -	\$ -	\$ -	\$ 6,125
20	MCOG - Grant Development & Assistance	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000
	PROJECT RESERVE	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTALS		\$ 327,000	\$ 154,000	\$ 200,000	\$ 181,480	\$ -	\$ 862,480
		\$ 326,650	\$ 203,037	\$ 397,244	\$ 338,630	\$ -	\$ 1,265,561

Note: Several work element numbers have been left blank for potential carryover projects

**MENDOCINO COUNCIL OF GOVERNMENTS
 FY 2021/22 (FINAL AMENDED) OVERALL WORK PROGRAM
 SUMMARY OF CARRYOVER FUNDS**

NO.	WORK ELEMENT	LOCAL LTF	STATE PPM	STATE RPA	Other Funds	TOTAL	Notes
1	MCOG - Regional Government & Intergovernmental Coord.	\$ -	\$ -	\$ 1,064	\$ -	\$ 1,064	20/21 RPA Carryover for MCOG Staff.
2	MCOG - Planning Management & General Coordination (Non-RPA)	\$ 33,779	\$ -	\$ -	\$ -	\$ 33,779	20/21 LTF Carryover = MCOG Staff + Direct Costs.
4	MCOG - Sustainable Transportation Planning	\$ 56,302	\$ -	\$ -	\$ -	\$ 56,302	20/21 LTF Carryover for MCOG Staff.
5	MCOG - Mobility Solutions-Feasibility Study (NEW)	\$ 3,088	\$ -	\$ -	\$ -	\$ 3,088	20/21 LTF Carryover reallocated for Local Match.
6	Co. DOT - Combined Special Studies	\$ -	\$ -	\$ 2,472	\$ -	\$ 2,472	20/21 RPA Carryover for Co. DOT.
7	MCOG - Planning , Programming & Monitoring	\$ -	\$ -	\$ 8,000	\$ -	\$ 8,000	20/21 RPA + 19/20 PPM (\$9,527) + 20/21 PPM (\$45,303) = Carryover for MCOG Staff.
9	MCOG - Regional and Active Transportation Plans Update	\$ -	\$ 54,829	\$ 2,707	\$ -	\$ 57,536	20/21 RPA + 20/21 LTF = Carryover for MCOG Staff and Direct Costs.
10	Pavement Management Program (PMP) Update	\$ 3,036	\$ -	\$ 25,000	\$ -	\$ 25,000	20/21 LTF + 20/21 PPM = Carryover for MCOG Staff and Consultant.
11	MCOG - Local Road Safety Plans (LRSP)	\$ -	\$ 48,000	\$ -	\$ 48,000	\$ -	Actual LRSP Carryover from FY 2020/21 OWP.
12	Ukiah - Trench Cut Fee Study and Implementation Services	\$ 34,460	\$ 42,208	\$ -	\$ -	\$ 76,668	20/21 LTF Carryover for the City of Ukiah.
14	MCOG - Training	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	20/21 LTF Carryover = MCOG Staff + Direct Costs.
18	MCOG - Geographic Information System (GIS) Activities	\$ -	\$ -	\$ -	\$ 220,184	\$ 220,184	20/21 RPA Carryover for MCOG Staff.
	TOTAL	\$ 190,929	\$ 97,037	\$ 32,650	\$ 220,184	\$ 540,800	



MENDOCINO COUNCIL OF GOVERNMENTS
STAFF REPORT

TITLE: Summary of Meetings

DATE PREPARED: 8/5/21

SUBMITTED BY: Monica Galliani, Administrative Assistant

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

Date	Meeting/Event	Staff
6/08/2021	Streetlight Data Demonstration	Barrett & 5 others
6/09/2021	Meeting with ChargePoint Marketing Manager	Orth
6/09/2021	Interregional Transportation Improvement Program (ITIP) Discussion	Barrett & Davey-Bates
6/09/2021	Redwood Valley Municipal Advisory Council	Barrett & Ellard
6/10/2021	California Transportation Federal Affairs Working Group	Barrett & Davey-Bates
6/10/2021	Local Roads Safety Program (LRSP) Ukiah Stakeholder Workshop	Barrett & Ellard
6/11/2021	Mineta National Transportation Finance Summit – Electrifying the Transportation Future	Orth
6/11/2021	Noyo Harbor Improvements Teleconference	Barrett
6/14/2021	North Coast Rail Authority (NCRA) Meeting	Ellard
6/15/2021	Covelo Trail Project Development Team (PDT) Meeting	Barrett & Sookne
6/16/2021	North State EV Infrastructure Group	Orth & Sookne
6/17/2021	Local Roads Safety Program (LRSP) Fort Bragg Stakeholder Workshop	Barrett & Ellard
6/18/2021	Mendocino County Climate Action Advisory Committee Meeting	Barrett & Ellard
6/22/2021	Statewide RTPA Group Meeting	Barrett
6/22/2021	CA Office of Planning & Research (OPR) Integrated Climate Adaptation and Resiliency Program (ICARP) Workshop	Ellard & Orth
6/23/2021 – 6/24/2021	California Transportation Commission (CTC) Meeting	Barrett & Davey-Bates
6/23/2021	Laytonville Area Municipal Advisory Council	Barrett & Ellard
6/28/2021	Local Roads Safety Program (LRSP) Monthly Check In	Barrett & Ellard
6/28/2021	Local Roads Safety Program (LRSP) Point Arena Stakeholder Workshop	Barrett & Ellard
6/28/2021	Local Roads Safety Program (LRSP) County Stakeholder Workshop	Barrett & Ellard
7/06/2021	Caltrans Active Transportation (CAT) Plan Technical Advisory Group	Davey-Bates & Ellard
7/07/2021	ITS-UC Davis Carbon Neutrality Webinar Series: Accelerating Adoption of ZEVs in California	Orth
7/08/2021	CA Energy Commission SB 1000 Staff Workshop - Electric Vehicle Charging Infrastructure Deployment	Orth
7/12/2021	Sonoma & Mendocino Counties Economic Development District Focus Group	Barrett
7/12/2021	Local Roads Safety Program (LRSP) Willits Stakeholder Workshop	Barrett & Ellard
7/14/2021	Regional Early Access Planning Monthly CalCOG Meeting	Barrett & Sookne
7/14/2021	Gualala Streetscape Meeting w/ Caltrans	Barrett
7/15/2021	Senior Centers Transportation Workshop	Orth, Barrett & Galliani
7/16/2021	ZEHRANS Brown Bag Education Webinar – Hydrogen Fueling Pilot	Orth
7/16/2021	Rural Counties Task Force	Barrett & Ellard
7/19/2021	State Transportation Improvement Program (STIP) Workshop	Sookne & Casey
7/20/2021	REMI Webinar - Bipartisan Infrastructure Deal	Orth
7/21/2021	Anderson Valley Community Services Development/Planning Meeting	Barrett
7/21/2021	Transit Productivity Committee (TPC) Meeting	Orth, Barrett & Galliani
7/21/2021	Covelo Trail Meeting	Barrett & Sookne
7/22/2021	Mobility Grant Award Meeting with Caltrans	Barrett & Ellard
7/23/2021	State of Good Repair Funds Meeting with MTA	Orth
7/26/2021	LRSP Monthly Check-in	Barrett & Ellard

7/26/2021	North State ZEV Infrastructure Group (<i>name change</i>)	Orth & Sookne
7/28/2021	Mendocino Transit Authority (MTA) Meeting	Sookne
8/03/2021	Board of Supervisors Meeting: Carbon-Free Mendocino Resolution	Barrett & Orth
8/04/2021	Covelo Trail Meeting	Barrett & Sookne
8/05/2021	Point Arena Project Meeting	Barrett, Sookne & Casey
8/11/2021	Gualala Project teleconference w/ GMAC Members	Barrett
8/11/2021	Regional Early Action Planning CalCOG Monthly Meeting	Barrett & Sookne

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

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for information only.



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

Agenda # 13e
Reports
MCOG Meeting
8/16/2021

TITLE: Innovative Concepts Submittals

DATE PREPARED: 8/06/21

MEETING DATE: 8/16/21

SUBMITTED BY: Nephele Barrett, Executive Director

BACKGROUND:

In preparation for potential federal funding proposed in the Biden Administration’s American Jobs Plan, Caltrans put out a call for Innovative Concept proposals that aligned with statewide priorities, articulated in the California Transportation Plan (CTP) 2050, Climate Action Plan for Transportation Infrastructure (CAPTI), and Caltrans Strategic Plan (SP). Projects could be submitted in any of six categories—System Management, Process Improvement, Mode Shift, Quality of Life, New Technologies, and Other. Caltrans will be forming a working group to evaluate proposals and follow up with submitting agencies.

Recognizing that degrees of innovation vary, particularly in a rural setting, we saw this as an opportunity to put forward concepts for both innovative projects as well as more traditional projects with innovative aspects that we may have trouble funding with local sources. Because the call for concepts was open to all ideas and wasn’t attached to any currently available money, we were able to submit concepts for projects that we’ve previously studied as well as those that have not yet been studied. After considering quite a few projects and collaborating with our local agencies, MCOG staff ultimately submitted a total of six concepts. Local agencies also had the opportunity to submit their own projects directly.

Attached are copies of the six project concepts submitted by MCOG along with information on the program.

ACTION REQUIRED: None – information only.

ALTERNATIVES: None – information only.

RECOMMENDATION: None – information only.

CALL FOR INNOVATIVE CONCEPTS

INTRODUCTION

The Biden Administration's, American Jobs Plan is proposing a "once in a generation" investment in our national infrastructure, and California's transportation system could be one of the greatest beneficiaries of new federal funds. California needs to be prepared to lead and guide these investments.

To meet that challenge, we need to develop a new pipeline of projects that infuses creative and innovative ideas. The call for Innovative Concepts is aimed at restarting conversations with our partners about the possibilities that California wants to achieve. Innovative Concepts will help kickstart different kinds of solutions that can be used to benefit all of California's communities.

In preparation for potential federal funding proposed in the Biden Administration's American Jobs Plan, Caltrans HQ is seeking proposals for innovative concepts that will align with statewide priorities, articulated in both the Climate Action Plan for Transportation Infrastructure (CAPTI) Investment Framework and the California Transportation Plan 2050 (CTP):

"CalSTA will implement the Executive Orders within the existing framework and goals set forward in the California Transportation Plan (CTP) 2050. The California Transportation Plan is the state's broad vision for the future of the transportation system in California, with a focus on advancing equity and climate priorities by expanding travel options for all Californians." – Draft CAPTI

This call for innovative concept proposals from Caltrans Districts, Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), and local/regional transit agencies is intended to lead to a new pipeline of potential implementable projects, demonstration projects, pioneering processes, and pilot programs. Caltrans districts are highly encouraged to coordinate with their partners to develop truly innovative concepts that are aligned with statewide priorities (Figure 1).

Proposals will be evaluated by Caltrans HQ Innovative Concepts Workgroup. This workgroup will review to confirm alignment with statewide priorities and provide support to the applicants in advancing the most transformative proposals by providing guidance, support, and if feasible, resources to implement proposal ideas.

FIGURE 1 STATEWIDE PRIORITIES

CALSTA PRIORITIES	CALTRANS STRATEGIC PLAN	CALTRANS PRIORITIES	STATEWIDE PLANS
<ul style="list-style-type: none"> •Climate Action Plan for Transportation Infrastructure (CAPTI) •EO N-19-19 •EO N-79-20 •Sustainable Freight •EO B-32-15 •Broadband •EO 73-20 •Race and Equity •CalSTA Statement on Racial Equity, Justice and Inclusion in Transportation 	<ul style="list-style-type: none"> •Safety first. •Cultivate excellence. •Enhance and connect the multimodal transportation network. •Strengthen stewardship and drive efficiency. •Lead climate action. •Advance equity and livability in all communities. •Caltrans Equity Statement 	<ul style="list-style-type: none"> •Safety •Modality •Innovation •Efficiencies •Partnerships/Stakeholder Engagement 	<ul style="list-style-type: none"> •California Transportation Plan 2050 •California Interregional Transportation Strategic Plan •California Freight Mobility Plan •California State Rail Plan •California Aviation System Plan •Statewide Transit Strategic Plan •California State Bicycle and Pederstian Plan

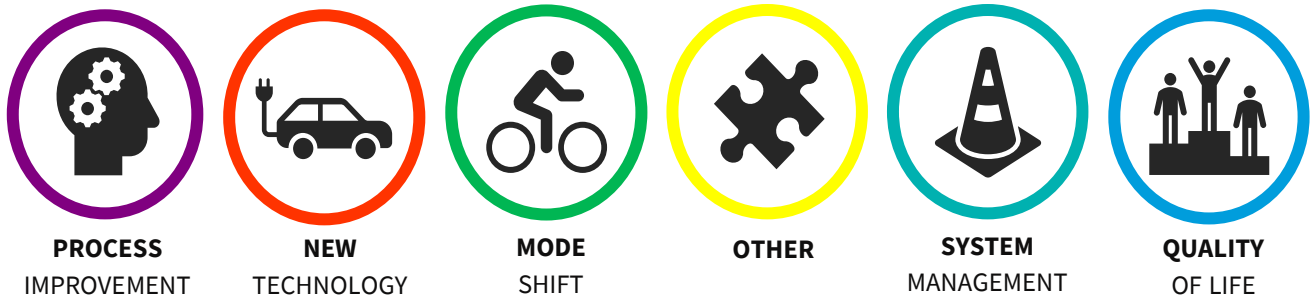
Considering the CAPTI, CTP 2050, and the Strategic Plan (SP) goals and recommendations – as a guiding principle for concept ideas, strong proposals should continue to bridge gaps and align planning policy.

HQ INNOVATIVE CONCEPTS WORKGROUP

Caltrans Division of Transportation Planning (DOTP) under the direction of the Deputy of Planning and Modal Programs, Jeanie Ward-Waller, will take the lead in developing the diverse HQ Workgroup consisting of DOTP; Division of Rail and Mass Transit; Traffic Operations; Division of Research, Innovation, and System Information; Programming; Sustainability; and Caltrans Office of Race and Equity. The HQ Workgroup will lead in the development of a process framework, concept evaluation, the discussion surrounding the promotion of proposals, and working with applicants on an implementation path.

Project proposal topics will be cataloged by theme to streamline the management review process (figure 2):

FIGURE 2 PROPOSAL THEMES*



*THEMES ARE SUBJECT TO CHANGE

CONCEPT CRITERIA

When developing project proposals, specify how you would define your transportation solution. Would you categorize your idea as a study, pilot project, or implementable project? Perhaps your idea is something different altogether. Your innovative solution should have an objective beyond a needs-based approach.

Consider building on topics that support the following:

- Providing seamless, affordable, multimodal travel options in all contexts (rural & urban) to all users
- Support investment in Zero Emission Vehicle (ZEV) infrastructure
- Developing a zero-emission freight transportation system
- Advancing social and racial equity
- Make safety improvements to reduce fatalities and severe injuries of all users towards zero
- Reduce Vehicle Miles Traveled (VMT) and passenger vehicle travel
- Provide alternatives to highway capacity expansion
- Assess physical climate risk
- Promote compact infill development
- Protect natural and working lands from conversion to more intensified uses

TIMELINE

*TIMELINE SUBJECT TO CHANGE

April 23 - Formed and held first meeting with HQ divisions to develop scope of call for concepts.

May 14 - Kick off with the Planning District Deputy Directors to introduce the topic and invite proposals.

May 27 – Held two-hour statewide workshop with the districts.

July 16 – Proposals due to HQ from districts and partners.

TBD - HQ will review proposals and work with districts on a path to implementation.

POTENTIAL TOPIC IDEAS

- State highway bus only lanes
- Transformative active transportation projects on a regional scale
- Micro-transit and vanpool opportunities
- ZEV bus charging
- Highways to Boulevards
- Pricing Implementation
- Extend previous pilot projects such as e-highway (catenary), inland shipping, etc.
- New proposals for transit efficiencies, freight efficiencies, international border, micro mobility
- California Sustainable Freight Action Plan initiatives such as green short line rails, tugboats, alternate fuels

Nephele Barrett

From: Smartsheet Forms <forms@app.smartsheet.com>
Sent: Friday, July 23, 2021 4:46 PM
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Thank you for submitting your Innovative Concepts proposal. A copy of your completed proposal has been included below for your records.

For questions, comments, and or concerns please contact:
Ryan.Carrillo-Kovach@dot.ca.gov

Innovative Concepts Proposal

Submission Date 07/23/2021

First Name Nephele

Last Name Barrett

Contact Email barrettn@dow-associates.com

Agency Type Partner

Partner Agency Mendocino Council of Governments

Innovative Concept Solution “Brooktrails Second Access.” This county project would improve quality of life and address equity by making the disadvantaged community of Brooktrails more resilient to the increasing threat of wildfire, encourage mode shift, and reduce

travel on a dangerous segment of the road network. Brooktrails is a mountainous, wooded community northwest of Willits. It and its neighboring communities on the Sherwood corridor make up the fourth largest community in Mendocino County, with about 6,000 residents. The median household income of Brooktrails is only 73% of the state median, qualifying it as a disadvantaged community per AB 1550. It’s one of the few areas of affordable homes in the county, drawing many young families and people on fixed incomes.

The layout of Brooktrails is much like that of Paradise, with Sherwood Rd providing the only ingress/egress route for the community and its network of feeder roads, as well as the more rural communities beyond Brooktrails. Because these communities are predominantly residential, residents must travel Sherwood Road to reach employment, schools, and other essential destinations within the City of Willits. About 2300 acres of Brooktrails is dedicated to wooded open space. The potential for catastrophe due to the constraints of the road during a wildfire emergency are an ever increasing threat. In addition, the narrow and winding

nature of the roadway, high vehicle speeds, and volume of traffic have resulted in a high accident rate along the Sherwood Rd corridor. It was recently identified as a “high injury corridor” in the local road safety plan. Lack of shoulders and steep banks along the edges force pedestrians to walk in the vehicle lane, which resulted in a recent pedestrian fatality. For decades, there has been a need to provide a complete street second access. The project has been identified in the Regional Transportation Plan for many years, however, the cost exceeds funding realistically available in a rural region. The increased wildfires in recent years have elevated the need for a second access. According to the Mendocino County Multi-Hazard Mitigation Plan (2020) and recent fire data, between 2006 and 2018 Mendocino County experienced 26 significant wildfires burning about 630,000 acres within the county. In 2020, the August Complex set state records for largest fire in recorded history, burning 1,032,648 acres over six counties. During the 20 years prior to that, only two significant wildfires occurred totaling 70,655 acres. Climate reports and recent events indicate that longer, more severe wildfire seasons are “the new normal.” The recent climate change adaptation plan, Fire Vulnerability Assessment for Mendocino County, identified the need for a “full service” second access road in its Action Plan.

The CTP, Caltrans Strategic Plan and CAPTI all identify safety as a top priority. This project improves safety in three ways. 1) It provides an alternate evacuation route in the event of a disaster, particularly a wildfire emergency, to improve safety of all residents of the community and adapt to climate change. 2) It reduces travel on Sherwood Road, the existing primary ingress/egress road for the Brooktrails community, identified as a “high injury corridor.” 3) It will provide a safe multi-modal alternative for residents to reach key destinations in the City of Willits by including bike/ped facilities.

This project concept is consistent with:

CTP Goals on Climate, Safety, Equity and Accessibility, and Infrastructure
 Caltrans Strategic Plan Goals on Safety First, Multimodal Network, and Equity & Livability

CAPTI Guiding Principles: 1) Assessing physical climate risk. 2) Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits. 3) Promoting projects that do not significantly increase passenger vehicle travel. 3) Making safety improvements to reduce fatalities toward zero.

Innovative Concept Summary Adapt to increased threat of wildfire caused by climate change by providing an evacuation route for the community of Brooktrails and outlying communities. Encourage mode shift by providing a complete street facility for a community with no bike/ped facilities to reach the City of Willits. Improve safety by drawing traffic off of a “high injury corridor.” Address equity and improve quality of life for the disadvantaged community of Brooktrails by reducing risks in a wildfire emergency, improving access to essential destinations, and providing multi-modal transportation options.

Links <https://www.mendocinocog.org/files/7261d7732/FireVulnerabilityAssessment.pdf>

Excluding costs, are there potential known barriers to No

**your
concepts
delivery?**

**Concept
Scope
Criteria** Deliverable Project

**Process in
place** Not Applicable

**Concept
Theme** Quality of Life

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Innovative Concepts Proposal

Submission Date 07/23/2021

First Name Nephele

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Agency Type Partner

Partner Agency Mendocino Council of Governments

Innovative Concept Mobility Solutions in Rural Communities

Solution This concept proposal is a project to implement Mobility Solutions for Rural Communities in Mendocino County - Mendocino County is a geographically large, mountainous, rural county, with several outlying communities (all of which are disadvantaged) unable to be served by traditional transit due to their remoteness and low population density. Traditional transit service to these remote disadvantaged communities has been tried in the past, but discontinued due to infeasibility (operationally and financially). A planning study to research mobility solutions/transit alternatives existent in the marketplace that have been implemented in similar locations has been funded by Caltrans, and will be conducted in FY 2021/22. This feasibility study will investigate and analyze a wide range of mobility options/transit alternatives for their practicality in this region, and will recommend new and innovative clean transportation solutions specifically geared to meeting the challenges in these remote communities. Implementation of the innovative solutions that will be developed (possibly including pilot projects) will require an initial investment of both operating and capital funding. When implemented, this mobility solutions project would contribute to the State's GHG reduction targets by reducing the

usage of single occupant vehicles by using shared mobility options, including clean/electric mobility options, in remote communities where individuals must travel long distances, over steep terrain in areas, to reach population centers for access to jobs, education, food, medical appointments and other vital services. Providing access to critical destinations will result in quality-of-life improvement for these remote areas, and will improve equity in public transit that's historically not been feasible in these distant communities, due to operational and other challenges. By providing opportunities to connect remote communities to urban areas, even larger transportation options outside the region are opened up, further enhancing quality of life and transportation equity.

Housing affordability and availability affects where people live, and often results in disadvantaged community members seeking housing in the more affordable remote communities, which are typically unserved by traditional transit. Many residents in these areas are unable to afford reliable vehicles. When personal vehicles are available, they are often older, higher polluting and far less efficient.

Implementation of shared mobility options will result in mode shift and reduce single occupancy vehicle trips, thus reducing VMT and GHG, as convenient and practical mobility options become more widely available in the marketplace.

Although micro-transit exists in other areas, this solution is innovative for Mendocino County which has only had traditional transit previously. Addressing the challenges posed by the remoteness of our unserved communities, the county's geography, and need for affordable options in disadvantage communities will require innovative solutions.

This project is consistent with:

Caltrans Strategic Plan Goals on Multimodal Network, and Equity & Livability
CTP Goals on Climate, Safety, Equity and Accessibility, Quality of Life & Public Health

CAPTI Guiding Principles:

- Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits
- Promoting projects that do not significantly increase passenger vehicle travel

**Innovative
Concept
Summary**

This project will solve the transportation need of transit-dependent individuals in remote disadvantaged communities who have no transit options, by providing mobility solutions in remote areas of the county where traditional transit service is not available or feasible.

The project will implement recommendations (including possible pilot projects) that will be recommended in a Caltrans grant-funded planning study that is being conducted in FY 2021-22.

Links

**Excluding
costs, are
there
potential**

No

known
barriers to
your concepts
delivery?

Concept Scope
Criteria Deliverable Project

Process in
place No

Concept
Theme Mode Shift

File Attachments



**REVISED Feasibility Study - Mobility Solutions for Rural Communities of
Inland Mendo Co.pdf**

(5138k)

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Innovative Concepts Proposal

Submission Date 07/23/2021

First Name Nephele

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Agency Type Partner

Partner Agency Mendocino Council of Governments

Innovative Concept Solution "Noyo Harbor Multimodal Improvement Project"
Noyo Harbor in the Fort Bragg area is an active mix of fishing industry, commercial, visitor serving, dining and recreation at the south end of the Fort Bragg area below the Noyo Harbor Bridge on SR 1. This multi-modal, collaborative project concept proposes to provide non-motorized access into and through Noyo Harbor where none currently exists, transition vehicle traffic to one-way, connect North Harbor Drive to Noyo Point Road at the west end of the Harbor, construct a roundabout at the intersection of SR 1 (Main Street), Noyo Point/North Harbor, and implement transit service into the harbor to provide better access for employees and visitors. Lack of safe bike/ped access to and through the area has been an identified problem for years, but has dramatically increased during the pandemic as visitors and Mendocino County residents began to seek more outdoor recreation closer to home. The area has seen a dramatic year-round increase in vehicle and pedestrian traffic, which has continued as pandemic restrictions begin to ease. In addition to recreation opportunities, the harbor provides substantial employment opportunities in the fishing, dining and other commercial operations. With no safe bike/ped access, visitors and employees are forced to take vehicles into the harbor. Inefficient designated parking has resulted in uncontrolled parking along roadways, blocking

shoulders for pedestrian use and resulting in narrow vehicle paths which have resulted in vehicle damage. Uncontrolled ingress/egress to the roadway through much of the harbor increases conflicts between vehicles and pedestrians.

This project would create mode shift by creating safe non-motorized and transit access into the harbor, reducing the need for personal vehicles. It would improve safety for all modes of travel by reducing conflicts between modes and improving the flow of vehicular traffic. It would improve quality of life by providing better access for visitors and residents to recreation and improving job access by alternate modes, particularly for lower income employees without access to personal vehicles. To accomplish these outcomes and allow for the new bike/ped facilities, vehicle traffic would be converted to one way traffic with a new multi-modal connection at the west end of the harbor to the existing Noyo Point Road. Noyo Point would be improved and a roundabout would be constructed at SR 1 and Noyo Point/North Harbor to accommodate the new traffic flow and improve safety at the intersection for all modes. Parking at the harbor would be modified for better control and to provide electric vehicle charging infrastructure.

This project would include both preliminary planning, project development, and construction. It would be implemented through a collaboration of City of Fort Bragg, County of Mendocino, Mendocino Transit and Noyo Harbor District.

This project concept is consistent with:

CTP 2050 Goals on Safety, Equity, Accessibility, and Economy

Caltrans Strategic Plan Goals on Safety First, Multimodal Network, and Equity & Livability

CAPTI Guiding Principles: 1) Investing in networks of safe and accessible bicycle and pedestrian infrastructure. 2) Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits. 3) Making safety improvements to reduce fatalities and severe injuries of all users towards zero.

CAPTI Strategy S2 and Strategy S6

**Innovative
Concept
Summary**

Provide safe multi-modal (pedestrian, bicycle, transit) access to Noyo Harbor where none currently exists. Improve safety by reducing conflicts between transportation modes. Improve access for all residents and visitors to employment, recreation and commercial activities in Noyo Harbor. Reduce personal vehicle trips by providing alternate access into the harbor area with bike/ped facilities and new transit service. Address equity by providing affordable, non-vehicle transportation alternatives to and from Noyo Harbor.

Links

**Excluding
costs, are
there
potential
known
barriers to**

No

**your concepts
delivery?**

**Concept Scope
Criteria** Deliverable Project

**Process in
place** Not Applicable

**Concept
Theme** Mode Shift

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Innovative Concepts Proposal

Submission Date 07/23/2021

First Name Nephele

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Agency Type Partner

Partner Agency Mendocino Council of Governments

Innovative Concept Solution Orchard Avenue Extension (Phase I and 2)
This roadway extension project will extend Orchard Avenue in the Ukiah area from its terminus at Brush Street (at the northern city limits), north to Hensley Creek Road, in the unincorporated greater Ukiah area. This roadway extension will include “complete streets” components and will provide a safe, multi-modal connection (via Hensley Creek Road) to North State Street, the community’s main north-south thoroughfare. This proposal is for an initial phase of the complete roadway extension, which will ultimately extend as far north as Lake Mendocino Drive, approximately 2.4 miles. The need for affordable housing is one of the most pressing needs in the region. This roadway extension will provide access to some of the last remaining land developable for housing in the Ukiah area. Keeping housing development close to urban boundaries rather than pushing it to outlying rural areas reduces vehicle miles traveled (VMT) and greenhouse gases (GHG) and keeps new homes out of higher fire risk areas. This roadway extension will provide direct access to employment at several commercial and industrial sites located at the former Masonite mill site near the US 101 freeway. In addition to an active mill site and existing industrial businesses, this area has seen an expansion of large commercial businesses in recent years, partly due to the rapid growth in the legal cannabis industry. It will

also provide direct access to the largest commercial shopping center in north Ukiah, a significant employment site and retail destination. Improving access to these existing jobs, as well as future employment sites, will help keep community members from having to travel out of the area for employment, also helping with VMT and GHG reduction, and will add to quality of life with reduced commute times.

This project will create a direct route from mid-Ukiah to beyond the northern city limits, reduce travel distances, and provide multi-modal access through residential and commercial neighborhoods. It will also provide connectivity from multiple existing and newly constructed low-income, multi-family housing developments to northern destinations. The Orchard Avenue area provides access to major retail establishments, grocery shopping, multi-family and senior housing, USPS, as well as resources for veterans and homeless. Travelers must take circuitous routes over local roads in small neighborhoods to reach northern destinations. This project will help solve inefficient traffic circulation patterns that effect local residents on a day-to-day basis and improve access to essential destinations. This roadway extension will also provide an emergency access route and evacuation route when parallel North State Street (to the west) and US 101 (to the east) are inaccessible. On occasion when there has been a temporary closure of US 101, traffic has been diverted to North State, resulting in widespread gridlock. In addition, US 101 within the Ukiah Valley has "oversize load height restrictions" as low as 14'8". This limitation directs such oversized loads to City and County surface streets and roads, in which case the north-south alternative is North State Street, adding to existing congestion.

This important roadway extension project will improve access to housing, improve access to Mendocino College, improve non-motorized and motorized transportation and circulation, reduce VMT and GHG, and greatly improve quality of life in the region.

This project is consistent with:

Caltrans Strategic Plan Goals on Multimodal Network, and Equity & Livability
CTP Goals on Climate, Safety, Equity, Accessibility, Quality of Life & Public Health, Economy & Infrastructure

CAPTI Guiding Principles:

Investing in networks of safe and accessible bicycle and pedestrian infrastructure

Making safety improvements to reduce fatalities and sever injuries of all users

Promoting projects that do not significantly increase passenger vehicle travel

**Innovative
Concept
Summary**

This roadway extension project will open up access to potential housing areas for the region, and complete a major gap in the motorized and non-motorized transportation network in the northern Ukiah area. It will also provide an important alternate access route and emergency evacuation route in the project area.

Links

**Excluding
costs, are
there**

No

**potential
known
barriers to
your concepts
delivery?**

**Concept Scope
Criteria** Deliverable Project

**Process in
place** No

**Concept
Theme** Quality of Life

File Attachments



Orchard Avenue Extension.pdf (246k)

Nephele Barrett

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Innovative Concepts Proposal

Submission Date 07/23/2021

First Name Nephele

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Agency Type Partner

Partner Agency Mendocino Council of Governments

Innovative Concept Rail Trail to Mendocino College

Solution This project will extend the Class I Great Redwood Trail (rail trail) from its current terminus at Brush Street in Ukiah (at the northern city limits), north to Ford Road, in the unincorporated greater Ukiah area. This rail trail extension (phase 5 overall, phase 1 for the County portion) will provide a vital connection (via Ford Road) to North State Street, thus allowing for a continuous non-motorized connection north to Mendocino College. Improvement plans for North State Street in the near future will include enhanced biking and walking facilities, including shoulder improvements on the eastern end of Ford Street to connect to State Street.

Three segments of the rail trail have been constructed so far in the Mendocino County region, and a fourth segment has been funded and is in the process of being completed. This extension will complete one of the remaining segments of the Class I facility throughout the greater Ukiah area, and provide a significant non-motorized transportation facility for the region.

Due to the length of the rail trail with the completion of this fifth segment (approximately 3.5miles), mode shift would likely occur, especially for college students traveling from southern

locations to the college and other northern destinations, as well as for travelers accessing employment and other essential services and destinations. Several low-income and farm worker housing developments are located near the project area on Brush Street and Orchard Avenue, that would directly benefit from this trail extension. This project would have a positive impact on the environment with reduction in both Vehicles Miles Traveled (VMT) and greenhouse gases (GHG). In addition to mode shift, numerous health and quality of life benefits would result from this trail extension.

Along with providing active transportation options, as additional segments of the Great Redwood Trail are constructed throughout the Ukiah Valley, opportunities to expand tourism will increase and provide economic benefits to the region. Although rail trail development in the Ukiah area started before the supporting legislation authored by Senator McGuire (SB 1029, signed by Governor in 2018) to eventually create the Great Redwood Trail throughout northern California, it is expected that State support for rail trail development would increase based on this legislation, in support of climate-friendly transportation and recreational opportunities.

This project is consistent with:

CTP Goals on Climate, Safety, Equity, Accessibility, Quality of Life & Public Health, Economy & Infrastructure

CAPTI Guiding Principles:

Investing in networks of safe and accessible bicycle and pedestrian infrastructure
 Making safety improvements to reduce fatalities and severe injuries of all users towards zero
 -Promoting projects that do not significantly increase passenger vehicle travel

Innovative Concept Summary This project would solve one of the final gaps of the Class I rail trail(Great Redwood Trail) throughout the greater Ukiah area. It would provide the fifth phase of a continuous rail trail throughout the region, and provide a vital connection to Mendocino College and northern destinations. It would result in mode shift among college students as well as other travelers accessing jobs and other vital destinations.

Links https://www.mendocinocog.org/files/9c1141782/MCOGRWT_Final+Document%28web%29.pdf

Excluding costs, are there potential known barriers to your concepts delivery?

No

Concept Scope Criteria Deliverable Project

Process in place No

Concept Theme Mode Shift

Nephele Barrett

From: James Sookne <jsookne@dbcteam.net>
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Innovative Concepts Proposal

Submission Date 07/23/2021

First Name Nephele

Last Name Barrett

Contact Email barrettn@dow-associates.com

Agency Type Partner

Partner Agency Mendocino Council of Governments

Innovative Concept Solution In coordination with their transportation partners, Mendocino Transit Authority (MTA) proposes to design and construct a new transit center within the greater Ukiah area. As part of the project, bicycle and pedestrian facilities in the surrounding area will be constructed; thus, removing barriers and improving multi-modal access users of all modes. The new transit center will include solar panels, electric vehicle chargers, hydrogen fueling infrastructure, bike lockers, and parking for ridesharing. Three potential locations have been identified, all of which benefit low-income, transit-dependent residents.

Location A is located approximately 0.80 miles north of downtown and within 400 yards of housing developments for low-income residents (including seniors and people with disabilities) and agricultural workers. A third of the mile to the

west is the Great Redwood Trail, a north/south multi-modal trail that spans the nearly 3 miles through the city, connecting residents to commercial, medical, residential, and employment destinations. Location B is located approximately 0.20 miles east of downtown and is adjacent to low-income residences, the Great Redwood Trail, and the largest medical complex in the county. Location C is located approximately 0.20 miles south of Location B and is adjacent to low-income residences and the Great Redwood Trail and is within walking distance to the new courthouse, social services, and supportive housing developments.

The project will begin with a feasibility study to determine which of the three locations is best suited for the new transit facility and multi-modal improvements. Once the preferred location is identified, MTA will purchase the property and begin the environmental process. Once the appropriate environmental work is complete, MTA will design and construct the transit facility and associated multi-modal improvements.

Despite being the largest population center along a 200-mile stretch of Highway 101, Ukiah lacks a centralized transit hub. This makes it very difficult for users to travel between the regional transit systems that come through the city. The new transit center will be able to accommodate buses from MTA, Humboldt Transit Authority (HTA), Lake Transit Authority (LTA), Greyhound, and Amtrak, providing seamless travel for users and improving the interregional connectivity of northern California’s public transit systems. The multi-modal improvements will increase access to public transit and improve the City’s active transportation network.

This project is consistent with the following:

- CalSTA priorities – EOs N-19-19 and N-79-20
- Caltrans Strategic Plan
 - Enhance and connect the multimodal transportation network
 - Advance equity and livability in all communities
- Caltrans priorities
 - Modality
 - Efficiencies
 - Safety
- Transit and Active Transportation Goals and Policies of the Regional Transportation Plan for Mendocino County

**Innovative
Concept
Summary**

Mendocino Transit Authority’s (MTA) new transit center and accompanying multi-modal improvements will provide seamless travel options for users of all modes and improve the interregional connectivity of northern California’s public transit systems. This project will also increase access to destinations, eliminate transportation burdens for low-income communities, improve air quality, and expand access to healthy transportation options.

Links

**Excluding
costs, are
there
potential
known**

No

**barriers to
your concepts
delivery?**

Concept Scope Criteria	Deliverable Project
Process in place	Yes
Concept Theme	System Management



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda #13f
Consent Calendar
MCOG Meeting
8/16/2021

STAFF REPORT

TITLE: Regional Transportation Plan/Active Transportation Plan 2022 Update **DATE PREPARED:** 07/29/21

SUBMITTED BY: Loretta Ellard, Deputy Planner

MEETING DATE: 08/16/21

BACKGROUND:

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

We have now completed the initial needs assessment and information gathering phase, which was conducted virtually through Social Pinpoint (*an interactive online platform with survey and mapping tools, posted on MCOG's website*), advertised through email lists, press releases, flyers, and social media. Public outreach also included a virtual presentation to Mendocino County tribes at a Caltrans District 1 quarterly tribal meeting, and a recorded informational presentation posted on both the County's YouTube channel and on MCOG's website. In addition, we have made virtual presentations at the Westport, Round Valley, Redwood Valley, and Laytonville Municipal Advisory Council (MAC) meetings, as well as at the Mendocino County Climate Action Advisory Committee meeting.

The draft RTP is under development, and staff is reviewing public comment received for inclusion in the draft, as appropriate. TAC members will soon begin reviewing draft components.

We anticipate having the draft RTP available for posting to MCOG's website for the second round of public outreach in September/October, with presentation of the Draft to MCOG in November. MCOG action on the Final RTP is planned for December; however, action could be delayed until the February meeting, if needed. *The 2017 RTP was adopted 2/5/18, so the next four-year due date would be 2/5/22. That date falls on a weekend, and the following Monday, 2/7/22 happens to be the date of the February MCOG meeting.*

Please visit the project page at: <https://www.mendocinocog.org/regional-transportation-plan-rtp-active-transportation-plan-2022-update> for more information, or to view the recorded presentation.

We will continue to provide updates to keep the Board informed of progress throughout the year.

ACTION REQUIRED: Information only.

ALTERNATIVES: N/A.

RECOMMENDATION: Information only.

/le



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda #13f
Consent Calendar
MCOG Meeting
8/16/2021

STAFF REPORT

TITLE: Local Road Safety Plans (LRSP)

DATE PREPARED: 07/29/21

SUBMITTED BY: Loretta Ellard, Deputy Planner

MEETING DATE: 08/16/21

BACKGROUND:

To assist local agencies, last fiscal year MCOG staff administered a competitive procurement process to hire a consultant to develop individual Local Road Safety Plans (LRSP) for the County and all four cities, under one combined regional project.

The selected consultant firm, TJKM, has been working with local agencies and stakeholders to develop the individual plans since the project began this past February. TJKM solicited public feedback through the project website <https://www.mendocinosaferoads.com> which was posted on local jurisdictions' websites, as well as on MCOG's website, and advertised through social media.

TJKM has recently completed the first round of five virtual stakeholder workshops held for each of the four cities, and the County. Next steps include identifying emphasis areas, conducting field reviews, developing countermeasures, and meeting with each jurisdiction.

This project was mainly funded through State grant funds awarded to local agencies, and programmed in MCOG's FY 2020/21 Overall Work Program (Work Element 11). The budget (including local match) for the separate plans is as follows: Mendocino County (\$148,900); City of Ukiah (\$80,000); City of Point Arena (\$20,000); City of Fort Bragg (\$30,000) and City of Willits (\$30,000), for a total of \$308,900 available for consultant work. An additional \$8,000 in Planning, Programming & Monitoring (PPM) funds was programmed in FY 2020/21 for MCOG staff time, for a total project budget of \$316,900. The project has been carried over to the current fiscal year for completion.

The final individual Local Road Safety Plans are due by March 31, 2022. This date provides for the individual plans to be completed in advance of the next Highway Safety Improvement Program (HSIP) application cycle in 2022. *Per Caltrans' website, an LRSP (or equivalent) will be required for an agency to be eligible to apply for HSIP funds in future HSIP cycles, beginning with Cycle 11 in 2022.*

ACTION REQUIRED: Information only.

ALTERNATIVES: N/A.

RECOMMENDATION: Information only.

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MENDOCINO COUNCIL OF GOVERNMENTS

Agenda #13f
Consent Calendar
MCOG Meeting
8/16/2021

STAFF REPORT

TITLE: Mobility Solutions for Rural Communities of Inland Mendocino County – Feasibility Study

DATE PREPARED: 07/29/21

SUBMITTED BY: Loretta Ellard, Deputy Planner

MEETING DATE: 08/16/21

BACKGROUND:

We are pleased to report that we received official notification on June 22, 2021 that our Caltrans Sustainable Transportation Planning grant application “Feasibility Study – Mobility Solutions for Rural Communities of Inland Mendocino County” was awarded.

Here is the project description as included in the grant application:

“Mendocino County is a geographically large, mountainous, rural county, with several outlying communities unable to be served by traditional transit due to their remoteness and low population density. Transit service to these communities has been tried in the past, but discontinued due to infeasibility (operationally and financially).

This study will research mobility solutions/transit alternatives existent in the marketplace that have been implemented in similar locations, for applicability in our region. The study will look at developing innovative solutions (including pilot projects) to meet mobility needs of these remote communities. Various public engagement tools will be utilized for community outreach.

Communities to be studied are Covelo, Laytonville, Brooktrails, Hopland, and Potter Valley. Major deliverables include community engagement, recommendations, and final report. Parties involved include MCOG, Mendocino Transit Authority, consultant, Caltrans, and community members. Connections to regional plans include the Regional Transportation Plan and Coordinated Public Transit Human Services Transportation Plan.”

The total grant awarded is \$177,060, with a required local match of \$22,940, for a total project of \$200,000 (Consultant \$185,000; MCOG Staff \$15,000). *There is a separate item on today’s agenda to add this project to the FY 2021/22 Overall Work Program.*

The project schedule calls for the consultant procurement process to begin in September, 2021. We’re looking forward to this study which we anticipate will result in implementable mobility solutions for residents in these distant communities.

ACTION REQUIRED: Information only.

ALTERNATIVES: N/A.

RECOMMENDATION: Information only.

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