



MENDOCINO COUNCIL OF GOVERNMENTS

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www.mendocinocog.org

PHILLIP J. DOW, EXECUTIVE DIRECTOR

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

AGENDA

Monday, October 2, 2017 at 1:30 p.m.

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

Additional Media

For live streaming and later viewing:

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

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

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

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

PUBLIC EXPRESSION

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

REGULAR CALENDAR

5. Consideration of Community Input Regarding the Replacement of Albion River Bridge
6. Report and Review of Covelo State Route 162 Corridor Multi-Purpose Trail Project to Prepare for Upcoming Action to Complete Environmental Component

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.

7. Approval of August 21, 2017 Minutes
8. Adoption of Resolution No. M2017-___* and No. M2017*___ Approving the Allocation of California Proposition 1B Funds, Fiscal Years 2015/16 and 2016/17 Transit System Safety, Security, and Disaster Response Account, for Mendocino Transit Authority's Eligible Projects

RATIFY ACTION

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

REPORTS

10. Reports – Information
 - a. Mendocino Transit Authority
 - b. North Coast Railroad Authority
 - c. MCOG Staff - Summary of Meetings
 - d. MCOG Administration Staff
 1. Senate Bill 1 Implementation: Local Partnership and Trade Corridor Enhancement Programs
 2. California Mobility Investment Opportunities – July 2017 Report (Reflecting North State Super Region Input)
 3. Miscellaneous
 - e. MCOG Planning Staff
 1. Caltrans Sustainable Communities Planning Grants – *verbal report*
 2. Miscellaneous
 - f. MCOG Directors
 - g. California Association of Councils of Governments (CALCOG) Delegates

ADJOURNMENT

11. Adjourn

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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

ADDITIONS TO AGENDA

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

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

CLOSED SESSION

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

POSTED 9/22/2017

* Next Resolution Number: M2017-11



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 5
Regular Calendar
MCOG Meeting
10/5/2017

STAFF REPORT

TITLE: Albion River Bridge Replacement

DATE PREPARED: 09/18/17

MEETING DATE: 10/02/17

SUBMITTED BY: Phillip J. Dow, Executive Director

BACKGROUND:

At our regular Board meeting of August 21, 2017, non-agenda comments were heard by members of the Albion community under Item #4 Public Expression. The substance of these remarks indicated that the need to replace the existing Albion Bridge on State Route 1 is questionable, it was recently placed in the National Register of Historic Places (as well as California Register of Historical Resources), and there is also concern with the impacts of pre-construction activity (tree removal) at site of the preferred location of the new bridge. After hearing these comments, the Board agreed to place an item on the October agenda for discussion.

Although MCOG staff has long been aware that the Albion River Bridge was a candidate for replacement under the State Highway Operation and Protection Program (SHOPP), we have not been involved in the process that leads to decisions as to whether or not it is feasible and cost effective to rehabilitate or replace State highway bridges. The California Department of Transportation is the owner and operator of the State highway system and is the responsible party. The State will be fully funding rehabilitation and/or replacement projects identified in the SHOPP. Information is made available to regional transportation planning agencies regarding candidate projects to be included in the State's 10-Year SHOPP Plan, but MCOG rarely comments on this plan. We have concentrated our efforts on highway projects on which there is an expected State/local cost share.

In preparing this staff report, I have reviewed the following Caltrans documents relevant to the Albion River Bridge, all of which are available on the Caltrans District 1 website:

- Peer Review Fact Sheet dated 08/15/07
- Project Study Report dated 08/26/09
- Feasibility Planning Study (transmittal letter to Lena Ashley) dated 05/21/13
- Bridge Inspection Report dated 10/06/15

The Project Study Report (2009) for this project includes the following Purpose and Need statements:

Need: The Albion River Bridge and approaching alignment have a number of structural and geometric deficiencies. The structure has a sufficiency rating of 68.20 percent and the Structure Replacement and Needs Report (STRAIN) Urgency factor for replacement is two years.

Purpose: The purpose of this project is to replace this functionally obsolete and structurally deficient structure with one that will improve geometrics and structural integrity to ensure uninterrupted traffic movements in the event of a vehicle breakdown, seismic event, or other catastrophic failure.

There were three alternatives considered that are consistent with purpose and need:

1. Do nothing. Not considered due to the need to repaint bridge, strengthen for seismic durability, and upgrade bridge rail to ensure safety and reliability.

2. Rehabilitate the bridge. This involves upgrading the bridge rail, rehabilitating the timber substructure, painting the steel deck truss, and completing recommended seismic strengthening.
3. Replace the bridge.

Costs have been included in various reports for the rehabilitation and replacement options but I am avoiding quoting of numbers since costs change over time and the dates on these source documents go back 10 years.

The decision as to rehabilitate or replace an aging structure is complicated and involves many factors, some of which are:

- The capability of the structure to handle expected heavy truck loads
- The capability of the structure to accommodate multi-modal traffic
- The capability of the structure to accommodate projected traffic volumes
- The capability of the structure to withstand seismic activity
- Maintenance costs for the existing structure compared to replacement structure
- Projected cost of the replacement facility
- Safety deficiencies of the existing bridge and its replacement
- Safety issues related to existing bridge approaches
- Life expectancy of the existing structure
- Environmental issues
- Right-of-way and utility issues
- Unknown factors that may be a concern
- Community impacts
- Consistency with State, regional and local plans.

For highway structures, replacement may be warranted if either the structure is functionally obsolete or structurally deficient.

MCOG has long identified the need for the State to remove deficiencies on the Pacific Coast Bike Route (established by legislative action in 1976). Most of the route along Highway 1 lacks needed shoulder width for bicycle/pedestrian structures. The 2010 Mendocino County Regional Transportation Plan specifically mentions that comments received at public meetings in Point Arena and Fort Bragg that “expressed concern over the safety of bicyclists along SR 1, particularly along bridges.” There is no doubt that the Albion River Bridge is functionally obsolete, in that is insufficiently wide enough to accommodate two lanes of highway travel, emergency parking, and bicycle and pedestrian traffic. Replacement of the Albion River based on functionality alone is consistent with MCOG policy.

Based on several reports documenting bridge inspections, feasibility studies, value analysis studies, and peer reviews, Caltrans has concluded that the existing Albion River Bridge is structurally deficient. Caltrans District 1 representatives are expected to be in attendance and will be prepared to summarize the primary factors involved in making that determination.

My review of Caltrans documents revealed the following concerns:

- The bridge has a deficient rail that is recommended for replacement. There are currently no crash-tested bridge rails that can be attached to a timber deck. Adding the rail will entail replacing the deck and modifying the bridge superstructure.
- The current bridge has a low rating for permit loads. Rehabilitation alternatives do not change the load rating.

- Under rehabilitation alternatives, the majority of the bridge superstructure and substructure still consists of 74 year old structural timber that is nearing the end of its life.
- The non-redundant steel truss span would be replaced under all rehabilitation alternatives; however the life of steel is limited in harsh coastal environments, requiring major maintenance and major rehabilitation after 25 years.
- The history of the existing bridge is that of constant repair including replacement of timber connectors, steel connector plates, and portions of the steel truss.
- The existing bridge is subject to tsunami hazards. A long span replacement with no piers in the central half is recommended to reduce hazard of impacts by debris (automobiles, boats, buildings, boulders, trees).
- The main span is a riveted steel deck truss that was recycled from an old bridge on the Feather River and placed on the existing bridge in 1944. The age of this steel truss is unknown.
- Internal shear rings in all timber connections cannot be assessed for inspection; they can only be accessed by dismantling the connection. Most connections have not been dismantled and inspected, so the integrity of these internal shear rings is unknown.

Apart from the identified need to replace the structure, there are roadway improvements to SR 1 that will be required to align the approach to the preferred site west of the existing bridge. This will eliminate existing design deficiencies at Albion Little River Road and Albion North Side Road where stopping sight distance standards are not met.

It is my understanding that Caltrans intends to conduct a Supplemental Value Analysis Study (VA) and a Life Cycle Cost Analysis (LCCA) the preferred alternative (new bridge on west side of existing bridge) during November and December of this year. The VA team will be multi-disciplinary and provide an independent assessment of the merits of the preferred option and options and modifications that may be made to improve the function, benefit, costs, or environmental impacts of the project.

Caltrans will discuss required re-vegetation that will occur in conjunction with this project. The public concern over the loss of eucalyptus trees will be addressed. Since these are non-native species growing in the Coastal Zone and are known to be explosive in a fire event, other options need to be considered.

Speakers at the August 21 Board meeting had hoped to have an expert speak in favor of bridge preservation at this meeting, but he was unable to attend due to a scheduling conflict.

Ms. Annemarie Weibel provided the following three attachments to this report:

- Ms. Weibel's personal statement requesting support to save the Albion River Bridge.
- A letter to Mr. Johansen notifying him that the bridge was placed in the National Register of Historic Places on July 31, 2017.
- Part of a narrative extracted from the application submitted by Mr. Johansen for listing the Albion River Bridge in the National Register of Historic Places.

Fifth District Supervisor Dan Hamburg will be supplied a copy of this staff report (with attachments) and will be invited to attend the October 2 meeting.

ACTION REQUIRED: None.

ALTERNATIVES: (1) The Board may choose to do nothing because MCOG has no direct role in the SHOPP program. (2) The Board may conclude that discussion with elected officials at the regional level, with Caltrans officials present, is sufficient to properly convey public concern regarding certain aspects of this proposed project. (3) The Board may direct staff to convey testimony presented at this meeting for inclusion in the environmental record for the Albion River Bridge project. (4) The Board may give staff other direction.

RECOMMENDATION: MCOG staff recommends that the Board hear the staff report, Caltrans' responses, and public concerns. In consideration of MCOG's role regarding the SHOPP program, it is recommended that the Board conclude that the public's interests have been served by discussion of the Albion River Bridge Replacement Project at the regional level.

Albion River Bridge

Good afternoon. My name is Annemarie Weibel. I have lived in Albion since 1983. I am here today to inform you (if you have not already heard) that the Albion Bridge as of this July was placed in the National Registry of Historic Places, as well as the CA Register of Historical Resources.

As you know that implies that it is worthy of preservation and provides a degree of protection. Caltrans is currently working on an Environmental Impact Report (EIR) to determine whether our beloved bridge will be rehabilitated or replaced. The California Coastal Commission will also weigh in and a public hearing will give locals a chance for more input.

I am here today to ask you for your support. After reading about the purpose of your group, your mission and vision statement I believe that you will be able to assist the Albion Community in our endeavor to save the Albion River Bridge.

The Bixby Bridge at Big Sur, a reinforced concrete open-spandrel arch bridge is also listed in the National Register and is one of the most photographed bridges in California due to its aesthetic design, graceful architecture and magnificent setting.

Driving on the Albion River Bridge suspended by two cliffs it is hard to see the beauty of this bridge. Therefore I brought along a few photos, a copy of a New York Times article, and some information about the history of the Albion River Bridge.

The Albion Bridge was built with recycled pressure treated Douglas fir and railway steel. The bridge was built 73 years

ago and based on a 2014 Caltrans report is still in excellent condition.

After the Minnesota Bridge collapsed in 2007 our local bridges were closely examined. Many need attention as the project list on Caltrans' web page indicates. Caltrans proposes to widen the shoulders and install new bridge rails at Pudding Creek Bridge, Jack Peters Creek Bridge, and Little River Bridge; replace Salmon Creek Bridge and rehabilitate or replace the Albion River Bridge. The Albion River Bridge is one of the few bridges in California that has not been seismically retrofitted. Caltrans no longer tests wooden bridges for seismic stability.

Many local people want to save this last wooden bridge on California's coastal highway. A structural engineering professor from UC Berkeley agrees. A local architect who filed the papers to have the Albion River Bridge listed with the National Registry of Historic Places credits Caltrans for the excellent maintenance.

The Albion community is hoping that you will be in touch with us if you can. Thank you.

Sincerely, Annemarie Weibel

P.O. Box 566
Albion, CA 95410
aweibel@mcn.org
707-937-5575

Albion, 8-21-2017

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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SACRAMENTO, CA 94296-0001
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov



August 7, 2017

John Roger Johansen
PO Box 490
33950 South Albion River Road
Albion, California 95410

RE: Albion River Bridge (Highway Bridges of California MPS) Listing in the
National Register of Historic Places

Dear Mr. Johansen:

I am pleased to notify you that on July 31, 2017, the above-named property was placed in the National Register of Historic Places (National Register). As a result of being placed in the National Register, this property has also been listed in the California Register of Historical Resources, pursuant to Section 4851(a)(2) of the Public Resources Code.

Placement on the National Register affords a property the honor of inclusion in the nation's official list of cultural resources worthy of preservation and provides a degree of protection from adverse effects resulting from federally funded or licensed projects. Registration provides a number of incentives for preservation of historic properties, including special building codes to facilitate the restoration of historic structures, and certain tax advantages.

There are no restrictions placed upon a private property owner with regard to normal use, maintenance, or sale of a property listed in the National Register. However, a project that may cause substantial adverse changes in the significance of a registered property may require compliance with local ordinances or the California Environmental Quality Act. In addition, registered properties damaged due to a natural disaster may be subject to the provisions of Section 5028 of the Public Resources Code regarding demolition or significant alterations, if imminent threat to life safety does not exist.

If you have any questions or require further information, please contact the Registration Unit at (916) 445-7004.

Sincerely,

A handwritten signature in black ink, appearing to read "Julianne Polanco".

Julianne Polanco
State Historic Preservation Officer

Enclosure: National Register Notification of Listing

August 4, 2017

The Director of the National Park Service is pleased to send you the following announcements and actions on properties for the National Register of Historic Places. For further information contact Edson Beall via voice (202) 354-2255, or E-mail: <Edson_Beall@nps.gov>

Please Note New Address (4/10/2017):

National Register of Historic Places
Mail Stop **7228**
1849 C St, NW
Washington, D.C. 20240

Please continue to use alternative carriers as all USPS mail to our location is irradiated

Previous Weekly Lists are available here: <http://www.nps.gov/history/nr/nrlist.htm>

Please visit our homepage: <http://www.nps.gov/nr/>

Check out what's Pending: <https://www.nps.gov/nr/pending/pending.htm>

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 7/28/2017 THROUGH 8/3/2017

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

CALIFORNIA, LOS ANGELES COUNTY,
Mayfair Hotel,
115 E. 3rd St.,
Pomona, SG100001382,
LISTED, 7/31/2017

CALIFORNIA, MENDOCINO COUNTY,
Albion River Bridge,
Mile markers 43.7-44.0 on CA 1,
Albion, MP100001383,
LISTED, 7/31/2017
(Highway Bridges of California MPS)

CALIFORNIA, PLACER COUNTY,
Crabbe, Earl, Gymnasium,
Agard St.,
Auburn, MP100001384,
LISTED, 7/31/2017
(Auburn, CA MPS)

CALIFORNIA, SACRAMENTO COUNTY,
Mohr and Yoerk Market,
1029 K St.,
Sacramento, SG100001385,
LISTED, 7/31/2017

A Story of the Albion River Bridge

The original bridge over the Albion River was a low timber draw bridge. It served as an important element of the "Old Coast Wagon Road" established by Mendocino County along this section of the northern California coastline. During the late nineteenth century, most traffic to and from coastal towns and sawmills was by steamship or from inland rail connections. The drawbridge location routed the minimal coastal traffic through the center of the sawmill operations of the Albion Lumber Company, the first mill to be built on the Northern California coast (1852). It was built by William A. Richardson, the first American to settle in California (1823).

As the amount of wagon and ultimately motorized traffic increased along the coast beyond the capacity of the small draw bridge, a new route was established. An elevated timber trestle bridge was designed and built by Mendocino County in 1922. It was located one half mile up river thus avoiding the disruption caused by the increased traffic in the center of the mill operations. This new location also soon became inadequate to accommodate the ever increasing commercial and industrial traffic along Highway One.

The meandering access roadways to the old bridge and its narrow roadbed required that the Highway Department consider complete replacement rather than major structural alterations. Since all lumber company operations had ceased by 1934, the former mill location was abandoned. A new route, directly across the valley, at the mouth of the river, was established and a new design was prepared in accord with Department of Highways' continuing commitment to the dictates of the "City Beautiful" movement of the early 20th century.

This movement, promoted by Charles Mulford Robinson emphasized that *"a bridge is so conspicuous and monumental a structure that we should not be satisfied merely with durability and strength, but should demand that these be added: fitness, grace, and beauty."* In accord with this movement, the Division of Highways eliminated truss designs for all but exceptionally long span bridges. This commitment to more beautiful designs included a program of new and replacement bridges along California's scenic coastal Highway 1. Timber and steel truss bridge design was set aside and replaced by steel reinforced, poured in place, concrete beams and arches. Concrete was much more readily available in California and the decreased maintenance cost was an attractive consideration, especially along the coast. A premiere example of this effort is the National Register listed Bixby Creek Bridge (1932) at Big Sur, in Monterey County.

In Mendocino County, 2 beautiful concrete arch bridges were built to replace the deteriorated timber trestle bridges at Jug Handle Creek (1938) and Russian Gulch (1940). These bridges are less than 10 miles north of Albion on Highway 1. When the war began, in 1941, the new bridge for Albion was still on the drawing board, and all new bridge work was restricted to "major" California roads. Highway 1 at Albion did not qualify.

However, after major lobbying efforts by coastal businesses, governments, and residents, the design work was finally authorized to continue on the project to replace the dangerous, deteriorating timber deck over timber truss bridge at Albion, and eliminating its 1 mile of dangerous, meandering access roadways.

Initially, 2 giant concrete arches were designed to span the 1,000 foot wide valley at the mouth of the river. However, the amount of concrete and steel required for this design was not considered appropriate by the newly established War Production Board (WPB) and could not be approved. **The bridge had to be redesigned.** The Division of Highways design engineers accommodated the severe restrictions imposed by the WPB, and the final revised design was approved in 1942 by C.H. Purcell, Director of the California Department of Public Works.

The amount of concrete was limited to foundations, abutments, and only 2 of the 13 bent piers. A steel truss was salvaged from an abandoned Swayne Lumber Company railroad bridge over the south fork of the Feather River near Oroville, 120 miles east of Albion. It was shipped to the Shrader Iron Works of San Francisco and refabricated into a 15 foot deep Pratt truss. This truss was installed onto 135' tall, poured-in-place concrete piers each side of the 130 foot wide river crossing section of the bridge. The remaining trusses are treated timber supported on treated timber trestle type bent piers of various heights on concrete foundations. Salvaged railroad rails were split and used to reinforce the new concrete elements of the bridge, in lieu of standard reinforcing steel.

Redwood, then restricted, was not available for the timber elements of the structure. Consequently, the revised design substituted a relatively new product: pressure treated Douglas Fir produced by the Wauna Lumber Company in Wauna, Oregon. They shipped 829,000 board feet of treated timber to Albion. This wood preservation process along with an excellent maintenance program are considered to be the major contributing factors in extending the life of this bridge beyond its estimated 20 years by more than 50 additional years - so far. According to Caltrans' most recent inspection report (2014) the bridge is still in excellent condition.

Construction began in 1943. The bridge was built by the Fred J. Maurer and Son Construction Company of Eureka, California, at a cost of \$ 370,000.00. T.H. Horn was the resident engineer. The Albion River Bridge was dedicated on June 11, 1944.

.... part of the narrative on the application submitted for listing the **Albion River Bridge** on the Department of the Interior's **National Register of Historic Places** by John Roger Johansen, Architect, Albion, California



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

Agenda # 6
Regular Calendar
MCOG Meeting
10/2/2017

TITLE: SR 162 Corridor Multi-Purpose Trail Project Update

DATE PREPARED: 09/18/17

MEETING DATE: 10/02/17

SUBMITTED BY: James Sookne, Project Manager

BACKGROUND:

In February 2014, the MCOG Board accepted the final Covelo/Round Valley Non-Motorized Needs Assessment and Engineered Feasibility Study. Through outreach events, various improvement areas were identified throughout the community and then prioritized. The highest priority areas were along the west side of Highway 162 between Howard Street and Hurt Lane and along an existing foot path between Highway 162 and Henderson Road. For funding purposes, the project was split into two phases. Phase 1 contains a north-south component, beginning at Howard Street and ending at Biggar Lane, and an east-west component that begins at Henderson Road and ends at SR 162.

In May 2014, MCOG staff successfully applied for environmental and design funds for Phase 1 under Cycle 1 of the Active Transportation Program (ATP). Cycle 1 ATP funds were awarded in October 2014 by the California Transportation Commission (CTC) and subsequently allocated in March 2015 with the intent of awarding a contract in May 2015. In June 2015, MCOG staff submitted two successful applications under Cycle 2 of the ATP. One was for right-of-way and construction funds for Phase 1 and the other was for complete funding of Phase 2. The Cycle 2 ATP funds were awarded in October 2015.

Following the allocation of the Cycle 1 funds, MCOG was informed by Caltrans that there was an issue regarding the "Local Agency Employee of Responsible Charge." This matter was not resolved until mid-December 2015, resulting in MCOG being granted a one-time authority as implementing agency for this project. During this time, all work was stalled on both phases of the project due to uncertainty that work would be eligible for reimbursement through the ATP. Once there was a resolution, MCOG staff developed and advertised a Request for Proposals (RFP) for the environmental, design, and right-of-way work for both phases of the project.

In May 2016, MCOG entered into a contract with GHD, Inc. to perform the work in the aforementioned RFP. Preliminary environmental work began in June of 2016; however due to a combination of weather and right-of-way delays, field work did not take place until Spring 2017.

To date, most of the environmental work has been completed and a draft CEQA document will be ready to disseminate for comment in the next few weeks. We are anticipating a Mitigated Negative Declaration (MND) which will describe the proposed project, present findings related to environmental conditions, and include any necessary mitigation measures. Once the draft document is out for comment, we will hold a public meeting in Covelo to update the community on the project and ensure that community members have a chance to review and comment on the document.

MCOG staff intends to bring the final CEQA document before the Board at the December 2017 meeting for adoption. Following the adoption of the document, design funds are expected to be allocated at the December 2017 CTC meeting.

ACTION REQUIRED: No action required.

ALTERNATIVES: None identified.

RECOMMENDATION: Staff is bringing this status report and notice of need for future action to the Board at this time for discussion. It has been years since this project has been discussed before the Board, as the lengthy programming and pre-construction activities have progressed. In the interim, new Directors have joined MCOG, of which some may not be aware of our role as implementing agency for this project. Since action on the environmental document in December is critical to maintaining the schedule of this project, MCOG staff is presenting this item before the Board for discussion at this time. No action is needed.

September 19, 2017

To: MCOG Board of Directors
From: Janet Orth, Deputy Director/CFO
Subject: Consent Calendar of October 2, 2017

The following agenda items are recommended for approval/action.

7. Approval of August 21, 2017 Minutes – *attached*

8. Adoption of Resolutions Approving the Allocation of California Proposition 1B Funds, Fiscal Years 2015/16 and 2016/17 Transit System Safety, Security, and Disaster Response Account, for Mendocino Transit Authority Eligible Projects – Total funds available to Mendocino County transit operators (MTA) amount to \$80,487 and \$64,389 for the final two years of this grant program administered by Cal OES. Most of the funds are allocated under a government code section requiring the funds to flow through the regional transportation planning agency; adoption of a resolution is required for each proposal. MCOG has approved MTA's requests for the previous eight years of funding. MTA intends to use the funds to procure 1) IT Managed Care and 2) Zonar Pre-Trip Devices and Fleet Management Software, as eligible projects.
– *Staff report, MTA letters of request, and two resolutions are attached.*

MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 7
Consent Calendar
MCOG Meeting
10/2/2017

MINUTES

Monday August 21, 2017

County Administration Center, Board of Supervisors Chambers

Additional Audioconference:

Caltrans District 1, 1656 Union St., Eureka

ADDITIONAL MEDIA:

Find YouTube link at <http://www.mendocinocog.org> under Meetings

Or search Mendocino County Video at www.youtube.com

The Mendocino Council of Governments (MCOG) meets as the Board of Directors of:

Mendocino Regional Transportation Planning Agency (RTPA) and
Mendocino County Service Authority for Freeway Emergencies (SAFE)

1. Call to Order / Roll Call. The meeting was called to order at 1:36 p.m. with Directors Rex Jackman (Caltrans/PAC), Steve Scalmanini, Susan Ranochak, Georgeanne Croskey, John McCowen (Alt. for Gjerde), and Larry Stranske; Vice Chair Stranske presiding. Directors Richey Wasserman, Michael Cimolino, and Dan Gjerde were all excused.

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

2. Convene as RTPA

3. Recess as RTPA – Reconvene as Policy Advisory Committee

4. Public Expression. Annemarie Weibel, Albion resident, provided information on the Albion River Bridge, which was placed on the National Registry of Historic Places and California Register of Historical Resources this July. Ms. Weibel explained that dedication implies the bridge is worthy of preservation and protection. Caltrans is in the process of conducting an Environmental Impact Study to review necessary repairs, or replacement of the bridge, to ensure it is seismically sound and other criteria. Ms. Weibel request MCOG Board's support to assist the Albion Community in their endeavor to save the last wooden bridge on California's coastal highway.

Another Albion resident, Beth Bosk, brought her concerns and requested MCOG's involvement. One of her concerns is for State Highway 1, rural Mendocino County coastal routes, to remain scenic two-lane highway. Another concern is the potential damage by Caltrans' plans to upgrade the Albion Bridge. On July 27, 2017, Caltrans invited local residents on a field trip and notified the group of their intent to conduct a geotechnical investigation on the Albion River Bridge area. As part of the investigation they plan to cut trees in the Eucalyptus grove located on the northwestern side of the bridge. In addition, she is concerned that Caltrans plans to replace the current 28-foot wide bridge with a 50-foot wide bridge. That would shade the beach area below that people at the nearby campground enjoy. Ms. Bosk requested that MCOG get involved and ask additional questions about how the requirements for conducting the investigation and Caltrans' plans to replace the Albion Bridge would impact Mendocino County's policies on the scenic value of the coast.

The Chair agreed to place the matter on the next MCOG meeting agenda for further discussion.

5 – 7. Regular Calendar

5. Report and Discussion of 2018 State Transportation Improvement Program (STIP) Fund Estimate and Regional Transportation Improvement Program (RTIP). Nephele Barrett, Program Manager, summarized State Transportation Improvement Program (STIP) funds. Every other year the California Transportation Commission (CTC) adopts a Fund Estimate (FE) for programs over the five-year STIP period. In the past, this fund has been viable but the recent passing of SB 1 has provided more stability to this funding source. The Mendocino County region's STIP programming target through FY 2022/23 is estimated at \$3,000,000 including Planning, Programming and Monitoring funds of \$298,000, leaving \$2,702,000 available for projects. An additional \$1,682,000 is available for an Advance Project Development Element. Previous deprogrammed projects may be considered a priority for reprogramming during the STIP cycle. A request to reassess the projects to determine relevance and current costs went to the local agencies. Once the local agencies submit the assessments, MCOG will develop the Regional Transportation Improvement Program (RTIP) based on which projects are the most appropriate uses of the STIP funds. If there are enough funds available after the priorities are covered, MCOG will accept additional applications for projects. No action from the MCOG Board is required at this time.

Discussion included the Ukiah City Council's involvement with projects around the schools. Executive Director Dow summarized his communications with the school district regarding traffic studies of the area impacted by the schools near the proposed Low Gap Road and North Bush roundabout. No action was taken.

6. Technical Advisory Committee (TAC) Recommendations of August 9, 2017

- a. Approval of First Amendment to Fiscal Year 2017/18 Transportation Planning Overall Work Program (OWP). Ms. Ellard's written staff report explained the proposed First Amendment. As recommended by the TAC, adjustments would be made to carryover amounts for several work elements; additional carryover funds would be programmed; two work elements added; and one project deleted. Recommended changes are as follows:
 - Added Project - W.E. 13, Orchard Avenue Extension Feasibility Study – Grant Match, a new project (\$19,556 from LTF carryover funds)
 - Added Project - W.E. 17, Pavement Management Program Triennial Update, a carryover project (\$34,110 in PPM carryover funds)
 - Deleted Project – W.E. 15, MTA – Bus Stop Review, Ph. 3 & 4 (\$37,000: \$25,000 in RPA funds added to “Reserve” and \$12,000 in LTF funds available for future reprogramming)
 - Added Carryover funds – Work Elements 5, 7, 10, 14, 20, and 22
 - “Reserve for Future Projects – To Be Determined” – increased from \$37,275 to \$62,275 (\$25,000 from W.E. 15)
 - Total FY 2017/18 OWP funding is revised from \$1,239,550 to \$1,433,716, an increase of \$194,166, from carryover funds.

Upon motion by Director McCowen, second by Director Croskey, and carried unanimously on roll call vote (6 Ayes – *Scalmanini, McCowen, Ranochak, Croskey, Jackman/PAC, and Stranske*; 0 Noes; 0 Abstaining; 2 Absent): IT IS ORDERED that MCOG approves the First Amendment to FY 2017/18 Overall Work Program; authorize Executive Director to sign appropriate certifications and revised OWP Agreement, as needed; and forward to Caltrans, as required.

- b. Allocation of Regional Surface Transportation Program (RSTP) Funds to Match Mendocino County Department of Transportation Funds and State Funds for the Construction Phase of Branscomb Road Pedestrian/Multi-Use Bridge Over Ten Mile Creek in Laytonville. Mr. Dow referred to his written staff report. He spoke on the recommendation to commit \$200,000 of unallocated Regional Surface Transportation Program (RSTP) funds accumulated over 20 years, to complete construction of this project, as unanimously approved by the Technical Advisory Committee (TAC). MCOG Board's discussion on this item included the anticipated cost of the project. Technical complications caused delays and increased costs prior to completion of the project. If MCOG does not move forward with funding of the Branscomb Road Pedestrian/Multi-Use Bridge over Ten Mile Creek, the project would be abandoned, \$385,000 would have to be returned to the State. The bridge is still a top priority for the community and would connect significant bicycle and pedestrian investments already made by MCOG and others.

Upon motion by Director Croskey, second by Director Ranochak, and carried unanimously on roll call vote (*6 Ayes – Scalmanini, McCowen, Ranochak, Croskey, Jackman/PAC, and Stranske; 0 Noes; 0 Abstaining; 2 Absent*): IT IS ORDERED that the staff and Technical Advisory Committee's recommendation is approved to commit up to \$200,000 in accumulated, unallocated Regional Surface Transportation Program funds, matching \$100,000 of budgeted County funds on a 2:1 basis, as needed to fully fund the construction phase of the Branscomb Road Pedestrian/Multi-Use Bridge Over Ten Mile Creek project in Laytonville.

- c. Allocation of Regional Surface Transportation Program (RSTP) Funds: Partnership Funding Program Funds to Supplement City of Ukiah and County of Mendocino Funding for North State Street Signal Improvements. Mr. Dow referred to his written report and reasons for the Partnership Funding Program request to approve funding for coordinating the North State/KUKI Signal and the North State/Ford/Empire signals in Ukiah. Mendocino County Department of Transportation (MCDOT) sought bids to install state-of-the-art controllers that will coordinate the signals. This project has been found to be appropriate use of funds from the RSTP funding source.

Board discussion included: This is critically needed and an appropriate use of funds. (McCowen) Has coordination between Partnership and other planned project traffic studies in the same area, such as the Lover's Lane study, been considered? (Scalmanini) Mr. Howard Dashiell, MCDOT Director, referred to MCOG's 2002 study for the more comprehensive North State Street project. One of the tools now available is a micro-simulation model to specifically test alternatives in Ukiah area projects. Director Jackman added that this project and whatever improvements that could be made in that area, based on the studies, would be of great benefit relative to highway interchange operations.

Upon motion by Director McCowen, second by Director Scalmanini, and carried unanimously on roll call vote (*6 Ayes – Scalmanini, McCowen, Ranochak, Croskey, Jackman/PAC, and Stranske; 0 Noes; 0 Abstaining; 2 Absent*): IT IS ORDERED that the staff and Technical Advisory Committee's recommendation is approved to commit \$33,985 from the Regional Surface Transportation Program (RSTP) Partnership Funding Program to supplement City of Ukiah and County of Mendocino funding for traffic signal system coordination and upgrades on North State Street.

7. Consideration of Joining Other California Transportation Agencies as a Signatory to the California Federal Transportation Infrastructure Investment Principles. Mr. Dow referred

to his written staff report. He explained how joining other California Transportation Agencies as a signatory could benefit Mendocino County. Collaborating as a group is more effective and can maximize California's share of Federal funding. He gave an example from last year that California was able to claim additional Federal funds that other states did not claim. California's funds trickle down to the counties.

Upon motion by Director Scalmanini, second by Director Stranske, and carried unanimously on roll call vote (*6 Ayes – Scalmanini, McCowen, Ranochak, Croskey, Jackman/PAC, and Stranske; 0 Noes; 0 Abstaining; 2 Absent*): IT IS ORDERED that MCOG agrees to join as a signatory agency to the document identified as "California Federal Transportation Infrastructure Investment Principles."

8 – 10. Consent Calendar: Upon motion by Director Ranochak, second by Director McCowen, and carried unanimously on roll call vote (*6 Ayes – Scalmanini, McCowen, Ranochak, Croskey, Jackman/PAC, and Stranske; 0 Noes; 0 Abstaining; 2 Absent*): IT IS ORDERED that the following consent items are approved:

8. Approval of June 5, 2017 Minutes – as written

9. Approval of July 25, 2017 Special Meeting Minutes – as written

10. Adoption of Resolution Allocating Local Transportation Funds to Mendocino Transit Authority for Acquisition of RouteMatch Software/Hardware System, Formalizing Action of July 25, 2017.

Resolution No. M2017-10

Allocating Supplemental Local Transportation Funds to Mendocino Transit Authority
(Reso. #M2017-10 is incorporated herein by reference)

11. Recess as Policy Advisory Committee – Reconvene as RTPA – Ratify Action of Policy Advisory Committee. Upon motion by Director McCowen, second by Director Ranochak, and carried unanimously on roll call vote (*5 Ayes – Scalmanini, McCowen, Ranochak, Croskey, and Stranske; 0 Noes; 0 Abstaining; 2 Absent*): IT IS ORDERED that the actions taken by the Policy Advisory Committee are ratified by the MCOG Board of Directors.

12. Reports - Information

- a. Mendocino Transit Authority. None.
- b. North Coast Railroad Authority. Director McCowen reported on NCRA. The Judicial Council of California purchased 4.1 acres of the Ukiah Depot property as a future courthouse site. In the purchase agreement, NCRA is to construct infrastructure improvements for roadways and utilities into the property by October 30. He reported delays in meeting the deadline were due to delays in obtaining approval for access from Army Corps and State agencies. A request for an extension until June 30, 2018 was submitted to the Judicial Council. Also, California Transportation Commission (CTC) called for NCRA to submit a business plan or a shut-down plan; they gave NCRA an October deadline. The State Legislature will decide if NCRA will restore the line to possibly extend to Willits or shut it down. Mr. Dow attended the June CTC meeting and went over some of the questions CTC asked NCRA.
- c. MCOG Staff – Summary of Meetings. Mr. Dow reported an increase in meetings that MCOG staffs have attended due to SB 1 passing into law
- d. MCOG Administration Staff.

1. *Local Agency Subrecipient Agreements Distributed August 1, 2017.* Ms. Orth gave an update on the progress of completing the Subrecipient Agreements that will close a compliance gap. Subrecipient Agreements outline requirements and obligations for funding sources allocated through MCOG. Ms. Orth referred to MCOG's template provided in the agenda packet that was approved by an independent legal counsel. Once the approval was received, exhibits and attachments were customized for specific local agencies. In attempts to get this in effect for the current fiscal year, to date: Fort Bragg's agreement is fully executed, Ukiah's is going to City Council in September, Mendocino County's is going through their legal counsel, Ms. Orth is waiting to hear back from Point Arena and Willits, and Mendocino Transit Authority's Subrecipient Agreement is still in draft form. Mr. Dow pointed out that this has been in the works for the last three years, but became a higher priority as State auditors continue to emphasize the requirement for ensuring accountability.
2. *Senate Bill 1 Implementation – Road Repair and Accountability Act of 2017.* Mr. Dow referred to his staff report that includes a summary of the new SB 1 programs and their relevance to MCOG. The report also includes existing Commission programs that SB 1 will affect as well. The most anticipated new SB 1 program is the Local Streets & Roads; money will be distributed directly to the Cities and Counties. The process has been adopted and money should be going out in November. The Trade Corridor Enhancement will assist the Richardson Grove project. Mendocino County will benefit indirectly by adjacent county projects such as the plans to widen Highway 29 in Lake County. The Local Partnership is a reward/incentive for the Self-Help cities (those with dedicated transportation sales taxes); he has been acting as an advocate for the small rural cities in development of this program. In Mendocino County that includes: Willits, Point Arena, and Fort Bragg. Mr. Dow referred to the attached SB 1 Implementation Schedule. He briefly explained the effects of SB 1 on existing programs: Active Transportation Program, State Highway Operation and Protection Program (SHOPP), Transportation Asset Management, and State Transportation Improvement Program (STIP). Regarding the Asset Management Program's effort to coordinate multiple entities within the same area prior to starting projects, Mr. Dashiell spoke of a benefit to Mendocino County being a smaller county making it easier to communicate between different departments/companies. A great benefit that SB 1 has already had for Mendocino County is that the STIP debt (advance shares) is retired sooner than anticipated, providing more funding for future projects.
3. *Miscellaneous.* None.
 - e. MCOG Planning Staff. Ms. Ellard explained that in addition to the Active Transportation Program, there will be another cycle of Caltrans funding that will provide \$25 million annually in transportation planning grants. The first call for projects will be out soon. Applications will be due in October. She has offered participants in the Technical Advisory Committee assistance in applying. Ms. Ellard is to attend a workshop on this program next week.
 - f. MCOG Directors. Director Scalmanini announced that four standard Level 2 Electric Vehicle chargers from the Tesla deal will be installed by the City of Ukiah, although not the fast chargers often used on highways.
 - g. California Association of Councils of Governments (CALCOG) Delegates. None.

13. Adjourn. The meeting was adjourned at 2:53 p.m.

Submitted: PHILLIP J. DOW, EXECUTIVE DIRECTOR

By Marta Ford, Administrative Assistant



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

TITLE: Allocation of California Proposition 1B Funds, FY 2015/16 and 2016/17 Transit System Safety, Security, and Disaster Response Account, for MTA's Eligible Projects

SUBMITTED BY: Janet Orth, Deputy Director/CFO

DATE: 9/18/2017

BACKGROUND:

Proposition 1B made available statewide up to \$1 billion in bond funds over ten years, starting in Fiscal Year 2007/08, to improve public transit safety and security. Two years remain in the program.

Total funds available annually to Mendocino County transit operators have amounted to \$80,487. Most of the funds (\$73,195) are allocated under Government Code section 8879.58(a)(2), requiring the funds to flow through the regional transportation planning agency (MCOG) in the same manner as for State Transit Assistance funds. We have received the official fund estimates from the State Controller confirming the regional apportionment for the final two years. Adoption of a resolution by MCOG is required for each fiscal year grant cycle.

Mendocino Transit Authority (MTA) is the only eligible applicant. MTA is requesting approval of its proposed projects for programming of the regional apportionment for Fiscal Years 2015/16 and 2016/17. The following projects appear to be eligible and are identified by resolution of the MTA Board of Directors on September 7, 2017 and by the attached letters to MCOG.

Funding Year	Proposed Project	Est. Cost	Est. Funding
FY 2015/16	IT Managed Care for protection of highly confidential passenger data; to provide offsite backup and restoration in the event of emergency; including upgrades, security and 15 months of support	\$80,487 or more	\$80,487 (\$73,195 to MCOG)
FY 2016/17	Zonar Electronic Pre-Trip Devices and Fleet Management Software, to replace the current obsolete and unsupported system, and to improve methods of reporting, safety inspection and compliance	\$64,389 or more	\$64,389 (\$58,556 to MCOG)

The Governor's Office of Emergency Services (Cal OES) administers the grant funds through its California Transit Security Grant Program. Both 2015/16 and 2016/17 grant cycles are open, and funds must be expended by March 31, 2018 and 2019 respectively.

I have reviewed the online grant guidance package. MCOG has approved eight previous grants of these funds for MTA.

ACTION REQUIRED:

Adopt two resolutions approving the allocation of these funds to MTA's grant projects, one for each fiscal year.

ALTERNATIVES:

None are identified. If MCOG does not approve this action, MTA, as the only eligible applicant in our region, will not receive this state assistance.

RECOMMENDATION:

Adopt two resolutions approving the allocation of California Proposition 1B Funds for Fiscal Years 2015/16 and 2016/17 Transit System Safety, Security, and Disaster Response Program, to MTA's eligible projects and authorizing the Executive Director, or MTA's General Manager or designee, to execute required documents.

Enclosures:

- 2 letters received from MTA dated August 31, 2017
- 2 draft resolutions, one for each fiscal year's grant program

Additional information is on file and available from MTA and Cal OES websites.



SERVING MENDOCINO COUNTY SINCE 1976

August 31, 2017

Mr. Phil Dow, Executive Director
Mendocino Council of Governments
367 N State Street, #206
Ukiah, CA 95482

RE: FY 15/16 Prop 1B Safety/Security Funds

Dear Phil,

Proposition 1B made available statewide \$900,000,000 in bond funds over ten (10) years starting in FY 07/08 to improve transit safety and security. Because MTA is the only transit agency in Mendocino County the entire \$80,487 is available only to us.

At the October, 2016 Board of Directors meeting, Resolution 2016-16, was approved authorizing the General Manager to apply for FY 2014-15 Safety and Security Grant Funding for RouteMatch Computer Aided Software for the demand response (Dial-A-Ride) program.

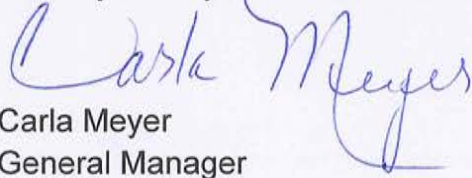
MTA has two more cycles of Safety/Security Funding available, FY 2015-16 for \$80,487 and the FY 16/17 for approximately \$64,389. While both projects have been available for application for the last six (6) months, prior to making recommendations to the Board of Directors for the best utilization of these funds, assessment of MTA's needs was necessary.

In April, 2017 MTA conducted a Request for Bid's from qualified Managed IT Firms. The only firm that was willing to provide managed care in the Mendocino County area is Coastal Business Systems located in Redding, Eureka and Chico CA. However, in checking with other known Managed IT Providers, they come highly recommended.

In June, 2017, Coastal Business Systems conducted an on-site assessment of the current MTA IT system. William Smith, our Operations IT Supervisor presented a brief PowerPoint of their findings and remediation at the June 28, 2017 meeting justifying the need to upgrade the current MTA IT system as soon as possible.

The projected cost to MTA to upgrade and secure the network and IT infrastructure, including 15 months of support will utilize the full \$80,437 from the Prop 1B Safety and Security Grant.

Thank you for your consideration.

A handwritten signature in blue ink that reads "Carla Meyer". The signature is fluid and cursive, with the first name "Carla" and the last name "Meyer" clearly legible.

Carla Meyer
General Manager

Cc: FY 15/16 Cal-OES Safety/Security File



SERVING MENDOCINO COUNTY SINCE 1976

August 31, 2017

Mr. Phil Dow, Executive Director
Mendocino Council of Governments
367 N State Street, #206
Ukiah, CA 95482

RE: FY 16/17 Prop 1B Safety/Security Funds

Dear Phil,

Proposition 1B made available statewide \$900,000,000 in bond funds over ten (10) years starting in FY 07/08 to improve transit safety and security.

The last funding cycle for Prop 1B Safety/Security funds is FY 16/17, which is available for application at this time. Because MTA is the only transit agency in Mendocino County the entire \$60,389 is available only to us.

Fleet Computing International, the current fleet software system in the MTA shop is now obsolete and no longer has any support. Among the significant improvements happening at MTA, on the maintenance side is the installation of fuel pumps that will interface vehicle mileage and fuel usage to fleet software, daily updating PM schedules and reducing the need for manual entry from handwritten logs from the vehicle fueler to a clerk. In addition, some fleet software packages now available can interface with the Zonar Electronic pre-trip devices, which will electronically upload defect reporting from drivers to the fleet software from the handheld unit or a computer terminal.

Pre and Post-Trips are a critical safety function for the transit industry and are required by the CDL laws for drivers. In 2005, I participated in a Washington State Transit Insurance Pool pilot project to determine the effectiveness of Zonar Electronic Pre/Post Trip Devices. It was an overwhelming success both on the Maintenance side and for bus operators.

RFID tags are placed at strategic locations in and outside the bus and each tag indicates the components within the zone that need to be checked for completion of the pre-trip report. The information is real-time data and wirelessly uploads to the Zonar database. It is a valuable management tool to ensure compliance with DOT mandated pre/post trips vehicle inspection regulations, eliminates potential

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www.4MTA.org

for missing hand-written documentation and removes paper storage and purging requirements.

The projected cost to MTA to upgrade the maintenance fleet software the purchase the Zonar Pre-Trip Electronic Devices will utilize the full \$60,389 from the Prop 1B Safety and Security Grant.

Thank you for your consideration.


Carla Meyer
General Manager

Cc: FY 16/17 Cal-OES Safety/Security File

MENDOCINO COUNCIL OF GOVERNMENTS

BOARD of DIRECTORS

RESOLUTION No. M2017-_____

APPROVING THE ALLOCATION OF PROPOSITION 1B FUNDS,
FISCAL YEAR 2015/16 TRANSIT SYSTEM SAFETY, SECURITY
AND DISASTER RESPONSE PROGRAM

WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County;
- In November 2006 California voters approved Proposition 1B, which provided bond funding for Transit System Safety, Security and Disaster Response through the Governor's Office of Emergency Services;
- In 2008, 2009, 2011, 2012, 2013, 2015 and 2016, MCOG approved the allocation of funds from the first eight years of the program to Mendocino Transit Authority for eligible projects;
- Fiscal Year 2015/16 allocations to regional transportation planning agencies are estimated at the same level as prior years, of which MCOG's estimated eligible allocation is \$73,195 under Government Code Section 8879.58(a)(2), subject to available bond funding; and
- Mendocino Transit Authority, as the regional transit operator, has an eligible project for application to the California Office of Emergency Services: Homeland Security, Prop 1B and Emergency Management Division; therefore, be it

RESOLVED, THAT:

MCOG approves the allocation of FY 2015/16 Proposition 1B funds to Mendocino Transit Authority's eligible project up to \$73,195 or the final amount issued by the State Controller for the Mendocino County region, for grant identification number 6861-0002.

MCOG authorizes its Executive Director, or Mendocino Transit Authority's General Manager or designee to execute any documents required by the Governor's Office of Emergency Services or by other State agencies for the purpose of receiving these funds.

ADOPTION OF THIS RESOLUTION was moved by Director _____, seconded by Director _____, and approved on this 2nd day of October, 2017, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

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

ATTEST: Phillip J. Dow, Executive Director

Dan Gjerde, Chair

MENDOCINO COUNCIL OF GOVERNMENTS

BOARD of DIRECTORS

RESOLUTION No. M2017-_____

APPROVING THE ALLOCATION OF PROPOSITION 1B FUNDS,
FISCAL YEAR 2016/17 TRANSIT SYSTEM SAFETY, SECURITY
AND DISASTER RESPONSE PROGRAM

WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County;
- In November 2006 California voters approved Proposition 1B, which provided bond funding for Transit System Safety, Security and Disaster Response through the Governor's Office of Emergency Services;
- In 2008, 2009, 2011, 2012, 2013, 2015 and 2016, MCOG approved the allocation of funds from the first eight years of the program to Mendocino Transit Authority for eligible projects;
- Allocations to the regional transportation planning agency for FY 2016/17, the final year of this program, are estimated at \$64,389, of which MCOG's estimated eligible allocation is \$58,556 under Government Code Section 8879.58(a)(2), subject to available bond funding; and
- Mendocino Transit Authority, as the regional transit operator, has an eligible project for application to the California Office of Emergency Services: Homeland Security, Prop 1B and Emergency Management Division; therefore, be it

RESOLVED, THAT:

MCOG approves the allocation of FY 2016/17 Proposition 1B funds to Mendocino Transit Authority's eligible project up to \$58,556 or the final amount issued by the State Controller for the Mendocino County region, for grant identification number 6961-0002.

MCOG authorizes its Executive Director, or Mendocino Transit Authority's General Manager or designee to execute any documents required by the Governor's Office of Emergency Services or by other State agencies for the purpose of receiving these funds.

ADOPTION OF THIS RESOLUTION was moved by Director _____, seconded by Director _____, and approved on this 2nd day of October, 2017, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

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

ATTEST: Phillip J. Dow, Executive Director

Dan Gjerde, Chair

MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 10c
Reports
MCOG Meeting
10/2/2017

Staff Report

TITLE: Summary of Meetings

DATE PREPARED: 09/21/17

MEETING DATE: 10/02/17

SUBMITTED BY: Phil Dow, Executive Director

BACKGROUND:

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

1. North Coast and Upstate Fuel Cell Readiness Plan
Teleconference & Webcast 08/22/17
(Orth & Sookne)
2. *Regional Intelligent Transportation Systems (ITS) Upstate Webinar*
Webinar 08/24/17
(Ellard)
3. California Freight Advisory Committee
San Bernardino 08/30/17
(Dow)
4. *Ukiah Urban Greening Grant (Ukiah Rail Trail Phase 3) Field Review*
Ukiah 08/30/17
(Ellard)
5. *Active Transportation Program (ATP) Non-Infrastructure Task Force/ Fort Bragg Sub - Committee*
Teleconference 08/31/17
(Barrett & Ellard)
6. Rural Communities Housing Development Corporation - AH/SC Grant Application
Ukiah 08/31/17
(Dow & Ellard)
7. SB 1 Planning Grants Workshop
Sacramento 09/01/17
(Ellard)
8. *Dow-DBC Coordination Meeting*
Ukiah 09/05/17
(Dow & Davey-Bates)
9. SB 1 Implementation – Local Partnership Program
Sacramento 09/08/17
(Dow)
10. Caltrans/RTPA Quarterly Meeting
Teleconference 09/12/17
(Dow, Davey-Bates & Ellard)
11. *Active Transportation Program (ATP) Non-Infrastructure Monthly Coordination/NCO/HSSA*
Ukiah 09/12/17
(Barrett & Ellard)

12. *Active Transportation Resource Center*
Teleconference
(Ellard) 09/12/17
13. *North Coast Railroad Authority*
Eureka
(Ellard) 09/13/17
14. International Council on Clean Transportation – ZEV Alliance Report
Webinar
(Orth) 09/13/17
15. Improving Clean Energy and Clean Transportation Access in Our Community
Consolidated Tribal Health Project Wellness Center
(Dow & Orth) 09/14/17
16. *Dow & DBC Coordination*
Ukiah
(All) 09/19/17
17. Technical Advisory Committee
Ukiah
(Dow, Ellard & Barrett) 09/20/17
18. A&E Contract Compliance Training
Eureka
(Sookne) 09/21/17
19. Transportation Asset Management program (TAMP)
Sacramento
(Dow) 09/21/17
20. *Safe Routes To School Planning Meeting*
Willits
(Ellard) 09/21/17
21. *Non-A&E Contract Procurement*
Sacramento
(Ellard & Orth) 09/22/17
22. *Rural Counties Task Force*
Sacramento
(Ellard & Orth) 09/22/17
23. CalSAFE Annual Meeting
Santa Cruz
(Sookne) 09/25 - 09/26
24. SB 1 Implementation -Trade Corridors
Sacramento
(Dow & Davey-Bates) 09/25/17
25. SB 1 Implementation – Local Partnership
Sacramento
(Dow) 09/26/17
26. CalCOG Directors Association
Sacramento
(Dow & Davey-Bates) 9/27/17

I will provide information to Board members 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 # 10d1
Reports
MCOG Meeting
10/2/2017

TITLE: SB 1 Implementation

DATE PREPARED: 09/12/17

MEETING DATE: 10/02/17

SUBMITTED BY: Phillip J. Dow, Executive Director

BACKGROUND:

I reported on the status of implementation of the four new programs created by Senate Bill 1 and the four existing programs modified and/or supplemented by Senate Bill 1 at the August meeting. This is an update to that report.

New SB 1 Programs

- Local Streets & Roads: Guidelines were adopted in August and Project Lists for new revenues are due in October. New revenues due to loan repayments and new revenues for FY 17/18 are approximately as follows:
 - Point Arena: \$3,050
 - Willits: \$33,000
 - Fort Bragg: \$52,000
 - Ukiah: \$110,000
 - County: \$1,447,000

Program scheduled for adoption October 18-19, 2017

- Solutions for Congested Corridors: Work on this program will continue this fall with adoption of guidelines in December. We are not expected to have viable projects within this funding category.
Program scheduled for adoption in May 2018
- Trade Corridor Enhancement: Guidelines for this program are under development with expected guidelines adoption in January 2018. This is a potential funding source for future projects on SR 20 and US 101. We are participating to ensure rural access to the program. Currently developed trade corridor projects that benefit Mendocino transportation lie only in Humboldt (Richardson Grove) and Lake (SR 20 widening) counties.
Program scheduled for adoption in May 2018
- Traffic Congestion Relief Program (TCRP): The Traffic Congestion Relief Program has been available for some time and was winding down as most projects in the program had been completed. SB 1 absorbed this program and is redirecting approximately \$90 million in savings to project amendments or similar TCRP projects. This program is not applicable to this agency.

Existing Programs under California Transportation Commission Oversight

- Active Transportation Program Augmentation: The existing program was augmented with \$100 million of SB 1 revenues. Successful applicants from Cycle 3 were allowed to advance the schedule of approved projects and many good quality Cycle 3 projects were funded. Applications were due August 1; no Mendocino projects were funded due to low scores. Fort Bragg's Cycle 3 project was previously advanced due to expiring matching

funds. The Statewide and Small Urban/Rural components are scheduled for adoption October 18-19, 2017. The MPO component is scheduled for adoption December 6-7, 2017.

- Local Partnership Program: This programs rewards agencies that have passed transportation sales taxes and incentivizes those agencies that have not. The recent meeting September 8 resulted in agreement regarding distribution of funds to Self-Help cities. Larger Self-Help agencies will be funded with 50% based on population and 50% based on revenue generation. Total amount available through the formula program is \$100 million per year. The CTC proposes that all cities receive a flat \$100,000 per year under this program. Willits, Point Arena, and Fort Bragg are eligible for these funds. The final workshop is scheduled for September 25 and guidelines are to be adopted October 18-19, 2017. The program is scheduled for adoption in June 2018.
- State Highway Operation and Protection Program (SHOPP): SB 1 adds approximately \$1.9 billion annually to the SHOPP and Caltrans maintenance. The draft interim guidelines for this augmentation to the SHOPP are due May 17, 2018. Adoption of the SHOPP guidelines and Asset Management Plan Guidelines are scheduled June 28-29, 2018. I am participating in development of the California Transportation Asset Management Plan. Local agencies will also be expected to develop asset management plans.
- State Transportation Improvement Program (STIP): SB 1 funding is being used to stabilize the inherently unstable STIP program. All of the usual STIP program deadlines are unchanged. Regional transportation planning agencies are to adopt the Regional Transportation Improvement Program by December 15, 2017 with the CTC to adopt the STIP March 2018. No new funding would have been available to MCOG in the 2018 STIP without SB 1 augmentation.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is an information item only.



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

Agenda # 10d2
Reports
MCOG Meeting
10/2/2017

TITLE: California Mobility Investment Opportunities

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SUBMITTED BY: Phillip J. Dow, Executive Director

BACKGROUND:

Last fall, the California Transportation Commission (CTC) asked that regional transportation planning agencies cooperate with CTC staff to produce an Unfunded Needs Report. The report was clearly intended for the State Legislature to draw attention to the wide-ranging transportation funding needs across the state. We were asked to work cooperatively with our transportation planning partners to produce a report that identified examples of high profile projects that could be funded if resources were available.

The CTC didn't want contributions from all 48 regional agencies. They wanted input based on cooperative efforts that represented broad geographic areas. It was a natural thing for the North State Super Region to coordinate for the 16 regional transportation agencies in the far north of California. It just happens that I was the Chair of this organization at the time and it fell upon me to organize and write the report on behalf of the North State Super Region. This was done after several weeks of effort and submitted to the CTC in late February. From there, CTC staff worked with the contributors to develop a comprehensive report covering all geographic areas of the state. Before the CTC editing and formatting was complete, however, the Legislature enacted Senate Bill 1 and the incentive to complete the Unfunded Needs Report diminished.

Shortly thereafter, the commission realized there was a tremendous amount of good information in the unused study that should be utilized. They decided to re-purpose the informational report not so much to influence the Legislature, but to demonstrate to the public that an array of needs will be addressed by SB 1 through "Fix It First" provisions; still there are many unaddressed needs that will continue into the future. I believe that this document will be summarized in the CTC's annual report to the legislature. The report has been re-titled *California Mobility Investment Opportunities*.

The chapter of the report for the North State component is attached. The full report is available on the California Transportation commission website at:
http://www.catc.ca.gov/reports/2017_Reports/Cal_Mobility_Investment_Opportunities_Final.pdf

I will be available to answer questions that you may have regarding this report.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is an information item only.

**CALIFORNIA MOBILITY
INVESTMENT OPPORTUNITIES**



Report Contributors

This report was prepared for the Commission in partnership with the organizations listed below. Without their contributions this report would not have been possible.

Alpine County Local Transportation Commission
Amador County Transportation Commission
Association of Monterey Bay Area Governments
Calaveras Council of Governments
California Association of Councils of Government
California Department of Transportation
California State Association of Counties
California Transit Association
County of San Benito Council of Governments
Del Norte Local Transportation Commission
Fresno Council of Governments
Humboldt County Association of Governments
Imperial County Transportation Commission
Inyo County Local Transportation Commission
Kern Council of Governments
Kings County Association of Governments
Lake County/City Area Planning Council
League of California Cities
Los Angeles County Metropolitan Transportation Authority
Madera County Transportation Commission
Mendocino Council of Governments
Merced County Association of Governments
Metropolitan Transportation Commission
Modoc County Transportation Commission
Mono County Local Transportation Commission
Nevada County Transportation Commission
North State Super-Region
Orange County Transportation Authority
Riverside County Transportation Commission
Sacramento Area Council of Governments
San Bernardino County Transportation Authority
San Diego Association of Governments
San Joaquin Council of Governments
San Luis Obispo Council of Governments
Santa Barbara County Association of Governments
Santa Cruz County Regional Transportation Commission
Shasta Regional Transportation Agency
Southern California Association of Governments
Stanislaus Council of Governments
Tehama County Transportation Commission
Transportation Agency for Monterey County
Tulare County Association of Governments
Tuolumne County Transportation Council
Ventura County Transportation Commission

CALIFORNIA MOBILITY

INVESTMENT OPPORTUNITIES

JULY 2017

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Executive Summary

Over the past decade, the California Transportation Commission (Commission) has urged the Legislature and Administration to address the need for reliable and sustainable funding to preserve and expand the state's transportation system.

Proposals arose from both the Legislature and the Administration in previous legislative sessions to provide for the transportation funding shortfall through a comprehensive framework of both revenue and reforms to address California's transportation needs. In April of 2017, the Legislature passed Senate Bill (SB) 1 (Beall), also known as the Road Repair and Accountability Act of 2017, which provides significant resources and accountability measures toward addressing the state's challenge.

This report includes important aspects related to the former transportation funding crisis and recent solution. First, this report describes the existence and condition of public transportation infrastructure and how critical it is to the state's economic health and every individual's quality of life. Due to a variety of factors, the condition of California's transportation infrastructure has deteriorated to a point that requires the type of immediate, significant attention that SB 1 provides in order to avoid increased future costs and decreased safety and mobility.

Second, chapters 4-11 of this report identify specific consequences of the existing funding shortfall in every corner of the state. The diminishing condition of the local road system, as well as the transit infrastructure and the state highways, is impacting the lives of Californians in every region. Each region has identified specific projects that could become reality with the availability of new resources, and has described some of the benefits these investments might achieve.

The Road Repair and Accountability Act of 2017 is the largest transportation infrastructure investment in California history. The Act places California in an opportune position to address the transportation funding crisis. The benefits of addressing the problem today are significant, and this report describes specific examples of those benefits. Without SB 1, Californians would continue to face detrimental impacts to the quality of life they have come to expect from the public sector, namely:

- Deceleration of the state's economy;
- Reduction of social equity and accessibility;
- Deterioration of our shared environment.

Chapter 1 – Introduction

Over the past decade, the Commission has urged the Legislature and Administration to address the need for reliable and sustainable funding to preserve and expand the state's transportation system. Recognizing the growing pressure on California's transportation system, the Commission launched an effort in 2010 to develop a statewide multi-modal transportation needs assessment report. That report detailed a comprehensive list of needs for California's transportation system in cooperation with various transportation agencies and stakeholder groups to make the case to decision makers about the importance of transportation and the backlog of needs.

In October 2011, the Commission released the final report titled "The 2011 Statewide Transportation Needs Assessment" (2011 Needs Assessment). Through collaboration with metropolitan planning organizations, urban and rural regional transportation planning agencies, the California Department of Transportation (Caltrans), transit agencies, rail, ports and airports, the 2011 Needs Assessment identified a staggering amount of transportation need for the state.

Since the release of the 2011 Needs Assessment, the state has struggled to develop a comprehensive solution to address the identified shortfall, and therefore the condition of the state's transportation system has only grown worse. With this in mind, the Commission requested a report on unfunded transportation investment needs to be prepared in collaboration with the state's transportation agencies and stakeholders.

In April 2017, the Legislature passed Senate Bill (SB) 1 (Beall), also known as the Road Repair and Accountability Act of 2017 (summarized on page 3). SB 1 raises transportation revenue for state, regional, and local agencies to address deferred needs on the transportation system. The bill also makes a multitude of reforms regarding funding structures, processes, and oversight.

As a result, Commission staff and stakeholders worked together to provide information through the development of this 2017 Mobility Investment Opportunities Report.

Specifically, this report accomplishes two goals. First, the report generally describes both the state's transportation system, its needs, and why the system is so important to California's economy and the quality of life for each individual. Second, the report includes a discussion from each of the state's super-regions in which staff from those regional transportation entities have described a) the condition of the transportation system today, b) the real life consequences of the funding shortfall, and c) their region's unfunded investment needs. These super-regional summaries are intended to generally describe a summary of key unfunded needs of each region and the corresponding benefits constituents might expect from additional resources applied to those needs. This report does not identify each and every project that will be pursued by the state or through revenues generated by SB 1. Therefore the projects identified must be considered for illustrative purposes only.

Why Is Infrastructure Important And What Does It Do?

Throughout the recent efforts to address California's transportation funding challenges, there has been much discussion about various options for crafting a solution. There appears to be less discussion concerning why the needs of our transportation system must be addressed, and how the failure to find a solution would affect every Californian moving forward.

Generally speaking, public infrastructure is developed and exists to directly benefit the community it serves. In California, that service must be aimed at supporting the state's aspirations, expectations, and needs. Citizens enter into a contract with their government – the people allow the government to exist and provide it with necessary resources, while the government provides to the people the desired services they expect. The resources provided by the people, primarily through taxes and fees, fund a multitude of public services, from public safety and education, to public libraries, parks, and open spaces. These resources also pay for the infrastructure necessary to deliver those public services. One of the largest public infrastructure investments in California is the transportation system – our roads, highways, transit, rail, and ports.

Californians expect, first and foremost, that the public sector will maintain, and when possible, improve quality of life. A focus on quality of life means pursuing the following broad aspirations:

- Growth of the state economy.
- Promotion of social equity and accessibility.
- Protection of the environment.

It follows that infrastructure policy decision-making at all levels should be aimed at supporting these shared aspirations. Although external pressures may emerge that challenge Californians' quality of life, the state must remain committed to ensuring that decisions made now and in the future maximize the prospects for maintaining and enhancing the high quality of life enjoyed by most Californians today.

Transportation infrastructure is a critical engine of the state's and the nation's economy and is integral to every person's quality of life. Investments in the national transportation network over the last 60 years have been instrumental in developing one of the world's largest economies and most mobile societies. In addition, the state's transportation system is fundamental to providing opportunity for all Californians. Finally, as a significant contributor to the emission of greenhouse gases and other pollutants, strategic investment in the transportation sector is increasingly critical to the state's fight against global warming and resulting climate change.

Transportation is the thread that knits California together by providing the mobility that is such an important part of overall quality of life. Highways, transit, and local road systems provide critical access to jobs, recreation, education, health care, and the many other activities that sustain and enrich the lives of all Californians.

Unfortunately, investments to preserve the state's transportation systems simply have not kept pace with the demands on them, and this underfunding has led to the decay of one of California's greatest assets.

Prior to SB 1, California's transportation system was in jeopardy. The state's aging infrastructure includes, but is not limited to, roads, highways, bridges, transit vehicles and facilities, passenger and freight rail, airports, harbors, and international ports of entry. Streets and highways carry huge amounts of traffic and absorb continual wear from heavy

trucks and other vehicles. Deteriorating roads also serve as a barrier to safe active transportation for bicyclists and pedestrians.

Other transportation infrastructure is called upon to satisfy increasing demands for public transit and to move people and goods by air and sea, along rail lines, and across borders at United States ports of entry. At the same time, the costs to preserve the infrastructure that serves these needs are soaring because these facilities are aging and government had failed to properly fund the regular maintenance of much of this infrastructure. Ongoing budget shortfalls forced agencies to defer maintenance, leading to roads and bridges that are in disrepair, requiring costly rehabilitation, a situation that could have been avoided with adequate funding, in prior years.

The ultimate and unfortunate outcome of inadequate funding is that as the transportation system grows increasingly unreliable, the state becomes less attractive to businesses, residents, and tourists, which exacerbates our revenue problems at a time when we can least afford it.

However, the passage of SB 1 mitigates this potentially devastating outcome, and the Commission applauds the Legislature and Governor for their hard work in securing a solution to the state's transportation funding crisis.

What Might Tomorrow's Transportation Landscape Look Like?

For over a century and a half, California has been a land of boundless opportunity; a place that looks to the future and pushes the rest of the country toward a brighter tomorrow. A thoughtfully conceived future transportation network, with an underlying backbone consisting of a well-maintained existing system and technological solutions to aid in tackling the state's growing transportation challenges, will enable California to continue to grow, lead, and flourish.

With the passage of SB 1, California is now positioned to address the most immediate needs of the existing system and prevent its further descent into disrepair; expand the system to accommodate the state's growing population and economic pressures; and institute reforms that enable technology and innovations to develop. SB 1 will make it possible for California to address these and other unrelenting challenges.

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

A brief summary of SB 1 can be found below:

Funding Increases To Local Agencies

The revenues estimated to be available to local agencies over the next ten years:

- \$15 billion to local street and road maintenance.
- \$7.5 billion for transit operations and capital.
- \$2 billion for the local partnership program.
- \$1 billion for the Active Transportation Program.
- \$250 million for local planning grants.

Funding Increases To The State

The revenues estimated to be available to the state over the next ten years:

- \$19 billion for state highway, bridge, and culvert maintenance and rehabilitation.
- \$3 billion for high-priority freight corridors.
- \$2.5 billion for congested corridor relief.
- \$800 million for parks, off-highway vehicles, boating, and agricultural programs.
- \$1.1 billion for the interregional share of the STIP.
- \$250 million for freeway service patrols.
- \$70 million for transportation research at the University of California and California State University.

Transportation Reforms

In addition to various funding increases and programs, SB 1 also implements a number of reforms to improve transportation processes, coordination, and oversight. The following are examples:

- Creation of the Independent Office of Audits and Investigations headed by a Governor appointed Inspector General.
- Assigns to the Commission additional oversight of Caltrans.
- Establishes an Advance Mitigation Program.
- Establishes the Solutions for Congested Corridors Program.
- Updates the Highway Design Manual to incorporate “complete streets” design concepts.

Chapter 2 – State of the Existing Transportation System

California's transportation system is large, complex, and integrally tied to the physical shape and vitality of the state's communities. Californians rely enormously on the state's roads, rails, ports, and transit systems in order to work and live, while businesses depend on a reliable transportation network to effectively offer their products and services at a reasonable cost.

As a result, huge demands are placed on California's transportation systems. For example:

- As of 2015, there are over 34 million vehicles registered in California, more than any state in the nation.
- As of 2014, California experiences 335 billion vehicle miles traveled every year, more than any state in the nation.
- As of 2015, California transit operators served 1.80 billion annual transit trips.
- The Inrix Global Congestion Ranking ranks Los Angeles at the top of their list for the most gridlocked cities. In 2016 drivers spent 104 hours in congestion annually at a total individual cost of \$2,408 per year.
- As of 2015, Ports of Los Angeles, Long Beach, and Oakland ranked as some of the busiest containership ports in the nation, handling 47 percent of the containerized seaborne cargo that arrives in the nation.
- Annually, \$2.8 trillion in goods are shipped to and from sites in California, mostly by truck.
- As of 2015, the aggregate number of personal vehicles crossing all California land ports of entry from Mexico was 30 million northbound.
- As of 2015, Los Angeles, Sacramento, and San Diego are in the top 10 Amtrak stations in the nation for the number of passengers handled annually.

Preserving the functionality of these systems is vital to the continued mobility and prosperity of the state.

Every aspect of the state's transportation system is important and has become increasingly stressed from chronic underfunding. These components – the state highway system, local streets and roads, the state's transit systems, bicycle and pedestrian facilities, and freight mobility and ports – were selected for inclusion in this report because SB 1 focuses on addressing these needs in particular. Other system

components, such as airports, are also critical and may be addressed in a future comprehensive update to the 2011 Needs Assessment.

STATE HIGHWAY SYSTEM

Highways have been, and will continue to be, vital for the state's economy and the movement of its people and goods. Despite increases in other modes of transportation, nearly 80 percent of commuters in California travel to work in single occupancy vehicles. Many alternatives to auto travel rely on these road systems as well, from buses to active transportation options such as bicycling.

The state highway system is expansive and complex with a distance of over 15,000 centerline miles comprising over 50,000 lane miles of pavement. This system includes over 13,000 bridges, as well as over 205,000 culverts and drainage facilities, 87 roadside rest areas, and over 29,000 acres of roadside landscaping. California's highway system has a value of more than \$1.2 trillion.

Most of the system was originally constructed in the period from post-World War II through the 1970s. Despite California's efforts to maintain and efficiently operate its existing highway system, the condition of highway pavement is currently among the worst in the nation.

Condition of the State Highway System

In many places, the transportation system is in need of upgrades to better reflect new concepts in the design and technology of transportation infrastructure and in other areas, capacity expansion is needed to accommodate the doubling of the state's population since 1968. Throughout the system, there is a vital need for infrastructure maintenance, repair and reconstruction. Like previous generations, the current residents and businesses of California must invest in the transportation system to help sustain California's remarkable success. It is necessary to not only invest in the expansion of the transportation system to accommodate increasing population, expanding economy, and changing technology, but to also invest in the preservation of existing transportation system assets, such as bridges and pavement.

Caltrans carries out management, preservation, and safety improvements for the state highway system through the four-year State Highway Operation and Protection Program (SHOPP). In order to anticipate and schedule future needs over a ten-year period, Caltrans develops a Ten-Year SHOPP Plan that identifies goal-based needs over a ten-year period, updated every two years. Caltrans' 2015 Ten-Year SHOPP Plan identified approximately \$8 billion in goal-based needs for each year of the ten year plan. Prior to the passage of SB 1, Caltrans expected resources of \$2.3 billion per year, creating a funding shortfall of approximately \$5.7 billion per year. With the passage of SB 1, Caltrans will now have more resources to address this funding shortfall.

The funding shortfall for the preservation and rehabilitation of the state highway system has occurred annually for years, and as a result, the unfunded annual need tends to increase over time as the system continues to deteriorate and the cost of preservation and rehabilitation escalates. Figure 1 demonstrates this growing trend over the last decade. The recent action taken by the Legislature and the Governor to provide additional resources for transportation will serve to reduce the annual unfunded need and therefore positively impact this trend.

As the state highway system continues to age, the demand of vehicle and truck traffic accelerates the deterioration of these assets. The increased demands and deferred rehabilitation and restoration results in lower operational performance,

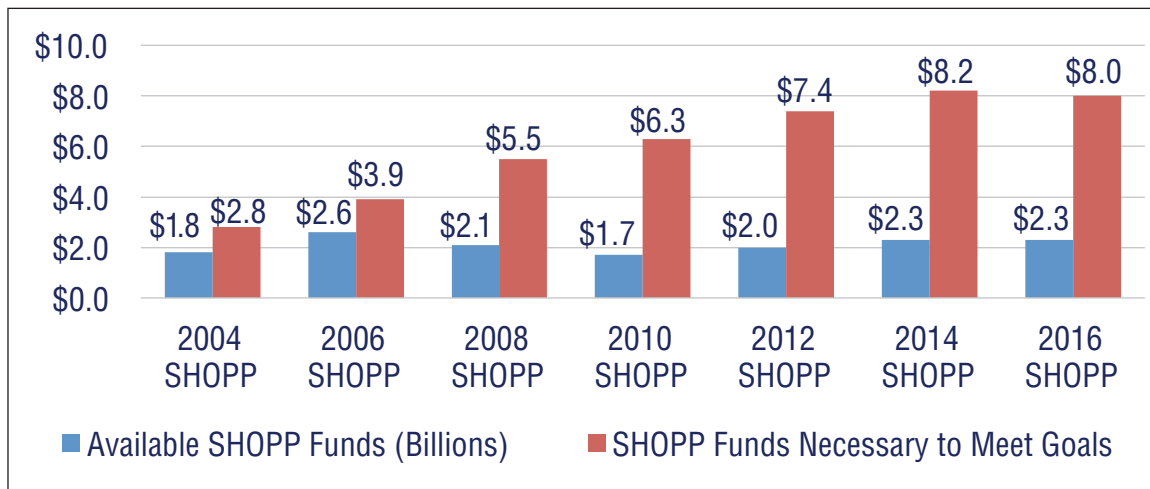
higher user operating costs, and ultimately requires a higher overall investment when needed repairs to the system are undertaken. By passing SB 1 this year, the state is providing resources to stop this downward spiral and avoid the higher future costs by investing in the infrastructure today.

In addition to maintaining what currently exists, there are significant capacity needs throughout the state. The state's primary funding mechanism for new capacity is the five-year State Transportation Improvement Program (STIP). The STIP is a key planning document for funding future state highway, intercity rail, transit, and pedestrian improvements throughout California. Its primary funding source is the price-based excise tax paid by drivers at the gas pump which, until the passage of SB 1, has been highly volatile.

This volatility forced the Commission in 2016 to adopt a STIP that cut \$754 million and delayed another \$755 million in highway, rail, transit, bicycle and pedestrian project spending. This was the largest funding reduction in the program since the STIP transportation funding structure was adopted 20 years ago.

The passage of SB 1 addressed the volatility in this revenue structure by pegging the annual adjustment to the growth in the consumer price index instead of on the price of gas. With this change, the state and regional agencies will be able to better forecast expected transportation revenues and more reliably plan for the necessary delivery of transportation improvements.

FIGURE 1 – Annual SHOPP Needs Grow As Necessary Funding Lags



LOCALLY ADMINISTERED STREETS & ROADS AND ACTIVE TRANSPORTATION FACILITIES

Similar to the state highway system, but at a different scale, California has a vast network of local roads and streets. California's 58 counties and 482 cities own and maintain a network of over 143,000 centerline miles of local streets and roads and more than 12,000 local bridges. Local roads account for 81 percent of the state's total publicly maintained centerline miles, and are conservatively valued at \$168 billion.

Local transportation systems often serve shorter, regional trips that are accomplished on local roads, streets, and bike and pedestrian facilities. These trips may stay local or feed into the larger transportation system and account for many of the daily trips on the transportation system. Each year, about 146.4 billion vehicle miles – approximately 45 percent of the state's total vehicle miles – are traveled on this local street network.

Many trips are also completed by active forms of transportation such as walking or biking. Jurisdictions throughout California have seen an increase in demand for active forms of transportation infrastructure.

Local rural roads serve an important function in connecting the state's natural resources, agricultural, and recreational destinations. Virtually all of the nation's natural wealth and basic food production – the abundance found in its farms, forests, mines, and other resources – is located outside of the major metropolitan areas and is therefore dependent on local road systems.

Condition of Existing Local Streets and Roads/Active Transportation Facilities

Every two years since 2008, the League of California Cities and the California State Association of Counties have contracted for the development of a Local Streets and Roads Needs Assessment. Based on the results of the most recent report, the current (as of April 2016)

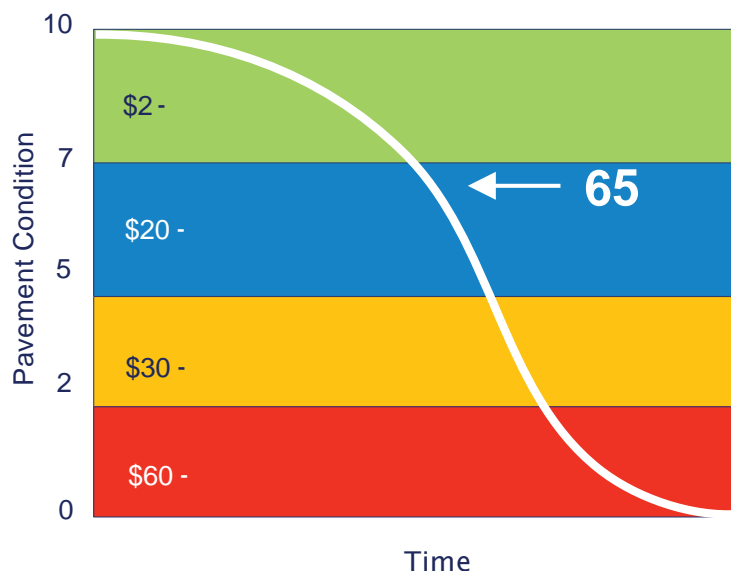
pavement condition index (PCI) of local streets and roads statewide is 65, a three point drop from 2008, when it was estimated to be 68. A PCI of 70 or better is considered a "good" pavement condition. Table 1 indicates that major streets or roads continue to be in better condition than local roads. In fact, rural local roads have the lowest PCI of all categories.

TABLE 1 – Statewide Average 2016 PCI by Road Type

Type	Average 2016 PCI	
	Major	Local
Urban Streets	68	66
Rural Roads	65	55

An average pavement condition of 65 is not good news. While it seems just a few points shy of the "good" category, it has significant implications for the future. Figure 2 illustrates the rapid pavement deterioration at this point in the pavement life cycle; if repairs are delayed by just a few years, the costs of the proper treatment increase exponentially, as much as ten times. The financial advantages of maintaining pavement in good condition are many, including saving the taxpayers' dollars, improving quality of life with less disruption to the traveling public, as well as environmental benefits.

FIGURE 2 – Generalized Pavement Life Cycle Curve



Many factors contribute to rapid deterioration in the pavement condition (PC) of the local streets and roads system, including:

- More traffic and heavier vehicles.
- More transit vehicles and more frequent bus trips, including heavier buses.
- Heavier and more garbage collection trucks (recycling and green waste trucks are new weekly additions to the traditional weekly garbage truck).
- More street sweeping to comply with federal requirements.
- More freight and delivery trucks when the economy is thriving.

Considering these factors, the Local Streets and Roads Needs Assessment warns that a PCI of 65 should be viewed with caution. Fortunately, SB 1 addresses this critical need by

providing additional funding in the amount of \$15 billion over the next ten years for local street and road maintenance needs.

An important consideration in effectively maintaining local streets and roads is the significant demand for safe bicycle and pedestrian facilities. While a full statewide needs analysis for this type of infrastructure is not available, a fair representation of the demand for bike and pedestrian infrastructure is the oversubscription of the Commission's Active Transportation Program (ATP). Through three cycles, the Commission received over 1,800 applications requesting \$3 billion but were only able to fund 588 projects with the roughly \$990 million available for the program. Table 2 describes the continued demand for funding through the ATP. SB 1 contributes an additional \$1 billion over the next ten years to the ATP for these important local projects.

TABLE 2 – Active Transportation Program Through FY 2015-16

	Cycle 1	Cycle 2	Cycle 3
Number of Applications Submitted	771	617	456
Total ATP Funds Requested	\$1,018,235,000	\$1,060,308,000	\$976,768,000
Number of Projects Programmed	265	207	116
Total Funds Programmed	\$367,890,000	\$359,043,000	\$263,522,000

TRANSIT AND INTERCITY PASSENGER RAIL SYSTEMS

Public Transit Systems

According to the California Transit Association, there are 166 transit agencies operating in California, providing more than 1.44 billion unlinked passenger trips per year. Though urban bus transit is the bulk of services provided, these agencies also provide a myriad of other critical transportation services including:

- ferry boat operations.
- local, regional, and interregional commuter rail services.
- light rail services.
- paratransit services for persons with special mobility needs.
- transit services in non-urbanized and rural areas, and the often-isolated tribal communities.

Condition of Existing Transit Assets

Every two years, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) jointly issue a report to the United States Congress on the condition and performance of the nation's surface transportation capital assets. The report (known as the "C&P report") provides a comprehensive assessment of the physical condition and reinvestment needs for all public transportation capital assets nationwide.

For transit assets, this assessment is developed based on output from FTA's Transit Economic Requirements Model (TERM), a federal-level needs assessment decision support tool. FTA's TERM uses a detailed asset inventory derived from the National Transit Database along with a set of empirically derived asset decay curves and a detailed listing of the nation's transit assets to estimate the current physical condition of the nation's bus and rail transit asset capital assets. Table 3 illustrates TERM's "condition" ratings.

TABLE 3 - TERM Condition Ratings	
Condition	Description
Excellent	New or like new asset; no visible defects
Good	Asset showing minimal signs of wear; some moderately defective or deteriorated component(s)
Adequate	Asset has reached its mid-life; some moderately defective of deteriorated component(s)
Marginal	Asset reaching or just past its useful life; increasing number of deteriorated component(s)
Poor	Asset past its useful life; in need of replacement; may have critical damage to component(s)

A report, commissioned by the California Transit Association in 2016, disaggregated the findings of the 2015 C&P report (“2015 Status of the Nation’s Highways, Bridges, and Transit:

Conditions and Performance”) to profile the condition of California’s transit assets. A summary of the report findings are presented in Figures 3 and 4.

FIGURE 3 – Distribution of Transit Assets by Value

(Total Value = \$91.2B in 2015)

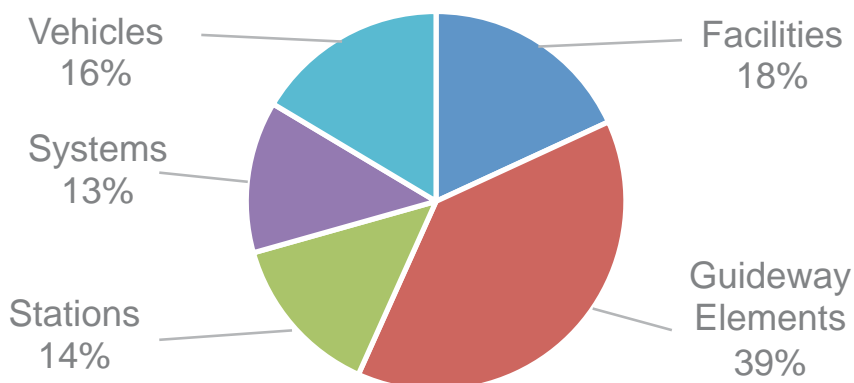
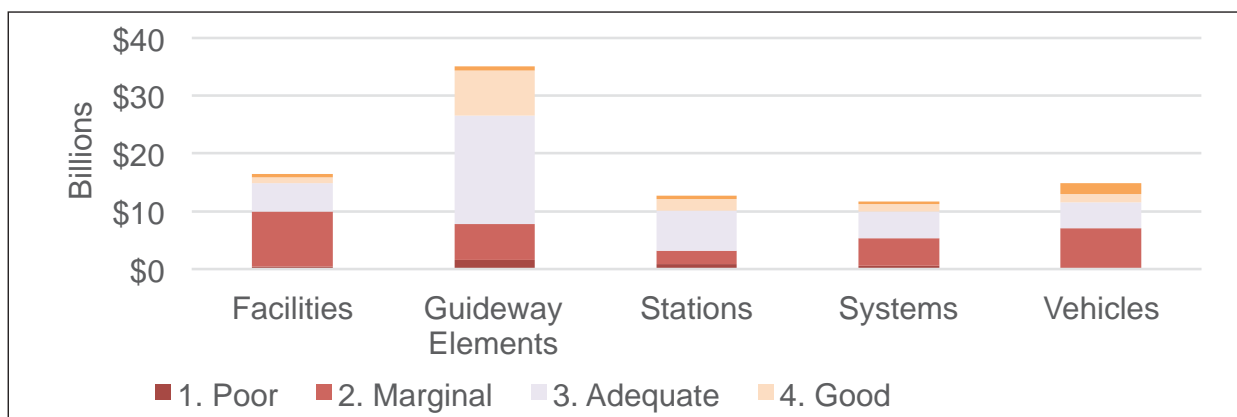


FIGURE 4 – Condition Distribution of Transit Assets (2015)



Chapter 6 – North State

Butte, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tehama, and Trinity Counties

INTRODUCTION

Background

The North State Super-Region is an alliance of 16 Northern California regional transportation planning agencies working together to identify common transportation, growth, and land use issues and formulate unified strategies that can be advocated to implementing agencies and the public. The super-region includes 26% of the state's land area, 37% of California's state and federally owned roads, and has a population of over one million residents.

Condition of Existing Infrastructure

The condition of existing infrastructure in most of the region is poor. Decades of under-investment in roads and bridges has resulted in a substantial backlog of needs on the local highway system. Furthermore, this backlog has increased as available revenues have continued to decline. The passage of SB 1 will now provide a means to address this backlog.

Essential infrastructure components associated with the local roadway system are also generally in a state of disrepair due to extended deferred maintenance. These are items such as storm drains, sidewalks, curbs and gutters, traffic signals and signs, bicycle facilities and street lights

Public transit throughout the super-region is generally limited to the larger cities and surrounding areas. Those routes that extend into the more rural areas tend to be "lifeline" services which link remote areas to essential services found in the larger communities.

Local airports connect the super-region to urban California as well as other states. Although passenger service is very limited, the small airports provide vital service to remote areas and are especially important in times of emergency such as flooding and wildfires. Counties and cities that own and operate these facilities struggle to maintain them, contributing to a growing maintenance backlog.

Level of Congestion

Though important major projects have been completed, there are a number of unfunded projects that remain. This constrains not only the local area, but interregional goods movement and interstate travel. In general, capacity-increasing projects to mitigate congestion remain essential in some areas of the North State Super-Region because low population density limits transit options that would otherwise be considered in urban areas in California. Urban congestion, in various degrees, occurs in the major cities and towns throughout the region. Congestion-related improvements are needed on local streets and roads in and around the largest cities of Redding, Chico, and Eureka as well as several smaller communities where the State highway is "main street."

CONSEQUENCES OF THE PRIOR FUNDING SHORTFALL

The prolonged consequences of deferred pavement maintenance is well documented. The most recent analysis, the 2016 California Statewide Local Streets and Roads Needs Assessment, indicates that nearly all of the North State Super-Region counties suffer overall pavement conditions in the "poor" and "at risk" categories. Only Plumas County falls into the "good" category.

Pavement should be consistently maintained in the "excellent" or "good" condition categories. This is much less costly than improving pavement condition from "poor" to "excellent," which can be twenty or more times the cost to maintain pavement in the "excellent" category. As more streets deteriorate, the cost to improve them increase dramatically. This has created a downward spiral in which many more streets and roads have reached a critical state of disrepair and each project costs much more. Some county agencies have chosen to let certain roads deteriorate to gravel, and without the needed influx of SB 1 funding, this choice may be the only option in the future.

Pavement degradation leads to increased costs for the traveling public. The frequency of vehicle and tire repair needs increases as potholes multiply. A lack of public investment in communities discourages private investment. Those communities with poor infrastructure, including essential components (sidewalks, curbs, drainage, sign, signals, lighting, etc.) are not likely to attract private investment to create jobs, increase the tax base and otherwise stimulate the local economy. Delaying, suspending and/or deleting new capacity, goods movement, and safety projects will have an additional negative effect on the local and regional economy.

As available locally-raised revenues (sales tax is the primary source) decline, local agencies must also make choices about transit service. Typical choices include increases in passenger fares, reduction of service hours, reduction of trip lengths, eliminating entire routes, and, in some cases where service is already marginal, elimination of all service.

WHERE ADDITIONAL FUNDING FROM SB 1 COULD BE SPENT

Local Streets and Roads

As in most other parts of California, addressing the decline in pavement condition is a top concern in the North State Super Region. Among the 16 agencies the pavement condition index ranges from 35 to 72, with an average of only 58 on a scale of 100. It is very likely that the additional funding provided by SB 1 and distributed to the cities and counties will be prioritized to addressing the backlog of pavement needs that is approximately \$6.5 billion over ten years.

State Highway System

With over one quarter of the state's land area, the state highway system binds the Super Region together, as well as with the rest of California and neighboring Oregon and Nevada. By far, most of these highways are two-lane facilities and many of these traverse rugged terrain. Many also function as a "main street" when they go through towns and cities. The 50% of funding from the Road Maintenance and Rehabilitation Account that will be directed to the SHOPP will improve safety and operations on the interregional highway network that is vital to the region.

Within the North State Super-Region, there remain congestion concerns that cannot be addressed by conversion to other transportation modes. Many locations become congested where through traffic on the state highway mixes with local traffic on "Main Street." This occurs in locations such as Eureka (US 101), Weaverville (SR 299), and Nevada City/Grass Valley (SR 49) and can be significant during peak periods.

Operational improvements such as curve corrections, shoulder widening, and realignments can result in significant safety, mobility, and goods movement benefits. Such is the case on US 199 in Del Norte County, a highway that is constrained by the Smith River Canyon. Operational improvements to US 199 have long been sought by the Del Norte Local Transportation Commission. This route is the most direct link to the I-5 corridor (at Grants Pass, Oregon) and functions as the preferable freight corridor for the county. US 199 also serves as an important evacuation route and economic link should the historic landslide at Last Chance Grade on US 101 worsen, isolating Crescent City (and other points north of the slide area) from the rest of California.

The highway system remains incomplete in other areas of this extensive region. Often this is a result of a gradual increase in volume on an interregional corridor that is constrained by topography. As the volumes increased through the years, the mix of trucks and automobiles has led to capacity and safety issues. However, since the highway system is remote and lies in a rural area and costs are high, addressing the issue is problematic. Although operational improvements can sometimes address these problems, more often sub-standard highways need to be widened.

Stabilization of funding sources through the Price Based Excise Tax Reset will ensure a certain level of stability in the STIP. Increased Regional Improvement Program (RIP) shares may provide the opportunity for several agencies to program smaller but high priority local projects. The programming of major state highway projects needed in the North State are identified on the "Statewide High Priority Interregional Highway Needs" list identified in Appendix A.

Principal Arterial Corridor through Lake County

In 1989 the Lake County/City Area Planning Council and Caltrans agreed that widening of SR 20 along the north shore of Clear Lake was infeasible due to topographical and development constraints. The principal arterial route through Lake County was adjusted to a southerly route utilizing a 32-mile segment of SR 29 from Upper Lake to Lower Lake. Although longer, this southerly route around Clear Lake avoids the constraints of the north shore and takes advantage of an existing freeway segment near Lakeport.

The final environmental document for the entire project was completed in November 2016, and the project was planned for construction in three segments. The first segment is funded at \$68 million and is scheduled to begin in 2019. It will have been 30 years since the decision was made to focus capacity improvements along SR 29 on the priority segment. Segments 2 and 3 of this project are as of yet unfunded. Future construction funding to complete the remaining two segments could \$175 million. Local shares available even in a “good” STIP cycle will provide only a small percentage of the funding needed.

The Lake 29 Expressway Project remains an illustration of the difficulty of developing large state highway improvement projects in rural areas. This was previously demonstrated over the decades by efforts to improve SR 299 in the Buckhorn Summit area of Shasta and Trinity counties and the Willits Bypass on US 101. Caltrans recognized the need to construct them and there was demonstrated local commitment, but costs were high in comparison to the availability of local STIP shares, and of course, the overwhelming needs of California’s urban areas. These two projects were completed in 2016, but the Lake 29 Expressway Project fits the same profile and segments 2 and 3 remain unfunded.

Freight, Trade Corridors, and Goods Movement

The North State has traditionally relied upon extractive industries for a large sector of its economy and freight movement has long been important to the North State Super-Region. Even though timber harvesting and wood processing has sharply declined over the decades, agricultural production remains important and approximately 10% of the economy is now based on manufacturing. The rail route through the Sacramento Valley and the Sacramento

River Canyon to Oregon is a vital component of the national network. The North State Super-Region’s only seaport at Humboldt Bay occupies an advantageous location to capture a share of the Trans-Pacific shipping market, but lacks a rail connection to the national system.

The current Union Pacific Railroad (UPRR) is an important freight partner, but its overcrossing in Anderson does not meet vertical and horizontal clearance standards needed for safe operations and expansion of the UPRR I-5 Corridor Line. The lack of a new overcrossing is also delaying other transportation improvements within the project vicinity. A proposed project has innovatively brought together non-traditional partners in both support and funding for the project to ensure its success and maintain the continued integrity of the I-5 corridor. The project will also increase the interstate highway from four to six lanes, eliminating an 8.9 mile bottleneck that becomes routinely congested by heavy trucks during heavy snowfall events, often shutting down the Interstate and access to Oregon and Washington. The project will significantly improve the efficiency and reliability of both truck and rail access on I-5 and the UPRR line. These are primary highway freight corridors that support agriculture and manufacturing throughout California and the Pacific Northwest. The increased funding from SB 1 provides an opportunity to improve goods movement along I-5 in the Redding area as well as on important two-lane freight routes such as SR 299/44/36 and SR 20.

Active Transportation

In recent years there has been increased emphasis in improving and expanding pedestrian and bicycle facilities throughout the state. There are needs for many such facilities throughout the North State Super-Region. In rural areas, local communities often prioritize projects along school routes and those which close long-existing pedestrian gaps. It is difficult for rural communities to compete for funding in the statewide ATP. This is because the program has historically had insufficient funds and projects in rural communities generally have a higher cost to benefit ratio than in urban areas. Though the needs are pervasive, the ability to respond to these needs also remain dependent on local and regional agency staffing size and capability. For smaller agencies with few resources to devote to competitive programs,

more funding available to the ATP through SB 1 may be of marginal benefit to the North State Super Region. Other funding, such as that through Local Transportation Planning Grants, may help prepare smaller rural agencies to be in a more competitive position.

Local Bridges and Culverts

Highway bridges represent an important part of the local agency infrastructure in the region. The high cost of rehabilitation and replacement of county and city bridges has been somewhat relieved due to the federal Highway Bridge Program (HBP). This program, coupled with the ability to use toll credits for the federal match, has softened the blow of high cost bridge projects on local agency budgets. However, few agencies have staffing to handle the management and construction of several bridge projects at once. In addition, since rural bridge projects are constructed in environmentally-sensitive areas, the time frame for work can be restricted. New roadway alignments further complicate replacement of obsolete bridges. With thousands of bridges and culverts on state highways and local roads, additional funding provided by SB 1 is welcomed for these components that are essential in keeping roadways operational in a region where much of the state's rainfall typically occurs.

In Mendocino County, the unfunded Garcia River Bridge project is for a new permanent bridge where none had existed before to provide an everyday local connection for tribal members residing on both sides of the river and serve as an emergency bypass when periodic flooding closes a nearby section of SR 1. The bridge would be located on Mendocino County's South Coast between the communities of Point Arena and Manchester. The project would provide improved local circulation for residents of the Manchester Rancheria as well as residents in nearby Manchester and Point Arena. The project is consistent with the District 1 Climate Change Vulnerability Assessment and Pilot Studies report.

Local Transit

State Transit Assistance (STA) funding available to entities in the North State Super Region has been unreliable in recent years. The infusion of funding from SB 1 will stabilize

this funding source and permit transit agencies to replace aging transit vehicles as well as supplement local funding for continued operations. Since most operational funding is provided by local sales taxes provided through the Transportation Development Act, the prolonged recovery from "The Great Recession" has had a major effect on small rural transit operations.

North State Express Connect

The North State Super-Region has cooperated to develop a public transit system option to link Redding with Sacramento International Airport and downtown Sacramento. The North State Express Connect will benefit the counties of Shasta, Modoc, Siskiyou, Lassen, Butte, Trinity, Tehama, Glenn, Lake, Colusa, and Sacramento by meaningfully connecting them to California's intercity public transportation system. The northern third of California is essentially cut off from the rest of the state in regards to public transportation connections.

The service would enhance bus transit as a mode choice for rural North State citizens to access Sacramento International Airport, downtown Sacramento, and the Amtrak Sacramento Valley Station for connections to the Capital Corridor, Coast Starlight, San Joaquin and eventual California High Speed Rail lines. The program would improve air quality by reducing the overall number of automobile trips and provide an environmentally friendly intercity transportation option to commuters and recreational travelers. This important project remains unfunded due to the aforementioned shortfall in available transit funding

A short list of important projects can be found in Appendix D.

Prepared By

- ~ Del Norte Local Transportation Commission
- ~ Humboldt County Association of Governments
- ~ Lake County/City Area Planning Council
- ~ Mendocino Council of Governments
- ~ Modoc County Transportation Commission
- ~ Nevada County Transportation Commission
- ~ Shasta Regional Transportation Agency
- ~ Tehama County Transportation Commission

APPENDIX D – NORTH STATE SUPER-REGION PROJECTS

North State Super-Region - High Priority Projects		
County	Route	Project
Lake	SR 29	Lake 29 Expressway Project: Complete five more miles of expressway in two remaining segments to address critical congestion and safety concerns.
Shasta	I-5	Replace the substandard UPRR/I-5 railroad grade separation that does not meet minimum vertical and horizontal safety clearances. Increase I-5 from 4 to 6 lanes, eliminating a bottleneck frequently congested by large trucks. The project will significantly improve the efficiency and reliability of both truck and rail access on I-5 and the Union Pacific Rail line.
Mendocino	Windy Hollow Road	Construct a new bridge over the Garcia River, a location in which there has never been a permanent bridge.
Various	North State Express Connect	Develop a brand new intercity transit express route that will form the backbone of an integrated rural transit network between Redding and Sacramento with feeder routes linking the counties of Shasta, Modoc, Siskiyou, Humboldt, Lassen, Butte, Trinity, Tehama, Glenn, Lake and Colusa. This transformative project will create new avenues of economic opportunity and mobility for the residents of the North State, who do not currently have access to timely and convenient public transportation to Sacramento. Riders will have access to Sacramento International Airport, Sacramento Regional Transit (Sac RT light rail) and the Sacramento Amtrak Station for connections to the Capital Corridor, Coast Starlight, San Joaquin and eventual California High Speed Rail lines.

Prepared By:

The following organizations contributed to and are responsible for the contents of the North State Super-Region chapter and appendix:

- ~ Del Norte Local Transportation Commission
- ~ Humboldt County Association of Governments
- ~ Lake County/City Area Planning Council
- ~ Mendocino Council of Governments
- ~ Modoc County Transportation Commission
- ~ Nevada County Transportation Commission
- ~ Shasta Regional Transportation Agency
- ~ Tehama County Transportation Commission