



MENDOCINO
COUNCIL OF GOVERNMENTS

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

PHILLIP J. DOW, EXECUTIVE DIRECTOR

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

April 30, 2018

To: MCOG Board of Directors
From: Janet Orth, Deputy Director/CFO
Subject: Information Packet of May 7, 2018 Meeting - No Action Required

* * * * *

The following items are attached.

1. Garcia River Climate Adaptation Feasibility Study – Letter to Caltrans District 1 reporting on the Council's meeting of April 2 and transmitting board and staff comments on the draft study.
2. Urban Greening Grant Program – Executive Director Dow's letter of support for City of Willits' proposal "New Avenues to Wellness: Urban Greening in Willits, California," featuring the rail-trail project.
3. MCOG Technical Advisory Committee (TAC) – Meeting minutes of February 21, 2018.



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April 9, 2018

Information # 1
MCOG Meeting
5/7/2018

Rex A. Jackman
Planning Branch Chief
Caltrans District 1
P.O. Box 3700
Eureka, CA 95502-3700

RE: Garcia River Climate Adaptation Feasibility Study

Dear Mr. Jackman:

Thank you for appearing before our Board at the April 2, 2018 Mendocino Council of Governments meeting to present the Caltrans *Garcia River Climate Adaptation Feasibility Study*. Although technology issues precluded in-depth discussion of some the issues you intended to discuss, I believe the Board was well-briefed on the on-going issues with the flooding impacts on this segment of Highway 1.

Our Board discussion also provided for public comment on the range of alternatives. Point Arena Mayor Scott Ignacio was in attendance and commented on negative impacts that would incur in Point Arena with Alternative 2 and Alternative 3. He confirmed support for continued study of Alternative 1 and Alternative 4 as indicated in City Manager Shoemaker's February 16, 2018 comment letter to Caltrans.

Manchester – Point Arena Band of Pomo Indians Tribal Chair Jaime Cobarrubia was also in attendance and spoke to the need for a new permanent bridge over the Garcia River on Windy Hollow Road. He noted that in daily travel, the lack of a bridge at this site adds several miles to a trip that requires northbound travel on Highway 1 and that direct access to other tribal members as well as goods and services to the north is severed by the Garcia River. Chair Cobarrubia summarized previous work that had been done under a Caltrans Environmental Justice grant in the vicinity where a new Garcia River bridge would be built if Alternative 4 were selected.

In consideration of the above, the Council concurred with staff comments that were provided on March 19, 2018 that Alternative 2 and Alternative 3 be dropped from further consideration and that Alternative 1 and 4 be retained for further study. At this stage of analysis Alternative 4 appears to offer the most benefit to the Manchester – Point Arena Band of Pomo Indians, may attract federal funding due to its impact these Tribal lands, can be improved in stages, and may prove to be less costly than Alternative 1.

Sincerely,

Phillip J. Dow, P.E.
Executive Director

Copies: Dan Gjerde, MCOG Chair
Scott Ignacio, Point Arena Mayor
Jaime Cobarrubia, Chairman, Manchester – Point Arena Band of Pomo Indians



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April 4, 2018

California Natural Resources Agency
Attn: Urban Greening Coordinator
1416 Ninth Street, Suite 1311
Sacramento, CA 95814

Information # 2
MCOG Meeting
5/7/2018

Re: “New Avenues to Wellness: Urban Greening in Willits, California”

To the Urban Greening Coordinator:

I am writing on behalf of the Mendocino Council of Governments, the regional transportation planning agency for Mendocino County, to support the City of Willits’ *New Avenues to Wellness: Urban Greening in Willits, California* project. This project will reduce greenhouse gases by greening public spaces and constructing a public facility that will expand modal choice, resulting in a reduction of vehicle miles traveled.

Completion of the Rail with Trail project has been identified as a priority in numerous Plans including the 2009 *City of Willits Bicycle and Pedestrian Specific Plan*, 2012 *Mendocino County Regional Bikeway Plan*, and the 2017 *Mendocino County Active Transportation Plan*. The Willits Rail Trail is the number one priority for Willits in the Active Transportation Plan. It was previously identified as a priority project in MCOG’s *Rails with Trails Corridor Plan* (Alta, 2012). This project will reduce vehicle miles traveled and associated GHG emissions, and it will increase the utility of bicycle and pedestrian transportation by linking northern neighborhoods and downtown to commercial areas along the route and to southern neighborhoods and the Frank R. Howard Memorial Hospital.

A particular feature of the circulation system in Willits is that there is only one contiguous north-south public facility in the city: Main Street. Currently Main Street is a State highway, US 101. A new freeway bypass of the community was opened for traffic in November 2016. Prior to the opening of the bypass, traffic volumes on Main Street sometimes reached 22,000 vehicles per day, with considerable heavy truck traffic. Since the bypass opened, most of the truck traffic utilizes the bypass except for truck traffic bound for or returning from Fort Bragg on State Route 20. However, considerable local traffic remains due to the circulation constraint. Therefore perhaps 14,000 – 15,000 vehicles per day will still travel Main Street. Caltrans will soon relinquish Main Street north of the State Route 20 junction and widen to provide adequate sidewalks and bicycle facilities consistent with Complete Streets policy, but this singular north-south street will continue to be constrained by width and heavy traffic demand.

The proposed Rail with Trail project will provide a second north-south route in Willits, but this route will be dedicated to bicycle and pedestrian traffic. There will be cross streets to traverse, particularly in the northern segment, but these cross streets are low speed, lower volume facilities. As stated above, bicycle and pedestrian facilities will be provided along Main Street prior to relinquishment, but conflicts with motor vehicles will still be a concern due to much heavier traffic volumes.

June 11, 2015

Mendocino Council of Governments is very supportive of this application for funding under the Urban Greening program. Not only is this project consistent with several planning projects we previously completed, it achieves the goals of the Urban Greening program and will offer the community of Willits a second active transportation option, one that is removed from the busy downtown corridor and is certainly more appropriate for use of by children.

Thank you for the opportunity to support this needed project. Please contact me with any questions you may have.

I will look forward to your positive consideration of this worthwhile priority project.

Sincerely,

A handwritten signature in cursive script that reads "Phillip J. Dow". The signature is written in black ink and is positioned above the typed name and title.

Phillip J. Dow, P.E.

Executive Director

California Traffic Engineer #TR 1199

MINUTES

MENDOCINO COUNCIL OF GOVERNMENTS
TECHNICAL ADVISORY COMMITTEE

February 21, 2018
MCOG Conference Room

Members Present

Jason Weise, (for Alicia Meier), County DOT
Chantell O’Neal (for Tom Varga), City of
Fort Bragg
Rick Seanor, City of Ukiah
Dusty Duley, City of Willits
Jacob King, MTA
Tasha Ahlstrand, Caltrans
Paul Anderson (for Richard Shoemaker), City of
Point Arena (*via teleconference*)

Staff Present

Phil Dow, MCOG Administration
Nephele Barrett, MCOG Planning
Loretta Ellard, MCOG Planning

Others Present

Bryan Thomas, Caltrans

Members Absent

Mitch Stogner, NCRA (*Non-Voting*)
Barbara Moed, AQMD
Jesse Davis, County DPBS

1. **Call to Order/Introductions** – Phil called the meeting to order at 10:02 a.m. Self-introductions were made.
2. **Public Expression** – None.
3. **Input from Native American Tribal Governments’ Representatives** – This is a standing agenda item to allow input from tribal representatives. There were no tribal representatives present.

10:05 a.m. Dusty Duley arrived

4. **Approval of 1/17/18 Minutes** – An incorrect date on the header was noted. **Motion by Rick Seanor, seconded by Tasha Ahlstrand, and carried on roll call vote (5 ayes – Seanor, Duley, King, Ahlstrand, Anderson; 2 abstentions – Weise, O’Neal), to approve the minutes of 1/17/18, with the date on the header corrected to 1/17/18.**
5. **2018 TAC Meeting Schedule & Consideration of Changing Standing Meeting Date**
Loretta reported she conducted a “doodle poll” of TAC members regarding potential TAC monthly meeting dates. Of the options provided, the only two unanimous choices of the five members who responded were: (1) third Wednesday at 10:00 a.m. (*the current regular meeting date*), and (2) fourth Wednesday at 10:00 a.m.

A brief discussion ensued regarding these two options, and no one expressed a desire to change the standing date. Phil advised that the third Wednesday works better for the MCOG Board meeting packet schedule. There was a *consensus* to retain the current schedule.

As reported last month, staff noted four 2018 meeting dates that conflict with CTC meetings, and proposed changing those meetings to the fourth Wednesday: March 28, May 23, August 22, and October 24. No objections were noted. It was mentioned that Richard Shoemaker, who requested consideration of a date change, was absent from today's meeting.

6. “Willits Before and After Study” (Willits Bypass) – Bryan Thomas, Caltrans District One, reviewed the summary of findings from this study. Highlights include:

- collision reduction projected at 75% (on bypass, compared to Old Route 101 through Willits)
- reduction in VMT estimated at 725 miles per day
- reduction in travel time of approximately 5-6 minutes, with 10-25 minutes during peak Summer Hour and as much as 80 minutes during Special Event Periods
- reduction in delay of approximately 750 vehicles hours per day
- reduction in through traffic volumes on Old Highway 101 by approximately 35% during AADT, and 50% during Peak Summer Days
- reduction in vehicle idling, travel time, etc., resulting in reduced fuel consumption and greenhouse gas emissions (bypass route is .09 miles shorter than Old Route 101)

Brief discussion ensued. Bryan reported there has been a reduction of revenue in the City of Willits, especially for gas stations. Dusty commented that the signage was not right at first, but he is happy with it now, and he's working to get more signs. Phil said he would like to get a report on air quality in downtown and asked if there would be follow-up studies. Bryan advised that future studies are planned.

Phil thanked Bryan for the presentation, and advised the report has been provided to the MCOG Board.

7. FY 2017/18 Overall Work Program – Second Quarter Report – Loretta briefly reviewed the various work elements, and no problems were noted. Under Work Element 3 - Community Transportation Planning & Coordination - she said MCOG staff will soon be scheduling community meetings to revisit communities that have previously developed community plans to conduct outreach, review priorities, and investigate funding options for priority projects.

Phil commented on plans to update MCOG's website to add separate pages for each community that's developed a community plan, to include progress, information, next steps, etc. He reminded all that MCOG staff is available to assist with ATP grant applications.

8. FY 2018/19 Draft Overall Work Program - Loretta reviewed her staff report and said updated figures estimate a gap between expected revenues and funding needs of approximately \$34,725. She reviewed a chart listing several funding options for TAC consideration, and advised that MCOG staff's recommendation is Option 1, which would fund all requests except MTA's Transit Designs Guidelines Manual, for which staff could help MTA seek grant funding.

A discussion ensued regarding funding options. Jacob King, MTA, argued in favor of funding MTA’s project, noting the importance of standard transit design guidelines which affect every community in the County.

The possibility of pursuing grant funding for MCOG Administration’s requested ZEV/Alternative Fuels Readiness Plan Update was discussed, and Phil thought it would be a competitive project for Rural Planning Assistance (RPA) grant funds. He supported asking the MCOG Board for an increase in LTF funds (up to \$150,000) to fully fund all projects (*since LTF revenues are expected to significantly increase*), and said MCOG staff could also pursue grant funding for the ZEV project. Other potential carryover funds were discussed, with Loretta advising that there is \$5,000 in LTF in the current OWP that will not be needed for the RTP EIR, and a small amount of PPM that was not used for the Pavement Management Program update that may also be reprogrammed.

Requested (and carryover) projects include:

Agency	Project	Total
MCOG	W.E. 1 – Regional Government & Intergov. Coordination	\$108,200
MCOG	W.E. 2 – Planning Management & General Coord.	\$ 90,475
MCOG	W.E. 3 – Community Transportation Planning	\$ 10,250
MCOG	W.E. 4 – Sustainable Transportation Planning	\$ 10,000
MCOG	W.E. 7 – Planning, Programming & Monitoring	\$ 64,025
MCOG	W.E. 14 – Training	\$ 21,000
MCOG	W.E. 16 – Multi-Modal Transportation Planning	\$ 30,000
MCOG Admin	W.E. 17 – ZEV/Alternate Fuels Readiness Plan Update	\$ 35,000
MCOG	W.E. 18 – GIS Activities	\$ 5,600
MCOG	W.E. 20 – Grant Development & Assistance	\$ 22,800
Co. DOT	Combined Special Studies	\$ 60,000
Fort Bragg	Transportation Planning for Mill Site Reuse & Rezoning	\$ 48,125
MTA	Transit Designs Guidelines Manual	\$ 35,000
<i>MCOG</i>	<i>W.E. 21 – Pedestrian Facility Needs/EFS Carryover</i>	<i>\$ 10,000</i>
<i>MCOG</i>	<i>W.E. 22 - ATP N/I - Safe Routes to School - Carryover</i>	<i>\$ 15,000</i>
Total		\$565,475

Motion by Jason Weise, seconded by Chantell O’Neal (*and carried unanimously on roll call vote*) to include all requested projects in the Draft FY 2018/189 Overall Work Program, totaling \$565,475; with MCOG staff to increase the LTF revenue request and program additional LTF and PPM carryover, as available; and with MCOG staff to seek RPA grant funding for the ZEV/Alternative Fuels Readiness Plan Update project.

MCOG staff will prepare and submit the Draft to Caltrans by the March 1 due date.

Break 11:30 a.m. – 11:39 a.m.

9. SB 1 Road Repair & Accountability Act of 2017 – Phil reviewed his written report on the various programs under SB 1. He advised there will be five different applications for the ATP program, depending on project type and size, with more complex applications required for larger projects. He said the next call for projects will be in March with a deadline in July, and encouraged agencies which have projects in mind to start working on PSRs (Project Study Reports) to develop cost and schedule information.

10. Staff Reports

10a. Regional Housing Needs Allocation (RHNA) Process – Nephele advised there will a meeting Feb. 26 with local agency planning staff to begin the RHNA process. The adoption of the RTP starts the time clock, with the housing element due 18 months after RTP adoption. She said there is less than six months to complete the RHNA process, and numbers are expected to continue to be low. The process will include an eight-year planning horizon.

10b. Pedestrian Facility Needs Inventory & Engineered Feasibility Study – Loretta reported three proposals were received in response to the RFP for this project, and discussions are underway with the top-ranked firm. Project start-up is anticipated to occur within the next couple of weeks.

11. Miscellaneous

Sustainable Communities Grant Applications –Tasha announced that Sustainable Communities Grant applications are due this Friday, February 23.

11a. Next Meeting – March 28 (if needed).

12. Adjournment – 11:59 a.m.

Respectfully Submitted,

Loretta Ellard
Deputy Planner

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