



MENDOCINO COUNCIL OF GOVERNMENTS

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AGENDA

Monday, November 4, 2019 at 1:30 p.m.

Primary Location:

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

Audioconference Location:

Caltrans District 1, 1656 Union St., Eureka

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. Technical Advisory Committee (TAC) Recommendation of October 16, 2019:
Award of Local Transportation Fund (LTF) Two Percent Bicycle & Pedestrian Program Grants
6. Discussion/Direction: Draft 2020 Regional Transportation Improvement Program (RTIP)

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 October 7, 2019 Minutes

RATIFY ACTION

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

REPORTS

9. Reports – Information
 - a. Mendocino Transit Authority
 - b. North Coast Railroad Authority
 - c. MCOG Staff - Summary of Meetings
 - d. MCOG Administration Staff – *verbal report*
 1. Legislative Update
 2. Miscellaneous
 - e. MCOG Planning Staff – *verbal report*
 1. Call for Projects – FY 2020/21 Transportation Planning Overall Work Program (OWP) – *due December 1, 2019*
 2. Fire Vulnerability Assessment & Emergency Evacuation Preparedness Plan
 3. Miscellaneous
 - f. MCOG Directors
 - g. California Association of Councils of Governments (CALCOG) Delegates

ADJOURNMENT

10. 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 10/30/2019

* Next Resolution Number: M2019-10



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda #5
Regular Calendar
MCOG Meeting
11/4/2019

STAFF REPORT

TITLE: Local Transportation Fund (LTF) 2% Bicycle & Pedestrian Program Applications – TAC Recommendation

DATE PREPARED: 10/23/19

SUBMITTED BY: Loretta J. Ellard, Deputy Planner

MEETING DATE: 11/4/19

BACKGROUND:

There is an available fund balance of approximately \$133,953 in MCOG’s LTF 2% Bike & Pedestrian Program funds (\$66,181 - FY 2018/19; \$67,772 - FY 2019/20) available for allocation. As a relatively small funding source, these local funds are typically awarded by MCOG every two years.

MCOG staff recently solicited applications from local agencies for these funds, and the following two applications were received:

Applicant	Project	Est. Total Cost	Requested
County Dept. of Transp.	Radar Speed Signs at Laytonville High School – <i>install two radar speed signs along Branscomb Road, near High School</i>	\$30,000	\$30,000
City of Ukiah	Dora Street ADA Improvement Project – <i>Construct ADA ramps along heavily trafficked corridor along Dora Street to improve ADA and pedestrian safety</i>	\$134,030	\$133,953
Total Requested = \$163,953			

At their meeting of October 16, 2019, the TAC unanimously recommended that MCOG award \$30,000 to the County’s Radar Speed Signs at Laytonville High School project, and award the remaining balance of \$103,953 to the City of Ukiah’s Dora Street ADA Improvement project.

Copies of applications will be made available upon request.

ACTION REQUIRED: Consider TAC recommendation to award LTF 2% Bicycle & Pedestrian funds.

ALTERNATIVES: (1) Accept TAC recommendation; (2) Do not accept TAC recommendation, and instead award full funding to City of Ukiah’s project; (*not recommended*); (3) Decline to award funds this cycle, and roll over fund balance to next cycle (*not recommended*).

RECOMMENDATION: Accept TAC recommendation to award \$133,953 in LTF 2% Bike & Pedestrian Program funding as follows: \$30,000 to the County’s Radar Speed Signs at Laytonville High School project, and \$103,953 to the City of Ukiah’s Dora Street ADA Improvement project.



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

Agenda #6
Regular Calendar
MCOG Meeting
11/4/2019

TITLE: 2020 Regional Transportation Improvement Program – Project Recommendations

DATE PREPARED: 10/24/19
MEETING DATE: 11/04/19

SUBMITTED BY: James Sookne, Program Manager

BACKGROUND:

Each odd numbered year we consider the programming of projects that are to be included in the State Transportation Improvement Program (STIP) that goes into effect July 1 of the following year. We do this by developing our Regional Transportation Improvement Program (RTIP) which programs our Regional Improvement Program (RIP) shares of funding as identified by the California Transportation Commission (CTC) in the Fund Estimate (FE). The 2020 FE identified a total of \$3,134,000 available to the region in RIP funding, which includes our target for Planning, Programming & Monitoring (PPM) programming. A maximum funding amount is identified for the region of \$7,322,000, which includes funding expected in the next County Share Period (through FY 27/28). A region may propose programming up to their maximum, however, if approved by the CTC, funding available in the next STIP cycle will be reduced as a result. After deducting the \$235,000 identified for PPM, \$2,899,000 is available for new programming on projects, with a maximum of \$7,087,000.

Applications for funding were due to MCOG on October 7. Per MCOG policy, rehab is not an eligible activity and projects must be on State Highways or major local roads (major collector and above). The RIP funds will primarily be available for programming in the last two years of the STIP cycle, FY 23/24 and 24/25. Below is a summary of applications received. In the 2018 RTIP, future funding commitments were identified for two of these projects:

- N. State Street Intersection/Interchange – RW & CON \$1,602,000 (County of Mendocino)
- Low Gap Road/N. Bush Roundabout – CON \$703,000 (City of Ukiah)

Agency	Project Title	Description	RIP Funding Request
Ukiah	Roundabout at Low Gap & North Bush	Construction of a new roundabout to replace an all way STOP controlled intersection. Project development components are currently programmed in the STIP. This request is for construction funding.	\$703,000
County	North State Street Intersection Improvements: Phase 1	Along North State Street (CR 104), from Ford Road/Empire Drive to the northbound on/off-ramps of U.S. 101. Install medians, landscape and aesthetic features, and evaluate a roundabout(s) vs signalized intersections at the Kuki Lane intersection and ramp intersections. This request is only for RW funding.	\$232,000
County	East Side Potter Valley Road Reconstruction	Phase 2 of the complete reconstruction of 3.8 miles of East Side Potter Valley Road, which will improve user comfort and safety by widening the lanes and improving the shoulders to AASHTO standards. The length of this Phase is unknown. This request is for construction funding.	\$7,000,000
Caltrans	Downtown	Construct new pedestrian walkways and Class II bike lanes	\$3,950,000

	Gualala Streetscape	on SR 1 through downtown Gualala. The 64' wide streetscape will have two 12' travel lanes, two 5' bike lanes, two 1' buffers between the bike lanes, two 8' parking lanes, and two 6' sidewalks. This request is for RW and construction funding.	
		Total Requests	\$11,885,000.00

The Technical Advisory Committee (TAC) reviewed project applications at their meeting on October 16. During that meeting, TAC members scored the applications using the scoring criteria previously approved by MCOG. The project scores were then used to rank the projects and a funding recommendation was approved. The following summarizes the project rankings and funding recommendation.

Project	Rank	Requested Funding	Recommended Funding	Cumulative Total Recommended
County - N. State Intersection	1	\$232,000	\$232,000	\$232,000
Gualala Downtown Streetscape	2	\$3,950,000	\$900,000	\$1,132,000
Ukiah - Low Gap/Bush Roundabout	3	\$703,000	\$703,000	\$1,835,000
County – East Side Potter Valley Phase II	4	\$7,000,000	\$0	\$1,835,000

This recommendation would utilize \$1,835,000 of the \$2,899,000 RIP funds. The TAC also recommended committing RIP funds to fund the CON phase of the Downtown Gualala Streetscape project in a future STIP cycle or through an amendment. Specifically, the TAC recommended committing \$1,550,000 as a match towards a Cycle 5 Active Transportation Program (ATP) grant request for \$1,500,000. If the ATP grant is unsuccessful, the TAC recommended committing \$3,050,000 to completely fund the CON phase of the project. The amount of funding for this component will depend on the outcome of a Cycle 5 ATP grant and could be as low as \$1,550,000 but may be as much as \$3,050,000.

Based on the TAC's recommendation, a draft RTIP has been prepared that includes all of the programming described above. The previous funding commitment for the construction of the North State Street Intersection & Interchange Improvements project has been included as a Future Funding Commitment in the document as well. New programming is as follows:

Project Name and Location	Requested RIP Amount
North State Street Intersection/Interchange Improvement	\$232,000 ROW Total \$232,000
Gualala Downtown Streetscape	\$390,000 ROW \$510,000 ROW SUP Total \$900,000
Roundabout at Low Gap and North Bush	\$703,000 CON Total \$703,000
Planning, Programming & Monitoring	\$235,000

The draft RTIP has been included on this agenda as an opportunity for the Board to provide comment and discuss the document prior to proposed adoption in December. The full document (without appendices), which reflects the programming shown above, is included as an attachment for review.

ACTION REQUIRED: Discuss the project funding recommendation and provide direction to staff for preparation of the final 2020 Regional Transportation Improvement Program.

ALTERNATIVES: None identified.

RECOMMENDATION: The TAC has recommended the project ranking and funding as shown above.

DRAFT

Mendocino Council of Governments

2020 Regional Transportation Improvement Program



2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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A. Overview and Schedule

Section 1. Executive Summary

The Mendocino Council of Governments (MCOG) is the Regional Transportation Planning Agency (RTPA) for Mendocino County. MCOG is required by California State Law to prepare and adopt a Regional Transportation Improvement Program (RTIP) by December 15 of each odd numbered year. This RTIP has been developed in conformance with State law and the adopted 2017 Mendocino County Regional Transportation Plan.

On August 14, 2019, the California Transportation Commission adopted the 2020 State Transportation Improvement Program Fund Estimate. The fund estimate identified available STIP programming through FY 2024/25 of \$3,134,000 for the Mendocino County region. That total includes Planning, Programming & Monitoring funds in the amount of \$235,000.

Section 2. General Information

- **Mendocino Council of Governments**

- **Agency website links:**

Regional Agency Website: <http://www.mendocinocog.org>

RTIP document link: <http://www.mendocinocog.org/mendocino-county-regional-plans>

RTP link: <http://www.mendocinocog.org/mendocino-county-regional-plans>

- **Executive Director or Chief Executive Officer Contact Information**

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- **RTIP Staff Contact Information**

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- **California Transportation Commission (CTC) Staff Contact Information**

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

Since the passage of SB 45, MCOG has conducted a competitive and inclusive project selection process for utilizing funds available through the State Transportation Improvement Program. In several STIP cycles, the majority of funding has been programmed for our highest priority regional project, the US 101 Bypass of Willits. This project has been identified as the highest priority project in our Regional Transportation Plan for many years. In years when the top priority project did not need additional programming, other local projects were competitively selected using criteria approved by the MCOG Board. Local agencies and tribal governments have been involved in the process. The project recommendations are made by the Technical Advisory Committee then presented to the MCOG Board, typically in November. The final RTIP and project selection is then adopted by the MCOG Board at a public hearing in December.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

Project Name and Location	Description	Summary of Improvements/Benefits
Branscomb Road Bridge	Installation of a 150' long, prefabricated pedestrian/multi-use bridge along Branscomb Road, over Ten Mile Creek	Eliminated existing barriers for pedestrians along Branscomb Road, over Ten Mile Creek
Willits Bypass – Sherwood Road Geometric Upgrades	In the City of Willits, at the intersection of Sherwood Road and Main Street (formerly US 101). Construct geometric upgrades.	The project is currently under construction and will provide for safer, more efficient vehicular travel through this intersection.
Ukiah Downtown Streetscape Improvements Phase I	Provide streetscape improvements including sidewalk widening, curb ramps and bulb-outs, street lights, street furniture, and street planting.	CON funds were allocated in June 2019 and construction is expected to begin in 2020.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
Regional Agency adopts 2020 RTIP	December 2, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
Regions submit RTIP to CTC	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, South	January 30, 2020
CTC STIP Hearing, North	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

B. Public Participation/Project Selection Process

RTIP projects are derived from the Regional Transportation Plan (RTP), which is developed through extensive public participation. The public participation process for the current RTP included public workshops held at locations throughout the County, public hearings, and surveys. Interagency and intergovernmental involvement included outreach to all cities and the county and consultation with Tribal governments at initial stages of plan development and throughout the process.

In addition to the public participation that goes into the RTP, the RTIP is then developed through a series of public meetings, including a public hearing which is noticed in regional newspapers.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 1

MCOG works with Caltrans in preparation of the RTIP through the Technical Advisory Committee and through participation on the Policy Advisory Committee. For regionally funded projects on the State system, MCOG receives information from project managers at Caltrans regarding needed programming, which is then proposed in the RTIP.

In preparation for this RTIP, MCOG has consulted with Caltrans to identify funding needs for the Downtown Gualala Refined Streetscape project—a locally-funded state highway project. Funding has been proposed for ROW for that project as a result of the consultation.

B. 2020 STIP Regional Funding Request

Section 6. 2020 STIP Regional Share and Request for Programming

A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate

\$3,124,000

B. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount
North State Street Intersection/Interchange Improvement	Along North State Street, from Ford Road/Empire Drive to the northbound on/off-ramps of U.S. 101. Install medians, landscape and aesthetic features, and a roundabout at the KUKI Lane intersection.	\$232,000 ROW Total \$232,000
Gualala Downtown Streetscape	Construct new pedestrian walkways and Class II bike lanes on SR 1 through downtown Gualala. The 64' wide streetscape will have two 12' travel lanes, two 5' bike lanes, two 1' buffers between the bike lanes, two 8' parking lanes, and two 6' sidewalks.	\$390,000 ROW \$510,000 ROW SUP Total \$900,000
Roundabout at Low Gap & North Bush	Construction of a new roundabout to replace an all way STOP controlled intersection.	\$703,000 CON Total \$703,000
Planning, Programming & Monitoring		\$235,000

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Proposed 2020 RTIP	Total RTIP	Other Funding				Total Project Cost
		ITIP	RSTP/ CMAQ	Local	Other	
North State Intersection Improvements	700			160	122	982
Ukiah Downtown Phase II	1,369			152		1,521
Fort Bragg S. Main St. Bicycle & Pedestrian	1,485			100		1,585
North Bush & Low Gap Road Roundabout	818			78		896
Totals	4,372			490	122	4,984

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

Section 9. Projects Planned Within Multi-Modal Corridor (per Sections 11 and 20e)

The primary corridors in the region are the US 101 Corridor, the SR 20 Corridor, and the SR 1 Corridor. Two projects are proposed for programming along the SR 1 Corridor, within the City of Fort Bragg and the community of Gualala. The City of Fort Bragg implemented a project that will provide enhanced bicycle and pedestrian facilities. In Gualala, a streetscape project is planned which will provide enhanced walking and biking facilities along SR 1 through the downtown area. There are no projects currently programmed in the RTIP on US 101 or SR 20. However, the North State Street Intersection Improvement project will provide intersection improvements that will enhance the operations of the US 101 on and off ramps in the north Ukiah area.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

The Mendocino County region does not have a Sustainable Communities Strategy or Alternative Planning Scenario. The region is not currently monitoring the performance measures listed in the RTIP template other than Pavement Condition Index on local streets and roads. However, as there are no large-scale local road rehabilitation projects included in the STIP programming for the region, this measurement is not relevant to evaluation of this RTIP. As an alternative to the suggested measures, MCOG has prepared the following evaluation of the effectiveness of RTIP projects in achieving the goals and objectives of the RTP.

Below are relevant goals, objectives and policies excerpted from the 2017 Mendocino County Regional Transportation Plan, adopted by MCOG February 5, 2018. Following these goals and policies is a table which summarizes the projects from the 2020 RTIP, some of which have been carried over from previous STIP cycles. Specific goals, objectives and performance measures are then listed which support each project.

Climate Change & the Environment Objectives & Policies (CCE)

- Policy 2.2: Prioritize transportation projects which lead to reduced greenhouse gas emissions.
- Policy 2.4: Continue to consider bicycle transportation, pedestrian, and transit projects for funding in the State Transportation Improvement Program (STIP).

Complete Streets Objectives & Policies (CS)

- Objective 1: Incorporate bicycle, pedestrian and transit improvements when planning roadway improvements, unless the roadway is exempt by law, or the project receives a specific waiver authorized through a local, public process, or for basic maintenance and rehabilitation activities.
- Policy 1.1: Coordinate funding programs to provide multiple components of an infrastructure project when appropriate.
- Policy 1.2: Seek funding sources for multiple modes of transportation
- Objective 2: Provide new bicycle, pedestrian and transit facilities on existing streets and roads where none exist.

Goods Movement Objectives & Policies (GM)

- Objective 1: Develop State Highway routes capable of efficiently moving goods and agricultural products to, from, and through the Region.
- Policy 1.1: Prioritize State Highway and local road projects that improve connectivity and overall mobility, and increase efficiency with which freight can travel throughout the region.

State Highways Objectives & Policies (SH)

- Objective 1: Provide timely improvements to the Principal Arterial (major highway) system consistent with statewide needs and regional priorities.
- Objective 4: Provide for efficient, free-flowing travel on all State Highways in Mendocino County.
- Objective 5: Balance the needs for transportation improvements with quality of life for residents of and visitors to the region.
- Policy 5.1: Consider context sensitive solutions when planning and designing highway improvements, particularly in communities where a State highway serves as “Main Street.”
- Policy 5.2: Consider “complete streets” strategies when planning major corridor improvements that include the needs of bicyclists, pedestrians, and transit users.
- Policy 5.3: Pursue multiple funding sources (STIP, ATP, etc.) on corridor projects to fund multiple modal aspects of the project.

Local Streets and Roads Objectives & Policies (LS)

- Objective 1: Identify and prioritize capital improvements to the regional road system
- Policy 1.2: Seek funding for needed improvements, including consideration of RIP funding and other state and federal grant sources
- Policy 1.3: Prioritize improvements to principal local roadways, particularly those providing primary access to communities, those that connect to the State Highway system, or those that relieve the impact on the State Highway system.
- Objective 2: Balance the need for safety and operational improvements with the need for maintenance of the existing system.
- Objective 3: Provide for alternative forms of transportation on local street and road networks.
- Policy 3.1: Consider “complete streets” strategies when planning and implementing local street and road improvements, including the addition/improvement of bicycle and pedestrian facilities and transit stops.

Active Transportation Objectives & Policies (AT)

- Objective 2: Provide a non-motorized transportation network that offers a feasible alternative to vehicular travel.
- Policy 2.1: Prioritize improvements providing access to schools, employment and other critical services.
- Policy 2.2: Prioritize projects that link to an existing facility or provide connectivity.

- Objective 3: Encourage healthier lifestyles through increased walking and biking.
- Objective 4: Improve property value and strengthen local economies through more accessible commercial and residential areas.
- Policy 4.1: Encourage the addition of pedestrian and bicycle improvements in local business areas and existing residential areas.

Financial Objectives & Policies (F)

- Objective 1: Maximize the effectiveness of transportation funding resources.
- Policy 1.3: Direct Regional Improvement Program (RIP) funding in the State Transportation Improvement Program (STIP) to capital projects: (1) on state Highways (2) on major local highways that connect to State Highways (3) on major local highways that facilitate through traffic or otherwise relieve State Highways, or (4) on major local highways that serve communities not served by the State Highway system.

**Summary and Evaluation of Projects from the Mendocino County
2020 Regional Transportation Improvement Program**

Implementing Agency	Project	PPNO	Goals, Policies, Objectives & Performance Measures	Evaluation/Discussion
Mendocino County	North State Street Intersection & Interchange Improvements	4590	CCE Policy 2.2; LS Policy 1.3; F Objective 1, Policy 1.3	Construction of a roundabout will reduce vehicle idling at the intersection. The project will improve operation at the US 101 off ramp that feeds into it. The STIP funded project will complete improvements to the location that will be partially funded through other sources.
City of Ukiah	Ukiah Downtown Streetscape, Ph 2	4591	LS Objective 1, Policy 3.1; AT Objectives 2, 3 & 4, Policy 4.1; F Objective 1	Will encourage walking and biking in downtown commercial area along major arterial, increasing access to business, and beautifying downtown. In addition to implementing several objectives of the RTP, this project implements the Ukiah Downtown Streetscape improvement Plan, approved by the City of Ukiah in 2009. It is also consistent with the Ukiah Bicycle and Pedestrian Master Plan. This will add to downtown streetscape improvements funded through other sources.
City of Fort Bragg	S. Main St Bicycle & Pedestrian Access Project – Fort Bragg	4593	SH Policy 5.2; AT Objective 2, Policy 2.1, 2.2, Objective 3, Policy 4.1	This project will continue pedestrian improvements along a state highway, linking to existing facilities. The project will improve access to a major shopping area, school facility, and tourist attractions. Pedestrian safety will be improved.
Caltrans	Gualala Downtown Streetscape	4579	CS Objective 1; SH Objective 4, Policy 5.1, 5.2; AT Objective 2, 4, Policy 4.1	The project will provide pedestrian and bicycle facilities along the State highway, improving nonmotorized safety and accessibility in the busy downtown area. The turn lane will improve traffic flow on the highway.
City of Ukiah	North Bush & Low Gap Road Roundabout	4562	CCE Policy 2.2; LS Objective 1, Policies 1.2, 1.3	Providing a roundabout at this location will reduce idling, thereby reducing emissions. This is an intersection of two arterials serving major activity centers.

Key: CCE = Climate Change & the Environment
 CS = Complete Streets
 GM = Goods Movement
 SH = State Highway System

LS = Local Streets & Roads
 AT = Active Transportation
 F = Financial

Section 11. Regional and Statewide Benefits of RTIP

The existing and proposed projects provide significant regional and statewide benefit. Additionally, two regionally funded projects on the state highway system—the Route 1 Bike and Pedestrian Improvement project and Gualala Downtown Streetscape project—will provide context sensitive solutions in communities where the State highway serves as Main Street.

Projects on the local street and road systems will provide both safety and circulation benefits throughout the region. Complete streets and active transportation benefits will be provided through the bicycle and pedestrian projects. Two roundabout projects are being planned which will provide significant improvement to traffic flow and reduction of congestion in some of the most urban areas of the region.

The array of projects programmed in the RTIP serves a wide range of modes and provide a clear benefit to both the region and the state.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

The region is not currently collecting quantitative data related to the cost effectiveness indicators listed in the RTIP template other than Pavement Condition Index on local streets and roads. We have, therefore, developed the following qualitative evaluation of the RTIP using the Rural Specific Cost Effectiveness Indicators.

Congestion Reduction: Two of the five projects included in this RTIP are intersection improvements that will either signalize or provide a roundabout at congested intersections. These intersections are all at high volume locations which experience severe congestion at peak times. These improvements will significantly reduce vehicle idling and congestion at peak times without adding increased capacity. Three of the projects will result in reduced congestion by providing enhanced bicycle and pedestrian access through busy areas, encouraging greater use of these alternative forms of transportation and less vehicular travel in congested areas.

Infrastructure Condition: Phase II of the City of Ukiah's Downtown Streetscape Project will also include rehabilitation of a major roadway, although that component of the project is funded through a different source. The condition of aging sidewalks will also be improved in this project. The Gualala Downtown Streetscape project will add new sidewalks, resulting in improved quality to State Route 1, which serves as Main Street through Gualala.

Safety: The two roundabout projects in the RTIP will result in fewer vehicle conflicts. Safety will also be significantly improved for pedestrians in several of the projects that provide new or wider sidewalks and bulb-outs to reduce crossing distance, as well as separate lanes for bicycles.

Environmental Sustainability: Nearly all of the projects in the RTIP will enhance environmental sustainability in the region's transportation system. New or enhanced pedestrian facilities will increase mode share for walking and biking. Improved intersections will decrease idling, and thereby, decrease greenhouse gas emissions.

Section 13. Project Specific Evaluation (Required per Section 19D)

MCOG is not proposing any new projects that require project specific evaluations.

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

For project locations, see maps in the Section 18 Appendix.

AGENCY	PROJECT	Component	Prior	20/21	21/22	22/23	23/24	24/25
County	North State St Intersection	E&P		132				
		PS&E			336			
		ROW				232		
Ukiah	Roundabout at Low Gap/N Bush	E&P		5				
		PS&E			85			
		ROW			25			
		CON			703			
	Ukiah Downtown Streetscape, Ph II	CON		1369				
Ft Bragg	Route 1 Bike & Ped Improvements	E&P	45					
		PS&E		110				
		CON			1330			
Caltrans	Gualala Downtown Streetscape	E&P	340					
		PS&E	575					
		ROW		900				
MCOG	PPM			106	106	106	107	108

In addition to projects currently programmed, MCOG previously reserved additional RIP funding for the CON phase of the County of Mendocino’s North State Street Intersection & Interchange Improvement project, which currently has only E&P, PS&E, and ROW programmed. This reserve will be carried over in this RTIP for programming in future STIP cycles when capacity allows. An additional commitment has been made to fund the CON phase of the Downtown Gualala Streetscape project in a future STIP cycle or through an amendment. The reserves are as follows:

RTIP Future Funding Commitments

North State Street Intersection & Interchange Improvements –CON \$1,602,000

Downtown Gualala Streetscape – CON* up to \$3,050,000

* - The amount of funding for this component will depend on the outcome of a Cycle 5 Active Transportation Grant. The amount of RIP funds needed could be as low as \$1,550,000 but may be as much as \$3,050,000.

F. Appendices

Section 15. Projects Programming Request Forms (Provide Cover Sheet)

Section 16. Board Resolution or Documentation of 2020 RTIP Approval (Provide Cover Sheet)

Section 17. Documentation on Coordination with Caltrans District (Optional)

Section 18. Detailed Project Programming Summary Table (Optional)

Section 19. Alternative Delivery Methods (Optional)

Section 20. Additional Appendices (Optional)

MENDOCINO COUNCIL OF GOVERNMENTS

Agenda #7
Consent Calendar
MCOG Meeting
11/4/2019

MINUTES

Monday, October 7, 2019

County Administration Center, Board of Supervisors Chambers

ADDITIONAL AUDIOCONFERENCE LOCATION:

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 1:35 p.m. Present were Directors Brad Mettam (Caltrans/PAC), Jim Brown, Richey Wasserman, Larry Stranske, John Haschak, Tess Albin-Smith, Michael Carter, and Chair Dan Gjerde presiding.

Staff present: Nephela Barrett, Executive Director; Janet Orth, Deputy Director/CFO; Loretta Ellard, Deputy Planner; Monica Galliani, Administrative Assistant; Danielle Casey, Project Coordinator; James Sookne, Program Manager, and Alexis Pedrotti, Project Manager.

2. Convene as RTPA

3. Recess as RTPA - Reconvene as Policy Advisory Committee.

4. Public Expression. Diana Clarke, Executive Director of the Ukiah Senior Center shared comments from Richard Baker of the Willits Senior Center; both expressed gratitude towards Ms. Barrett and Ms. Orth's efforts to help the Senior Centers resolve issues with their transportation contracts under Mendocino Transit Authority.

Ms. Clarke thanked MCOG staff for helping them submit their FTA 5310 application for a vehicle replacement grant. – *refer to Agenda # 5*

5 - 6. Regular Calendar.

5. Public Hearing: Adoption of Resolution Approving Federal Transit Administration (FTA) Section 5310 Grant Program Regional Priority List. Mr. Sookne explained that the FTA Section 5310 Program is intended to provide funding to private non-profit agencies for the purpose of providing transportation services to the elderly and disabled. Of the four applicants for the grant, the Ukiah Senior Center was the only applicant to submit a traditional application (for vehicles and equipment). Mendocino Transit Authority, Coastal Seniors, and Consolidated Tribal Health submitted applications under the expanded program (for operating and mobility management), and thus were not scored by MCOG. The Ukiah Senior Center received a score of 85, which was turned in to Caltrans prior to the meeting.

Ms. Barrett added that the non-traditional applications are scored by Caltrans due to the FTA Section 5310 Program expansion.

Upon motion by Director Brown, second by Director Carter, and carried unanimously on roll call vote (8 Ayes –*Mettam/PAC, Brown, Wasserman, Stranske, Haschak, Albin-Smith, Carter, and Gjerde*; 0 Noes; 0 Abstaining; IT IS ORDERED that the following resolution is adopted.

Resolution No. M2019-09

Approving Federal Transit Administration (FTA) Section 5310
Grant Program Regional Priority List
(Reso. #M2019-09 is incorporated herein by reference)

6. Presentation: Gualala Downtown Streetscape Project Update and Working Group Report – Frank Demling, Caltrans. Ms. Barrett provided a brief background of the project, explaining the history of MCOG’s involvement in the project. Presentation handouts were distributed. The draft environmental document had been released in August. The most recent of two working group meeting was well attended, with unanimous consensus on a new compromise for the project. About 175 people attended the public meeting on October 1. Ms Barrett introduced the project manager, Frank Demling.

Mr. Demling gave an overview of the Caltrans draft environmental document for the Gualala Downtown Streetscape Project. The document proposed reconfiguring State Route 1 into two 11-foot-wide travel lanes; a 12-foot-wide, two-way left turn lane; two 5-foot-wide Class II bicycle lanes; and 6-foot-wide sidewalks winding within an 8-foot-wide strip of right of way on both sides of the street, resulting in a 60-foot wide streetscape. About 80 letters were received, with the majority opposed to the removal of on-street parking, so MCOG and Caltrans worked with the community to find a compromise. The plan with the most community support would call for a 64-foot wide streetscape section that would have two 12-foot travel lanes, two 5-foot bike lanes, two one-foot buffers between the bike lanes, two 8-foot parking lanes and two 6-foot sidewalks. Future restriping for a two-way left turn lane (TWLTL) or turn pockets is a possibility. The estimated cost for the 64’ compromise plan is \$3.3M, with MCOG’s portion for construction costs at \$1.8M (current) and \$2.2M escalated. Ms. Barrett added that the item is purely informational and that funding requests for the project will come in the future.

Board discussion and questions included:

- The chosen images were a great resource for people to visualize the project. It presents the concept of making Gualala more walking and biking-friendly. Would a roundabout be a solution to problems with making left turns? Encouraged more off-street parking areas. (Albin-Smith)
- A roundabout would provide more opportunity to create a better flow of movement. Does the revised plan include meandering sidewalks? The landscape would make the town more welcoming. (Wasserman) The community suggested locating a roundabout at the south end of town; the meandering sidewalk landscape was eliminated in the revision. (Demling)

The Chair invited public comment.

George Provencher, a resident of Gualala, participated in both the working group and the community meeting held in Gualala. Both were well represented and brought forth enthusiastic responses from the community, leading to an overall consensus on a compromise plan. He thanked Mr. Demling for a good process and asked that impacts to local businesses be considered.

John Bower, a property owner of Gualala, expressed concern over the lack of parking in Gualala. There are environmental constraints to developing more offsite parking and roundabouts would not accommodate big rig trucks. He would like to continue coming up with different solutions with Mr. Demling.

Ms. Barrett added that the current plan would allow for restriping and a center turn lane as future option. On-street parking will remain part of the plan at this time. Caltrans is considering paving a dirt area near the south end of town for additional parking. This space could include the installation of electric vehicle charging. Mr. Bower then stated that he'd like to see more private charging stations on the coast, since public chargers would take up even more parking space.

Chair Gjerde referred to Ms. Orth as the key person to contact if there are any ideas or questions about electric vehicle charging. Ms. Orth reported that the updated Mendocino County Zero Emission Vehicle (ZEV) Regional Readiness Plan was completed last June. Sonoma Clean Power received a grant under the California Electric Vehicle Infrastructure Project (CALeVIP) for Sonoma and Mendocino counties. The program can pay for up to 80% of the cost of installing charging stations. This program starts October 2020. Director Albin-Smith added that there is a need for multiple kinds of charging outlets that accommodate all makes of electric vehicles.

Tom Murphy of the Gualala Municipal Advisory Committee (GMAC) thanked Ms. Barrett and Mr. Demling for their efforts. The proposed plan will achieve safety goals. GMAC voted 5-0 for this plan and supported an option for individual property owners to opt out of on-street parking for safety or aesthetic reasons in the future. There are currently 20 parking lots available in the project area, with relatively few vehicles parked on the highway. While the new plan will not call for sidewalk landscaping, sidewalks and bike lanes could bring more business to the area. He urged the Board to support the plan when it considers future funding.

Steve May, owner of Surf Market, asked Mr. Demling whether property owners may opt in or out of certain elements of the plan. Mr. Demling explained that there are some components that cannot be opted out of, such as a bike lane, but if there is sufficient off-street parking, the community could consider that option in the future. Mr. May credited Robert Juengling for carrying the project forward and also praised Mr. Demling for finding a compromise the majority of the community could agree on. Surf Market would lose parking under the plan. He also added that a center turn lane was widely unpopular in the community. He does not support the opt-in/out concept as it would prolong disputes and it is important to come together and complete the project.

Robert Juengling, Chair of GMAC, expressed gratitude that the community had come to a consensus and that the public hearing in Gualala had gone so well. He credited Mr. Demling with producing alternatives and appreciated MCOG's support over the years.

Carolyn Decator, marketing director of Surf Market, stated that the option to "opt out" was never shared as a possibility to the community. This creates uncertainty about the agreement to keep on-street parking.

Ms. Barrett praised Mr. Demling for his success in bringing the Gualala community together and supporting a compromise.

With no further public comments, the Chair returned discussion to the Board.

- What are the operational changes? (Wasserman) Mainly turn lanes. Individual businesses need to take some responsibility for their own parking needs and not rely on the State to provide. There is no near-term need to add a two-way turn lane. There will be a more accurate estimate of what is necessary for the new plan after studies using traffic counters are completed. (Demling)
- Does "escalated cost" refer to inflation? (Haschak) Yes.

Chair Gjerde asked staff for next steps. Ms. Barrett reported that today is the due date for funding requests for the 2020 Regional Transportation Improvement Program (RTIP). In November the Technical Advisory Committee will consider all requests and make a recommendation to the Board for adoption of the final RTIP by the December 15 due date. She confirmed that Caltrans

implements the Gualala project and the cost is shared with MCOG. The total RTIP fund estimate is \$3.2 million for the 2020 cycle.

7 - 11. Consent Calendar. Upon motion by Director Wasserman, second by Director Albin-Smith, and carried unanimously on roll call vote (8 Ayes – *Mettam/PAC, Brown, Wasserman, Stranske, Haschak, Albin-Smith, Carter, and Gjerde*; 0 Noes; 0 Abstaining; 0 Absent) IT IS ORDERED that consent items are approved:

7. Approval of August 19, 2019 Minutes – as written

8. Approval of FY 2019/20 Budget Amendment: California State of Good Repair Program – Mendocino Transit Authority’s Ukiah Transit Center Project – to reflect MCOG’s August 19, 2019 allocation of \$388,597 from the first three years of State of Good Repair funds

9. Approval of Second Amendment to Fiscal Year 2019/20 Transportation Planning Overall Work Program (OWP) - To reprogram unexpended prior-year planning funds, increasing total OWP funding from \$1,064,430 to \$1,133,141, an increase of \$68,711 (\$28,314 Rural Planning Assistance and \$40,397 Local Transportation Funds) in carryover funds.

10. Award of Fiscal Auditor Engagement for MCOG and Mendocino Transit Authority Audits, Fiscal Years 2018/19 Through 2022/23 – to R.J. Ricciardi, Inc., Certified Public Accountants

11. Appointments to Transit Productivity Committee – Senior Center Representatives – Diana Clarke of Ukiah Senior Center and Richard Baker of Willits Harrah Senior Center as Alternate

12. Recess as Policy Advisory Committee - Reconvene as RTPA - Ratify Action of Policy Advisory Committee. Upon motion by Michael Carter, second by John Haschak, and carried unanimously on roll call vote (7 Ayes – *Brown, Wasserman, Stranske, Haschak, Albin-Smith, Carter, and Gjerde*; 0 Noes; 0 Abstaining; 0 Absent) IT IS ORDERED that the actions taken by the Policy Advisory Committee are ratified by the MCOG Board of Directors.

13. Reports - Information

- a. Mendocino Transit Authority. Chair Gjerde and Ms. Barrett discussed MTA’s progress. Ms. Barrett reported on MCOG Administration staff’s recent technical assistance with the senior centers, dealing with MTA contracted transportation services.
- b. North Coast Railroad Authority. Ms. Ellard noted that the last NCRA meeting was cancelled so there was no report.
- c. MCOG Staff - Summary of Meetings. Ms. Barrett referred to her written staff report.
- d. MCOG Administration Staff - Ms. Barrett introduced Danielle Casey, the new project coordinator.
- e. MCOG Planning Staff. Ms. Ellard reported that MCOG is almost through with procurement of a consultant for the Fire Vulnerability Assessment and Emergency Evacuation Preparedness Plan. A committee made up of members from the County CEO’s office, Sheriff’s office, Office of Emergency Services, Department of Transportation, Caltrans and MCOG reviewed five proposals and found a unanimous top proposal.
- f. MCOG Directors. Director Albin-Smith gave a report from a meeting Senator McGuire attended and planned to speak with him again this afternoon. She commented on the

competition rural counties face when competing against larger counties for funding, noting that MTA's federal grant application to purchase an electric bus was denied. Ms. Barrett added that no rural applicants were successful under that program.

Director Haschak asked for any news on the Covelo trail project. Ms. Barrett reported that MCOG is making progress with the consultants on right-of-way and environmental mitigations. MCOG hopes to start construction next year, and staff will be coming to the board in the next months to appoint an ad hoc committee to assist with the project.

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

15. Adjournment. The meeting was adjourned at 2:47 p.m.

Submitted: NEPHELE BARRETT, EXECUTIVE DIRECTOR

By Monica Galliani, Administrative Assistant



MENDOCINO COUNCIL OF GOVERNMENTS
STAFF REPORT

Agenda #9c
Reports
MCOG Meeting
11/4/2019

TITLE: Summary of Meetings

DATE PREPARED: 10/25/19

SUBMITTED BY: Monica Galliani, Administrative Assistant

BACKGROUND:

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

Date	Meeting/Event	Location	Staff
10/9/2019	Gualala Meeting	Teleconference	Barrett
10/11/2019	California Electric Vehicle Infrastructure Project (CALeVIP) with Sonoma Clean Power	Teleconference	Orth
10/16/2019	MCOG Technical Advisory Committee	Ukiah	Barrett, Casey, Sookne & Pedrotti
10/21/2019	Board of Supervisors Ad Hoc Meeting	Ukiah	Barrett
10/22/2019	SB 1 Local Partnership Program Workshop	Sacramento	Barrett & Davey-Bates
10/23/2019	CALeVIP Workshop at California Energy Commission	Webinar	Orth
10/29/2019	Dow & DBC Coordination Meeting	Ukiah	All Staff

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.