



MENDOCINO COUNCIL OF GOVERNMENTS

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January 30, 2017

To: MCOG Board of Directors
From: Janet M. Orth, Deputy Director/CFO
Subject: Information Packet of February 6, 2017 Meeting - No Action Required

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The following items are attached.

1. California Transportation Commission's 2016 Annual Report – Summary of the CTC's Annual Report to the California Legislature. The full report is available at <http://www.catc.ca.gov/reports/annualreports.htm>.
2. Transportation Planning Work Program – 1st Quarter report, Fiscal Year 2016/17.
3. Environmental Mitigation Grants – As recommended by the Technical Advisory Committee (TAC) on September 28, 2016, staff has researched potential alternative funding sources for the Ryan Creek Fish Passage project, which has since been funded by MCOG through future RTIP shares. Staff's report to the TAC for the January 31 meeting is attached.
4. MCOG Social Services Transportation Advisory Council (SSTAC) – Meeting minutes of November 1, 2016
5. Electric Vehicle Charging Station Grants – At the December meeting, staff reported on the California Energy Commission's Notice of Proposed Awards for its solicitation #GFO-15-603, to install electric vehicle direct current fast-charging infrastructure (DCFC) on 15 highway corridors. The ChargePoint/MCOG proposal is recommended for a grant for Corridor 4 (US-101 from north of Santa Rosa through Mendocino County), as is a proposal by Recargo, Inc. The Council requested a list of locations; attached is an excerpt of the CEC's Localized Health Impacts Report, which includes proposed locations. For the full 22-page report, you can view my print copy or email me for a copy, or go to <http://www.energy.ca.gov/altfuels/documents/index.html>.

2016

HIGHLIGHTS OF THE 2016 ANNUAL REPORT TO THE CALIFORNIA LEGISLATURE

Summary of Recommendations and Accomplishments





For the past decade, the lack of sufficient funding available to address the state's transportation needs for a growing population and recovering economy has been of great concern to the California Transportation Commission (Commission). The Commission sincerely appreciates that the Legislature took up many of the Commission's previous recommendations in the last session to improve the state's transportation system. However, despite efforts by both the Administration and the Legislature, no long-term solutions to address the transportation funding shortfall have been enacted and the fiscal crisis continues to escalate.

As we look to 2017, the Commission recognizes the sense of urgency to meet the state's transportation goals in a sustainable manner. We also recognize the importance of meeting these goals while at the same time protecting California's economy. Therefore, it is imperative that systemic reforms and sufficient, reliable, and dedicated funding are secured for transportation infrastructure in the 21st century to address the most critical needs to provide the greatest overall benefit to Californians.

In its 2016 Annual Report to the Legislature, the Commission continues to recommend that the state's transportation funding needs and related reforms be addressed by the Legislature to ensure that California's safety, mobility, economy, environment and quality of life are protected. Recommendations are also provided for delivering the transportation program more efficiently and effectively while increasing transparency and accountability of public funds.

This document summarizes the specific recommendations that the Commission believes should be considered during the 2017 Legislative Session. A comprehensive discussion of these recommendations is contained in the Commission's 2016 Annual Report.

2017 Legislative Recommendations

Address the Transportation Funding Shortfall (Funding)

- Provide additional, reliable, and sufficient transportation funding, and index all state fuel excise tax revenues to address inflation.
- Reset the price-based gasoline excise tax to 18-cents per gallon and eliminate the annual revenue neutrality adjustment.
- Place a constitutional amendment before the voters to protect all transportation revenues and ensure these revenues are invested in transportation.
- Create a funding stream dedicated to improving freight mobility, and administer the program through the Trade Corridor Improvement Fund, or a similar program.

Promote Efficiency Through Innovation (Reforms)

- Permanently authorize Caltrans and its regional partners to use alternative project delivery tools such as public-private partnerships, design-build, and construction manager/general contractor methods.
- Expand Caltrans' ability to hire consultant teams as needed, including for any engineering, right-of-way, architectural, and other professional services utilized by Caltrans and its regional partners.
- Apply the provisions of SB 743 (Steinberg, 2013), which prohibit a court from staying or enjoining a project solely because of the project's potential contribution to greenhouse gas emissions, to transportation projects included in an RTP that is compliant with SB 375 (Steinberg, 2008) requirements.
- Authorize the Administration to implement an "advance mitigation" environmental program, including approving an up-front environmental mitigation program funding set-aside.
- Permanently re-enact the waiver of sovereign immunity necessary for the state to review and approve projects pursuant to the National Environmental Policy Act (NEPA), known as the NEPA Assignment.
- Direct an independent entity such as the Legislative Analyst's Office to recommend additional measures for use in identifying and evaluating the cost and benefit of future regulations on State Transportation Programs prior to regulatory adoption.
- Create a task force to establish a process for early engagement of all parties in project development to reduce permit processing time, establish reasonable deadlines for permit approvals, and provide greater certainty of permit approval requirements.
- Provide environmental streamlining measures for bike and pedestrian projects awarded funding through the Commission's Active Transportation Program (ATP).
- Expand statutory authority for regions statewide to adopt and implement a regional commuter benefits ordinance similar to the successful program in the Bay Area.
- Extend statutory authority related to environmental review exemptions for specific repairs within existing public rights of way.

Instituting Accountability and Transparency (Reforms)

- Assign to the Commission the responsibility to allocate Caltrans' project development costs by project component and provide the Commission with the resources necessary to effectively review allocation requests.
- Clarify in statute that the Caltrans-prepared Transportation Asset Management Plan must integrate Caltrans' Maintenance and State Highway Operation & Protection (SHOPP) workload.

2017 Administrative Recommendations

- Require Caltrans to estimate and communicate the cost of new regulatory proposals and the impact such proposals will have in the delivery of California's transportation program to help ensure that fiscal impacts are considered prior to legislative or regulatory enactment.
- Support the Transportation Agency's efforts to strengthen the organizational independence and role of its internal audits and investigations function.
- Require Caltrans to establish a centralized innovative project delivery team comprised of technical, legal, and financial expertise to oversee all alternative procurement methods such as public-private partnership, design-build, and construction manager/general contractor.
- Update the California Transportation Plan 2040 recommendations to identify the implementation priority, estimated cost, timeframe and responsible agency.
- Require Caltrans to review the hours of High Occupancy Vehicle (HOV) lane operations in Southern California as a part of its statutorily-required report to the Legislature on the degradation status of the HOV lanes on the state highway system.
- Implement the Governor's proposal for Caltrans to generate \$100 million in efficiencies. Provide annual reports to the Commission and the Legislature on the savings generated.

FY 2015-16 Commission Accomplishments

- Allocated over \$4.5 billion in state and federal transportation funding, helping generate more than 72,000 private and public sector jobs, contributing to a construction program in excess of \$8.8 billion in state-administered construction contracts. Allocations were \$100 million less than in FY 2014-15, resulting in less contributed to the construction program and job creation.
- The Road Charge Technical Advisory Committee adopted and released Road Charge Pilot Design Recommendations. The Pilot Program is now in progress, with details at: http://www.catc.ca.gov/meetings/Committees/Road_Charge/Road_Charge.html
- Amended the 2016 State Transportation Improvement Program (STIP) Fund Estimate and adopted the 2016 STIP, resulting in the deletion of \$754 million and delay of \$755 million in highway, rail, transit, bicycle and pedestrian project spending due to declining transportation revenues.
- Initiated development of the California Transportation Plan and Regional Transportation Plan Guidelines through an intensive stakeholder-driven, transparent, public process.
- Reported that Proposition 1B results demonstrate promises made to California voters were kept through good management, accountability measures, and transparent reporting. See report "Proposition 1B: Promises Made, Promises Kept" at www.catc.ca.gov.
- Adopted priorities for the State's Transportation Asset Management Plan and implemented processes for greater openness, transparency, and accountability for the State Highway Operation and Protection Program.
- Convened a workgroup to review Caltrans' current and projected capital outlay support staffing levels and methodology resulting in recommendations for improving accountability and transparency.
- Approved the development and operation of a high-occupancy toll facility on Interstate-405 between State Route 73 and Interstate-605 in Orange County that will improve the corridor's performance by increasing passenger throughput and reducing delays.
- Adopted the 2015 Active Transportation Program, programming \$359 million to 208 projects valued at approximately \$500 million.

Established in 1978 as an independent state body, the California Transportation Commission serves as the public review body for the State's Transportation Program. The functions of the Commission are assigned in State statutes, with primary responsibilities that include:

- Program and allocate state and federal funds for the construction of highway, passenger rail, transit, and active transportation improvements throughout California.
- Advise and assist the California State Transportation Agency Secretary and the Legislature in formulating and evaluating state policies and plans for State Transportation Programs.
- Participate in the development of State and Federal legislation and adopt policies to implement enacted laws.

Bob Alvarado, Chair
Fran Inman, Vice Chair
Yvonne Burke
Lucetta Dunn
James Earp
James Ghielmetti
Carl Guardino
Christine Kehoe
James Madaffer
Joseph Tavaglione

MCOG
FY 2016/17 Transportation Planning Work Program
First Quarter Status Report
(July – September, 2016)

1. WORK ELEMENT 1: REGIONAL GOVERNMENT & INTERGOVERNMENTAL COORDINATION (MCOG)

PURPOSE: Day to day Transportation Planner duties, including development of the Overall Work Program and general transportation planning duties.

PROGRESS: Work during the first quarter included day-to-day transportation planner duties, management of the Overall Work Program, preparation of quarterly and annual reports and claims; preparation of the Third OWP Amendment; Technical Advisory Committee (TAC) meeting preparation, attendance, and follow-up; MCOG meeting preparation, attendance and follow-up; monitoring Rural Counties Task Force (RCTF) meetings and issues; monitoring MAP 21 related issues; monitoring legislation; reviewing/responding as necessary to correspondence and technical studies from the state; local agency assistance; phone calls from the state and local agencies; and coordination on planning-related issues with MCOG's separate Administrative Contractor (Dow & Associates).

PRODUCT EXPECTED: Minutes, reports, agendas, resolutions, quarterly reports, work programs, work program amendments, recommendations, and other documents supporting above tasks.

PROBLEMS: None.

FUNDS:

Reporting Period	State (RPA)	Local (LTF)	Total Expenditures by Quarter
July 1 - Sept. 30			
MCOG	\$48,163.43	\$0.00	\$48,163.43
Consultants/Others	\$0.00	\$2,000.00	\$2,000.00
1st Quarter Expenditures	\$48,163.43	\$2,000.00	\$50,163.43
Total Expenditures	\$48,163.43	\$2,000.00	\$50,163.43
Total Allocation of Funds	\$143,000.00	\$4,784.00	\$147,784.00
Claimed by Percentage	33.7%	41.8%	33.9%

2. Work Element 2 – Intentionally Left Blank

3. WORK ELEMENT 3: ACTIVE TRANSPORTATION PLAN DEVELOPMENT (MCOG) - CARRYOVER

PURPOSE: To develop a regional Active Transportation Plan. The Plan will identify priority active transportation projects for the County and all four cities, to ensure eligibility for the State's Active Transportation Program (ATP) grant funding.

PROGRESS: Work this quarter included work on draft project lists, review with local agencies, and coordination of public outreach.

PRODUCTS: Outreach materials, staff reports, notices, meeting materials, Draft and Final Active Transportation Plan, resolution.

PROBLEMS: This project experienced delays as a result of MCOG staff time spent on Regional Transportation Improvement Program (RTIP) revisions and transportation sales tax efforts.

FUNDS:

Reporting Period	Local (LTF)	Total Expenditures by Quarter
July 1 - Sept. 30		
MCOG	\$5,648.22	\$5,648.22
1st Quarter Expenditures	\$5,648.22	\$5,648.22
Total Expenditures	\$5,648.22	\$5,648.22
Total Allocation of Funds	\$15,500.00	\$15,500.00
Claimed by Percentage	36.4%	36.4%

4. *Work Element 4 – Intentionally Left Blank*

5. **WORK ELEMENT 5: UPDATE SPEED ZONE REPORTS (CITY OF UKIAH)**

PURPOSE: To provide the five year update of engineering and traffic surveys for speed studies for the City of Ukiah.

PROGRESS: During the first quarter City staff prepared a draft Request for Proposals for this project.

PRODUCT EXPECTED: Request for Proposals, Citywide speed zone survey report, Ordinance adopting speed zone survey report.

PROBLEMS: None.

FUNDS:

Reporting Period	State (PPM)	Local (LTF)	Total Expenditures by Quarter
July 1 - Sept. 30			
Ukiah (Consultant)	\$0.00	\$0.00	\$0.00
1st Quarter Expenditures	\$0.00	\$0.00	\$0.00
Total Expenditures	\$0.00	\$0.00	\$0.00
Total Allocation of Funds	\$6,667.00	\$33,333.00	\$40,000.00
Claimed by Percentage	0.0%	0.0%	0.0%

6. **WORK ELEMENT 6: COMBINED SPECIAL STUDIES (CO. DOT)**

PURPOSE: To perform special studies that will aid in safety improvements, as well as prioritization of improvements, for the overall region’s local streets and roads systems and to aid in implementation of the Regional Transportation Plan.

PROGRESS: During the first quarter County DOT staff conducted traffic counts and radar speed surveys at various locations, including Gibson Lane. Staff responded to several reports of potential hazards that did not warrant investigation beyond an initial assessment; continued updating the accident database for the County Maintained Road System; and responded to public inquiries/local agency questions concerning traffic safety aspects of various County Maintained Roads.

PRODUCT EXPECTED: A Special Studies Summary; a Road System Traffic Safety Review Report; and documentation of tribal government-to-government relations, as applicable.

PROBLEMS: None. New staff is now in place, and better progress is expected.

FUNDS:

Reporting Period	State (RPA)	Total Expenditures by Quarter
July 1 - Sept. 30		
Co. DOT	\$6,611.57	\$6,611.57
1st Quarter Expenditures	\$6,611.57	\$6,611.57
Total Expenditures	\$6,611.57	\$6,611.57
Total Allocation of Funds	\$60,000.00	\$60,000.00
Claimed by Percentage	11.0%	11.0%

7. WORK ELEMENT 7: STIP PLANNING, PROGRAMMING & MONITORING (MCOG)

PURPOSE: Planning, programming, and monitoring (PPM) activities associated with the State Transportation Improvement Program (STIP) process, including the Regional Transportation Improvement Program (RTIP) process.

PROGRESS: First quarter work included ongoing coordination and monitoring of current STIP projects; providing assistance to local agencies; interaction and coordination with local agencies, Caltrans and CTC, including participating in regular project status meetings; preparation of required STIP forms and quarterly reports, invoicing and reporting for PPM funds.

PRODUCT EXPECTED: Staff comments, reports, and recommendations on STIP/RTIP Guidelines; policies, and correspondence; RTIPs and RTIP Amendments, and Time Extension Requests; Federal or State Economic Stimulus related products; Annual Pavement Management Program (PMP) User fees; and documentation of tribal government-to-government relations, as applicable.

PROBLEMS: None.

FUNDS:

Reporting Period	State (PPM)	Local (LTF)	Total Expenditures by Quarter
July 1 - Sept. 30			
MCOG	\$7,635.82	\$0.00	\$7,635.82
1st Quarter Expenditures	\$7,635.82	\$0.00	\$7,635.82
Total Expenditures	\$7,635.82	\$0.00	\$7,635.82
Total Allocation of Funds	\$49,458.00	\$7,250.00	\$56,708.00
Claimed by Percentage	15%	0%	13%

8. WORK ELEMENT 8: BICYCLE AND PEDESTRIAN COUNTERS (MCOG)

PURPOSE: To purchase one bicycle and pedestrian counter, to provide for the collection of baseline count data for non-motorized transportation trips and to monitor travel patterns in the Mendocino County region

PROGRESS: None. *This work element was originally included because it was unknown if bicycle and pedestrian counters were an eligible expense under the ATP Safe Routes to School Non-Infrastructure grant (W.E. 22). It was determined to be eligible and two counters were purchased under that grant, so this work element will be deleted in a future OWP amendment, or left unclaimed.*

PRODUCT EXPECTED: One bicycle and pedestrian counter.

PROBLEMS: None.

FUNDS:

Reporting Period	Local (LTF)	Total Expenditures by Quarter
July 1 - Sept. 30		
Consultant/Other	\$0.00	\$0.00
1st Quarter Expenditures	\$0.00	\$0.00
Total Expenditures	\$0.00	\$0.00
Total Allocation of Funds	\$5,500.00	\$5,500.00
Claimed by Percentage	0.0%	0.0%

9. *Work Element 9 – Intentionally Left Blank*10. **WORK ELEMENT 10: REGIONAL TRANSPORTATION PLAN – 2017 UPDATE, PH. 2 (MCOG)**

PURPOSE: To prepare the 2017 Regional Transportation Plan Update, due December, 2017.

PROGRESS: Work on this project during the first quarter was very limited, but consisted of public and intergovernmental outreach.

PRODUCT EXPECTED: Staff reports/recommendations; public notices, press releases, announcements; e-mail communications; workshops materials; agendas; meeting notes; documentation of tribal government-to-government interactions; technical memoranda; recommendation on adequacy of existing EIR/EIR Supplement; possible additional EIR Supplement; Draft and Final RTP; transmittal letter.

PROBLEMS: None.

FUNDS:

Reporting Period	State (RPA)	Local (LTF)	Total Expenditures by Quarter
July 1 - Sept. 30			
MCOG	\$726.86	\$0.00	\$726.86
Consultant/Other	\$0.00	\$0.00	\$0.00
1st Quarter Expenditures	\$726.86	\$0.00	\$726.86
Total Expenditures	\$726.86	\$0.00	\$726.86
Total Allocation of Funds	\$50,000.00	\$7,500.00	\$57,500.00
Claimed by Percentage	1.5%	0.0%	1.3%

11. *Work Element 11 – Intentionally Left Blank*12. **WORK ELEMENT 12: NOYO HARBOR ACCESS PLAN (CITY OF FORT BRAGG) - CARRYOVER**

PURPOSE: To complete a planning study to identify route alternatives for safe pedestrian and bicycle access to North Noyo Harbor from the City of Fort Bragg.

PROGRESS: As reported last quarter, the consultant (WRA) and City staff have completed task 3 (review of previous studies, site maps, etc.) and task 4 (complete site evaluation to identify constraints and opportunities for pedestrian and bicycle access over two alternative routes to North Noyo Harbor). Staff has reviewed and commented on first draft plan. A community meeting will be held in Harbor to get input from business owners, employees and residents. The final plan will be completed after the meeting, to incorporate meeting input.

PRODUCTS EXPECTED: Analysis of the access route alternative(s) constraints and opportunities; Noyo Harbor Access Plan; Cost Estimate.

PROBLEMS: None reported. Previously reported problems included delays due to staff shortages.

FUNDS:

Reporting Period	Local (LTF)	Total Expenditures by Quarter
July 1 - Sept. 30		
City of Ft. Bragg (<i>Cons.</i>)	\$0.00	\$0.00
1st Quarter Expenditures	\$0.00	\$0.00
Total Expenditures	\$0.00	\$0.00
Total Allocation of Funds	\$46,395.00	\$46,395.00
Claimed by Percentage	0.0%	0.0%

13. WORK ELEMENT 13: DOWNTOWN STREETS & ALLEYS CIRCULATION & CONNECTIVITY STUDY (CITY OF WILLITS) - CARRYOVER

PURPOSE: To conduct a study to review circulation, connectivity and safety among various streets, lanes, alleys and parking lots in the downtown business district.

PROGRESS: Substantial progress was made on the project during the first quarter. The Technical Advisory Group (TAG), consisting of City staff, consultants and community members met for the fourth time on July 28. Group discussed comments from first community workshop on June 16 and worked with consultants to identify preferred concepts for focus areas in downtown Willits. Areas of focus include Commercial Street, Mendocino and Wood Street as well as many alleyways. A second community meeting (*which included a consultant presentation of preferred design concepts generated from public and TAG feedback*) was held on August 25, with approximately 35 people in attendance. Comments from this meeting were used to revise the concepts plans included in this study. Consultants submitted the Downtown Streets & Alleys Circulation & Connectivity Study Administrative Draft on September 15, which was distributed to city staff and TAG for review. Comments will be consolidated and sent to consultants. City staff anticipates receiving a public draft of the study in mid-October and bringing the matter before the City Council at the October 24 public meeting. Final draft is expected to go before City Council in December.

PRODUCT EXPECTED: Products include RFP, Consultant Contract, Draft and Final Reports.

PROBLEMS: None, other than previously reported delayed start.

FUNDS:

Reporting Period	State (PPM)	Total Expenditures by Quarter
July 1 - Sept. 30		
City of Willits (<i>Cons.</i>)	\$27,552.02	\$27,552.02
1st Qtr Expenditures	\$27,552.02	\$27,552.02
Total Expenditures	\$27,552.02	\$27,552.02
Total Allocation of Funds	\$55,967.00	\$55,967.00
Claimed by Percentage	49.2%	49.2%

14. WORK ELEMENT 14: TRAINING (MCOG)

PURPOSE: To provide funding for technical training in the transportation planning field to the MCOG planning staff, and to local agency staff, to stay abreast of changes in the field.

PROGRESS: There was no activity under this work element in the first quarter. *(Note: this work element is used for direct costs only; not staff time).*

PRODUCT EXPECTED: Educational and training materials; and trained/educated staff.

PROBLEMS: None.

FUNDS:

Reporting Period	Local (LTF)	Total Expenditures by Quarter
July 1 - Sept. 30		
MCOG	\$0.00	\$0.00
County/Cities/MTA	\$0.00	\$0.00
1st Quarter Expenditures	\$0.00	\$0.00
Total Expenditures	\$0.00	\$0.00
Total Allocation of Funds	\$25,484.00	\$25,484.00
Claimed by Percentage	0.0%	0.0%

15. WORK ELEMENT 15: BUS STOP REVIEW, PH. 3 (MTA)

PURPOSE: The third phase of a project to survey and review, over a four year period, all MTA bus stops, for safety, accessibility, passenger convenience, and relationship to traffic generators.

PROGRESS: No progress occurred on this project in the first quarter. MTA plans to submit an RFQ for this project in the next quarter.

PRODUCT EXPECTED: RFP/procurement process documentation; drawings/maps/photos showing precise location of each stop as well as existing and suggested improvements (such as signs/poles, shelters/benches, concrete pads and access to the stops).

PROBLEMS: Due to significant managerial staff turnover, this project was delayed.

FUNDS:

Reporting Period	State (RPA)	Local (LTF)	Total Expenditures by Quarter
July 1 - Sept. 30	\$0.00	\$0.00	\$0.00
MTA <i>(Consultant)</i>	\$0.00	\$0.00	\$0.00
1st Quarter Expenditures	\$0.00	\$0.00	\$0.00
Total Expenditures	\$0.00	\$0.00	\$0.00
Total Allocation of Funds	\$13,000.00	\$12,000.00	\$25,000.00
Claimed by Percentage	0.0%	0.0%	0.0%

16. WORK ELEMENT 16: MULTI-MODAL TRANSPORTATION PLANNING (MCOG)

PURPOSE: Day to day multi-modal transportation planning duties, including bicycle, pedestrian, transit, rail aeronautics, and goods movement planning activities.

PROGRESS: Work during the first quarter included day-to-day transportation planner duties related to bicycle, pedestrian, transit, and rail related activities; attendance at NCRA and MTA meetings; coordination, teleconferences and duties related to the State’s Active Transportation Program (ATP). Duties also included monitoring LTF 2% Bike & Pedestrian program; local agency coordination/assistance, and non-motorized transportation related issues.

PRODUCT EXPECTED: Products may include staff reports, meeting attendance, quarterly reports, staff recommendations, documentation of tribal government-to-government relations, written reports.

PROBLEMS: None.

FUNDS:

Reporting Period	State (RPA)	Total Expenditures by Quarter
July 1 - Sept. 30		
MCOG	\$5,237.12	\$5,237.12
1st Quarter Expenditures	\$5,237.12	\$5,237.12
Total Expenditures	\$5,237.12	\$5,237.12
Total Allocation of Funds	\$28,000.00	\$28,000.00
Claimed by Percentage	18.7%	18.7%

17. WORK ELEMENT 17: PAVEMENT MANAGEMENT PROGRAM TRIENNIAL UPDATE – (MCOG) - CARRYOVER

PURPOSE: To perform a triennial update of the County’s, City of Ukiah’s, City of Willits’, and City of Fort Bragg’s Pavement Management Program (PMP) to provide a systematic record for determining roadway pavement maintenance, rehabilitation and reconstruction needs.

PROGRESS: Work during the first quarter consisted of development and disbursement of a Request for Proposals. Other procurement related tasks were also conducted prior to distribution of the RFP, pursuant to MCOG’s Procurement Manual. RFP questions were received during the quarter, and an addendum was prepared in response. Proposals were received at the end of the quarter.

PRODUCT EXPECTED: Request for Proposals, Updated Pavement Condition Reports for the County Maintained Road System and for the cities of Ukiah, Fort Bragg, Willits and Point Arena Road Systems.

PROBLEMS: None.

FUNDS:

Reporting Period	State (PPM)	Total Expenditures by Quarter
July 1 - Sept. 30		
MCOG	\$3,438.30	\$3,438.30
Consultant	\$0.00	\$0.00
1st Quarter Expenditures	\$3,438.30	\$3,438.30
Total Expenditures	\$3,438.30	\$3,438.30
Total Allocation of Funds	\$150,000.00	\$150,000.00
Claimed by Percentage	2.3%	2.3%

18. WORK ELEMENT 18: GEOGRAPHIC INFORMATION SYSTEM (GIS) ACTIVITIES (MCOG)

PURPOSE: To provide GIS support services related to the roadway transportation system, and all transportation modes in Mendocino County.

PROGRESS: During the first quarter MCOG staff developed maps for the Regional Transportation Plan update workshops, scheduled to be held countywide in the second quarter.

PRODUCT EXPECTED: Products may include maps, reports, documentation, presentation materials, and various databases and GIS layers to support project tasks.

PROBLEMS: None.

FUNDS:

Reporting Period	Local (LTF)	Total Expenditures by Quarter
July 1 - Sept. 30		
MCOG	\$827.08	\$827.08
1st Quarter Expenditures	\$827.08	\$827.08
Total Expenditures	\$827.08	\$827.08
Total Allocation of Funds	\$6,850.00	\$6,850.00
Claimed by Percentage	12.1%	12.1%

19. *Work Element 19 - Intentionally left blank*

20. **WORK ELEMENT 20: GRANT DEVELOPMENT & ASSISTANCE (MCOG)**

PURPOSE: To provide technical assistance, research, and support to local agencies, Mendocino Transit Authority, tribal governments, North Coast Railroad Authority, and others, on federal, state, and local grant opportunities.

PROGRESS: Work during the first quarter included day-to-day transportation planner duties related to various federal, state, and local transportation related grants. MCOG staff monitored and reviewed grant information and guidelines, and provided information to local agencies. Staff conducted final tasks related to the “Greater Ukiah Area Micro-Simulation Model” (GUAMM) grant project which was presented to, and accepted by, the MCOG Board on 8-15-16.

PRODUCT EXPECTED: Products may include: grant applications, informational notices, staff assistance, recommendations, distribution of grant materials, staff reports, documentation of tribal governmental-to-government relations, and other documents to support project tasks.

PROBLEMS: None.

FUNDS:

Reporting Period	Local (LTF)	Total Expenditures by Quarter
July 1 - Sept. 30		
MCOG	\$890.17	\$890.17
1st Quarter Expenditures	\$890.17	\$890.17
Total Expenditures	\$890.17	\$890.17
Total Allocation of Funds	\$22,797.00	\$22,797.00
Claimed by Percentage	3.9%	3.9%

21. *Work Element 21 – Intentionally Left Blank*

22. WORK ELEMENT 22: SAFE ROUTES TO SCHOOL – ACTIVE TRANSPORTATION PROGRAM (ATP) NON-INFRASTRUCTURE GRANT (MCOG) - CARRYOVER

PURPOSE: To implement two awarded State Active Transportation Program (ATP) Non-Infrastructure grants (“Safe Routes to School – ATP Non Infrastructure Grant” and “SR 162 Corridor Multi-Purpose Trail, Ph. 1” – Non-Infrastructure component).

PROGRESS: During the first quarter MCOG staff completed work with school districts to get MOUs signed (*6 out of 7 districts signed MOUs, with Willits Unified declining to sign MOU but allowing Safe Routes to School activities to be conducted*). The MOU with California Conservation District was also signed. MCOG staff participated in monthly coordination meetings with consultants, coordinated with Caltrans and project partners, performed grant management duties, including tracking, invoicing and reporting. Two bicycle and pedestrian counters were purchased at the end of the quarter.

HHSA staff worked on various tasks including coordination and meetings with MCOG, NCO/WBM and school staff and task forces; worked with schools to build capacity to implement SRTS activities, continued work on development or strengthening Safe Routes to School task forces; worked with consultant to plan and participate in walk to school days; and assisted with bike rodeos and pedestrian safety events. HHSA staff worked with High School staff to recruit youth for service learning projects; conducted outreach and promotion of events; worked on tasks related to increased enforcement, including attendance at CHP traffic safety meeting. HHSA shared information on how dogs affect walking/biking ability in communities; and, worked on grant reporting and invoicing tasks.

NCO/Walk & Bike Mendocino staff worked on project management duties including coordination and meetings with MCOG, HHSA, and subcontractor (Laytonville Healthy Start), and quarterly reporting and invoicing. NCO/WBM attended task force meetings, made information available on website, conducted school pick up observations and research, met with school administrators re improving safety of student drop off/pick up zones; provided outreach to school staff, parents, community, and law enforcement. Safe Routes to School events were planned and held in Covelo, Fort Bragg and Willits, and event materials were prepared. Contest possibilities were researched/developed. NCO/WBM staff held bike mechanic stations in Fort Bragg, and provided technical assistance to volunteers in Willits and Fort Bragg to establish new bike kitchens. NCO/WBM worked on initial surveys of route options for walk/bike map development; worked on development of marketing plan and conducted outreach and promotion with news articles, social media, community meetings, and e-newsletters. Meetings were held with law enforcement agencies, and discussions were held with stakeholders regarding strategies for enforcement of dog leash laws.

PRODUCT EXPECTED: Press releases; staff recruitment; develop MOUs with schools; meeting participation; implementation plans & schedules; identify Safe Route to School liaisons; hold bike/pedestrian events and trainings; community education & outreach; data collection of walking and biking rates; Safe Routes to School task force assistance; recruit high school students and initiate service learning; organize school contests; organize bike/walk groups; train crossing guards; review/make recommendations on school policies; develop and implement advocacy plan with law enforcement agencies; conduct community-based safety education; distribute educational information; hold summer bike rodeos/clinics; develop and distribute Safe Routes to School maps; and overall grant management including invoicing and reporting.

PROBLEMS: There have been challenges in getting activities started in Potter Valley; however, NCO/WBM and HHSA staff continue to reach out to Potter Valley school staff.

FUNDS:

Reporting Period	State (ATP)	Total Expenditures by Quarter
July 1 - Sept. 30		
MCOG	\$8,518.99	\$8,518.99
Consultants	\$49,242.63	\$49,242.63
1st Quarter Expenditures	\$57,761.62	\$57,761.62
Total Expenditures	\$57,761.62	\$57,761.62
Total Allocation of Funds	\$1,000,384.00	\$1,000,384.00
Claimed by Percentage	5.8%	5.8%

Total Expenditures - First Quarter

Summary of Funding Sources	Amount Programmed	1st Qtr Expenditures	2nd Qtr Expenditures	3rd Qtr Expenditures	4th Qtr Expenditures	Total Expenditures
Local LTF	\$187,393	\$9,365.47	\$0.00	\$0.00	\$0.00	\$9,365.47
State PPM	\$262,092	\$38,626.14	\$0.00	\$0.00	\$0.00	\$38,626.14
State RPA*	\$294,000	\$60,738.98	\$0.00	\$0.00	\$0.00	\$60,738.98
State ATP Grant*	\$1,000,384	\$57,761.62	\$0.00	\$0.00	\$0.00	\$57,761.62
Totals	\$1,743,869	\$166,492.21	\$0.00	\$0.00	\$0.00	\$166,492.21
* Local funds were used to pay invoices, pending reimbursement						

Prepared by L. Ellard
12/8/16



MENDOCINO COUNCIL OF GOVERNMENTS
Technical Advisory Committee (TAC)
STAFF REPORT

Information # 3
MCOG Meeting
2/6/2017

TITLE: Environmental Mitigation Grants

DATE PREPARED: 1/17/17

SUBMITTED BY: Loretta Ellard, Deputy Planner

TAC MEETING DATE: 1/31/17

BACKGROUND:

At the September 28, 2016 TAC meeting, the TAC discussed the issue of MCOG contributing RTIP funding to the Ryan Creek Fish Passage project (*one of four "child" projects for the Willits bypass project*).

While supportive of the need to honor MCOG's funding commitment, the TAC wanted to look for alternate grant funds to cover MCOG's 15% share, as noted in the following September 28 draft minutes excerpt:

"...There was general agreement that MCOG should honor the 15% commitment, but several members expressed interest in investigating alternative sources of funds or grants (i.e. Fish and Wildlife, Prop 1B, environmental grants, etc.) instead of future RTIP shares. This idea was discussed with some concerns mentioned by MCOG staff, including: long timelines to obtain grant funding, possible prohibitions against using grant funds for required mitigation, and timing concerns with construction windows. Phil said he would talk to Caltrans about the issues raised, but noted time constraints with this item going to the CTC on October 19th for supplemental funds.

Motion by Shoemaker, seconded by Varga, and carried (with Ahlstrand abstaining), the TAC recommends to MCOG that we (1) communicate with Caltrans that we recognize our obligation of 15%; but (2) we do not want to designate future transportation funds at this time, but want to look for alternate funds from another source to cover our 15%, and (3) we request 120 days to investigate alternate funds."

The MCOG Board took action on October 3, 2016 to contribute the additional needed funds (\$313,000) from future RTIP shares as recommended by the Executive Director, for several reasons, including timeliness, as the item was also scheduled for approval of Caltrans' funding share at the October CTC meeting.

As suggested by the TAC, I have recently investigated alternative funding sources, including various grants under the Prop 1 grant program, as well as the Environmental Enhancement & Mitigation (EEM) grant program. I spoke with Caltrans staff, exchanged e-mails with various grant program personnel, and learned the following:

- Proposition 1 Grant Program – includes various grant programs through California Department of Fish and Wildlife (CDFW) - required mitigation projects are **not** eligible
- Fisheries Habitat Restoration Grant Program (CDFW) – required mitigation projects are **not** eligible
- Environmental Enhancement & Mitigation (EEM) Program – a required mitigation project **is** eligible under this program; however, staff has concerns about whether it would be a good fit for projects similar to Ryan Creek, should they arise in the future. The applicant must perform the project, so MCOG could not be the applicant for a Caltrans project. Also, note that environmental review must be **completed** on the proposed EEM project before applying, and projects must be beyond the scope of the lead agency. The application process is lengthy and applicants are asked to submit a one-page proposal prior to submitting a full application. Workshops will be held in May 2017 for the next cycle, with applications due in June 2017. Funding awards are expected in February 2018.

ACTION REQUIRED: Information only.

ALTERNATIVES: N/A

RECOMMENDATION: Information only.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

Minutes

Tuesday, November 1, 2016, 1:00 p.m.

UC Farm Advisor's Small Conference Room, 890 North Bush Street, Ukiah

MEMBERS PRESENT

Carla Meyer, MTA
Marilyn DeFrange, Ukiah Senior Center
Diana Clark, Ukiah Senior Center
Allyn Nonneman, Willits Senior Center
Charles Bush, Redwood Coast Senior Center
Neil Davis, NCO/Walk & Bike Mendocino (for Tarney Sheldon)

(Note: Three positions are currently vacant.)

MEMBERS ABSENT

Micki Dolby, Area Agency on Aging
Claudia Hillary, Action Network
Sheila Keys, Regional Center

STAFF & OTHERS PRESENT

Nephele Barrett, MCOG Planning Staff
Janet Orth, MCOG Administrative Staff
Marta Ford, MCOG Administrative Staff

1. Call to Order & Introductions

The meeting was called to order at 1:02 p.m.

SSTAC members and staff introduced themselves.

2. Public Expression

There was no discussion under this item.

3. Minutes

The minutes from the May meeting were included in the packet for information and reference. Due to the length of time between meetings, members had already provided comments and corrections, and the minutes had been finalized.

4. Review of SSTAC Membership

Nephele Barrett reviewed the positions that are currently vacant or due for re-appointment. Carla Meyer and Marilyn DeFrangé agreed to continue on the Council. Nephele will check with Claudia Hillary to determine if she is interested in continuing. She explained that Willie West is no longer able to serve on the Council. Tarney Sheldon has indicated that she may not be able to continue on the Council and will be recommending a suitable, long-term replacement. An additional CTSA representative will be identified after the first of year when additional staff members are on board. Marilyn volunteered to put up a sign at the Ukiah Senior Center for senior representative. The group discussed the user positions, which would ideally be users, but don't have to be. Meeting frequency and the role of the SSTAC was discussed. Carla volunteered to ask MTA drivers for suggestions of potential members to fill the "handicapped" user position.

5. FY 2017/18 Unmet Transit Needs Workshop & Recommendation (see attached list prepared by MCOG administrative staff)

Janet Orth provided an overview of the Unmet Needs Process and referred to materials in the agenda packet. She explained that two lists will be developed—one specific to transit needs and subject to TDA requirements and one identifying other transportation recommendations. In response to a question from Carla, Janet reviewed the MCOG adopted definition of an unmet transit need. The various steps in the process, including the roles of MTA and the Transit Productivity Committee, were discussed.

Janet reviewed the needs that have been met in the past several years as a result of the Unmet Needs Process.

Marilyn explained that the Ukiah Senior Center conducted a survey of senior center attendees and identified a variety of needs. She identified a need for non-emergency medical transportation including out of county and after senior center hours. Carla described a volunteer driver program for medical purposes that was successful in Amador which used FTA Section 5310 grant funds for a vehicle. She explained that a mobility manager was a key to making the service feasible.

Ride sharing and coordination in isolated areas of the county for purposes other than medical was identified as a need.

Carla explained that a mobility manager or one-stop call center is needed in order to facilitate many of the needs. MTA is planning to apply for a grant to fund this position. This is a need that will be included in the list of "other" transportation recommendations.

Charles Bush mentioned that there is a need for seniors and others to be able to purchase a pass that could be used for both senior center transportation services and MTA services, and possibly private services in addition. He explained that at the Senior Legislature session there was great support for some type of single pass that seniors could use across all systems. Carla mentioned that MTA is purchasing a computer aided dispatch system that will work with smart phones that may partially address this problem.

Carla described several needs that had been identified by MTA. She explained that there is a need to restore the Saturday connection with Route 75 at Navarro River junction, as well as Saturday service

on Route 5 and 60, same as weekday. Another need is for Point Arena service to include service to the cove. South Coast service is also needed servicing the Ridge, Gualala, and Point Arena in a circular route. Another need identified is the ability to travel from Gualala and Point arena to Ukiah and back in the same day. Carla also noted that in the Ukiah area, there is a need to expand Saturday service and add Sunday service on Route 9 and Route 7 Jitney.

Marilyn mentioned that there is a need for transit service for seniors in very isolated areas of the county, beyond the reach of the Senior Center's service area. Marilyn, Charles and Allyn Nonneman agreed that there is also a need for service for seniors for events that are held in the evenings. Marilyn also identified a need for assisted transportation on Wednesday in the Ukiah area, because the Center's transportation service does not operate on that day due to budget limitations. Marilyn mentioned that between the hours of 10:00 and 11:00 a.m. is a very busy time, and the Senior Center's transportation service has to deny rides. The group discussed the MTA's planned purchase of Route Match software, which may help with this problem.

Marilyn identified a need for wheelchair accessible assisted rides on Sundays for church.

Allyn Nonneman explained that service to and from Laytonville to Willits and beyond is an ongoing need. The Willits Senior Center does not serve the area, nor does MTA. A fixed route bus or other service from Potter Valley to Ukiah is another need that has come up. Carla described a successful twice-a-week bus that ran to remote areas in another county. Charles noted that something similar could be beneficial seasonally along the beach.

Charles mentioned that there is an ongoing need for service to and from The Woods community. The center receives frequent requests for the service, but the area is too remote for the senior center service to serve.

The group discussed transit issues relevant to rural areas. Neil Davis suggested that more frequent service between Willits and Ukiah would be beneficial for choice users.

Allyn mentioned that there is a need for service from Golden Rule/Ridgewood Ranch. The Willits Senior Center gets service requests to the area, but it is outside of their service area.

The list of unmet needs that was prepared by MCOG Administrative staff based on this workshop is attached.

6. Miscellaneous

Charles mentioned that a Segway rental facility in Fort Bragg is working to get Segways allowed on the Coastal Trail.

7. Information / Announcements

Nephele discussed changes to the FTA Section 5310 grant program. The per-agency cap on funding has been raised to \$1 million for this cycle. In addition, applicants will be required to use the Electronic Grant Management System. It is recommended that applicants allow extra time to maneuver this system.

Marilyn announced that the Ukiah Senior Center will hold a fundraiser dance on December 3.

Charles mentioned an upcoming symphony concert that will raise funds for the Redwood Coast Senior Center on November 12.

8. Adjournment

The meeting was adjourned at 2:40 p.m.

Respectfully Submitted,

Nephele Barrett, Program Manager

California Energy Commission
STAFF REPORT

LOCALIZED HEALTH IMPACTS REPORT

For Selected Projects Awarded Funding Through the
Alternative and Renewable Fuel and Vehicle Technology
Program Under Solicitation GFO-15-603 – DC Fast Chargers
for California's Interregional Corridors

California Energy Commission

Edmund G. Brown Jr., Governor

November 2016 | CEC-600-2016-008



California Energy Commission

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DISCLAIMER

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ABSTRACT

Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007) created the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP). This statute, amended by Assembly Bill 109 (Núñez, Chapter 313, Statutes of 2008), authorizes the California Energy Commission to “develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies.” Assembly Bill 8 (Perea, Chapter 401, Statutes of 2013) reauthorizes the ARFVTP through January 1, 2024.

AB 118 also directs the California Air Resources Board (ARB) to develop guidelines to ensure air quality improvements. The ARB Air Quality Improvement Program (AQIP) Guidelines, approved in 2008, are published in the *California Code of Regulations, Title 13, Motor Vehicles, Chapter 8.1, AB 118 Air Quality Guidelines for the Alternative and Renewable Fuel and Vehicle Technology Program and the AQIP*. The *AQIP Guidelines* require the Energy Commission, as the funding agency, to analyze the localized health impacts of ARFVTP-funded projects that require a permit (13 CCR § 2343). As provided by 13 CCR § 2343, this *Localized Health Impacts Report* is required to be available for public comment for 30 days prior to the approval of projects.

This *Localized Health Impacts Report* analyzes the combined impacts in the communities, including exposure to air contaminants or localized air contaminants, or both, and including, but not limited to, communities of minority populations or low-income populations, as declared by the direct current (DC) fast charger proposers or as determined by Energy Commission staff. Appendix A, *Localized Health Impact Report Assessment Method*, describes the analysis used for this *Localized Health Impacts Report*.

Keywords: Air pollution, air quality, Air Quality Improvement Program (AQIP), California Air Resources Board (ARB), alternative fuel, Assembly Bill (AB) 118, California Environmental Quality Act (CEQA), criteria emissions, demographics, direct current (DC), environmental justice (EJ) indicators, Environmental Justice Screening Method (EJSM), electric vehicle (EV), greenhouse gas emissions (GHG), localized health impact (LHI)

Please use the following citation for this report:

Brecht, Patrick. 2016. *Localized Health Impacts Report*. California Energy Commission, Fuels and Transportation Division. Publication Number: CEC-600-2016-008.

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EXECUTIVE SUMMARY

Under the *California Code of Regulations Title 13, (CCR § 2343)*, this *Localized Health Impacts Report* describes the alternative fuel demonstration projects proposed for Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) funding that may or may not require a conditional or discretionary permit or environmental review, such as conditional use permits, air quality permits, wastewater permits, hazardous waste disposal permits, and other land-use entitlements. This report does not include projects that require only residential building permits, mechanical/electrical permits, or fire/workplace safety permits, as these are determined to have no likely impact on the environment.

The California Energy Commission is required to assess the localized health impacts of the projects proposed for ARFVTP funding. This *Localized Health Impacts Report* focuses on the potential impacts projects may or may not have on a particular community, particularly those communities that are considered especially vulnerable to emissions increases. For high-risk communities, this report assesses the impacts from criteria emissions/air toxics and the air quality attainment status.

Environmental justice communities, low-income communities, and minority communities are considered to be the most impacted by any project that could result in increased criteria and toxic air pollutants within an area because these communities typically have the most significant exposure to the emissions. Assessing projects and the communities surrounding them is important because of the health risks associated with these pollutants. Preventing health issues from air pollution in any community is important, but it is especially important to minimize any negative impacts in communities that are already considered to be at risk due to their continued exposure to these contaminants.

The projects in this *Localized Health Impacts Report* are assessed for potential health impacts for the communities in which they will be located. Based on this analysis, it is not anticipated that implementing these projects will have negative impacts because there will not be a net increase in criteria and toxic emissions, specifically in those communities that are considered most vulnerable. Potentially, the projects stand to provide improved quality of life through cleaner air.

CHAPTER 1:

Projects Proposed for Funding

On January 26, 2016, the California Energy Commission released a competitive grant funding opportunity titled “DC Fast Chargers for California’s Interregional Corridors” (GFO-15-603) under the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP). This grant opportunity was an offer to fund projects that will install direct current fast (DC) charging stations along major corridors that will fill the existing gaps for interregional travel for electric vehicles travelling in the state.

On October 10, 2016, the Energy Commission posted the notice of proposed awards (NOPA) for GFO-15-603, resulting in 21 projects proposed for funding. This *Localized Health Impacts Report* assesses and reports on the potential localized health impacts of the proposed projects with public review and comment for a 30-day period.

This chapter summarizes the projects proposed for Energy Commission funding. Table 1 provides the applicant, project name, project address, number and type of chargers, and environmental justice (EJ) indicators. (See Appendix A.)

**Table 1: Proposed Projects for Direct Current Fast Chargers for California’s Interregional Corridors With Environmental Justice Indicators
(Electric Vehicle Charger Type: Direct Current Fast Charger [DCFC] and Level 2 [L2])**

Applicant	Project Name	Project Address	Number of Chargers	EJ Indicator (s)
ChargePoint, Inc. Application #10	Mojave Express Interregional Corridor Project	Site 1: Motel 6 – Café 154 16868 Stoddard Wells Rd. Victorville, CA 92394	2 DCFC 1 L2	4
		Site 2: Barstow Station 1611 E Main St. Barstow, CA 92311	2 DCFC 1 L2	4
		Site 3: Yermo Express Gas 40873 Sunrise Canyon Rd. Yermo, CA 92398	2 DCFC 1 L2	3
		Site:4 Grewal Travel Center 72363 Baker Blvd Baker, CA 92309	4 DCFC 1 L2	4
		Site 5:Nipton Shell/Cima Mining Company 65845 Cima Rd Nipton, CA 92364	2 DCFC 1 L2	3

Applicant	Project Name	Project Address	Number of Chargers	EJ Indicator (s)
ChargePoint, Inc. Application #21	Redwood Coast Express Interregional Corridor Project	Site 1: 350 North Indian Road Smith River, CA 95567	1 DCFC 1 L2	4
		Site 2: 655 US-101 Crescent City, CA 95531	1 DCFC 1 L2	3
		Site 3: 171 Klamath Boulevard Klamath, CA 95548	2 DCFC 1 L2	4
		Site 4: 4701 Valley W. Boulevard Arcata, CA 95521	2 DCFC 1 L2	2
		Site 5: 11 Bear Paws Way Loleta, CA 95551	2 DCFC 1 L2	1
		Site 6: 705 US-101 Garberville, CA 95542	2 DCFC 1 L2	0
Recargo, Inc. Application #35	Recargo California Electric Highway - Corridor 2	Site 1: 10700 Highway 101 Smith River, CA 95567	1 DCFC 1 L2	4
		Site 2: 15870 Highway 101 Klamath, CA 95548	1 DCFC 1 L2	4
		Site 3: 120025 Highway 101 Orick, CA 95555	1 DCFC 1 L2	2
		Site 4: 1929 Fourth Street Eureka, CA 95501	3 DCFC 1 L2	1
		Site 5: 1328 Eeloa Avenue Rio Dell, CA 95562	1 DCFC 1 L2	1
		Site 6: 6685 Avenue of the Giants Miranda, CA 95553	1 DCFC 1 L2	1
ChargePoint, Inc. Application #11	Joshua Tree Express Interregional	Site 1: 1540 E. 2nd Street Beaumont, CA 92223	2 DCFC 1 L2	2

Applicant	Project Name	Project Address	Number of Chargers	EJ Indicator (s)
	Corridor Project	Site 2: 42625 Jackson Street Indio, Ca 92203	2 DCFC 1 L2	3
		Site 3: 62450 Chiriaco Road Indio, CA 92201	2 DCFC 1 L2	3
		Site 4: 850 W. Hobson Way Blythe, CA 92225	2 DCFC 1 L2	3
EV Connect, Inc. Application #22	GFO-15-603 DC Fast Chargers for California Interregional Corridors	Site 1: 1693 2nd Street Beaumont, CA 92223	1 DCFC 2 L2	2
		Site 2: 74-900 Gerald Ford Drive Palm Desert, CA 92211	1 DCFC 1 L2	1
		Site 3: 62450 Chiriaco Road Indio, CA 92201	4 DCFC 1 L2	3
		Site 4: 2011 East Donlon Street Blythe, CA 92225	2 DCFC 1 L2	3
ChargePoint, Inc. Application #12	Mendocino Express Interregional Corridor Project	Site 1: 69501 US-101 Leggett, CA 95585 The Peg House	1 DCFC 1 L2	0
		Site 2: 45020 US-101 Laytonville, CA 95454 The Larson Building	2 DCFC 1 L2	2
		Site 3: 1355 S. Main Street Willits, CA 95490 Burger King	2 DCFC 1 L2	2
		Site 4: 115 E. 2nd Street Cloverdale, CA 95425 Cloverdale Natural Foods	2 DCFC 1 L2	2
		Site 5: 1345 Healdsburg, Avenue Healdsburg, CA 95448 Big John's Market	2 DCFC 1 L2	2
Recargo, Inc. Application #36	Recargo California Electric Highway - Corridor 4	Site 1: 67676 North Highway 271 Leggett, CA 95585	1 DCFC 1 L2	0
		Site 2: 44611 Harmon Drive Laytonville, CA 95454	1 DCFC	2

Applicant	Project Name	Project Address	Number of Chargers	EJ Indicator (s)
			1 L2	
		Site 3: 212 South Main Street Willits, CA 95490	1 DCFC 1 L2	2
		Site 4: 13771 Highway 101 Hopland, CA 95449	3 DCFC 1 L2	1
		Site 5: 33 Healdsburg Avenue Healdsburg, CA 95448	1 DCFC 1 L2	2
ChargePoint, Inc. Application #13	Tahoe-Truckee Express Interregional Corridor Project	Site 1: 13358 Lincoln Way Auburn, CA 95607	2 DCFC 1 L2	1
		Site 2: 400 S. Canyon Way Colfax, CA 95713	2 DCFC 1 L2	1
		Site 3: 25 Canyon Creek Road Dutch Flat, CA 95714	2 DCFC 1 L2	1
		Site 4: 90 Cisco Road Soda Springs, CA 95728	2 DCFC 1 L2	0
		Site 5: 10527 Cold Stream Road Truckee, CA 96161	2 DCFC 1 L2	0
ChargePoint, Inc. Application #14	South Lake Tahoe Express Interregional Corridor Project	Site 1: 1200 Broadway Placerville, CA 95667	2 DCFC 1 L2	3
		Site 2: 6529 Pony Express Trail Pollock Pines, CA 95726	1 DCFC 1 L2	1
		Site 3: 17510 US-50 Kyburz, CA 95720	1 DCFC 1 L2	1
		Site 4: 1001 Heavenly Village Way South Lake Tahoe, CA 96150	2 DCFC 1 L2	2
ChargePoint, Inc. Application #30	High Desert Express Corridor Project	Site 1:49901 Highway 14 Inyokern, CA 93527	1 DCFC 1 L2	1