

APPENDICES

- A. Participation and Outreach Information and Documentation
- B. Active Transportation Project Maps
- C. Unsurfaced County Maintained Roads and Water Quality
- D. Identified Projects and Funding Requirements – Noyo Harbor Plan: Final Draft, Winfield Smith Associates & Land Planning Research, January 1992
- E. Regional Transportation Plan Maps
- F. Environmental Document & Related Material

APPENDIX A

PARTICIPATION AND OUTREACH INFORMATION AND DOCUMENTATION





MENDOCINO COUNCIL OF GOVERNMENTS

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

PHILLIP J. DOW, EXECUTIVE DIRECTOR

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

TECHNICAL ADVISORY COMMITTEE AGENDA

Date: Wednesday, April 20, 2016

Time: 10:00 a.m.

Location: MCOG Conference Room - 367 N. State St., Suite 208 – Ukiah

PUBLIC EXPRESSION

The TAC welcomes participation in TAC meetings. Comments will be limited for items not on the agenda to three minutes per person, and not more than 10 minutes per subject, so that everyone may be heard. This time is limited to matters under TAC jurisdiction which have not already been considered by the TAC.

1. Call to Order/Introductions
2. Public Expression
3. Input from Native American Tribal Governments' Representatives (*Information*)
4. Approval of Minutes of 2/17/16 (*Action*)
5. Orr Creek Pathway (*Discussion*)
6. FY 2015/16 Overall Work Program
 - a. Second Quarter Report (*Information*)
 - b. Third Amendment – approved by MCOG 4/12/16 (*Information*)
7. FY 2016/17 Draft Overall Work Program – Review Caltrans' Comments (*Information*)
- 8. Active Transportation Plan Development (*Discussion*)
9. Active Transportation Program (ATP) (*Information*)
10. Staff Reports (*Information*)
 - a. 2016 Regional Transportation Improvement Program
 - b. County Road and City (Ukiah) Street Sales Tax Measure
 - c. Transportation Investment Generating Economic Recovery (TIGER) Grant Applications – due 4/29/16
 - d. SB 743 CEQA - Implementation
11. Miscellaneous (*Information*)
12. Adjournment

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.



MENDOCINO
COUNCIL OF GOVERNMENTS

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SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

AGENDA

Wednesday, May 18, 2016

11:00 a.m.

UC Farm Advisor's Small Conference Room

890 North Bush Street, Ukiah

Located next to the County Administrative Center at 501 Low Gap Road

Wheelchair accessible through the front office entrance

1. Call to Order & Introductions
2. Public Expression – *No Action*
Participation is welcome in all Council meetings. “Public Expression” time is for matters under the SSTAC’s jurisdiction that are not on the agenda. Comments will be limited to three minutes per person and not more than ten minutes per subject, so that everyone can be heard.
3. Minutes – *No Action*
Due to the length of time between meetings, members have already been provided opportunity to provide comments and corrections, and the minutes have been finalized. They are provided here for information.
- 4. Input to Active Transportation Plan
5. Review of SSTAC Membership
6. Report/Discussion of FY 16/17 Unmet Transit Needs Recommendation
7. Miscellaneous
8. Information / Announcements
9. Adjournment

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TECHNICAL ADVISORY COMMITTEE AGENDA

Date: Wednesday, May 25, 2016

Time: 10:00 a.m.

Location: MCOG Conference Room - 367 N. State St., Suite 208 – Ukiah

Teleconference Locations

Caltrans District 1 - 1656 Union Street - Eureka

Point Arena City Hall - 451 S. School Street - Point Arena

Call-in Number: 877-216-1555; Passcode: 249893

PUBLIC EXPRESSION

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1. Call to Order/Introductions
2. Public Expression
3. Input from Native American Tribal Governments' Representatives (*Information*)
4. Approval of Minutes of 4/20/16 (*Action*)
5. Review of State Route 175 Draft Transportation Concept Report – Caltrans (*Information*)
6. FY 2016/17 Final Overall Work Program (*Review/Recommendation*)
- 7. Active Transportation Plan Development (*Discussion*)
8. Active Transportation Program (ATP) – Applications due 6/15/16 (*Information*)
9. Staff Reports (*Information*)
 - a. County Road and City (Ukiah) Street Sales Tax Measures
 - b. Transportation Funding Outlook
 - c. Highway Safety Improvement Program (HSIP) - Applications due 8/12/16
 - d. SB 743 CEQA - Training
 - e. Caltrans' Complete Streets Training – Eureka (June 1-2, 2016)
10. Miscellaneous (*Information*)
11. Adjournment

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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Administration: Suite 206
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TECHNICAL ADVISORY COMMITTEE AGENDA

Date: Wednesday, August 24, 2016

Time: 10:00 a.m.

Location: MCOG Conference Room - 367 N. State St., Suite 208 – Ukiah

Teleconference Location: Point Arena City Hall - 451 S. School Street - Point Arena

Call-in Number: 877-216-1555; Passcode: 249893

PUBLIC EXPRESSION

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1. Call to Order/Introductions
2. Public Expression
3. Input from Native American Tribal Governments' Representatives (*Information*)
4. Approval of Minutes (*Action*)
 - a. 4/20/16 Minutes
 - b. 5/25/16 Minutes
5. FY 2015/16 Overall Work Program - Fourth Quarter (Year-End) Report (*Information*)
6. FY 2016/17 Overall Work Program – First Amendment (*Information*)
- 7. Active Transportation Plan Development (*Discussion*)
- 8. Regional Transportation Plan Update (*Discussion*)
9. LTF 2% Bike & Pedestrian Program – Open Projects (*Discussion*)
10. Traffic Control for Safer Work Zones - U.C. Berkeley Tech Transfer Program (*Select Training Date*)
11. Staff Reports (*Information*)
 - a. Willits Bypass Opening
 - b. County Road and City (Ukiah) Street Sales Tax Measures
 - c. Training - SB 743 CEQA
 - d. Transportation Funding Outlook
12. Miscellaneous (*Information*)
 - a. Next Meeting
13. Adjournment

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PHILLIP J. DOW, EXECUTIVE DIRECTOR

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Come have a say about the future of transportation in Mendocino County!

The Mendocino Council of Governments is in the process of preparing both an Active Transportation Plan and an update to the Regional Transportation Plan. The two plans together will identify transportation needs and projects for the next 20 years in all modes of transportation including bicycle, pedestrian, streets, highways, rail and transit.

A series of public workshops is planned to provide the public opportunity to voice their concerns about transportation and help us to identify needs throughout the county.

PUBLIC WORKSHOPS

Fort Bragg Monday, October 17, 5:30 to 7:00 p.m.
Town Hall, 363 North Main Street, Fort Bragg

Ukiah Monday, October 24, 5:30 to 7:00 p.m.
UC Farm Advisor's Conference Room, 890 North Bush Street, Ukiah

Willits Monday, November 7, 5:30 to 7:00 p.m.
Willits Community Center, 111 East Commercial Street, Willits

Point Arena Monday, November 14, 5:30 to 7:00 p.m.
Point Arena City Hall, 451 School Street, Point Arena

Covelo Wednesday, November 16, 5:30 to 7:00 p.m.
Covelo Fire Protection District, 75900 Hwy 162, Covelo

Each workshop will include interactive exercises and begin with a brief presentation by MCOG staff.

For additional information:

www.mendocinocog.org
707-463-1859
367 N. State Street, Suite 206, Ukiah

If you are unable to attend a workshop, please watch our website for updates and upcoming opportunities to participate, including a survey.



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PHILLIP J. DOW, EXECUTIVE DIRECTOR

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

TO: Mendocino County Radio Stations

PUBLIC SERVICE ANNOUNCEMENT

FOR RELEASE BETWEEN OCTOBER 6 AND NOVEMBER 14, 2016

Contact: Phil Dow or Nephela Barrett, 463-1859

**Come have a say about the future of
transportation in Mendocino County!**

The Mendocino Council of Governments is in the process of preparing an Active Transportation Plan and updating the Regional Transportation Plan. The two plans together will identify transportation needs and projects for the next 20 years in all modes of transportation.

A series of workshops is planned to give the public opportunity to voice their concerns about transportation.

Workshops are scheduled on October 17 in Fort Bragg, October 24 in Ukiah, November 7 in Willits, November 14 in Point Arena, and November 16 in Covelo. All workshops will be held from 5:30 to 7:00 and include a brief presentation as well as interactive exercises. For a detailed schedule and locations, please visit the MCOG website www.mendocinocog.org or call 463-1859.

Nephele Barrett

From: Charlene Parker [cparker@dbcteam.net]
Sent: Thursday, October 06, 2016 2:26 PM
To: Nephele Barrett
Subject: FW: PUBLIC SERVICE ANNOUNCEMENT
Attachments: Workshop PSA 100516.doc; Workshop PSA 100516.pdf

From: Charlene Parker [<mailto:cparker@dbcteam.net>]

Sent: Thursday, October 6, 2016 1:48 PM

To: KUNK FM - Fort Bragg <info@theskunkfm.com>; KOZT Radio Station <sam@kozt.com>; K-Wine Radio Station <psa@kwine.com>; KZYX & Z Radio <psa@kzyx.org>; KYBU - Round Valley Community Radio <mail@kyburadio.org>

Subject: PUBLIC SERVICE ANNOUNCEMENT

TO: Mendocino County Radio Stations

PUBLIC SERVICE ANNOUNCEMENT

FOR RELEASE BETWEEN OCTOBER 6 AND NOVEMBER 14, 2016

Contact: Phil Dow or Nephele Barrett, 463-1859

Come have a say about the future of transportation in Mendocino County!

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I have also attached word & pdf copy.

Thank you,

Charlene Parker, Office Assistant
Davey-Bates Consulting
Lake County/City Area Planning Council
Mendocino Council of Governments



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(707) 234-3434

TO: Mendocino County News Media

PRESS RELEASE

FOR RELEASE BETWEEN OCTOBER 7 AND NOVEMBER 14, 2016

Contact: Phil Dow or Nephele Barrett, 707-463-1859

**Come have a say about the future of
transportation in Mendocino County!**

The Mendocino Council of Governments is in the process of preparing both an Active Transportation Plan and an update to the Regional Transportation Plan. The two plans together will identify transportation needs and projects for the next 20 years in all modes of transportation including bicycle, pedestrian, streets, highways, rail and transit.

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PUBLIC WORKSHOPS

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Town Hall, 363 N. Main Street, Fort Bragg

Ukiah Monday, October 24, 5:30 to 7:00 p.m.

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

Willits Monday, November 7, 5:30 to 7:00 p.m.

Willits Community Center, 111 East Commercial Street, Willits

Point Arena Monday, November 14, 5:30 to 7:00 p.m.

Point Arena City Hall, 451 School Street, Point Arena

Covelo Wednesday, November 16, 5:30 to 7:00 p.m.

Covelo Fire Protection District, 75900 Hwy 162, Covelo

If you are unable to attend a workshop, please watch our website for updates and upcoming opportunities to participate, including a survey.

www.mendocinocog.org

Or call 707-463-1859 for more information.

Nephele Barrett

From: Charlene Parker [cparker@dbcteam.net]
Sent: Friday, October 07, 2016 1:16 PM
To: Anderson Valley Advertiser; Mendocino County Observer; The Willits News; Ukiah Daily Journal; Fort Bragg Advocate News; Press Democrat; Independent Coast Observer; Willits Weekly
Cc: Nephele Barrett
Subject: PRESS RELEASE
Attachments: Workshop Press Release 100516.doc; Workshop Press Release 100516.pdf

TO: Mendocino County News Media

PRESS RELEASE

FOR RELEASE BETWEEN OCTOBER 7 AND NOVEMBER 14, 2016

Contact: Phil Dow or Nephele Barrett, 707-463-1859

Come have a say about the future of transportation in Mendocino County!

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Bragg

**Ukiah
Monday,
October 24,
5:30 to 7:00
p.m.**

UC Farm
Advisor's
Conference
Room, 890

North Bush
Street, Ukiah

Willits
Monday,
November 7,
5:30 to 7:00
p.m.

Willits
Community
Center, 111
East
Commercial
Street, Willits

Point
Arena
Monday,
November 14,
5:30 to 7:00
p.m.

Point Arena
City Hall, 451
School Street,
Point Arena

Covelo
Wednesday,
November 16,
5:30 to 7:00
p.m.

Covelo Fire
Protection
District, 75900
Hwy 162,
Covelo

If you are unable to attend a workshop, please watch our website for updates and upcoming opportunities to participate, including a survey.

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Or call 707-463-1859 for more information.

I have also attached word & pdf copy.

Thank you,

Charlene Parker, Office Assistant



2017 Mendocino Regional Transportation Plan Survey

1. What is your main form of transportation on a typical WEEKDAY? Choose one.

- Auto/Motorcycle – drive alone
Auto – travel with at least one other person
Walk
Bicycle
Transit
Assisted Mobility (wheelchair, electric scooter, etc.)
Other

2. In an average week, what percentage of your trips do you make using the following modes of transportation?

Personal Vehicle %
Walk %
Bicycle %
Transit %

3. If you have school-age children in your household, what forms of transportation do they use to and from school? Mark all that apply.

- Auto
Walk
Bicycle
School Bus
Transit (non-school)

4. To what locations do you travel, and how often each week?

Table with 6 columns: Location, 1 time Per week, 2 times per week, 3 times per week, 4-5 times per week, 6-7 times per week. Rows include Work, School, Shopping/errands, Medical appointments, Senior/Community Center, and Recreation.

5. If you had \$100 for transportation, how would you spend it among the following types of projects? Dollars may be split between as many choices as you like or concentrated on just a few.

- Increase frequency/extend hours of existing transit service \$ _____
- Provide transit service to remote areas of the county \$ _____
- Maintaining/paving existing streets and roads & filling potholes \$ _____
- Street, road and highway projects to reduce congestion (e.g., roundabouts, turn lanes, widening) \$ _____
- Building new roads or road connectors (e.g. Brooktrails Second Access, Orchard Avenue Extension, Windy Hollow Bridge) \$ _____
- Improving safety and operations on local roads and highways (e.g., signals, traffic calming measures) \$ _____
- Improving/expanding bicycle routes and paths \$ _____
- Improving/increasing sidewalks and pedestrian walkways \$ _____
- Streetscape and landscape projects to improve aesthetics for travelers and beautify communities \$ _____
- Increasing non-automobile out of county travel options (e.g., interregional bus, train, air) \$ _____
- Improving airport facilities \$ _____
- Improving harbor facilities \$ _____

6. Sometimes money must be spent for specific types of projects. If you had \$50 that must be spent for active transportation projects how would you spend it? Dollars may be split between as many choices as you like.

- Sidewalk infill in populated areas \$ _____
- Bike lane infill in populated areas \$ _____
- Safe Routes to Schools projects (sidewalks, bike lanes, paths in school areas) \$ _____
- Pedestrian and bicycle facilities in commercial areas \$ _____
- Widening sidewalks, bulb-outs, pedestrian refuge islands \$ _____
- New bike or multi-use paths (e.g., Rail Trail, Noyo Harbor Access) \$ _____
- ADA compliant ramps at corners where none currently exist \$ _____
- Bicycle Parking \$ _____
- Recreational trails \$ _____

Bicycle improvements on State Highways (e.g., SR 1, SR 253, SR 162)

\$ _____

7. What is the one way distance you commute between your home and work or school?

Miles _____

8. How often do you travel out of the county and for what reasons? Select only those types of reasons that apply to you.

	1 trip per MONTH	2-3 trips per MONTH	4-5 trips per MONTH	1 trip per WEEK	2-3 trips per WEEK	4-5 trips per WEEK	6-7 trips per WEEK
Work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
School	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shopping/errands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medical	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recreational	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. The following is a list of issues people are sometimes concerned about. Please indicate your degree of concern about each item.

	Very serious problem	Somewhat serious problem	Not a serious problem	No opinion
Lack of parking in commercial areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not enough bike paths and lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Condition of major highways in Mendocino County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pavement condition of local streets and roads (i.e., potholes)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Too much traffic on local streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unsafe streets, roads and highways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The need for new streets, roads and highways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not enough local bus service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10. The following is a list of common reasons people do not use walking or bicycling as a mode of transportation. Please indicate if these items are barriers to you or your household members using these active modes of transportation.

	Significant Barrier	Somewhat of a barrier	Not a barrier
Lack of sidewalks or bikelanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Time constraints	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic danger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crime danger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Travel distances are too far	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other barriers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No barriers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. In what area of the county do you live?

- Ukiah area
- Redwood Valley area
- Potter Valley area
- Anderson Valley
- Willits area
- Laytonville and North County area
- Covelo/Round Valley area
- Fort Bragg area
- Mendocino area
- Hopland area
- Point Arena
- Gualala area
- Comptche area
- North coast

12. Please tell us a little about yourself. Check all that apply.

- Work full-time
- Work part-time
- Full-time student
- Part-time student
- Retired
- Unemployed
- Disabled

13. Please select your age category.

- 15 years or under
- 16-25 years
- 26-40 years
- 41-60 years
- 61-80 years
- 81 and over

Please return survey to:
Mendocino Council of Governments
367 N. State Street, Ste. 206
Ukiah, CA 95482

For more information on MCOG or the Regional Transportation Plan, visit our website:

www.mendocinocog.org



MENDOCINO COUNCIL OF GOVERNMENTS

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Transportation Planning: Suite 204
(707) 234-3434

October 28, 2016

Merlene Sanchez, Chairperson
Guidiville Indian Rancheria
P.O. Box 339
Talmage, CA 95481

Re: Mendocino County 2017 Regional Transportation Plan Update & Active Transportation Plan

Dear Chairperson Sanchez:

The Mendocino Council of Governments is currently in the process of developing an Active Transportation Plan for the region and is in initial stages of updating Mendocino County's Regional Transportation Plan (RTP). The two plans together will identify transportation needs and projects for the next 20 years in all modes of transportation including bicycle, pedestrian, streets, highways, rail and transit.

MCOG initially began the RTP update in 2014, however, that effort was put on hold as a result of legislation that affected the RTP update schedule. The RTP includes a section to address Tribal transportation needs. Enclosed you will find a copy of the Tribal Transportation Element from the last RTP which was done in 2010. We ask that you review the document, paying particular attention to the section specific to your tribe.

Specific tribal information regarding existing transportation facilities, transportation needs, population, housing, etc., is based on information that our agency found in plans and documents and input from the tribes at the time of the last update. In many cases, the information is several years old and may no longer be accurate. Please provide us with any corrections and updates that should be made, as well as additional information or transportation needs, including future plans of the tribe that may increase transportation demands.

We would be happy to receive any other information that you would like to provide regarding transportation in Mendocino County and how it impacts the Tribal community. We would also be interested in receiving a copy of any recent transportation plan that may have been prepared for your Tribe.

If you would like us to provide direct consultation to your Tribal Council, please let us know. Other opportunities to inform us of concerns include our monthly Technical Advisory Committee meetings and a survey available on our website. We have also initiated a series of public workshops as part of this effort (schedule attached). Agendas for these meetings are regularly provided to each Tribal chairperson.

I realize that staff and time may be limited, however, we would appreciate a response from you by November 28, 2016. Comments may be submitted by mail to 367 N. State Street, Ste. 204, Ukiah, CA, 95482, or emailed to nbarrett@dbcteam.net.

Sincerely,

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

Phillip J. Dow
Executive Director

Cc: Michael Derry, Transportation Planner



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October 28, 2016

Leona Williams, Chairperson
Pinoleville Pomo Nation
500 B Pinoleville Drive
Ukiah, CA 95482

Re: Mendocino County 2017 Regional Transportation Plan Update & Active Transportation Plan

Dear Chairperson Williams:

The Mendocino Council of Governments is currently in the process of developing an Active Transportation Plan for the region and is in initial stages of updating Mendocino County's Regional Transportation Plan (RTP). The two plans together will identify transportation needs and projects for the next 20 years in all modes of transportation including bicycle, pedestrian, streets, highways, rail and transit.

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Sincerely,

A handwritten signature in cursive script that reads "Phillip J. Dow". The signature is written in black ink and is positioned below the word "Sincerely,".

Phillip J. Dow
Executive Director

Cc: Lenora Steele, Self-Governance Director



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Administration: Suite 206
(707) 463-1859

Transportation Planning: Suite 204
(707) 234-3434

October 28, 2016

Salvador Rosales, Chairperson
Potter Valley Tribe
2251 South State Street
Ukiah, CA 95482

Re: Mendocino County 2017 Regional Transportation Plan Update & Active Transportation Plan

Dear Chairperson Rosales:

The Mendocino Council of Governments is currently in the process of developing an Active Transportation Plan for the region and is in initial stages of updating Mendocino County's Regional Transportation Plan (RTP). The two plans together will identify transportation needs and projects for the next 20 years in all modes of transportation including bicycle, pedestrian, streets, highways, rail and transit.

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I realize that staff and time may be limited, however, we would appreciate a response from you by November 28, 2016. Comments may be submitted by mail to 367 N. State Street, Ste. 204, Ukiah, CA, 95482, or emailed to nbarrett@dbcteam.net.

Sincerely,

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

Phillip J. Dow
Executive Director

Cc: Olivia Rosales, Transportation Tech.



MENDOCINO COUNCIL OF GOVERNMENTS

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

PHILLIP J. DOW, EXECUTIVE DIRECTOR

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(707) 234-3434

October 28, 2016

Mike Knight, Chairperson
Sherwood Valley Rancheria
190 Sherwood Hill Drive
Willits, CA 95490

Re: Mendocino County 2017 Regional Transportation Plan Update & Active Transportation Plan

Dear Chairperson Knight:

The Mendocino Council of Governments is currently in the process of developing an Active Transportation Plan for the region and is in initial stages of updating Mendocino County's Regional Transportation Plan (RTP). The two plans together will identify transportation needs and projects for the next 20 years in all modes of transportation including bicycle, pedestrian, streets, highways, rail and transit.

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Phillip J. Dow
Executive Director

Cc: Sharol McDavey, Tribal Administrator



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October 28, 2016

Jose Simon III, Chairperson
Middletown Band of Pomo Indians
P.O. Box 1035
Middletown, CA 95461

Re: Mendocino County 2017 Regional Transportation Plan Update & Active Transportation Plan

Dear Chairperson Simon:

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Phillip J. Dow
Executive Director

Cc: James Rivera, Housing Director



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October 28, 2016

Michael Hunter, Chairperson
Coyote Valley Tribal Council
P.O. Box 39
Redwood Valley, CA 95470

Re: Mendocino County 2017 Regional Transportation Plan Update & Active Transportation Plan

Dear Chairperson Hunter:

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Phillip J. Dow
Executive Director



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October 28, 2016

Aimie Lucas, Chairperson
Cahto Tribe of Laytonville
P.O. Box 1239
Laytonville, CA 95454

Re: Mendocino County 2017 Regional Transportation Plan Update & Active Transportation Plan

Dear Chairperson Lucas:

The Mendocino Council of Governments is currently in the process of developing an Active Transportation Plan for the region and is in initial stages of updating Mendocino County's Regional Transportation Plan (RTP). The two plans together will identify transportation needs and projects for the next 20 years in all modes of transportation including bicycle, pedestrian, streets, highways, rail and transit.

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October 28, 2016

James Russ, President
Round Valley Indian Tribes
77826 Covelo Road
Covelo, CA 95428-9552

Re: Mendocino County 2017 Regional Transportation Plan Update & Active Transportation Plan

Dear President Russ:

The Mendocino Council of Governments is currently in the process of developing an Active Transportation Plan for the region and is in initial stages of updating Mendocino County's Regional Transportation Plan (RTP). The two plans together will identify transportation needs and projects for the next 20 years in all modes of transportation including bicycle, pedestrian, streets, highways, rail and transit.

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October 28, 2016

Debra Ramirez, Chairperson
Redwood Valley Rancheria
3250 Road I
Redwood Valley, CA 95470

Re: Mendocino County 2017 Regional Transportation Plan Update & Active Transportation Plan

Dear Chairperson Ramirez:

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October 28, 2016

Jaime Cobarrubia, Chairperson
Manchester - Point Arena Band of Pomo Indians
P.O. Box 623
Point Arena, CA 95468

Re: Mendocino County 2017 Regional Transportation Plan Update & Active Transportation Plan

Dear Chairperson Cobarrubia:

The Mendocino Council of Governments is currently in the process of developing an Active Transportation Plan for the region and is in initial stages of updating Mendocino County's Regional Transportation Plan (RTP). The two plans together will identify transportation needs and projects for the next 20 years in all modes of transportation including bicycle, pedestrian, streets, highways, rail and transit.

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October 28, 2016

Sonny J Elliott Sr., Chairperson
Hopland Band of Pomo Indians
3000 Shanel Road
Hopland, CA 95449

Re: Mendocino County 2017 Regional Transportation Plan Update & Active Transportation Plan

Dear Chairperson Elliott:

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Executive Director

RTP/ATP Workshop – Summary of Comments
Fort Bragg, October 17, 2016

Caltrans has a standard that calls for 12' travel lanes with 8' shoulders. They should consider allowing a total 32' paved width, with flexibility as to the composition. This would be a benefit in areas with physical constraints. Consider 11' lanes on minor arterials.

Noyo Harbor needs bicycle/pedestrian access along North Harbor Drive. All of the bicycle/pedestrian options being considered as part of the city's plan should be developed. Sidewalk, gutter and curb along North and South Harbor Drives could be developed as a storm drain project.

The Harbor District is working on a sustainability plan. Connect the Coastal Trail with the Land Trust trail.

The easiest way to create bicycle/ped access to the harbor would be to create single piling with a cantilevered walkway, a technique that is commonly used in State parks.

NOAA has identified a need to raise the elevation at the harbor by 56 inches. The utilities are underground and need to be brought to the surface, which could be done in conjunction with a walkway along North Harbor Drive.

The harbor is developing a sustainability plan to invigorate the area., including educational facilities Transportation, including bike and ped access, will be integral to their plan.

The fishing industry is a \$90 million industry for the region, which should be supported through infrastructure.

RTP/ATP Workshop – Summary of Comments
Ukiah, October 24, 2016

Several people said they supported the Ukiah Downtown Streetscape project.

The area near Frank Zeek Elementary and Vinewood Park (Empire Gardens) has no curb ramps and poor stop signs. There is a potential new development planned for the Lover's Lane area near there. If this development goes in a traffic study for both vehicular and bike/ped traffic will be needed. It was suggested that these neighborhoods could benefit from striping in the short term.

Bicycle and pedestrian improvements are needed along the entire length of Talmage Road. The Buddhist school is expanding and people need access. This would also serve commercial and residential areas along and off of Talmage.

There was interest expressed in the Orr Creek Greenway, which would be a multi-use path running along Orr Creek, from Low Gap Park, along Brush Street, then ultimately under US 101 to the City of Ukiah softball field complex.

Concern was expressed about the feasibility of riding bicycles from Redwood Valley to Ukiah. A rail trail that connects Redwood Valley to Ukiah would be beneficial.

It was suggested that the railroad tracks be removed entirely and the right-of-way be used for a trails.

It was suggested that there is a need for smaller transit vehicles and transit alternatives such as ride share or bike share. A feasibility study to explore these options was suggested.

Concern was expressed about the amount of time it takes to get from one end of Ukiah to the other using transit—about one hour.

Interest was expressed in a walking path around Todd Grove Park in Ukiah. This project is included in the City's bike and pedestrian plan.

Bicycle and pedestrian facilities are needed along the entire length of Gobbi Street (existing on some parts of Gobbi). It is very dangerous for kids traveling to Riverside Park at the east end of Gobbi where the road gets narrow.

The need to walking/biking facilities along East and West Roads in Redwood Valley was discussed. People in the area like to walk and it is very dangerous, particularly where the road narrows.

Improvements are needed at the intersection of KUKI Lane and North State Street for both pedestrian and vehicular traffic. Crossing is difficult at this intersection for pedestrians and signal timing should be improved.

There was a concern expressed that in general, sidewalks in the Ukiah area are difficult to walk on, particularly after dark due to obstructions and uneven surfaces.

Additional comments received by phone 11/15/16 from Steve Henderson, Ukiah area resident:

The old Masonite property would be ideal to repurpose as a solar powered transit hub/mall. The rail trail could connect to the site as well.

The US 101 northbound onramp at North State Street in Ukiah is very dangerous due to its length and lack of room for vehicles to accelerate before merging with traffic. Through traffic is supposed to stay to the left, but they don't. A possible solution is to create a new northbound off ramp just north of the City of Ukiah softball fields that would connect to Ford Road. The existing northbound off ramp could then become the on-ramp. This would allow for improved visibility without widening the bridge.

Mendocino County should innovate to take advantage of energy opportunities provided by waves, wind and sun and utilize abandoned industrial sites. Transportation infrastructure is the key to bringing industry back to Mendocino County.

RTP/ATP Workshop – Summary of Comments
Willits, November 7, 2016

There is a very long line of traffic on Sherwood Road from Brooktrails in the morning.

Bicycle and pedestrian access is needed from Rancheria to Willits, along Sherwood.

It was suggested that the Senior Cruisers (senior center transportation) service could operate in the evening to correlate with events at the senior center or other community events.

A roundabout would be helpful at the intersection of Baechtel Road, Highway 20 and Muir Mill.

In Laytonville, pedestrian safety is a concern. Drivers speed along US 101 and ignore the crosswalks. Safe crossing is needed for school children across Branscomb Road. Sidewalks are also needed in the area.

The current population estimates for the Brooktrails area identify about 1200 children living in Brooktrails or along the Sherwood Road corridor. Safe pedestrian/bicycle access is needed from this area into Willits. Pedestrians walk along Sherwood Road which is very dangerous. Sidewalks and utility undergrounding are needed along Birch Street.

Second access is needed to Brooktrails. This is of particular concern for emergency evacuation purposes in the event of a fire.

Improved crossing is needed at the intersection of Blosser Lane and Highway 20, which links a residential area with an elementary school. Children at Blosser Lane Elementary have been instructed to not walk to bike to school because of the intersection. A local business owner was killed at this intersection many years ago.

It was suggested that a shoulder area near the Sherwood Road and Main Street intersection where drivers could pull over to pick up hitchhikers.

The intersection of Main Street (Route 20) and Baechtel Road needs operational improvements, such as a roundabout, to slow drivers. People turn at this intersection to access the new hospital and it is not highly visible.

The weeds need to be moved along US 101 between Willits and Ukiah.

The intersection of Sherwood Road and Birch has experienced multiple accidents. Further warning of an upcoming intersection would be helpful.

In the Leggett area there have been accidents at the intersection of Route 1 and US 101.

In order to plan for long term sea level rise, a viaduct should be considered from the end of the bypass to Oil Well Hill.

In Laytonville, improved lighting is needed along US 101. The existing lights often do not work. Flashing crosswalk lights should also be considered. A centerline pedestrian crossing sign was also suggested to improve safety for pedestrians crossing 101.

A second north-south arterial is needed through Willits. Railroad Avenue should be extended to connect with Baechtel Road. A roundabout at Baechtel Road and Main Street/Route 20 would enhance this alternative route.

RTP/ATP Workshop – Summary of Comments
Point Arena, November 14, 2016

Transit service to the ridge was identified as a need. This was included in the Redwood Coast Regional Transit Plan. Excerpts from the 2006 Redwood Coast community Transit Plan were submit as input. Other items that were identified from this plan included a van for specific activities serving Sea Ranch and Manchester and dial-a-ride.

The Pacific Coast Bike Route is dangerous for bicyclists and needs improvement. However, there was concern expressed that improving the route would encourage more bicyclists and increase the risks.

The Coastal Seniors senior center would like to have activities for seniors included as a need. They would also like increased transit from the South Coast to Fort Bragg and Ukiah.

The need for a bridge over the Garcia River on Windy Hollow Road impacts the senior center's meals on wheels program and prevents seniors from getting to the center's lunch program or getting needed prescriptions.

A bridge on Windy Hollow Road over the Garcia River was expressed by everyone present as a high priority need. The community is cut off during times of flooding, which happens often. Prior to the meeting MCOG also received communication from a representative of the Coast Life Support District who was unable to attend the meeting but wanted to express the need for this alternative crossing. During flooding, the district has to station people on either side of the river or emergency responders will not be able to reach people during emergencies.

The crosswalks in Point Arena could be improved with flashing lights.

There is no room for bicyclists along Highway 1.

Mountain View Road needs to be widened.

The possibility of building a viaduct through the Stornetta land was suggested as a way to avoid road closures due to flooding.

A bicycle and pedestrian bridge over the Garcia at Windy Hollow Road could be a low cost, interim alternative to provide emergency access across the river during times of flooding.

The Manchester tribe is very supportive of a bridge on Windy Hollow Road. It was reported that a tribal member died while trying to cross from one side to another on foot.

The community action plan identifies a need for a pedestrian trail from the cove to town. Such a trail could provide emergency access from the cove in times of evacuation.

RTP/ATP Workshop – Summary of Comments
Covelo, November 16, 2016

Maintenance on roads as well as bicycle/pedestrian facilities was reported to be a primary concern.

County roads that are most in need of repair are Mina Road and Mendocino Pass Road. The traffic on these roads has increased significantly over the last decade leading to worse road conditions. Previously there was not traffic on these in winter, but now

It was suggested that Mina and Mendocino Pass Roads should be paved to be all weather roads, with Mina Road being the highest priority. Mendocino Pass is paved starting at the Trinity County line.

Speeding and reckless driving have been a problem on Hwy 162 and County roads. Traffic calming and/or stop signs are needed throughout town. Cars travel through town on 162 at 60 mph in a 25 mph zone.

There are many underage and unlicensed drivers in the community adding to the dangerous driving problems.

When turning onto Hwy 162 from the County roads, it is often difficult to see oncoming traffic when trucks are parked along the highway.

The intersection of Howard and Hwy 162 is a particular safety concern for drivers and non-motorized traffic.

Crosswalks would be beneficial at Crawford and Foothill or Tabor to provide access from residential/Tribal housing areas.

Transit or transit alternative is needed from Covelo to Willits or Ukiah.

A partnership between the Indian Health Center and another agency such as Public Health or the college was suggested to fully utilize or expand upon their existing transportation program.

Additional Tribal housing is being built. Walking and biking facilities will be needed to serve these developments. The existing multi-use trails are deteriorating and in need of maintenance.

Pedestrian facilities are needed on Henderson, connecting with the trail, to serve the new housing.

Budget Game - Active Transportation

	Fort Bragg	Ukiah	Willits	Point Arena	Covelo	
Sidewalk Infill in populated areas	0	60	80	130	10	
Bike lane infill in populated areas	0	40	40	40	20	
Safe Routes to Schools projects (sidewalks, bike lanes, paths in school areas)	20	50	280	130	40	
Pedestrian and bicycle facilities in commercial areas	10	0	60	100	20	
Widening sidewalks, bulb-outs, pedestrian refuge islands	0	30	80	60	40	
New bike or multi-use paths (e.g., Noyo Harbor Access)	0	0	60	50	50	
ADA Compliant ramps at corners where none currently exist	30	80	160	10	0	
Bicycle Parking	10	0	0	30	0	
Recreational trails	0	40	160	70	10	
Bicycle improvements on State Highways (e.g., SR 1, SR 253, SR 162)	30	0	80	380	60	
	100	300	1000	1000	250	
Total Participants	2	6	20	20	5	
Total Dollars	100	300	1000	1000	250	



MENDOCINO COUNCIL OF GOVERNMENTS

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

PHILLIP J. DOW, EXECUTIVE DIRECTOR

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

TECHNICAL ADVISORY COMMITTEE AGENDA

Date: Tuesday, January 31, 2017

Time: 10:00 a.m.

Location: MCOG Conference Room - 367 N. State St., Suite 208 – Ukiah

PUBLIC EXPRESSION

The TAC welcomes participation in TAC meetings. Comments will be limited for items not on the agenda to three minutes per person, and not more than 10 minutes per subject, so that everyone may be heard. This time is limited to matters under TAC jurisdiction which have not already been considered by the TAC.

1. Call to Order/Introductions
2. Public Expression
3. Input from Native American Tribal Governments' Representatives (*Information*)
4. Approval of 9/28/16 Minutes (*Action*)
5. FY 2016/17 Overall Work Program
 - a. First Quarter Report (*Information*)
 - b. Third Amendment (*Review & Recommendation*)
6. FY 2017/18 Draft Overall Work Program – Summary of Applications Received & MCOG Planning Staff (Davey-Bates Consulting) Work Elements (*Review*)
- 7. Active Transportation Plan (*Discussion*)
8. Funding Request for Electric Vehicle Charging Station in Point Arena – Partnership Funding Program (*Review & Recommendation*)
9. Revise 2017 TAC Meeting Schedule to Avoid Conflicts with California Transportation Commission's 2017 Meeting Schedule (*Discussion/Action*)
10. Staff Reports (*Information*)
 - a. Regional Transportation Plan – Update
 - b. Active Transportation Program – Cycle 3 Project Awards
 - c. Environmental Mitigation Grants – Willits Bypass “Child” Projects
 - d. Transportation Funding Outlook – Assembly Bill 1 (Frazier) & Senate Bill 1 (Beall)
11. Miscellaneous (*Information*)
 - a. Next Meeting
12. Adjournment

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.



MENDOCINO COUNCIL OF GOVERNMENTS

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PHILLIP J. DOW, EXECUTIVE DIRECTOR

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

TECHNICAL ADVISORY COMMITTEE

AGENDA

Date: Wednesday, February 15, 2017

Time: 10:00 a.m.

Location: MCOG Conference Room - 367 N. State St., Suite 208 – Ukiah

Teleconference Locations

Caltrans District 1 - 1656 Union Street - Eureka

Point Arena City Hall - 451 S. School Street - Point Arena

Call-in Number: 877-216-1555; Passcode: 249893

PUBLIC EXPRESSION

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1. Call to Order/Introductions
2. Public Expression
3. Input from Native American Tribal Governments' Representatives (*Information*)
4. Approval of 1/31/17 Minutes (*Action*)
5. FY 2017/18 Draft Overall Work Program (*Review/Recommendation*)
- 6. Active Transportation Plan (*Discussion*)
7. Branscomb Road Pedestrian Bridge – Funding Options (*Discussion/Recommendation*)
8. Staff Reports (*Information*)
 - a. North State Super Region Project Proposals – Garcia River Bridge
9. Miscellaneous (*Information*)
 - a. Next Meeting
10. Adjournment

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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MENDOCINO COUNCIL OF GOVERNMENTS

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PHILLIP J. DOW, EXECUTIVE DIRECTOR

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

TECHNICAL ADVISORY COMMITTEE AGENDA

Date: Wednesday, May 31, 2017

Time: 10:00 a.m.

Location: MCOG Conference Room - 367 N. State St., Suite 208 – Ukiah

Teleconference Location

Caltrans District 1 - 1656 Union Street - Eureka

Call-in Number: 877-216-1555; Passcode: 249893

PUBLIC EXPRESSION

The TAC welcomes participation in TAC meetings. Comments will be limited for items not on the agenda to three minutes per person, and not more than 10 minutes per subject, so that everyone may be heard. This time is limited to matters under TAC jurisdiction which have not already been considered by the TAC.

1. Call to Order/Introductions
2. Public Expression
3. Input from Native American Tribal Governments' Representatives (*Information*)
4. Approval of 2/15/17 Minutes (*Action*)
5. FY 2016/17 Overall Work Program – Third Quarter Report (*Information*)
6. FY 2017/18 Final Overall Work Program (*Review & Recommendation*)
- 7. 2017 Draft Active Transportation Plan (*Review & Recommendation*)
8. SB 1 – Road Repair & Accountability Act of 2017 (*Discussion*)
Includes Active Transportation Program; Local Partnership Program; Local Streets & Roads; State Highway Operation & Protection Program; State Transportation Improvement Program
9. Staff Reports (*Information*)
 - a. Local Agency Subrecipient Agreement
10. Miscellaneous (*Information*)
 - a. Next Meeting – August 9, 2017 (?)
11. Adjournment

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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MENDOCINO COUNCIL OF GOVERNMENTS

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PHILLIP J. DOW, EXECUTIVE DIRECTOR

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

AGENDA

Monday, June 5, 2017 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 and Roll Call
2. Convene as SAFE
3. Adoption of Resolution #S2017-01 To Approve Agreement with State of California Department of California Highway Patrol
4. Recess as SAFE – Convene as RTPA
5. Recess as RTPA – Reconvene as Policy Advisory Committee

PUBLIC EXPRESSION

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

6. Fiscal Year 2017/18 RTPA Budget:
 - a. Adoption of Resolution #M2017-03 Finding That There Are Unmet Transit Needs That Are Reasonable To Meet for Fiscal Year 2017/18
 - b. Adoption of Resolution #M2017-04 Allocating Fiscal Year 2017/18 Funds and 2016/17 Carryover Funds for Administration, Bicycle & Pedestrian Facilities, Planning and Reserves
 - c. Adoption of Resolution #M2017-05 Allocating Fiscal Year 2017/18 Local Transportation Funds, State Transit Assistance, and Capital Reserve Funds and FY 2016/17 Carryover Funds to Mendocino Transit Authority
 - d. Adoption of Resolution #M2017-06 Allocating Regional Surface Transportation Program Funds for Fiscal Year 2017/18 MCOG Partnership Funding Program, Local Assistance, and Distribution By Formula To Member Agencies

7. Technical Advisory Committee Recommendations of May 31, 2017:
Adoption of Final Fiscal Year 2017/18 Planning Overall Work Program (OWP)
8. Review and Comment on Draft Active Transportation Plan (ATP)
9. Approval of Local Agency Sub-Recipient Funding Agreement Template
10. Approval of Two-Year Extension for Independent CPA Engagement for MCOG and Mendocino Transit Authority Fiscal Audits – R. J. Ricciardi, Inc.

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.

11. Approval of May 1, 2017 Minutes
12. Acceptance of April 19, 2017 Transit Productivity Committee Minutes
13. Adoption of Resolution #M2017-____* Approving Mendocino Transit Authority's Grant Application for Federal Transit Administration (FTA) Section 5311 Non-Urbanized Program - Annual Regional Apportionment for Transit Operating Assistance
14. Adoption of Resolution No. M2017-____* Approving the Programming of FTA Section 5311(f) Intercity Bus Program Funds for Mendocino Transit Authority's Project Proposal: Continuation of Route 65 Service – Operating Assistance
15. Adoption of Resolution No. M2017-____* Approving the Allocation of California Proposition 1B Funds, Fiscal Year 2014/15 (and Residual) Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), for Mendocino Transit Authority's Eligible Project

RATIFY ACTION

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

REPORTS

17. Reports – Information
 - a. Mendocino Transit Authority
 - b. North Coast Railroad Authority
 - c. MCOG Staff – Summary of Meetings
 - d. MCOG Administration Staff
 1. Senate Bill 1 Implementation - Road Repair and Accountability Act of 2017
 2. Miscellaneous
 - e. MCOG Planning Staff – *verbal reports*
 - f. MCOG Directors
 - g. California Association of Councils of Governments (CALCOG) Delegates

ADJOURNMENT

18. Adjourn

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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ADDITIONS TO AGENDA

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

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

CLOSED SESSION

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

POSTED 5/30/2017

* Next Resolution Number: M2017-07



MENDOCINO COUNCIL OF GOVERNMENTS

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

PHILLIP J. DOW, EXECUTIVE DIRECTOR

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

TECHNICAL ADVISORY COMMITTEE AGENDA

Date: Wednesday, September 20, 2017

Time: 10:00 a.m.

Location: MCOG Conference Room - 367 N. State St., Suite 208 – Ukiah

Teleconference Locations

Caltrans District 1 - 1656 Union Street - Eureka

Point Arena City Hall - 451 S. School Street - Point Arena

Call-in Number: 877-216-1555; Passcode: 249893

The TAC welcomes participation in TAC meetings. Comments will be limited for items not on the agenda to three minutes per person, and not more than 10 minutes per subject, so that everyone may be heard. This time is limited to matters under TAC jurisdiction which have not already been considered by the TAC.

1. Call to Order/Introductions
2. Public Expression
3. Input from Native American Tribal Governments' Representatives (*Information*)
4. Approval of 8/9/17 Minutes (*Action*)
5. Caltrans Local Assistance Changes to A&E Consultant Contract Procedures (*Information*)
6. FY 2017/18 Overall Work Program – Discussion of Potential Project(s) for Rural Planning Assistance (RPA) funds (*Discussion/Recommendation*)
7. Caltrans' Sustainable Communities & Adaptation Planning Grants – Potential Projects (*Discussion/Possible Recommendation*)
8. Regional Transportation Plan – 2017 Update (*Discussion*)
9. 2018 State Transportation Improvement Program (STIP) (*Discussion/Possible Recommendation*)
10. SB 1 – Road Repair & Accountability Act of 2017 (*Discussion*)
Includes Active Transportation Program; Local Partnership Program; Local Streets & Roads; State Highway Operation & Protection Program; State Transportation Improvement Program; Planning Grants
11. Staff Reports (*Information*)
12. Miscellaneous (*Information*)
 - a. Next Meeting
13. Adjournment

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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MENDOCINO COUNCIL OF GOVERNMENTS

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PHILLIP J. DOW, EXECUTIVE DIRECTOR

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

TECHNICAL ADVISORY COMMITTEE AGENDA

Date: Wednesday, October 25, 2017

Time: 10:00 a.m.

Location: MCOG Conference Room - 367 N. State St., Suite 208 – Ukiah

Teleconference Locations

Caltrans District 1 - 1656 Union Street - Eureka

Point Arena City Hall - 451 S. School Street - Point Arena

Call-in Number: 877-216-1555; Passcode: 249893

The TAC welcomes participation in TAC meetings. Comments will be limited for items not on the agenda to three minutes per person, and not more than 10 minutes per subject, so that everyone may be heard. This time is limited to matters under TAC jurisdiction which have not already been considered by the TAC.

1. Call to Order/Introductions
2. Public Expression
3. Input from Native American Tribal Governments' Representatives (*Information*)
4. Approval of 9/20/17 Minutes (*Action*)
5. FY 2017/18 Overall Work Program – Second Amendment (*Discussion/Recommendation*)
6. Regional Transportation Plan – 2017 Update (*Discussion*)
7. 2018 Regional Transportation Improvement Program (RTIP) (*Discussion/Recommendation*)
8. SB 1 – Road Repair & Accountability Act of 2017 (*Discussion*)
Includes Active Transportation Program; Local Partnership Program; Local Streets & Roads; State Highway Operation & Protection Program; State Transportation Improvement Program; Planning Grants
9. Staff Reports (*Information*)
 - a. Caltrans' Sustainable Communities Grant Application – Pedestrian Needs Inventory & Engineered Feasibility Study
 - b. FY 2017/18 LTF 2% Bike & Pedestrian Program – Applications Due to MCOG 11/13/17
 - c. FY 2018/19 Overall Work Program – Applications Due to MCOG 12/1/17
10. Miscellaneous (*Information*)
 - a. Next Meeting
11. Adjournment

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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MENDOCINO COUNCIL OF GOVERNMENTS

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

PHILLIP J. DOW, EXECUTIVE DIRECTOR

Administration: Suite 206
(707) 463-1859

Transportation Planning: Suite 204
(707) 234-3434

AGENDA

Monday, November 6, 2017 at 1:30 p.m.

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

Additional Media

For live streaming and later viewing:

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

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

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

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

PUBLIC EXPRESSION

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

REGULAR CALENDAR

5. Discussion/Direction: Draft 2018 Regional Transportation Improvement Program (RTIP)
6. Technical Advisory Committee (TAC) Recommendations
 - a. Public Hearing: Resolution No. M2017-___ * Approval of Final Active Transportation Plan (ATP) – *May 31, 2017 TAC Meeting*
 - b. Approval of Second Amendment to Fiscal Year 2017/18 Transportation Planning Overall Work Program (OWP) – *October 25, 2017 TAC Meeting*
7. Discussion/Direction: Draft 2018 Regional Transportation Plan (RTP)
8. Consideration of Opposing Assembly Bill 1640 (Garcia), Transportation funding: Low-income Communities – "An act to amend Sections 14529 and 65082 of, and to add Section 65083 to, the Government Code, relating to transportation"

CONSENT CALENDAR

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

9. Approval of October 2, 2017 Minutes

RATIFY ACTION

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

REPORTS

11. Reports – Information

- a. Mendocino Transit Authority
- b. North Coast Railroad Authority
- c. MCOG Staff - Summary of Meetings
- d. MCOG Administration Staff
 1. Senate Bill 1 Implementation - Road Repair and Accountability Act of 2017
 2. State Route 162 Corridor Multi-Purpose Trail Project Update
 3. Miscellaneous
- e. MCOG Planning Staff – *verbal reports*
 1. Caltrans Sustainable Transportation Planning Grant Program – Proposal Submitted for “Mendocino County Pedestrian Facility Needs Inventory and Engineered Feasibility Study”
 2. Call for Projects – FY 2018/19 Transportation Planning Overall Work Program (OWP) – *due December 1, 2017*
 3. Call for Projects – MCOG’s Local Transportation Fund (LTF) Two Percent Bicycle & Pedestrian Program – *due November 13, 2017*
 4. Miscellaneous
- f. MCOG Directors
- g. California Association of Councils of Governments (CALCOG) Delegates

ADJOURNMENT

12. Adjourn

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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ADDITIONS TO AGENDA

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- 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 10/31/2017

* Next Resolution Number: M2017-12



MENDOCINO
COUNCIL OF GOVERNMENTS

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

PHILLIP J. DOW, EXECUTIVE DIRECTOR

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

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

AGENDA

November 13, 2017

10:00 a.m.

UC Farm Advisor's Large Conference Room

890 North Bush Street, Ukiah

Located next to the County Administrative Center at 501 Low Gap Road

Wheelchair accessible through the front office entrance

1. Call to Order & Introductions
2. Public Expression – *No Action*
Participation is welcome in all Council meetings. "Public Expression" time is for matters under the SSTAC's jurisdiction that are not on the agenda. Comments will be limited to three minutes per person and not more than ten minutes per subject, so that everyone can be heard.
3. Minutes – *No Action*
Due to the length of time between meetings, members have already been provided opportunity to provide comments and corrections, and the minutes have been finalized. They are provided here for information.
4. Review of SSTAC Membership
5. 2017 Regional Transportation Plan - Review and Comment
6. 2018/19 Unmet Transit Needs Workshop and Recommendation – *Compile list of Unmet Transit Needs & identify other transportation needs and potential solutions*
7. Miscellaneous
8. Information / Announcements
9. Adjournment

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.

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: 2017 Mendocino County Regional Transportation Plan

Lead Agency: Mendocino Council of Governments Contact Person: Nephele Barrett
Mailing Address: 367 N. State Street, Suite 204 Phone: 707-234-3434
City: Ukiah Zip: 95482 County: Mendocino

Project Location: County: Mendocino (entire county) City/Nearest Community:

Cross Streets: Zip Code:
Longitude/Latitude (degrees, minutes and seconds): Total Acres:
Assessor's Parcel No.: Section: Twp.: Range: Base:
Within 2 Miles: State Hwy #: Waterways:
Airports: Railways: Schools:

Document Type:

CEQA: [] NOP [] Draft EIR NEPA: [] NOI Other: [] Joint Document
[] Early Cons [] Supplement/Subsequent EIR [] EA [] Final Document
[X] Neg Dec (Prior SCH No.) [] Draft EIS [] Other:
[] Mit Neg Dec Other:

Local Action Type:

[] General Plan Update [] Specific Plan [] Rezone [] Annexation
[] General Plan Amendment [] Master Plan [] Prezone [] Redevelopment
[] General Plan Element [] Planned Unit Development [] Use Permit [] Coastal Permit
[] Community Plan [] Site Plan [] Land Division (Subdivision, etc.) [] Other: RTP

Development Type:

[] Residential: Units Acres
[] Office: Sq.ft. Acres Employees
[] Commercial: Sq.ft. Acres Employees
[] Industrial: Sq.ft. Acres Employees
[] Educational:
[] Recreational:
[] Water Facilities: Type MGD
[] Transportation: Type
[] Mining: Mineral
[] Power: Type MW
[] Waste Treatment: Type MGD
[] Hazardous Waste: Type
[] Other:

Project Issues Discussed in Document:

[X] Aesthetic/Visual [] Fiscal [X] Recreation/Parks [X] Vegetation
[X] Agricultural Land [X] Flood Plain/Flooding [] Schools/Universities [X] Water Quality
[X] Air Quality [X] Forest Land/Fire Hazard [] Septic Systems [X] Water Supply/Groundwater
[X] Archeological/Historical [X] Geologic/Seismic [] Sewer Capacity [X] Wetland/Riparian
[X] Biological Resources [X] Minerals [X] Soil Erosion/Compaction/Grading [X] Growth Inducement
[X] Coastal Zone [X] Noise [] Solid Waste [X] Land Use
[X] Drainage/Absorption [X] Population/Housing Balance [X] Toxic/Hazardous [X] Cumulative Effects
[] Economic/Jobs [X] Public Services/Facilities [X] Traffic/Circulation [] Other:

Present Land Use/Zoning/General Plan Designation:

The Regional Transportation Plan is for the entire county.

Project Description: (please use a separate page if necessary)

Regional Transportation Plan for the entire Mendocino County region, including incorporated areas. A Draft Negative Declaration has been prepared for the plan.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

<input checked="" type="checkbox"/> Air Resources Board	<input type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input checked="" type="checkbox"/> Caltrans District # _____	<input type="checkbox"/> Public Utilities Commission
<input checked="" type="checkbox"/> Caltrans Division of Aeronautics	<input checked="" type="checkbox"/> Regional WQCB # _____
<input type="checkbox"/> Caltrans Planning	<input checked="" type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input checked="" type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input checked="" type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input checked="" type="checkbox"/> Fish & Game Region # _____	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input checked="" type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Housing & Community Development	
<input checked="" type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date January 4, 2018 Ending Date February 2, 2018

Lead Agency (Complete if applicable):

Consulting Firm: _____	Applicant: <u>Mendocino Council of Governments</u>
Address: _____	Address: <u>367 N. State Street, Suite 204</u>
City/State/Zip: _____	City/State/Zip: <u>Ukiah, CA 95482</u>
Contact: _____	Phone: <u>707-234-3434</u>
Phone: _____	

Signature of Lead Agency Representative: _____ **Date:** _____

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.



MENDOCINO COUNCIL OF GOVERNMENTS

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

PHILLIP J. DOW, EXECUTIVE DIRECTOR

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

January 3, 2018

Mendocino County Dept of Planning & Building
City of Ukiah
City of Fort Bragg
City of Willits
City of Point Arena
Caltrans District 1
Caltrans Division of Aeronautics
California Highway Patrol
California Department of Fish and Wildlife
California Trucking Association
Mendocino Transit Authority
Cahto Tribe of Laytonville
Coyote Valley Rancheria

Guidiville Indian Rancheria
Hopland Band of Pomo Indians
Manchester-Point Arena Band of Pomo Indians
Middletown Band of Pomo Indians
Pinoleville Pomo Nation
Potter Valley Tribe
Redwood Valley Rancheria
Round Valley Indian Tribes
Sherwood Valley Rancheria
USDA- Forest Service
NOAA Fisheries
Mendocino County Air Quality Management

NOTICE OF PUBLIC HEARING AND AVAILABILITY OF DRAFT NEGATIVE DECLARATION FOR PUBLIC REVIEW

NOTICE IS HEREBY GIVEN that the Mendocino Council of Governments (MCOG) will meet on Monday, February 5, 2018, at 1:30 p.m. or as soon thereafter as possible, at the Mendocino County Board of Supervisors Chambers, 501 Low Gap Road, Room 1070, Ukiah, CA to conduct a public hearing on the following project and the Draft Negative Declaration:

Project Title: 2017 Mendocino County Regional Transportation Plan

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Project Location: All of Mendocino County, including the incorporated cities.

Environmental Determination: MCOG has prepared a Draft Negative Declaration for the above plan (no significant environmental impacts are anticipated)

Review Period: The public review period shall begin on January 4, 2018, and end on February 2, 2018.

Copies of the Draft Negative Declaration may be obtained from the Mendocino Council of Governments. The RTP and Draft Negative Declaration may be reviewed at the MCOG offices, 367 N. State St, Ste. 204, Ukiah, CA, or online at the following website:
<http://www.mendocinocog.org/>

Your comments regarding the RTP and/or Negative Declaration are invited. Written comments on the RTP and/or Negative Declaration should be submitted to the Mendocino Council of Governments, 367 N. State Street, Ste. 204, Ukiah, CA, 95482 no later than February 2, 2018. Oral comments may be presented at the public hearing.

For additional information, please contact Nephele Barrett at MCOG, 707-234-3434.

PHILLIP J. DOW, Executive Director

Nephele Barrett

From: Nephele Barrett <nbarrett@dbcteam.net>
Sent: Friday, December 22, 2017 5:33 PM
To: Willits News
Cc: cparker@dbcteam.net
Subject: Publication of Legal Notice (Willits News)

To: Willits News

From: Nephele Barrett
Program Manager
Mendocino Council of Governments
707-234-3434
nbarrett@dbcteam.net

Please publish the following legal notice (see below) one time in the 1/4/18 edition of the paper (or earlier if the newspaper does not print on that date).

Please send invoices to Mendocino Council of Governments, 367 N. State Street, Suite 206, Ukiah, CA, 95482, Attn: Marta Ford. Send proof of publication to Suite 204, Attn: Nephele. Proofs can be faxed to 671-7764 or emailed to me.

If you have any questions, please contact me at 707-234-3434. I will be out of the office the week of Christmas, so if you need assistance during that time please contact Charlene Parker at the same number (copied on this email as well).

Thank you.

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For additional information, please contact Nephele Barrett at MCOG, 707-234-3434

PHILLIP J. DOW, Executive Director

Nephele Barrett

From: Nephele Barrett <nbarrett@dbcteam.net>
Sent: Friday, December 22, 2017 5:32 PM
To: Independent Coast Observer
Cc: 'Charlene Parker'
Subject: Publication of Legal Notice (ICO)

To: Independent Coast Observer

From: Nephele Barrett
Program Manager
Mendocino Council of Governments
707-234-3434
nbarrett@dbcteam.net

Please publish the following legal notice (see below) one time in the 1/4/18 edition of the paper (or earlier if the newspaper does not print on that date).

Please send invoices to Mendocino Council of Governments, 367 N. State Street, Suite 206, Ukiah, CA, 95482, Attn: Marta Ford. Send proof of publication to Suite 204, Attn: Nephele. Proofs can be faxed to 671-7764 or emailed to me.

If you have any questions, please contact me at 707-234-3434. I will be out of the office the week of Christmas, so if you need assistance during that time please contact Charlene Parker at the same number (copied on this email as well).

Thank you.

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For additional information, please contact Nephele Barrett at MCOG, 707-234-3434

PHILLIP J. DOW, Executive Director

Nephele Barrett

From: Nephele Barrett <nbarrett@dbcteam.net>
Sent: Friday, December 22, 2017 5:31 PM
To: Fort Bragg Advocate
Cc: cparker@dbcteam.net
Subject: Publication of Legal Notice (Fort Bragg Advocate)

To: Fort Bragg Advocate

From: Nephele Barrett
Program Manager
Mendocino Council of Governments
707-234-3434
nbarrett@dbcteam.net

Please publish the following legal notice (see below) one time in the 1/4/18 edition of the paper (or earlier if the newspaper does not print on that date).

Please send invoices to Mendocino Council of Governments, 367 N. State Street, Suite 206, Ukiah, CA, 95482, Attn: Leila Doyle. Send proof of publication to Suite 204, Attn: Nephele. Proofs can be faxed to 671-7764 or emailed to me.

If you have any questions, please contact me at 707-234-3434. I will be out of the office the week of Christmas, so if you need assistance during that time please contact Charlene Parker at the same number (copied on this email as well).

Thank you.

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For additional information, please contact Nephele Barrett at MCOG, 707-234-3434

PHILLIP J. DOW, Executive Director

Nephele Barrett

From: Nephele Barrett <nbarrett@dbcteam.net>
Sent: Friday, December 22, 2017 5:30 PM
To: Susan Fullbright (sfullbright@ukiahdj.com); Molly Morandi
Cc: cparker@dbcteam.net
Subject: Publication of Legal Notice (UDJ)

To: Ukiah Daily Journal

From: Nephele Barrett
Program Manager
Mendocino Council of Governments
707-234-3434
nbarrett@dbcteam.net

Account #: 02068

Please publish the following legal notice one time in the **1/4/18** edition of the paper (or earlier if the paper does not publish on that date).

Please send invoices and proof of publication to Mendocino Council of Governments, 367 N. State Street, Suite 206, Ukiah, CA, 95482, Attn: Marta Ford. Send proof of publication to Suite 204, Attn: Nephele. Proofs can be faxed to 671-7764 or emailed to me.

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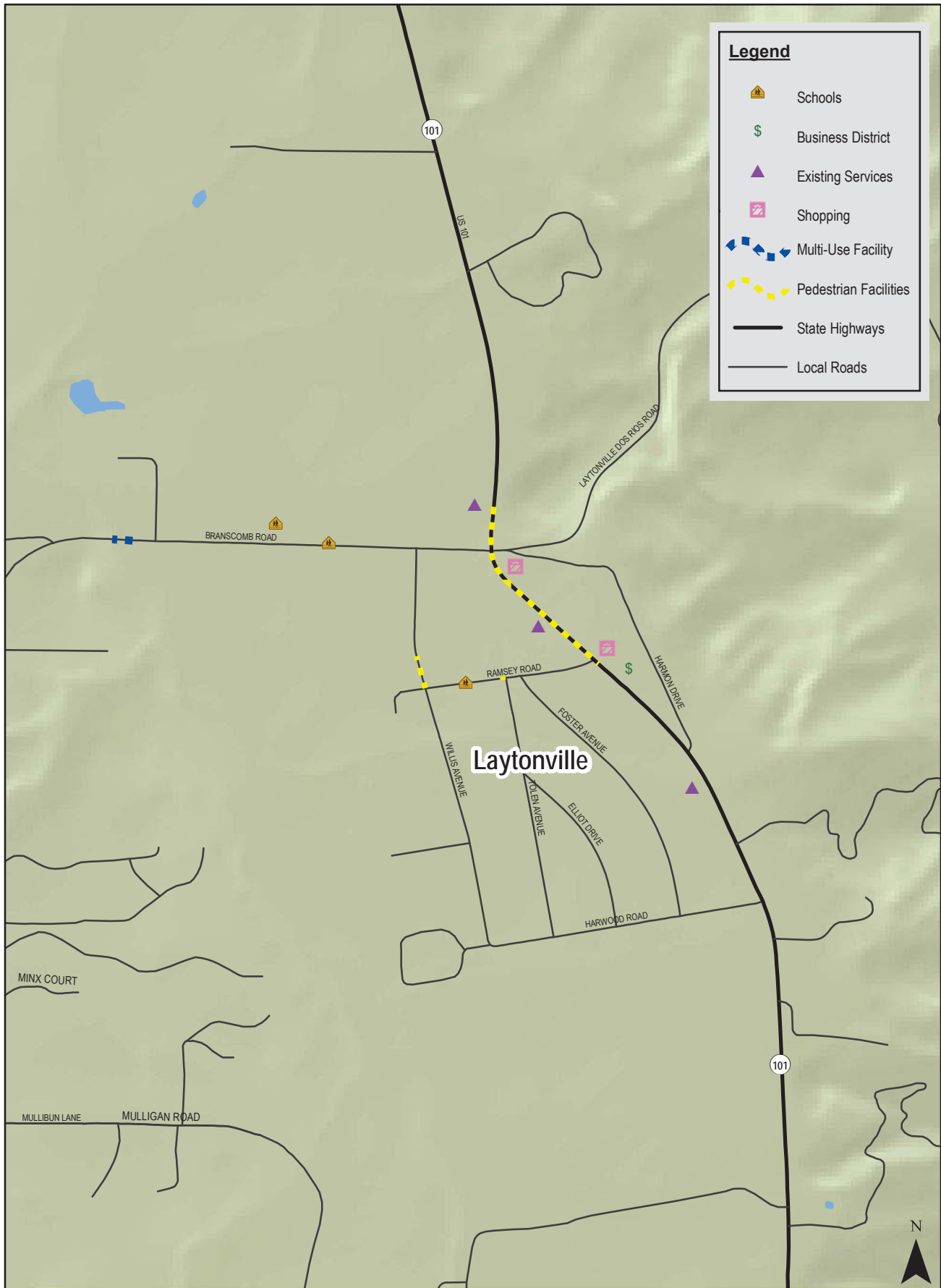
For additional information, please contact Nephele Barrett at MCOG, 707-234-3434

PHILLIP J. DOW, Executive Director

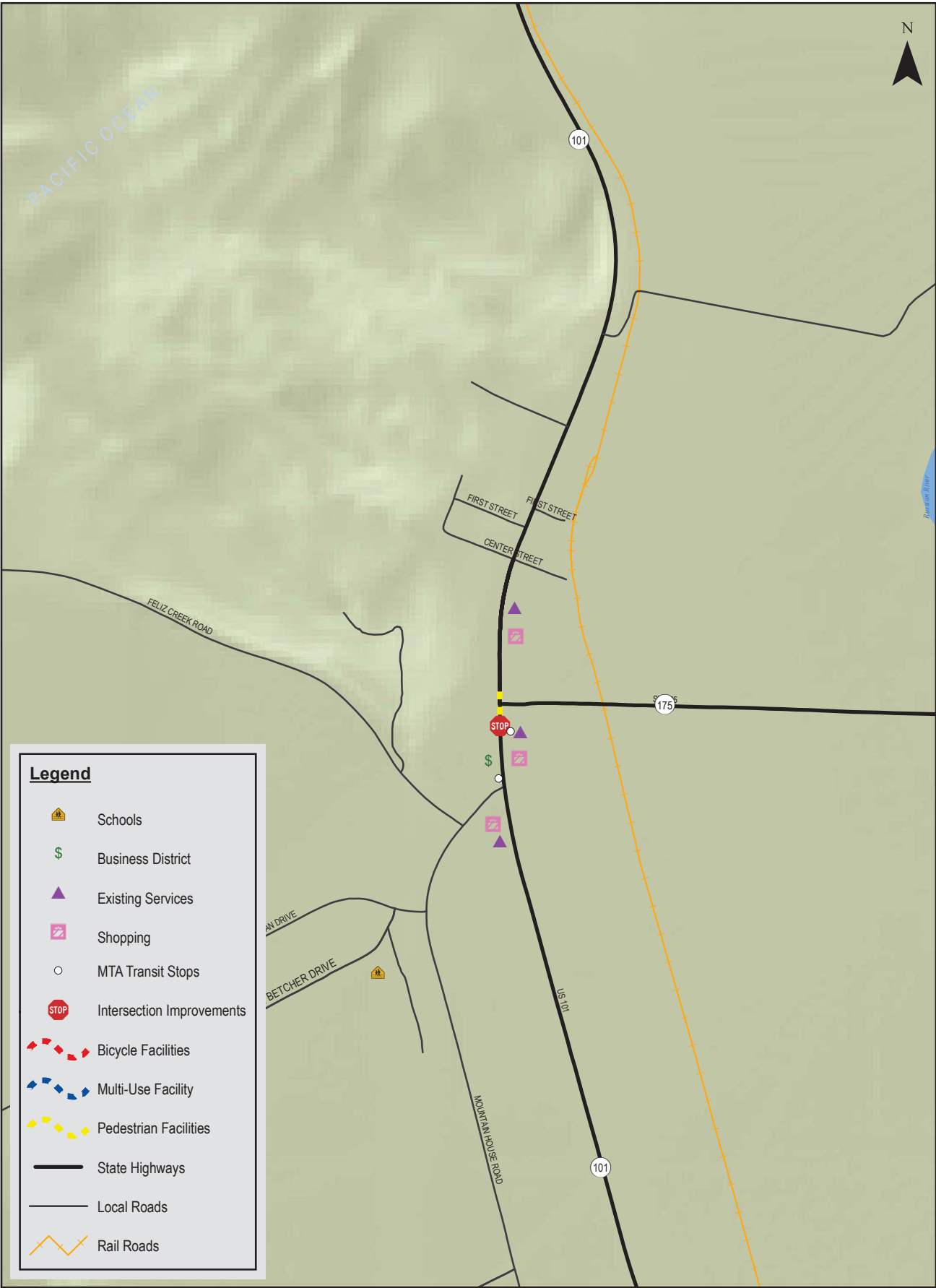
APPENDIX B

ACTIVE TRANSPORTATION PROJECT MAPS

ACTIVE TRANSPORTATION PLAN LAYTONVILLE AREA



ACTIVE TRANSPORTATION PLAN COMMUNITY OF HOPLAND



ACTIVE TRANSPORTATION PLAN COMMUNITY OF GUALALA



Legend

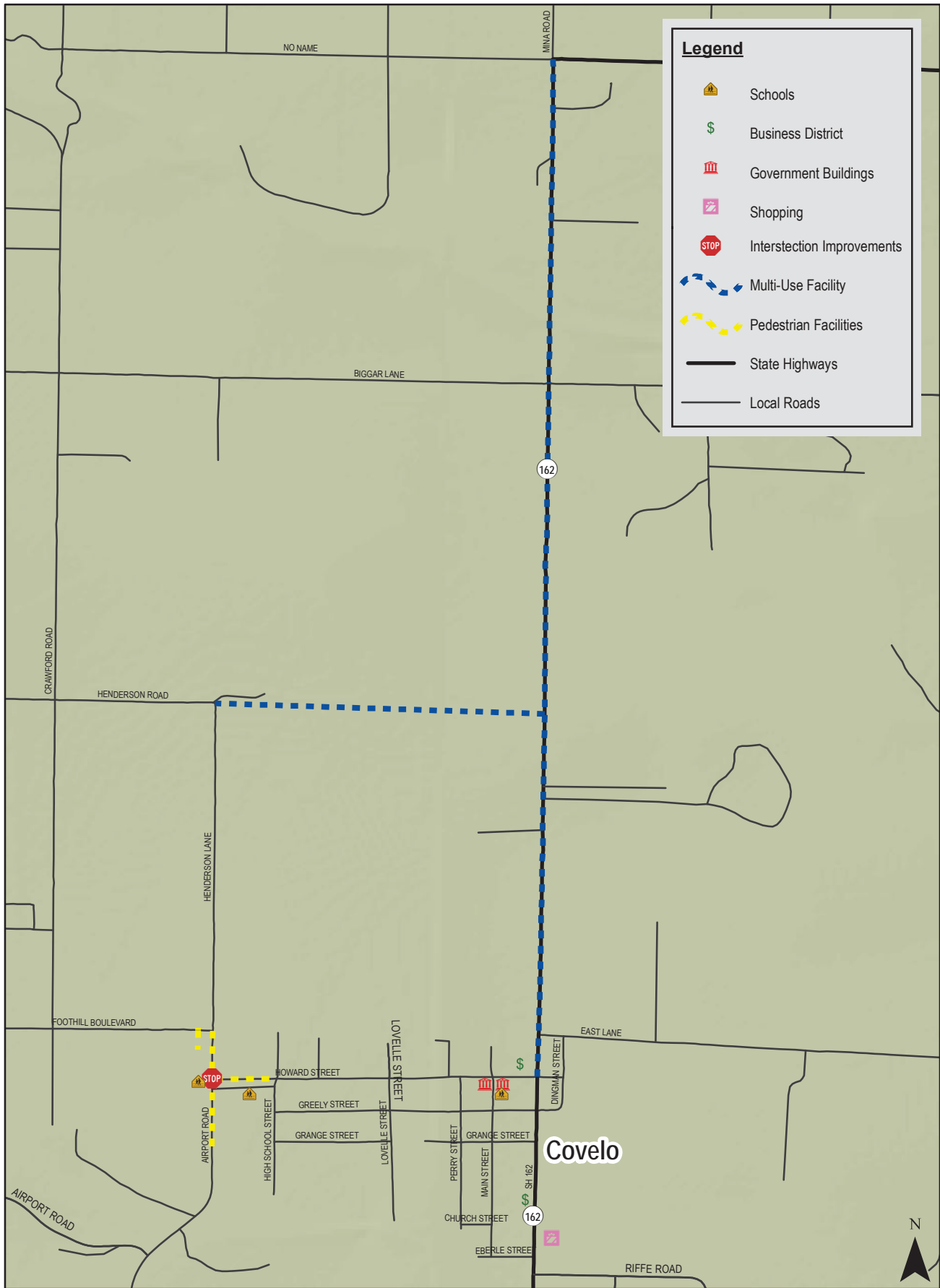
- Schools
- Business District
- Existing Services
- Shopping
- MTA Transit Stops
- Pedestrian Facilities
- Bicycle Facilities
- State Highways
- Local Roads

Sonoma County

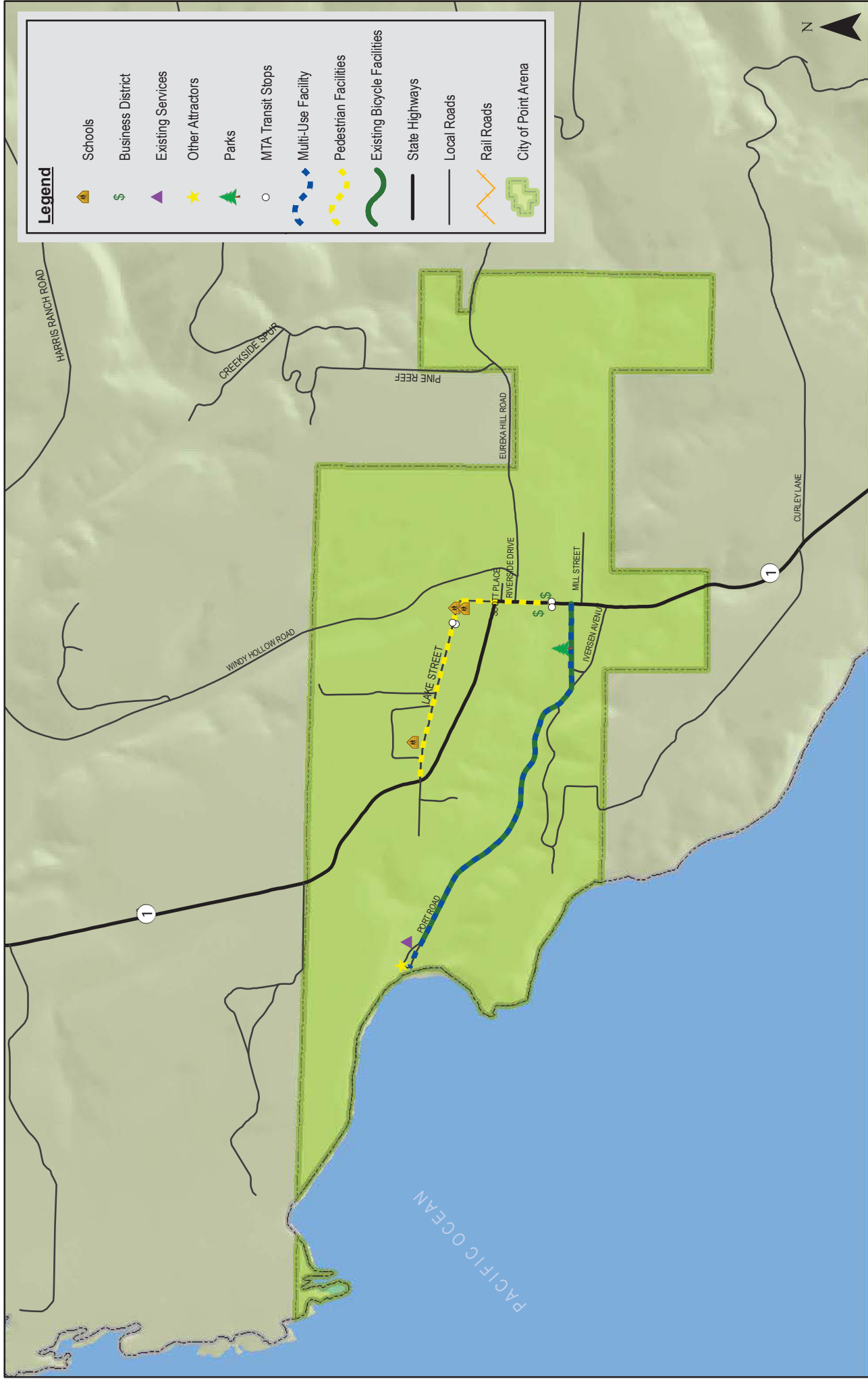


Short Range Priority Improvements

ACTIVE TRANSPORTATION PLAN COVELO AREA

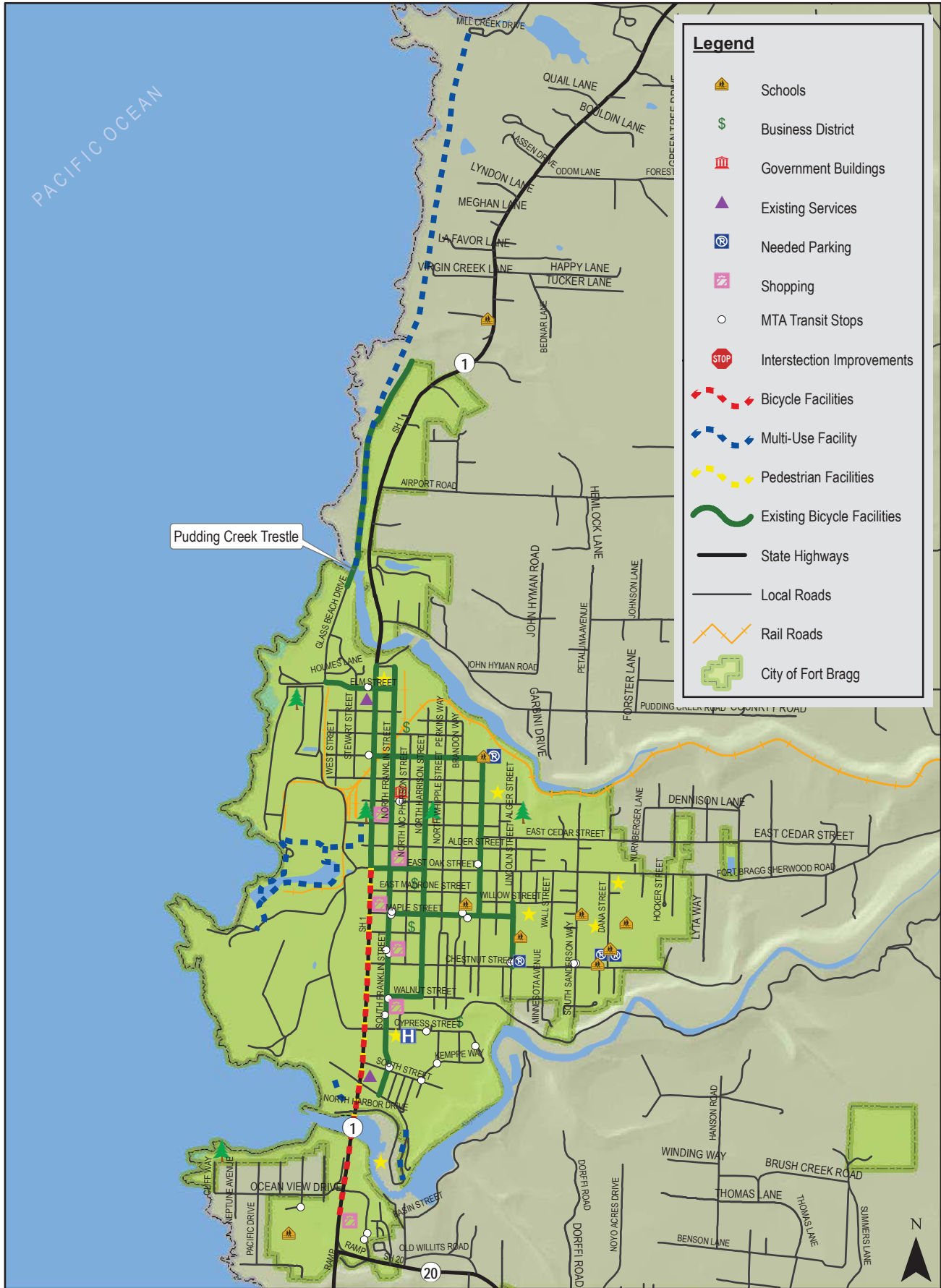


ACTIVE TRANSPORTATION PLAN CITY OF POINT ARENA



Short Range Priority Improvements

ACTIVE TRANSPORTATION PLAN CITY OF FORT BRAGG



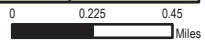
Pudding Creek Trestle

Legend

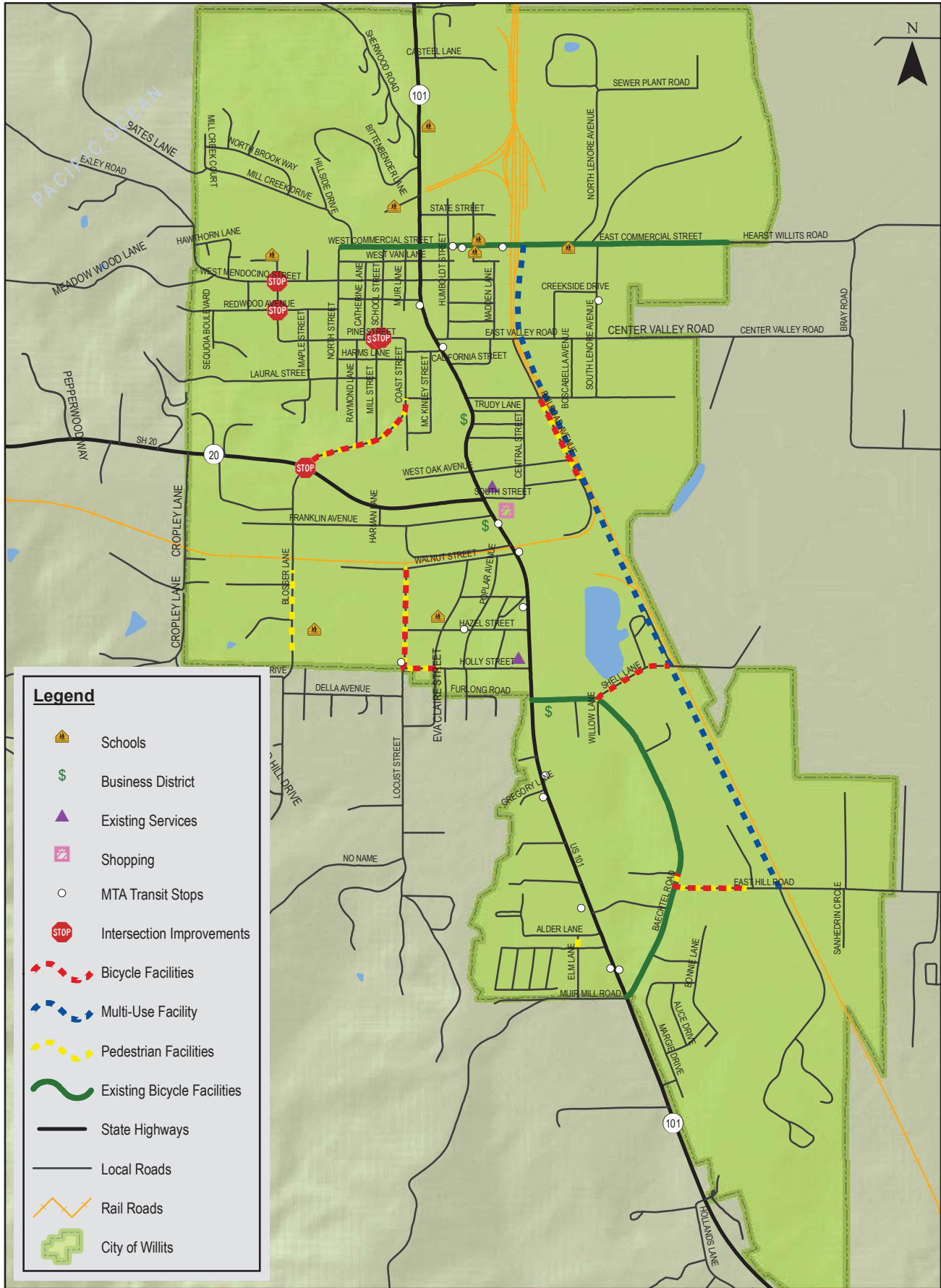
- Schools
- Business District
- Government Buildings
- Existing Services
- Needed Parking
- Shopping
- MTA Transit Stops
- Intersection Improvements
- Bicycle Facilities
- Multi-Use Facility
- Pedestrian Facilities
- Existing Bicycle Facilities
- State Highways
- Local Roads
- Rail Roads
- City of Fort Bragg

Map Developed By:
A. Pedrotti
367 N. State Street, Ste 204
Ukiah, CA 95482

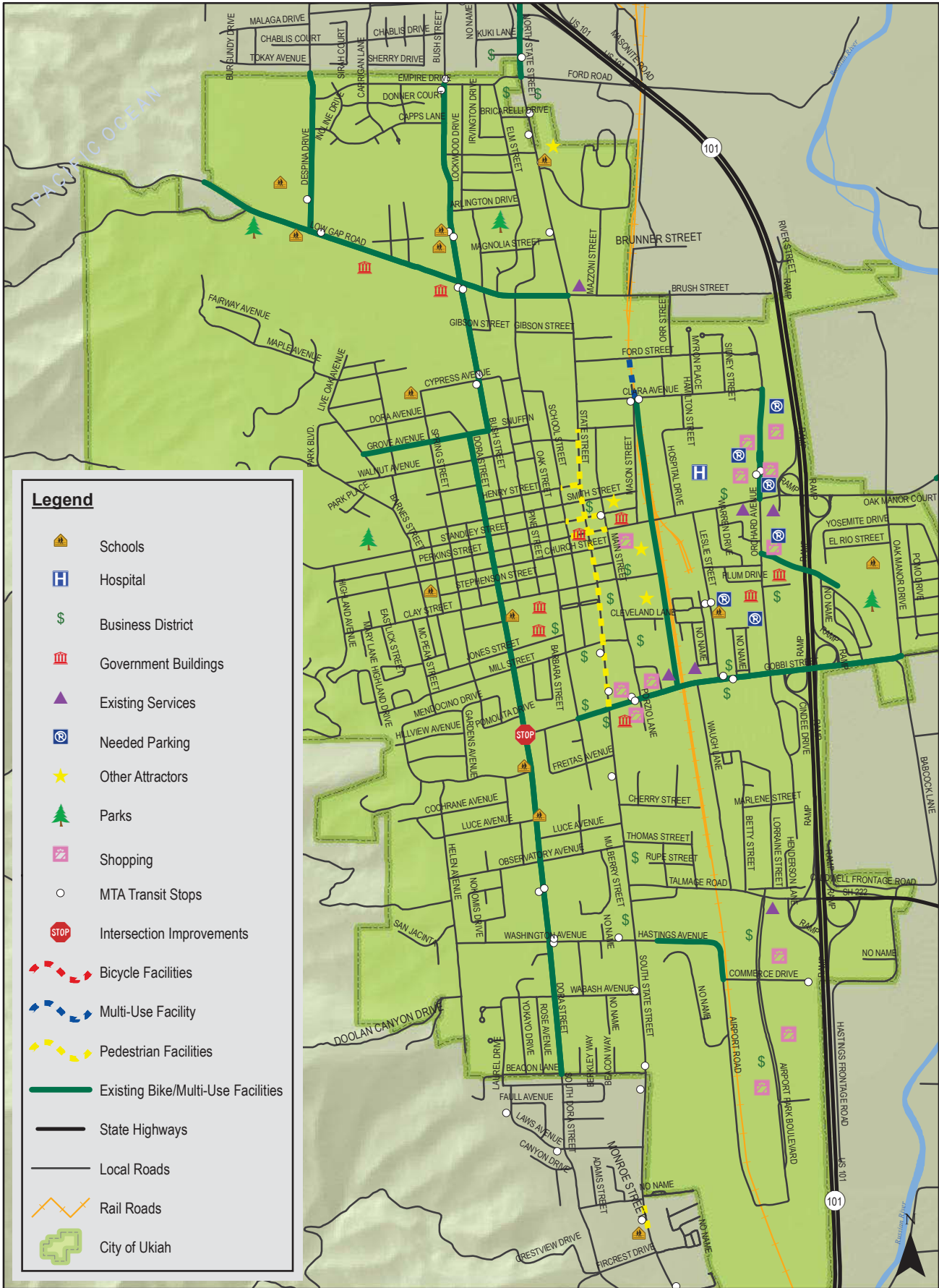
Short Range Priority Improvements






















ACTIVE TRANSPORTATION PLAN COMMUNITY OF WILLITS



ACTIVE TRANSPORTATION PLAN CITY OF UKIAH

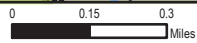


Legend

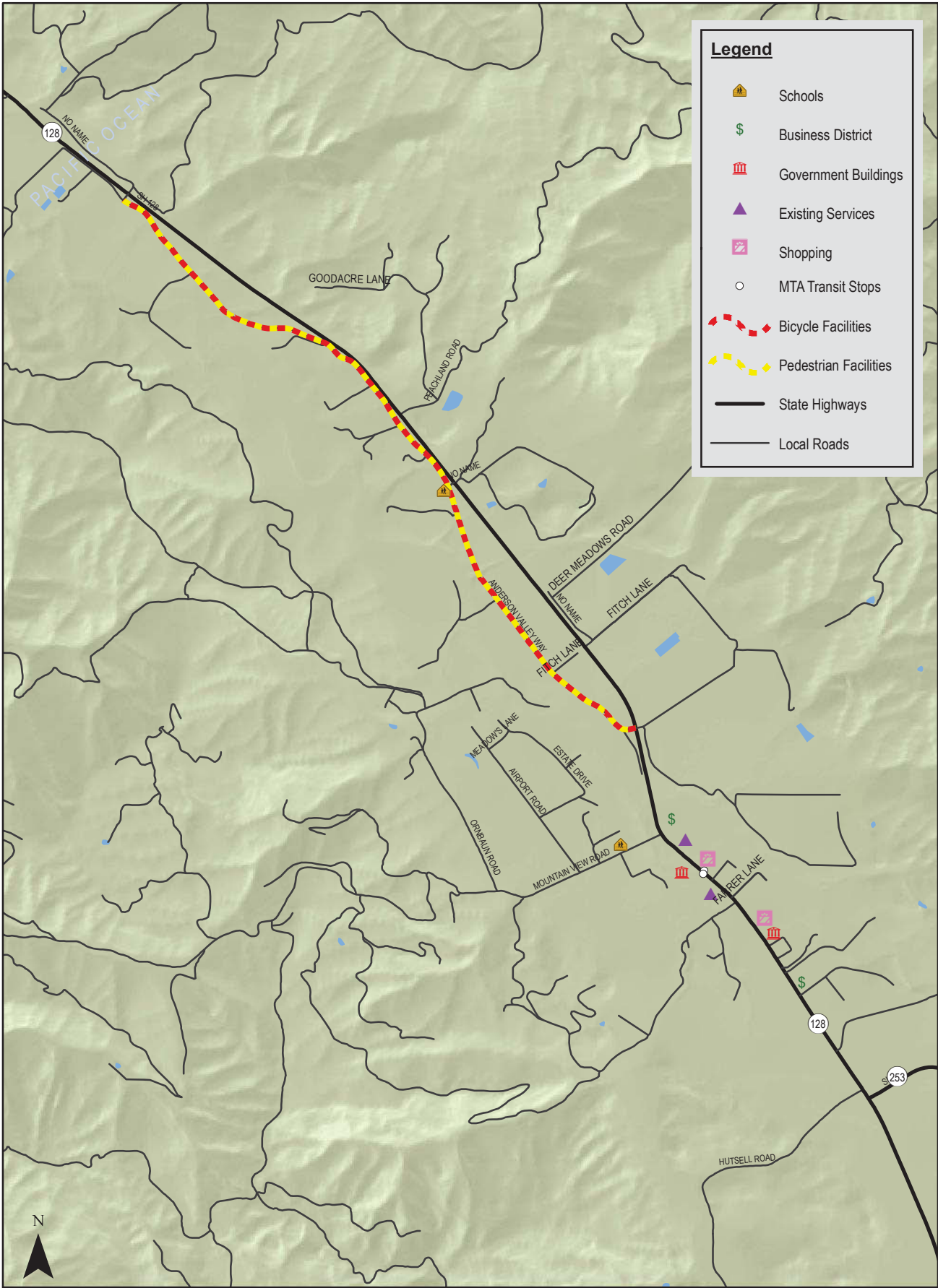
-  Schools
-  Hospital
-  Business District
-  Government Buildings
-  Existing Services
-  Needed Parking
-  Other Attractors
-  Parks
-  Shopping
-  MTA Transit Stops
-  Intersection Improvements
-  Bicycle Facilities
-  Multi-Use Facility
-  Pedestrian Facilities
-  Existing Bike/Multi-Use Facilities
-  State Highways
-  Local Roads
-  Rail Roads
-  City of Ukiah

Map Developed By:
A. Pedrotti
367 N. State Street, Ste 204
Ukiah, CA 95482











Short Range Priority Improvements

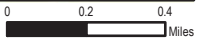


ACTIVE TRANSPORTATION PLAN COMMUNITY OF BOONVILLE



Legend

-  Schools
-  Business District
-  Government Buildings
-  Existing Services
-  Shopping
-  MTA Transit Stops
-  Bicycle Facilities
-  Pedestrian Facilities
-  State Highways
-  Local Roads



Map Developed By:
A. Pedrotti
367 N. State Street, Ste 204
Ukiah, CA 95482

Short Range Priority Improvements

APPENDIX C

UNSURFACED COUNTY MAINTAINED ROADS AND WATER QUALITY

Unsurfaced County Maintained Roads and Water Quality

Overview

All dirt road surfaces produce sediment that migrates to streams and surfacing would improve this condition. However, recent analyses by MCDOT show that only about 15% of the County's road system is in close proximity to aquatic resource (blue line) streams. Limited resources necessitate that the Department prioritize efforts to first address sediment reduction in the more sensitive 15% portion of the road network. In general, MCDOT follows Five County Maintenance Manual practices which aim towards reducing sediment production from *all* County Maintained Roads. There is no way to eliminate sediment production from a dirt road. Surfacing dirt roads would greatly reduce sediment but even paved road systems produce some sediment from bank erosion. Sediment production from roads can never be 100% eliminated.

Applicable Clean Water Act (CWA) Programs

Total Maximum Daily Load (TMDL)

The State Water Resources Control Board 303(d) List identifies water quality impairments on a watershed basis. In Mendocino County almost every watershed is listed as water quality impaired, due to sediment production. Most of these watersheds have a TMDL Implementation Plan that has not yet been amended into the Basin Plan. Once in the Basin Plan, an Action Plan will be developed by the regulators. After it's completed and approved, the Action Plan will identify which parties are affected and what they need to do to address applicable water quality impairments.

National Pollutant Discharge Elimination System (NPDES)

At present the County is required to comply with the NPDES Phase II Program within urbanized areas around Ukiah and Fort Bragg. The program's intent is to address common urban-type pollutants. The County finished Year 5 of the five-year permit in June 2010, with a new permit being developed by the State Water Board. It's possible that the NPDES Program could be implemented on a broader basis, with substantial impacts on management of the County Maintained Road System.

Other Data

The County Department of Transportation has a database that identifies road-related sediment delivery mechanisms. Various analyses based on the data project the major level of sediment production and delivery associated with unsurfaced portions of the County's road network.

APPENDIX D

IDENTIFIED PROJECTS AND FUNDING REQUIREMENTS – NOYO HARBOR PLAN

5. IMPLEMENTATION RECOMMENDATIONS

Since the Noyo Harbor Plan covers a broad range of issues, implementation will be complex and will likely take place over a long time period. The Noyo Harbor Plan itself is an implementation measure for both the City and County LCPs. However, although there is more detail, the Plan is still a General Plan level policy document. Recommendations are in the form of policies, which means that detailed planning and design, development standards and environmental documentation will be required for any specific improvements.

Implementation recommendations have been prepared in detail only for potential action items by the Noyo Port District and for the Urban Waterfront Restoration Plan areas of Shoreline Access and Marine Facilities for commercial fishing and recreational boating.

A. Noyo Port District Recommendations

For the Noyo Port District, the following are suggested general areas for implementation:

Noyo Harbor Plan approvals... Delete.

Port Facility Improvements:

1. Work co-operatively with the State Coastal Conservancy and other public agencies to establish priorities for improvements of public port and marine facilities, including berthing, haulout, boat repair yard, work docks, boat basin facilities and public launch ramp expansion.
2. With the Conservancy, set scheduling goals and approximate timetables for improvement implementation.
3. With the Conservancy, identify potential funding sources for individual projects, requirements and timing.
4. Investigate potential public/private partnerships for improvement of port facilities; particularly in the areas of berthing, boat repair yards and storage yards.

Shoreline Access and Public Recreation Improvements:

1. Work co-operatively with the State Coastal Conservancy and other public agencies to establish priorities and to set scheduling goals and approximate timetables.
2. With the State Coastal Conservancy, identify funding sources, requirements and timing.

3. Work co-operatively with the State Coastal Conservancy, County and City to secure access easements and lands as required.
4. With the State Coastal Conservancy, other State agencies, County, City and Mendocino Coast Regional Park District, investigate and discuss operational strategies for proposed shoreline access facilities.
5. Set aside Port ... Delete.

Dredging and Breakwater Improvements;

1. Request that the U.S. Army Corps of Engineers continue to investigate, obtain authorization for and appropriate funds for maintenance dredging of the Harbor, proposed initial dredging of the Noyo River to the launch ramp and Dolphin Isle, and proposed construction of an off-shore breakwater.
2. Request formation of a joint committee with the County of Mendocino, City of Fort Bragg and U.S. Army Corps of Engineers to investigate and make recommendations for dredged material disposal strategies and sites.
3. Work co-operatively with the County of Mendocino and City of Fort Bragg to identify sources of funds for local cost sharing as required.

Environmental Protection:

1. Request that the Water... Delete.

1. Work co-operatively with the California Department of Fish and Game, U.S. Fish and Wildlife Service and other public agencies to protect sensitive environmental habitats.

Hazards and Emergency Planning:

1. Work co-operatively with the County Office of Emergency Services and City Emergency Services to prepare an emergency response and evacuation plan for Noyo Harbor for potential emergencies due to flooding, earthquakes, tsunamis and wildfires.
2. Work co-operatively with the U.S. Coast Guard, Water Quality Control Board and other public agencies to investigate and prepare plans for containment and clean-up of fuel and toxic material spills in the waters and on land in Noyo Harbor.
3. Work co-operatively with any Federal, State or local public agency in planning and developing off-shore oil spill response facilities which may be located in Noyo Harbor in the future.

Fishing Industry Worker Low Cost Housing:

1. Request that the City and County actively plan for and implement low-cost housing projects in the vicinity of the Harbor and that qualified commercial fishing industry workers employed in Noyo Harbor be given priority in those adjacent housing projects.
2. Investigate with the City... Delete.

Planning for New Development in Noyo Harbor:

1. Set a procedure within the District to review and comment on all development permit application proposals in the Noyo Harbor study area for both the City and County.
2. Work co-operatively with the City of Fort Bragg and County of Mendocino in the event of future annexation of Noyo Harbor to the City, including discussions on service and utility extensions, police and fire services and Port District and City jurisdictions.

Traffic Circulation, Parking and Harbor Path System:

1. Request that the City of Fort Bragg and County of Mendocino include traffic circulation and parking recommendations from the Noyo Harbor Plan in any proposed General Plan Circulation Element revision.
2. Work co-operatively with the County and City to investigate and plan for proposed public parking facilities in the north flats commercial area; including potential private development of public parking and potential public/private partnership.
3. Work co-operatively with the County, City and State Coastal Conservancy to plan for and develop public path systems in Noyo Harbor and connecting to the surrounding community.

Port District Operation and Management:

1. Investigate expansion of District responsibilities to include Harbor Patrol duties and control of seasonal and transient boats in the public waterways. Discuss jurisdiction with the County Sheriff's Department and U.S. Coast Guard.
2. Review Port District policies... Delete.
2. Investigate re-organization of Port District management and consider creation of a new position of Port District General Manager. With many planned improvements for Noyo Harbor and with proposed expanded responsibilities for the Port District, it may necessary to create the new administrative position. Duties should include primary staffing for the

Port Commission, preparation and administration of the budget, preparation and administration of the capital improvement program and projects, liason to other public agencies and general direction to the Harbormaster who is responsible for operations and maintenance.

4. Investigate the potential use of community groups and volunteers for some operation and maintenance functions.

B. Cost Estimates for Proposed Improvements

Although detailed plans have not been prepared for most of the proposed improvements in the Noyo Harbor Plan, very preliminary estimates of probable cost have been made for those shoreline access and marine facility recommendations which are part of the Urban Waterfronts Restoration Plan. These cost estimates are intended to be used for planning purposes only in investigation of potential funding sources by the State Coastal Conservancy and Noyo Port District. It is expected that more detailed cost estimates will be prepared for each project after the preparation of more detailed plans and specifications. The cost estimates are attached on the following pages.

The first Draft Plan cost estimates have been revised to reflect estimated changes in development costs as of April 1992.

B. COST ESTIMATES FOR CERTAIN PLAN ELEMENTS
NOYO HARBOR RESTORATION PLAN

Although detailed plans have not been prepared for most of the proposed improvements in the Noyo Harbor Plan, very preliminary estimates of probable costs have been made for those shoreline access and marine facility recommendations which are a part of the Urban Waterfront Restoration Plan. These cost estimates are intended to be used for planning purposes only in the investigation of potential funding sources by the Coastal Conservancy and the Noyo Port District. It is expected more detailed cost data will be prepared for each project after accomplishment of detailed plans and specifications. It should be noted that no design fees are included in these cost figures.

SHORELINE ACCESS

A. SOUTHSIDE OF NOYO BAY

1. Chicken Point Parking and viewing area 30 parking spaces and access road -----	\$40,500
2. Blufftop trail, Todd's Point to Stairway (vicinity of Highway 1 Bridge), 2,200 lf. x 8 ' wide -----	\$23,500
3. Limited Vehicle Access between Cliff Way and Del Mar Drive, 1,200 ft. of one way paved road. -----	\$20,000
4. Stairway from top of bluff to base of bluff west- side of the bridge 120 lf. x 5' wide -----	\$40,000
5. Interpretive facilities -----	\$20,000
6. Acquisition of 2 parcels west of Cliff Way at Todd's Point -----	\$550,000
Total costs for these activities -----	\$694,000

B. NORTH FLAT ACCESS NODES

1. Viewing platform/deck 15'x15', on District land North Harbor Drive/just east of bridge, & 30' wharf -----	\$26,500
2. Viewing platform on District land south of Grader's, 15'x15' w/30'x8' wharf -----	\$26,500
3. Access point, SeaPal Fish Processors, 15'x15' node -----	\$11,250
4. Access point, at Foot of hill/North Harbor Dr. at river's edge, 10 parking spaces -----	\$7,500
5. Interpretive facilities -----	\$10,000
Total costs for these activities -----	\$81,750

C. PARKING LOT EXPANSION AT THE BEACH

1. Construct 36 additional parking spaces -----	\$27,000
2. Interpretive facilities -----	\$2,500
Total costs these activities -----	\$29,500

D. PUBLIC ACCESS NORTHSIDE OF NOYO BAY

1. Bluff top trails/lateral access from Cypress Way and North Harbor Dr. @ beach, 3,100 lf x 8' ---	\$34,720
2. Interpretive facilities -----	\$5,000
Total costs these activities -----	\$39,720

E. REGIONAL CONNECTIONS

1. Trail extensions from both the north and south sides

of Noyo Bay to connect potential future regional systems.

- a. Southside of bay, Chicken Point to Ocean View Drive, 1,400 lf ----- \$12,600
- b. Northside interconnect to regional system unknown at this time; conceivably the total water frontage of Georgia Pacific Lumber Company ----- unknown

Total costs these activities ----- \$12,500 plus unknown

MARINE FACILITIES

A. MOBILE LIFT

- 1. 100 ton Mobile Lift, District lands ----- \$450,000
- 2. Roadway structural modifications, 20 ft. wide and 450 ft. long----- \$35,000

Total costs these activities ----- \$485,000

B. REPAIR YARD/29,000 SQUARE FEET

- 1. Paving area modification, including demolition, grading, base rocking, compacting, paving, electrical service, water/lights ----- \$75,000
- 2. 1,500 s.f. shop building ----- \$75,000 *

Total costs these activities ----- \$150,000

* Possible concessionaire cost

C. ADDITIONAL IMPROVEMENTS TO EXISTING BASIN FACILITIES

- 1. Expand existing work dock, 2,000 s.f. ----- \$100,000

2.	Additional showers, restroom and laundry area to existing building or near it -----	\$40,000
2a.	New Harbor District complex, 3,000 s.f. offices, meeting room, kitchen, storage and showers, restrooms, and laundry room -----	\$195,000
3.	Oil Disposal facility/workdock -----	\$50,000
4.	Storage area/lockers, buildings and site improvements -----	\$300,000
	Total costs these activities w/item 2 -----	\$490,000
	total costs these activities w/item 2a -----	\$645,000

D. ADDITIONAL BERTHING

1.	Provide berthing for an additional 40 boats in existing District marina -----	\$200,000
----	---	-----------

E. WORK DOCK NORTH HARBOR DR. BELOW HWY 1 BRIDGE

1.	Construction of 6,000 s.f public work dock -----	\$300,000
----	--	-----------

F. EXPANSION OF PUBLIC BOAT LAUNCH FACILITY ON BASIN DRIVE

1.	Construct additional 2 lanes for boat launching, work includes expansion of existing parking area, floating piers and streambank erosion repair upstream of existing ramp. -----	\$150,000
----	--	-----------

C. Potential Revenue Sources for Noyo Harbor Plan Proposals

In order to accomplish Noyo Harbor Plan proposals, additional funds will clearly be required for both capital improvements and operation and maintenance. Potential sources of funds for capital improvements will probably be from the State for shoreline access and marine facilities. Attached are summaries of the primary potential sources of State capital funds. Public/private joint funding of some proposed projects should also be carefully investigated; including the boat repair yard, new boat berthing and gear storage facilities.

Operation and maintenance funding sources are more difficult to identify, as are the potential costs. The Port District is reportedly under-funded now for its responsibilities. Noyo Harbor Plan proposals which will probably require additional operation and maintenance funds are as follows:

Operation and maintenance of new Port facilities; including boat berths, the boat haulout dock (the mobile lift will probably be leased out including maintenance), work docks and boat basin improvements of restrooms, showers and laundry facilities.

Operation and maintenance of shoreline and public access facilities on Port District property, if no other operating agency can be found. Including trails, pathways, parking areas and day-use facilities.

Expanded Harbor responsibilities; including Harbor Patrol, control of transient and seasonal boats for the whole Harbor, hazardous material spill containment and clean up and waste materials recycling.

Administrative responsibilities; including capital project planning and implementation, liaison with other public bodies and agencies as required in section A. and review of City and County development proposal application. In order to provide additional operation and maintenance funding, the following general revenue sources should be investigated:

Increased berthing fees. The rates now charged by the District are among the lowest on the California Coast (if not the lowest) and do not reflect increased costs for Harbor operation.

Fees for seasonal and transient berthing, mooring, anchoring or rafting in any of

... the public waters of Noyo Harbor. None of the Harbor will be usable in the long run if the entrance channel and River are not maintained and dredged. The local cost share for the Corps project is one of the larger costs of Harbor operation and the benefits are shared by all boats in the Harbor.

Pro-rata contributions to the local share of the Corps maintenance projects by private berth operators and Harbor waterfront businesses which benefit from the protected entrance and deep water channel.

Tax-based revenue sharing by the City and County for public Harbor facilities which are mandated by State, City and County Coastal Plans, and which contribute significantly to the local and regional economies through commercial enterprise, tourism and increased property value.

Lease of Port District property for commercial use; including proposed boat repair yard, gear storage facilities, and the work docks for boat fueling, icing and fish off-loading by truck.

Fees for use of recreational facilities operated by the Harbor District; including the boat launch ramp parking and north beach parking.

**NOYO HARBOR PLAN
PROPOSED FACILITIES
IMPLEMENTATION PHASING
AND ESTIMATED COSTS**

These cost estimates are based on November 1991 costs. Funding sources are potential; no explicit funding commitments have been made by any of the agencies listed. Phase I is the concept design phase; Phase II is the design and construction phase; Phase III includes estimated costs for both design and construction for specified facilities.

**Phase I: Concept Drawings for Selected Commercial Fishing Support
Facilities and Public Access Facilities.**

<u>Proposed Facility</u>	<u>Estimated Cost</u>	<u>Potential Fund Source</u>
a. Haul out and Boatyard	\$30,000	SCC
b. Expanding existing work in Noyo Mooring Basin	\$10,000	SCC
c. New work dock near North Harbor Dr. & Hwy 1 Bridge	\$5,000	SCC
d. Stairways at North and South ends of Hwy 1 Bridge	\$5,000	SCC
e. Design of view decks on District land on northside of harbor	\$5,000	SCC
f. Alignment and design of public access trail from Chicken Point to Hwy 1, including staging area	\$5,000	SCC
g. Additional showers, restroom, and laundry in harbor basin area; new HD complex.	\$7,000	H.D.
h. Expanded berthing in moor- ing basin.	\$10,000	DBW* loan
Total Phase I	\$77,000	

* California Department of Boating and Waterways

Phase II: Estimated Design and Construction costs:

<u>Proposed Facility</u>	<u>Estimated Cost</u>	<u>Potential Fund Source</u>
a. Haul out and Boatyard	\$635,000	EDA, H.D., private operator, CDBG
b. Mooring basin work dock	\$100,000	EDA, H.D., CDBG., OCS
c. New work dock	\$300,000	EDA, H.D., CDBG
d. Stairways	\$40,000 ea.	SCC
e. View decks, 3 each	\$65,000 ea.	SCC, H.D.
f. Access trail/staging area and Interpretive facilities	\$104,000	SCC, H.D.
g. Additional basin facilities H.D. complex	\$545,000	H.D.
h. Additional berths in Moor- ing basin	\$200,000	DBW loan
Total Phase II	\$1,989,000	

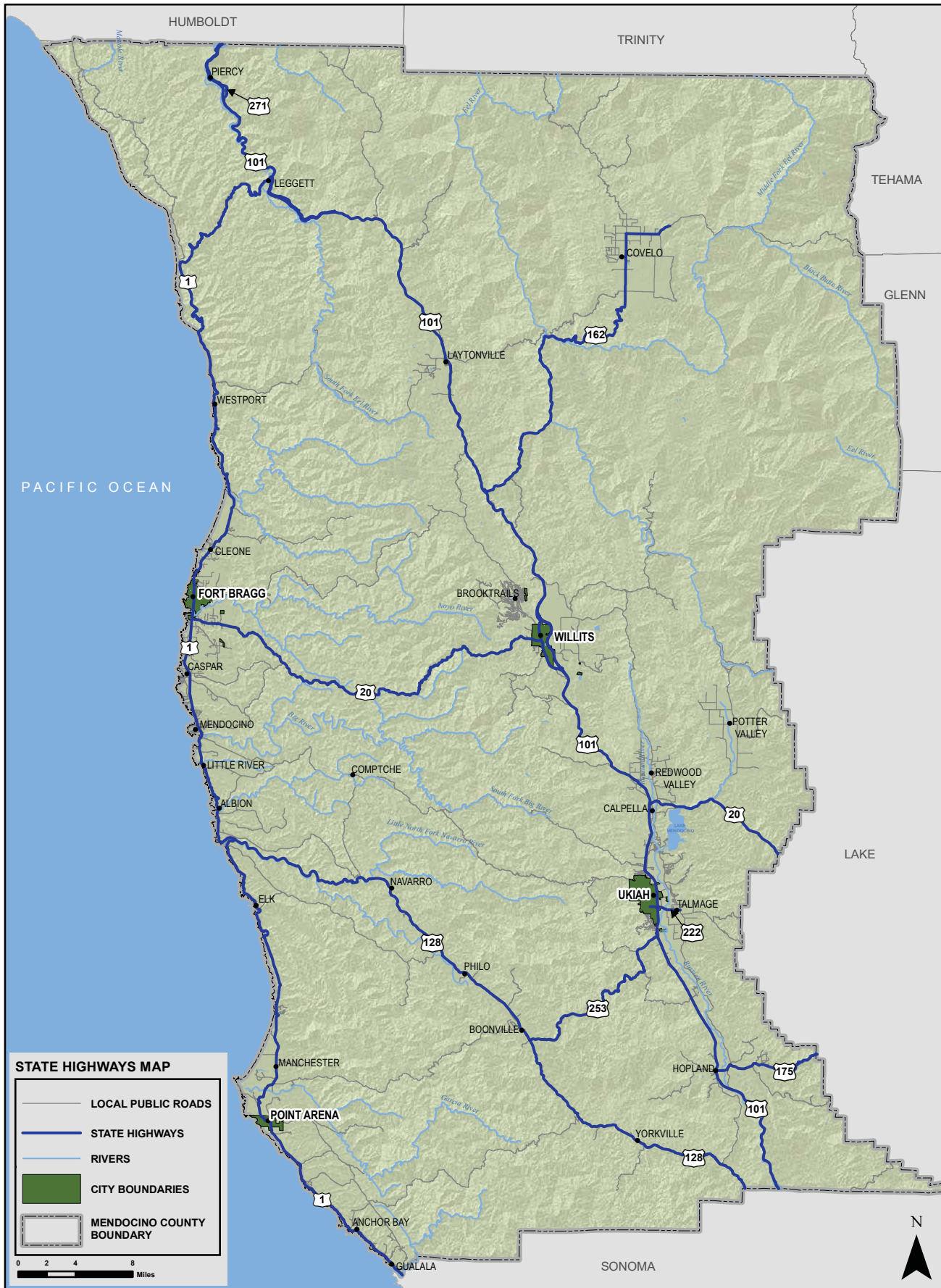
Phase III: Estimated Design and Construction Costs for Additional Public Access Trails and Facilities.

<u>Proposed Facility</u>	<u>Estimated Cost</u>	<u>Potential Fund Source</u>
a. Todd's Point Acquisition	\$550,000	SCC, Land and Water Conservation Fund
b. Expansion of Existing Park- ing Lot at Noyo Beach	\$34,500	H.D., SCC and City
c. Regional trail connec- tions, southside of Noyo Bay	\$12,600	Civilian Conservation Corps.
d. Shoreboat operation	\$75,000	H.D./private operator
Total Phase III	\$672,100	

APPENDIX E

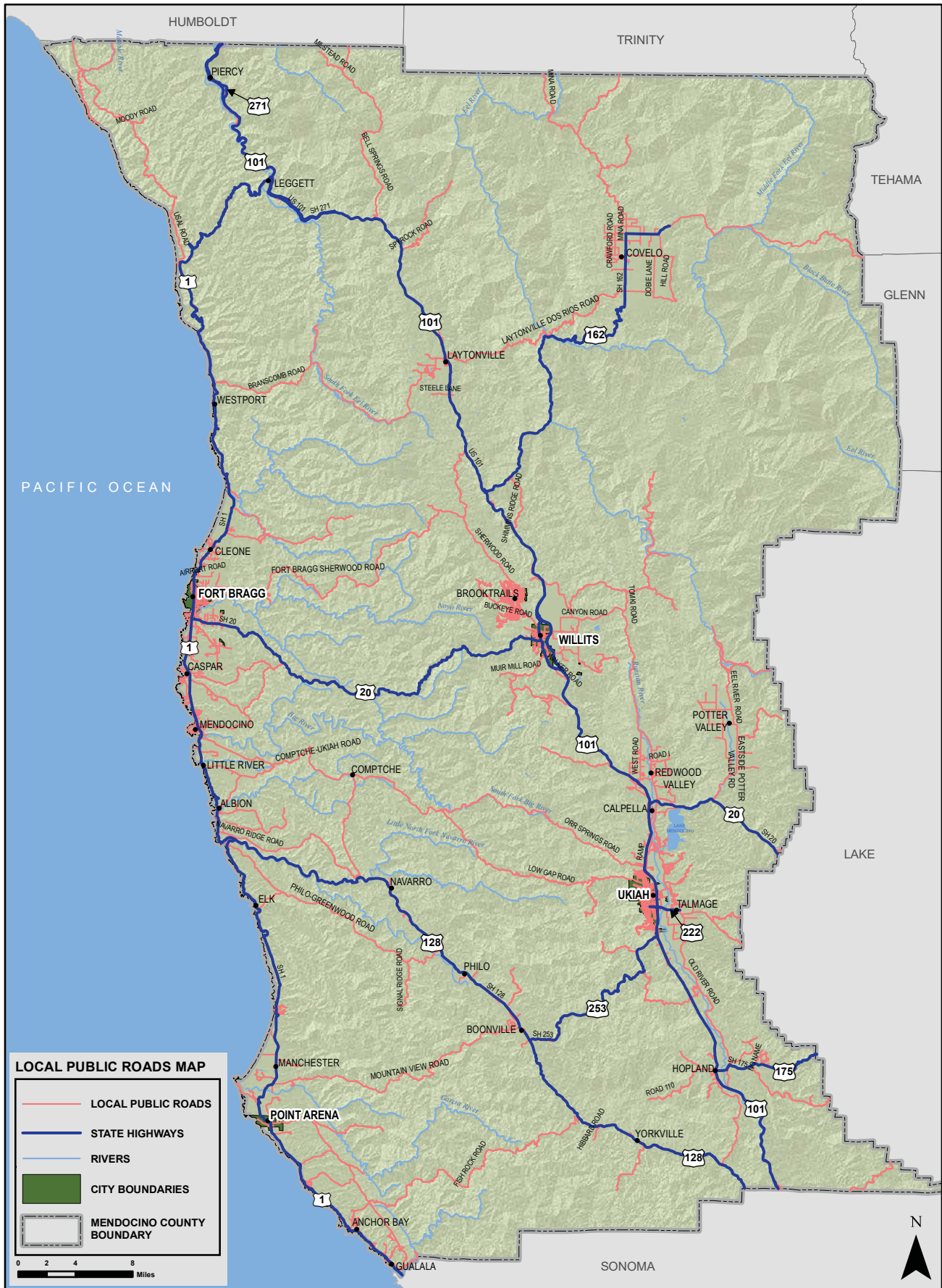
REGIONAL TRANSPORTATION PLAN MAPS

REGIONAL TRANSPORTATION PLAN

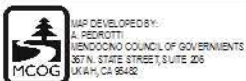
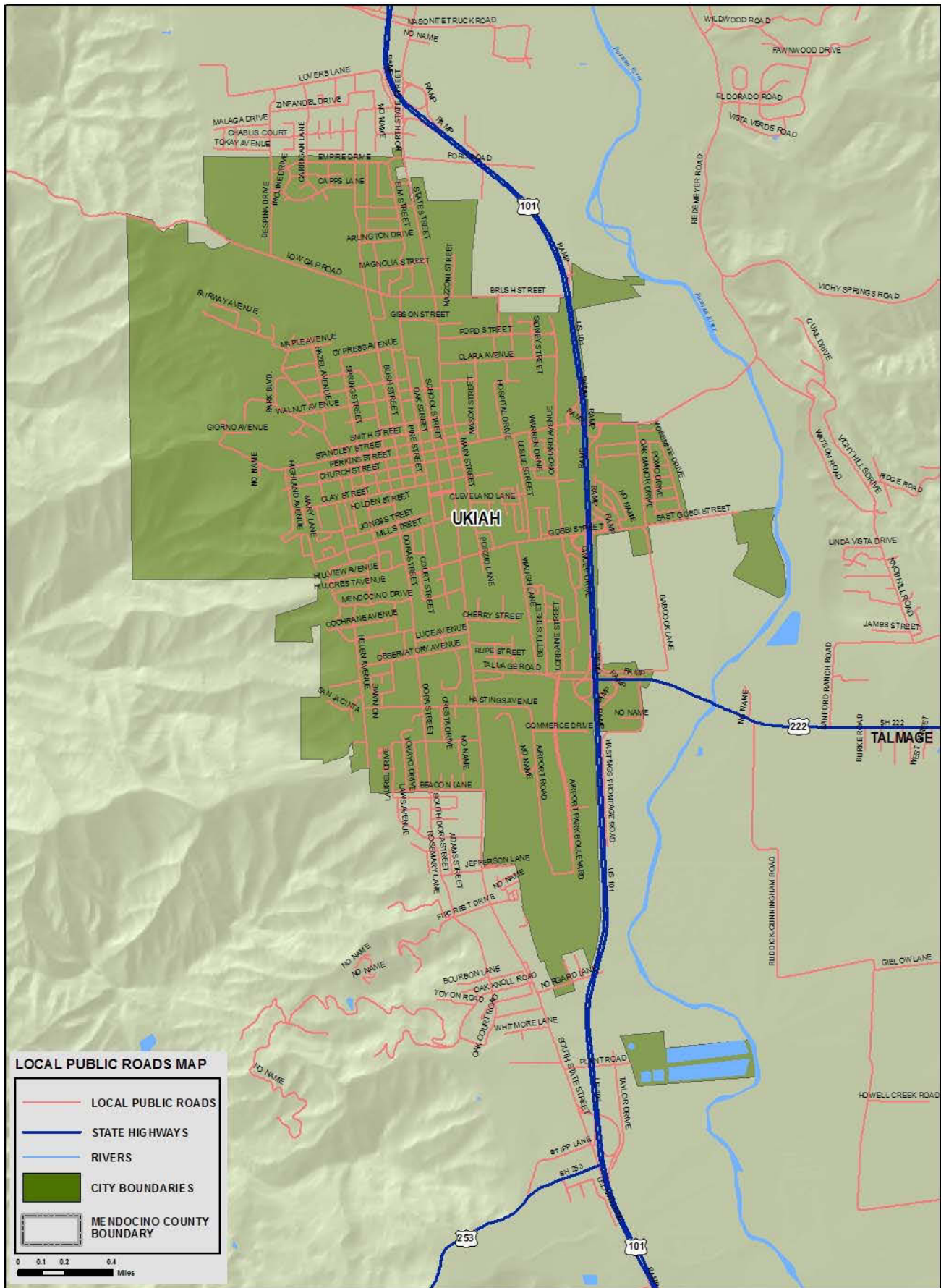


STATE HIGHWAY TRANSPORTATION SYSTEM MENDOCINO COUNTY, CALIFORNIA

REGIONAL TRANSPORTATION PLAN



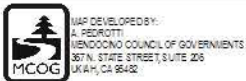
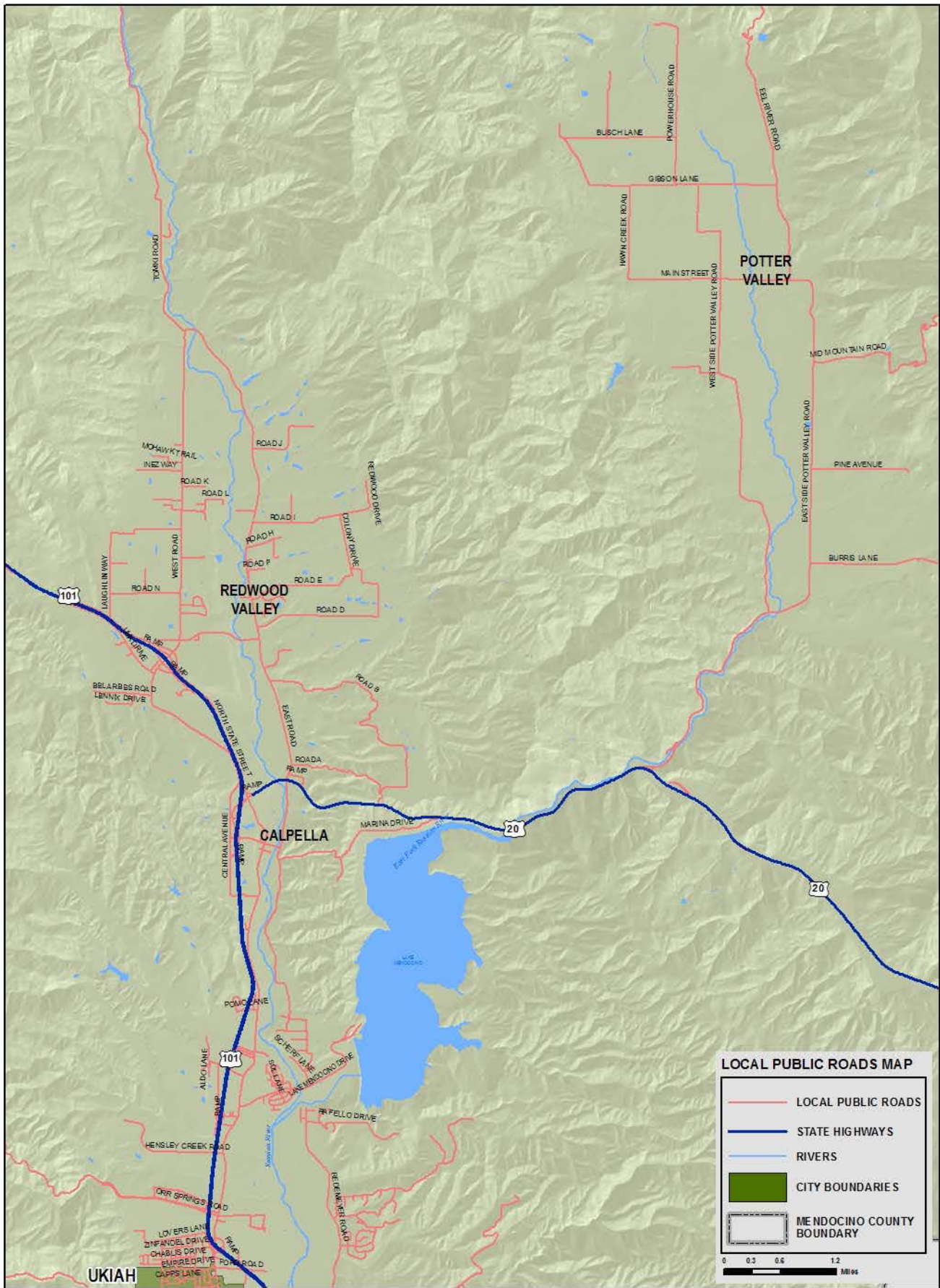
REGIONAL TRANSPORTATION PLAN



UKIAH VALLEY AREA LOCAL PUBLIC TRANSPORTATION SYSTEM MENDOCINO COUNTY, CALIFORNIA



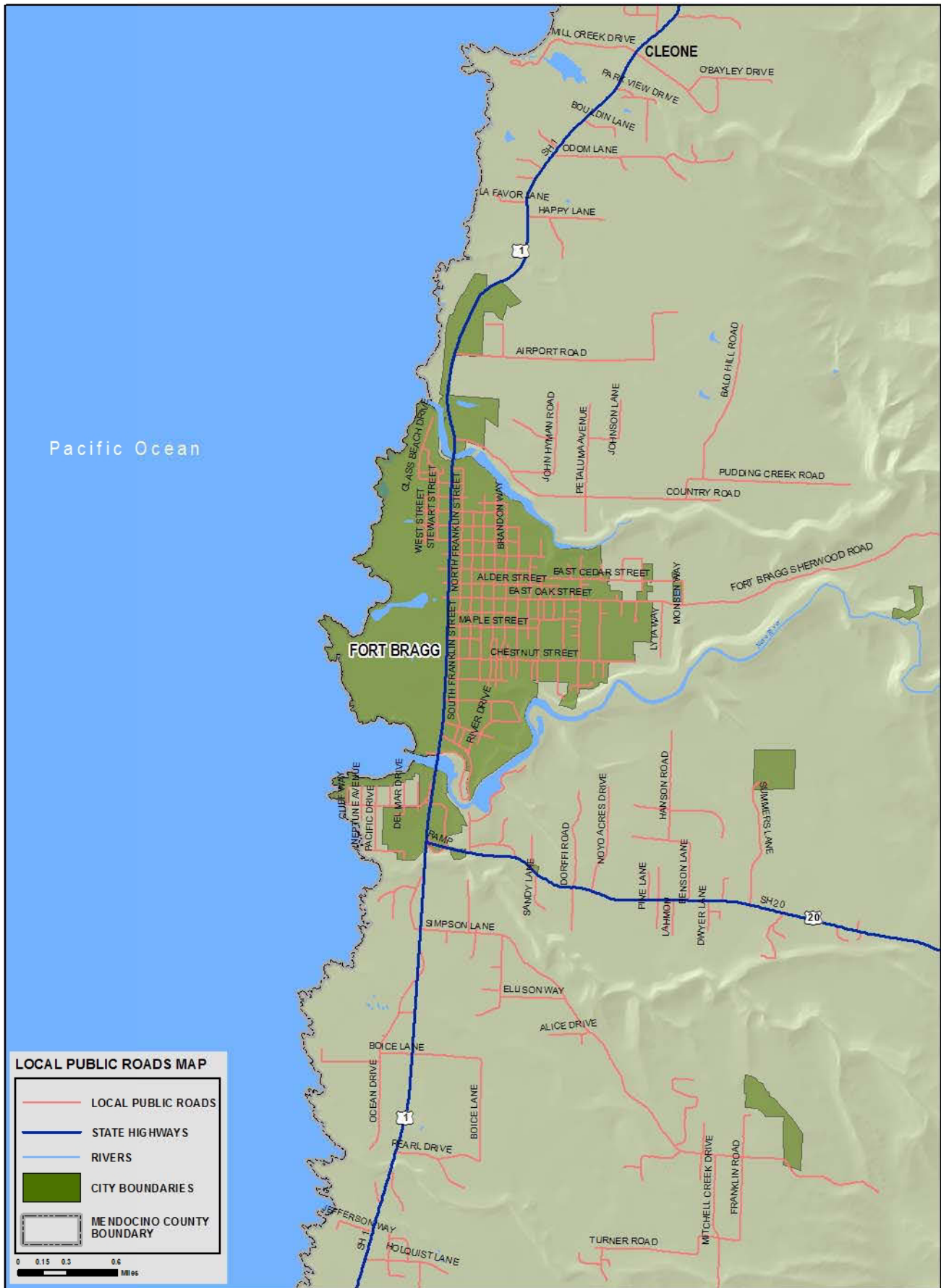
REGIONAL TRANSPORTATION PLAN



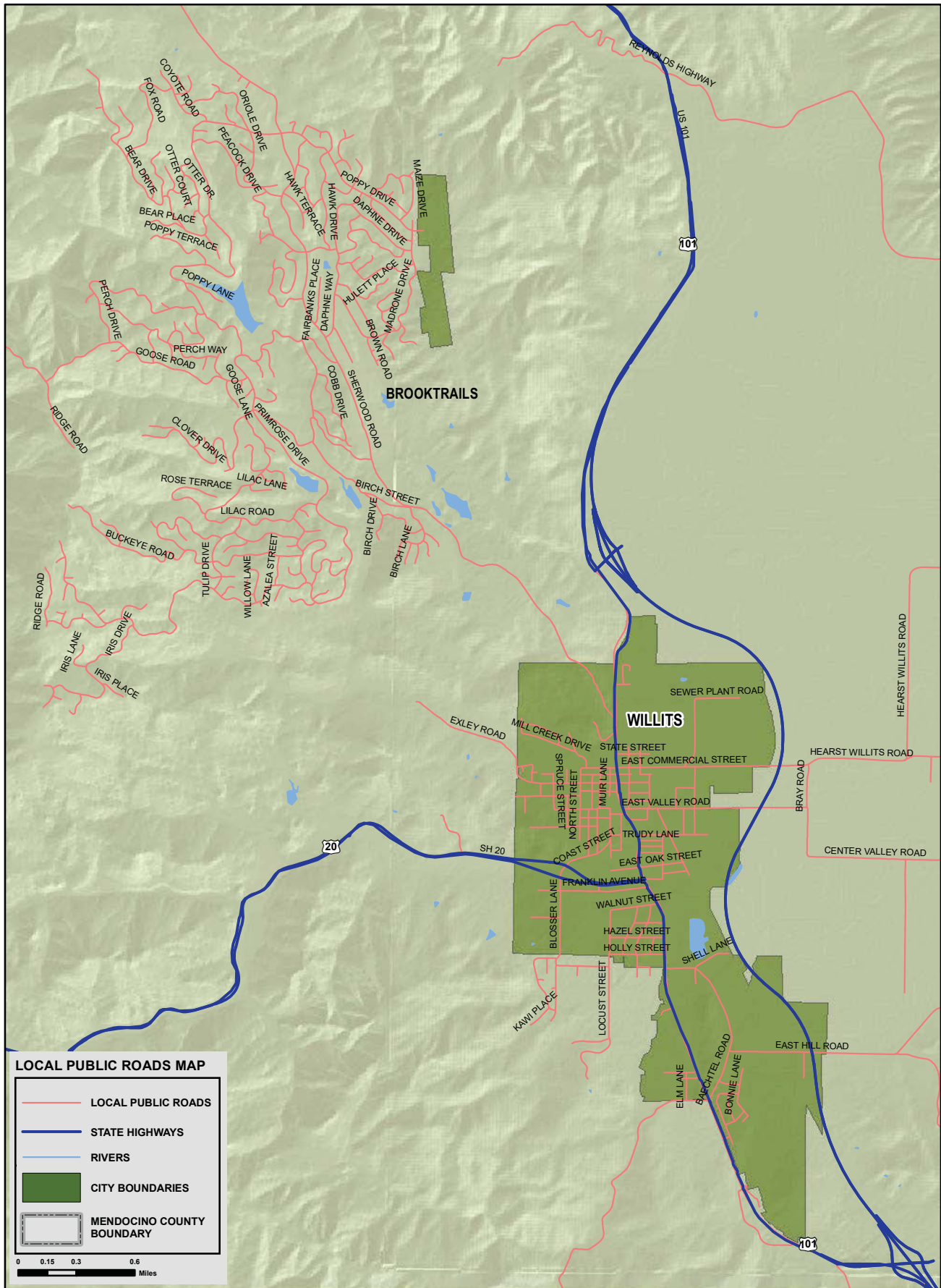
REDWOOD VALLEY AND POTTER VALLEY AREA LOCAL PUBLIC TRANSPORTATION SYSTEM MENDOCINO COUNTY, CALIFORNIA



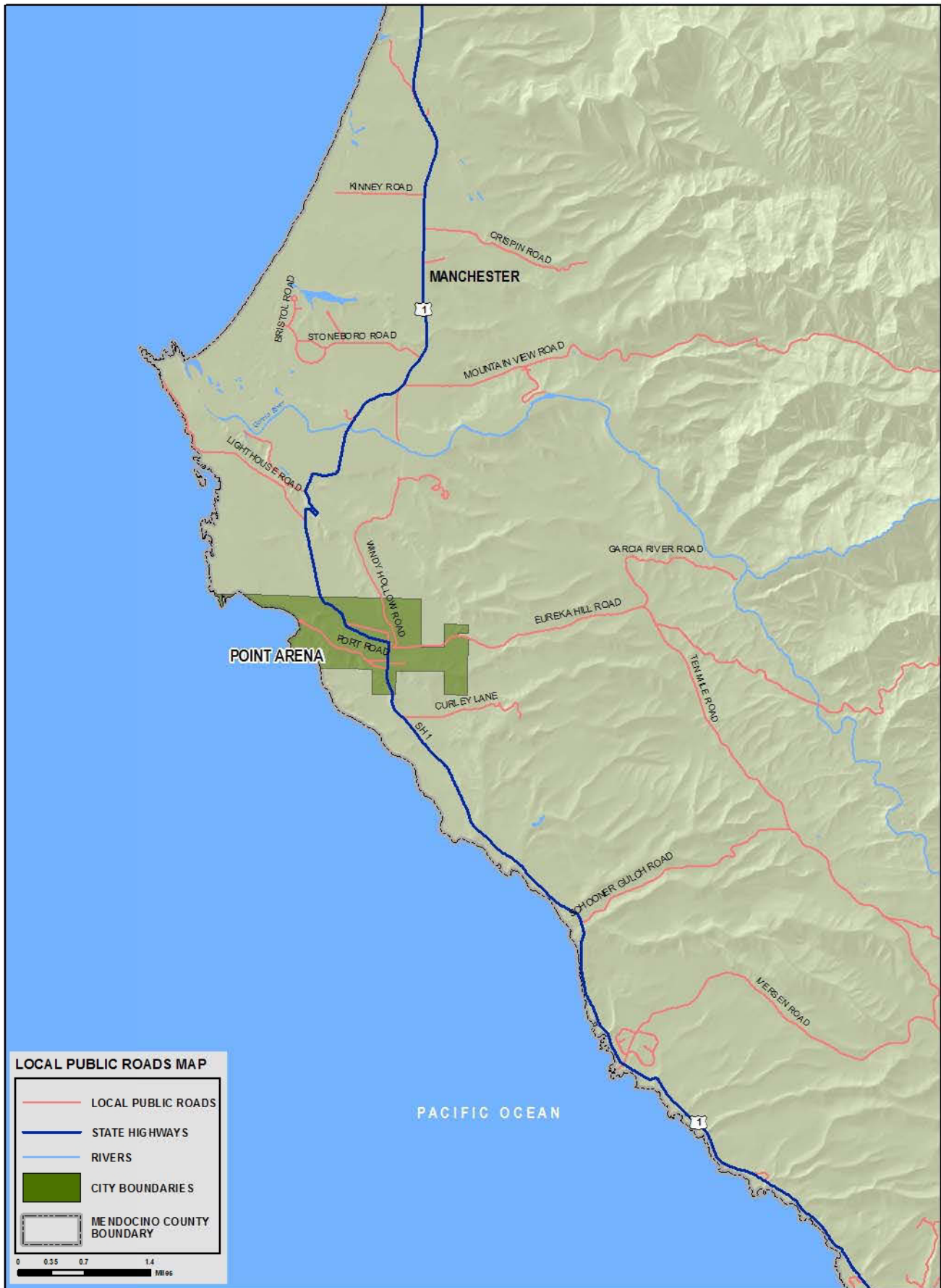
REGIONAL TRANSPORTATION PLAN



REGIONAL TRANSPORTATION PLAN



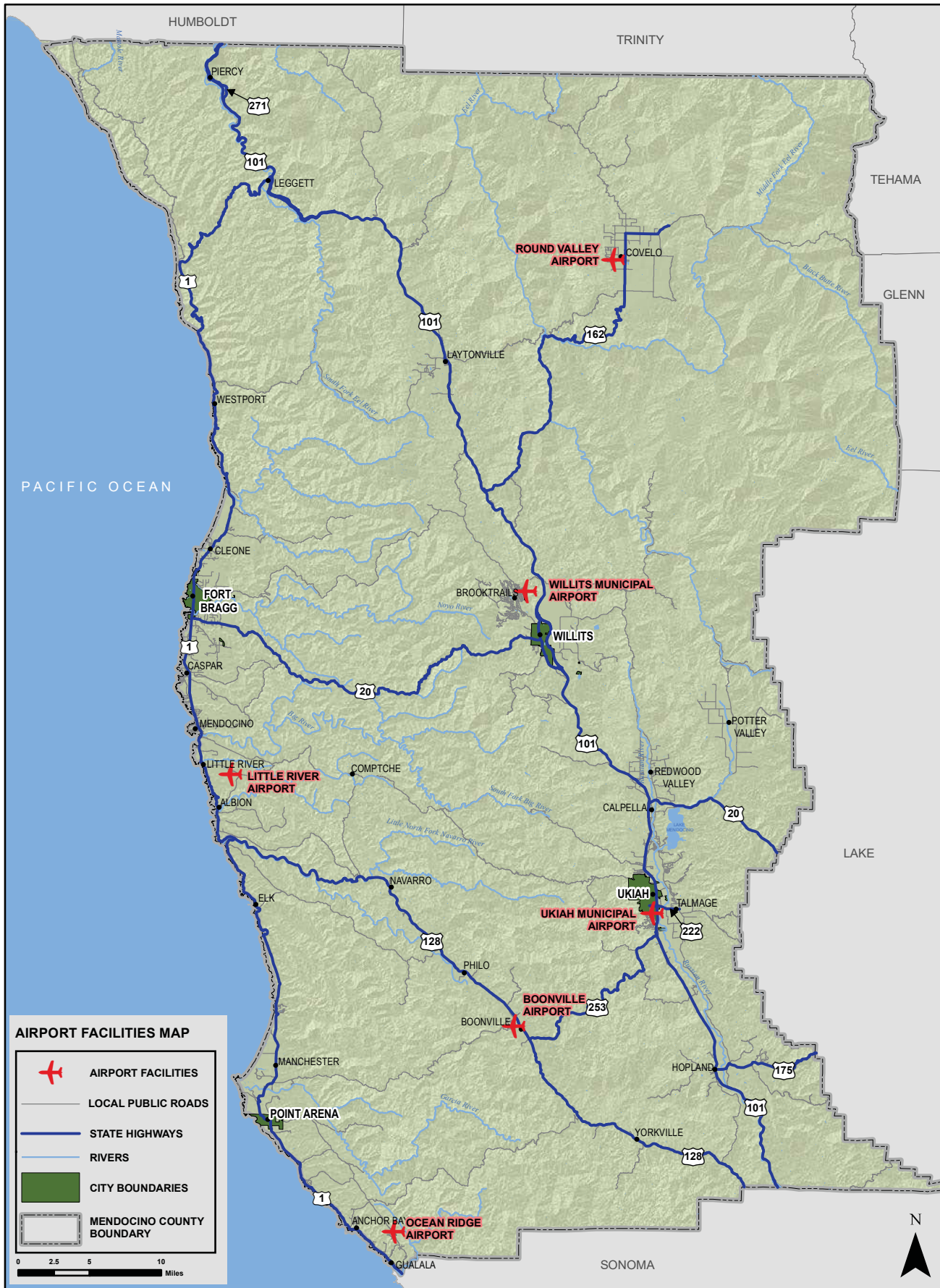
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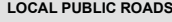


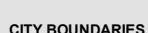
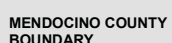
REGIONAL TRANSPORTATION PLAN



REGIONAL TRANSPORTATION PLAN



AIRPORT FACILITIES MAP

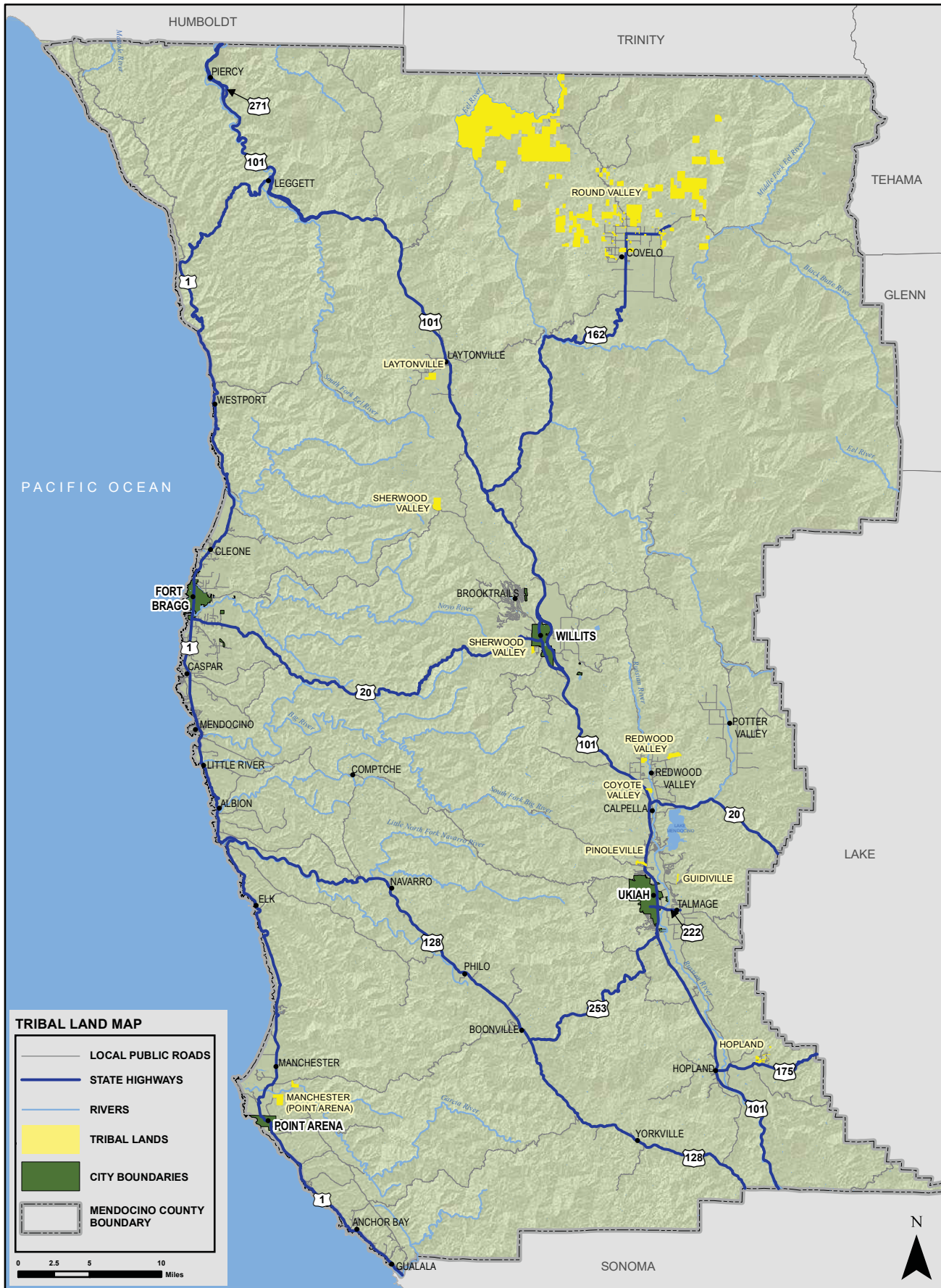
-  AIRPORT FACILITIES
-  LOCAL PUBLIC ROADS
-  STATE HIGHWAYS
-  RIVERS
-  CITY BOUNDARIES
-  MENDOCINO COUNTY BOUNDARY

0 2.5 5 10 Miles

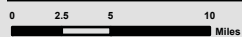
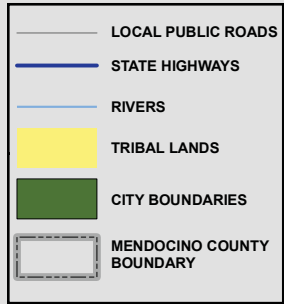
MAP DEVELOPED BY:
 A. PEDROTTI
 MENDOCINO COUNCIL OF GOVERNMENTS
 367 N. STATE STREET, SUITE 204
 UKIAH, CA 95482

AIRPORT FACILITIES MENDOCINO COUNTY, CALIFORNIA

REGIONAL TRANSPORTATION PLAN



TRIBAL LAND MAP



APPENDIX F

ENVIRONMENTAL DOCUMENT & RELATED MATERIAL

**Mendocino Council of Governments
DRAFT NEGATIVE DECLARATION**

For review by interested agencies and the public in accordance with the California Environmental Quality Act, an analysis has been made of possible environmental impacts of the following project. Attached hereto is a copy of the Initial Study documenting reasons to support the above findings.

DATE: December 19, 2017

PROJECT TITLE: 2017 Mendocino County Regional Transportation Plan Update

LEAD AGENCY: Mendocino Council of Governments
367 North State Street, Suite 206
Ukiah, CA 95482

CONTACT PERSON: Phillip J. Dow, Executive Director, 707-463-1859
Nephele Barrett, Program Manager, 707-234-3434

PROJECT LOCATION: The Regional Transportation Plan would cover the entire County-wide area, including the incorporated cities of Ukiah, Fort Bragg, Willits and Point Arena.

PROJECT SPONSOR: Mendocino Council of Governments
367 North State Street, Suite 206
Ukiah, CA 95482

PROJECT DESCRIPTION: The Regional Transportation Plan (RTP) is a transportation planning document prepared by the Mendocino Council of Governments. The Plan provides an overview of both short- and long-term transportation goals, objectives and policies for the region, as well as a list of potential projects intended for implementation. The RTP considers all modes of transportation including automobile, trucking, bicycle, pedestrian, air, public transit, rail, maritime and any related facilities needed for an effective transportation system. The Plan also assesses current and long-range transportation issues, identifies needs and deficiencies, considers funding options and suggests actions to address these items, in an effort to improve the overall transportation system in the region.

SETTING: Mendocino County is located in Northern California, lying within the northern extension of California's coast mountain ranges, and is bordered by the Counties of Lake, Sonoma, Humboldt, Trinity, Tehama and Glenn and the Pacific Ocean to the west. These mountains are characterized by a series of southeast to northwest ridges that are separated occasionally by narrow valleys. The coastline is also rugged and rocky. Much of the land area is taken by forest lands, with the remainder used for agriculture, residential and other uses. Transportation routes tend to be located within valleys, and east-west travel is especially difficult, since parallel ridges must be traversed. The mountainous nature of the County tends to minimize ground transportation options throughout the region

OTHER NECESSARY APPROVALS: Projects listed in the RTP will be undertaken by individual agencies within the region (e.g. Caltrans, public works, transit agency, etc.) and may require approvals from responsible or trustee agencies (e.g. California Department of Fish and Wildlife, California Regional Water Quality Control Board, Army Corps of Engineers, California Coastal Commission, etc.). No other approvals are required for adoption of the RTP.

NATIVE AMERICAN CONSULTATION: California Native American tribes traditionally and culturally affiliated with the project area were notified at the earliest stages of the RTP's development, with offers for individual consultation between the Lead Agency and the tribes. No requests for consultation were received from tribal representatives notified of the Plan, pursuant to Public Resources Code Section 21080.3.1.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology /Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality |
| <input checked="" type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

"Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change, may be considered in determining whether the physical change is significant (CEQA Guidelines, Section 15382).

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

12/26/17
DATE


SIGNATURE

INITIAL STUDY/EVALUATION OF ENVIRONMENTAL IMPACTS:

An explanation for all checklist responses is included, and all answers take into account the whole action involved, including off-site as well as on-site; cumulative as well as project-level; indirect as well as direct; and construction as well as operational impacts. References to information sources for potential impacts are cited where appropriate. The explanation of each issue identifies (a) the significance criteria or threshold, if any, used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance. In the checklist the following definitions are used:

"Potentially Significant Impact" means there is substantial evidence that an effect may be significant.

"Potentially Significant Unless Mitigation Incorporated" means the incorporation of one or more mitigation measures can reduce the effect from potentially significant to a less than significant level.

"Less Than Significant Impact" means that the effect is less than significant and no mitigation is necessary to reduce the impact to a lesser level.

"No Impact" means that the effect does not apply to the Project, or clearly will not impact nor be impacted by the Project.

<u>I. AESTHETICS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through d) **No Impact-** The Regional Transportation Plan (RTP) is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Its adoption will not result in specific impacts to scenic resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. Most of the projects included in the draft RTP are relatively minor roadway or bicycle/pedestrian improvement projects that would not adversely affect views once construction is completed. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of scenic as well as light and/or glare impacts at the time of design.

<u>II. AGRICULTURE AND FORESTRY RESOURCES.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	---------------------------------------	---	-------------------------------------	------------------

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through e) **Less Than Significant Impact/No Impact-** The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Its adoption will not result in specific impacts to agricultural or forestland resources, although individual projects included within the Plan may include potentially adverse effects. Projects involving grading, widening or expansion of streets, roads or highways may entail the acquisition of additional right-of-way, which could include marginal degrees of resource land conversion depending on the setting. In these cases, potentially adverse effects will be analyzed and appropriate mitigation measures will be recommended at the time of project development.

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of any applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through e) **Less Than Significant Impact/No Impact-** Adoption of the RTP would not conflict with local air quality plans or create objectionable odors, nor are projects contained in the Plan, upon implementation, expected to have any substantial impacts on local air quality. The most recent State Area Designations (June 2017) indicate that Mendocino County is designated as a non-attainment area for suspended particulate matter (PM10) and unclassified for hydrogen sulfide. The Mendocino County Air Basin has been designated as an attainment area with respect to the remaining State and national ambient air quality standards, including those for ozone, fine suspended particulate matter (PM2.5), carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, lead, and visibility reducing particles. Potentially adverse effects resulting from individual projects within the Plan will be analyzed and appropriate mitigation measures will be recommended at the time of design. Short term impacts that may result from local construction activities will not have a significant effect on overall air quality in the region. In addition, components of the Plan (e.g. Transit Element, Active Transportation Element, etc.) include goals and policies intended to reduce dependency on automobile travel, as well as congestion and vehicle miles traveled and support increased utilization of zero emission vehicles.

IV. BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through f) **Less Than Significant Impact/No Impact-** The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in specific impacts to biological resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts to sensitive or special status species, riparian habitat, sensitive natural communities, wetlands, native resident, migratory species, or other biological resources, at the time of design. In these cases, potentially adverse effects will be analyzed and

appropriate mitigation measures will be recommended at the time of project development. Likewise, consistency with all local policies, including the Coastal Act, Local Coastal Plan, or approved local, regional or State habitat conservation plans will be addressed during the design phase of the proposed projects.

<u>V. CULTURAL RESOURCES.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through d) **Less Than Significant Impact** - The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in specific impacts to cultural resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts to historical, archaeological and paleontological resources, as well as potential impacts to unique geologic features or disturbance of human remains outside of formal cemeteries, at the time of design.

<u>VI. GEOLOGY AND SOILS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through e) **Less Than Significant Impact** - The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in specific impacts to geology and soils, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. No major new roadway projects are currently proposed for programming. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts related to exposure to fault ruptures, ground shaking, slides, erosion or soils capability, at the time of design.

<u>VII. GREENHOUSE GAS EMISSIONS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) and b) **Less Than Significant Impact/No Impact** – Certain projects included within the RTP may involve roadway capacity increases, which could in turn lead to additional automobile traffic within the region. Implementation of these projects could therefore lead to local increases in the generation of greenhouse gases (GHGs). However, the majority of roadway improvements identified in the RTP are operational in nature, rather than capacity increasing, which would lead to a reduction in GHGs. Potentially adverse effects resulting from individual projects within the Plan will be analyzed and appropriate mitigation measures will be recommended at the time of design. In addition, many projects identified in this plan would facilitate a mode shift to active forms of transportation, also reducing GHGs. The Goals, Objectives, Policies section of the RTP includes policies intended to reduce GHGs by prioritizing transportation projects which lead to reduced greenhouse gas emissions. Goals and policies also support and encourage expanding opportunities for utilizing transit, active transportation, and the use of zero emission vehicles.

<u>VIII. HAZARDS AND HAZARDOUS MATERIALS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through h) **Less Than Significant Impact/No Impact** - The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in specific risks involving hazardous materials or situations, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts involving the transport, use or disposal of hazardous materials, or other conditions which would expose people or structures to hazardous materials or situations, at the time of design.

IX. HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

which permits have been granted)?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Result in an increase in pollutant discharges to receiving waters considering water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g. heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l) Have a potentially significant impact on groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m) Impact aquatic, wetland or riparian habitat?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through m) **Less Than Significant Impact/No Impact** - The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in impacts to water quality or hydrology, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. No major new roadway projects are currently proposed for programming. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, bicycle/pedestrian trails, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts involving existing drainage patterns, additional surface or polluted runoff, increases in pollutant discharges, potential inundation or aquatic, wetland or riparian habitat, at the time of design.

X. LAND USE AND PLANNING. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through c) **No Impact** - Adoption of the RTP would not conflict with existing general, area or specific plans or zoning ordinances within the region. The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level consistency evaluation at the time of design. As project implementation will be led by the individual jurisdictions in which they are located (i.e. cities, county, State right-of-way), local land use regulations will apply. As a result, consistency with all local policies or approved local, regional or State plans will be addressed during the design phase of the proposed projects.

<u>XI. MINERAL RESOURCES.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) and b) **No Impact** - The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in impacts to available mineral resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts involving the availability of known mineral resources at the time of design.

<u>XII. NOISE.</u> Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through f) **Less Than Significant Impact/No Impact** - The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in exposures to excessive levels of noise, although individual projects included within the Plan may include potentially adverse effects. Short term impacts that may result from local construction activities will be held to noise standards of the local jurisdiction in which the project is located (i.e. cities or County). Longer term impacts such as traffic noise will need to be evaluated as part of the environmental review of the individual projects, with potential abatement measures recommended as needed.

<u>XIII. POPULATION AND HOUSING.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through c) **Less Than Significant Impact/No Impact** – Adoption of the RTP will not result in population growth or housing displacement. Given the small populations (Countywide estimated to be 87,628 as of July 2017) and relatively slow growth rates (approximately 0.5% annually) of the region, improvements to or expansion of the existing transportation system will not have a substantial impact on housing or population. Local land use decisions regarding housing development may include the need for improved access over time to facilitate better or more efficient circulation, although the overall lack of development pressure in the area would not be affected by implementing projects found within the RTP. Implementation of projects discussed in the Plan will involve a project level evaluation of impacts to housing and population growth at the time of design.

<u>XIV. PUBLIC SERVICES.</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Medical Services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact** – Adoption of the RTP would not affect the provision of government services or facilities. Implementing projects within the Plan would lead to improvements to or expansion of the existing transportation system, which would benefit many of the public services including those involving response times, access, connectivity and medical services. Short term impacts may lead to some minor congestion and alternative routing in certain cases, although not to a significant degree. Active transportation projects included within the RTP, upon implementation, will improve safety and access for pedestrians and bicyclists to schools, parks and other public spaces. Implementation of projects discussed in the Plan will involve a project level evaluation of impacts to public services at the time of design.

<u>XV. RECREATION.</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) and b) **Less Than Significant Impact/No Impact** – The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not lead to adverse impacts on parks or other recreational activities within the region. While implementation of certain projects may improve transportation modes to and from local and regional recreation areas, the potential increase in use will not result in the substantial deterioration of such facilities. Projects in the plan that could increase access to parks are primarily improvements to or extensions of existing networks, rather than entirely new facilities. Implementation of projects discussed in the Plan will involve a project level evaluation of impacts to parks and recreational activities at the time of design.

<u>XVI. TRANSPORTATION/TRAFFIC.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate substantial additional vehicular movement?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

b) Effect existing parking facilities, or demand for new parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially impact existing transportation systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Alter present patterns of circulation or movement of people and/or goods?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Increase traffic hazards to motor vehicles, bicyclists or pedestrians.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through f) **Less Than Significant Impact/No Impact** – Adoption of the RTP will lead to overall improvements to the transportation system with individual projects having a positive effect on different aspects of the system including highways, local streets and roads, bicycle and pedestrian facilities, public transit and others. Implementation of certain projects discussed in the Plan will involve increases in capacity, which could result in additional vehicular movement, although such increases are not expected to adversely affect either individual components of the transportation system, or the regional system as a whole. Many other projects found within the Plan are intended to improve safety for automobile, bicycle and pedestrian traffic upon implementation. An evaluation of specific impacts from yet-to-be-implemented projects will be required at the time of design.

<u>XVII. UTILITIES AND SERVICE SYSTEMS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a through g) **No Impact** – The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in impacts to utilities and service systems, although individual projects included within the Plan may include potentially adverse effects. In general, implementation of projects included in the plan would not have a substantial effect on public services. Construction activities may have temporary water needs for dust control and grading activities, however these would be short term and not pose a significant impact. The vast majority of the transportation system in the region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently

conceptual in nature and will involve a project level evaluation of impacts involving existing drainage patterns and/or drainage facilities, at the time of design.

<u>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through c) **Less than Significant Impact/No Impact** - The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in cumulative impacts to biological or historical resources, although individual projects included within the Plan may include potentially adverse effects, either directly, indirectly or cumulatively. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. There are no major new facilities identified for implementation within the plan. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts and/or cumulative impacts involving biological, historical, archaeological or other resources, at the time of design.