

MENDOCINO COUNCIL OF GOVERNMENTS

BOARD of DIRECTORS

RESOLUTION No. M2011-10

ESTABLISHING GENERAL POLICIES FOR THE COMMITMENT OF REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) SHARES FOR THE 2012 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

WHEREAS,

1. The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County; and
2. MCOG, as the RTPA, is the responsible agency for programming Regional Improvement Program (RIP) shares for transportation projects into the Regional Transportation Improvement Program (RTIP) and submitting an adopted document to Caltrans and the California Transportation Commission (CTC) by December 15 of each odd numbered year; and
3. MCOG adopted Resolution No. M2004-02 on April 5, 2004 recognizing the U.S. 101 Bypass of Willits as top priority for funding as needed to bring this project to construction; and
4. Phase I of the U.S. 101 Bypass of Willits is expected to be programmed for construction in the 2012 STIP without further RIP funding commitments from MCOG; and
5. MCOG Resolution No. M2004-02 established the Hopland Bypass project as the second priority for Regional Improvement Program share funding, committing RIP shares of up to \$5 million per cycle for the 2006, 2008, 2010 and 2012 STIP cycles; and
6. Due to high construction costs projected for the Hopland Bypass project and the related North Hopland widening project in conjunction with constrained funding forecasts well into the future, the California Department of Transportation abandoned plans to develop the Hopland Bypass project in 2010; and
7. The California Department of Transportation intends to pursue a series of smaller projects within the North Hopland segment and downtown Hopland to address safety and operational concerns in the two-lane segments; and
8. The MCOG Board of Directors reviewed RTIP funding policies for highway/roadway type projects on November 5, 2008, subsequently agreeing to include projects in the RTIP that are either State highway or “major local roadway projects” and excluding “rehabilitation” type projects from RTIP eligibility; and

9. MCOG staff has proposed and the Technical Advisory Committee has concurred that qualifying “major local roadway projects” shall include such projects as may be developed on Major Collector streets/roads in rural areas and on Collector streets/roads in urban areas approved by the Federal Highway Administration and as identified on California Road System maps; and
10. Several projects on County roads and local streets, originally programmed in the 2002 RTIP to improve railroad crossings, have to be completed and may be in need of improvement in the future; and
11. Transit capital improvement projects remain eligible for RIP funding even though the dedicated source of transit funding has greatly diminished; and
12. Non-motorized projects such as bicycle and pedestrian improvement projects enjoy a high level of local support, may be needed to advance Complete Streets law objectives, and remain eligible for RIP funding; and
13. It is the intent of the MCOG Board to amend funding applications to reflect consistency with funding policies identified in Strategic Planning Workshops conducted in June and August 2010 and with future policies that may be developed through the VisionMendocino2030 blueprint planning process; therefore, be it

RESOLVED, THAT:

Mendocino Council of Governments Resolution No. M2004-02 is hereby rescinded.

BE IT FURTHER RESOLVED THAT:

The following policy guidance has been established for development of the 2012 RTIP and shall remain in effect in subsequent years unless rescinded or amended:

- A. The Mendocino Council of Governments remains committed to the completion of the U.S. 101 bypass of Willits (Phase I and Phase II) and it shall remain a priority for RIP funding. No additional RIP funding needs are anticipated for this project in the 2012 RTIP.
- B. Other State highway and major local projects, as defined herein, shall be eligible for RIP funding on a competitive basis. Rehabilitation projects on local streets and roads will not be eligible for RIP funding.
- C. Rail/grade improvements projects that had previously programmed but remain unfunded may be considered for RIP funding regardless of functional classification of the street or road to be improved.
- D. Transit Capital Improvement projects identified in the Transit Capital Improvement Plan shall be considered for RIP funding on a case-by-case basis, with no specific set-aside or target.

- E. Bicycle and Pedestrian projects identified in MCOG's Capital Improvement Program shall be considered for RIP funding on a competitive basis, with no specific set-aside or target.
- F. Bicycle and Pedestrian improvement projects are eligible for Transportation Enhancement funding on a competitive basis.
- G. MCOG's applications for competitive RIP funding shall be amended to be consistent with policy outcomes of MCOG's 2010 Strategic Planning Workshops.

ADOPTION OF THIS RESOLUTION was moved by Director Pinches, seconded by Director Sinnott, and approved on this 22nd day of August, 2011, by the following roll call vote:

AYES: Directors Jackman (PAC), Stranske, Sinnott, Pinches, Smith, Ranochak, and Gjerde
NOES: None
ABSTAINING: None
ABSENT: Rodin

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

Original signed by:

Dan Gjerde, Chair

Original signed by:

ATTEST: Phillip J. Dow, Executive Director