

Approved 2/21/24

MINUTES

MENDOCINO COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE

Primary Location

MCOG Office – 525 S. Main St., Ukiah (Upstairs Conference Room)

Teleconference Locations

City of Point Arena - 451 School Street, Point Arena

City of Fort Bragg – Engineering office, 416 N. Franklin Street, Fort Bragg

City of Willits – Community Development Dept., 111 E. Commercial Street, Willits

Members Present

Alicia Winokur, County DOT
Chantell O' Neal, City of Fort Bragg
Dean Meester, Caltrans
Tim Eriksen, City of Ukiah (@ 10:08 a.m.)
Jacob King, MTA
Dusty Duley, City of Willits

Members Absent

AQMD Representative
Paul Andersen, City of Point Arena
Liam Crowley, DPBS

Staff & Others Present

Nephele Barrett, MCOG Administration
Loretta Ellard, MCOG Planning
James Sookne, MCOG Planning
Alexis Pedrotti, MCOG Planning
Jesus Rodriguez, MCOG Planning
Michael Villa, MCOG Administration
Dave Shpak, Gualala MAC
Kyle Finger, Caltrans
Walter Kolon, City of Willits

January 17, 2024

1. Call to Order/Introductions – Nephele called the meeting to order at approx. 10:01 a.m.

2. Public Expression – None.

7. FY 2024-25 Overall Work Program (OWP) – Review Funding Requests & Issues

Alexis Pedrotti introduced the draft for the Fiscal Year 2024-25 Overall Work Program (OWP), highlighting the budgetary constraints and uncertainties affecting the plan. She outlined a one-year contract with Davey-Bates Consulting, anticipating a 4% budget increase for planning, and noted that a procurement process for MCOG administrative and planning services will soon be underway for the next contract period. The draft OWP included various direct expenses like annual licenses, project costs, and training funds, but excluded the pavement management program update due to financial limitations.

Tim arrived at 10:08 a.m.

The funding requests featured were \$68,780 from the City of Fort Bragg for a streetscape project, \$65,000 from the County Department of Transportation for special studies, a \$502,040 MCOG planning contract, direct expenses totaling \$25,000, and a local match of \$45,880 for a sustainable transportation planning grant from Caltrans. A budget shortfall of \$23,264 was anticipated, not including a PMP update.

Alexis opened on local agency project requests, with Chantell specifying their project focused on a streetscape study aimed at enhancing downtown aesthetics through improved street trees and

landscaping, inspired by complete streets initiatives. Alicia reviewed the County's Traffic Safety Review and traffic studies application.

The TAC debated postponing the pavement management program update until next year to navigate current budget restrictions, recognizing the program's value but also the necessity for financial adaptability. The TAC explored various funding avenues and budgeting strategies, including reducing the two local agency project amounts, contemplating an RPA discretionary grant for the pavement management program and the potential for an OWP amendment, should additional funds become available. During discussion of priorities, Chantell agreed that it made sense for Fort Bragg's project to be on the list to be eliminated, and expressed interest in working with MCOG to seek grant funding for this streetscape project. Alicia did not object to the County's project being reduced, if needed, even though she felt the request was justified.

Lexi will prepare a proposed draft OWP for TAC review and recommendation at next month's meeting.

3. Input from Native American Tribal Governments' Representatives – None.

Alicia leaves the room at 10:50 a.m.

4. Approval of Minutes of 11/15/24 –

Motion by Jacob King, seconded by Tim Eriksen, and carried unanimously on roll call vote (5 ayes – O'Neal, Eriksen, Meester, King, Duley) to approve the minutes of 10/25/23.

Tim advised that he will replace Jason Benson as Ukiah's TAC representative, with Jason to be the alternate.

5. 2024 TAC Meeting Schedule (Information)

Loretta presented the 2024 TAC Meeting schedule and emphasized the importance to maintain consistency in scheduling. Compared to the previous year, when some meeting dates had to be shifted to the fourth Wednesday of the month, the current year had fewer scheduling conflicts due to the CDC's biennial schedule, which resulted in less overlap with other significant meetings. However, an exception was noted for the California Transportation Commission (CTC) Town Hall scheduled for April 17-18, 2024, in Fort Bragg, which would be significant and have a potential impact on the TAC's schedule. With the exception of the April meeting being moved to April 24, all meetings will be held on the third Wednesdays of each month.

Alicia re-enters the room at 10:53 a.m.

6. California Transportation Commission (CTC) Town Hall in Fort Bragg, April 17-18, 2024 (Discussion)

Nephele announced that the California Transportation Commission (CTC) Town Hall is scheduled for April 17-18, 2024, in Fort Bragg, and she invited discussions focused on addressing coastal concerns and showcasing local transportation projects. Coordination efforts with Caltrans, the City of Fort Bragg, the county, and board members aimed to develop a rich agenda and a three-hour tour to highlight key areas and initiatives. The agenda would diverge from regular business meetings to emphasize information sharing about regional needs, projects, and a curated tour showcasing specific highlights. The presentation would include showcasing projects through slideshows, drone footage for

inaccessible areas, and discussions around significant local efforts like the Ackerman Creek Bridge project and its cultural importance. Various potential projects were mentioned, including: Brooktrails Second Access and Redemeyer Road extension grant projects, post-bypass mitigation, Fort Bragg walkability projects, Noyo Harbor transportation needs, Blues Beach transfer to tribal stewardship, Point Cabrillo Road (going to one lane), Covelo trail, North State Street, MTA's SB 125 projects, various bridges, Gualala streetscape, the Great Redwood Trail, and local coastal program projects.

8. Redwood Region RISE (Resilient Inclusive Sustainable Economy) – Project Ideas

Nephele announced that Redwood Region RISE is looking for project ideas, explaining that participants across Mendocino, Lake, Humboldt, and Del Norte counties examined collaborative efforts to be funded by the California Jobs First program. This initiative, aiming at sustainable economic projects for job creation and inclusivity, utilized an unconventional method for project nomination and vetting through various committees. Key proposals included a scalable broadband initiative aligned with economic and job creation goals, and the Orchard Avenue Extension and Brush Street Triangle project, noted for its economic development potential despite a previous unsuccessful grant application. TAC discussion included the mention of a potential pilot transit project for Fort Bragg and coastal areas to support tourism-driven weekend transit needs, as well as a possible project to relocate a corporation yard to improve Airport Park Boulevard's accessibility, aimed at economic and community benefits. Discussion on project readiness and impact potential was noted as being important, and despite some ideas not fitting the current timeline, they could be competitive for future funding.

9. Staff Reports

9a. 2024 State Transportation Improvement Program (STIP) Report

Nephele presented the STIP and mentioned that allocation requests have surpassed available funds, leading to challenges in overprogramming and insufficient capacity for new projects. Concerns about scheduling were minimal, though early requests for numerous projects might cause delays. The necessity for backup plans was highlighted, given the expected delays, especially with projects linked to the State Transportation Improvement Program (STIP). The conversation also addressed the complexities of collaborating with Caltrans, pointing out the bureaucratic challenges and the need for meticulous project submission details. Marie Brady's role as a project manager was seen as beneficial, yet it was acknowledged that delays are often inevitable due to the required coordination across Caltrans divisions.

9b. FY 2024-25 Caltrans Sustainable Transportation Planning Grants

Nephele announced that a collaboration was ongoing with the county to submit a grant application. This grant, identified as a climate adaptation grant under the Sustainable Transportation Planning Grant program, aimed to address the impacts of sea level rise on roadways in Mendocino County. The project, the "Mendocino County Sea Level Rise Roadway Impact Study", was described as a regional effort encompassing not just the county but also the communities of Point Arena and Fort Bragg, with a budget match of approximately \$46,000. A separate grant application is being pursued by Ukiah staff for the East Perkins and East Gobbi Street Multimodal Transportation Plan. Unlike previous instances where more extensive support was needed, it was noted that MCOG staff helped Ukiah in the primary role of

grant review. The submission deadline looming the following day was noted.

A question was raised by Dave Shpak regarding the geographic scope of the sea level rise impact study, expressing interest in assisting with efforts on the south coast if needed. Nephela clarified that the study's focus was on local roads along the entire coast, excluding state highways which are covered by the state's vulnerability assessment process.

9c. MTA Ukiah Transit Center Feasibility Study

Loretta reported that City of Ukiah staff gave a presentation to the MTA Board at their December meeting on the transit center project, advocating for a preferred site at the rail depot location on Perkins Street. This preference was based on various factors, although it was acknowledged that it was too soon to finalize the decision. The MTA Board supported having the project consultant analyze this additional site, and a consultant presentation is planned for the February MTA meeting.

9d. Local Road Safety/Action Plan Update

Loretta gave a Local Road Safety/Action Plan update, announcing that a grant had been secured to update local road safety plans for qualification for future funding opportunities. Despite some delays, a kickoff meeting was anticipated soon, with a call for prompt engagement from various stakeholders to meet the project's compressed timeline.

9e. Noyo Harbor Multimodal Circulation Plan

Loretta announced a kick-off meeting with Caltrans on January 22.

8. Miscellaneous

None.

8a. Next Meeting – 2/21/24, if needed.

9. Adjournment – approx. 11:42 a.m.

Respectfully Submitted,



Jesus Rodriguez
/jr