

Approved 6/21/23

MINUTES

MENDOCINO COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE

Primary Location

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

Teleconference Locations

City of Willits – Public Works/Engineering Office, 380 E. Commercial St., Willits

City of Fort Bragg – Engineering Office, 416 N. Franklin St., Fort Bragg

Caltrans District 1, 1656 Union St., Eureka

Co. of Mendocino - Planning & Building Services, 860 N Bush St., Ukiah

May 24, 2023

Members Present

Alicia Meier, County DOT

Andrea Trincado, City of Willits (*Rep Dusty Duley*)

Dean Meester, Caltrans

Mark Cliser, Co. DPBS

Chantell O’Neal, City of Fort Bragg (arrived @ 10:14)

Staff & Others Present

Nephele Barrett, MCOG Administration

Loretta Ellard, MCOG Planning

Lisa Davey-Bates, MCOG Planning

Alexis Pedrotti, MCOG Planning

James Sookne, MCOG Planning

Jesus Rodriguez, MCOG Planning

Michael Villa, MCOG Administration

Kyle Finger, Caltrans

Dave Shpak

Patricia, Round Valley Tribe (arrived @10:56)

Lucy Bartholomew

Tim Eriksen, City of Ukiah (*vote not counted due to virtual location not posted, discovered post-meeting*)

Members Absent

AQMD Representative

Jacob King, MTA

Jason Benson, City of Ukiah

Paul Andersen, City of Point Arena

1. **Call to Order/Introductions** – Nephele called the meeting to order at approx. 10:06 a.m.
2. **Public Expression** – None.
3. **Input from Native American Tribal Governments’ Representatives** – No tribal representatives were present at the time.
4. **Approval of Minutes of 2/15/23** – Motion by Dean Meester, seconded by Mark Cliser, and carried unanimously on roll call vote (4 ayes – Meier, Meester, Trincado, Cliser.), to approve the minutes of 2/15/23.
5. **Presentation: Clean California Grant Program, Cycle 2 – Caltrans**
Julia Peterson presented the Clean California Grant Program which is Governor Newsom's \$1.2 billion initiative aimed at transforming California, reducing litter, creating jobs, and beautifying the state. Julia then proceeded to give a brief update on Clean California activities in Mendocino County. She shared that in District 1, nearly 10% of households had participated in dump days, which was

considered a good turnout. Dump day events had been organized in Covelo, Fort Bragg, Caspar, and Gualala, along with tire events in Ukiah. She also mentioned the involvement of a special person crew, hired through the Butte County Office of Education, which employed individuals facing barriers to employment. She highlighted the success of the adoption stipend program in Mendocino, mentioning an enterprising individual who had created a job for themselves by coordinating with businesses to clean up adoptive highway segments in exchange for a stipend. She provided examples of projects funded through the Clean California grants, including shade cloths, tree planting, trails, community cleanups, and playground improvements. Julia emphasized the importance of committing to projects in the near future, as the Clean California Grant Program may end on June 30th, 2024, unless a four-year extension is confirmed.

Patricia Rabano inquired about the timeline for the Covelo beautification project and Julia provided an update, mentioning that the project would be advertised on May 30th and expected to be completed before winter.

6. FY 2023-24 Overall Work Program

Alexis Pedrotti presented the 23-24 Overall Work Program (OWP) and highlighted the adjustments made to the draft OWP based on feedback and incorporated changes in funding. Lexi discussed the estimated carryover for various projects and the allocation of funds for specific work elements. She also mentioned the CPI increase of 7.3% for the DBC planning contract and the reduction of the project reserve account to accommodate this increase. The final OWP amounted to \$869,365 and was broken down by funding sources. Lexi addressed questions and comments from the participants, including the inclusion of the Regional Leadership Forum Scholarship (CARL program) and RPA funding in the OWP.

Motion by Alicia Meier, seconded by Chantell O'Neil, and carried unanimously on roll call vote, (*5 ayes – Meier, Meester, Trincado, Cliser, O'Neal*) to approve the *FY 2023/24 Final OWP with included CARL funding for submittal to Caltrans, as recommended.*

7. Vehicle Miles Traveled – Fehr & Peers New Screening Tool (VMT+) & MCOG SB 743 VMT Screening Tool

Nephele mentioned the introduction of a new free Vehicle Miles Traveled (VMT) screening tool developed by Fehr & Peers and the ongoing issue of MCOG hosting the existing screening tool for SB 743 VMT analysis. Fehr & Peers offered a demo presentation of their new tool, which uses data from 2019 Streetlight Data. They also provided an option to purchase customized applications with more current 2022 data. Nephele discussed the use of the existing screening tool, the increase in hosting fees, and the possibility of local agencies hosting the tool instead. It was agreed to schedule a demo of the Fehr & Peers tool and involve planning staff from various agencies. TAC members expressed interest in attending the demo and suggested exploring the cost of obtaining newer VMT data.

8. Safe Streets & Roads for All (SS4A) – Eligible Action Plan Requirements

Michael Villa presented the Safe Streets and Roads for All program (SS4A) and explained that the program is a federal grant program aimed at improving roadway safety and reducing fatal and serious injuries. The grants available include planning and demonstration grants, as well as implementation

grants. To be eligible for these grants, an action plan is required. It was noted that the Local Road Safety Plans (LRSPs) in place meet some but not all of the criteria for the grants. Agencies have the option to apply for a planning and demonstration grant to enhance their action plans, or they can apply for an implementation grant by including supplemental funding to meet the full criteria. The approximate minimum funding amounts for implementation and planning grants are \$2.5 million and \$100,000, respectively.

Chantell inquired about the eligibility criteria for implementation projects, specifically whether they needed to be listed in an LRSP. It was clarified that while LRSPs are the primary documents that make projects eligible, if an LRSP is lacking certain required components, it is possible to combine it with another plan to meet the requirements. Chantell also asked about the minimum application amount for implementation grants, which Michael explained to be around \$2.5 million, with some flexibility depending on the program's guidelines. The required local match for implementation grants was stated to be 20%. During discussion, TAC members expressed support for MCOG to pursue a planning grant to update the LRSPs with the required components to allow for future implementation grants, and to add additional projects. No members intended to apply for an implementation grant this cycle.

Andrea proposed incorporating projects from the Regional Transportation Plan into the updated LRSP, citing potential projects such as a roundabout at Bechtel Road and Main Street, and improving safety at Highway 20. Alicia mentioned that the North State Street roundabout should also be incorporated.

9. Regional Transportation Improvement Program (RTIP) & State Transportation Improvement Program (STIP) Policies

Nephele presented the State Transportation Improvement Program (STIP), highlighting its role in providing capital funding for regional transportation projects. The STIP is adopted biennially and consists of two programs, the Regional Improvement Program (RIP) and the Interregional Improvement Program (IIP). The declining revenues flowing into the STIP, largely due to factors such as fuel efficiency and the use of electric vehicles, as well as the stagnant federal excise tax, have affected available funding. The passage of SB 1 stabilized the State revenues, but funding targets are not expected to reach previous levels.

Given the changing priorities at the State level, which focus is on projects that do not increase Vehicle Miles Traveled (VMT) to meet greenhouse gas (GHG) reduction targets Nephele explained that the region's STIP policies should be reviewed and updated for the upcoming 2024 STIP and beyond. She said updated policies will be going to the MCOG Board in the next few months and a call for projects will be held this fall. She invited TAC input on scoring criteria, and a brief discussion ensued. Comments included adding a category for "system preservation"; expanding the "regional benefit" category; enhancing the "air quality/environmental benefit" category; and reducing points for "leverage of funds" and "urgency". Nephele said she will draft proposed changes based on input received for consideration at the next TAC meeting.

10. Transportation Tour at MCOG Board Meeting – Potential Projects/Locations

Nephele explained that in the past, the MCOG Board had tours to showcase projects and conditions in various areas of the county. They had done a virtual tour during the pandemic and now wanted to

return to in-person tours. The board expressed interest in planning a tour for the fall, preferably in October or November. The previous in-person tour was to the South Coast, and before that, a virtual tour of the City of Ukiah. Andrea suggested considering a tour of Blosser and the Highway 20 intersection. The Covelo bike path construction progress was also mentioned as a potential highlight for a future tour.

11. Staff Reports

11a. Regional Early Action Planning (REAP) – Update

James provided an update on the completion of the portion related to Point Arena, waiting for an invoice from Willits, and the status of Ukiah and the County. He mentioned that the expenditure deadlines had been extended by a year due to funds not being utilized, also mentioned was Ukiah's inquiry about REAP 2.0, which had passed its deadline but might have a second round if there was enough interest. James assured that he would work with each agency separately to facilitate their progress.

11b. Mobility Solutions for Rural Communities of Inland Mendocino County – Feasibility Study

Loretta presented on the “Mobility Solutions for Rural Communities of Inland Mendocino County”, Caltrans-funded grant project. The consultant team, led by Amma Transit Planning, had been working on the project for over a year and had conducted community outreach. The consultant team analyzed the data and drafted recommendations that were shared with the MCOG and MTA boards. Some unique recommendations, such as utilizing other agencies like the Laytonville Family Resource Center for micro-transit services, were being considered. The draft documents were made available on the MCOG website, and the project is nearing its completion with a final report expected in the summer.

11c. MTA Ukiah Transit Center – Feasibility Study

Loretta reported on the planning project for a feasibility study on a new MTA Transit Center in the greater Ukiah. LSC consultants were working on screening and scoring criteria for potential locations, and community outreach efforts, including surveys and in-person events, had been conducted. The project page on the MCOG website provided information on the alternatives being considered. It was mentioned that one site, JCPenney's at the Pear Tree Center, was likely to be excluded from consideration based on discussions with the property owner. Five other sites were still being evaluated, and MTA would use the recommendations to pursue property acquisition and funding for the transit center.

11d. MCOG Sponsored Training in Ukiah, June 8, 2023 – TS 10 Traffic Control for Safer Work Zones (UC Berkeley Tech Transfer Program)

Loretta mentioned that MCOG will be sponsoring a TS 10 Traffic Control for Safer Work Zones class for local agency staff on June 8.

11e. Upcoming Grant Deadlines – Various Programs

Loretta mentioned that the staff report has a list of deadlines and MCOG staff is open to researching questions.

12. Miscellaneous

Dean proposed scheduling a training date on the TDM (Travel Demand Model) model for Mendocino and Lake counties. It was decided to check with the consultant and determine the most suitable date for the training session.

12a. Next Meeting – 6/21/23, if needed.

13. Adjournment – approx. 12:05 p.m.

Respectfully Submitted,



Jesus Rodriguez

/jr