

Approved 10/25/23

MINUTES

MENDOCINO COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE

Primary Location

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

Teleconference Locations

City of Ukiah - Public Works Dept., 300 Seminary Avenue, Ukiah

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

City of Fort Bragg - Engineering Office, 416 N. Franklin Street, Fort Bragg

City of Point Arena - 451 School Street, Point Arena

Caltrans District 1 - 1656 Union Street, Eureka

County of Mendocino - Planning & Building Services Dept., 860 N Bush Street, Ukiah

County of Mendocino - Dept. of Transportation, 340 Lake Mendocino Drive, Ukiah

Mendocino Transit Authority - 241 Plant Road, Ukiah

September 27, 2023

Members Present

Alicia Meier, County DOT

Dusty Duley, City of Willits

Mark Cliser, Co. DPBS

Alfredo Huerta, City of Fort Bragg

Paul Andersen, City of Point Arena

Jason Benson, City of Ukiah

Dean Meester, Caltrans

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

Lisa Buglewicz, Caltrans

Sean McAtee, Cambridge Systematics

Tim Eriksen, City of Ukiah

Members Absent

AQMD Representative

Jacob King, MTA

1. **Call to Order/Introductions** –Loretta called the meeting to order at approx. 10:05 a.m., and advised that Nephele would be joining the meeting later.
2. **Public Expression** – Dave Shpak took the opportunity to express gratitude regarding county road maintenance on the south coast. He directed his appreciation towards Alicia, asking her to relay his thanks to her colleagues responsible for road repairs on Old Stage Road, Iverson Road, and Pacific Woods Drive.
3. **Input from Native American Tribal Governments' Representatives** – None.
4. **Approval of Minutes of 8/23/23** – Dave Shpak pointed out an error in the minutes, which noted his attendance at a meeting he did not attend.

Motion by Alicia Meier, seconded by Jason Benson, and carried unanimously on roll call vote (5 ayes – Meier, Huerta, Duley, Meester, Cliser), to approve the corrected minutes of 8/23/23.

5. Caltrans Presentation: LAK-MEN Travel Demand Model (Information)

Jason Benson and Paul Anderson joined at approx. 10:09a.m.

Dean introduced Sean McAtee from Cambridge Systematics for a presentation on the Lake - Mendocino Travel Demand Model (LMTDM). Dean explained that the model aims to provide insights into transportation improvements, predicting travel demand and patterns. Notable updates include a refined roadway network, a new base year reflecting pre-COVID conditions, and an updated calibration using various data sources, including mobile device data. The model also incorporates tools to address Senate Bill SB 743, which mandates Vehicle Miles Traveled (VMT) as a primary measure in traffic impact analysis.

Loretta asked if the model was complete. Sean mentioned that the model was submitted to Caltrans and is being reviewed for any slight modifications. Alicia asked about the potential for local agencies to use the model, whether they would need to rely on Caltrans or consultants, and the possibility of training local staff. Lisa clarified that while the model does require a release to operate, Caltrans can provide outputs and support as needed. Dave Shpak further inquired about the model's use in the Local Coastal Program (LCP) update traffic analysis. Mark Cliser responded that he would look into the matter.

6. FY 2023-24 Overall Work Program – Second Amendment (Review/Recommendation)

Alexis presented the Second Amendment to the FY 23-24 Overall Work Program (OWP). The second amendment focused on two primary items. First, the inclusion of MCOG's recently awarded Caltrans Sustainable Transportation Planning Grant, specifically for the Noyo Harbor Multimodal Circulation Plan. The total project cost stood at \$215,000, with the grant amounting to \$190,340. This left a local match requirement of \$24,661.

The second item of the amendment addressed the City of Fort Bragg's request for additional funds to support their Central Business District Parking Evaluation carryover project which included new work elements and tasks for the TAC's review. Alexis pointed out that Fort Bragg had withdrawn a current project application during the FY 2023/24 OWP process, thereby freeing up some funds in the project reserve.

Motion by Paul Anderson, seconded by Alicia Meier, and carried unanimously on roll call vote (7 ayes – Meier, Huerta, Anderson, Benson, Duley, Meester, Cliser), to recommend that MCOG approve the Second Amendment to the FY 2023/24 Overall Work Program.

7. 2024 State Transportation Improvement Program (STIP)/Regional Transportation Improvement Program (RTIP) (Discussion)

James announced that the project application deadline is set for 5 PM on Friday, September 29th. Dave raised a question regarding whether the Gualala streetscape would be submitted for GAP funding in this round of RTIP money. James confirmed that Caltrans planned to submit an application. Nephele emphasized that applications can be for adding funds to existing projects, provided they're not for components already allocated. Jason announced that the City of Ukiah is almost ready to submit their application. Alicia mentioned that the County was working on several applications and discussed potential projects. Dave asked what projects the County was applying for and Alicia responded that the North State Street roundabouts, Ackerman Creek Bridge, and the potential for 3R projects would be submitted.

8. 2025 Active Transportation Program (ATP) – CA Transportation Comm. (CTC) Site Visits (Discussion)

Nephele mentioned the 2025 Active Transportation Program and CTC site visits. She emphasized the importance of site visits, with past experiences showing that they provided valuable insights for applications. This program aims to promote and increase the proportion of bicycling and walking in communities across the state. With the 2025 cycle approaching, the emphasis was on preparation and ensuring that potential projects were best aligned with the goals of the ATP.

9. Carbon Reduction Program (CRP) Funding (Discussion/Information)

James presented a draft policy that was included in the meeting packet, outlining the program's purpose, eligible applicants, and project types. It was reiterated that these federal funds would be best suited for infrastructure projects, especially those focusing on sustainable transportation methods like bicycling, walking, and public transit. James indicated that the draft would be revised based on the discussion and would be sent to Caltrans for review. The goal was to finalize the policy and have it approved by the MCOG board, ideally by November. Nephele mentioned that there are multiple criteria that aren't flexible due to it being mandatory, and the project selection criteria is really the most flexible criteria for TAC input. Loretta asked if the 30 points could be extended to 100 points. James clarified that this number was not set in stone and was simply carried over from the template used. The possibility of expanding it to a 100 point scale or redistributing the points can be considered if needed. Nephele mentioned that editing the scoring criteria too much could possibly make it overcomplicated.

Dave inquired about the inclusion of a "commitment of local match" criteria. Nephele indicated its suitability for an eligibility review. On the subject of bicycle and pedestrian infrastructure projects, Dave expressed reservations about feasibility. Nephele offered that the funds could be part of larger funding schemes for such initiatives. Dusty commented that he recognizes that this isn't really a planning grant, but more for infrastructure. Loretta commented that the scoring is somewhat overbalanced towards the state side.

Dave pointed out that the current criteria seemed too state-focused, with two of the three criteria geared toward state pillars and priorities. The TAC contemplated combining the two state-related criteria into one and placing more emphasis on the Regionwide Benefit. James agreed to make these changes and send the revised criteria to Kathleen at Caltrans for review, hoping for feedback before presenting it to the MCOG board.

Dusty asked if the points could be combined to better combine the state's pillars but not combine total points. Nephele and James agreed to come back with a proposal at the next meeting and adjust as needed.

10. Staff Reports

10a. Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) – Information

Nephele announced that funding estimates are around \$11 million spread over several years. There is a sense of urgency and anticipation, given that the final guidelines for utilizing these funds are yet to be released. These guidelines will shape the course of action MCOG takes. Despite not having the final guidelines, MCOG has been informed of a tight deadline. MCOG is expected to draft an initial plan, specifically for the first year of funding, and submit it to the state by the end of December. This gives

MCOG a rather limited window to act. There's still some ambiguity regarding the beneficiaries of this funding. It remains uncertain whether nonprofits involved in transit operations will also be eligible or if the funds are strictly limited to public transit operators like MTA.

10b. RuralREN (Regional Energy Network) – Update

Nephele explained that collaboration among various partners in the Rural REN has been ongoing, focusing mainly on drafting implementation plans. While there have been some delays, predominantly due to the size of the group involved, the momentum remains optimistic.

One significant point to note is that funds for the Rural REN will not be available until 2024. This means that the primary tasks for the remainder of the current year revolve around planning and groundwork. The Rural REN has identified seven programs, each scheduled for staggered launches in Mendocino County. The initial focus will be on the 'public equity' program, which seeks to connect local agencies with energy efficiency opportunities, including energy audits.

Other programs under the Rural REN umbrella include residential equity, resource acquisition (centered around rebate programs), workforce and education, codes and standards, and a financing program. This financing initiative will serve as a bridge, providing upfront capital for those expecting rebates. However, it's noteworthy that this particular program will be managed by another REN partner.

10c. Regional Early Action Planning (REAP) – Update

James provided a brief update, highlighting upcoming invoice deadlines. Agencies are encouraged to submit their invoices by the end of March, allowing for processing and payments by the end of June. James emphasized the importance of meeting these deadlines and offered support to agencies needing assistance.

10d. MTA Ukiah Transit Center – Feasibility Study

Loretta reported that during the August MTA board meeting, the consulting team had presented three potential sites for the transit center. These included Mason Street, the former Savings Bank location on Perkins Street, and a site on North Orchard Avenue, just north of Kohl's. However, the MTA board could not reach a consensus on a preferred location during that meeting. To resolve this, a special session was held where the board members conducted a review of the three sites. The board decided to eliminate the former Savings Bank location from further consideration. Although there was some favorability towards both the Mason Street and North Orchard sites, the board, with a vote of three to one, decided to support the North Orchard site.

Following this decision, a meeting with the consulting team was held. The consultants were then tasked with creating conceptual designs and 3D architectural renderings of the preferred site. The project is projected to conclude by the end of the current year. Once completed, the study will be guiding the MTA in seeking grant funding for the potential purchase of the chosen site.

11. Miscellaneous

Dean brought up some miscellaneous items, congratulating the team on their successful grant acquisitions and mentioning the upcoming call for applications for the 2024-25 year. He also touched upon the potential announcement of local grant awards expected later in the week.

Nephele asked about the number of local applications for the "Clean California" initiative that were received from Mendocino County agencies. Dean responded that he was uncertain and did not have the

specific data on hand.

11a. Next Meeting – 10/25/23, if needed. Loretta proposed to have the next MCOG TAC meeting at 1pm rather than 10am due to timing conflicts with other meetings. Dusty supported the new timing, and no objections were noted.

12. Adjournment – approx. 11:19 p.m.

Respectfully Submitted,



Jesus Rodriguez

/jr