



MENDOCINO  
COUNCIL OF GOVERNMENTS

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

NEPHELE BARRETT, EXECUTIVE DIRECTOR

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

October 25, 2019

**To:** MCOG Board of Directors  
**From:** Janet Orth, Deputy Director / CFO  
**Subject:** Information Packet of November 4, 2019 Meeting - No Action Required

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The following items are attached.

1. MCOG Technical Advisory Committee (TAC) – Meeting minutes of August 21, 2019.
2. Sonoma and Mendocino Selected for Regional Electric Vehicle Charging Installation Incentive Project – Press release from Sonoma Clean Power is attached. MCOG staff has been working with the partners on this California Electric Vehicle Infrastructure Project (CALeVIP) grant.
3. Rural Broadband Project – Information from California Association of Councils of Governments (CALCOG) on a statewide working group developing strategies to expand broadband deployment in mostly rural areas currently without service. This was discussed at the Rural Counties Task Force meeting of September 27, hosted by MCOG in Ukiah. Efforts are being made to coordinate with transportation capital projects to “dig once” and other opportunities that can meet multiple goals.

## MINUTES

### MENDOCINO COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE

August 21, 2019  
MCOG Conference Room

#### **Members Present**

Rick Seanor, City of Ukiah  
Alicia Meier, County DOT  
Jacob King, MTA  
Tasha Ahlstrand, Caltrans  
Paul Anderson (for Richard Shoemaker), City of  
Point Arena - *via teleconference*

#### **Staff & Others Present**

Nephele Barrett, MCOG Administration  
Loretta Ellard, MCOG Planning  
James Sookne, MCOG Planning  
Alexis Kelso, Caltrans

#### **Members Absent**

Mitch Stogner, NCRA (*Non-Voting*)  
Jesse Davis, County DPBS  
Barbara Moed, AQMD  
Dusty Duley, City of Willits  
Tom Varga, City of Fort Bragg

1. **Call to Order/Introductions** – Nephele called the meeting to order at 10:02 a.m.
2. **Public Expression** – None.
3. **Input from Native American Tribal Governments' Representatives** – This is a standing agenda item to allow input from tribal representatives. There were no tribal representatives present.
4. **Approval of 5/22/19 Minutes** – Motion by Rick Seanor, seconded by Jacob King, and carried on roll call vote (*4 ayes; Anderson abstained*), to approve the minutes of 5/22/19 as submitted.
5. **FY 2018/19 Overall Work Program – Fourth Quarter Report** – Loretta reviewed the fourth quarter report and noted projects carried over to FY 2019/20.

A brief discussion ensued, and Rick advised that the contract for W.E 12 (Comprehensive ADA Access Plan Update – City of Ukiah) will be taken to the City Council for award on September 18. This work element is funded with FY 2017/18 PPM funds which expire 6/30/20.

6. **FY 2019/20 Final Overall Work Program – First Amendment** – Loretta reviewed her staff report, and advised that the First Amendment to the FY 2019/20 OWP was approved by MCOG on August 19, 2019. She explained that the timing of the August 19 MCOG meeting did not allow for a TAC recommendation, but the amendment was routine and only involved carryover funding.

She advised that \$15,564 in available PPM carryover funding was added to the \$50,000 “Reserve” for the Pavement Management Program (PMP) triennial update, which is expected to be programmed in the next OWP. Alicia requested consideration of adding photo or video documentation to the PMP update to document road conditions, as some funding requests submitted by the County (for road damage due to fire) were not approved due to lack of documentation of pre-fire conditions. Nephele agreed to look into that possibility, but noted it could change the scope of the project.

7. **2020 State Transportation Improvement Program (STIP)** – James reviewed his staff report and explained that the 2020 Fund Estimate identified a STIP programming target through FY 2024/25 of \$3,134,000 for the region. That total includes \$235,000 in Planning, Programming & Monitoring funds, leaving \$2,899,000 available for new or existing projects.

A discussion ensued about potential projects. Alicia commented that it would be good to program Right of Way funding for the North State Street project, as the alternatives analysis and cost estimates will be done by spring. Rick commented that the City of Ukiah hopes to have information in the next few months from the consultant looking at roundabout/ intersections at Bush and Low Gap, and other intersections in that area. Nephele commented that it might be wise to move out the Environmental funding (programmed for next FY) in that project as the potential roundabout has a lot of controversy.

James distributed application materials, which will also be emailed to members. Due dates were briefly discussed, with a *consensus* to establish a due date of 10/2/19 (a six week cycle). Nephele advised that applications are not required for existing commitments, but a letter describing any requested changes will be needed, along with a justification for readiness and updated programming forms. An application will be required for new projects or additional funding requests, and full components must be funded.

Nephele noted that capacity was reduced this cycle due to previous advances, but the 2022 STIP is expected to be a little higher as funding from SB 1 starts a “new normal”.

She said after TAC review in October, the Draft RTIP will be presented to the MCOG Board in November, followed by MCOG action on the Final RTIP in December.

8. **LTF 2% Bike & Pedestrian Program** – Loretta advised that there is approximately \$133,953 (*from FYs 2018/19 & 2019/20*) in MCOG’s Local Transportation Fund (LTF) 2% Bike & Pedestrian program available for allocation.

A brief discussion ensued. Nephele advised that these funds could be used as a match for Active Transportation Program grants. There was a *consensus* to use the same 10/2/19 due date as for STIP applications. Loretta will distribute the application forms by email.

9. **FY 2020/21 Sustainable Transportation Planning Grant Program - Application Guide/Call for Applications to be released on 8/16/19** – The 10/11/19 due date was noted. (*Note: staff noted after the meeting that the agenda incorrectly listed the due date as 10/4/19.*)

Tasha mentioned the earlier than usual due date, and offered to review draft applications. She welcomed members to contact her with questions, noting that Caltrans' website is down and many of the grant documents are not available online. Loretta noted a change on page 3 of the grant application guide, which only listed MPOs as eligible for Strategic Partnership – Transit grants. In past cycles, eligible applicants included RTPAs, with several other groups eligible as sub-applicants. Tasha offered to follow up on this change.

## **10. Staff Reports**

10a. Report re City of Ukiah's Use of Highway Improvement Program (HIP) funds – Nephele advised that the City of Ukiah was awarded HIP funds for use on their downtown streetscape project, and she wanted to provide the TAC with an update on the status. Rick reported that STIP funds for the project were allocated in June, and the City was able to get the needed extension of the HSIP funds. He said the project is on track to be advertised this fall in coordination with a utility project, and the City is committed to funding the shortfall. Nephele noted the six month STIP award deadline.

10b. Legislative Update – (1) SB 152 (Beall) - Nephele reported that SB 152 (*opposed by MCOG*) which proposed changes to the Active Transportation Program, did not move forward this year, but could come back next year; (2) SB 277 (Frasier) – Nephele noted concerns with this bill which proposed changes to the Local Partnership Program, and advised that it was in the Senate Appropriation Committee's suspense file, and may or may not move forward. She said the California Transportation Commission requested amendments to consider the needs of very small agencies and allow established minimums, and advised that the MCOG Board approved sending a similar comment letter. Currently, Mendocino County's self-help cities receive a \$100,000 minimum under this program; and (3) ACA 1 – Local Government Financing: Affordable Housing and Public Infrastructure – failed; and (4) AB 101 Budget Trailer Bill – approved by Governor, includes new grant programs that established housing as a big push at the state level. See additional notes below regarding housing programs.

10c. SB 743/Vehicle Miles Traveled – Regional Baseline Study – Loretta advised that the consultant (Fehr and Peers) was issued a “notice to proceed” today for this project.

10d. Fire Vulnerability Assessment & Fire Evacuation Preparedness Plan – Loretta advised that consultant proposals for this project are due to MCOG by September 13, and she will be contacting representatives to serve on a Consultant Selection Committee.

## **11. Miscellaneous**

11a. Next Meeting – 9/25/19.

11b. Phil Dow's Retirement Party – Nephele advised that invitations will soon be sent out for Phil's retirement party at Rivino Winery on 9/26/19.

Electric Vehicles – Loretta reported on a press release from Sonoma Clean Power, announcing that Sonoma and Mendocino counties were selected for a “Regional Electric Vehicle Charging Installation Project” to expand publicly accessible EV infrastructure in Sonoma and Mendocino counties. The project is an initiative of the California Energy Commission and is scheduled to launch in October 2020.

Housing Programs – Nephele advised that there are several new housing programs which will benefit local agencies: (1) in November funding will be available to local agencies for housing related planning; HCD will be developing guidelines, and agencies will have until July 2020 to request funds; (2) funding will come to Councils of Governments to do regional projects or sub allocate, to encourage housing development and meet Regional Housing Needs Assessment (RHNA) numbers. This is one-time money (\$410,000), however, there could be more in the future. Funding must be requested by 2021, and there is a lot of work needed to develop a budget and plan for the money before it can be used; and (3) Infill Infrastructure Grant Program – a Notice of Funding Availability (NOFA) will be coming out the end of November for this program, administered by the State Department of Housing and Community Development (HCD) for capital infrastructure grants to support housing development. This program will likely be more applicable to cities than the County, but there may be some eligible County projects adjacent to city limits.

Nephele advised that she had a meeting on these new housing programs which was attended by city planning directors, but no County representatives attended.

**12. Adjournment – 11:18 a.m.**

Respectfully Submitted,

Loretta Ellard  
Deputy Planner

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August 20, 2019

**FOR IMMEDIATE RELEASE**

Kate Kelly, Director of Public Relations/Sonoma Clean Power  
[kkelly@sonomacleanpower.org](mailto:kkelly@sonomacleanpower.org) | 707.978.3468

**Sonoma and Mendocino Selected for Regional Electric Vehicle Charging  
Installation Incentive Project  
SCP Partners with Local Air Districts and the California Energy Commission to  
Expand the Network of Public EV Charging Stations**

(SANTA ROSA, CA) – The [California Energy Commission](#) is partnering with Sonoma Clean Power (SCP), and four local air districts to launch an incentive project with investments potentially reaching \$6.75 million to expand publicly accessible electric vehicle charging (EV) infrastructure in Sonoma and Mendocino counties.

The incentive project, scheduled to launch in October of 2020, is an initiative of the Energy Commission’s [California Electric Vehicle Infrastructure Project](#) (CALeVIP), which works with local community partners to develop and implement regional incentive projects for charging infrastructure that supports the adoption of EVs statewide.

“Following the success of our Drive EV program, in which over 1,250 electric vehicles were incentivized, we have shifted our focus to increasing the number of publicly available EV charging stations in our service territory. We are thrilled to be working with the Energy Commission on this effort that will help lead to even more local EV adoption,” said Geof Syphers, Chief Executive Officer of Sonoma Clean Power.

“The Energy Commission is excited to work with all our partners on this project to increase access to convenient charging for electric vehicles in Sonoma and Mendocino counties,” said Commissioner Patty Monahan of the Energy Commission. “By expanding the State’s charging network, CALeVIP projects like this one help the State transition to zero-emission transportation, provide cleaner air, and reduce greenhouse gas emissions.”

The Sonoma Coast Regional Incentive Project will be implemented by the Center for Sustainable Energy (CSE) and funded primarily by the Energy Commission’s [Clean Transportation Program](#) (also known as the Alternative and Renewable Fuel and Vehicle Technology Program).

The Energy Commission is proposing to provide \$5.1 million towards the regional project upfront, with SCP contributing \$1.5 million through CALeVIP over three years. MCAQMD and the RCPA will lend technical support and resources to the project. The NoSoCoAir will provide an additional \$150,000 over three years for projects installed within its jurisdiction, and chargers installed in BAAQMD territory may be eligible to receive additional incentives through the District’s *Charge!* program.

“NoSoCoAir is proud to partner with state and local agencies to ensure a sustainable, green future for the residents and visitors of Sonoma and Mendocino counties,” said Rob Bamford, Executive Officer of the Northern Sonoma County Air Pollution Control District.

“The development of EV infrastructure in our communities is a substantive step in the effort to reduce GHG and other emissions that will improve the quality of life throughout the region. This project will open the door for urban and rural communities to adopt zero-emission vehicles,” Bamford added.

Currently, there are an estimated 460 charging stations available to the public throughout Sonoma and Mendocino counties, including both fast and standard chargers. SCP and its partners in the project expect to significantly increase the number of public chargers in the region, improving the accessibility and convenience of driving an electric vehicle for residents and visitors alike.

The incentive project will provide rebates for Direct Current Fast Chargers (DCFC) and Level 2 chargers. Proposed rebates will offer up to \$8,000 per connector for Level 2 chargers, and up to \$80,000 per DCFC or 80% of the project’s total cost, whichever is less.

“With growing numbers of car shoppers in Sonoma and Mendocino counties choosing electric vehicles, it is increasingly important that public charging stations be established at convenient locations, along the highways and at common destinations,” said Andy Hoskinson, CSE’s Senior Manager for EV initiatives. “Local EV sales should increase as area residents realize they can find easily accessible charging stations throughout the region.”

Interested parties, including property owners, contractors, and network providers, can learn more about plug-in EV charging and CALeVIP by visiting [CALeVIP.org](http://CALeVIP.org).

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### **About Sonoma Clean Power**

[Sonoma Clean Power](http://SonomaCleanPower.org) is the public electricity provider for Sonoma and Mendocino counties. SCP’s services and programs are practical, affordable, and inclusive, empowering everyone to be part of the transition toward a clean energy future. To learn more, visit [sonomacleanpower.org](http://sonomacleanpower.org) or call 1 (855) 202-2139.

### **About the California Energy Commission**

The California Energy Commission is leading the state to a 100 percent clean energy future. It has [seven core responsibilities](#): developing renewable energy, transforming transportation, increasing energy efficiency, investing in energy innovation, advancing state energy policy, certifying thermal power plants, and preparing for energy emergencies.

### **About the Center for Sustainable Energy**

The [Center for Sustainable Energy](http://CenterforSustainableEnergy.org) (CSE) is a nonprofit offering clean energy program administration and technical advisory services. With the experience and streamlined efficiency of a for-profit operation, CSE leads with the passion and heart of a nonprofit. We work nationwide with energy policymakers, regulators, public agencies, businesses and others as an expert implementation partner and trusted resource.

### **About the Northern Sonoma County Air Pollution Control District**

The [Northern Sonoma County Air Pollution Control District](#) (NoSoCoAir) is the regulatory agency responsible for air quality in the northern Sonoma County region. Its mission is to promote and protect the health, welfare, quality of life, and the ecological resources for the residents and visitors of Northern Sonoma County through the effective reduction of air pollutants.

### **About the Mendocino County Air Quality Management District**

The mission of the [Mendocino County Air Quality Management District](#) (MCAQMD) is to protect and manage air quality, an essential public resource upon which the health of the community depends.

### **About the Sonoma County Regional Climate Protection Authority**

The [Sonoma County Regional Climate Protection Authority](#) (RCPA) leads a local government coalition to mobilize regional climate action in Sonoma County. The RCPA provides a forum for local elected officials to engage in dialogue on countywide issues and enables discussions among local and regional entities on a wide range of issues related to greenhouse gas reduction, including planning, program management, and project delivery.

### **About the Bay Area Air Quality Management District**

The [Bay Area Air Quality Management District](#) (BAAQMD) aims to create a healthy breathing environment for every Bay Area resident while protecting and improving public health, air quality, and the global climate. Through incentives and partnerships, the Air District aims to establish the Bay Area as a leading area for emissions reductions in mobile sources, land-use planning, innovative technology, and energy.



## Rural Broadband Project

## Information

### A. SUMMARY

A state working group of broadband interests is developing strategies to expand broadband deployment in (mostly rural) areas currently without service. This group includes the California Broadband Council, the California Emerging Technology Fund, broadband providers, and other interests. Both CALCOG and Caltrans have been invited to participate because road right of ways is a major access point to get broadband out to these areas. Although many rural areas have “dig once” policies to encourage conduit and broadband installation in conjunction with capital projects, rural broadband companies are not always informed on a project by project basis to take advantage of these opportunities.

To improve information, Caltrans is putting together a map of its SHOPP projects to help providers identify opportunities, particularly in their “strategic” corridors. In addition, CALCOG was contracted by CETF to identify all capital projects in 13 geographic areas which includes most rural counties, the Central Valley, Central Coast, and specific underserved areas in the “Big 4” MPO regions. Together, we identified nearly 200 projects to add to the map.

### B. FOR INFORMATION

Staff will provide a quick update and answer any questions.

### C. COMMENTS & OBSERVATIONS

- **State Policy Impetus.** The Legislature’s goal is to have broadband access to at least 98% of California households by 2022. See Section 281 of the Public Utilities Code, adopted in 2017 via AB 1665 (E. Garcia).
- **The California Emerging Technology Fund (CETF).** CETF is focused on achieving this goal by providing leadership to close the digital divide across the state by accelerating the deployment and adoption of broadband access in unserved and underserved rural areas. CETF has researched best practices, identified strategic opportunities, and created partnerships with other organizations across the state.
- **Mapping the Problem.** One of CETF’s goals is to develop a map of gaps in broadband service and the routes upon which fiber could be installed to provide service. Many of those routes include state highways and county roads. Accordingly, the idea is also to map near term SHOPP and capital projects to help broadband providers identify opportunities to install conduit and/or fiber.
- **CALCOG’s Role.** CETF asked CALCOG to identify planned projects along strategic broadband corridors. For the last month, CALCOG has been going through your agency’s TIPs and working with your staff to identify the projects along these routes. An example of a strategic broadband corridor is CA-140 from Yosemite Village west through Mariposa and Merced to I-5. The goal of this partnership is to align the



schedule of broadband improvements with the schedules of transportation capital improvements over the next four years to minimize costs.

- **CALCOG Findings.** The 42 routes were identified by the regional consortia to be the most important for Caltrans to consider for broadband expansion. On these routes, we found a total of 74 transportation projects which averages to about two projects per route. On the “Other Strategic Routes” we looked at 114 routes. We found a total of 112 projects which averages to less than one project per route.
- **Meetings & Information Sharing.** On September 20<sup>th</sup> CALCOG co-hosted a meeting with Valley Vision, California Forward, and CETF to share the information gathered with cable providers, Caltrans, and regional agencies to improve access in underserved areas. This meeting was a preamble for a meeting on October 17<sup>th</sup> with the California Broadband Consortium (CBC) to provide a progress report to the CBC on the advancement of broadband. CALCOG will also be briefing the Rural Counties Task Force and other RTPAs going forward.
- **Next Step: Coordination.** The larger idea is to increase communication around projects that can take advantage of a “dig once” policy. The map should provide a basis for communication. Sharing contact information and facilitating meetings are another element of the project in which CALCOG is providing assistance (but is not the project lead).

### C. REGIONAL CONSORTIA

- North Coast (Marin, Mendocino, Napa and Sonoma Counties)
- Upstate California (Glenn, Colusa and Lake Counties)
- East Bay (Alameda, Contra Costa, and Solano Counties)
- Connected Capital Area (Sacramento, Sutter, Yolo and Yuba Counties)
- Gold Country (El Dorado, Nevada, Sierra, Placer and Alpine Counties)
- Gold Country (Tahoe Basin Project)
- Central Sierra (Amador, Calaveras, Tuolumne, Mariposa, and Alpine Counties)
- Eastern Sierra (Kern County)
- San Joaquin Valley Regional Broadband Consortium (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and Kern Counties)
- Central Coast (Monterey, Santa Cruz and San Benito Counties)
- Pacific Coast (San Luis Obispo, Santa Barbara and Ventura Counties)
- Inland Empire Region (Riverside and San Bernardino Counties)
- Southern Border Broadband Consortium (San Diego and Imperial Counties)