

# MENDOCINO COUNCIL OF GOVERNMENTS

## Approved MINUTES

Monday, August 20, 2018

County Administration Center, Board of Supervisors Chambers

### ADDITIONAL MEDIA:

*Find YouTube link at <http://www.mendocinocog.org> under Meetings or search Mendocino County Video at [www.youtube.com](http://www.youtube.com)*

### **The Mendocino Council of Governments (MCOG) meets as the Board of Directors of:**

Mendocino Regional Transportation Planning Agency (RTPA) and  
Mendocino County Service Authority for Freeway Emergencies (SAFE)

**1. Call to Order / Roll Call.** The meeting was called to order at 1:35 p.m. with Directors Larry Stranske, Richey Wasserman, Michael Cimolino, Susan Ranochak, Georgeanne Croskey, and Tatiana Ahlstrand (Caltrans/PAC, Alt.); Chair Dan Gjerde presiding. Director Steve Scalmanini was absent.

Staff present: Nephele Barrett, Executive Director; Janet Orth, Deputy Director/CFO; Loretta Ellard, Deputy Planner; Marta Ford, Administrative Assistant; and James Sookne, Regional Project Manager.

**2. Public Hearing: Adoption of Resolution Adopting the 2018 Mendocino County Regional Housing Needs Allocation Plan.** Executive Director Barrett explained the Regional Housing Needs Allocation (RHNA) Plan process and the requirements of 60-days' notice prior to a public hearing. Ms. Barrett presented proof of publication in the Ukiah Daily Journal that appeared on June 17 and 19, 2018, as evidence to meet the requirement.

**Upon motion** by Croskey, second by Ranochak and carried unanimously (*6 Ayes; 0 Noes; 0 Abstaining; 1 Absent*): IT IS ORDERED that this public hearing on adopting the 2018 RHNA Plan was properly noticed.

Ms. Barrett explained that the California Department of Housing and Community Development (HCD) used population projections from the Department of Finance to assign delivery of housing units to each county. The number of units allocated to Mendocino County totaled 3,845; it was used to generate the draft of the Regional Housing Need Determination. Due to concerns from the local agencies, MCOG submitted an appeal to revise the determination. On July 9, 2018 MCOG received a response from the HCD that revises the final determination to 1,845. Ms. Barrett summarized tables with the revised number of units used in the draft plan. She explained how the Methodology Committee generated the revised draft allocating housing unit needs by income categories of: Very Low, Low, Moderate, and Above Moderate. The recommendation was for MCOG Board to adopt, by resolution, the 2018 Mendocino County Regional Housing Needs Plan.

Chair Gjerde opened the public hearing at 1:46 p.m. The following people submitted their testimony:

- *Nash Gonzalez, Interim Director, Mendocino County Planning & Building Services* – Mr. Gonzalez came to the meeting with a late submittal of his comments on the Draft RHNA Plan dated August 17, to the Executive Director requesting that the Planning Commission's concerns be forwarded to the HCD and for MCOG to revisit the plan to further reduce the determination numbers. He requested further reduction in the Very Low and Low Income level numbers for the County of Mendocino based on the constraints of lack of infrastructure.
- *Jesse Davis, Planner III, Mendocino County Planning & Building Services* – Mr. Davis worked with MCOG staff on the Methodology Committee that responded to the HCD on the

initial number of units that were determined. In his opinion, HCD's numbers are too reliant on population and he voiced further concerns of the community's constraints that may not have been considered during their process. Some items of concerns he included are: land capacity, infrastructure capacity, and residential development potential.

Discussion and questions from the directors included:

- *How does loss of houses in the fires affect these numbers? The fires have destroyed houses and not all are able or willing to obtain permits to replace them. Also, insurance does not pay the total cost to replace the houses; there are fees involved that are the responsibility of the insured that they may not be able to afford. (Stranske)* Ms. Barrett explained that she cannot say for sure how HCD would respond to those issues.
- *If we lost 130 homes and they only allow 75 permits for replacement due to the choice of the victims relocating, wouldn't that come back to haunt us because our total housing stock is reduced? (Stranske)* Mr. Gonzales said it will come back to haunt us because not all houses destroyed will be rebuilt. It is difficult to account for rebuilding plus the additional housing the HCD estimates to create.
- *How are the allocations determined? (Cimolino)* Factors in the 2008 RHNA cycle impacted the process, along with the types of housing units needed; as example, family vs. retirees and targeted income levels.
- *Fort Bragg's last city lot just went into escrow; Fort Bragg does not have access to land to build 137 more homes. The mill site will become available in time but there is no infrastructure or water source. Does this mean we will be in jeopardy of being fined or penalized? (Cimolino)* Ms. Barrett was unsure about fines; however, other types of penalty to be expected are that the City may not be eligible for some grants.

With no further public input, the hearing was closed at 2:07 p.m. Chair Gjerde thanked staff for achieving the reduced determination number, noting slow population growth in the North State. Further board discussion included accessory dwelling units, water meters, amnesty program, and difficulty for each jurisdiction to meet these targets without state or federal subsidies.

Ms. Barrett explained that the total numbers from the State are mandated but the Council may change how they are delegated in each city, the County, and category. Director Cimolino said staff and committee had done a good job with the given numbers and the recommendation was reasonable. Director Croskey agreed with Mr. Gonzalez about lack of infrastructure and proposed moving some Low and Very Low income numbers from County to other jurisdictions. Discussion followed on the need for available land and potential for annexation. Director Wasserman asked Chair Gjerde if he would be willing to write a protest letter; Chair Gjerde agreed to write a letter to protest the numbers allocated to Mendocino County.

**Upon motion** by Stranske, second by Wasserman, and carried on roll call vote (5 Ayes – Stranske, Wasserman, Cimolino, Ranochak, and Gjerde; 1 Noes – Croskey; 0 Abstaining; 1 absent): IT IS ORDERED that the following resolution is adopted and the Chair is authorized to include a letter of protest with the transmittal.

**Resolution No. M2018-10**

Adopting the 2018 Mendocino County Regional Housing Needs Plan  
(Reso. #M2018-10 is incorporated herein by reference)

**3. Convene as RTPA**

**4. Recess as RTPA - Reconvene as Policy Advisory Committee.**

**5. Public Expression.** None.

## 6 - 7. Regular Calendar.

### 6. Presentation: North Coast and Upstate Fuel Cell Electric Vehicle (FCEV) Readiness Project.

Ms. Orth referred to her written staff report and gave a modified version of a slide presentation created by Redwood Coast Energy Authority (RCEA). RCEA is a regional joint powers authority in Humboldt County that partners with several counties and organizations, including MCOG. The FCEV Readiness Project started in 2014 and is nearing completion. The North Coast and Upstate Hydrogen Fuel Cell Electric Vehicle Readiness Project was funded by a grant from the California Energy Commission (CEC). Presenting information on general education and exposure to the topic of hydrogen fuel cell electric vehicles was a requirement of the CEC grant. Ms. Orth went through a Power Point presentation that included descriptions or identified:

- The various partners, counties and regions that participated in the project
- Related projects accomplished by RCEA
- The purpose of the grant
- The California ZEV Action Plan
- Locations of the current status of H2 Stations
- Vehicle sales progress
- Projected target numbers of FCEVs in the North State
- Projected target quantities of H2 fuel in the region
- How hydrogen fuel cells work
- Comparison of FCEV cars vs. Battery EV cars
- Other H2 fuel uses
- Hydrogen fuel production opportunities from renewable sources
- Frequently Asked Questions
- RCEA's next steps and resources available.

Questions and comments from the Council included:

- *With FCEV lifetime of only 75,000 miles, what is the cost to replace/refurbish?* Unknown; the cars are leased.
- *Can natural steam from the geysers or waste steam/heat from power plants be used in fuel production? (e.g. co-generation)* Yes.
- *Where would the fuel be produced, how close to the identified microsites, and how would it be transported to fueling stations?* Both trucking and onsite production are being considered.
- *Cost of the fueling stations appears very expensive when compared to the small number of vehicles served. What is the percentage match required for grants?* Unknown. Note the number of vehicles is increasing.
- *This proposal is worth looking at, and it would be a good thing if this can bring new technology to the northern part of the state.*

Ms. Orth explained that this is in early implementation stages; this being so new to the public, strategies and troubleshooting continue to be reviewed, while the vehicles and the stations are progressing. The innovation of FCEV provides another renewable energy option for transportation.

No action was taken.

**7. Amendment of 2018 Board Calendar.** Ms. Barrett referred to the Board calendar that was adopted last February. A placeholder for the September meeting was for a potential mobile tour; no specific date or location was listed. At the June MCOG meeting, there was discussion of touring the Branscomb Road pedestrian/multi-use bridge in Laytonville that is currently being installed, pending status of the construction. Howard Dashiell, Mendocino County Department of Transportation, reported that due to delays in the construction there would not be anything substantial to see in time

for the September or October meeting, only the abutments will be seen. The ground work is required to be completed by October 15, but work on the bridge will continue through fall. The Board decided to postpone the tour until the November 5 meeting and to drop the September placeholder; Chair Gjerde directed staff to amend the calendar accordingly.

**8 – 10. Consent Calendar.** Upon motion by Director Cimolino, second by Director Ranochak, and carried unanimously on roll call vote (7 Ayes – *Stranske, Wasserman, Cimolino, Ranochak, Croskey, Ahlstrand/PAC Alt., and Gjerde*; 0 Noes; 0 Abstaining; 1 Absent): IT IS ORDERED that consent items are approved including the First Amendment to FY 2018/19 Overall Work Program; MCOG authorizes Executive Director to sign appropriate certifications and revised OWP Agreement, as needed; and forward to Caltrans, as required.

**8. Approval of June 4, 2018 Minutes – as written**

**9. Approval of May 17, 2018 Transit Productivity Committee (TPC) Minutes – as written**

**10. Approval of First Amendment to Fiscal Year 2018/19 Transportation Planning Overall Work Program (OWP).** Ms. Ellard's written staff report explained the proposed First Amendment. She explained that the Technical Advisory Committee (TAC) has not had a chance to review this amendment because they do not meet until August 22; but this is a routine carryover procedure and there is no new funding requested. Recommended changes are as follows:

- *Add Carryover funds – Work Element 5 (Ukiah) Update Speed Zone Reports – \$6,833 in Local Transportation Funds (LTF) carried over. This will be the third and final year of programming for this study, which was funded in FY 2016/17 at a total of \$40,000.*
- *Revised total FY 2018/19 OWP funding from \$1,221,126 to \$1,227,959, an increase of \$6,833, from prior year carryover funds.*

**11. Recess as Policy Advisory Committee - Reconvene as RTPA - Ratify Action of Policy Advisory Committee.** Upon motion by Wasserman, second by Stranske, and carried unanimously (6 Ayes; 0 Noes; 0 Abstaining; 1 Absent): IT IS ORDERED that the actions taken by the Policy Advisory Committee are ratified by the MCOG Board of Directors.

## **12. Reports - Information**

- a. Mendocino Transit Authority. None.
- b. North Coast Railroad Authority. Ms. Ellard reported the August meeting was cancelled; the next meeting is scheduled for September in Eureka. Senate Bill 1029 relative to North Coast Railroad Authority (NCRA) passed the assembly appropriations committee; the bill proposes to abolish NCRA and create a new trail agency. Jason Liles of Senator Mike McGuire's office notified her that the Assembly had made some significant changes to SB 1029, mostly at the Administration's request; the changes will be available on August 21. They will continue to work with the Governor's office to find a compromise that will work for everyone. The Administration is still uncomfortable with the timeline of the transfer and closure of NCRA. MCOG Board has sent two letters in support of the bill (with requested amendments, provided in the Council's information packet) and she will continue tracking the bill's process. Funding will likely follow in a budget bill, separate from SB 1029.
- c. MCOG Staff - Summary of Meetings. Ms. Barrett had nothing to highlight but pointed out the report, submitted as a handout, had a new streamlined format.
- d. MCOG Administration Staff.

1. *Senate Bill 1 Implementation – Road Repair and Accountability Act of 2017* - Ms. Barrett gave an update on SB1 implementation; the City of Point Arena was pleased to award a contract for a project using their new local partnership funding. A call for projects is out for third-year funding of that program. Proposition 6 obtained qualifications for the November ballot to repeal SB1. Staff may not campaign for or against bills or propositions but may provide factual information to the public on project funding and state how the project is affected by the bill or proposition; in other words, “educate, not advocate.” Regarding SB1, there is an estimate of \$4.5 million in formula funding guaranteed to go directly to the Mendocino County region in Fiscal Year 2018/19. Also, in MCOG’s regional program, the 2018 State Transportation Improvement Program (STIP) received approximately \$7 million for programming, as a direct result of SB1 passing into law. The State Highway Operation and Protection Program (SHOPP) that allows funding for operational and maintenance improvements on the highways are funded by SB1, which would be affected by the repeal of SB1. SB1 has increased funds for transit, competitive projects in the Active Transportation Program (ATP), and the local partnership programs. California Alliance for Jobs came out with a report that provides useful information that is available for public review. The California Transit Association and Transportation California’s *“The Economic Impact on Senate Bill 1 on California”* provides statewide information on the number of jobs that have been created through revenue from SB1 and overall economic impact.
  2. *FY 2018/19 Local Agency Subrecipient Agreements Distributed August 6, 2018*. Ms. Orth reported that this is the second year of executing the Local Agency Subrecipient Funding Agreements. As a recipient of state and federal funds, MCOG is required to enter into cooperative funding agreements with its subrecipients, which are the County and the four cities of Ukiah, Willits, Fort Bragg, and Point Arena. She sent out the agreements on August 6 and some of the cities have already signed and returned them. The documents provide a reference of all MCOG funding allocated to each entity annually.
  3. *“Bringing Electric Vehicle Charging Stations to Mendocino County California State Parks” – Completion of 13 Installations through California Energy Commission Grant to Mendocino Land Trust with MCOG and Other Partners*. Ms. Orth reported the ribbon cutting event on August 17 in Willits had a good turnout. Congressman Huffman’s representative presented a certificate to Mendocino Land Trust. The field representative for Senator McGuire put together a certificate along with Assemblyman Wood for the Land Trust as well. Media attended from local papers and there were Chevy Bolt and Tesla electric vehicles on display. Ms. Orth and speakers from the Land Trust discussed educational topics on the process and the performance and cost-effectiveness of electric vehicles. This was a four-year project that installed charging infrastructure in seven state parks and in Caspar. MCOG provided supplemental funds for the stations installed in Fort Bragg, Point Arena and Willits.
  4. *Miscellaneous*. None.
- e. MCOG Planning Staff.
1. *Mendocino County Pedestrian Needs Assessment and Engineered Feasibility Study*. Ms. Ellard gave an update on the countywide study. This project is in two components, the greater Point Arena and south coast funded with State Rural Planning Assistance (RPA) funds, and the inland and north coast, funded with a Caltrans Sustainable Communities

grant, along with MCOG's local match, that totals \$278,978 in funds for both projects. The consultant's contract total was \$257,200, awarded in March to TrailPeople, with sub-consultants GHD and Local Government Commission. The project has been in process for two months. The kick-off meeting in April generated a Technical Advisory Group that includes County, city, and Caltrans representatives. A community workshop was held in Point Arena on June 19; and there are plans for other community workshops in October, in Fort Bragg and Ukiah. The consultants submitted an Existing Conditions Report for County and city representatives to review. The report's goal is to list factors such as inventory, pedestrian facilities, what currently exists, what is planned and what is needed, and input from the communities. Multiple agencies can use the information for projects to apply for grant funding. Ms. Ellard will email the information on the workshops to the Board.

2. *Miscellaneous.* None.

- f. MCOG Directors. Director Stranske reported on the sidewalk work in downtown Willits funded by Caltrans as part of the relinquishment process of Main Street/Highway 101. The work is going so well they may be ahead of schedule to start paving this year. Director Croskey added that work has also started on the Sherwood Road intersection realignment project. Both are "child projects" of the Willits bypass.

Director Wasserman also mentioned that Port Road from downtown to the pier is being repaved in preparation for slurry seal later this year, and the first phase of this project is complete; this is from the SB 1 funds.

- g. California Association of Councils of Governments (CALCOG) Delegates. None.

**13. Adjournment.** The meeting was adjourned at 3:29 p.m.

Submitted: NEPHELE BARRETT, EXECUTIVE DIRECTOR

By Marta Ford, Administrative Assistant