



MENDOCINO  
COUNCIL OF GOVERNMENTS

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November 29, 2021

**To:** MCOG Board of Directors  
**From:** Janet Orth, Deputy Director / CFO  
**Subject:** Information Packet of December 6, 2021 Meeting - No Action Required

\* \* \* \* \*

The following items are attached.

1. California Energy Commission News Release – November 15, 2021: “CEC Approves \$1.4 Billion Plan for Zero-Emission Transportation Infrastructure and Manufacturing.”
2. MCOG Technical Advisory Committee (TAC) – Meeting minutes of September 15 and October 20, 2021.





Home > [Newsroom](#) > [News Releases](#) > **CEC Approves \$1.4 Billion Plan for Zero-Emission Transportation Infrastructure and Manufacturing**

# CEC Approves \$1.4 Billion Plan for Zero-Emission Transportation Infrastructure and Manufacturing

For Immediate Release: November 15, 2021

*Plan aims to close infrastructure gap and direct 50 percent of funds to priority communities.*

**SACRAMENTO** – The California Energy Commission (CEC) today approved a three-year \$1.4 billion plan to help California achieve its 2025 electric vehicle charging and hydrogen refueling goals. The [plan](#) closes the funding gap to speed up the state’s zero-emission vehicle (ZEV) infrastructure build-out in support of Governor Gavin Newsom’s [executive order](#) phasing out the sale of new gasoline-powered passenger vehicles by 2035.

The [2021–2023 Investment Plan Update](#) plan increases the budget of the [Clean Transportation Program](#) by six times, including \$1.1 billion from the [2021–2022 state budget](#) in addition to the remaining \$238 million in program funds.

“This plan charts the path for Governor Newsom’s historic budget investments in zero-emission transportation infrastructure and manufacturing,” said Lead Commissioner for Transportation [Patty Monahan](#). “These dollars close the 2025 infrastructure funding gap so that access to charging and hydrogen fueling isn’t a barrier for those exploring cleaner transportation options including individuals, businesses and public agencies.”

The plan focuses on ZEV infrastructure build-out, with nearly 80 percent of available funding going to charging stations or hydrogen refueling. Investments are front-loaded, or allocated at the beginning of the process, to help ensure the public adoption of ZEVs is not stymied by lack of infrastructure.

The plan also prioritizes medium- and heavy-duty infrastructure, including funding for infrastructure for 1,000 zero-emission school buses, 1,000 zero-emission transit buses, and 1,150 zero-emission drayage trucks, which will

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[Clean Transportation Program](#)

reduce harmful air pollution in frontline communities. The plan also supports in-state ZEV manufacturing, workforce training and development, and near- and zero-emission fuel production.

The plan approved today includes:

- \$314 million for light-duty electric vehicle charging infrastructure.
- \$690 million for medium- and heavy-duty ZEV infrastructure (battery-electric and hydrogen).
- \$77 million for hydrogen refueling infrastructure.
- \$25 million for zero- and near-zero-carbon fuel production and supply.
- \$244 million for ZEV manufacturing.
- \$15 million for workforce training and development.

The funds will become available over the next two years and distributed to projects through a mix of competitive funding solicitations and direct funding agreements. The plan was guided by input from members of the [Clean Transportation Program Advisory Committee](#), the [Disadvantaged Communities Advisory Group](#), the state's transportation and environmental agencies, and a broad range of stakeholders.

In response to engagement with these groups and others, the CEC remains committed to the goal of providing at least 50 percent of funds from this plan to projects that benefit priority populations, including low-income and disadvantaged communities.

Created by Assembly Bill 118 (Núñez, Chapter 750) in 2007 and reauthorized by Assembly Bill 8 (Perea, Chapter 401, Statutes of 2013), the Clean Transportation Program is one of the first transportation-focused funding efforts established to help advance the state's climate change policies. Now in its 13th year, the program has provided more than \$1 billion to projects across the state covering a broad spectrum of alternative fuels and technologies. Program funding is currently scheduled to sunset in January 2024.

On Friday November 19, the California Air Resources Board (CARB) will consider a complementary [proposal for \\$1.5 billion in clean transportation incentives](#), including consumer vehicle rebates, and heavy-duty and off-road equipment investments.



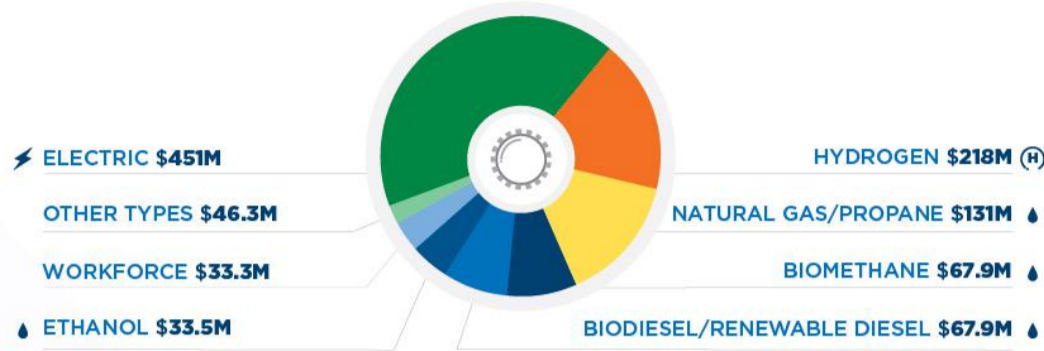
## CLEAN TRANSPORTATION PROGRAM

Driving market development and technology deployment through investments in alternative and renewable fuels, and advanced transportation technologies.

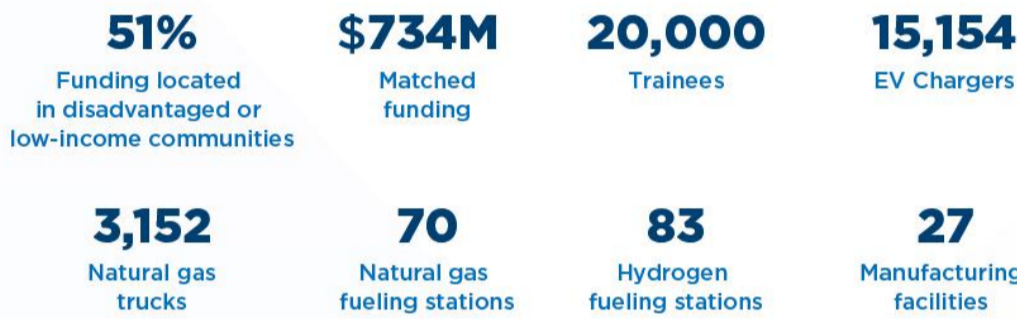
# \$1 Billion

invested in 600+ projects & programs

### FUNDING BY CATEGORY 2009-2021



### PROGRAM OUTCOMES



### 2021-2023 FUNDING PRIORITIZES ZERO EMISSION INVESTMENTS



OCTOBER 2021

### Related Links

- [Clean Transportation Program](#)
- [Zero-Emission Vehicle and Charger Statistics Dashboard](#)

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### 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.

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715 P Street  
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## MINUTES

### MENDOCINO COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE

*Meeting Held Remotely via Zoom Meeting/Teleconference*

September 15, 2021

#### Members Present

Chantell O’Neal, City of Fort Bragg  
Alicia Meier, County DOT  
Mark Cliser, Co. DPBS  
Andrew Stricklin, City of Ukiah  
Paul Andersen, City of Point Arena  
Tasha Ahlstrand, Caltrans  
Jim Robbins, City of Willits

#### Members Absent

Mitch Stogner, NCRA (*Non-Voting*)  
Barbara Moed, AQMD  
Jacob King, MTA

#### Staff & Others Present

Nephele Barrett, MCOG Administration  
Loretta Ellard, MCOG Planning  
James Sookne, MCOG Planning  
Charlene Parker, MCOG Planning  
Alexis (Lexi) Pedrotti, MCOG Planning  
Danielle Casey, MCOG Administration  
Janet Orth, MCOG Administration  
Kyle Finger, Caltrans  
Destiny Preston, Caltrans  
Javier Silva, Manchester/Point Arena Tribe  
Patricia Rabano, Round Valley Tribe

1. **Call to Order/Introductions** – Nephele called the meeting to order at approx. 10:04 a.m. Individuals present on the Zoom meeting identified themselves.
2. **Public Expression** – Chantell requested an update of Caltrans phone numbers, and Tasha offered to send her an updated list.
3. **Input from Native American Tribal Governments’ Representatives** – Javier Silva, Manchester-Point Arena Tribe, offered his involvement with the RTP and updating the Manchester/Point Arena’s Tribe’s information. Patricia Rabano said she was attending today’s meeting to find out more about the RTP and the TAC. Nephele advised the RTP is on today’s agenda.
4. **Approval of 5/19/21 Minutes - Motion by Tasha Ahlstrand, seconded by Chantell O’Neal, and carried unanimously on roll call vote (7 ayes – O’Neal, Meier, Cliser, Stricklin, Andersen, Ahlstrand, Robbins) to approve the minutes of 5/19/21.**
5. **2022 Regional Transportation Plan/Active Transportation Plan Update** – Loretta reported on the 2022 RTP/ATP update currently underway. She said the first round of public outreach has been completed, and staff is working on development of the draft plan. Draft components of various elements have been sent to TAC members for review, and staff will continue to accept comments.

Loretta and Nephele reviewed questions regarding performance standards and whether or not it still makes sense to keep Level of Service (LOS) as a performance measure since SB 743 no longer allows LOS for CEQA. During discussion, Destiny suggested it may come into play with Coastal

Development permits and Local Coastal Plan amendments; Chantell said Fort Bragg is continuing to review projects for both LOS and Vehicle Miles Traveled (VMT), and Mark said the County Planning department is transitioning to VMT, but added the County General Plan does call for LOS standards. He will follow up further on this.

Loretta asked about the need to update the 2008 SR1 Corridor Study. Nephele thought it was a previous requirement for Local Coastal Plan amendments, but current requirements are unknown. MCOG has not received a request to update this study.

Loretta asked members to review the draft elements and provide missing information for their agency. She noted the Active Transportation element will serve as the region's Active Transportation Plan. The draft is expected to be completed by mid-to-late October, then another round of public outreach will begin. The draft RTP/ATP will be scheduled on the November TAC agenda for TAC recommendation. Staff will give a presentation on the draft to the MCOG Board in November, with adoption of the final scheduled for the December MCOG meeting.

Nephele gave more background on the RTP, MCOG's primary transportation planning document, noting that it is now updated every four years and covers a 20-year period. She said once the draft is available staff will do more public outreach and there will be additional opportunities to comment.

**6. 2022 Regional Transportation Improvement Program** – James provided a recap of his staff report. He advised the CTC identified a Fund Estimate target of \$5,290,000 available to the region in Regional Improvement Program funding for the five-year STIP period, FY 22-23 through FY 26-27. A maximum amount of \$7,152,000 is also identified which includes funding expected to be available in the next County Share Period. After deducting \$209,000 for Planning, Programming, & Monitoring, a target of \$5,081,000 is available for programming, with a maximum of \$6,943,000.

He said the 2020 RTIP identifies future funding commitments for two projects: N. State Street Intersection/Interchange – CON \$1,602,000 (County of Mendocino); and Gualala Downtown Streetscape – CON up to \$3,050,000 (Caltrans). The County is ready to move forward with programming construction funds for North State Street, but construction cannot be programmed for the Gualala project because the full construction budget has not yet been secured. Nephele said an ATP application will be submitted again for the Gualala project in the next cycle (Spring, 2022).

James reported that the MCOG Board directed staff to issue a call for projects for the 2022 RTIP; however, the Board did not want to provide direction on whether or not to utilize the maximum funding without having first seen what projects would be proposed. If the maximum amount is utilized, \$2,291,000 would be available for new programming, after taking into account future commitments. If the target amount is utilized, \$429,000 would be available. Staff believes it makes sense to utilize the maximum share to accommodate future commitments.

A lengthy discussion ensued with James and Nephele responding to questions. Nephele said staff would need to look into whether State funds could be used to match Local Partnership Program (LPP) projects. James offered to follow-up with Alicia on moving funds between components for the North State Street project. James said staff will be working with local agencies to also program their



CRRSAA STIP formula funds as part of this RTIP, and it was noted that the CRRSAA funds have shorter allocation and expenditure deadlines than the regular STIP funds.

Nephele summarized that the RTIP application deadline is October 1 at 5:00 p.m. and staff is available to answer questions between now and then.

## **7. Staff Reports**

7a. Regional Early Action Planning (REAP) Grants – Update – Nephele reported on this program that was made available through 2019 legislation for regional planning to support implementation of housing elements. MCOG suballocated the majority of the regional funding to local agencies, and all agencies submitted applications. She wanted to check in to see where local agencies were with their activities, and share information from the CA Department of Housing and Community Development (HCD) on their plans for technical assistance.

Mark did not have an update for the County’s REAP activities at this time, and no other planning representatives were present to provide a report. Nephele said future TAC agendas will include this as a standing agenda item for reports. She reviewed via screenshare a chart from HCD which identified proposed needs, priorities, and technical tools to assist agencies, and said she would share the Mendocino County specific plan with the TAC and planning representatives when it’s received, and this item will be on the next agenda.

7b. Clean CA Grant Program – Nephele reported on this new litter abatement and beautification grant program recently announced by Caltrans. The application deadline will be in February 2022, and a fact sheet was included in the agenda packet. Tasha advised that Caltrans has been reviewing previous planning documents and studies to identify potential projects in District 1. She will report back to the TAC once the list is developed.

Brief discussion ensued regarding eligible project types, potential projects, and the short timeline (completion required by June 30, 2023). Loretta said she would distribute the grant guidelines, and Nephele encouraged members to start thinking early about conducting community outreach and gathering community support for potential applications.

7c. Local Road Safety Plans (LRSP) – Update – Loretta briefly reported on this project. She noted the consultant (TJKM) is currently awaiting feedback on the proposed countermeasures and getting ready to schedule individual project meetings with each local agency. The project is due to be completed in the spring in order to have the individual safety plans for each agency completed before the next HSIP application cycle, anticipated in March/April, 2022.

7d. Caltrans Transportation Planning Grant Award – “Mobility Solutions for Rural Communities of Inland Mendocino County” – Loretta reported that this grant project was awarded by Caltrans in June. The project is a feasibility study to look at challenges of transportation in remote communities that are not easily served by transit. MCOG staff will soon be starting development of the Request for Proposals after the “notice to proceed” is received, and will reach out to some TAC members about serving on a consultant selection committee.

Mark asked if Vehicle Miles Traveled (VMT) will be addressed in this study, and Nephele advised that VMT could come into play during analysis of potential solutions. She said the RFP could identify what should be used in the analysis.

**9. Miscellaneous**

Surface Transportation Block Grant (STBG) – Janet advised she will be working on updating and revising the claiming procedures for this program (*formerly Regional Surface Transportation Program*) to better align procedures with the terms of the subrecipient agreements between MCOG and local agencies. The goal is to change the claiming procedures to a reimbursement basis rather than an advance, as is done with MCOG’s other programs. This could include a screening process to ensure project eligibility, and there could also be an option to approve advances for hardship situations. It was noted that most agencies, other than the County, are already using the reimbursement method. Janet said she will follow up with local agency finance department staff, and advised that she is also beginning development of the annual subrecipient agreements.

Caltrans – Miscellaneous – Tasha reported on the following: (1) In answer to a question raised earlier in today’s meeting, she said she was able to confirm with Local Assistance staff that LPP funds may be used to match STIP funds. Paul clarified his question was whether or not STIP funds could be used to supplement a match for LPP, and Tasha said she would forward information to Point Arena and MCOG staff. (2) Tasha noted the flyer Loretta previously forwarded to TAC members announcing the Sept. 23 Caltrans District 1 local grant webinar for the FY 2022/23 Sustainable Transportation Planning Grant program. (3) Caltrans is working with Cambridge Systematics to update the Lake and Mendocino Travel Demand Model, and Lisa Hockaday will be reaching out to local agencies for information, and she may attend a future TAC meeting to discuss this topic. (4) The State Highway Operation and Protection Program (SHOPP) project list has been updated for 2022 and is available at <http://projectbook.dot.ca.gov/>.

Nephele noted that agenda item #7e was inadvertently skipped:

7e. FY 2022-23 Caltrans Sustainable Transportation Planning Grant Cycle – Application Deadline 10/27/21 – This upcoming grant program was briefly discussed, and information on eligible categories and eligible applicants was included in the agenda packet.

8a. Next Meeting – October 20, 2021.

**10. Adjournment** – Approx. 11:50 a.m.

Respectfully Submitted,

Loretta Ellard  
Deputy Planner

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*Approved 11/17/21*

## MINUTES

### MENDOCINO COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE

*Meeting Held Remotely via Zoom Meeting/Teleconference*

**October 20, 2021**

#### **Members Present**

Dusty Duley, City of Willits  
Jason Wise, County DOT  
Mark Cliser, Co. DPBS  
Jason Benson, City of Ukiah  
Richard Shoemaker, City of Point Arena  
Tasha Ahlstrand, Caltrans

#### **Members Absent**

Mitch Stogner, NCRA (*Non-Voting*)  
Barbara Moed, AQMD  
Jacob King, MTA  
Chantell O'Neal, City of Fort Bragg

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

Nephele Barrett, MCOG Administration  
Loretta Ellard, MCOG Planning  
James Sookne, MCOG Planning  
Charlene Parker, MCOG Planning  
Alexis (Lexi) Pedrotti, MCOG Planning  
Danielle Casey, MCOG Administration  
Lisa Davey-Bates, MCOG Planning  
Paul Anderson, City of Point Arena  
Destiny Preston, Caltrans

- 1. Call to Order/Introductions** – Nephele called the meeting to order at approx. 10:03 a.m. Individuals present on the Zoom meeting identified themselves.
- 2. Public Expression** – None.
- 3. Input from Native American Tribal Governments' Representatives** – No tribal representatives were present.
- 4. Approval of 9/15/21 Minutes** - Loretta noted the September minutes were not yet available and will be carried over to the next meeting.
- 5. Draft Regional Transportation Plan/Active Transportation Plan – 2022 Update** – Loretta recapped her staff report and advised that the draft RTP/ATP was posted to MCOG's website on 10/15/21. Email notices were distributed to a large list of stakeholders, along with press releases, advising of the draft being available for public review, and staff will continue to conduct public outreach between now and adoption in December.

Loretta reviewed the various components of the draft and provided a chapter by chapter overview of where the main changes occurred. She said the Active Transportation element will now also serve as the region's Active Transportation Plan. Lexi asked members to let her know of any needed changes to the ATP maps. James and Nephele summarized highlights of the Transit element.

Loretta asked that members supply any missing information for their agency, including “existing and proposed usage” in the ATP element, if available. MCOG still will continue to do outreach and accept comments between now and adoption of the plan.

Nephele noted that even though public comment will be accepted up until the time of plan adoption, it would be helpful to receive TAC comments in advance to incorporate as much input as possible before this is brought back for TAC recommendation at the November 17 meeting. A deadline of November 5 was set for TAC comment, and Loretta said she would follow up with an email to TAC members.

**6. 2022 Regional Transportation Improvement Program** – James summarized his staff report which explained funding amounts (target and maximum) available to the region for programming in the 2022 RTIP. After deducting funds for Planning, Programming, & Monitoring, a target of \$5,081,000 and a maximum of \$6,943,000 is available.

He said based on MCOG Board direction, staff issued a call for projects with a deadline of October 1. Only one application was received – a request from the County Department of Transportation to rearrange previously committed funds (\$1,602,000) for construction of their North State Street project. Due to increased cost estimates, the County would now like to program \$138,000 of the committed funds to the right of way component and leave the remaining \$1,464,000 unprogrammed. This will allow the County to request the remaining unprogrammed funds through allocation of the PS&E . They would prefer to program the additional \$1,464,000 to PS&E in the STIP; however, guidelines do not allow for programming funds to a component that is programmed in the current fiscal year.

Discussion ensued with Jason Wise responding to questions. It was noted that the County intends to apply for HSIP funding for the construction component of this project. MCOG staff was hopeful the project would be competitive for HSIP funding, noting the North Street corridor was one of the highest scoring high injury corridors during the Local Road Safety Plan development process.

In addition to the County’s request, James and Nephele reported that Caltrans has indicated a need for more funding for the PA&ED component of the Gualala Downtown Streetscape project. Nephele said she recently met with Caltrans and they are still working on the estimate to fully fund PA&ED, but it is expected to be in the neighborhood of \$200,000. She said the environmental document is expected to be recirculated early next year, and additional funding is needed. The additional funds for Gualala could be accommodated either by tapping into the existing future funding commitment (up to \$3,050,000) or taking it out of the current fund estimate.

Nephele and James said staff will be working with local agencies to program their COVID Relief STIP funds, as part of the 2022 RTIP. Nephele noted this could possibly be done later through an RTIP amendment but would ideally be done now through the RTIP as these funds have shorter deadlines than standard STIP funds. Discussion ensued on local agencies’ plans for the COVID Relief funds. James will follow-up with local agency staff on programming these funds.

Nephele said a TAC recommendation is needed on what should be included in the Draft RTIP, and the full RTIP will be presented at next month’s meeting for recommendation to MCOG. She said based on funding requests received, most of the available funding will remain unprogrammed at this time,

although it could be programmed in a later amendment. She stressed the need to ensure the County can use all of the funds requested for project development, because any unused funds will be lost.

**Motion by Dusty Duley, seconded by Richard Shoemaker, to recommend approval of the County's request to allocate \$1,602,000 from the construction phase to the PS&E phase and right of way phase to finish out that component.**

**Discussion on motion/amendment**

**Nephele recommended the additional PA&ED funding request (approximately \$200,000) for the Gualala Streetscape Project be taken from the current fund estimate. Tasha requested the motion be amended to include programming additional funding for Gualala Streetscape Project from the current fund estimate. Maker and seconder of motion agreed to the amendment.**

**Motion carried on roll call vote: 6 ayes – Benson, Duley, Shoemaker, Wise, Ahlstrand, Cliser.**

The full RTIP will come back to the TAC next month for recommendation to MCOG.

**7. Staff Reports**

7a. Regional Early Action Planning (REAP) Grants – Update – James briefly reported on the draft Technical Assistance Plan (included in the agenda packet) received from Placeworks, the technical assistance team working with HCD. The draft plan includes a compilation of technical tools developed based on agency feedback during the REAP application process. They are looking for local agency feedback, and want to make sure there is no duplication of effort. James said a meeting is being planned with local agency representatives sometime around November 15-17. Nephele noted the meeting will include planning and community development staff, but TAC members may also send any comments on the draft plan to James.

Dusty asked if the deadline to expend SB 2 funds by the end of next June had been extended. Nephele and James had not heard of an extension, but staff will follow up.

7b. Local Road Safety Plans (LRSP) – Update – Loretta reported the consultant (TJKM) is currently holding the second round of stakeholder workshops. Workshops have been completed in Fort Bragg and Willits, the County workshop will be this afternoon, Ukiah's workshop is next week, and the Point Arena workshop date is pending. Consultants are gathering final input and formulating recommendations, and the project is going well.

7c. FY 2022-23 Caltrans Sustainable Transportation Planning Grant Cycle – Application Deadline 10/27/21 – This upcoming grant program was briefly discussed, and Nephele invited members to reach out to MCOG for assistance with grant applications if needed.

7d. Clean CA Grant Program – Application Deadline February, 2022 (TBD) – Nephele briefly discussed this new grant program which provides funding for beautification and litter removal projects. Potential eligible project types were noted, and it was stated that projects must be ready to go as there is a short window for project completion. Members were invited to contact MCOG staff for help with grant applications, if needed. Loretta noted a third workshop had been scheduled for November 18.

Tasha reported Caltrans District 1 has received \$4.6 million (\$2.3 million each, over two cycles) in funding for infrastructure enhancement projects, under a separate component from the local grants and litter removal components. District 1 staff has been reviewing local planning documents and developing proposals for potential projects, pending review from Caltrans Headquarters. The project list has now been narrowed down to four potential projects:

- Covelo downtown connectivity and beautification – angled parking, street trees, raised planters, art, lighting
- Central Boonville beautification – crossing improvements, curb extensions, street trees
- Hopland Main Street connectivity – gateway monuments, art features
- Old Hopland Russian River Bridge connectivity – pedestrian activated beacon and additional non-motorized signage on SR 175 between Hopland and old Hopland

If approved, Tasha noted the projects will be implemented over the two phases of this grant program.

**8. Miscellaneous**

Caltrans – Tasha reported that Caltrans is initiating a safety project just south of Hopland on US 101 to widen the existing four foot (4') shoulders to eight foot (8') shoulders, and add a left turn and merge lane at the LaFranchi intersection and improve the intersection to accommodate trucks. In addition, there will be a second left turn striped in the southbound direction at the Solar Living facility, with additional improvements. She also advised that Caltrans is working with MCOG and the Hopland Municipal Advisory Committee (MAC) to plan a community meeting in February in tandem with the environmental document for the Hopland ADA project.

FY 2022-23 Overall Work Program – Nephele said Lexi will soon be sending TAC members information on soliciting projects for next year's OWP.

8a. Next Meeting – November 17, 2021.

**9. Adjournment** – Approx. 11:08 a.m.

Respectfully Submitted,

Loretta Ellard  
Deputy Planner

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