

*Approved 4/24/24*

## MINUTES

### MENDOCINO COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE

#### Primary Location

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

#### Teleconference Locations

*City of Fort Bragg – Engineering office, 416 N. Franklin Street, Fort Bragg  
City of Willits – Services and Facilities Dept. 380 E. Commercial Street, Willits*

#### Members Present

Alicia Winokur, County DOT  
Chantell O' Neal, City of Fort Bragg  
Dean Meester, Caltrans  
Tim Eriksen, City of Ukiah  
Jacob King, MTA  
Walter Kolon, City of Willits (Non-Voting, due to agenda posting)

#### Members Absent

AQMD Representative  
Liam Crowley, DPBS  
Paul Andersen, City of Point Arena

#### Staff & Others Present

Nephele Barrett, MCOG Administration  
Lisa Davey-Bates, MCOG Planning  
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  
Andreas Krause, Caltrans  
Sheri Rodriguez, Caltrans  
Cameron Muir, Caltrans  
Tasha Ahlstrand, Caltrans

February 21, 2024

1. Call to Order/Introductions – Nephele called the meeting to order at approx. 10:03 a.m.
2. Public Expression – None.
3. Input from Native American Tribal Governments' Representatives – None.
4. Approval of Minutes of 1/17/24 –  
Motion by Tim Eriksen, seconded by Alicia Winokur, and carried unanimously on roll call vote (5 ayes – O'Neal, Eriksen, Meester, King, Winokur) to approve the minutes of 1/17/24.

#### 5. Caltrans Presentation on Highway Maintenance Safety (HM-4 Safety) Pilot Program (Discussion)

Andreas Krause presented the Caltrans presentation on the Highway Maintenance Safety (HM-4 Safety) Pilot Program. This pilot program aims to fund proactive safety enhancements on state highways through quick turnaround measures, focusing on improving safety rather than maintenance. The program prioritizes Safe Systems approaches and FHWA proven safety countermeasures while remaining open to innovative ideas. The HM-4 program has a short lead time, with a one-year timeline from concept to contract and implementation the following year. Due to this short timeframe, the program has limitations such as addressing right-of-way concerns, environmental permitting, or utility relocation, making hardscaping challenging. The program could potentially fund signing, striping, and pavement markings, which have proven to be effective in enhancing safety. The program focuses on six primary areas: wrong-way driver prevention, horizontal curve warning signs, collision crossover prevention, runoff road collision prevention, pedestrian, and bicycle safety enhancements.

Caltrans staff highlighted the importance of partner input for the next round of funding, which is a new initiative by District One. The goal is to obtain feedback from partners on where and how to spend the funds. This outreach effort aims to prioritize a set of recommendations by spring, which will then be forwarded to headquarters for review and conceptual approval. The website for providing input is expected to be available soon. The program is a five-year pilot, with two additional years remaining. The funding level is approximately \$3.5 million per year for District One. Nephele noted that the timeline does not allow for a lot of public input.

The TAC discussed examples of projects that could be implemented quickly and effectively within the program's scope, such as enhanced visibility crosswalks and channelizers in center turn lanes. It was clarified that this program is for projects implemented by Caltrans on state highways. Nephele thanked Caltrans staff for the presentation.

**6. Caltrans Update on OWP Informational Items – (Information)**

Dean presented updates to the annual Overall Work Program (OWP) informational items, including ongoing and delayed projects, activity dates, and efforts in active transportation counting. The Mendocino travel demand model and updates on the District System Management Plan for a 20-year state highway vision were discussed, with completion expected by December. Updates on the Regional Transportation Plan guidelines were mentioned, alongside the recently adopted guidelines and the delayed Regional Planning handbook update. The California Transportation Plan guidelines were completed early, and Climate Change Vulnerability assessments are expected in 2025. Discussions also included the corridor management plan for State Route 222 to Talmage and Mendocino County's supplemental PCBR improvements for better connectivity and safety. Announcements included new staff hires at Caltrans, including a new Transit Planner position.

**7. FY 2024-25 Draft Overall Work Program (OWP) – (Review/Recommendation)**

Alexis presented the draft Overall Work Program (OWP) with applications from various agencies, and reported a minor funding shortfall. MCOG staff found the Local Transportation Fund (LTF) estimate lower than expected, and noted the anticipated 4% planning services contract increase, subject to change with a new contract. Projects for carryover included the Noyo Harbor Multimodal Circulation Plan and local road safety plan updates. Fort Bragg withdrew their streetscape study application, which will be pursued with future grant assistance, and the County reduced its funding request to mitigate shortfalls. The LTF FY 24/25 allocation decreased, with slight carryover from the current fiscal year. The RTP ATP update was a new project, with funding identified and some carryover details pending. An approx. \$89,000 reserve was set for next year's PMP update and a local match for a grant project. MCOG staff will apply for an RPA discretionary grant for the PMP update. The possibility of excluding some roads in the PMP update was discussed, but no decision was made. Approval for the 2024-2025 draft OWP was recommended, to be submitted to Caltrans by March 1, with MCOG board action delayed until after the canceled February meeting.

**Motion by Alicia Winokur, seconded by Tim Eriksen, and carried unanimously on roll call vote (5 ayes – O’Neal, Eriksen, Meester, King, Winokur) to recommend approval of the FY 2024-25 Draft Overall Work Program.**

**8. California Transportation Commission (CTC) Town Hall in Fort Bragg, April 17-18, 2024 (Discussion)**

Nephele gave an update that the upcoming California Transportation Commission town hall in Fort Bragg on April 17-18. She issued a "Save the Date" notice for distribution to various stakeholders,

including TAC members, MCOG board, and local government officials. Feedback was sought on additional invitees to consider political and logistical considerations, including transportation limitations with a 30-passenger vehicle. The town hall will include discussions and a tour over two days. Brief discussion ensued. Dave Shpak encouraged engaging local MACs to widen community involvement and address regional transportation issues.

## **9. Staff Reports**

### **9a. MTA Ukiah Transit Center Feasibility Study**

Loretta reported on the MTA Ukiah Transit Center feasibility study, advising that the consultant team had evaluated an additional site suggested by the City of Ukiah, located near the Rail Depot off of Perkins. A presentation summarizing their analysis and the entire study was scheduled for the upcoming MTA board meeting. Jacob noted that the project was nearing completion, and said the final feasibility study will be posted on the project website to ensure public access to the information.

### **9b. Local Road Safety/Action Plan Update**

Loretta provided an update on the Local Road Safety/Action Plan Update project. The project was in progress, with the goal of incorporating requirements for the next SS4A application cycle. A meeting was planned with County and City staff to discuss project updates and emphasize the importance of timely responses to consultant inquiries. Discussion followed regarding potential strategies to meet project requirements, including the establishment of a committee or task force for the plan's development, implementation, and monitoring. Concerns were raised about the feasibility of implementing certain elements, such as Vision Zero policies, especially for smaller agencies with limited resources. Dave Shpak asked to be emailed information on the stakeholder outreach schedule.

### **9c. Noyo Harbor Multimodal Circulation Plan**

Loretta reported on the Noyo Harbor Multimodal Circulation Plan, mentioning the grant kickoff meeting and the ongoing work on the RFP, which was delayed due to the need to address DBE requirements due to the project's federal funding. She hopes to distribute the RFP next week, and noted there is interest in coordinating community outreach efforts for this project with the City of Fort Bragg's own Noyo Harbor Blue Economy Plan, to streamline public engagement.

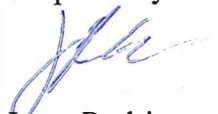
## **10. Miscellaneous**

Loretta advised that a call for projects for adaptation planning grants was recently announced. She had forwarded an email to TAC members with deadlines for pre-application interest forms and technical assistance requests highlighted. Applications are due May 20. This opportunity was distinct from Caltrans planning grants and was open to various types of adaptation planning initiatives.

10a. Next Meeting – 3/20/24, if needed.

11. Adjournment – approx. 11:20 a.m.

Respectfully Submitted,



Jesus Rodriguez

/jr

