

**Mendocino County Climate Action Advisory Committee**  
**Friday June 18, 3:00 - 5:00**  
**Via ZOOM**  
**Meeting Agenda**

Here is your Zoom Meeting Invite:

Topic: Mendocino County Climate Action Advisory Committee

Time: Jun 18, 2021 03:00 PM Pacific Time (US and Canada)

Join Zoom Meeting

<https://mendocinocounty.zoom.us/j/85683019254>

Meeting ID: 856 8301 9254

One tap mobile

+16699009128,,85683019254# US (San Jose)

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+1 669 900 9128 US (San Jose)

Meeting ID: 856 8301 9254

1. Call to Order and Roll Call
2. Review of Agenda
3. Review and Approval of Minutes from May of 2021
4. Public Comment on Non-Agenda Items
5. MCOG Community Outreach regarding the Regional Transportation Plan.  
<https://www.mendocinocog.org/2017-regional-transportation-plan-adopted>
6. Discuss Drought Policy and MCCAAC Policy Goals with Regard to Adaptation to Drought.
7. Discuss the proposed \$2 mil allocation of PG&E/COVID recovery funds to climate related projects.
8. Discuss letter of Comment to California Resources Agency re Gavin's 30 by 30 executive order.
9. Discuss Progress on First Priorities Doc and RTP recommendation.
10. Identify a Meeting Date for July
11. Adjournment

Mendocino County Climate Action Advisory Committee  
Friday May 21, 3:00 – 5:00 PT

1. Call to order and roll call
  - a. Present: John Nickerson, Michael Potts, Susan Sher, Randy MacDonald, Jessica Stull-Otto, Eileen Mitro, Cathy Monroe, Tess Albin-Smith, Ellen Drell
  - b. Not Present: Marie Jones
  - c. Members of the public present: Eleas Kostis, Richard Hubacek, George Reinhardt, Helen Sizemore
2. Review of Minutes- Reviewed with need to change the last name of Jessica. No other changes. MOTION to approve as amended by Nickerson and seconded by MacDonald. Passed UNANIMOUSLY.
3. Public Comment
  - a. Discussion about where this group is going with development of a county plan. The need for funds was raised. Reinhardt raised the work of [ICLEI](#).
  - b. Stull-Otto has been approved as a voting member and welcomed by the group.
  - c. MacDonald mentioned that Hubacek has applied to MCAAC. Hubacek confirmed and stated that he has not heard anything.
4.
  - a. Meeting with the County Executive (Sher)

Supervisor Gjerde at meeting and three additional from fleet department. Steve Dunicliff was not clear on his role. Per conversation with Supervisor Gjerde: money from PG&E coming, \$2m dedicated to climate change. Susan states there was a tentative attitude from county personnel. Dunicliff indicated that the county is not interested in grants.

Discussion continued to the issue of grants and that the county did not appear open to grants. General sentiment was to push-back. We need to get some work done. Eleas Kostis weighed in to support action and securing funding.

Potts felt the meeting helped to open doors. Stull-Otto suggested that we think strategically about who in the county we connect with. Helen Sizemore mentioned the Grassroots Initiative Recommendations which is the next item for discussion. Potts suggested that after the 'Comeback Funds' relieve the losses caused by COVID, most of the remainder be earmarked for a Greening Fund to initiate climate readiness expenses, such as air sourced heat pumps for the upcoming third phase of the Administration Building reroofing; he suggests at least \$4 million. Sher suggested inviting Supervisor Gjerde.

- b. Grassroots Institute (GRI) recommendations (Reinhardt)- three key things; charging stations, PV on government buildings, and electric vehicles for public transportation. GRI encourages coops for food distribution and climate action.

Monroe recommended that some of the comeback money be spent on charging stations. MacDonald mentioned there is support locally for the GRI proposal. MacDonald made a MOTION to support of the GRI proposal, Monroe seconded. Reinhardt offered additional support for action. Increasing the Greening Fund to \$4 million or more was mentioned again. Helen Sizemore mentioned the Inland Democratic Club endorses the GRI recommendations and is working with Willits and Ukiah. Call for vote. Vote is UNANIMOUS.

ACTION: advise BoS of our support of the GRI Recommendations

5. Oak Woodlands Ordinance and Letter.

Monroe brought up issue of Douglas Fir encroachment on oaks. Monroe described the need for more education needed on oaks. Some recommendations for some edits. Drell mentioned that we may want to add other issues, including prescribed fire and education to the letter, although these could be added later. Potts suggested that we would like to add our interest in supporting the county. ACTION: Approval unanimous to send to county.

6. Michelle Passero, in charge of climate issues for the Nature Conservancy, joined the meeting. She is the author of the presentation we were shown. The topic: working landscapes and their baseline contribution to carbon emissions. With a baseline, we can work with property owners to accomplish the policies and directives that come from governmental climate action efforts. California's goal is carbon neutrality by 2045. Without intervention, working lands will increasingly contribute to carbon emissions. Nickerson has been central to providing tools for estimating and monitoring changes in land use. There are advantages to moving the accounting to a larger scale entity, and this can be done without losing accuracy. This methodology goes beyond carbon benefits, but includes scenic, equity, and many other important metrics. Using the baseline, a trajectory can be plotted, and then the same tool and information sources are used to provide accurate monitoring, to see where actuality is in the context of the desired trajectory. The presentation offered a short "laundry list" of the many useful reduction activities that can be employed. Many of the co-benefits address water, habitat, and resilience issues. The tool enables predictions of future GHGs and also show co-benefits.

Discussion of what do we do with an accounting program. The group provided general support for the program. Lots of discussions regarding pros and cons of the approach. The group wanted to know:

- Who would work on it?
- How much would it cost?
- Funding sources?

ACTION: Nickerson will provide more information to the group.

7. Low hanging fruit

- a. Transportation adhoc committee report (Sher) recommends walking and biking, clean driving. Sher would love to see better bike lanes, bike sharing, rental racks, carpooling (especially with Ukiah High School). She suggested putting up shade structure with photovoltaics. Stull-Otto added that she invited MCOG; they will attend the next meeting. Albin-Smith mentioned she is a member of MCOG and that there is a desire to identify climate change priorities.

Potts asked why public transportation is not included and it was agreed that it is an omission. Hubacek brought up the issue of lack of public transportation to rural areas. Reinhardt pushed the group to be more active. MacDonald noted that there are additional items for low-hanging fruit that he would like to include. Stull-Otto suggested a push among government organizations to improve pedestrian and bicycle pathways. Safe Routes to School was raised as a campaign we should support.

ACTION: Sher would like to get the idea submitted to the BoS soon (get the items agreed to by our next meeting).

8. 18<sup>th</sup> of June is the next meeting. Members agree to meet through the summer.

9. Adjourned at 5:03 pm.

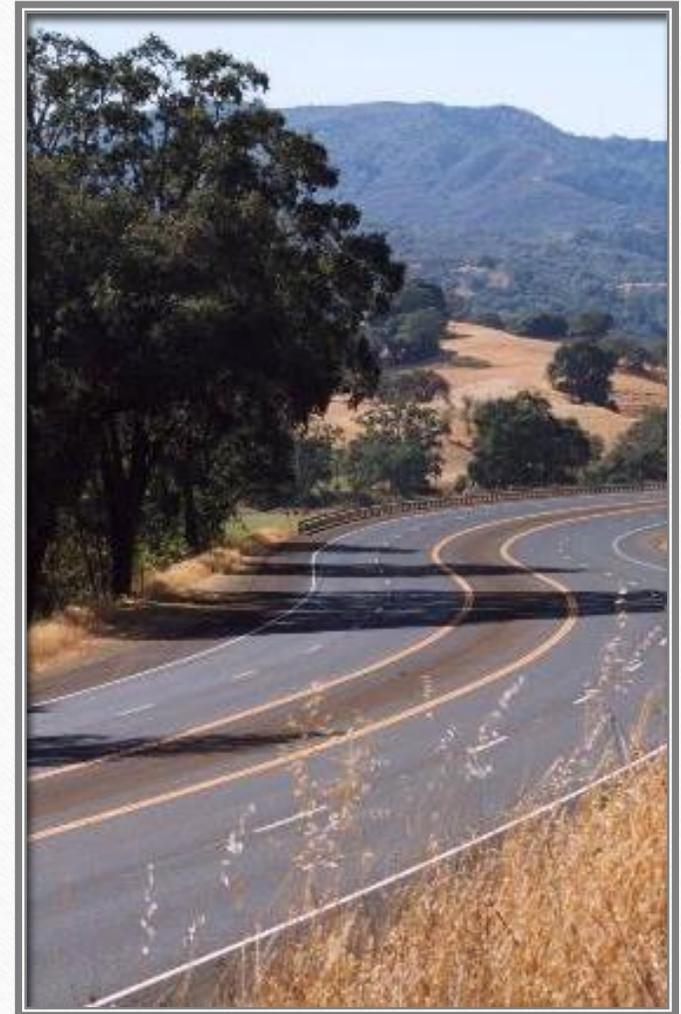
# Mendocino Council of Governments Regional Transportation Plan & Active Transportation Plan - 2022 Update

Spring 2021

Virtual Presentation of RTP/ATP Update Process

and

Opportunities for Public Input



# Mendocino Council of Governments

- ❖ Regional Transportation Planning Agency
- ❖ Joint Powers Authority with County/Cities
- ❖ Updates the Regional Transportation Plan every four years. *Next update due in February 2022.*



# About the RTP

- ❖ Long range planning document covering 20-year time span (updated every 4 years)
- ❖ Promotes safe and efficient transportation system for the movement of people and goods
- ❖ Includes:
  - ❖ Goals, Objectives, and Policies
  - ❖ Needs Assessment
  - ❖ Action Plan
  - ❖ Performance Measures
  - ❖ Financial/Funding constraints



# Transportation Modes

- State Highways
- County Roads & City Streets
- Active Transportation System – *also serves as the region's Active Transportation Plan*
- Public Transit
- Rail
- Aviation
- Maritime
- Tribal Transportation



# RTP Update Process

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- Initial outreach/needs assessment – Identification of needs, deficiencies, and barriers
  - Develop draft documents
  - Next round of outreach – Seek feedback and comments
  - Develop final documents (adopt by February 2022)

# Where are we now?

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- ❖ Conducting public outreach
- ❖ Coordinating and collecting data from County, Cities and other stakeholders
- ❖ Tribal government outreach and consultation



# Your participation is needed!

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- ❖ What transportation needs and issues in Mendocino County would you like to see addressed?
- ❖ What barriers to transportation do you see?
- ❖ Now is your chance to let decision-makers know your concerns.

# Virtual Public Input Tools

The screenshot shows the Social Pinpoint interface. At the top left is the 'socialpinpoint' logo. To its right is a navigation bar with icons for 'Drag to comment', 'Pedestrian', 'Bicycle', 'Transit', 'Streets and Roads', and 'Other'. Below the navigation bar is a map of Mendocino County, California, with various locations and roads labeled. On the left side of the map is a sidebar with 'Return', 'ABOUT', 'ACTIVITY', and 'TAKE THE SURVEY!' buttons. The map shows major roads like SR 101, SR 162, SR 20, SR 128, SR 181, SR 29, SR 36, SR 39, SR 40, SR 49, SR 50, SR 52, SR 53, SR 54, SR 55, SR 56, SR 57, SR 58, SR 59, SR 60, SR 61, SR 62, SR 63, SR 64, SR 65, SR 66, SR 67, SR 68, SR 69, SR 70, SR 71, SR 72, SR 73, SR 74, SR 75, SR 76, SR 77, SR 78, SR 79, SR 80, SR 81, SR 82, SR 83, SR 84, SR 85, SR 86, SR 87, SR 88, SR 89, SR 90, SR 91, SR 92, SR 93, SR 94, SR 95, SR 96, SR 97, SR 98, SR 99, SR 100, SR 101, SR 102, SR 103, SR 104, SR 105, SR 106, SR 107, SR 108, SR 109, SR 110, SR 111, SR 112, SR 113, SR 114, SR 115, SR 116, SR 117, SR 118, SR 119, SR 120, SR 121, SR 122, SR 123, SR 124, SR 125, SR 126, SR 127, SR 128, SR 129, SR 130, SR 131, SR 132, SR 133, SR 134, SR 135, SR 136, SR 137, SR 138, SR 139, SR 140, SR 141, SR 142, SR 143, SR 144, SR 145, SR 146, SR 147, SR 148, SR 149, SR 150, SR 151, SR 152, SR 153, SR 154, SR 155, SR 156, SR 157, SR 158, SR 159, SR 160, SR 161, SR 162, SR 163, SR 164, SR 165, SR 166, SR 167, SR 168, 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Transportation Plan (ATP) would like to hear from members of the community and stakeholders about transportation needs, deficiencies, and mobility barriers/challenges.

The RTP is a long-range planning document covering a 20-year time span, which includes short- and long-range transportation projects across all modes of transportation, including motorized, active transportation, and public transit. It promotes a safe and efficient transportation system, and establishes regional goals that support mobility, economic, and health goals of the region. The updated RTP is scheduled to be adopted in December, 2021.

### Share Your Feedback!

Give us your feedback on all things transportation related in Mendocino County!



#### Interactive Map

Use this map to provide location-based comments on issues related to:

- Pedestrians
- Bicycles
- Public Transit
- Streets and Roads

[Explore Map](#)



#### Take the Survey!

This is where community members can give 2 minutes of their time to provide some general transportation feedback to help guide the development of the 2022 Regional and Active Transportation Plans.

[Complete Survey](#)

### Spend Some Money!

If you had money for transportation, how would you spend it? Use the budgets below to show what types of projects are important to you. Money may be split between as many choices as you like or concentrated on a few. **Please do not exceed the allocated dollar amount per budget.**



#### Multimodal Transportation

Spend \$100 on projects such as:

- Maintaining existing roads
- Build new roads
- Improving bicycle and pedestrian facilities
- Improve public transit

[Multimodal Transportation Budget](#)



#### Active Transportation

Spend \$50 on projects such as:

- Sidewalk/bike lane infill
- ADA curb ramps
- Recreational trails
- Bicycle improvements on State Highways

[Active Transportation Budget](#)

## Ways to Stay Engaged and Provide Input:

- ❖ Visit MCOG's RTP page at <https://www.mendocinocog.org/regional-transportation-plan-rtp-active-transportation-plan-2022-update>
- ❖ Subscribe to MCOG's list serve to receive Board agendas & notices – via “Join our mailing list” button on bottom corner of each web page
- ❖ Invite MCOG to give RTP presentation to your group or agency
- ❖ For alternative methods of input or questions, contact:
  - ❖ By phone: 707-463-1859
  - ❖ Email project lead Loretta Ellard: [lellard@dbcteam.net](mailto:lellard@dbcteam.net)
  - ❖ By mail: 525 S. Main Street, Suite B, Ukiah, CA, 95482

**Thank you!**

**DRAFT Recommendations from the Mendocino County Climate Action Advisory Committee (MCCAAC) to the Mendocino Council of Governments (MCOG)**

Introduction

The MCCAAC was formed in 2019. Our purpose is to address the crisis of climate change and implement policies and actions to reduce greenhouse gas (GHG) emissions, increase carbon storage and prepare County residents to deal with local climate caused disasters. An all-volunteer board with a tiny budget, we have been meeting monthly and working hard to meet this ambitious agenda. We believe that with increased awareness and concern, it is incumbent on government agencies to treat climate change as the emergency that it is.

Given this extreme situation, the MCCAAC urges MCOG to prioritize GHG reduction and elevate those policies and projects that achieve this goal.

The following is a list of transportation-related recommendations we feel would go a long way towards improving air quality, maximizing safety for pedestrians and bicyclists and increasing awareness of what County residents can do to reduce the risk of climate change. Some of these recommendations are inexpensive and easily achieved while others can be considered a “wish list” requiring significant funding. We would be delighted to speak with your staff or board members in more detail about any or all of our recommendations.

1. Encourage More Extensive Walking and Bicycling

Organizations like Walk & Bike Mendocino have been doing great work encouraging children and adults to walk and ride their bikes more. Venues like the Great Redwood Trail have afforded opportunities to ride without encountering motor vehicles. But our downtown cities can be dangerous for bike riders, particularly children. Bike lanes are few and far between and some (e.g., Gobbi Street in Ukiah) are not wide enough. More safe bike lanes on busy streets would go a long way towards encouraging residents to bike instead of drive. Grant funding through the State Department of Transportation could be sought for more bike and pedestrian paths.

Several years ago, the Mendocino County Department of Public Health sponsored “Safe Routes to Schools” workshops that offered instruction to children regarding best bicycle practices, gave out bicycle helmets at no charge and encouraged bicycling as a fun, safe and healthy alternative to children being transported to school by the family vehicle. We would like to see more of those adequately funded partnerships with County agencies to improve our bicycle and pedestrian infrastructure.

While the County of Mendocino appears to understand the need for non-motorized and Safe Routes to School infrastructure improvements, its Department of Transportation is understaffed and faces challenges in taking on these projects. In order to accomplish important planning projects in support of active transportation, it’s clear help is needed to apply for grant funding and oversee project implementation

Carpooling or bicycle riding to work or school could be encouraged by offering prizes and incentives. For many years, Low Gap Road in Ukiah at school drop-off and pick-up times has been a mess of a traffic jam with most drivers transporting only one child. Those (few) students who walk or ride their bicycles often arrive at school faster than those sitting in a very slow-moving vehicle. Arranging carpools for students and employees who must drive from outlying areas will certainly require some planning and flexibility but can be done!

Bike sharing or rental racks in downtown areas would offer employees and visitors to our cities who do not have bicycles with them the opportunity to park their cars and get around via bicycle to do errands or explore. Bike sharing facilities could also be provided at electric-vehicle charging stations.

#### Active Transportation Objective & Policy Recommendations:

Encourage Healthier Lifestyles - Continue to partner with government, non-profit, and community groups to apply for and oversee grants to continue Safe Routes to Schools non-infrastructure projects throughout Mendocino County;

We also recommend that MCOG work with the cities, counties, and public land owners to increase street trees that provide shade to make walking a more comfortable choice;

Increase funding for active transportation - Increase percentage of Local Transportation funds for bike and ped projects;

Financial Policies – secure grant funding - Consider acting as implementation agency, when no other agency is able to act as such, for projects that will result in increased opportunities for active transportation and/or decreased GHG emissions.

## 2. Encourage Cleaner Driving

Our County is in desperate need of more Level 3 electric vehicle fast charging stations. We understand that has become a priority for MCOG. In addition to encouraging and accommodating owners of EV's, we need those fast-charging stations so we do not continue to lose precious tourist dollars from EV owners traveling through our cities. Unfortunately, the Level 2 chargers are so slow that most travelers do not have the time to wait over 7 hours for a charge. We also recommend exploring possible partnerships to develop shade structures topped with photovoltaics to assure that the increased demand for electricity for e-vehicles is paired with renewable energy generation.

Unfortunately, we see widespread vehicle idling, i.e., drivers sitting in their vehicles with the engines running while parked. This causes foolish and wholly unnecessary carbon dioxide emissions, a leading contributor of climate change. It also emits harmful chemicals into the air we breathe. Due to advances in technology, letting a vehicle idle for more than 10 seconds burns more fuel than turning it off and restarting. Particularly troubling is that many loving parents and guardians engage in this dangerous practice

when picking up their children from schools. An education campaign in the schools and in workplaces could go a long way towards ending this unfortunate practice.

Similarly, we have many drive-thru businesses in the County – fast food, coffee, pharmacies, banks, etc. Except for people with mobility challenges, it is not necessary for able-bodied folks to sit in their idling vehicles instead of going inside a business. Now that the pandemic is winding down, there is often no reason for consumers to use drive-thrus other than for personal convenience. We would like to see a moratorium on approval of more drive-thrus and encouragement of consumers to no longer idle in their vehicles while awaiting a service.

On that same note, we often see idling vehicles at Cal Trans construction sites. Signage asking motorists to turn off their cars while waiting at these sites would be a great step.

### 3. Make Public Transportation Cleaner and More Accessible to Outlying Areas

This has probably been discussed and possibly explored: Mendocino Transit Authority (MTA) utilizes many large, fossil fuel dependent busses often with far less than a full load of passengers. Switching those busses to smaller, electric vehicles would be a wonderful step towards the creation of a cleaner and more efficient public transit fleet. Since many of MTA's routes do not require more than 200 miles of travel per day, electric busses could be re-charged each day. Moreover, electrically powered vehicles would not negatively impact the residential neighborhoods and business districts along their routes with greenhouse gas carbon emissions. We are aware of one gas-powered bus that has been replaced by an EV. More extensive replacement must be explored.

We are also aware that some outlying rural areas of our County, such as Comptche and Covelo are not served by MTA. This presents a significant hardship to residents of those communities; expansion of service to rural areas needs to be addressed.

MCCAAC encourages MCOG to continue to work with MTA to diversify fleet size and fuels for transit fleet including working toward an all-electric fleet, and increase solar powered canopies at transit stations.

### 4. Coordination and Outreach with Other Agencies and Organizations

We live in a County with many active and well-informed residents very concerned about the specter of climate change. These group members are anxious to share their views. Local organizations such as the MCCAAC, Climate Action Mendocino (CAM), a Ukiah-based grassroots group, and the Municipal Advisory Councils (MACs) throughout the County would welcome discussion with MCOG. As a policy of objective, the MCCAAC invites MCOG to work with our group to identify and implement projects that will have high impact on GHG reductions.

5. Encourage More Virtual Meetings to Reduce Vehicle Travel

While we are undoubtedly excited to begin meeting in-person post-pandemic, one of the unexpected “gifts” of our time of staying at home was a marked reduction in vehicle travel. Certainly, Zoom meetings get tiresome but they have given us the ability to reduce our carbon footprints by driving less. These plans for the future require thoughtful discussion regarding balancing our need for human contact with our responsibility to cut down on greenhouse gas emissions.

Susan and Jessica disagree on including the following topic re restoring freight rail service. Susan feels that in the past, freight service heavily impacted predominantly low-income neighborhoods with air and noise pollution and the discontinuation of it about 15 years ago significantly improved quality of life in these neighborhoods. Jessica wishes to point out that restoring freight lines would reduce the numbers of GHG emitting trucks on our roads and rebuilding rail line infrastructure via possible federal funding should be explored. S and J would like to hear from MCCAAC members on this issue.

Goods transport – rebuilding rail lines to Mendocino County

While the demand for rail for passenger services may not be significant at this time, if freight rail could replace 4 trucks for each freight car, it seems GHG reductions from increased freight services may be significant. Considering the strong need to reduce GHG emissions, freight rail should be placed as a higher priority project. Considering the focus on addressing Climate Change at the federal level, Mendocino County should prepare itself to be ready to receive infrastructure funding that would help develop the freight rail system should that funding become available for such projects in the near future.

Rail Objective & Policy Recommendation:

Provide support to rail operators - Work with NCRA to assure they are ready to receive funds for infrastructure development when the funding becomes available.

Re the following issue, Jessica feels not having adequate housing in unincorporated remote areas like Round Valley has resulted in increased vehicle travel and that addressing housing shortages via the RHNA should be included in our recommendations. Susan feels that we have a long and comprehensive list all ready and while the housing issue is certainly important, we have lots on our plates all ready and prefers to not include it. Feedback is sought from MCCAAC members re whether or not to include this.

Land Use - Jobs-housing balance policy recommendation to reduce unnecessary travel

- Use information around transportation trends to identify specific communities within the Mendocino County unincorporated areas where Regional Housing Needs Allocation (RHNA) should be designated to help address housing shortages that may be resulting in increased travel due to housing shortages.