



Sustainable Transportation Planning Grant Program

GRANT APPLICATION COVER SHEET

PART A. APPLICATION INFORMATION

FY 2023-24

Grant Category (select only one)

Climate Adaptation (MPOs, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

11.47% Local Match requirement (Not Applicable to Native American Tribal Governments)

Sustainable Communities (MPOs with sub-applicant, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

Strategic Partnerships (MPOs and RTPAs only)

X	Sustainable Communities Competitive (11.47% Local Match requirement)		Strategic Partnerships (FHWA SPR Part I) (20% Local Match requirement)
	Sustainable Communities Competitive Technical (11.47% Local Match requirement)		Strategic Partnerships Transit (FTA 5304) (11.47% Local Match requirement)

Application Submittal Type (more than one may be selected)

New		Prior Phases		Re-Submittal	
X	New Application		Continuation of a prior project. If so, list the Grant FY and project title below.		Re-submittal from a prior grant cycle.
					How many times has an application been submitted for this project, including this one?

PART B. PROJECT INFORMATION

Project Title and Location

Project Title	Noyo Harbor Multimodal Circulation Plan		
Project Location (City)	Fort Bragg	Project Location (County)	Mendocino County

Funding Information

- Is the applicant proposing to meet the minimum local match requirement or an over-match? Use the Match Calculator to determine the appropriate match. [Match Calculator](#)
 Minimum Local Match Over-Match
- What is the source of Local Match funds being used?
 (MPOs – Federal Toll Credits, PL, and FTA 5303 cannot be used to match Sustainable Communities Competitive or Adaptation Planning grants)
 Local Transportation Funds Local Sales Tax Special Bond Measures
 Other, specify:

Grant Funds Requested	Local Match (Cash)	Local Match (In-Kind)	Total Local Match	% Local Match	Total Project Cost
\$190,340	\$24,661	\$0	\$24,661	11.47%	\$215,000



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Project Description (3-5 Sentences Max.)

Insert Application Narrative:
1. Project Description

Noyo Harbor is a busy area with an active mix of fishing industry, commercial, visitor serving, dining and recreation options located at the southern end of Fort Bragg (in Mendocino County) below the Noyo Harbor Bridge on SR 1. This project will study multimodal (pedestrian, bicycle, transit) access into and through the harbor where none currently exists, create a more efficient circulation pattern, look at improving safety by reducing conflicts between transportation modes, and create mode shift/reduce vehicle trips by providing non-vehicular and transit access to and through the harbor. It will study the feasibility of transitioning vehicular traffic through the harbor to one-way (to accommodate bike/ped in limited ROW) connecting N. Harbor Dr. to Noyo Point Rd (see attached map) on the west end of harbor (providing a secondary emergency evacuation route where none currently exists), and constructing a roundabout (or other intersection control) at the intersection on North Harbor Drive and State Route 1 (Main Street) to improve circulation and safety for all modes. This project is necessary to provide a comprehensive review of bike/pedestrian access to and through the harbor, motorized/non-motorized conflicts, and circulation and safety issues in the harbor. Parties include MCOG, City of Fort Bragg, County of Mendocino, Mendocino Transit Authority, Caltrans, Noyo Harbor District, Sherwood Valley Band of Pomo, community and tribal members; major deliverables include community outreach events, draft and final study reports; relevant local planning efforts include the 2017 North Harbor Access Plan and 2019 Noyo Harbor Sustainability Plan; the project supports CTP 2050 goals of Accessibility (improve multimodal mobility and access to destinations for all users), Equity (eliminate transportation burdens for designated groups) and Climate (increase resilience to climate change); and supports CAPTI's guiding principle of "investing in networks of safe and accessible bicycle, pedestrian and transit infrastructure."

Project Type

Choose the Project Type that best represents the focus of the proposed project. See Grant Application Guide for examples. Two max. may be selected.

- Active Transportation (Bicycle and Pedestrian)
- Climate Change (Infrastructure Adaptation, Vulnerability and Resiliency)
- Complete Streets (Multimodal specific type)
- Corridor (Local Streets or Highways)
- Freight/Goods Movement
- General Plan (Circulation Element, Land Use Element, Specific Plan)
- Multimodal (Motorized and Active Transportation)
- Technical (Modeling, VMT Mitigation, ZEV Infrastructure, ZEB Transition, etc.)
- Transit (Bus, Light Rail, and Commuter Rail Service)
- Other, specify:

Underserved Community Definitions



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PART B. PROJECT INFORMATION (CONTINUED)

the underserved communities in the project

- Rural Communities of 50,000 or less and outside of urbanized areas
- Native American Tribal Governments
- Regionally/Locally Defined Underserved Communities
- At/Below 80% Assembly Bill 1550 (Gomez, Statutes of 2016)
- At/Above 75% California Department of Education, Free or Reduced Priced Meals Data
- At/Above 75% CalEnviroScreen Version 4.0
- At/Below 25% California Healthy Places Index



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PART C. CONTACT INFORMATION*

	Primary Applicant	Sub-Applicant	Sub-Applicant
Organization (Legal name)	Mendocino Council of Governments		
Dept./Division	Administration		
Street Address	525 S. Main St. Suite B		
City	Ukiah		
Zip Code	95482		
Phone Number	707-463-1859		
Executive Director Name	Nephele Barrett		
Title	Executive Director		
Executive Director E-mail	barrettn@dow-associates.com		
Financial Manager Name	Janet Orth		
Title	Deputy Director & CFO		
Financial Manager E-mail	orthj@dow-associates.com		
Contact Person Name	Loretta Ellard		
Title	Deputy Planner		
Contact Phone Number	707-234-3434		
Contact E-mail	lellard@dbcteam.net		

*Use additional pages if necessary.



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PART D. COMPLIANT HOUSING ELEMENT

City/County Primary/Sub-Applicants for Sustainable Communities Grants	Yes	No
Does the City/County have a compliant Housing Element? If No, explain the current status: <p style="text-align: center;">N/A – Applicant is not a City or County</p>		
Has the City/County submitted Annual Progress Report to the California Department of Housing and Community Development for calendar years 2020 and 2021? N/A		

PART E. OTHER FUNDING PROGRAMS

Applicants may leverage other program funds for this planning grant, as long as the activities are eligible.

	Yes	No	N/A
Is the applicant applying for the Governor's Office of Planning and Research (OPR) Climate Adaptation Planning Grant Program? Applicants should not submit the same project application to both funding programs. However, applicants may propose to leverage funds from one funding program to another. For instance, an applicant with a large project may propose to fund one component with Caltrans funds, and another with OPR funds. Applicants may also propose two entirely different projects to each funding program. If yes, identify the differences between each proposal, and briefly summarize the leverage opportunity if awarded both Caltrans and OPR funding:		X	
Is the applicant applying for any other funding programs to complete this project? If yes, list them here:		X	



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PART F. LEGISLATIVE INFORMATION

Use the following link to determine the appropriate legislative members in the Project area.

Search by address: <http://findyourrep.legislature.ca.gov/>

State Senator(s)		Assembly Member(s)	
District	Name	District	Name
2	Mike McGuire	2	Jim Wood

PART G. LETTERS OF SUPPORT

List all letters of support received for the proposed project. Letters should be addressed to the applicant.

Name/Agency	Name/Agency
Bernie Norvell, Fort Bragg City Council	
Jim Wood, State Assembly – 2 nd District	
Mike McGuire, State Senate – 2 nd District	
Howard Dashiell, Mendocino Co. Department of Transportation	
Dan Gjerde, County Supervisor – 4 th District	
Jacob King, Mendocino Transit Authority	
Jim Hurst, Noyo Harbor District	
Melanie Rafanan, Sherwood Valley Band of Pomo Indians	



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GRANT APPLICATION SIGNATURE PAGE

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Applicant			
Authorized Official (Applicant)			
Print Full Name	Nephele Barrett		
Title	Executive Director		
Signature	<i>Nephele Barrett</i>	Date	3-8-23
Sub-Applicant(s)*			
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	

*Use additional pages if necessary.



Sustainable Transportation Planning Grant Program
SUSTAINABLE COMMUNITIES - GRANT APPLICATION
NARRATIVE

PART H. APPLICATION NARRATIVE

FY 2023-24

Project Information

Organization (Legal name)	Mendocino Council of Governments
Project Title	Noyo Harbor Multimodal Circulation Plan
Project Area Boundaries	North Noyo Harbor is an area on the south side of the City of Fort Bragg, located within the County of Mendocino, accessed via North Harbor Drive via State Route 1
Project Timeframe (Start and End Dates)	November 1, 2023 - February 28, 2026

Do not alter application format and font size 10

Application Narrative

1. Project Description (10 points) - 3-5 sentences maximum; Do not exceed the space provided.

Briefly summarize project in a clear and concise manner, including why the project is necessary, major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts.

Noyo Harbor is a busy area with an active mix of fishing industry, commercial, visitor serving, dining and recreation options located at the southern end of Fort Bragg (in Mendocino County) below the Noyo Harbor Bridge on SR 1. This project will study multimodal (pedestrian, bicycle, transit) access into and through the harbor where none currently exists, create a more efficient circulation pattern, look at improving safety by reducing conflicts between transportation modes, and create mode shift/reduce vehicle trips by providing non-vehicular and transit access to and through the harbor. It will study the feasibility of transitioning vehicular traffic through the harbor to one-way (to accommodate bike/ped in limited ROW) connecting N. Harbor Dr. to Noyo Point Rd (see attached map) on the west end of harbor (providing a secondary emergency evacuation route where none currently exists), and constructing a roundabout (or other intersection control) at the intersection on North Harbor Drive and State Route 1 (Main Street) to improve circulation and safety for all modes. This project is necessary to provide a comprehensive review of bike/pedestrian access to and through the harbor, motorized/non-motorized conflicts, and circulation and safety issues in the harbor. Parties include MCOG, City of Fort Bragg, County of Mendocino, Mendocino Transit Authority, Caltrans, Noyo Harbor District, Sherwood Valley Band of Pomo, community and tribal members; major deliverables include community outreach events, draft and final study reports; relevant local planning efforts include the 2017 North Harbor Access Plan and 2019 Noyo Harbor Sustainability Plan; the project supports CTP 2050 goals of Accessibility (improve multimodal mobility and access to destinations for all users), Equity (eliminate transportation burdens for designated groups) and Climate (increase resilience to climate change); and supports CAPTI's guiding principle of "investing in networks of safe and accessible bicycle, pedestrian and transit infrastructure."



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2A. Project Justification (15 points) - Do not exceed the space provided

- Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies
- Describe the ramifications and impact of not funding this project
- Clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.)
- Competitive applications support the need for the project with empirical data
- Describe how this project addresses issues raised
- Define the public benefit
- Explain how the public was involved with identifying issues

THE PROBLEM - Noyo Harbor Drive, a narrow two-lane roadway with no shoulders, is the only access route to and through the busy north side of Noyo Harbor. Vehicles, bicycles, and pedestrians must share the road, causing safety concerns and conflicts among modes, and inefficient circulation. There is no emergency evacuation route, as well as no transit access to the harbor. The fact that there is only one road in and out of Noyo Harbor is a major concern from a safety point of view. The Noyo Harbor is located in a Tsunami Inundation Zone, which, along with any number of natural or man-made disasters could render North Harbor Drive unusable, preventing emergency vehicle access to and safe evacuation out of the harbor area. Additionally, this problem is compounded by lack of sufficient parking in the north harbor as well as no transit access.

THIS PROJECT WILL ADDRESS IDENTIFIED PROBLEMS by studying the feasibility of transitioning vehicular traffic through the harbor to one-way, connecting North Harbor Drive to Noyo Point Road on the west end of the harbor (providing a secondary emergency evacuation route where none currently exists), and constructing a roundabout (or other traffic control) at the intersection on North Harbor Drive and State Route 1 (Main Street) to improve circulation and safety for all modes.

RAMIFICATIONS of not funding this project would be the continued lack of safe multimodal access into and through the harbor, continued risk due to lack of an emergency evacuation route in a Tsunami Zone, continued lack of resiliency in the face of Climate Change (only one way in or out) and loss of opportunity to encourage mode shift and reduce GHG, and continued poor access to jobs in the area.

EXISTING ISSUES include lack of safe bicycle and pedestrian access to/through Noyo Harbor, conflict among motorized/non-motorized transportation modes in harbor area, inefficient circulation, no transit service to the harbor, one narrow roadway with a sharp blind turn, and critical need for a secondary emergency evacuation route. This singular roadway is also rutted and potholed and lacks drainage facilities and parking controls, further undermining its suitability for multi-modal access. Lack of safe



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2A. Project Justification (continued)

non-motorized facilities causes safety concerns for employees who must often bike or walk to work to businesses in the harbor which is located in a disadvantaged or "underserved" community, as well as diminishes the "visitor experience" of tourists which is a major source of income for the local economy.

EMPIRICAL DATA – See attached: (1) project area map; (2) documentation of "underserved" community status; (3) map of MTA transit routes showing lack of transit service to Noyo Harbor, (4) photos of North Harbor Drive showing lack of multimodal facilities; (5) excerpt from 2019 Noyo Harbor Community Sustainability Plan showing community-informed priorities; (6) CA Tsunami Hazard Area map showing Noyo Harbor in Tsunami zone - Website: <https://www.conservation.ca.gov/cgs/tsunami/maps/mendocino>

PROJECT ADDRESSES ISSUES RAISED by conducting a robust, community-informed feasibility study that results in a final plan that identifies and analyzes bicycle and pedestrian access to the harbor, transit service to harbor, motorized and non-motorized conflicts, circulation and safety issues in the harbor, emergency evacuation concerns, and recommends implementable solutions. It will also address employee needs for transit and expanded active transportation options, and will reduce the need for vehicles in the congested harbor.

PUBLIC BENEFIT - Fort Bragg is an active community, with residents and visitors who desire active walking and biking options; however, those options are not currently available to/within the Noyo Harbor, one of the major destinations for employment and recreation. The PUBLIC BENEFIT of this project will be (1) a community-informed planning document (final study) that will be used by the City and/or County and Caltrans to seek implementation funding for recommended transportation and safety improvements in and through the Noyo Harbor, and (2) implementation of constructed improvements which will greatly improve safety and overall quality of life for this "underserved" community's residents.

PUBLIC INVOLVEMENT has been community members participating in past planning studies for the harbor. City meetings have in the past received testimony from the public on the need for improved non-motorized access to the harbor. The 2019 Noyo Harbor Community Sustainability Plan included a wide array of participants in the harbor's commercial and charter fishing industry, along with working waterfront business owners and operators, property owners, and residents of the adjacent coastal region. Through this robust planning process, stakeholders identified the top 12 issues facing the harbor, and the #4 priority was improved north harbor vehicle access, and #12 was improved sidewalks, trails, and bicycle lanes (see attached Plan excerpt). Considering the other major issues facing the harbor includes the lack of fuel dock, deferred dredging, and lack of cold storage for fishing industry, this is a really significant finding. The consensus of the Noyo Harbor Community Sustainability Plan was the need to seek Mendocino County and City of Fort Bragg assistance in identifying and implementing improvements necessary to resolve these issues. Public engagement has not yet started for this proposed project; however, the public will be fully involved by participating in community meetings to identify needs and recommend solutions.



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2B. Underserved Communities Justification (5 points) - Do not exceed the space provided

- Explain how the project area or portions of the project area are defined as an underserved community, including Native American Tribal Governments and rural communities
- Explain how the proposed project addresses the needs of the underserved community
- Describe how underserved communities will benefit from the proposed planning project
- Cite data sources, the Grant Application Guide Appendix A tools used to define underserved communities, and include a comparison to the statewide thresholds that are established in each tool

PROJECT AREA is entirely within an UNDERSERVED rural community with a population of less than 50,000 & outside an urbanized area; household income in project area is below 80% of the statewide median income as described by AB1550 (Gomez, 2016). The Fort Bragg communities' median household income is 37% lower than the rest of the State, and approx. 19% of the community lives at or below the poverty line. Project ADDRESSES NEEDS OF THE UNDERSERVED COMMUNITY by incorporating a diverse group of stakeholders through a variety of robust public engagement strategies. Project BENEFITS the UNDERSERVED COMMUNITY (residents, businesses, low-income) by: evaluating facilities for bicycles/pedestrians which can reduce automobile traffic & vehicle emissions; providing multiple means of access & facilitating walking/biking which can increase activity & result in higher sales at local businesses; establishing secondary access for emergency evacuations which will enhance public safety & emergency response capabilities for residents, workers and visitors in harbor; evaluate improved vehicle access which reduces pick-up delivery times for trucks, reduces vehicle emissions; & improves economic efficiencies; identifying potential improvements to storm drainage facilities may enhance quality of stormwater discharge to Noyo River; and incorporation of transit services to expand transportation options. DATA SOURCES used include the Appendix C Map indicating rural areas from Grant Guidelines, AB 1550, and US Census Bureau.

2C. Underserved Communities Engagement (5 points) - Do not exceed the space provided

- See Grant Application Guide, Appendix A, for community engagement best practices
- Describe how the proposed effort would engage underserved communities, including Native American Tribal Governments and rural communities. Include specific outreach methods for involving underserved communities
- Describe how underserved communities will continue to be engaged during the next phases after the proposed planning project is complete, including project implementation.

The proposed effort will use the community engagement best practices by involving the UNDERSERVED COMMUNITIES including the local Pomo Tribe, the rural community of Fort Bragg, and the Noyo Harbor district through a mix of virtual and in-person workshops and events to increase the reach of involvement; through distribution of flyers soliciting workshop participation in a variety of public places (especially those that provide essential services like the food bank, public kiosks and utility bill mailers); and by providing outreach material in both English and Spanish for the limited English proficiency community. Low-tech options (tabling at local events such as farmers markets, stores, etc.; flyers, comment cards, printed information, etc.) will also be included for those without access to technology.

The whole project area is an underserved community and will continue to be ENGAGED through all phases of the project through frequent project status updates, press releases, and continued dialogue as the project progresses into full design and through construction.



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SUSTAINABLE COMMUNITIES - GRANT APPLICATION

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3. Grant Specific Objectives (Total 35 points)

Integrate the following Grant Program Considerations (Grant Application Guide, Chapter 1.2) in the responses for 3A-G below, as applicable:

- Caltrans Strategic Plan
- California Transportation Plan (CTP)
- Modal Plans that Support the CTP
- Title VI and Environmental Justice
- Climate Action Plan for Transportation Infrastructure
- California Adaptation Strategy
- Master Plan for Aging

3A. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal encourages local and regional multimodal transportation, housing and land use planning that furthers the region's RTP SCS (where applicable)
- Demonstrate how the proposed effort would coordinate transportation, housing, and land use planning components of the project to inform one another (i.e., regular coordination meetings between responsible entities, joint community meetings, letters of commitment from all relevant implementing agencies, etc.
- Explain how the proposed effort would contribute to shifts in land use towards more sustainable and equitable communities, such as more affordable housing near transit or more compact regional development patterns (Reference Grant Application Guide, Chapter 2.2, for example project types)

This proposal directly encourages local and regional multimodal transportation by seeking to improve motorized, non-motorized, and transit transportation options into and through the Noyo Harbor. The CTP and CAPTI, as well as the region's RTP, support and encourage active transportation options, as proposed by this project. This project also supports the California Strategic Plan's goal to "enhance and connect the multimodal transportation network". This study would coordinate transportation, housing and land use planning, by bringing together responsible County and City departments (Public Works, Transportation, Community Development, Law Enforcement, Fire, and Safety) along with the Sherwood Tribe and transit agency, in regular coordination meetings to ensure recommended improvements are implementable and supported by decision-makers. Jurisdiction in the Noyo Harbor involves both the City of Fort Bragg and the County of Mendocino, and housing areas adjacent to the project are located in both County and City jurisdictions. Both agencies will serve on the Technical Advisory Group for this project and have provided letters of support. This Plan will lead to improved coordination of multimodal travel modes, and improved non-motorized access from adjacent housing areas to the harbor. By improving multimodal transportation options into and throughout this busy harbor which includes numerous employment sites, workers will have expanded transportation choices (improved equity for non-motorized travelers) beyond motorized vehicles. Workers, along with residents, in adjacent housing areas will be able to take advantage of safe and sustainable active transportation modes. Initiation of transit service into the harbor will also be studied, including options for first-last mile connections. Although Fort Bragg is a very walkable town, access to and through the harbor is not walkable. Housing, including housing for harbor employees, is located outside of the harbor, and employees are forced to use cars for transportation due to lack of other options.



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3B. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal contributes to the State's GHG reduction targets and advances transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.)

This project, when implemented, will help meet the State's GHG reduction targets by reducing the usage of single occupant vehicles traveling into the harbor by providing safe, non-motorized travel options for travel to and through the harbor. Increasing active transportation options promotes increased accessibility for employees who work in the harbor, as well as for community members visiting the harbor's business and recreation facilities. Implementation of transit service and safe bicycle and pedestrian facilities may result in some mode shift and reduce single occupancy trips, thus reducing VMT and GHG. Increased walking, biking, and transit mobility options would have positive health, quality of life, and transportation benefits in supporting this community's under-served and disadvantaged population, and would provide more multimodal transportation options to support and coordinate with current and future employment opportunities in the harbor. The possibility of future transit service in the harbor will aid in GHG and VMT reduction efforts, once implemented. Transit use is likely to be a popular mode choice as employees in this "underserved" area are likely to choose it over more expensive private vehicle transportation. Transit use is positively correlated to improved health outcomes: <https://www.cdc.gov/policy/opaph/i5/public-transportation/index.html#:~:text=What%20is%20the%20evidence%20of,air%20pollution%2C%20and%20physical%20inactivity>

3C. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal supports other State goals, including but not limited to:
 - o State Planning Priorities (Government Code Section 65041.1)
 - o Climate Adaptation Goals (State Adaptation Strategy)
 - o Goals and Best Practices cited in the 2017 RTP Guidelines, Appendices K and L

This proposal supports State Planning Priorities (Gov. Code Sec. 65041.1) that encourage development to be served by adequate transportation and other essential utilities and services. Although this is not a development project, the proposed study supports the importance of this rural, underserved community to be served by adequate multimodal transportation service in the harbor. This proposal supports Safe-guarding California 2018 Update, PC-2.8: "Work across federal, state, and local agencies to provide affordable parking, accessible and convenient transportation options, and shuttles to make inland, mountain, and freshwater recreation areas easier to reach and to minimize the impact of increased private vehicle use." The Noyo Harbor is a recreation destination as well as business area, and this study supports accessible, convenient, and sustainable transportation options in the harbor. This project serves to build a climate resilient economy by offering a multimodal transportation system to Noyo harbor, thus providing a secondary emergency evacuation route where none currently exists (Climate Adaptation goals). The proposal supports Goals and Best Practices cited in 2017 RTP Guidelines Appendix K which encourage "innovative management solutions to transportation problems". It also supports Transportation Demand Management strategies in Appendix L which encourage MPOs to work with transit operators and local jurisdictions to address first mile-last mile connections. This study includes innovative solutions (converting narrow road to one-way traffic & adding bike/ped and transit facilities) and is the first step toward those goals.



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3D. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal encourages stakeholder involvement
- List the stakeholders involved in the planning effort (e.g., first responders, community-based organizations, local housing and public health departments, transit agencies, and partners including State, federal, local agencies)
- Explain how stakeholders will be involved throughout the project

This project encourages stakeholder involvement by inviting a wide range of interested parties to both in-person and virtual community outreach events to solicit input on needs and opportunities to improve multimodal travel options in the Noyo Corridor. STAKEHOLDERS include representatives from the Noyo Harbor District, Sherwood Valley Band of Pomo Indians, City of Fort Bragg, County of Mendocino, Mendocino Transit Authority, Caltrans, MCOG, and representatives from local fire, safety, first responders, law enforcement agencies, and local employers. Stakeholders will be invited to community workshops, focus groups, one-on-one stakeholder interviews, and information gathering sessions to provide meaningful input into identifying problems and developing solutions. In addition to in-person meetings, online public engagement tools, surveys, mapping, website postings, etc. will be used to seek input and engage stakeholders. Low-tech options (tabling at local events such as farmers markets, stores, etc.; flyers, comment cards, printed information, etc.) will be included as appropriate for those without access to technology. A Technical Advisory Group (TAG), which is expected to include several of these stakeholders, will be formed to participate in the study. Harbor businesses will be engaged to ensure recommendations support/enhance operations in this working harbor.

3E. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal involves active community engagement
- Describe the specific public outreach methods/events that will be employed throughout the project
- Explain how public input will inform the project
- Describe how the effort will survey the public at the end of each outreach event to gauge effectiveness of these activities for the planning effort

Low income, minority, Native American, and community members will be invited to be actively engaged in the decision-making process for this project through a variety of specific outreach methods listed in MCOG's adopted Public Participation Plan.

In addition to in-person events, online public outreach tools, email lists, press releases and other tools will be used to advertise community workshops and focus group meetings, and gather public input. A Technical Advisory Group will also include community engagement.

Local community input will inform the project with first-hand information on non-motorized transportation needs, transit service needs, safety concerns, and current circulation challenges encountered when traveling in the harbor. After each outreach event, the project consultant will survey the public (through written or verbal feedback) to gauge the effectiveness of each activity and its value to the planning effort, to ensure that all segments of the community are being reached. Harbor businesses will be engaged to ensure recommendations support/enhance operations in this working harbor.



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SUSTAINABLE COMMUNITIES - GRANT APPLICATION
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3F. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal assists in achieving the Caltrans Mission and Grant Program Objectives (Grant Application Guide, Chapter 1.2): Sustainability, Preservation, Accessibility, Safety, Innovation, Economy, Health, and Social Equity, as applicable

SUSTAINABILITY - Proposal meets this objective to "...promote reliable and efficient mobility for people..." by studying improved motorized and non-motorized access, and improved circulation, to efficiently meet the transportation needs of travelers to/through Noyo Harbor; PRESERVATION - Proposal meets this objective which includes "...improving the quality of life..." by providing transit and improved bicycle & pedestrian mobility (currently deficient) which will improve quality of life for non-motorized travelers; ACCESSIBILITY - Proposal meets this objective which includes "...Increase the accessibility of the system and mobility of people..." by planning for, and ultimately implementing, increased non-motorized mobility options and improved circulation in the harbor; SAFETY - objective is met by improving bicycle and pedestrian access to and through harbor & interaction between modes, & providing a critical emergency evacuation route. INNOVATION - Proposal meets this objective which includes the "use of technology & innovative design to improve...social equity of our transportation system..." by studying an innovative solution of transitioning vehicular traffic into the harbor to one way, adding new road connections, and a roundabout. ECONOMY - Proposal supports this objective by studying and ultimately improving mobility options for workers and tourists to travel to employment sites and tourist destinations in the harbor, thus supporting the local economy. HEALTH & SOCIAL EQUITY - these objectives are met by developing non-motorized mobility options that meet the needs of the disadvantaged community and encourage a healthy lifestyle, and by encouraging public involvement in the decision-making process, through robust public outreach.

3G. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal ultimately results in funded and programmed multimodal transportation system improvements
- Discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort

All transportation improvements must start with a plan of some type, formal or informal. The comprehensive final plan for this project, when fully implemented, will result in the funding, programming, and construction of new non-motorized facilities providing safe bicycle and pedestrian access and transit service to and through the Noyo Harbor. In addition, motorized and non-motorized circulation throughout the harbor will be improved, and conflicts among vehicles, bicycles, and pedestrians will be decreased. A new secondary emergency evacuation route will be developed, and a roundabout (or other intersection control) will be constructed.

Next steps for project implementation will be to utilize the recommendations in the final plan to coordinate with involved agencies (City of Fort Bragg, County of Mendocino, Mendocino Transit Authority, Noyo Harbor District, Sherwood Tribe, and Caltrans) to prioritize projects, develop an implementation schedule, and seek appropriate grant funds or other funds (Local, Regional, State, Federal) to implement priority projects.



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NARRATIVE

<p>4. Project Management (Total 30 points)</p> <p>See Scope of Work and Cost and Schedule samples and checklists for requirements (Grant Application Guide, Appendix B), also available on the Caltrans grants website: https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning</p>
<p>4A. Scope of Work (15 points)</p>
<p>4B. Cost and Schedule (15 points)</p>

Scope of Work Checklist

The Scope of Work (SOW) is the official description of the work that is to be completed during the contract. Tasks 1-6 outlined in the SOW are for illustrative purposes only.

Applications with missing components will be at a competitive disadvantage. Please use this checklist to make sure your Scope of Work is complete.

Scope of Work Checklist	
(✓)	Ensure these items are completed prior to submitting to Caltrans
x	Use the Fiscal Year 2023-24 template provided
x	Include the activities discussed in the grant application
x	List all tasks using the same title as stated in the Project Cost and Schedule
x	Include task numbers in accurate and proper sequencing, consistent with the Cost and Schedule
x	Exclude sub-task numbers; only include sub-headings
x	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks
x	Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the disadvantaged community involved with the project, if applicable
x	Include a thorough and accurate narrative description of each task
x	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant award amount, and only the grantee and sub-recipient(s) can charge against this Task. This Task must only include the following activities and deliverables: <ul style="list-style-type: none"> • Caltrans and grantee Project kick-off meeting at the start of the grant • Invoicing and quarterly reporting to Caltrans • DBE Reporting (federal grants only)
x	Include Task 02 for the procurement of a consultant (if needed). This task is for the <u>grantee and sub-recipient(s) only</u> .
x	Include detailed public participation and services to diverse communities in the Public Outreach Task (excluding technical projects)
x	Identify public outreach strategies in a manner that provides flexibility and allows for a diverse range of outreach methods (both in-person and on-line), considering the current COVID-19 environment (excluding technical projects)
x	Include a Task(s) for a Draft and Final product. The draft plan must include an opportunity for the public to provide feedback (excluding technical projects).
x	Include a summary of next steps your agency will take towards implementing the project in the Final Product
x	List achievable project deliverables for each Task
x	EXCLUDE environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide

SCOPE OF WORK

Project Information	
Grant Category	Sustainable Communities Competitive
Grant Fiscal Year	FY 2023-24
Project Title	Noyo Harbor Multimodal Circulation Plan
Organization (Legal name)	Mendocino Council of Governments

Disclaimer

Agency commits to the Scope of Work below. Any changes will need to be approved by Caltrans prior to initiating any Scope of Work change or amendment.

Introduction

Noyo Harbor in the Fort Bragg area is an active mix of fishing industry, commercial, visitor serving, dining and recreation at the south end of the Fort Bragg area below the Noyo Harbor Bridge on SR 1. (See attached map). Lack of safe bicycle and pedestrian access to and through the Noyo Harbor area, mixed with vehicular conflicts and the one way in and out of the harbor has been an identified problem for years. This project will provide a comprehensive study of multimodal access into and through the Noyo Harbor as well as possible implementation of transit access in the harbor. It will look at the feasibility of transitioning traffic through the harbor to one-way, creating a second public egress in the event of emergencies, and constructing a roundabout (or other intersection control) at the intersection on North Harbor Drive and State Route 1 (Main Street). Relevant local planning efforts include the 2017 North Harbor Access Plan and 2019 Noyo Harbor Community Sustainability Plan

2020 California Department of Finance population figures place Mendocino County's population at 87,946, with a population of 7,427 for the City of Fort Bragg (the County's second largest city). The Fort Bragg coastal community's median household income is 37% lower than the rest of the State of California, and approximately 19% of the community lives at or below the poverty line.

Project Stakeholders

Stakeholders include representatives from the Noyo Harbor District, Sherwood Band of Pomo Indians, Mendocino Transit Authority, City of Fort Bragg, County of Mendocino, Caltrans, Mendocino Council of Governments (MCOG), businesses in Noyo Harbor, and community members.

Overall Project Objectives

Overall project objectives are to identify, research, and analyze multimodal transportation access and circulation in and through the Noyo Harbor and identify recommended improvements for future implementation in a final plan. The final plan resulting from this study will be utilized to seek grant or other funding for the recommended improvements.

Summary of Project Tasks

Task 01: Project Administration

Hold a project kick-off meeting with MCOG staff and Caltrans staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information.

Task Deliverables (Responsible Party: Caltrans, MCOG)
<ul style="list-style-type: none">Project kick-off meeting with Caltrans - Meeting notes, quarterly invoices, and progress reports (MCOG, Caltrans)

Task 02: Consultant Procurement

Prepare a Request for Proposals (RFP) and Scope of Work and distribute to qualified consulting firms to obtain competitive bids. Form a Consultant Selection Committee to review proposals and recommend selection of a consultant. Prepare and execute contract with successful consultant. Hold kick-off meeting with successful consultant.

Task Deliverables (Responsible Party: MCOG)
<ul style="list-style-type: none">Request for Proposals; Consultant Selection Committee agenda and meeting notes; executed consultant contract (MCOG)Consultant kick-off meeting, agenda, and meeting notes (MCOG, Consultant)

Task 1: Project Meetings

MCOG, City of Fort Bragg, County of Mendocino, Caltrans, and consultant (project team) will hold monthly status meetings throughout the project.

The consultant will work with MCOG to identify appropriate representatives to serve on a Technical Advisory Group (TAG) to inform the study. The TAG is expected to include representatives from the following agencies: Noyo Harbor District, Mendocino Transit Authority, Sherwood Valley Band of Pomo, City of Fort Bragg, County of Mendocino, MCOG, and Caltrans. Consultant will meet with TAG as needed throughout the project.

The consultant will work with MCOG to identify appropriate representatives to serve on a stakeholder group to inform the study. Consultant will meet with stakeholder group as needed throughout the project.

Project team, TAG, stakeholder group meetings are expected be held virtually, via video and/or teleconference meetings.

Task Deliverables (Responsible Party: Consultant)
<ul style="list-style-type: none">Monthly project team status meetings, agendas, meeting notes (Consultant, MCOG)Technical Advisory Group (TAG) roster; TAG meetings, TAG agendas and meeting notes (Consultant, MCOG)Stakeholder roster; stakeholder meetings; stakeholder agendas and meeting notes (Consultant, MCOG)Includes travel expense (Consultant)

Task 2: Public Participation and Community Outreach

Robust community and stakeholder engagement is planned for this study, through in person and virtual meeting/workshops, and an online public engagement platform (*direct costs for online subscription fees, i.e. are included in this task*). It is expected that a minimum of three (3) community workshops/events will be held, in addition to online engagement activities. Consultant may propose a mix of in-person and virtual activities that provides flexibility and allows for a diverse range of outreach methods (both in-person and on-line).

Consultant shall prepare a detailed Draft Public Outreach Plan and outreach schedule (*based on methods consistent with MCOG's adopted Public Participation Plan*) with recommendations on how best to engage diverse segments of community, and with recommendations on online engagement tools/platforms, and advertisement of events, for review and acceptance by the TAG. Based on TAG direction, consultant shall prepare Final Public Outreach Plan.

Consultant shall implement Final Public Outreach Plan, which will include providing information to the community, gathering community input through tabling at public events (farmer's markets, food stores, etc.), an online public engagement platform, surveys, community workshops/focus group meetings, project website, etc. Outreach materials will be made available in both English and Spanish for the limited English proficiency community. Outreach may also include making informational presentations to tribal councils and other community groups. Community leaders, Tribal leaders, interest groups, and employers in the harbor will be contacted to help reach out to disadvantaged communities. Low-tech outreach and input options (posters, flyers, comment cards, etc.) will be distributed throughout the community in a variety of public places that provide essential services (food bank, public kiosks, and utility bill mailers) as appropriate for people without access to technology

Consultant shall prepare a summary report of public participation efforts and results.

Task Deliverables (Responsible Party: Consultant)
<ul style="list-style-type: none">• Public Outreach Plan and schedule (Draft and Final) (Consultant, MCOG)• Direct costs for Online Public Engagement Tools/Subscription Cost (Consultant)• Community meetings/workshops; PowerPoint Presentations; flyers; website announcements; and community surveys, presentations at tribal council or community meetings (Consultant, MCOG)• Public Participation Summary (Consultant)• Includes travel expense (Consultant)

Task 3: Existing Conditions/Needs Assessment

Consultant shall conduct a physical site visit to the Noyo Harbor and surrounding area to view transportation facilities, road network and circulation. Consultant shall research existing motorized and non-motorized transportation access and circulation conditions in and through the Noyo Harbor area, and identify and analyze multimodal mobility barriers and safety concerns. Results of the survey conducted in Task 2 shall inform this Needs Assessment by providing input from the public and Noyo Harbor stakeholders (employers, employees, fishermen, and visitors). Consultant shall prepare an Existing Conditions/Needs Assessment Report for TAG review.

The 2019 Noyo Harbor Community Sustainability Plan included a wide array of participants in the Noyo Harbor commercial and charter fishing industry, along with working waterfront business owners and operators, property owners, and residents of the adjacent coastal region. Through this robust planning process, stakeholders identified the top 12 issues facing the harbor, and the

number 4 priority was improved north harbor vehicle access and number 12 was improved sidewalks, trails and bicycle lanes. Considering the other major issues currently facing the harbor include lack of fuel dock, deferred dredging, and lack of cold storage for fishing industry, this is a significant finding. This plan will continue the conversations with the stakeholders from the previous study as well as soliciting new participants through the diversification of outreach described above.

Task Deliverables (Responsible Party: Consultant)
<ul style="list-style-type: none"> • Existing Conditions/Needs Assessment Report (Consultant, MCOG) • Includes travel expense (Consultant)

Task 4: Research and Analysis

Consultant shall research and analyze opportunities for improved motorized, non-motorized, and transit transportation options in and through the Noyo Harbor. Consultant shall study the feasibility of transitioning vehicular traffic through the harbor to one-way, connecting North Harbor Drive to Noyo Point Road on the west end of the harbor (providing a secondary emergency evacuation route where none currently exists), and constructing a roundabout (or other intersection control) at the intersection on North Harbor Drive and State Route 1 (Main Street) to improve circulation and safety for all modes. (See attached map).

Consultant shall:

- Analyze the feasibility of transitioning vehicular traffic through the harbor to one-way, connecting North Harbor Drive to Noyo Point Road;
- Analyze the feasibility of constructing a roundabout or other intersection control at the intersection of North Harbor Drive and State Route 1 (Main Street);
- Engage Caltrans District 1 in analyzing the construction of a roundabout or other intersection control at the intersection of North Harbor Drive and State Route 1, including non-motorized improvements;
- Analyze opportunities and constraints for non-motorized route connectivity through the Harbor from North Harbor Drive to Noyo Point Road;
- Analyze community and stakeholder transportation needs and priorities expressed during community outreach and stakeholder meetings;
- Examine opportunities for initiating transit service into the harbor, bike parking, and non-motorized facilities in the study area;
- Develop preliminary alignments and design concepts based on the site assessment and feedback from community outreach and stakeholders, including:
 - 10% and 30% design schematics for vehicular and non-motorized traffic through the harbor along North Harbor Drive to Noyo Point Road and at the intersection of North Harbor Drive and State Route 1,
 - Maps and GIS deliverables for alternative alignments and conceptual drawings for alternative design concepts.

Task Deliverables (Responsible Party: Consultant)
<ul style="list-style-type: none"> • Research and Analysis Summary Report (Consultant, MCOG) • 10% and 30% design schematics (Consultant, MCOG) • Maps and GIS deliverables (Consultant, MCOG)

Task 5: Develop Recommendations

Based on results of tasks 3 and 4, consultant shall develop draft recommendations that are feasible and implementable. Recommendations shall include detailed specifics on how the recommendations may be implemented, including implementing agency; preliminary cost estimates; available funding sources, and implementation plan and schedule. Draft recommendations shall be presented to Technical Advisory Group for review. Based on TAG review and comments, consultant shall prepare final recommendations.

Task Deliverables (Responsible Party: Consultant)
<ul style="list-style-type: none">• Recommendations Summary – Draft & Final (Consultant, MCOG)

Task 6: Administrative Draft, Draft and Final Plans

Consultant shall develop an Administrative Draft *Plan (including deliverables for tasks 2 -5)* for review by the project team. Based on feedback from the project team, consultant shall prepare the Draft “Noyo Harbor Multimodal Circulation Plan” for review by the TAG, stakeholders, and community.

Consultant shall incorporate feedback as appropriate, and shall prepare the Final Plan. *(Final Plan must include a summary and timeline of next steps towards implementation; must credit Caltrans on the cover or title page, and must be submitted in an ADA accessible electronic copy.)*

Task Deliverables (Responsible Party: Consultant)
<ul style="list-style-type: none">• Administrative Draft Plan – electronic copy (Consultant, MCOG)• Draft Plan – electronic copy (Consultant, MCOG)• Final Plan – six (6) print copies, plus electronic cop (Consultant, MCOG)

Task 7: Presentations to Fort Bragg City Council, Board of Supervisors & MCOG Board

Consultant shall present the Final Plan to the Fort Bragg City Council at a public meeting of the City Council. Consultant shall present the Final Plan to the Mendocino County Board of Supervisors at a public meeting of the Board. Consultant shall present the final plan to the MCOG Board for acceptance, at a public meeting of MCOG.

Task Deliverables (Responsible Party: Consultant)
<ul style="list-style-type: none">• Presentation to Fort Bragg City Council (Consultant)• Presentation to MCOG Board (Consultant)• Presentation to Mendocino County Board of Supervisors (Consultant)• Presentation materials/slides. (Consultant)• Includes travel expense (Consultant)

Cost and Schedule Checklist

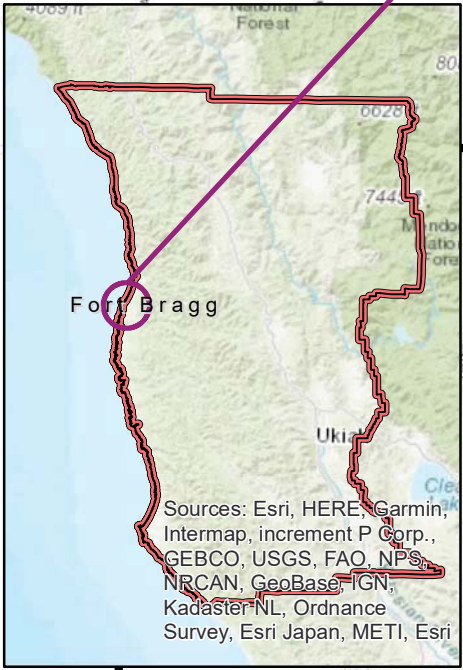
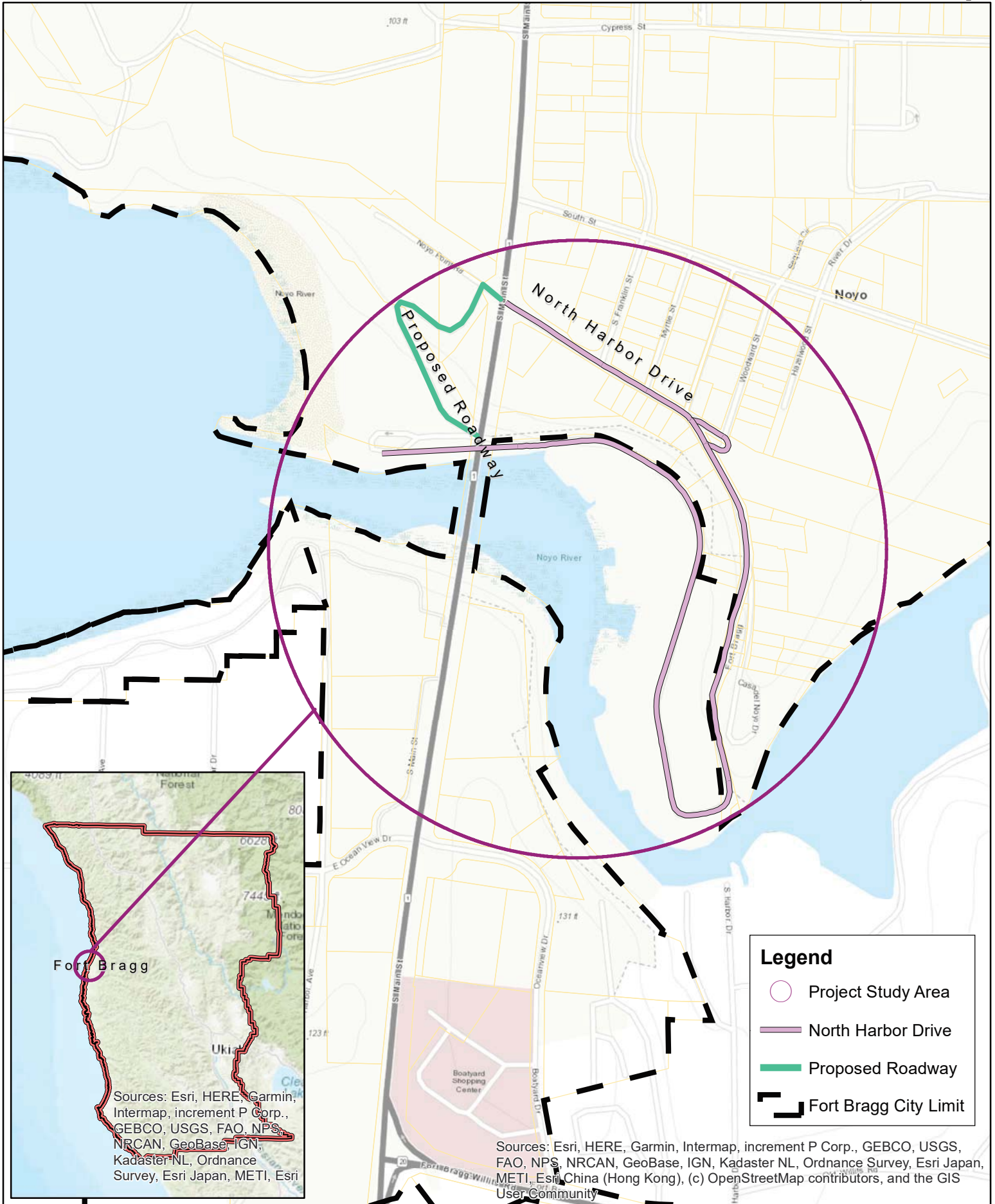
The Cost and Schedule is the official budget and timeline for the project. Tasks 1-6 outlined in the Cost and Schedule are for illustrative purposes only. **The Cost and Schedule must be consistent with the Grant Application Cover Sheet. Applications with missing components will be at a competitive disadvantage.**

Cost and Schedule Checklist	
(✓) Ensure these items are completed prior to submitting to Caltrans	
x	Use the Fiscal Year 2023-24 template provided (do not alter the template)
x	List all tasks with the same title as stated in the Scope of Work
x	Include task numbers in proper sequencing, consistent with the Scope of Work
x	Exclude sub-task numbers and sub-headings
x	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks
x	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant amount requested, and only the grantee and recipient(s) can charge against this Task. This Task must only include the following activities and deliverables: <ul style="list-style-type: none"> • Project kick-off meeting between the grantee and Caltrans at the start of the grant • Invoicing and quarterly reporting to Caltrans • DBE Reporting (federal grants only)
x	Include Task 02 for procurement of consultants, if consultants are needed. This task is for the <u>grantee and sub-recipient(s) only</u> .
x	Complete all budget columns as appropriate: Total Cost, Grant Amount, Local Cash Match, and if applicable, Local In-Kind Match
x	Ensure the correct minimum local match amount, calculated as a percentage of the total project cost (grant plus local match), is provided
x	Use the Local Match Calculator to ensure the total Local Match amount meets the minimum required Local Match for the specified Grant Category
x	Include a grant amount for each Task (excluding Tasks 01 and 02)
n/a	Identify if a Tapered Local Match approach will be used, which allows grantees to vary the required local match ratio over the life of the grant contract. Grantee agrees to satisfy the total local match amount by the contract expiration date.
n/a	Identify the estimated indirect cost rate if indirect costs will be reimbursed. If FY 2023-24 indirect cost rates are not available, the rate will be an estimate based on the currently approved rate.
x	Include a best estimate of the amount of time needed to complete each task
x	State a realistic total cost for each task based on the work that will be completed
x	Use only whole dollars in the financial information fields. No rounding up or down and no cents.
x	Start the timeframe at the beginning of the grant period (July 2023 for MPO/RTPAs; November 2023 for non-MPO/RTPAs)
x	Extend the timeframe to the end of the grant period (Project end dates differ based on applicant type (MPO/RTPA or non-MPO/RTPA) and type of funds (State or federal) (See Grant Application Guide, Chapter 9.2, for more details)





California Department of Transportation
Sustainable Transportation Planning Grant Program
COST AND SCHEDULE

Grant Category	Sustainable Communities Competitive
Grant Fiscal Year	FY 2023-24
Project Title	Noyo Harbor Multimodal Circulation Plan
Organization (Legal name)	Mendocino Council of Governments
Disclaimers	Agency commits to the Cost and Schedule below. Any changes will need to be approved by Caltrans prior to initiating any Cost and Schedule change or amendment. Use only whole dollars in the financial information fields. No rounding up or down and no cents. Use the Local Match Calculator to ensure that grant and local match amounts are correct: Local Match Calculator
Reimbursements/ Invoicing	Does your agency plan to request reimbursement for indirect costs? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, what is the estimated indirect cost rate? _____ Does your agency plan to use the Tapered Match approach for invoicing purposes? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Task #	Task Title	Grant Amount*	Estimated Local Cash Match*	Estimated Local In-Kind Match*	Estimated Total Project Cost*	FY 2023/24					FY 2024/25					FY 2025/26									
						J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
01	Project Administration (no more than 5% of total grant funds)	\$1,771	\$229	\$0	\$2,000																				
02	Consultant Procurement	\$6,197	\$803	\$0	\$7,000																				
1	Project Meetings - includes travel expense	\$7,082	\$918	\$0	\$8,000																				
2	Public Participation and Community Outreach - includes travel expense	\$30,100	\$3,900	\$0	\$34,000																				
3	Existing Conditions/Needs Assessment - includes travel expense	\$30,986	\$4,015	\$0	\$35,000																				
4	Research and Analysis	\$47,806	\$6,194	\$0	\$54,000																				
5	Develop Recommendations	\$30,986	\$4,015	\$0	\$35,000																				
6	Administrative Draft, Draft and Final Plans	\$30,986	\$4,015	\$0	\$35,000																				
7	Presentations to Fort Bragg City Council, Board of Supervisors, and MCOG Board - includes travel expense	\$4,427	\$574	\$0	\$5,000																				
Totals		\$190,340	\$24,661	\$0	\$215,000																				



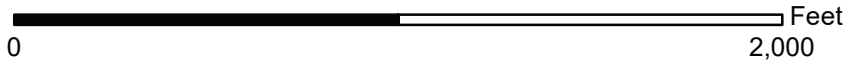
Legend

-  Project Study Area
-  North Harbor Drive
-  Proposed Roadway
-  Fort Bragg City Limit

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri, China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Feature and boundary locations depicted are approximate only.



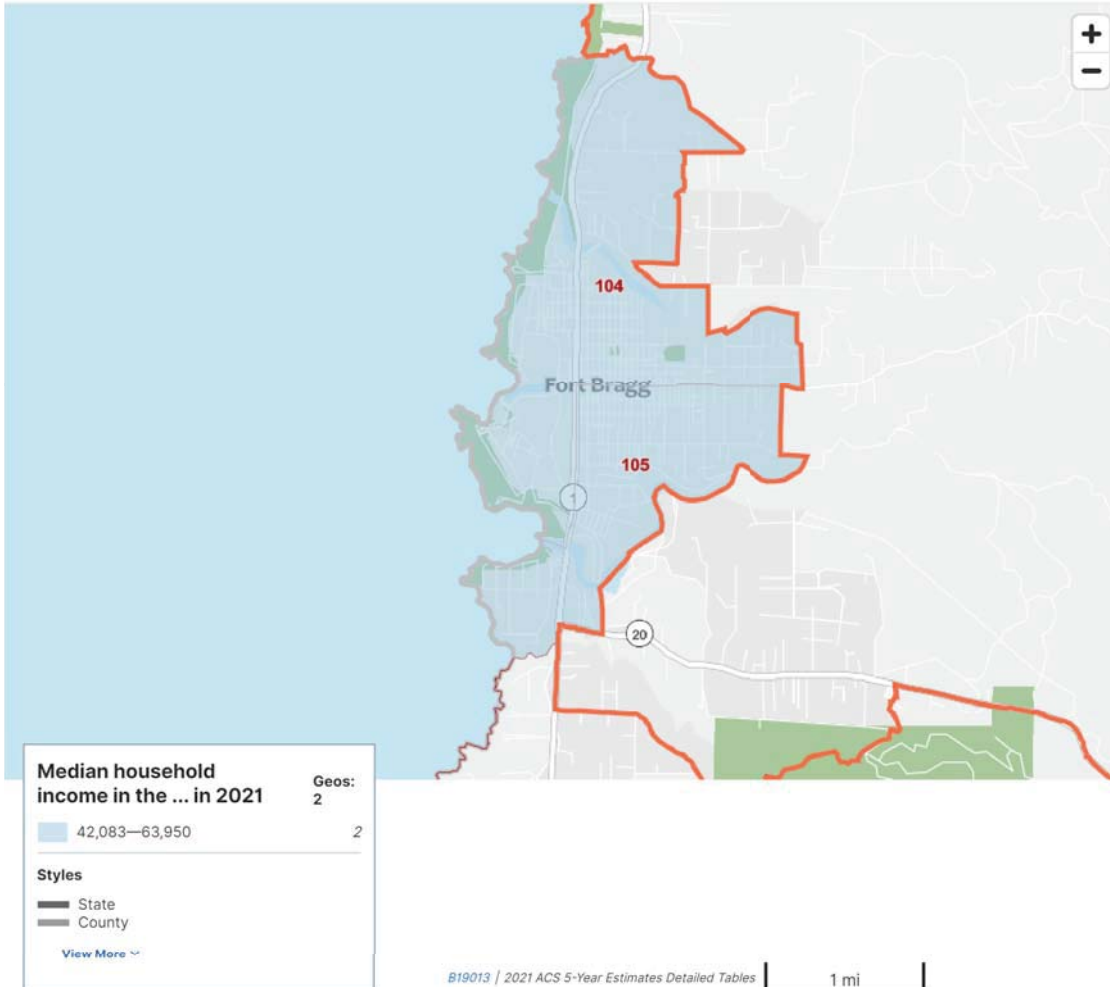
Noyo Harbor Multimodal Circulation Plan Map

American Community Survey

Median household income in the past 12 months (in 2021 inflation-adjusted dollars)—Estimate in 2 Geos in 2021

2021 : ACS 5-Year Estimates Detailed Tables

Variable(s) | Select | Clear Geos | Layer | Year | Basemap | Boundaries | Colors | Identify | Table | Notes | Share



Map Table

B19013 | [View Full Table](#)

Geography	Median household income in the past 12 months (in 2021 inflation-adjusted dollars)—Estimate
Census Tract 104, Mendocino County, California	63,950
Census Tract 105, Mendocino County, California	42,083

HUD Income Limits release: 4/19/2022

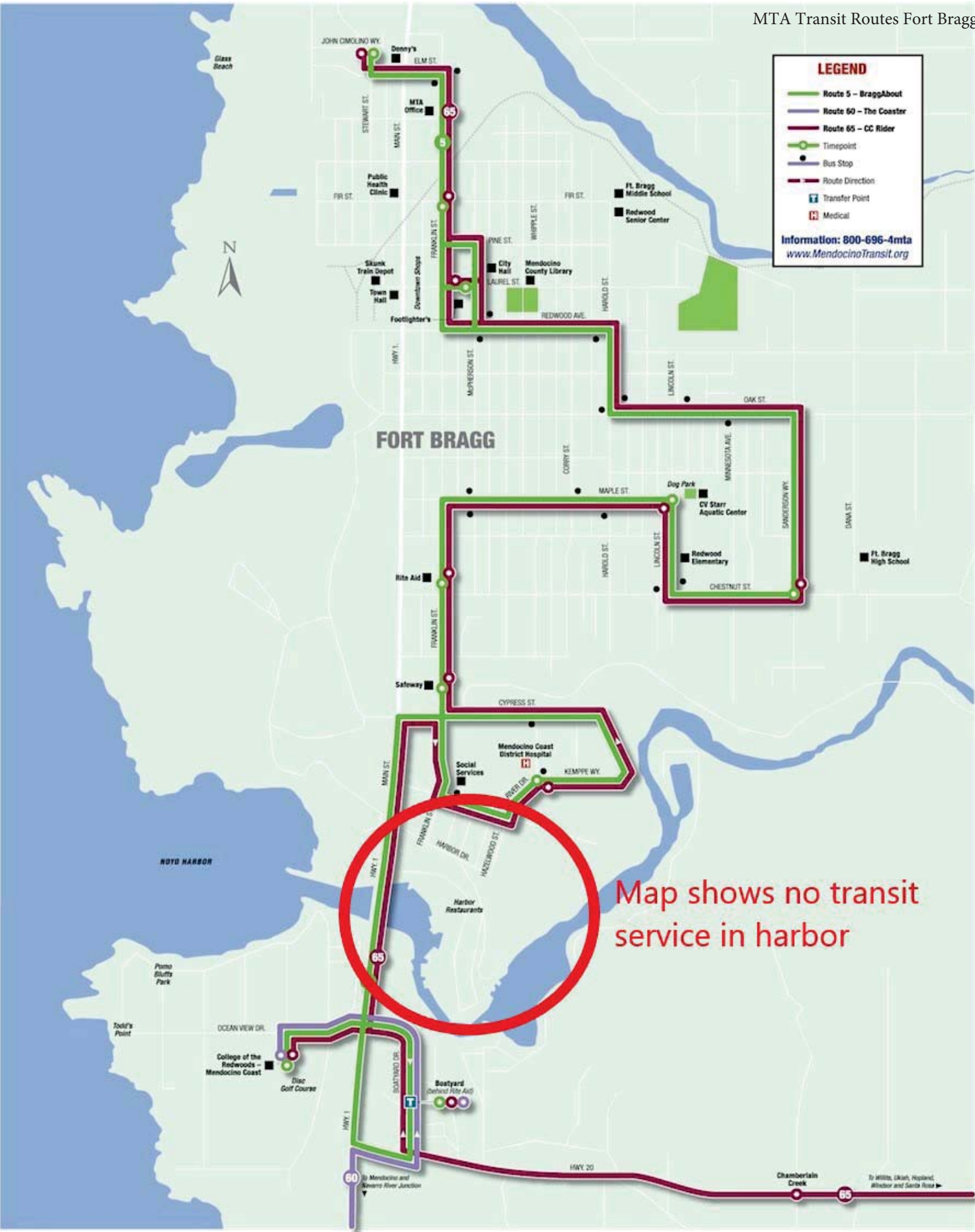
HUD FY 2022 California median incomes:

State median income: \$101,600

Metropolitan county median income: \$102,100

Non-metropolitan county median income: \$80,300

Note: Authority cited: Section 50093, Health and Safety Code. Reference: Sections 50063.5, 50079.5, 50093, 50105 and 50106, Health and Safety Code.



LEGEND

- Route 5 – BraggAbout
- Route 60 – The Coaster
- Route 65 – CC Rider
- Timepoint
- Bus Stop
- Route Direction
- Transfer Point
- Medical

Information: 800-696-4mta
www.MendocinoTransit.org

Map shows no transit service in harbor



No Walkways Ahead Sign at the Top of North Harbor Drive

Access to Noyo Harbor



Access to Noyo Harbor









Intersection of SR1, Noyo Point Road & North Harbor Dr



Super 8
Wyndham
3.9 (510)
2-star hotel

Mountain Mike's Pizza
Pizza • SS

Noyo Point Rd

Shoreline Hwy

N Harbor Dr

Noyo Point Rd

1

N Harbor Dr

N Harbor Dr

N Harbor Dr

N Harbor Dr

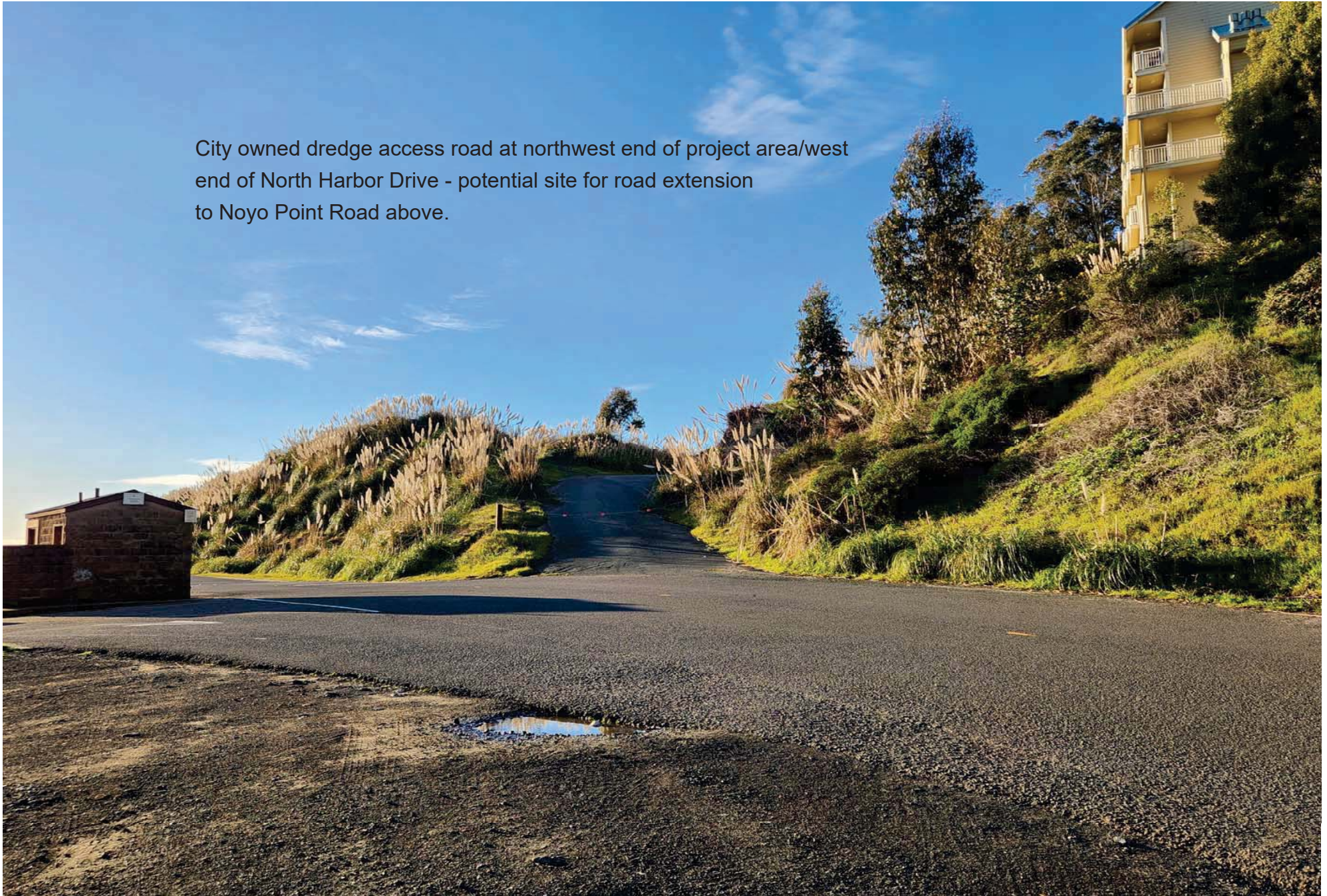
1005

1003

1004

120

City owned dredge access road at northwest end of project area/west end of North Harbor Drive - potential site for road extension to Noyo Point Road above.



EXECUTIVE SUMMARY

KEY TERMS

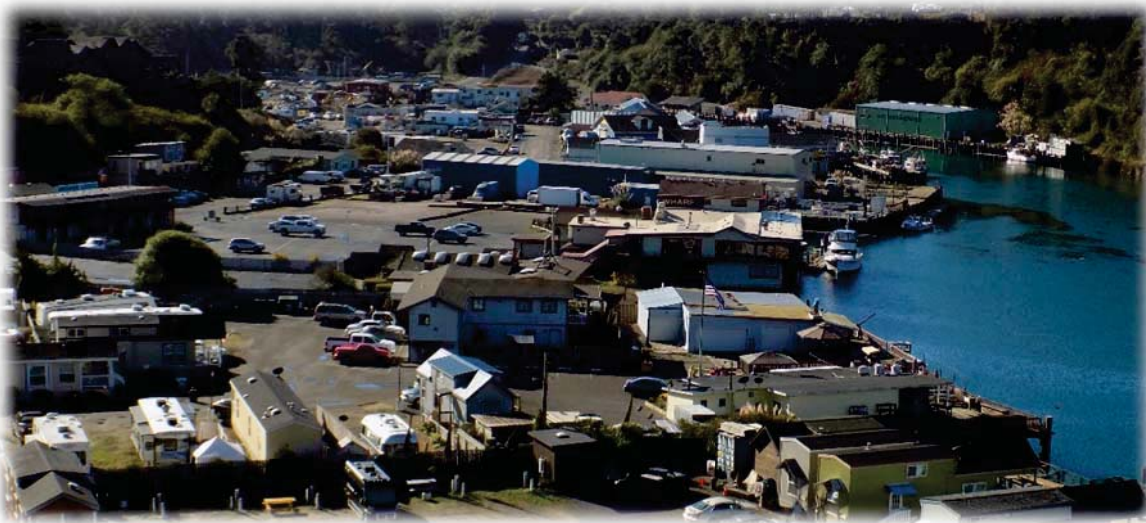
NOYO – The unincorporated harbor community near the mouth of the Noyo River, situated on both banks and surrounded almost entirely by the City of Fort Bragg. The Noyo River was misnamed by early settlers to the area after a former Northern Pomo village located a few miles to the north on Pudding Creek. (In fact, the Pomo name for the Noyo River is *Chemli-bida*.)¹

HARBOR - A natural or constructed coastal location offering safe mooring or anchorage for vessels. A harbor generally has land or man-made barriers on three sides with an opening through which vessels can safely pass. A port is a maritime commercial facility where ships may dock to load and unload. A fishing port is specifically for landing and distributing fish.

COMMUNITY - Groups of people typically sharing all or some of the following characteristics: territory; close and informal relationships; mutuality; common values and beliefs; organized interaction; strong group feeling; and/or cultural similarity.

SUSTAINABILITY – Upholding the health and integrity of economy, community, and environment over time.

PLAN – A detailed proposal that describes a set of actions for achieving an intended outcome. Community planning involves collecting relevant information and engaging diverse community members (often termed “stakeholders”) in identifying community needs and formulating a prioritized action plan that includes policies, projects, and funding sources.



¹ A.L. Kroeber, "California Place Names of Indian Origin," University of California Publications in American Archaeology and Ethnology, 1916.

OVERVIEW

This Community Sustainability Plan (CSP) provides background information on commercial port and waterfront activity, assesses critical infrastructure and services, and engages stakeholders in prioritizing recommendations for policies and investments to sustain the economy, community, and environment of Noyo Harbor.

The CSP draws on input from key Noyo Harbor stakeholder groups, including commercial fishermen, charter boat operators, waterfront businesses, and members of the community at large. Stakeholder input was gathered by way of surveys, interviews, and public meetings. The Noyo Harbor District secured partial funding for this CSP from the State Coastal Conservancy.

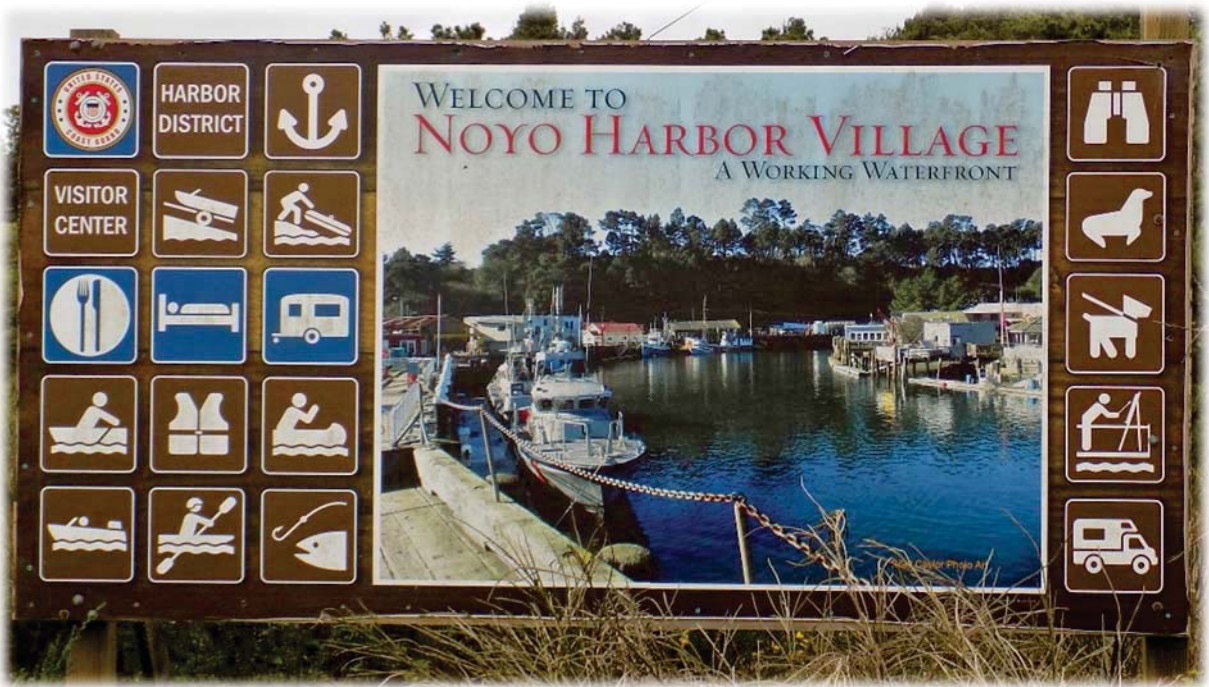
The CSP is organized into in seven sections:

- 1) Introduction
- 2) Noyo Harbor Plans and Land Use Regulations
- 3) Critical Infrastructure, Facilities, and Services
- 4) Economic Conditions and Performance
- 5) Environmental Conditions
- 6) Social Factors
- 7) Priorities, Recommendations & Implementation

CSPs are cited in the Magnuson Stevens Act as one potential method to avoid negative impacts to small fishing communities linked to the catch share program such as the one instituted in the Pacific groundfish fishery in 2011. CSPs also provide an opportunity for fishing community stakeholders to identify areas of common interest, prioritize action, and seek external funding to support specific projects. The Noyo Harbor District prepared this CSP to assess current conditions and create a comprehensive strategic plan for Harbor activities and improvements that are intended to generate broad economic, community, and environmental benefits.

Harbor and Working Waterfront Setting and History

Fishing is central to Noyo Harbor's identity and is tied closely to Fort Bragg's cultural and economic heritage. A community survey conducted for this CSP found that about 80% of area respondents were either "extremely" or "very" proud that Noyo Harbor is a piece of Fort Bragg's historical and cultural identity. Moreover, a commercial fishermen survey conducted for this CSP overwhelmingly indicated support for maintaining a working waterfront in Noyo Harbor.



Noyo Harbor and adjacent headlands served as a seasonal settlement for the Pomo people, who seasonally migrated between inland Mendocino County and the coast. Pomo gathered seaweed and mollusks from the rocks and caught salmon. Settlers established fisheries for salmon, rockfish, lingcod and halibut. As the north coast timber and fishing industries grew through the 1900s, the importance of Noyo Harbor to the local economy grew as well. Noyo Harbor is one of four main fishing ports between San Francisco and the Oregon border, and is the only harbor of refuge between Bodega Bay in Sonoma County and Humboldt Bay in Humboldt County.



Noyo Harbor consistently ranks in the top 10 commercial ports in California in terms of ex-vessel value of commercial fish landings. Between 2013 and 2017, commercial fishermen landed 5 - 8.4 million pounds of fish annually in Noyo Harbor, with an annual inflation-adjusted value of \$8.2 - \$14.5 million. Dungeness crab and groundfish were the largest components of commercial landings in this time period. Federally managed groundfish species, defined by the California Department of Fish and Wildlife, includes (but is not limited to); thornyheads, flatfish, sharks, skates, morids, ratfish, grenadiers, roundfish (such as lingcod, Pacific cod, & sablefish); and rockfish (such as blackgill, bocaccio, canary, and chilipepper). In 2018, Noyo Harbor District staff estimated approximately 159 deck hands and crew were employed on commercial fishing vessels in Noyo Harbor.



South Side Work Area

Noyo Harbor also supports a number of charter, sport fishing, and pleasure boating vessels. Data from charter boat operations indicate an annual average of 5,675 anglers were passengers on charter boats operating out of Noyo Harbor between 2011 and 2017. Many more anglers fish out of Noyo Harbor on privately-owned vessels. These visitors also support restaurants, lodging facilities, and other visitor-serving businesses in the harbor.

The Noyo fishing community has experienced a variety of setbacks in recent years, including red tide events that delay the Dungeness crab season, salmon season closures due to failed Sacramento River runs, and sea star wasting disease that led to declines in red sea urchin stocks and closure of the red abalone recreational fishery.

One important bright spot is the groundfish fishery, where many formerly overfished groundfish stocks have recovered. Lingcod, petrale sole, and the following rockfish have been rebuilt; widow, canary, bocaccio, and darkblotched rockfish. Rebuilding plans remain in place for cowcod, Pacific

ocean perch and yelloweye rockfish. Moreover, salmon stocks have improved somewhat since the 2008-09 emergency closures, and Dungeness crab stocks remain fundamentally sound. These recovered stocks may serve as the foundation for a more robust Noyo fishing community future.

Waterfront businesses operate primarily on the north side of Noyo Harbor and serve commercial and sport fishermen, as well as visitors to the area. Based on interviews of waterfront businesses and estimates for non-respondents, peak waterfront business employment is estimated at 409, with off-peak employment at 295. Visitors are drawn to the Noyo Harbor area by the natural environment, outdoor recreation and sport fishing opportunities, and the region’s cultural heritage.

Critical Services and Infrastructure

Noyo Harbor is an all-weather port and receives the most traffic of all ports between Bodega Bay and Humboldt Bay. The harbor contains a mooring basin made up of 256 berths of which approximately 43% contain commercial vessels. The slips can accommodate most vessels up to 65 feet in length. The Noyo Harbor District maintains a work hoist available for rental on the main pier for loading vessels, two boat launch facilities, parking, some storage area, restrooms, showers, life jackets for loaning, trash bins and oil disposal services.

In 2018, the Noyo Harbor District undertook a major renovation project to the parking lot and boat ramp in south Noyo Harbor, with funding from a State Division of Boating and Waterways grant. The project included resurfacing the parking lot, a new drainage system for runoff into the Noyo River, a new sidewalk, new handicapped-accessible bathrooms, and a reconstructed boat ramp.



Another important project undertaken by the Noyo Harbor District was to repair the District’s high dock. In January 2019, the California Coastal Commission granted an administrative permit for the District to repair its high dock. The high dock was originally built in 1968, and deferred maintenance led to a deteriorated condition that resulted in closure of the structure. A functioning high dock is essential to the local commercial fishing fleet for loading and unloading vessels, and the structure is also used by sport and transient vessels for docking, loading, and unloading of supplies. The repair work includes replacing approximately 6,500 square feet of existing decking boards and bump rails with new decking composed of treated lumber.

From 1930 to 1995, the harbor was dredged every one to two years, with the dredge spoils placed in an upland disposal site. The U.S. Army Corps of Engineers currently provides for a two-year cycle of maintenance dredging of the harbor entrance and river channel to a depth of 10 feet mean lower low water, two-year interim inspections, and periodic repairs of the entrance jetties.

There are approximately 25 businesses operating on the Noyo Harbor waterfront, including fish buyers with hoists and receiving stations, a retail fish market, vessel maintenance and repair facilities, and a shipbuilding facility. There is a local source for flake ice.

Key Findings

At a stakeholder open house held in February 2019, participants were given “Harbor Dollars” that they could use to indicate the importance of various issues confronting Noyo Harbor. Key findings are summarized below:

- 1. Fuel Dock.** The #1 issue receiving "Harbor Dollars" was the need for a fuel dock. Moreover, in a survey of commercial fishermen conducted for this CSP, respondents indicated that a fuel dock was a top need. There is no fuel dock in Noyo Harbor. There is a fuel dock upstream at Dolphin Isle Marina, primarily servicing smaller vessels due to the shallow depth of the upstream channel. Lack of a fuel dock likely keeps some larger transient vessels from stopping in Noyo Harbor.
- 2. Flake Ice.** Participants in the stakeholder open house selected “upgraded flake ice/cold storage” as the #2 issue receiving "Harbor Dollars." Respondents to the fisherman survey indicated that flake ice supplies were limited. Flake ice supplies are important for fishermen as a way to keep fish fresh onboard vessels while at sea. Currently, the only flake ice supplier reports they have made some equipment upgrades, however additional equipment, is needed for efficiency and cost savings. They also felt that co-locating ice and fuel at one dock could be advantageous for both services.
- 3. Dredging.** Harbor entrance and channel dredging was the #3 issue at the stakeholder open house, and the top issue for waterfront businesses who were separately surveyed for this CSP. Several factors potentially undermine regular channel dredging. Harbor channel dredging by the U.S. Army Corps of Engineers is largely funded through the federal Harbor Maintenance Trust Fund (HMTF), which receives revenue from taxes on waterborne cargo and on cruise ship passengers. There has been a growing gap between HMTF receipts and Congressional appropriations for dredging.

Thus, a challenge to maintaining this critical service in Noyo Harbor is identifying match funding, which can come from either local or State sources. Another challenge to sustaining channels of adequate depth in Noyo Harbor is the lack of a permanent dredge spoils disposal site. Dredge spoils are temporarily stockpiled at an upland site, and in the past have been trucked to various locations for upland disposal. There is no permanent upland disposal site in the area, trucking spoils is costly, and the interim ocean disposal site expired in 1997.

4. North Harbor Vehicle Access and Parking. Participants at the stakeholder open house indicated that improved North Harbor vehicle access was the 4th largest recipient of “Harbor Dollars,” and this was also tied for second most frequently cited need in the waterfront business survey. Concerns about vehicle access relate to the lack of a secondary emergency access into the north harbor area as well as issues relating to inadequacy of parking for both automobiles and delivery vehicles. Improved public parking in the North Harbor area was tied for the second most frequently cited needs in the waterfront business survey.

5. Mooring Basin. Reconstruction and reconfiguration of the mooring basin was the #5 issue identified by participants at the stakeholder open house using their “Harbor Dollars.” The Harbor District has completed the initial conceptual planning and cost estimates for the mooring basin project. It is anticipated that the mooring basin improvements would be constructed in phases over a period of three years with a total cost of approximately \$9.3 million.

6. Fish Cleaning Station. A public fish cleaning station on the south side of Noyo Harbor was the #6 issue identified by participants at the stakeholder open house using their “Harbor Dollars.” A fish cleaning facility is a common amenity offered in harbors such as Noyo with active charter and recreational fishing operations.

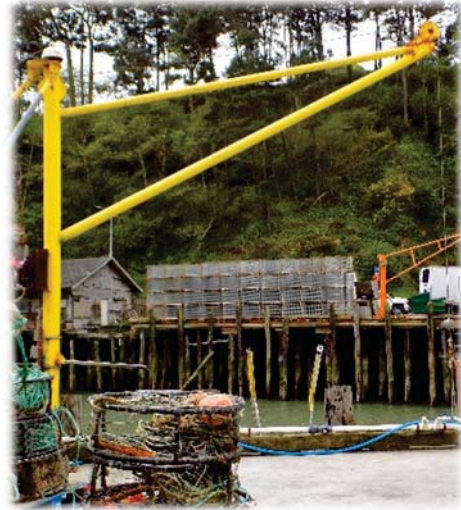


7. Local Coastal Program Update. An updated Local Coastal Program (LCP) was the #7 issue identified by participants at the stakeholder open house using their “Harbor Dollars.” The interest behind an LCP update is to make it easier for businesses to locate, expand, or remain in the harbor by lessening the restrictions on allowable uses imposed by the Fishing Village land use designation.

8. Fish-buyers, Receivers and Processors. The 8th most important issue receiving “Harbor Dollars” at the stakeholder open house was the need for more fish buyers, receivers, and processors. In addition, respondents to the fisherman survey indicated that the number of fish buyers was below average in terms of adequacy. Declining landings of groundfish and salmon since the 1990s has led to an associated declining in the number of fish buyers operating in Noyo Harbor. For example, the number of receivers who buy groundfish landed by trawlers in Noyo Harbor declined from 8 in 1996-2000 to 4 in 2011-2015.

9. Gear Storage and Repair Site. A shoreside gear storage and repair site was the #9 issue identified by participants at the stakeholder open house using their “Harbor Dollars.” The availability of gear storage and repair sites is a particular concern for commercial fishermen, and there is potential benefit for Commercial Passenger Fishing Vessel (CPFV) operators and sport fishermen as well.

10. Improved Hoist Facilities. Respondents to the commercial fisherman survey indicated that improved hoist facilities were a top need. This was also the #10 issue receiving "Harbor Dollars" at the stakeholder open house. Forthcoming improvements to the high dock may address this concern.



11. Boatyard/Marine Services and Supplies. Respondents to the commercial fisherman survey indicated that additional boatyard and related marine repair services were needed in Noyo Harbor, as such services were deemed inadequate. This was also the #11 issue receiving "Harbor Dollars" at the stakeholder open house. Presently, there is one boatyard business operating in Noyo Harbor.

Respondents to the commercial fisherman survey indicated that the availability of ship chandlery (marine supplies) is inadequate and thus needed in Noyo Harbor. This was also the #11 issue receiving "Harbor Dollars" at the stakeholder open house (along with boatyard/marine repair services). There is no longer a ship chandlery business operating out of Noyo Harbor, and thus vessel operators must travel out of the area to procure vessel parts and supplies or order online and wait for deliveries.

12. Sidewalks, Trails and Bike Lanes. Improved sidewalks, trails and bicycle lanes was the #12 issue identified by participants at the stakeholder open house. Conversations at public meetings indicated this need was particularly acute in the North Harbor area, and a third of waterfront businesses surveyed indicated that such sidewalks were needed. Improved sidewalks, shoulder, and pedestrian/bicycle access was the #2 most desired issue in the community survey, and the lack of these was cited by 75% of community survey respondents as the reason for why they do not visit Noyo Harbor.

More than 75% of community members responding to the survey for this CSP indicated that they would be "very" or "extremely" likely to attend fisherman's or farmer's markets and make purchases if they were held at a facility in Noyo Harbor. Roughly the same percentage of community members responding to the survey indicated they were "very" or "extremely" likely to attend community events in Noyo Harbor such as festivals, fairs, crafts/flea markets, annual celebrations, or public performances involving music, theater, or other performing arts.



Recommendations

The recommendations in Section 7 are intended to have economic, environmental and social benefits and are based on fishing industry and community, interviews surveys and stakeholder events. In addition, City of Fort Bragg representatives, Non-Governmental Organizations and local businesses were consulted. Recommendation development was also shaped by an economic, social and environmental assessment of the fishing community operational setting. The recommendations are intended to facilitate fishing community and working waterfront sustainability, to establish long term continuity, and to maximize economic, social and environmental return on investment.

SUMMARY OF RECOMMENDATIONS FOR KEY ISSUES Facilities, Access, Regulatory Concerns, and Marketing
Facilities
Ice House – Pursue full rehabilitation or new construction of ice making facility and cold storage.
Fuel Dock – Establish an operational fuel dock in conjunction with mooring basin reconstruction so boaters do not need to rely on more distant sources.
Gear switching, repair and dry storage space – Identify suitable location for this needed amenity to support commercial operations.
Mooring Basin reconfiguration/reconstruction - Assemble funding and undertake multi-year process to reconstruct mooring basin facilities.
Fish Cleaning Station - Establish a fish cleaning station in the south harbor to support charter and recreational fishing and to ensure proper disposal of fish waste.
Noyo Harbor District Facilities Master Plan – Prepare comprehensive facilities master plan as groundwork for necessary capital improvements to support commercial and recreational fishing.
Access
Dredging management – Identify opportunities for District to finance necessary dredging of the mooring basin and upper Noyo River as well as for maintaining suitable disposal site for dredged materials.
North Harbor circulation improvements – Establish a secondary emergency access to/from the north harbor; improve parking and access for pedestrians and bicyclists.
Environmental and Regulatory Concerns
Fisheries access – Examine diminished fishing opportunities that undermine the economic viability commercial fishing in the region whether through natural fluctuations, or fisheries regulations.
Sea-Level Rise – Collaborate with regional partners in preparation of a Sea-Level Rise Vulnerability Assessment to ensure essential public infrastructure will withstand the effects of projected sea-level rise.
Local Coastal Program amendment – Encourage Mendocino County to amend the very restrictive zoning regulations enforced under the Fishing Village land use designation.
Promotion and Marketing
Increased tourism facilities – Increased use/marketing of updated district facilities (south side) and marketing of events.
Coordinate with Visit Mendocino and Visit Fort Bragg - Reach out to local and regional tourism agencies to ensure that Noyo Harbor is promoted as a visitor destination. Consider options for branding locally- and sustainably-harvested seafood.

Funding Sources

The CSP lists nearly 20 potential funding sources, primarily grants and loans for which the District could be eligible. They include State, federal and local sources as well as public-private partnerships and conservation NGOs. The CSP also identifies resources that are available to local businesses to obtain business assistance and low-cost financing.

Appendices

Appendices include the following documents to provide the District and fishing community with additional resources when considering implementation opportunities.

Appendix A – Community Outreach Documents

- Waterfront Business Survey Methodology, Survey, and Results
- Fishing Community Survey and Results
- Community Member Survey Methodology, PSA, Survey, and Results
- Noyo Harbor Community Sustainability Plan Stakeholder Meetings
 - Stakeholder list
 - Stakeholder Meeting #1 Agenda and Summary Notes – September 26, 2018
 - Stakeholder Meeting #2 Agenda and Summary Notes – November 8, 2018
 - Stakeholder Open House Agenda, Guide, & Summary Results – February 13, 2019

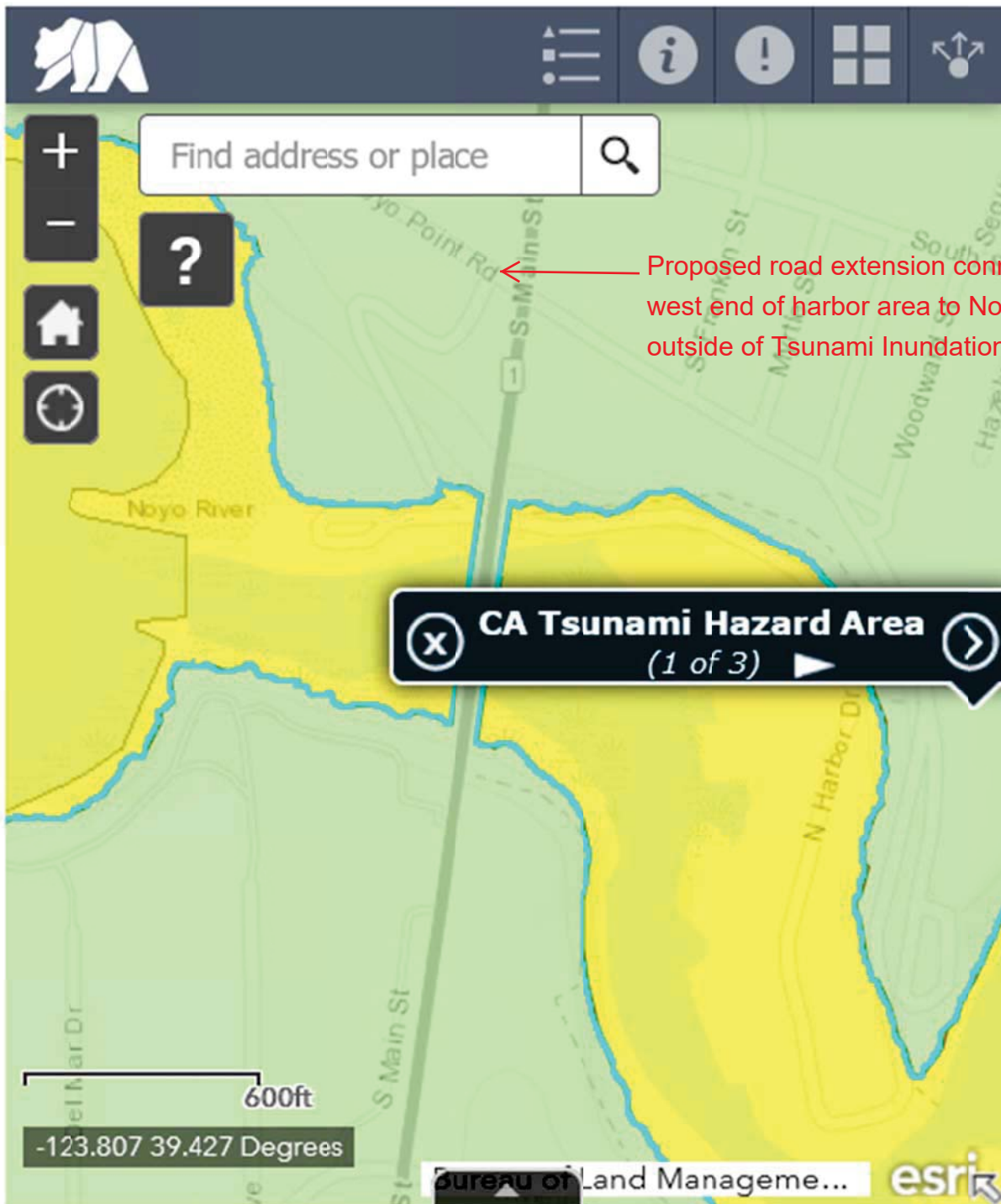
Appendix B

- Sea Level Rise Analysis

Implementation Matrix

An Implementation Matrix for the recommendations was also developed for the Community Sustainability Plan and is on file at the Harbor District office.

Tsunami Inundation Zone



Proposed road extension connects west end of harbor area to Noyo Point Rd, outside of Tsunami Inundation Zone



CITY OF FORT BRAGG

Incorporated August 5, 1889
416 N. Franklin Street
Fort Bragg, CA 95437
Phone: (707) 961-2823
Fax: (707) 961-2802

<https://www.city.fortbragg.com/>

February 27, 2023

Ms. Nephela Barrett, Executive Director
Mendocino Council of Governments
525 S. Main Street, Suite B
Ukiah, CA 95482

Re: Letter of Support for Caltrans' Sustainable Communities Transportation Planning Grant
"Noyo Harbor Multimodal Circulation Study"

Dear Ms. Barrett,

The City of Fort Bragg is pleased to support the Mendocino Council of Governments' application for a Caltrans Sustainable Communities Transportation Planning Grant application to conduct a "Noyo Harbor Multimodal Circulation Study".

It is the agencies understanding that this proposed feasibility study will provide an opportunity to comprehensively study vehicular, bicycle, and pedestrian access into and through the Noyo Harbor as well as possible implementation of transit access. It will also look at the feasibility of transitioning traffic through the harbor to one-way, creating a second public egress in the event of emergencies by connecting North Harbor Drive to Noyo Point Road on the west end of the harbor, and constructing a roundabout at the intersection on North Harbor Drive at State Route 1 (Main Street).

Lack of safe bicycle and pedestrian access to and through the harbor area, mixed with vehicle conflicts and the single way in and out of the Harbor has been an identified problem for years. A comprehensive study of this type would provide an important benefit to the increasing number of local residents and tourists that regularly visit the harbor throughout the year for employment, business, and recreation.

Sincerely,

DocuSigned by:

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Bernie Norvell
Mayor

DocuSigned by:

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Jason Godeke
Vice Mayor

DocuSigned by:

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Teresa K. Albin-Smith
Councilmember

DocuSigned by:

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Lindy Peters
Councilmember

DocuSigned by:

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Marcia Rafanan
Councilmember

COMMITTEES
CHAIR: HEALTH
BUDGET
INSURANCE
JOINT LEGISLATIVE AUDIT
WATER, PARKS, AND WILDLIFE
BUDGET SUBCOMMITTEE NO. 1 ON HEALTH
AND HUMAN SERVICES

SELECT COMMITTEES
HEALTHCARE ACCESS IN RURAL COMMUNITIES
CRAFT BREWING AND DISTILLING
SEA LEVEL RISE IN CALIFORNIA

Assembly California Legislature



JIM WOOD
ASSEMBLYMEMBER, SECOND DISTRICT

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0002
(916) 319-2002
FAX (916) 319-2102

DISTRICT OFFICES
200 S SCHOOL STREET, SUITE D
UKIAH, CA 95482
(707) 463-5770
FAX (707) 463-5773

50 D STREET, SUITE 450
SANTA ROSA, CA 95404
(707) 576-2526
FAX (707) 576-2297

1036 5TH STREET, SUITE D
EUREKA, CA 95501
(707) 445-7014
FAX (707) 455-6607

Ms. Nephela Barrett, Executive Director
Mendocino Council of Governments
525 S. Main Street, Suite B
Ukiah, CA 95482

Re: Letter of Support for Caltrans' Sustainable Communities Transportation Planning Grant
"Noyo Harbor Multimodal Circulation Plan"

Dear Ms. Barrett,

I am writing in strong support of the Mendocino Council of Governments' application for a Caltrans Sustainable Communities Transportation Planning Grant application to conduct a study to prepare a "Noyo Harbor Multimodal Circulation Plan".

This proposed project will provide an opportunity to comprehensively study vehicular, bicycle, and pedestrian access into and through the Noyo Harbor as well as possible implementation of transit access. It will also look at the feasibility of transitioning traffic through the harbor to one-way, creating a second public egress in the event of emergencies by connecting North Harbor Drive to Noyo Point Road on the west end of the harbor, and constructing a roundabout at the intersection on North Harbor Drive and State Route 1 (Main Street).

Lack of safe bicycle and pedestrian access to and through the harbor area, mixed with vehicle conflicts and the one way in and out of the North Harbor has been an identified problem for years. A comprehensive study of this type would provide an important benefit to the increasing number of local residents and tourists that regularly visit the harbor throughout the year for employment, business, and recreation.

I am pleased to offer my strong support for this important application.

Respectfully,

JIM WOOD
Assemblymember, 2nd District



California State Senate

SENATOR MIKE MCGUIRE

MAJORITY LEADER

NORTHERN CALIFORNIA'S SECOND SENATE DISTRICT



February 28, 2023

Ms. Nephela Barrett, Executive Director
Mendocino Council of Governments
525 S. Main Street, Suite B
Ukiah, CA 95482

Re: Letter of Support for Caltrans' Sustainable Communities Transportation Planning Grant
"Noyo Harbor Multimodal Circulation Plan"

Dear Ms. Barrett:

I am writing in support of the Mendocino Council of Governments' application for a Caltrans Sustainable Communities Transportation Planning Grant application to conduct a study to prepare a "Noyo Harbor Multimodal Circulation Plan".

This project will provide an opportunity to comprehensively study vehicular, bicycle, and pedestrian access into and through the Noyo Harbor as well as possible implementation of transit access. It will also look at the feasibility of transitioning traffic through the harbor to one-way, creating a second public egress in the event of emergencies by connecting North Harbor Drive to Noyo Point Road on the west end of the harbor, and constructing a roundabout at the intersection on North Harbor Drive and State Route 1 (Main Street).

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Thank you for your consideration of this project. If our office can be of any assistance, please do not hesitate to call us at 916-651-4002.

Warmest regards,

A handwritten signature in black ink, appearing to read "Mike McGuire".

MIKE MCGUIRE
Senator

Howard N. Dashiell
DIRECTOR OF TRANSPORTATION

Road Commissioner
County Engineer, RCE 42001
County Surveyor, PLS 7148



FUNCTIONS

Administration & Business Services
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Water Agency

COUNTY OF MENDOCINO
DEPARTMENT OF TRANSPORTATION

340 LAKE MENDOCINO DRIVE
UKIAH, CALIFORNIA 95482-9432
VOICE (707) 463-4363 FAX (707) 463-5474

February 23, 2023

Ms. Nephele Barrett, Executive Director
Mendocino Council of Governments
525 S. Main Street, Suite B
Ukiah, CA 95482

RE: Letter of Support for Caltrans' Sustainable Communities Transportation Planning Grant
"Noyo Harbor Multimodal Circulation Plan"

Dear Ms. Barrett,

The Mendocino County Department of Transportation is pleased to support the Mendocino Council of Governments' application for a Caltrans Sustainable Communities Transportation Planning Grant application to conduct a study to prepare a "Noyo Harbor Multimodal Circulation Plan".

It is our understanding that this proposed project will provide an opportunity to comprehensively study vehicular, bicycle, and pedestrian access into and through the Noyo Harbor as well as possible implementation of transit access. It will also look at the feasibility of transitioning traffic through the harbor to one-way, creating a second public egress in the event of emergencies by connecting North Harbor Drive to Noyo Point Road on the west end of the harbor, and potentially constructing a roundabout at the intersection of North Harbor Drive and State Route 1 (Main Street).

Lack of safe bicycle and pedestrian access to and through the harbor area, mixed with vehicle conflicts and the one way in and out of the North Harbor has been an identified problem for years. A comprehensive study of this type would provide an important benefit to the increasing number of local residents and tourists that regularly visit the harbor throughout the year for employment, business, and recreation.

I am pleased to offer my strong support for this important application.

Sincerely,

HOWARD N. DASHIELL
Director of Transportation

DAN GJERDE
Supervisor
Fourth District



OFFICE PHONE: (707) 463-4221
OFFICE FAX: (707) 463-7237
EMAIL:
GJERDE@MENDOCINOCOUNTY.ORG

COUNTY OF MENDOCINO
BOARD OF SUPERVISORS
501 Low Gap Road • Room 1010
Ukiah, California 95482

Ms. Nephele Barrett, Executive Director
Mendocino Council of Governments
525 S. Main Street, Suite B
Ukiah, CA 95482

March 1, 2023

Re: Letter of Support for Caltrans' Sustainable Communities Transportation
Planning Grant "Noyo Harbor Multimodal Circulation Plan"

Dear Ms. Barrett,

I am pleased to support the Mendocino Council of Governments' application for a Caltrans Sustainable Communities Transportation Planning Grant application to conduct a study to prepare a "Noyo Harbor Multimodal Circulation Plan".

It is my understanding that this proposed project will provide an opportunity to comprehensively study vehicular, bicycle, and pedestrian access into and through the Noyo Harbor as well as possible implementation of transit access. It will also look at the feasibility of transitioning traffic through the harbor to one-way, creating a second public egress in the event of emergencies by connecting North Harbor Drive to Noyo Point Road on the west end of the harbor, and constructing a roundabout at the intersection on North Harbor Drive and State Route 1 (Main Street).

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I am pleased to offer my strong support for this important application.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Gjerde'.

Dan Gjerde, 4th District Supervisor
Mendocino County Board of Supervisors



March 3, 2023

Ms. Nephela Barrett, Executive Director
Mendocino Council of Governments
525 S. Main Street, Suite B
Ukiah, CA 95482

Re: Letter of Support for Caltrans' Sustainable Communities Transportation Planning Grant
"Noyo Harbor Multimodal Circulation Plan"

Dear Ms. Barrett,

The Mendocino Transit Authority (MTA) is pleased to support the Mendocino Council of Governments' application for a Caltrans Sustainable Communities Transportation Planning Grant application to conduct a study to prepare a "Noyo Harbor Multimodal Circulation Plan".

It is my understanding that this proposed project will provide an opportunity to comprehensively study vehicular, bicycle, and pedestrian access into and through the Noyo Harbor as well as possible implementation of transit access. It will also look at the feasibility of transitioning traffic through the harbor to one-way, creating a second public egress in the event of emergencies by connecting North Harbor Drive to Noyo Point Road on the west end of the harbor, and constructing a roundabout at the intersection on North Harbor Drive and State Route 1 (Main Street).

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I am pleased to offer my strong support for this important application.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jacob King', written over a white background.

Jacob King
Executive Director



DATE 2/28/2023

Ms. Nephele Barrett, Executive Director
Mendocino Council of Governments
525 S. Main Street, Suite B
Ukiah, CA 95482

Re: Letter of Support for Caltrans' Sustainable Communities Transportation Planning Grant
"Noyo Harbor Multimodal Circulation Plan"

Dear Ms. Barrett,

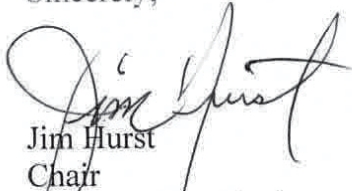
I, Jim Hurst, Chair of the Noyo Harbor District am pleased to support the Mendocino Council of Governments' application for a Caltrans Sustainable Communities Transportation Planning Grant application to conduct a study to prepare a "Noyo Harbor Multimodal Circulation Plan".

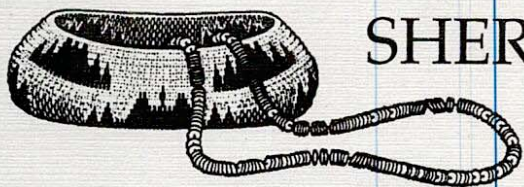
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I am pleased to offer my strong support for this important application.

Sincerely,


Jim Hurst
Chair
Noyo Harbor District



SHERWOOD VALLEY BAND OF POMO INDIANS

February 21, 2023

Ms. Nephela Barrett, Executive Director
Mendocino Council of Governments
525 S. Main Street, Suite B
Ukiah, CA 95482

Re: Letter of Support for Caltrans' Sustainable Communities Transportation Planning Grant
"Noyo Harbor Multimodal Circulation Plan"

Dear Ms. Barrett,

The Sherwood Valley Band of Pomo Indians (Tribe) is pleased to support the Mendocino Council of Governments' application for a Caltrans Sustainable Communities Transportation Planning Grant application to conduct a study to prepare a "Noyo Harbor Multimodal Circulation Plan".

It is the Tribe's understanding that this proposed project will provide an opportunity to comprehensively study vehicular, bicycle, and pedestrian access into and through the Noyo Harbor as well as possible implementation of transit access. It will also look at the feasibility of transitioning traffic through the harbor to one-way, creating a second public egress in the event of emergencies by connecting North Harbor Drive to Noyo Point Road on the west end of the harbor, and constructing a roundabout at the intersection on North Harbor Drive and State Route 1 (Main Street).

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I am pleased to offer my strong support for this important application.

Sincerely,

A handwritten signature in blue ink that reads "Melanie Rafanan". The signature is fluid and cursive, with a long horizontal line extending to the right.

Melanie Rafanan
Tribal Chairperson