



MENDOCINO COUNCIL OF GOVERNMENTS

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www.mendocinocog.org

NEPHELE BARRETT, EXECUTIVE DIRECTOR

Administration: Suite 206
(707) 463-1859
Transportation Planning: Suite 204
(707) 234-3434

AGENDA

Monday, June 1, 2020 at 1:30 p.m.

Teleconference

*Zoom videoconference link provided to Council members and by request.
Please submit access request by noon on the meeting date to
info@mendocinocog.org or call MCOG Administration at (707) 463-1859.*

Audio Call-in Option: 1 (669) 900-6833 (in CA)
Meeting ID: 894 7108 6434#

Additional Media

For live streaming and later viewing:
<https://www.youtube.com/>, search for Mendocino County Video, or
YouTube link at <http://www.mendocinocog.org> under Meetings

**The Mendocino Council of Governments (MCOG) meets as the Board of Directors of:
Mendocino Regional Transportation Planning Agency (RTPA) and
Mendocino County Service Authority for Freeway Emergencies (SAFE)**

NOTICE: During the declared local, state and national emergency, all meetings of the Mendocino Council of Governments will be conducted by teleconference (audio and/or video) and not available for in-person public participation, pursuant to the Governor's Executive Order N-29-20. In order to minimize the risk of exposure to COVID-19, the public may participate in lieu of personal attendance in several ways. Since opportunities during the meeting are limited, we encourage submitting comments in advance.

- In advance of the meeting: email comments to info@mendocinocog.org or send comments using the form at <https://www.mendocinocog.org/contact-us>, to be read aloud into the public record.
- During the meeting: email comments to info@mendocinocog.org or send comments using the form at <https://www.mendocinocog.org/contact-us>, to be made available as soon as possible to the Board of Directors, staff, and the general public as they are received and processed by staff.
- During the meeting: make oral comments on the conference call by phone or video when public comment is invited by the Chair.

Thanks to all for your interest and cooperation.

NOTE: *All items are considered for action unless otherwise noted.*

1. Call to Order and Roll Call
2. Convene as RTPA
3. Recess as RTPA – Reconvene as Policy Advisory Committee

PUBLIC EXPRESSION – *Please refer to notice at top of this Agenda.*

4. Participation is welcome in Council meetings. Comments will be limited to three minutes per person and not more than ten minutes per subject, so that everyone can be heard. "Public Expression" time is limited to matters under the Council's jurisdiction that may not have been considered by the Council previously and are not on the agenda. No action will be taken. Members of the public may comment also during specific agenda items when recognized by the Chair.

REGULAR CALENDAR

Attachments posted: <https://www.mendocinocog.org/2020-06-01-board-of-directors-presentations-of-planning-studies-adoption-of-2020-21-budget-and-transportation-planning-program>

5. Acceptance of Plan and Presentation: SB 743 Vehicle Miles Traveled (VMT) Regional Baseline Study – *Fehr & Peers*
6. Presentation: Fire Vulnerability Assessment & Emergency Evacuation Preparedness Plan – *Category Five Professional Consultants, Inc.*
7. Technical Advisory Committee Recommendations of May 20, 2020: Adoption of Final Fiscal Year 2020/21 Planning Overall Work Program (OWP)
8. Fiscal Year 2020/21 RTPA Budget:
 - a. Adoption of Resolution #M2020-04 Allocating Fiscal Year 2020/21 Funds and 2019/20 Carryover Funds for Administration, Planning, and Reserves
 - b. Adoption of Resolution #M2020-05 Finding That There Are No Unmet Transit Needs That Are Reasonable To Meet for Fiscal Year 2020/21
 - c. Adoption of Resolution #M2020-06 Allocating Fiscal Year 2020/21 Local Transportation Funds, State Transit Assistance, and FY 2019/20 Carryover Capital Reserve Funds to Mendocino Transit Authority
 - d. Adoption of Resolution #M2020-07 Allocating Surface Transportation Block Grant Program Funds for Fiscal Year 2020/21 MCOG Partnership Funding Program, Local Assistance, and Distribution By Formula To Member Agencies

CONSENT CALENDAR

The following items are considered for approval in accordance with Administrative Staff, Committee, and/or Directors' recommendations and will be enacted by a single motion. Items may be removed from the Consent Calendar for separate consideration, upon request by a Director or citizen.

9. Approval of May 4, 2020 Minutes
10. Acceptance of 2018/19 Fiscal Audit of Mendocino Transit Authority
11. Appointments to Social Services Transportation Advisory Council (SSTAC)

RATIFY ACTION

12. Recess as Policy Advisory Committee – Reconvene as RTPA – Ratify Action of Policy Advisory Committee

REPORTS

13. Reports – Information - *No Action*
 - a. Caltrans District 1 – Projects Update and Information
 - b. Mendocino Transit Authority
 - c. North Coast Railroad Authority
 - d. MCOG Staff - Summary of Meetings
 - e. MCOG Administration Staff
 - i. Miscellaneous
 - ii. Next Meeting Date – Monday, August 17, 2020
 - f. MCOG Planning Staff
 - g. MCOG Directors
 - h. California Association of Councils of Governments (CALCOG) Delegates

ADJOURNMENT

14. Adjourn

AMERICANS WITH DISABILITIES ACT (ADA) and TRANSLATION REQUESTS

Persons who require special accommodations, accessible seating, or documentation in alternative formats under the Americans with Disabilities Act, or persons who require interpretation services (free of charge) are advised to contact the MCOG office at (707) 463-1859, **at least five days** before the meeting.

Las personas que requieren alojamiento especial de acuerdo con el Americans with Disabilities Act, o personas que requieren servicios de interpretación (libre de cargo) deben comunicarse con MCOG (707) 463-1859 al menos cinco días antes de la reunión.

ADDITIONS TO AGENDA

The Brown Act, Section 54954.2, states that the Board may take action on off-agenda items when:

- a) a majority vote determines that an “emergency situation” exists as defined in Section 54956.5, **or**
- b) a two-thirds vote of the body, or a unanimous vote of those present, determines that there is a need to take immediate action and the need for action arose after the agenda was legally posted, **or**
- c) the item was continued from a prior, legally posted meeting not more than five calendar days before this meeting.

CLOSED SESSION

If agendaized, MCOG may adjourn to a closed session to consider litigation or personnel matters (i.e. contractor agreements). Discussion of litigation or pending litigation may be held in closed session by authority of Govt. Code Section 54956.9; discussion of personnel matters by authority of Govt. Code Section 54957.

POSTED 5/22/2020

Next Resolution Number: M2020-08



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 5
Regular Calendar
MCOG Meeting
6/1/2020

STAFF REPORT

TITLE: SB 743 Vehicle Miles Traveled (VMT) Regional Baseline Study – Presentation & Acceptance of Final Report

DATE PREPARED: 05/20/20

SUBMITTED BY: Loretta Ellard, Deputy Planner

MEETING DATE: 06/01/20

BACKGR OUND:

We are pleased to report that MCOG’s SB 743 Vehicle Miles Traveled (VMT) Regional Baseline Study (*Work Element 5, FY 2019/20 Overall Work Program*) grant-funded project is nearly complete.

The SB 743 Technical Advisory Group (TAG), including MCOG and Caltrans staff, have received and reviewed the draft report. Very few comments were submitted to the consultant, and the proposed final report is now ready for presentation to MCOG.

Our consultants, Ron Milam and Rodney Brown (Fehr & Peers) will attend the June 1 Zoom MCOG meeting to provide a remote PowerPoint presentation on the final report, and respond to questions from the Board. Attached is a copy of the presentation slides. The final report will be posted to MCOG’s website at <https://www.mendocinocog.org/meetings> (scroll to June 1 Board of Directors meeting) by May 22. *Printed copies of the final report will be provided upon request.*

In summary, SB 743 required the State to change how transportation impacts on the environment are evaluated under CEQA. The intent of the legislation was to remove barriers to infill development, public transportation projects, and projects that increase walking and biking. This legislation is changing measurement of transportation impacts under CEQA from level of service to vehicle miles traveled, and will affect how new development projects and land use plans are analyzed.

The new requirements go into effect **July 1, 2020**. Staff expects that local governmental agencies may have COVID 19-related challenges that could affect their ability to adopt local VMT thresholds before the July 1, 2020 implementation date. Although there have been discussions at the State level about the possibility of getting the deadline extended, it is unknown whether that will happen. The deadline is set in statute and new legislation or some type of emergency action would be needed to change the implementation date.

As part of this project, local agency staff will receive technical training (in an online format) from the consultants on the new procedures and screening tool that’s been developed. We plan to hold this training in June, with the exact date to be determined pending input from local agency staff.

This regional planning project was programmed in MCOG’s FY 2019/20 Overall Work Program, funded with a Caltrans Sustainable Communities Grant of \$119,516, plus \$15,485 in local matching funds, for a total of \$135,001 (\$15,000 MCOG Staff; \$120,001 Consultant). Fehr & Peers’ contract totaled \$119,969.

ACTION REQUIRED: Receive presentation, then accept final report.


ALTERNATIVES: The Board may choose to request changes in the final report, or delay acceptance of the final report (*not recommended*).

RECOMMENDATION: Accept “SB 743 Vehicle Miles Traveled Regional Baseline Study” final report.

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Attachment: Presentation Slides

Mendocino COG SB 743 VMT Regional Baseline Study



MCOG


FEHR & PEERS

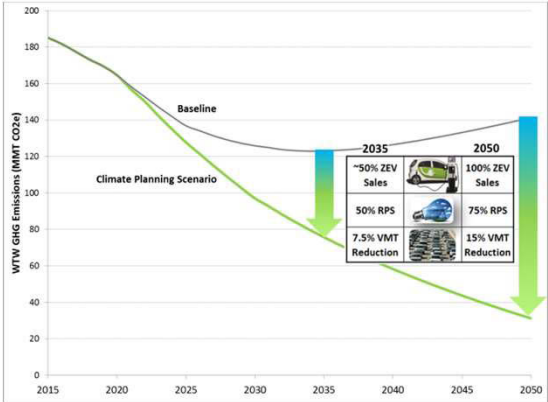
June 1, 2020

Rod Brown
Ron Milam

1

SB 743





Year	ZEV Sales	RPS	VMT Reduction
2035	~50%	50%	7.5%
2050	100%	75%	15%

Deadline to implement: July 1, 2020

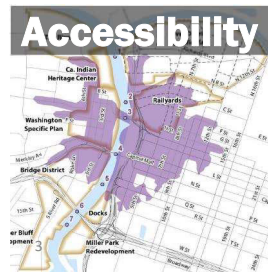
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Icons created by Pham Thi Dieu Linh, David Gomez, and corpus delicti from the Noun Project.

FEHR & PEERS

2

SB 743



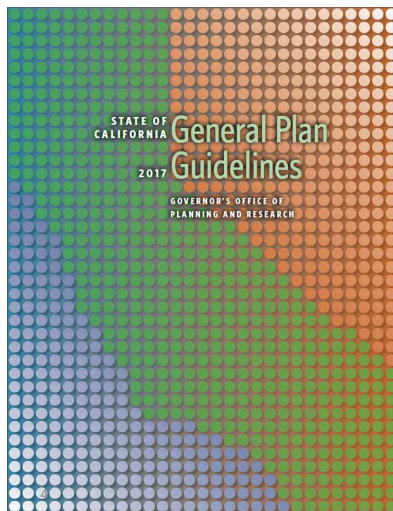
What SB 743 Does...

- Eliminates LOS/delay from CEQA analysis
- Adds VMT to CEQA analysis
- Provides methods and thresholds guidance
- Changes mitigation focus

FEHR PEERS

3

SB 743



What SB 743 Does Not Change...

- General plans
- Traffic impact fee programs
- State Constitution
- Subdivision map act, etc.

LOS can continue to be used, but not for CEQA analysis of land use projects and plans

FEHR PEERS

4

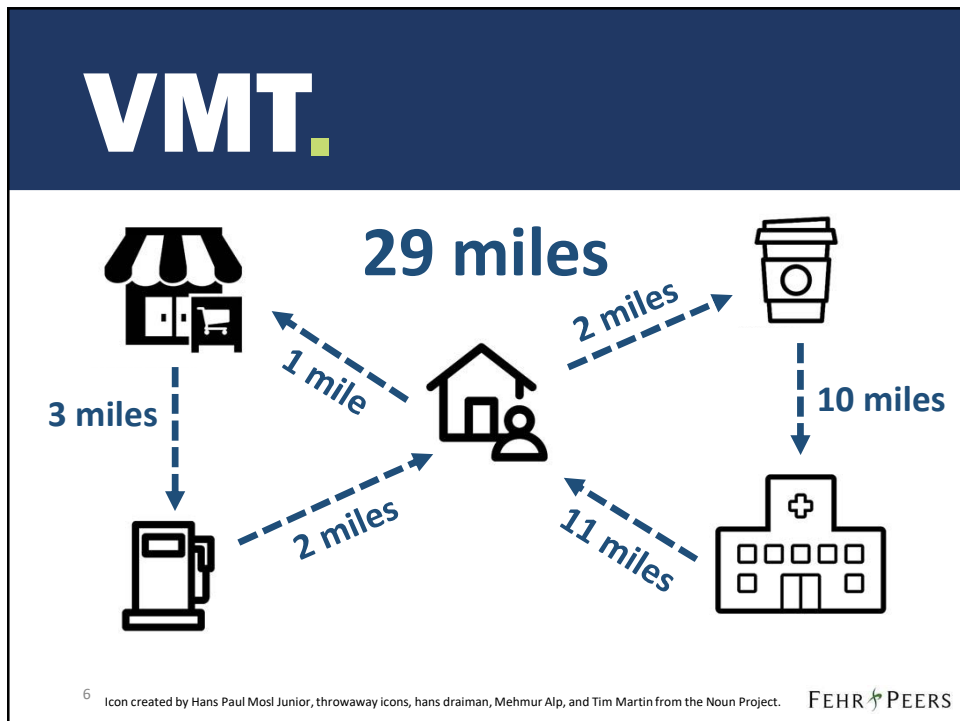
Level of Service

LOS A

LOS F

5


5



6

VMT.

Project Generated VMT vs Project Effect on VMT



7

FEHR PEERS

7

This Project.

- Met with technical advisory group throughout process
- Reviewed MCOG travel forecasting model
- Created recommendations for methods and thresholds to assess VMT
- Developed screening tool for assessment of VMT for simple projects
- Identified mitigation measures for reducing VMT
- Prepared report

8

FEHR PEERS

8

VMT Metric.

- **Total weekday VMT per service population (residents, workers, and students)**
- **For screening, also**
 - **Home-based VMT per resident**
 - **Home-based work VMT per employee**

9

FEHR PEERS

9

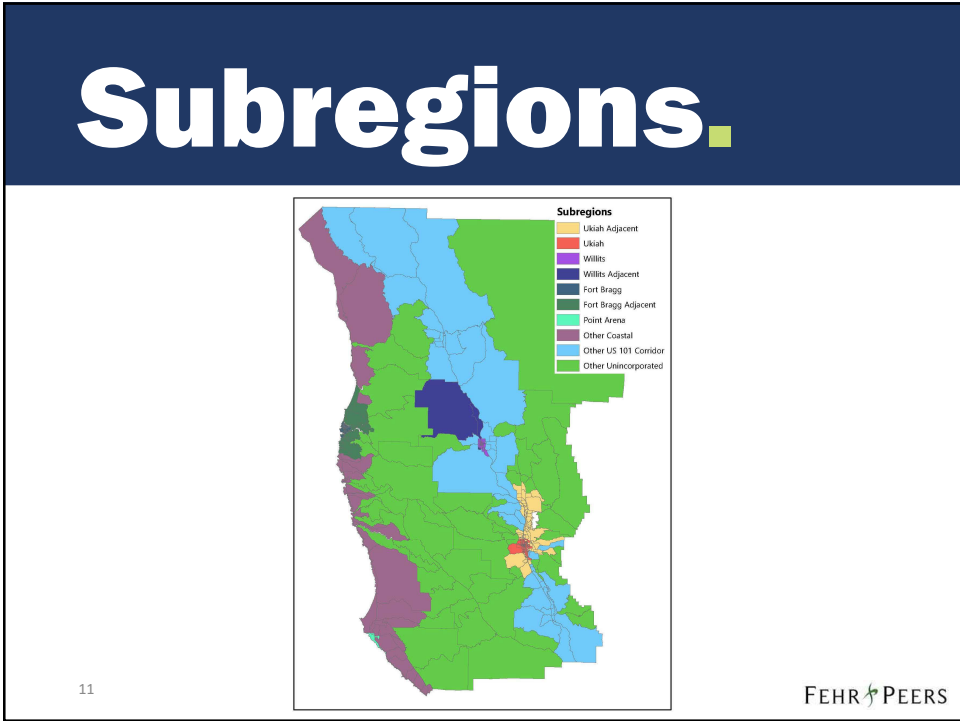
Thresholds.

- **X percent less than the subregion mean under baseline conditions**
- **“X” based on balancing state and community objectives**
- **Recognizes VMT generation and community values vary by area of County**
- **State perspective is that VMT is more like air pollution than LOS, effect is less dependent on local perception and context**

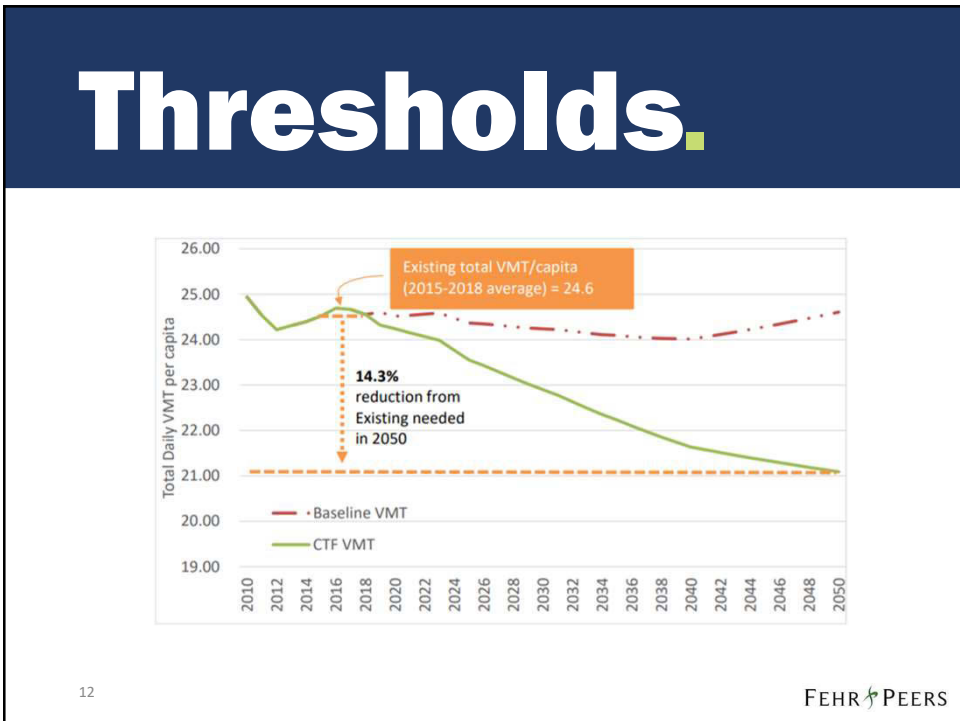
10

FEHR PEERS

10



11



12

Thresholds.

Range of options for amount of reduction

- **16.8% (light duty vehicles)/14.3% (all vehicles) below baseline**
 - Supported by ARB analysis from 2018 (does not include new population projections or COVID-19 effects)
 - Number could change in future based on updated ARB analysis
 - Will result in most impacts
 - Supported by substantial evidence
- **Equal to baseline (0% below)**
 - Does not change current rate of VMT generation
 - Would still need to consider other substantial evidence in final impact determination, including ARB SB 150 report showing that statewide VMT/capita was increasing prior to COVID-19

13

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13

Screening.

- **Screening criteria**
 - Local-serving projects, such as retail projects less than 50,000 square feet
 - Projects in areas where VMT per service population is already low, and similar land use exists today
 - Projects which will generate little VMT (less than 640 per day)

14

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14

Screening Tool.

← EDIT INPUTS
Screening Results
NEW ANALYSIS
EXPORT

Screening Inputs

Criteria:

Baseline Year:

Threshold (% reduction from Baseline Year):

Legend

Category:

Traffic Analysis Zone ID:

Project Location

Project Proximity to Output Low VMT Generating TAZs

Failed

Screening Questions: Within a low VMT generating TAZ? **No (Fail)**

Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.

Traffic Analysis Zone (TAZ) Details

TAZ Question:	TAZ (ID): 746
Subarea:	Other US 101 Corridor
TAZ VMT:	43.2
Subarea VMT:	38
% Difference:	13.7%
VMT Metric:	Total VMT per Service Population
Threshold:	38

Threshold Evaluation

VMT Metric:	43.2
TAZ:	746
Threshold:	38

15

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15

Option: GP EIR Coverage.

- **Complete VMT impact analysis as part of General Plan EIR**
- **Projects consistent with the General Plan could be exempt from further CEQA analysis**

16

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16

8

Mitigation.

Building Operations

Site Design

Location Efficiency

Regional Policies

Regional Infrastructure

17

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17

Land Use Plans.

- Land use plans are not subject to screening and require specific VMT analysis.
- Land use plans can be tested for significant impacts using the same subregion baseline thresholds for land use projects.
- Modeling the land use plan changes in the MCOG travel forecasting model is required.
 - Limited sensitivity to many TDM strategies

18

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18

Transportation Projects.

- **Use of VMT as an environmental impact metric for transportation projects is discretionary**
- **If used, allows for a variety of projects to be presumed to have a less than significant impact**
 - **Transit, bicycle, and pedestrian projects**
 - **Smaller roadway network modifications such as intersection restriping**
- **However, need to ensure methodology accounts for induced travel**

19

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19

Next Steps.

- **Board acceptance of report**
- **Each City and the County will work with their planning departments and legal counsel to adopt methodologies and thresholds**
- **After July 1, 2020, CEQA transportation analysis for land use projects and land use plans must be based on VMT**

20

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20



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 6
Regular Calendar
MCOG Meeting
6/1/2020

STAFF REPORT

TITLE: Fire Vulnerability Assessment & Emergency Evacuation Preparedness Plan – Presentation of Draft Final Report

DATE PREPARED: 05/22/20

SUBMITTED BY: Loretta Ellard, Deputy Planner

MEETING DATE: 06/01/20

BACKGR OUND:

The “Mendocino County Fire Vulnerability Assessment & Emergency Evacuation Preparedness Plan” grant project (*administered by MCOG at the request of the County*) is now nearing completion. The project is being conducted by the consultant firm Category Five Professional Consultants, Inc. (Sheri Eibschutz and Bob Neumann).

Ms. Eibschutz and Mr. Neumann will remotely attend the June 1 MCOG meeting to give a PowerPoint presentation on the draft final report. Attached is a copy of the presentation slides. The documents (Public Outreach Plan, Fire Vulnerability Assessment, and Evacuation Plan), as well as an Executive Summary, will be posted on MCOG’s website at <https://www.mendocinocog.org/meetings> (scroll to June 1 Board of Directors meeting) by May 22, for Board and public review.

The consultants have worked closely with a Technical Advisory Group (TAG) including fire professionals, Sheriff/Office of Emergency Services representatives, County staff, and others. The TAG has been involved throughout the project, providing valuable input to the consultants. TAG members, MCOG staff, and Caltrans staff have reviewed and commented on the draft products.

The countywide public forums for this project have been delayed due to COVID-19 restrictions on public gatherings. We now anticipate that a virtual countywide forum, rather than in-person forums, will be held sometime in June (*tentatively June 22*), with details and date to be confirmed, then advertised.

This presentation will be an opportunity for Board members to hear from the consultants, ask questions, and provide input. We will not be asking for Board acceptance of the final report at this meeting, rather we want to ensure sufficient time for Board review and comment, if desired, on the documents. Acceptance of the final report will be scheduled for the August MCOG meeting.

This regional planning project was programmed in MCOG’s FY 2019/20 Overall Work Program, funded with a Caltrans Adaptation Planning Grant of \$247,884, plus \$32,116 in local matching funds, for a total of \$280,000 (\$35,000 MCOG Staff; \$245,000 Consultant). Category Five’s contract totaled \$236,140. The project will be carried over to the FY 2020/21 Overall Work Program for completion.

ACTION REQUIRED: Receive consultant’s presentation.

ALTERNATIVES: N/A

RECOMMENDATION: Receive presentation only, at this meeting. *The final report will be scheduled for acceptance at the August MCOG meeting.*

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**Mendocino County
Fire Vulnerability Assessment
and
Emergency Evacuation Plan**

Category Five Professional Consultants, Inc.

The image shows a group of firefighters in silhouette working at night. They are positioned in front of a large fire, with bright orange flames and thick smoke visible. A fire truck with its headlights on is partially visible on the right side of the scene.

Overview

- Fire Vulnerability Assessment
- Evacuation Plan
- Public Outreach Plan



Category Five Professional Consultants, Inc.

The image depicts a serene forest scene with a paved road winding through tall, thin trees. Sunlight filters through the dense canopy, creating a dappled pattern of light and shadow on the road and the forest floor.

Technical Advisory Group

- Mendocino County Sheriff's Office
- Mendocino County Office of Emergency Services
- Mendocino County Planning and Building Services
- Mendocino County Department of Transportation
- Caltrans District 1
- Mendocino County Executive Office
- Mendocino Council of Governments
- Mendocino County Fire Safe Council
- Willits Police Department
- City of Ukiah Office of Emergency Services
- City of Point Arena
- CAL FIRE
- Mendocino County Office of Education
- American Red Cross
- Mendocino County Fire Chiefs Association representing 21 fire agencies

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Public Outreach Plan

Goals:

- ❑ Understand community's concerns
- ❑ Increase community awareness
- ❑ Encourage residents to protect themselves and their property
- ❑ Share planning that has occurred
- ❑ Increase confidence in local first responder agencies

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Concerns Identified

- ❑ Significant wildfire threat
- ❑ Transportation corridors and WUI interface
- ❑ Communities with one way in and out
- ❑ Accumulation of fuels
- ❑ Insufficient funding to support wildfire prevention
- ❑ Insufficient hazard abatement ordinances



The Mendocino Complex fire rages over Highway 20

Category Five Professional Consultants, Inc.



Concerns Identified

- ❑ Government and landlord complacency
- ❑ Absence of Evacuation Plan
- ❑ Alerting system confusion
- ❑ Unreliable cell phone coverage/broadband service
- ❑ Pets and livestock
- ❑ Family members-disabled and elderly



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Public Outreach Plan

- ❑ Adopts “Ready Set Go” program
- ❑ Recommends bulletin boards in critical locations
- ❑ Provides a source for educational resources
- ❑ Develops a Public Safety Announcement program
- ❑ Recommends a Public Outreach process
- ❑ Recommends a Public Information Plan

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Fire Vulnerability Assessment

Prevent loss of life and minimize property damage



- ❑ Identifies areas most vulnerable to wildfire
- ❑ Improvements to County’s existing strategies and practices

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Fire Vulnerability Assessment

CFPC thoroughly reviewed:

- Historical data
- Community Wildfire Protection Plan
- Hazard Mitigation Plan
- County General Plan
- California Fire Resource Assessment Program maps
- Impacts of 2017 and 2018 fires

Interviews conducted with:

- Sheriff's Office
- Local Fire Chiefs
- County Planning staff
- Tribal representatives
- Building officials
- Fire District board members
- Local government officials

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Planning Areas

- Mutual Aid Zones
- Watershed boundaries
- CAL FIRE battalions
- Weather, fuels and topography
- Fire District boundaries
- Population density
- Transportation corridors

Threat Assessment

- ❑ Population
- ❑ Climate/Weather
- ❑ Topography
- ❑ Fuel Hazards
- ❑ Fire Protection
- ❑ Transportation Corridors
- ❑ Special Concerns
- ❑ Critical Assets at Risk



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Evacuation Plan

- ❑ Strategies for managing evacuation which exceeds capabilities of local public safety agencies
- ❑ An annex of the County EOP
- ❑ Complies/integrates with local plans and ordinances, state law, and state and federal emergency planning guidances including SEMS, NIMS, ICS and the NWCG
- ❑ Interviews conducted with Fire Officers, Sheriffs/OES Commander, Caltrans Managers, County Engineer, DOT, Senior County Executive Staff

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Evacuation Plan

- ❑ Emergency evacuation quick guide
- ❑ Overview
- ❑ Planning areas
- ❑ Evacuation management
- ❑ Considerations and guidance
- ❑ Area specific evacuation zones and guidance
- ❑ Post evacuation

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Evacuation Plan

- ❑ Authority to issue evacuations
- ❑ Unified Command
- ❑ Evacuation management decision points
- ❑ Incident Command Posts/Emergency Operations Centers
- ❑ Alerting the evacuation area
- ❑ Evacuation assistance
- ❑ Management of vulnerable populations

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Evacuation Plan

- ❑ Evacuation of pets and livestock
- ❑ Organizational responsibilities
- ❑ Resource management
- ❑ Repopulation
- ❑ Plan implementation
- ❑ Plan maintenance and updating

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Area Specific Planning

- ❑ Climate, topography, fuels
- ❑ Fire protection resources
- ❑ Access/Egress
- ❑ 69 Evacuation zones
- ❑ Areas of safe refuge
- ❑ AFN locations
- ❑ Critical infrastructure
- ❑ Traffic control/choke points
- ❑ Transportation facilities and assets
- ❑ Area specific concerns



Paradise, Butte County 2018

Category Five Professional Consultants, Inc.



Recommendations

- ❑ Emergency Alerting Systems
- ❑ Codes and Ordinances
- ❑ Roads/Street Naming and Addressing



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Recommendations

- ❑ Access/Egress
- ❑ Transportation Asset Improvements
- ❑ Transportation Agreements



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Recommendations:

- Vegetation Management
- Incident Command Posts
- Public Outreach



CAL FIRE 223-acre prescribed burn west of Ukiah- March 2020



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Action Plan



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Questions?



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**MENDOCINO COUNCIL OF GOVERNMENTS
STAFF REPORT**

Agenda # 7
Regular Calendar
MCOG Meeting
6/1/2020

TITLE: FY 2020/21 Final Overall Work Program (OWP)

DATE SUBMITTED: 5/26/20

SUBMITTED BY: Alexis Pedrotti, Project Manager

MEETING DATE: 6/1/20

BACKGROUND:

Enclosed for your review and approval is the proposed FY 2020/21 Final Overall Work Program (OWP). The TAC reviewed this OWP at their meeting of May 20, 2020 and recommended that it be approved.

As reported during the budget overview at the May MCOG meeting, the Draft Work Program was reviewed and recommended by the TAC in February, and submitted to Caltrans by the March 1, 2020 due date. This Final Work Program includes the projects recommended in the Draft, as well as the addition of two carryover projects. It also responds to Caltrans' comments on the Draft, which were minor.

Proposed Final Work Elements are as follows:

W.E.	Agency	Project	Amount
1	MCOG	Regional Government & Intergovernmental Coordination	\$ 114,500
2	MCOG	Planning Management & General Coordination (Non-RPA)	\$ 97,559
4	MCOG	Sustainable Transportation Planning	\$ 10,000
6	Co. DOT	Combined Special Studies	\$ 54,000
7	MCOG	Planning, Programming & Monitoring (PPM)	\$ 83,024
8	MCOG	Mendo. Co. Fire Vulnerability Assess./Emergency Preparedness – <i>Carryover</i>	\$ 35,001
9	MCOG	Regional and Active Transportation Plans Update – NEW	\$ 65,500
10	MCOG	Pavement Management Program Triennial Update – NEW	\$ 150,000
11	MCOG	Local Road Safety Plans (LRSP) – NEW	\$ 188,000
12	Ukiah	Sidewalk Maintenance and ADA Curb Ramp Inventory - NEW	\$ 45,000
14	MCOG	Training	\$ 13,000
15	Fort Bragg	Transportation Planning for Mill Site Reuse & Rezoning - <i>Carryover</i>	\$ 41,361
16	MCOG	Multi-Modal Transportation Planning	\$ 32,000
18	MCOG	Geographic Information System (GIS) Activities	\$ 3,000
20	MCOG	Grant Development & Assistance	\$ 25,000
----	MCOG	<i>PROJECT RESERVE</i>	\$ 11,800
		Total	\$ 968,745

As proposed, the FY 2020/21 Final Overall Work Program includes **15** work elements and totals **\$968,745**. For comparison purposes, the Final (Amended) FY 2019/20 Overall Work Program contains 15 work elements and totals \$1,133,141.

The financial summary pages (8-11) provide a breakdown of funding sources and claimants. Carryover amounts are estimates, and adjustments will be made in an amendment after the fiscal year end closes.

ACTION REQUIRED: Adopt FY 2020/21 Final Overall Work Program.

ALTERNATIVES: Revise work elements or refer back to TAC (*not recommended*).

RECOMMENDATION: Accept TAC's recommendation to adopt FY 2020/21 Final Overall Work Program, and authorize Executive Director or designee to sign certifications and OWP Agreement and forward to Caltrans as required.

Attachment: FY 2020/21 Final Overall Work Program



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

Agenda # 8
Regular Calendar
MCOG Meeting
6/1/2020

TITLE: Fiscal Year 2020/21 Regional Transportation Planning Agency (RTPA) Budget

SUBMITTED BY: Janet Orth, Deputy Director / CFO

DATE PREPARED: 5/26/2020

BACKGROUND:

I have prepared the stand-alone budget document, attached and/or posted separately, including an overview, reference material, and the resolutions for adoption with all of the exhibits that detail the budget.

On May 4, I made a presentation to the Council, as an opportunity for input and questions. Staff and council members participated in a workshop to better understand the budget proposals and how these were developed. As discussed, there are many uncertainties in this year's budget, expected to be resolved by later amendments.

The draft budget included recommendations from three committees* during budget development, which were documented in the staff report, presentation, and committee meeting minutes (some minutes are pending). Additionally, the SSTAC met this morning to make its recommendation.

All information to date is summarized for the record in the allocating resolutions Total revenues are \$12,856,866, and total proposed allocations are \$10,393,983.

Final notes and changes since the May draft budget workshop include:

#8a. Planning. As anticipated, the Transportation Planning Overall Work Program (OWP) proposal has increased from \$677,383, which consisted of draft funding totals reported at the budget workshop, to \$968,745, resulting from the addition of projects carried over from the previous fiscal year and a new work element added by the Technical Advisory Committee for Local Road Safety Plans, with funds contributed by MCOG member agencies. An amendment is anticipated after close of the fiscal year to add further carryover funds. - *Refer to staff report, Agenda item #7*

Reserves. As a result of the budget workshop, the 2% Local Transportation Fund (LTF) Bicycle & Pedestrian Program funding of \$73,771 was set aside as a temporary reserved until a decision is made for this allocation.

#8b. Unmet Transit Needs. The Social Services Transportation Advisory Council (SSTAC) has concurred with the Transit Productivity Committee (TPC) recommendation that "there are no unmet transit needs that are reasonable to meet" according to adopted definitions.

#8c. Public Transit. Staff has collected most of the necessary data to make the findings required by the Transportation Development Act (TDA) for funding of Mendocino Transit Authority's annual claim. All supporting documentation for the resolution will be on file

and available for verification. After MTA adopts their final budget in June, we expect to have all of the information required to be submitted with the claim for funds, including MTA's budget and five-year capital plan, before the new fiscal year begins.

#8d. Surface Transportation Block Grant Program. The resolution details fund balances and carryover not entirely reflected in the budget spreadsheets. STBGP comprises three separate MCOG programs: Partnership Funding, Local Assistance, and Formula Distribution.

The Council as a whole has taken no action on the budget during this process. The budget before you now is the result of deliberations by committees and staff. The time has come to adopt the budget, by way of allocating resolutions, for the coming fiscal year. As discussed, we anticipate that amendments will be needed as more information becomes available concerning revenues in this economically challenging year.

ACTION REQUIRED:

- a. Adopt the resolution to fund MCOG activities: Administration, Planning and Reserves. The budget component for Planning will fund the Overall Work Program. The OWP is to be adopted under a separate agenda item.
- b. Adopt the resolution to make the annual finding of Unmet Transit Needs. This documents the process that began the budget cycle with the Social Services Transportation Advisory Council's workshop last December and will conclude with this finding by resolution.
- c. Adopt the resolution to fund Mendocino Transit Authority operations, capital needs, and senior center transportation contracts.
- d. Adopt the resolution to allocate STBGP funds for MCOG's Partnership Funding Program, Local Assistance, and Distribution by Formula to Member Agencies.

ALTERNATIVES:

- a. If the Council chooses to make changes to the budget for Administration, Bicycle & Pedestrian program, Planning or Reserves, direct staff to adjust the allocating resolutions accordingly and authorize the Chair to execute them, so that funds can be released on time. The next opportunity for Council approval would be the August 17 meeting (unless a special meeting is called), and delay could cause hardship for the agencies that depend upon the funds to be allocated. Or, the Council could release portions of individual budget line items as needed until the budget is adopted. – *changes not recommended*
- b. The Council could adopt an alternative finding that “*there are unmet transit needs that are reasonable to meet,*” in which case funding or other resources should be identified for them and MTA should concur that they are operationally feasible. Or you could choose not to make any finding, thereby not concluding the annual process, which we are not required to conduct. – *not recommended*
- c. The Council could request that MTA further revise their claim. – *not recommended*

- d. The Council could revise its established policy for allocation of STBGP funds. The resolution notes, “It is MCOG’s intention to reevaluate its STBGP formula for distribution to the member agencies if a forthcoming federal transportation legislative bill substantially changes the amount of, or designated use of, STBGP funds” (there are no such changes made to date, although the FAST Act expires in September 2020). Also, the Council could revise the policy for “off-the-top” allocations to the Partnership Funding Program and Local Assistance. – *not recommended*

RECOMMENDATION:

Staff concurs with the four committee recommendations to date. Approve the FY 2020/21 RTPA Budget by adopting the four resolutions for execution by the Chair.

Enclosure: 2020/21 Budget (as separate document)

<p>NOTE: A limited number of print copies of this Budget are made available by request. Copies of the final adopted Budget will be produced and distributed as needed. Electronic copies will be posted on MCOG’s website.</p>
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* The committees recommending on the budget are:

- Executive Committee
- Technical Advisory Committee
- Transit Productivity Committee
- Social Services Transportation Advisory Council

May 26, 2020

To: MCOG Board of Directors
From: Janet Orth, Deputy Director / CFO
Subject: Consent Calendar of June 1, 2020

The following agenda items are recommended for approval/action.

9. Approval of May 4, 2020 Minutes – *attached*
10. Acceptance of 2018/19 Fiscal Audit of Mendocino Transit Authority – MTA received a clean audit. – *Staff report and audit report attached*
11. Appointments to Social Services Transportation Advisory Council (SSTAC) – Two existing representatives have volunteered for reappointment and are nominated by staff to fill expired seats. – *Staff report and roster attached*

MENDOCINO COUNCIL OF GOVERNMENTS

MINUTES

Monday, May 4, 2020

Teleconference Only

In compliance with Governor's Executive Order N-29-20

The Mendocino Council of Governments (MCOG) meets as the Board of Directors of:
Mendocino Regional Transportation Planning Agency (RTPA) and
Mendocino County Service Authority for Freeway Emergencies (SAFE)

1. Call to Order / Roll Call. The meeting was called to order at 1:46 p.m. with Directors Rex Jackman (Caltrans/PAC), Jim Brown, Richey Wasserman, Larry Stranske, Tess Albin-Smith, John Haschak, Michael Carter and Dan Gjerde present by Zoom teleconference; Chair Gjerde presiding.

Staff present on the call: Nephelie Barrett, Executive Director; Janet Orth, Deputy Director/CFO; Loretta Ellard, Deputy Planner; Lisa Davey-Bates, Transportation Planner; and Monica Galliani, Administrative Assistant.

Note: Public comment was invited via online comment form; staff monitored for incoming comments throughout the meeting, reporting periodically; no written public comments were received.

2. Convene as RTPA

3. Recess as RTPA – Reconvene as Policy Advisory Committee

4. Public Expression. None.

5. Regular Calendar.

5. Presentation and Acceptance of Triennial Performance Audits – *Michael Baker International.*

Ms. Orth gave a brief summary of her written staff reports, noting the audits are required by the Transportation Development Act, and introduced Derek Wong of Michael Baker International. Both agencies received favorable reports. Mr. Wong described the audit process and presented his findings to the Board for the period of 2016 to 2018. He then listed the recommendations for MCOG and MTA.

- a. Mendocino Council of Governments. Mr. Wong reported that MCOG fully complied with all 12 applicable requirements. He listed two recommendations for MCOG:
 - Considering an alternate funding formula for senior center TDA funds (in progress, carried forward)
 - Confirming alignment of MCOG personnel roles and responsibilities with RTPA functions.
- b. Mendocino Transit Authority. Mr. Wong explained that there have been various changes in standards and recommendations for MTA over time. MTA fully complied with six of nine requirements, as well as partial compliance. He listed the four recommendations for MTA, including three carried forward:
 - Improving data reporting to the State controller
 - Expanding data analysis using new technology systems
 - Updating short range transit development plan
 - Considering an alternate funding formula for senior center TDA funds.

In Board discussion, Director Haschak and Richard Baker, Willits Senior Center Executive Director, reported that they had discussed new funding formulas and the parameters of revised performance standards are starting to be established. - *Refer also to Agenda #6e*

Upon motion by Haschak, second by Albin-Smith, and carried unanimously on roll call vote (*8 Ayes – Brown, Stranske, Wasserman, Carter, Albin-Smith, Haschak, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 0 Absent*): IT IS ORDERED that the triennial performance audits of MCOG and MTA are accepted as presented.

6. Fiscal Year 2020/21 RTPA Budget Presentation & Workshop. Ms. Orth referred to her staff report and presentation slides. She summarized the changes made in preparation for results of the COVID-19 pandemic impacts on the economy. She reported that the total available revenues from all sources are estimated at over \$12 million, citing two items driving that figure higher than the typical \$8 million: federal relief funds for transit and grant funds for construction of the trail in Round Valley. Local and state revenues are likely to be lower than the original estimates from the auditor and State Controller, so the proposed budget assumes that amendments will be likely. More progress will be made in the new fiscal year.

Ms. Barrett added that since LTF revenues were likely to fall short, the optional Bicycle & Pedestrian allocations were cut out of the proposal. She clarified that there is no harm in waiting to allocate the bike and pedestrian funds as no one is relying on them at this time. In response to a question from Director Haschak, Ms. Barrett explained that the expected drop in LTF funds will be supplemented by CARES Act relief through the federal 5311 transit program.

- a. Report of Revenues Fiscal Year to Date 2019/20. Ms. Orth referred to her staff report and presentation.
- b. Executive Committee Recommendations of February 24, 2020 – Revenues & Allocations. Ms. Orth referred to her staff report and presentation.
- c. Technical Advisory Committee Recommendation of February 19, 2020 – Draft Planning Overall Work Program. Ms. Ellard referred to Ms. Pedrotti's staff report.
- d. Transit Productivity Committee Recommendations of April 13, 2020. Ms. Orth explained that the TPC recommended full funding of MTA's claim as presented, with the expectation that one or more revised claims will be necessary later in the year, as more information becomes available. They also recommended a finding that "there are no unmet transit needs that are reasonable to meet" based on the current fiscal situation.
- e. Report of Senior Centers Transportation Program Workshops of September 17, 2019 and March 17, 2020. Ms. Barrett reported that MCOG has been working with the TPC and Senior Centers to revise the Senior Center funding formula since the TPC meeting in 2019. The performance auditor had recommended a formula based partially on performance. Richard Baker has taken Diana Clarke's place as the new primary appointee of the TPC with Jill Rexrode serving as alternate. The TPC met in April and decided to wait until the next in-person meeting to make a recommendation on the new funding formula. Staff discussed opening senior center transportation workshops to the public to include interested Board members.

The Chair invited public comment. Diana Clarke commented that the revision process for the senior center funding formula has been a large collaborative effort that is extremely necessary, being as the formula has not been revised since 1997.

The budget workshop was for information only and no action was taken.

7-8. Consent Calendar. Upon motion by Carter, second by Brown, and carried unanimously on roll call vote (8 Ayes – Brown, Stranske, Wasserman, Carter, Albin-Smith, Haschak, Jackman/PAC, and Gjerde; 0 Noes; 0 Abstaining; 0 Absent): IT IS ORDERED that consent items are approved:

7. Approval of April 6, 2020 Minutes – as written

8. Approval of April 13, 2020 Transit Productivity Committee Minutes – as written

9. Recess as Policy Advisory Committee – Reconvene as RTPA – Ratify Action of Policy Advisory Committee. Upon motion by Carter, second by Haschak, and carried unanimously on roll call vote (7 Ayes – Brown, Stranske, Wasserman, Carter, Albin-Smith, Haschak, and Gjerde; 0 Noes; 0 Abstaining; 0 Absent): IT IS ORDERED that the actions taken by the Policy Advisory Committee are ratified by the MCOG Board of Directors.

10. Reports - Information

- a. Caltrans District 1 – Projects Update and Information. Director Jackman reported that he would like to give his previously scheduled presentation at a later date to determine the best option for orientation for online mapping tools. Ms. Barrett reported that in a recent Caltrans meeting, she learned that almost all projects are still moving forward as planned without delays. Director Haschak reported that at the last Board of Supervisors meeting, board members wanted to place shelter-in-place warning signs at entry points into Mendocino County on major highways. Director Wasserman reported that Caltrans crews were working on Main Street in Point Arena; all construction projects in the Manchester/Point Arena areas are still going as planned, and possibly sooner. Ms. Barrett replied that projects have accelerated schedules to take advantage of less traffic on the roads.

Director Jackman left the meeting at 2:55 p.m.

- b. Mendocino Transit Authority. Chair Gjerde reported that MTA had suspended trips across the border to Sonoma County during the COVID-19 emergency.
- c. North Coast Railroad Authority. Ms. Ellard reported that NCRA is now meeting quarterly and that the next meeting will be held on June 8 at the Board of Supervisors Chambers in Ukiah.
- d. MCOG Staff - Summary of Meetings. Ms. Barrett referred to her written report. Ms. Orth reported that she has been attending California Electric Vehicle Infrastructure Project (CALeVIP) meetings; the Sonoma Coast Incentive Project will open up for applications on July 8.
- e. MCOG Administration Staff
 - i. Miscellaneous. Ms. Barrett reported that the amendment to the Joint Powers Agreement would not take effect until all member agencies ratify it. To date, the cities of Fort Bragg and Point Arena have approved the amendment. MCOG staff is still waiting for the County of Mendocino, City of Ukiah and City of Willits to ratify.
 - ii. Next Meeting Date. Monday, June 1, 2020.
- f. MCOG Planning Staff.
 - i. SB 743 Vehicle Miles Traveled (VMT) Regional Baseline Study. Referred to written staff report.

- ii. *Fire Vulnerability Assessment and Emergency Evacuation Preparedness Plan.* Ms. Ellard reported that MCOG staff have gone over the draft report for the evacuation plan and have provided comments to the consultant. The project is still on track for consultant presentation in June, but public forums have been delayed until further notice.
- iii. *Miscellaneous.* None.
- g. MCOG Directors. There were no reports.
- h. California Association of Councils of Governments (CALCOG) Delegates. None.

15. Adjournment. The meeting was adjourned at 3:04 p.m.

Submitted: NEPHELE BARRETT, EXECUTIVE DIRECTOR

By Monica Galliani, Administrative Assistant



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 10
Consent Calendar
MCOG Meeting
6/1/2020

STAFF REPORT

TITLE: Acceptance of FY 2018/19 Fiscal Audit of Mendocino Transit Authority

SUBMITTED BY: Janet Orth, Deputy Director / CFO

DATE PREPARED: 5/20/2020

BACKGROUND:

Each fiscal year, MCOG engages an independent Certified Public Accountant to conduct a fiscal audit of Mendocino Transit Authority, to comply with the Transportation Development Act (TDA). R. J. Ricciardi, Inc., CPAs has been engaged once again after a procurement process. MTA received a favorable audit report as usual.

The report was due by end of December 2019, however MCOG staff granted a requested 90-day extension to MTA, as allowed under TDA. A copy of the Basic Financial Statements, dated May 11, 2020, was received by MCOG on May 13, attached.

MTA's total net position decreased by \$1,323,579; total net position at June 30, 2019 was \$11,076,372, compared to the previous year at \$12,399,951. – Pages 4-5, 7-8

The fare box calculation was included as directed by TDA. The ratio of fare box revenue compared to operating expenses was 10.1% (down from 12.6% in the previous year), just meeting the new standard requirement of 10%. This is the third year under Senate Bill 508, which reduced MTA's required fare revenue of 14.7% to ten percent. – Page 19

The CPA also provided a report on compliance with TDA, noting tests of compliance were performed and that: *"In connection with the audit, nothing came to our attention that caused us to believe that Mendocino Transit Authority failed to comply with...[TDA]...and the allocation instructions and resolutions of Mendocino Council of Governments."* – Page 25

Additionally, issues concerning MCOG are "eligibility" for TDA funds allocated to MTA and senior centers. Annually, the fiscal auditor tests for eligibility of the claimant (MTA) to receive TDA funds, which involves a formula according to Section 6634. Any monies in excess of the amount eligible "shall be recovered" by the agency/commission/board (MCOG), according to Section 6649. MTA was found to be eligible for all TDA funds received for the fiscal year.

The Notes to Financial Statements reveal that MTA received a concentration of 56% of its total revenue for the year from MCOG allocations of TDA funds, at \$3,150,826. Last year was 55%, at \$3,050,612. TDA funds were the largest single source of revenue for MTA. – Pages 8, 21

And finally, Note 14, Subsequent Events, acknowledges the impact of the Coronavirus Pandemic.

ACTION REQUIRED: Accept the Fiscal Year 2018/19 MTA fiscal audit, as a fiduciary duty of the Council.

ALTERNATIVES: None identified. The report was submitted to the State Controller as required, regardless of any MCOG action.

RECOMMENDATION:

Accept the FY 2018/19 MTA fiscal audit reports as presented by R. J. Ricciardi, Inc., Certified Public Accountants.

Enclosures:

MTA “Basic Financial Statements” with TDA compliance report



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 11
Consent Calendar
MCOG Meeting
6/1/2020

STAFF REPORT

TITLE: Appointments to Social Services Transportation Advisory Council (SSTAC)

SUBMITTED BY: Janet Orth, Deputy Director / CFO

DATE PREPARED: 5.21.2020

BACKGROUND:

The Transportation Development Act (TDA) mandates that Regional Transportation Planning Agencies maintain a Social Services Transportation Advisory Council (SSTAC).

Since the last SSTAC appointments at the February 2020 MCOG meeting, terms have expired for three appointments. Two of the members agreed to continue serving. (The other was a duplicate appointment to one of the same seats.)

The members currently nominated by staff for reappointment are:

- “Local social service provider for the handicapped”
- *Reappoint through April 2023*
Sheila Keys, Redwood Coast Regional Center
- “Local social service provider for persons of limited means”
- *Reappoint through April 2023*
Doris Sloan, Consolidated Tribal Health

The current membership roster is attached for your reference. Two of nine seats remain vacant, with no one yet identified to fill those vacancies. Positions are for three-year, staggered terms. If volunteers become available for the vacant seats, additional appointments can be made by the MCOG Board of Directors at such time.

ACTION REQUIRED: Reappoint two members to fill terms on the SSTAC.

ALTERNATIVES:

- The Board may nominate additional names for consideration.
 - The Board may appoint more members than the nine prescribed by law.
 - It is suggested that appointment of one or more alternates for each seat can increase participation.
-

RECOMMENDATION:

Reappoint Sheila Keys and Doris Sloan to the Social Services Transportation Advisory Council.



Social Services Transportation Advisory Council (SSTAC)

Membership Roster
Approved February 3, 2020

Position	Name	Alternate	Agency	Term Expires
Local social service provider for the handicapped	Sheila Keys		Redwood Coast Regional Center	April 2020
Local social service provider for persons of limited means	Arlene Peterson		Action Network	April 2020
	Doris Sloan		Consolidated Tribal Health	April 2020
Local social service provider for seniors	Richard Baker	Priscilla Tarver	Willits Seniors, Inc.	April 2021
	Dena Eddings, Interim		Area Agency on Aging	April 2021
Local social service provider for seniors that provides transportation	Jill Rexrode	Steve Jordan	Redwood Coast Seniors	April 2021
		Laurie Hill		
Potential transit user at least 60 years of age	<i>Vacant</i>			April 2021
Potential “handicapped” transit user	<i>Vacant</i>			April 2022
Local social service provider for the handicapped that provides transportation	Kathy Sheehy	Diana Clarke	Ukiah Senior Center	April 2022
		Heather Haydon		
Representative of local Consolidated Transportation Services Agency	Jacob King		Mendocino Transit Authority	April 2022
Representative of Local Consolidated Transportation Services Agency	Carla Meyer	Dawn White	Mendocino Transit Authority	April 2023



**MENDOCINO COUNCIL OF GOVERNMENTS
STAFF REPORT**

Agenda #13d
Reports
MCOG Meeting
6/1/2020

TITLE: Summary of Meetings

DATE PREPARED: 5/20/20

SUBMITTED BY: Monica Galliani, Administrative Assistant

BACKGROUND: Since our last regular MCOG meeting packet, MCOG Administration and Planning staff has attended (or will have attended) the following meetings on behalf of MCOG:

Date	Meeting/Event	Location	Staff
05/06/2020	CALCOG Brown Act Webinar	Webinar	Ellard & Orth
05/06/2020	Active Transportation Planning Guidelines Webinar	Teleconference	Ellard
05/06/2020	Ukiah City Council Meeting	Teleconference	Barrett
05/06/2020	Senator McGuire's Town Hall	Teleconference	Casey
05/07/2020	Gualala Meeting	Teleconference	Barrett, Casey & Ellard
05/11/2020	CALCOG Regional Early Action Program Meeting	Webinar	Barrett
05/11/20	SB 743 Webinar – Caltrans	Webinar	Ellard
05/12/2020	Regional Transportation Planning Agency Meeting	Teleconference	Barrett
05/13/2020	California Transportation Commission	Teleconference	Barrett, Orth
05/13/2020	AB 101 Meeting	Teleconference	Barrett & Ellard
05/14/2020	SB 743 Vehicle Miles Traveled Grant Monthly Meeting	Teleconference	Barrett & Ellard
05/14/2020	Fire Vulnerability Assessment & Emergency Evacuation Preparedness Plan Grant Monthly Meeting	Teleconference	Barrett & Ellard
05/14/2020	CalSTA "May Revise" Budget Call	Teleconference	Barrett & Orth
05/14/2020	California Electric Vehicle Infrastructure Project (CALeVIP) Call	Teleconference	Orth
05/15/2020	Local Roads Safety Plan Meeting with Caltrans	Teleconference	Barrett, Ellard & Casey
05/15/2020	Rural Counties Task Force Meeting	Webinar	Barrett, Ellard & Orth
05/18/2020	ZEV Transit Meeting with MTA related to MOVE2030	Teleconference	Orth
05/19/2020	Covelo Meeting	Teleconference	Barrett & Sookne
05/20/2020	MCOG TAC Meeting	Teleconference	Barrett, Casey, Ellard, Galliani, Parker, Pedrotti & Sookne
05/20/2020	CALeVIP Conference Call	Teleconference	Orth
05/26/2020	SSTAC – Unmet Transit Needs Recommendation	Teleconference	Barrett, Orth & Galliani
05/27/2020	Willits City Council Meeting	Teleconference	Barrett
05/27/2020	MTA Board Meeting	Teleconference	Ellard

I will provide information to Board members regarding the outcome of any of these meetings as requested.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for information only.



MENDOCINO COUNCIL OF GOVERNMENTS

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NEPHELE BARRETT, EXECUTIVE DIRECTOR

Administration: Suite 206
(707) 463-1859
Transportation Planning: Suite 204
(707) 234-3434

May 26, 2020

To: MCOG Board of Directors
From: Janet Orth, Deputy Director / CFO
Subject: Information Packet of June 1, 2020 Meeting - No Action Required

* * * * *

The following items are attached.

1. The Impact of COVID-19 on California Transportation Revenue – Summary of modeling projections by Mineta Transportation Institute, dated May 2020. Available online at: <https://transweb.sjsu.edu/sites/default/files/2018-RB-Agrawal-COVID-19-California-Transportation-Revenues.pdf>
2. 2020-21 Governor's May Revision – Excerpt of California State Association of Counties (CSAC) Budget Action Bulletin, dated May 14, 2020, pages 1 and 26-27 concerning Transportation. More information: <https://www.counties.org/>

The Impact of COVID-19 on California Transportation Revenue

Project WP 2018
May 2020

Information # 1
MCOG Meeting
6/1/2020

Asha Weinstein Agrawal, PhD, Hannah King, and Martin Wachs, PhD

California's ability to plan and deliver an excellent transportation system depends upon the state having a stable, predictable, and adequate revenue stream. The COVID-19 pandemic, which has severely reduced travel as well as economic activity, creates uncertainty about future transportation revenues.

To explore the possible revenue futures for which California may need to prepare, we created five potential economic recovery scenarios and projected future transportation revenue in California through 2030 under each of these. The differences among the scenarios illuminate a range of possible futures for which the state may wish to prepare.

The scenarios illuminate a range of possible futures for which the state may wish to prepare.

Study Methods

The study used a tested spreadsheet model and well-known data sources to project transportation revenues generated by California's Senate Bill 1 (2017) package of taxes and fees. These are taxes on gasoline and diesel fuel, plus two annual fees levied on vehicles. The Transportation Improvement Fee (TIF) is based on vehicle value, and the Road Improvement Fee (RIF) is an annual fee on Zero Emission Vehicles (ZEVs).

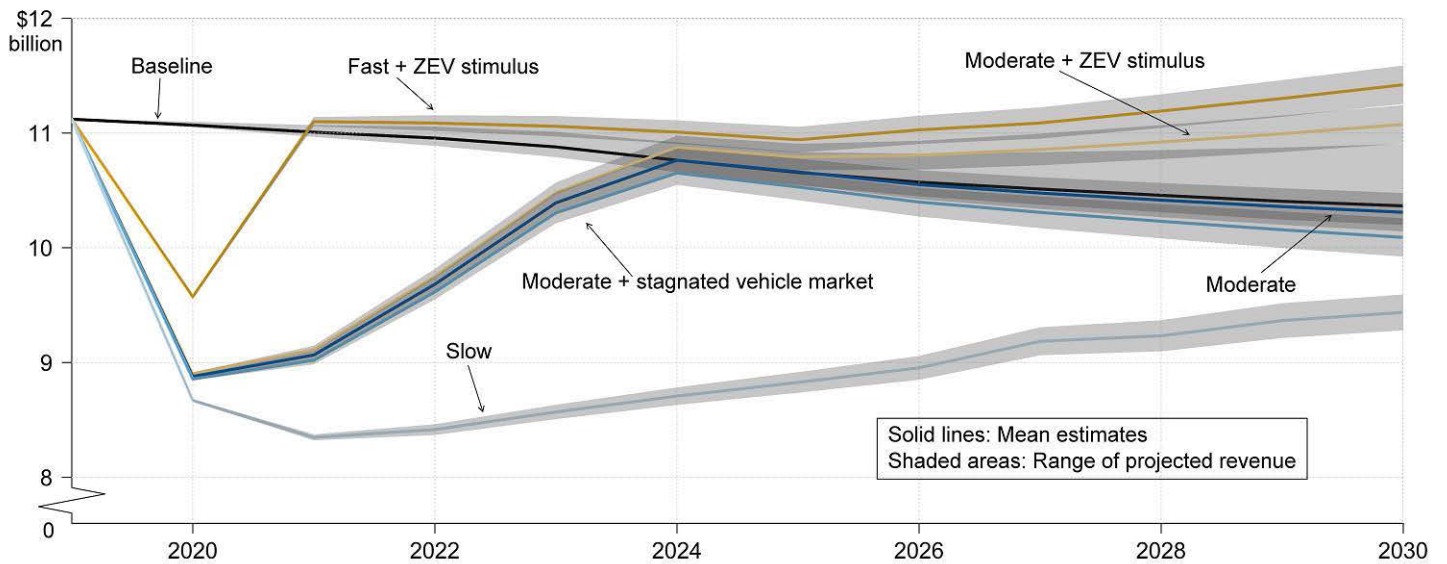
Recognizing that COVID-19 has created unprecedented uncertainty as to future economic conditions and travel volumes, we created five possible economic recovery scenarios and projected transportation revenue under each. The scenarios assume different rates of recovery for travel and vehicle markets, as well as different levels of policy

support to stimulate vehicle markets in general and ZEV purchases in particular.

Findings

The figure shows the revenue projections under all scenarios. Key findings include:

- ***The total revenue raised varies considerably among the scenarios.*** For example, the mean total projected revenues in 2030 range from \$9.4 billion (2020\$) in a slow-recovery scenario, to a high of \$11.4 billion in a scenario that pairs a fast economic recovery with ZEV stimulus policies.
- ***Fuel taxes generate the majority of revenues in all scenarios.*** Across all six scenarios, gasoline taxes remain at least half of revenues through 2030. Adding diesel excise and sales tax revenues, the sum of revenue from taxes on both fuels is roughly three-quarters of the total in all scenarios for all years.
- ***The user fees levied on ZEVs could replace and potentially even exceed the state revenue that will be lost because of declining gasoline sales tax revenue.*** RIF and TIF revenues both rise notably as the proportion of ZEVs in the light-duty fleet rises, because the TIF rate is based on vehicle value, and ZEVs tend to be more expensive than comparable ICE vehicles. Looking at mean projected cumulative revenues from 2020 to 2030, a moderate-recovery scenario with the stagnated vehicle market raises \$5 billion less than a moderate-recovery scenario with strong ZEV stimulus policies.



Comparison of Total State Revenue under Different Hypothetical Economic Recovery Scenarios, 2019–2030 (in 2020 dollars)

Note: The full report contains complete details about the hypothetical economic recovery scenarios

Policy Implications

The study findings highlight the possibility that California's policy leaders will need to prepare for a future with considerably less revenue than has been expected. At the same time, the study also finds that revenue shortfalls are not inevitable, even should the economy recover slowly. Aggressive state policies to stimulate ZEV adoption could lead to revenue levels close to or even exceeding what the state would have generated in a world without the COVID-19 pandemic.

About the Authors

Asha Weinstein Agrawal, PhD, is Professor at San José State University, Hannah King is a doctoral student at UCLA, and Martin Wachs, PhD, is Professor Emeritus of the University of California.

To Learn More

For more details about the study, download the full report at transweb.sjsu.edu/research/2018.



MTI is a University Transportation Center sponsored by the U.S. Department of Transportation's Office of the Assistant Secretary for Research and Technology and by Caltrans. The Institute is located within San José State University's Lucas Graduate School of Business.



**2020-21 GOVERNOR'S MAY REVISION
MAY 14, 2020**

TO: CSAC Board of Directors
County Administrative Officers
CSAC Corporate Partners

FROM: Graham Knaus, CSAC Executive Director
Darby Kernan, CSAC Deputy Executive Director, Legislative Services

RE: Governor's May Revision for 2020-21

In a normal year, the May Revision is a chance for the Governor to make relatively minor revisions to his budget proposals base on April income tax revenues and public reaction to his earlier proposals. But this is not a normal year, and the May Revision reflects that by putting forth an entirely different set of proposals than we saw in January.

For the first time in a decade, a Governor in California is proposing deep spending reductions, attempting to balance cuts against the desire to help those most in need and prime the state for as quick and robust a recovery as possible. As the Governor repeated several times during his press conference this afternoon, the state's circumstances have changed, but our values have not.

For counties, four of the major proposals include:

- Realigning to counties responsibility for juvenile offenders from the Division of Juvenile Justice.
- Distribution of \$1.3 billion to all counties from the Coronavirus Relief Fund, part of the CARES Act.
- Negotiating purchase of hotels being used for Project Roomkey using additional money from the Coronavirus Relief Fund.
- Eliminating most of the funding for CalWORKs Subsidized Employment, which helps small businesses hire recently unemployed individuals.

Those proposals, along with dozens of others, are reviewed in more detail later in this summary.

The [summary document](#) released as the Governor spoke outlines two tiers of budget solutions, with some—about \$14 billion-worth—only going into effect if the federal government fails to

- Realignment of the Department of Housing and Community Development’s program award schedules to expedite funding awards and have a greater impact on the ground.
- Improvements to revamp the state’s regional housing needs planning process with input from key stakeholders and local governments.

The May Revision proposes to leverage federal funding and existing state programs and properties to implement a comprehensive strategy to:

- Preserve the existing subsidized affordable housing stock by stabilizing existing deed-restricted affordable housing and protecting against private sector actors buying up distressed assets.
- Seek strategies to stabilize tenants in existing units.
- Significantly streamline, upzoning and producing new housing units, especially on excess and surplus lands, in transit-oriented infill areas and on public land.
- Build a workforce development strategy to support a skilled and trained housing workforce pipeline with high-road wage rates, and promoting innovative alternative construction methods.

Transportation

As a result of the statewide shelter-in-place order in response to the COVID-19 pandemic, fuel consumption has decreased as demonstrated in the chart below. Based on revenue estimates from the Department of Finance, CSAC estimates a \$129 million reduction in county formula transportation revenues in the current year, and a \$116 million reduction in the budget year, as compared to January estimates. These totals include Highway User Tax Account (HUTA) and Road Maintenance and Rehabilitation Account (RMRA) revenues. CSAC will distribute detailed county-by-county estimates separately.

Transportation Funding Source	2019-20 May Revision*	Difference from January*	2020-21 May Revision*	Difference from January*
Gasoline Excise	\$6,604	-\$565	\$6,990	-\$543
Diesel Excise	1,197	-12	1,134	-127
Weight Fees	1,165	-61	1,139	-131
Diesel Sales	943	27	578	-386
Transportation	1,725	190	1,727	85
Road Improvement Fee	1	1	10	-1

*dollars in millions

In the budget year, estimated decreases in fuel consumption will be partially offset by inflationary increases in the fuel excise tax rates and the Transportation Improvement Fee, as authorized by SB 1 (Beall, 2017). The projected increases, which will go into effect on July 1, are as follows:

Gasoline Excise Tax

- 12 cents added by SB 1 increases to 12.8 cents
- 17.3-cent increment increases to 18.5 cents
- 18-cent base increases to 19.2 cents

Diesel Excise Tax

- 20 cents added by SB 1 increases to 21.4
- 16-cent base increases to 17.1

The Transportation Improvement Fee increases estimated to take effect on July 1 are shown in the chart below.

Vehicle Value	Current Fee	Fee beginning July 1, 2020	Estimated % of Vehicles
\$0 to \$4,999	\$25	\$27	43%
\$5,000 to \$24,999	\$50	\$54	42%
\$25,000 to \$34,999	\$100	\$107	8%
\$35,000 to \$59,999	\$150	\$161	6%
\$60,000 and higher	\$175	\$188	1%