



MENDOCINO COUNCIL OF GOVERNMENTS

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www.mendocinocog.org

PHILLIP J. DOW, EXECUTIVE DIRECTOR

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

AGENDA

Monday, May 1, 2017 at 1:30 p.m.

County Administration Center, Board of Supervisors Chambers
Room 1070, 501 Low Gap Road, Ukiah

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)

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

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

PUBLIC EXPRESSION

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

5. Consideration of State Route 1 Traffic Issues in Elk – *Norman deVall*
6. Fiscal Year 2017/18 RTPA Budget Presentation & Workshop - *Discussion/No Action*
 - a. Report of Revenues Fiscal Year to Date 2016/17
 - b. Executive Committee Recommendations of January 20 and February 21, 2017
 - c. Technical Advisory Committee Recommendation of February 15, 2017 – Draft Planning Overall Work Program
 - d. Transit Productivity Committee Recommendations of April 19, 2017 – Mendocino Transit Authority's Annual Transit Claim and Unmet Transit Needs

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.

7. Approval of April 11, 2017 Minutes
8. Acceptance of 2015/16 Mendocino Transit Authority Fiscal Audit

RATIFY ACTION

9. Recess as Policy Advisory Committee - Reconvene as RTPA - Ratify Action of Policy Advisory Committee

REPORTS

10. Reports – Information
 - a. Mendocino Transit Authority
 - b. North Coast Railroad Authority
 - c. MCOG Staff – Summary of Meetings
 - d. MCOG Administration Staff
 1. Road Repair and Accountability Act of 2017 - Transportation Funding to Mendocino County
 2. Miscellaneous
 - e. MCOG Planning Staff
 1. Current Transportation Grant Funding Opportunities – *verbal report*
 2. Caltrans FY 2017-18 Sustainable Transportation Planning Grant Awards – *verbal report*
 3. Miscellaneous
 - f. MCOG Directors
 - g. California Association of Councils of Governments (CALCOG) Delegates

ADJOURNMENT

11. Adjourn

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats (as allowed under Section 12132 of the ADA) please contact the MCOG office at (707) 463-1859, at least 72 hours before the meeting.

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 agendized, 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 4/21/2017

Next Resolution Number: M2017-03



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 5
Regular Calendar
MCOG Meeting
5/1/2017

STAFF REPORT

TITLE: Elk Community Transportation Issues

DATE PREPARED: 04/20/17

MEETING DATE: 05/01/17

SUBMITTED BY: Phillip J. Dow, Executive Director

BACKGROUND:

For background, please see the attached staff report for the February 6, 2017 Board meeting. Due to winter storms and their impact on Mr. deVall's property, he was unable to attend the February meeting as planned. In his absence, I stated that I would be following up with Caltrans and the CHP over the next few months regarding the concerns raised by Mr. deVall.

Although I reported back to Mr. deVall that I would continue working with Caltrans and the CHP to address community concerns, he would like another opportunity to personally address the Board regarding transportation issues he has discussed with other member of the Elk community, Caltrans and the CHP.

ACTION REQUIRED: Provide a forum to discuss traffic speed, pedestrian and general traffic safety issues in Elk.

ALTERNATIVES: None identified.

RECOMMENDATION: Receive staff report, input from Mr. deVall, and provide direction to staff as appropriate.



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

TITLE: Elk Community Issues

DATE PREPARED: 01/27/17

MEETING DATE: 02/06/17

SUBMITTED BY: Phillip J. Dow, Executive Director

BACKGROUND:

In the past couple of years I have been coordinating with Caltrans Safety Engineer Darron Hill regarding traffic speed issues along Highway 1 in and around the community of Elk. One of the mitigations that was implemented involved the installation of a radar-feedback speed sign on the northbound approach to the community. There have been local concerns expressed that the device is ineffective due to its placement. In the meantime, working again with Mr. Hill, there are plans to re-evaluate the southerly location of the radar-feedback sign and to install another north of the community for southbound traffic.

Recently I was approached by former Supervisor Norman deVall about other traffic issues, notably about pedestrian and bicycle safety issues. Constrained to what is likely to be prescriptive right-of-way, there are no pedestrian facilities in Elk. Although in certain areas, the shoulders have been widened, the additional paving outside the edge lines are often used for parallel parking. Pedestrians use this area when vacant and share it when there are vehicles present. In other areas, particularly around the Elk Garage and north of town, there are pockets of informal 90 degree parking. In addition the Pacific Coast Bike Route extends through Elk sharing the limited right-of-way with motorists, pedestrians and parked vehicles.

Mr. deVall asked me the appropriate forum to address his concerns. I replied that it would be MCOG since the issues he identified all involved Highway 1 and not a County facility. I told Mr. deVall that I would place an item on the agenda so that he could address the Board about these concerns.

MCOG staff intends to continue to work with Caltrans on existing identified concerns as well as others that may be identified before the Board.

ACTION REQUIRED: Provide a forum to discuss traffic speed, pedestrian and general traffic safety issues in Elk.

ALTERNATIVES: None identified.

RECOMMENDATION: Receive staff report and input from Mr. deVall, and provide direction to staff as appropriate.



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 6
Regular Calendar
MCOG Meeting
5/1/2017

STAFF REPORT

TITLE: Fiscal Year 2017/18 RTPA Budget Presentation & Workshop

SUBMITTED BY: Janet Orth, Deputy Director/CFO

DATE PREPARED: 4/20/2017

BACKGROUND:

Customarily MCOG’s standing committees meet and report during the spring budget season, so that the May MCOG Board meeting is an opportunity to become familiar with any budget-related issues before it is time to make allocation decisions. The June meeting materials will include a complete budget package for adoption. At our May Board meeting, we plan to review the budget information along with visual materials, to refresh and orient the Council members on MCOG’s funding sources and procedures for allocation. In the meantime, a summary is attached.

As I reported to the Executive Committee, this year’s estimate of local sales tax revenue (Local Transportation Fund – LTF) shows an increase over the previous year (2.6 percent or \$89,404 above the FY 2016/17 estimate). The projected revenues remain above \$3 million for the fifth consecutive year since FY 2007/08, reflecting the economic recovery, although growth has slowed.

However, total LTF revenues are slightly down as a result of the FY 2015/16 shortfall, which impacts the 2017/18 budget. The previous several years had shown audited excess revenues, which were available to augment following budget cycles. For 2017/18, fortunately we have some unallocated revenues from a previous period available to make our budget whole.

Total available revenues from all sources are estimated at just over \$6.1 million. For the coming fiscal year, MCOG will be able to fund the necessary programs of the Regional Transportation Planning Agency and Mendocino Transit Authority.

a. Report of Revenues Fiscal Year to Date (FYTD) 2016/17

LTF budget compared to actual receipts September (July) through April (Feb.) - 8 months, accrual basis:

Auditor’s FY Estimate	LTF Budget FYTD	LTF Receipts FYTD	Excess FYTD	Budget May (Mar.) through Aug. (June)
\$ 3,402,307	\$ 2,268,205	\$ 2,435,728	\$ 167,523 (7.4%)	\$ 1,134,102

Note that receipts come in two or three months after taxes are collected. Monthly deposits have come in at a low of \$235,100 (Feb./April) to a high of \$392,891 (July/Sept.). (Some of these variances can be explained by the State’s system of advances and later reconciliation payments.) At this rate, it is possible we could see “excess” or unallocated revenue at fiscal year end. The County Auditor’s office has projected an excess of \$102,027. By MCOG policy any excess would be deposited to the LTF Reserve account for later allocation.

b. Executive Committee Recommendations of January 20 and February 21, 2017

The Executive Committee meets annually to review staff's first draft of the budget for the upcoming fiscal year and any related issues as part of the budget process, and then reports to MCOG with recommendations. (Our report was presented to the Council on March 6.) At their meetings of January 20 and February 21, the Executive Committee unanimously recommended a draft budget that allocates LTF funds for MCOG Administration, 2% Bicycle & Pedestrian, Planning, with the remainder available for Transit, consistent with established priorities for Local Transportation Funds.

In addition to new estimated revenue, the Executive Committee recommended:

- Allocating an LTF Reserve balance of \$175,000, at five percent according to policy, using \$68,364 of LTF prior-year unallocated revenues, fully funding the reserve for three years in a row, for the first time since before the Great Recession;

- Maintaining last year’s allocation level for Mendocino Transit Authority at \$3,022,621 for transit operations, using LTF prior-year unallocated revenues to make up the shortfall; and
- Temporarily reserving a balance of LTF prior-year unallocated revenues of \$350,194 during budget development, at least until the Unmet Transit Needs annual cycle is completed.

Also, funds are available from State Transit Assistance (STA) and MCOG’s Capital Reserve fund balance, for transit purposes.

c. TAC Recommendation of February 15, 2017 – Draft Planning Overall Work Program

The Technical Advisory Committee (TAC) has reviewed and recommended the Draft Planning Overall Work Program; this document was forwarded to Caltrans for comment, as required by March 1. Loretta Ellard has provided details in her staff report, attached. A total of \$625,550 is available from all funding sources for the Planning program. This amount is expected to increase to over \$1 million as carryover amounts are identified and confirmed over the next few months (typically a program amendment is needed early in the new fiscal year). The final document will be presented for approval in June along with the budget.

d. TPC Recommendations of April 19, 2017 – Mendocino Transit Authority’s Annual Transit Claim and Unmet Needs

The annual transit claim was received from Mendocino Transit Authority on March 29, before the April 1 due date. The Transit Productivity Committee (TPC) met to review it along with the annual Unmet Transit Needs “reasonable to meet” recommendation. The TPC recommended that the Council:

- Fully fund MTA’s claim with two amendments: 1) do not address “Reclaim for MTA Capital,” as it is unnecessary to re-allocate STA funds already released in previous years, and 2) adjust the Long-Term Capital Reserve allocation based on any prior-year MTA allocations carried forward, interest earnings and the resulting fund balance (staff to further report);
- Reserve \$421,059 as unallocated revenues until Unmet Transit Needs have been considered, adding funds identified in MTA’s fiscal audit that are payable to MCOG; and
- Make a finding that eight needs on the FY 2017/18 list are reasonable to meet, contingent on approval of MTA’s grant proposal under a Federal Transit Administration program.

ACTION REQUIRED:

As an advisory item for now, receive a presentation from staff. Discuss and consider the staff and committee recommendations made to date in preparing for budget allocations in June for the fiscal year beginning July 1, 2017. No other action is required. Staff is available to answer any questions.

ALTERNATIVES:

The budget could be adopted at the May 1 meeting, however staff’s intent is to provide ample time for the Council to review and digest the material, so customarily the decision is made in June. Also the Planning Program is expected to require some final adjustments. If the decision were to be delayed beyond the June 1 meeting, staff would offer options to mitigate any hardship for affected agencies.

RECOMMENDATION:

No action; for information only.

Enclosures:

- 2017/18 Draft Regional Transportation Planning Agency (RTPA) Budget summary spreadsheet
- MTA’s 2017/18 Claim for Funds
- 2017/18 Explanatory Notes on Funding Sources
- (2017/18 Draft RTPA Budget Summary – Supplemental Format to be provided separately for more detail)



March 29, 2017

Phil Dow, Executive Director
Mendocino Council of Governments
267 North State Street, Suite 206
Ukiah, CA 95482

Dear Phil,

Attached is MTA's claim for funds for fiscal year 2017/2018 as approved by our Board's Resolution 2017-06 of March 29, 2017. In summary, MTA is requesting:

\$ 3,022,621 from the Local Transportation Fund (LTF),
\$ 816,151 in State Transit Assistance funds, and
\$ 337,735 from the Capital Reserve

Local Transportation Fund

The Claim includes the amount recommended by MCOG's Executive Committee as available for Transit. Of that amount, \$2,549,564 would be used to support MTA's General Public Operations and \$473,057 for Senior Center operations. No funds would be used for the Unmet Transit Needs List referred to MTA by your Board.

State Transit Assistance Fund

The Claim includes a total of \$ 355,000 of MTA's share of the Governor's State budget for STA funds to be used for Operating and Capital assistance, and \$ 461,151 to reclaim for MTA for capital purposes.

Capital Reserve

The Capital Program for FY2017/18 requires withdrawal of \$ 39,375, which will be used to supplement the cost of completion of the Admin/Ops Design. The balance will remain in the Long-Term Capital Reserve for future use.

MTA Operations

Although the Auditor's Estimate of LTF Revenues increased 2.6% for FY17/18, LTF funding available for operations remains the same as this fiscal year (\$2,549,564). The additional auditor's increase replenished a reserve account that was used in FY1516 when the sales tax revenues dipped below the auditor's estimate for that year.

Senior Center Subsidy Program

Senior Center operating budgets are not developed until later in the process. However, since 1996, MTA and Senior Centers have agreed to share equally in the percentage change in LTF funding available for transit operations.

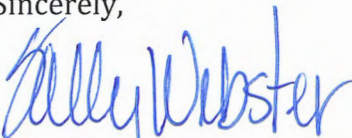
MTA and Senior Center Capital Program

The Capital Program for the budget year is \$ 1,271,728 which includes replacement of one Paratransit Van, three Large Vans, one medium duty bus, facilities design, and four Senior Center Vehicles. Most of the Senior Center vehicles are budgeted with Federal 5310 Grants and the local match from STA funding.

Uncertainty

As always, the creation of a budget in March is highly uncertain. Federal and state funding are unknown well after our fiscal year begins. We are submitting the best information we have at this time, but respectfully request your understanding and support in the event that a revised claim is necessary.

Sincerely,



Sally Webster
Finance Manager

Cc: see attached distribution list

DISTRIBUTION: (Letter to Phil Dow dated March 29, 2016 from Sally Webster, Finance Manager, Mendocino Transit Authority)

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Mendocino Transit Authority Summary of 2017/2018 Claim for Funds

29-Mar-17

Source	Authority	Purpose	FY 2016/17 Amount	FY 2017/18 Amount
Local Transportation Fund:				
	PUC, Sec. 99260(a)	MTA Operations	\$2,549,564	\$2,549,564
	PUC, Sec. 99260(a)	Unmet Transit Needs		\$0
	PUC, Sec. 99400(c)	Senior Center Operations	\$473,057	\$473,057
	PUC, Sec. 99260(a)	MTA & Senior Capital	\$0	\$0
	CCR, Sec. 6648	Transit Capital Reserve	\$0	\$0
	PUC, Sec. 99260.6	Rail Passenger Subsidy	\$0	\$0
Total			\$3,022,621	\$3,022,621
				\$3,022,621

State Transit Assistance Fund:

	CCR, Sec. 6730(a)	MTA Operations	\$175,000	\$175,000
	CCR, Sec. 6731(b)	Senior Center Operations	\$0	\$0
	CCR, Sec. 6730(b)	MTA & Senior Capital	\$336,294	\$180,000
	CCR, Sec. 6752	Reclaim for MTA Capital	\$134,076	\$461,151
	CCR, Sec. 6648	Transit Capital Reserve		\$0
Total			\$645,370	\$816,151

Capital Reserve

	CCR, Sec. 6648	MTA Capital	\$14,000	\$39,375
	CCR, Sec. 6648	Senior Capital	\$0	\$0
	CCR, Sec. 6631	Long-Term Capital Reserve	\$306,264	\$298,360
Total			\$320,264	\$337,735

Total Claim			\$3,988,255	\$4,176,507
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MENDOCINO COUNCIL OF GOVERNMENTS

2017/18 Budget

Explanatory Notes on Funding Sources

4/20/2017

LTF - Local Transportation Fund

- Generated from quarter-cent sales tax on all sales countywide.
- Governed by the Transportation Development Act (TDA).
- Allocated by Regional Transportation Planning Agencies.
- Fund estimate provided by County Auditor-Controller.
- Transportation planning and public transit systems are supported by these revenues according to TDA.

LTF Reserve Fund

- Allowed under TDA, adopted locally by MCOG on June 7, 1999, revised April 2, 2001.
- Fund balance adjusted annually at five percent of County Auditor's LTF estimate.
- Surplus allocated through annual budget process.
- To be used *“for transit services provided by Mendocino Transit Authority (MTA) that have been funded by MCOG through the annual transit claim process, when 1) actual LTF revenues fall short of LTF budget allocations, or 2) extreme or unusual circumstances warrant an additional allocation.”* A claim was made to meet the FY 2015/16 shortfall of \$68,364.
- The fund was depleted to cover the FY 2008/09 revenue shortfall and policy waived in FY 2010/11 and again in FY 2011/12. The policy was partially waived for 2012/13, 2013/14 and 2014/15.
- For FY 2015/16 and 2016/17, MCOG restored the LTF Reserve policy by reserving the minimum fund balance of five percent (\$171,000) of the County Auditor-Controller's LTF estimate, releasing a surplus for allocation of between \$100,000 and \$200,000.

STA - State Transit Assistance

- Generated from sales taxes on diesel and gasoline, until the Transportation Tax Swap of March 2010, when it was replaced by an increased excise tax on gasoline and increased sales tax on diesel.
- Governed by the Transportation Development Act (TDA).
- Eligibility is open only to transit operators - MTA in Mendocino County.
- May be used for either Operations, subject to an eligibility formula based on certain cost efficiency standards, or for Capital. MTA typically has used STA or Capital purposes, until the operations requirement was waived for FY 2009/10 – 2015/16.
- Senate Bill 508, effective July 1, 2016, provides more flexibility, so that *“rather than making an operator ineligible to receive State Transit Assistance program funds for operating purposes for an entire year for failing to meet the efficiency standards, would instead reduce the operator's operating allocation by a specified percentage, based on the percentage amount that the operator failed to meet the efficiency standards, as specified.”*
- State Controller provides fund estimate—“Preliminary” in January, “Revised” after State Budget adopted.
- Regional allocation policy: Respond to fluctuating revenues by releasing approved allocations to MTA when received in MCOG's fund account. At times there is an unallocated balance. Other times the fund is fully claimed and has only a small balance of interest earnings.
- When gas prices were on the rise in 2006 to 2007, the fund soared and drew attention. STA was raided by the State during its budget crisis in 2007 and 2008, then suspended altogether in 2009. Under pressure and a lawsuit won by the transit lobby, the Legislature released STA funds for both FY 2009/10 and 2010/11 in a lump sum distributed by the usual formula; MCOG received \$506,076.
- In recent years, annual revenues leveled off to a range of \$400,000 to \$500,000, then dipped with SCO's 2016 administrative changes.
- Transit advocates have been seeking a more stable source of revenue. SB 838 stabilizes STA through FY 2017/18. The current AB 1113 (Bloom) proposes to restore longstanding STA allocation methodology.

Capital Reserve Fund

- Created and controlled by MCOG as allowed by Transportation Development Act (TDA).
- Contributions from LTF and/or STA.

- Open to Mendocino Transit Authority and Senior Centers for Five-Year Capital Program.

RSTP – Federal/Regional Surface Transportation Program, Section 182.6(d)(1)

- Under ISTEA legislation originally, subsequently under TEA21, SAFETEA-LU, MAP-21 and FAST Act.
- Section d(1) is for regional discretionary transportation uses, in compliance with U.S. Code, Title 23 and California Constitution, Article 19.
- As allowed, MCOG exchanges for state funds by agreement with Caltrans, eliminating federal requirements.
- MCOG allocated the early fund cycles by regional competition; all of those projects were closed out.
- Subsequent MCOG policy allocated new RSTP d(1) apportionments by formula to County and Cities.
- Overall Work Program carryover balance, now depleted (fund balance is less than \$500), represents portion previously allocated under ISTEA cycles to Planning, in separate account - no new funds have been so allocated.
- In FY 2003/04, MCOG staff introduced new administrative procedures in order to comply with new clauses in Caltrans' fund transfer agreement. MCOG requires local claimants to provide a list of eligible projects for which they plan to spend the funds, and an authorized officer must sign a certification document. Also they must report prior-year expenditures when claiming new funds.
- For the FY 2005/06 funding cycle and going forward, MCOG approved recommendations of staff and the Technical Advisory Committee to revise MCOG's allocation formula such that a portion would be reserved for MCOG's use on regional projects, aka "Partnership Funding Program" (see resolution).
- In 2009, the American Recovery & Reinvestment Act federal stimulus funds flowed through the RSTP.
- Starting FY 2011/12, MCOG approved \$90,000 annually from RSTP for a Regional Project Manager.
- In FY 2015/16 and 2016/17, funds not expended for the project manager position were approved for direct costs that are consistent with the intended scope of Local Assistance.

PPM - Planning, Programming & Monitoring / SB 45

- Apportioned by State to Regional Transportation Planning Agencies for work associated with State Transportation Improvement Program (STIP) projects.
- Up to 5% of Regional Improvement Program (RIP) funds in the STIP may be used for eligible activities.
- MCOG has programmed funds for planning work elements and Project Study Reports (PSRs).

RPA - Rural Planning Assistance

- Traditionally, either State or Federal funds have been provided in some form of subvention.
- This program is funded by the State for required Overall Work Program mandated planning functions.

Caltrans Sustainable Transportation Planning Grant Program

- This program replaced the Consolidated Planning Grant Program, which included Community Based Transportation Planning, Environmental Justice, and Transit Planning grants.
- Funded by Federal Transit Administration (FTA, Section 5304) and State Highway Account.
- MCOG was awarded seven annual Community Based Transportation Planning grants and one Environmental Justice grant as a sponsor, administered through the Planning Overall Work Program, including projects for Gualala, Laytonville, Point Arena, Ukiah Rails-With-Trails, Covelo/Round Valley, Westport, and Anderson Valley/SR-128 Trail.
- MTA has received grants, most recently for a 2014/15 transit ridership survey, and has applied for a 2016/17 grant to update the Short Range Transit Development Plan.
- City of Willits recently completed the grant-funded Willits Main Street Corridor Enhancement Plan.

Local Agency Match

- Local matching funds are required for some state and federal grants.
- Mendocino Transit Authority has contributed the required local match for their projects.
- Gualala, Laytonville, and Westport have provided in-kind local match contributions.
- MCOG provides required cash match from local planning funds in Overall Work Program.

SP&R - State Planning & Research

- In recent years, MCOG has administered several SP&R grant projects for Caltrans District 1, such as the Hopland Main Street Corridor study and the Greater Ukiah Area Micro-simulation Model.



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

Agenda # 6c
Regular Calendar
MCOG Meeting
5/1/2017

TITLE: FY 2017/18 Draft Overall Work Program (OWP)

DATE SUBMITTED: 4/19/17

SUBMITTED BY: Loretta J. Ellard, Deputy Planner

MEETING DATE: 5/1/17

BACKGROUND:

At their meeting of 2/15/17, the Technical Advisory Committee (TAC) recommended approval of the Draft FY 2017/18 Overall Work Program (OWP), totaling \$625,550. The Draft was submitted to Caltrans on 2/27/17. Caltrans staff have reviewed the Draft and provided minor comments which will be incorporated or addressed as needed. The Final OWP will be prepared for TAC review and recommendation in May, and MCOG consideration in June.

As part of the May 1 budget workshop, we would like to give you an opportunity to review the proposed planning projects so any questions can be addressed before the Final OWP is presented for adoption in June. Following is a brief summary of each proposed work element, budget, and responsible agency. *Some work element numbers have been left blank, for addition of carryover projects in the Final OWP.*

W.E. 1 – Regional Government & Intergovernmental Coordination (MCOG) – This annual comprehensive work element covers regional transportation planning duties and ongoing coordination with state, regional and local agencies; as well as long range transportation planning duties including streets/roads/highways, air quality, aviation, and transit planning. *Beginning in FY 2017/18, this work element includes only tasks that are eligible for Rural Planning Assistance (RPA) funds. A new work element (W.E. 2) has been developed to fund similar tasks that may not be RPA-eligible, with local transportation funds.*
Total: \$81,975 (\$79,725 MCOG + \$250 Direct Costs + \$2,000 Rural Counties Task Force annual dues)
Responsible Agency: MCOG

W.E. 2 – Planning Management & General Coordination – Non-RPA (MCOG) – This new work element includes transportation planning tasks that may not be eligible for Rural Planning Assistance (RPA) funds, including development and management of the Overall Work Program, routine day-to-day transportation planning duties, general coordination activities with state, regional, local, and community agencies. It covers current as well as long range duties for all transportation modes, including streets/roads/highways, non-motorized transportation, air quality, aviation, and transit planning.
Total: \$90,700 (\$90,700 MCOG); Responsible Agency: MCOG

W.E. 3 – Community Transportation Planning (MCOG) – This new work element covers transportation planning duties including ongoing coordination, outreach, and support to all local communities in Mendocino County (including cities and unincorporated areas) to identify and plan policies, strategies, programs and actions that maximize and implement the regional and community transportation infrastructure, including all transportation modes, and improve community livability.
Total: \$14,750 (\$14,500 MCOG + \$250 Direct Costs); Responsible Agency: MCOG

W.E. 4 – Sustainable Transportation Planning (MCOG) – This new work element is to support the goals of SB 375 and AB 32 to reduce greenhouse gas emissions and respond to goals of the Air Resources Board and Strategic Growth Council, and conduct sustainable transportation planning activities.
Total: \$10,000 (\$10,000 MCOG); Responsible Agency: MCOG

W.E. 5 – Comprehensive ADA Access Plan Update (City of Ukiah) – This is a project to prepare an updated comprehensive plan for achieving compliance with the access requirements of the Americans with Disabilities Act (ADA) on public streets and sidewalks in the City of Ukiah.
Total: \$35,000 (\$35,000 Consultant); Responsible Agency: City of Ukiah

W.E. 6 - Combined Special Studies (County Dept. of Transportation) – This annual work element is a project to collect data and perform special studies for use by local agencies to improve the safety of the County Maintained Road System and Cities’ Street Systems; to update the transportation database; and to aid in implementation of the Regional Transportation Plan.
Total: \$60,000 (*\$60,000 County Dept. of Transportation*); Responsible Agency: County Dept. of Transportation

W.E. 7 - Planning, Programming & Monitoring (MCOG) – This annual work element is for activities associated with the State Transportation Improvement Program (STIP) and Regional Transportation Improvement Program (RTIP) processes. It also includes the annual user fees for local agencies’ use of the Metropolitan Transportation Commission’s “Streetsaver” program for the Pavement Management Program.
Total: \$64,025 (*\$56,775 MCOG + \$7,250 Pavement Management Program (PMP) annual user fees*)
Responsible Agency: MCOG

W.E. 8 – Public Participation Plan Update (MCOG) – This is a project to update MCOG’s 2008 Public Participation Plan to be consistent with the current federal transportation bill “Fixing America’s Surface Transportation (FAST) Act”.
Total: \$5,250 (*\$5,000 MCOG + \$250 Direct Costs*); Responsible Agency: MCOG

W.E. 9 – Street Safety Plan (City of Fort Bragg) – This is a project to update and broaden the scope of the City’s Residential Streets Safety Plan to include all City streets, retitling the document to the “Street Safety Plan”. The update will include an analysis of the vehicular, pedestrian, and bicycle circulation and traffic patterns of the City’s street network, and will include recommendations for improvements.
Total: \$64,975 (*\$45,475 Fort Bragg + \$19,500 Consultant*); Responsible Agency: City of Fort Bragg

Work Element 10 – Regional Transportation Plan (RTP) - 2017 Update, Ph. 2 (MCOG) – Carryover – This is a carryover project to complete the 2017 RTP Update, due December, 2017. In FY 2013/14, MCOG initiated Phase 1 of the update to conduct a review of Goals, Objectives, and Policies. Phase 2 of the RTP update began in FY 2014/2015; however, a decision was made by the MCOG Board in December 2014 to halt work on the update and adopt a revised update schedule to shift from a five-year update cycle, to a four-year cycle. This change in RTP cycles was needed to align the schedules for the RTP and the Regional Housing Needs Assessment which changed from a five year to eight year cycle. This decision reset the next RTP update due date to December, 2017.
Total: \$25,000 (*\$25,000 MCOG*); Responsible Agency: MCOG

Work Element 11 – Traffic Analysis for Realignment of Talmage Road (Ukiah) – This is a project to prepare a traffic analysis for proposed realignment of Talmage Road in Ukiah. Talmage Road is an important regional roadway, and one of the most-travelled routes in Ukiah (the county seat) for both passenger trips and goods movement. It provides a direct link from U.S. 101 to one of the largest shopping areas in the County, and to Ukiah’s main street (State Street).
Total: \$25,000 (*\$25,000 Consultant*); Responsible Agency: City of Ukiah

W.E. 14 - Training (MCOG) – This is an annual work element to provide funding for technical training in the transportation planning field for MCOG planning staff and local agency staff. New this year is funding for MCOG planning staff time, in addition to direct costs.
Total: \$21,000 (*\$10,000 MCOG + \$11,000 Direct Costs: \$6,000 MCOG + \$5,000 County, Cities, MTA*)
Responsible Agencies: MCOG, County, Cities, MTA

W.E. 15 – Bus Stop Review, Phase 4 (MTA) – This is the fourth and final phase of a project to survey, over a four year period, all MTA bus stops, for safety, accessibility (as defined by the Americans with Disabilities Act), passenger convenience and relationship to traffic generators. *In the Final OWP, Phase 3 of this project (funded in FY 2016/17) will be carried over and combined with Phase 4. The combined project will increase efficiency, with only one advertisement and procurement process needed.*
Total: \$25,000 (*\$25,000 Consultant*); Responsible Agency: MTA

W.E. 16 - Multi-Modal Transportation Planning (MCOG) – This is an annual work element to provide day-to-day multi-modal transportation planning duties, including bicycle, pedestrian, transit, rail, aeronautics, and goods movement planning activities.
Total: \$20,000 (*\$20,000 MCOG*); Responsible Agency: MCOG

W.E. 18 - Geographic Information System (GIS) Activities (MCOG) – This is an annual work element to provide GIS support services related to the roadway transportation system and all transportation modes in Mendocino County.
Total: \$5,600 (*\$5,000 MCOG + \$600 GIS software*); Responsible Agency: MCOG

W.E. 20 - Grant Development & Assistance (MCOG) – This annual work element provides technical assistance, research, and support to local agencies, Mendocino Transit Authority, tribal governments, North Coast Railroad Authority, and others, on federal, state, and local grant opportunities.
Total: \$15,000 (*\$15,000*); Responsible Agency: MCOG

W.E. 22 – Safe Routes to School – Active Transportation Program, (ATP) Non-Infrastructure Grant (MCOG) Carryover – This is a carryover project to continue implementation of the three-year ATP Non-Infrastructure grant to incorporate activities that will make it safer for students to walk and bike to school in fourteen target schools (in seven communities) throughout the County. This combined project includes funding from two separate ATP grants awarded for Non-Infrastructure Safe Routes to School activities: Countywide (\$871,000) and Covelo (\$233,000). (*Note: the Final OWP will include carryover funds for all project partners - MCOG, Consultant, Health & Human Services Agency, Schools, and California Conservation Corps*).
Total: \$25,000 (*\$25,000 MCOG*); Responsible Agency: MCOG

Rural Planning Assistance (RPA) Reserve – \$37,275 in FY 2017/18 RPA funds are being reserved in this Draft Overall Work Program for a regional transportation planning project that has not yet been identified. These reserved funds may be programmed in the Final FY 2017/18 Overall Work Program, or they may be carried over to FY 2018/19, pursuant to allowed carryover provisions.
Total: \$37,275 (*\$37,275 Reserved*); Responsible Agency: To be determined

The Draft FY 2017/18 Work Program as submitted totals **\$625,550**. The attached financial summary sheets provide a breakdown of proposed funding sources and allocations. Additional carryover projects are expected to be added to the Final Work Program.

ACTION REQUIRED:

No action is required at this time. The purpose of this agenda item is to respond to any questions or concerns you may have before the Final FY 2017/18 Overall Work Program is prepared for TAC recommendation in May, and MCOG consideration in June.

ALTERNATIVES:

None identified.

RECOMMENDATION:

This item is presented for information and discussion only, as part of MCOG’s overall budget workshop. The Final FY 2017/18 Overall Work Program will be scheduled for TAC review and recommendation in May, and MCOG adoption in June.

/le

*attachments: FY 2017/18 Draft OWP – Summary of Funding Sources
FY 2017/18 Draft OWP – Funding Allocation & Expenditure Summary*

**MENDOCINO COUNCIL OF GOVERNMENTS
FY 2017/2018 DRAFT OVERALL WORK PROGRAM
SUMMARY OF FUNDING SOURCES**

NO.	WORK ELEMENT	LOCAL LTF	STATE PPM	STATE	FEDERAL	TOTAL
1	MCOG - Regional Government & Intergovernmental Coordination	\$250		\$81,725		\$81,975
2	MCOG - Planning Management & General Coordination (Non-RPA)	\$90,700				\$90,700
3	MCOG - Community Transportation Planning	\$14,750				\$14,750
4	MCOG - Sustainable Transportation Planning			\$10,000		\$10,000
5	Ukiah - Comprehensive ADA Access Plan Update		\$35,000			\$35,000
6	Co. DOT - Combined Special Studies			\$60,000		\$60,000
7	MCOG - Planning, Programming & Monitoring		\$64,025			\$64,025
8	MCOG - Public Participation Plan Update	\$250		\$5,000		\$5,250
9	Fort Bragg - Street Safety Plan		\$64,975			\$64,975
10	MCOG - Regional Transportation Plan 2017 Update - <i>Carryover</i>			\$25,000		\$25,000
11	Ukiah - Traffic Analysis for Realignment of Talmage Rd			\$25,000		\$25,000
14	MCOG - Training	\$21,000				\$21,000
15	MTA - Bus Stop Review, Ph. 4			\$25,000		\$25,000
16	MCOG - Multi-Modal Transportation Planning			\$20,000		\$20,000
18	MCOG - Geographic Information System (GIS) Activities	\$600		\$5,000		\$5,600
20	MCOG - Grant Development & Assistance	\$15,000				\$15,000
22	MCOG - <i>Safe Routes To School ATP Non-Infrastructure Grant - Carryover</i>			\$25,000		\$25,000
---	<i>Reserved for Future Projects - TBD</i>			\$37,275		\$37,275
	TOTAL	\$142,550	\$164,000	\$319,000	\$0	\$625,550

TOTAL WORK PROGRAM SUMMARY

Local	\$142,550	Local LTF 2017/18 Alloc.	\$122,750
State	\$483,000	Local LTF <i>Carryover</i>	\$19,800
Federal	\$0	State PPM 2017/18 Alloc.	\$164,000
TOTAL	\$625,550	State RPA 2017/18 Alloc.	\$294,000
		<i>State ATP c/o</i>	\$25,000
		Federal	\$0
		TOTAL	\$625,550

PROGRAM MATCH		
Local	\$142,550	22.8%
State	\$483,000	77.2%
Federal	\$0	0.0%
TOTAL WORK PROGRAM SUMMARY	\$625,550	100.0%

**MENDOCINO COUNCIL OF GOVERNMENTS
FY 2017/2018 DRAFT OVERALL WORK PROGRAM
FUNDING ALLOCATION & EXPENDITURE SUMMARY**

NO.	WORK ELEMENT TITLE	COUNTY DOT	COUNTY DPBS	MTA	CITIES	MCOG STAFF	CONSULT/ OTHERS/ DIRECT COSTS	TOTAL
1	MCOG - Regional Government & Intergovernmental Coordination					\$79,725	\$2,250	\$81,975
2	MCOG - Planning Management & General Coordination (Non-RPA)					\$90,700		\$90,700
3	MCOG - Community Transportation Planning					\$14,500	\$250	\$14,750
4	MCOG - Sustainable Transportation Planning					\$10,000		\$10,000
5	Ukiah - Comprehensive ADA Access Plan						\$35,000	\$35,000
6	Co. DOT - Combined Special Studies	\$60,000						\$60,000
7	MCOG - Planning, Programming & Monitoring					\$56,775	\$7,250	\$64,025
8	MCOG - Public Participation Plan Update					\$5,000	\$250	\$5,250
9	Fort Bragg - Street Safety Plan				\$45,475		\$19,500	\$64,975
10	MCOG - Regional Transportation Plan 2017 Update - <i>Carryover</i>					\$25,000		\$25,000
11	Ukiah - Traffic Analysis for Realignment of Talmage Rd						\$25,000	\$25,000
14	MCOG - Training					\$10,000	\$11,000	\$21,000
15	MTA - Bus Stop Review, Ph. 4						\$25,000	\$25,000
16	MCOG - Multi-Modal Transportation Planning					\$20,000		\$20,000
18	MCOG - Geographic Information System (GIS) Activities					\$5,000	\$600	\$5,600
20	MCOG - Grant Development & Assistance					\$15,000		\$15,000
22	MCOG - <i>Safe Routes to School ATP Non-Infrastructure Grant - Carryover</i>					\$25,000		\$25,000
---	Reserved for Future Projects						\$37,275	\$37,275
	TOTAL	\$60,000	\$0	\$0	\$45,475	\$356,700	\$163,375	\$625,550

Note: Several work element numbers have been left blank for potential carryover projects

Reimbursement Rates Used For Calculating Days Programmed (estimate only)

County/Cities/Local Agencies (\$75/hr); Consultants (\$125/hr); MCOG Planning Staff (approx \$33-\$116/hr - various positions, per contract)

* MCOG planning staff funding level based on contracted obligation with DBC Consulting (\$356,7000 estimate), and assumes a 1.5% CPI increase

MENDOCINO COUNCIL OF GOVERNMENTS

MINUTES

Tuesday, April 11, 2017

Town Hall, 363 N. Main St., Fort Bragg, (Highway 1 and Laurel St.)

Agenda # 7

Consent Calendar

MCOG Meeting

5/1/17

ADDITIONAL MEDIA:

<https://city.fortbragg.com/578/Community-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)

1. Call to Order / Roll Call. The meeting was called to order at 10:35 a.m. with Directors Rex Jackman, (Caltrans/PAC), Larry Stranske, Richey Wasserman, Michael Cimolino, Michael Carter/Alt., and Chair Gjerde, presiding. Directors Susan Ranochak and Steve Scalmanini were excused.

Staff present: Phil Dow, Executive Director; Janet Orth, Deputy Director/CFO; Loretta Ellard, Deputy Planner; James Sookne, Regional Project Manager, and Marta Ford, Administrative Assistant.

Presenter: Tom Varga, City of Fort Bragg Public Works Director

2. Convene as RTPA – Transportation Tour. Chair Gjerde allowed for public expression prior to the tour and announced there would be opportunity for public expression after the tour as well, per the agenda. The group then boarded the MTA trolley for the scheduled tour, which included the following itinerary:

- EV charging station sites at City Hall
- MTA’s Diana Stuart transit center
- Coastal Trail – north trailhead at Glass Beach
- Pudding Creek Trestle and start of Haul Road
- Main Street sidewalk projects adjacent to Noyo Bridge
- North Harbor Drive and Noyo Harbor Access Plan
- Coastal Trail – south trailhead west of Cypress Street
- Chestnut Street Corridor / Safe Routes to School
- Green Alleys – innovative storm water treatment
- Coastal Trail – central access, west of Town Hall

3. Recess as RTPA – Lunch – Reconvene as Policy Advisory Committee.

4. Public Expression. Mr. Dusty Dillion, Noyo Harbor Commissioner, commented, “Keep up the good work!”

5. Regular Calendar: Discussion of Fort Bragg Area Tour, Transportation Plans and Projects, and Related Material. Tom Varga summarized the tour stating the group saw two to three years of transportation projects which was a good reflection of completed accomplishments for Fort Bragg. Other projects that are planned, such as the Coastal Trails, will continue until complete. Comments from the board included:

- Director Cimolino felt the tour showcased a lot of work that was done in the area;
- Director Stranske thought the tour was “really interesting, especial the pavers” in the Green Alleys, and appreciated Mr. Varga providing additional information. He was impressed with the work that has been achieved, considering the amount of “red tape” that can prolong projects;
- Director Jackman thanked Mr. Varga and felt the tour was educational and impressive; he finds breaks from the routine meetings to be valuable;
- Chair Gjerde agreed with Director Jackman and added it is nice to do one or two tours per year to see the projects that are discussed at the board meetings.

Executive Director Dow thanked Mr. Varga for narrating the tour; Mr. Varga brought more local experience to the tour. Mr. Dow then reported on Transportation Funding; see agenda item 10d.1.

6 - 8. Consent Calendar: Upon motion by Stranske, second by Carter, and carried unanimously on roll call vote (6 Ayes – Jackman/PAC, Stranske, Wasserman, Cimolino, Carter/Alt., Gjerde; 0 Noes; 0 Abstaining; 2 Absent – Ranochak, Scalmanini): IT IS ORDERED that consent items are approved:

6. Approval of March 6, 2017 Minutes – *as written*

7. Approval of February 21, 2017 Executive Committee Minutes – *as written*

8. Acceptance of Triennial Performance Audit of Mendocino Transit Authority. - *Overall, MTA received a favorable audit.*

9. Recess as Policy Advisory Committee – Reconvene as RTPA – Ratify Action of Policy Advisory Committee. Upon motion by Carter, second by Cimolino, and carried unanimously (5 Ayes – Stranske, Wasserman, Cimolino, Carter/Alt., and Gjerde; 0 Noes; 0 Abstaining; 2 Absent – Ranochak, Scalmanini): IT IS ORDERED the actions taken by the Policy Advisory Committee are ratified by the MCOG Board of Directors.

10. Reports - Information

- a. Mendocino Transit Authority. Chair Gjerde reported that MTA has a company selling advertising on the buses; they have had success in the short time it has been in process. Revenue generated by the advertising assists with the Cost of Living Adjustment (COLA) that MTA included in the new three-year contract with their employees.
- b. North Coast Railroad Authority. Ms. Ellard reported that NCRA continues to work on obtaining permits for the Ukiah Depot property; there have been delays from State and Federal agencies. NCRA is working with the City of Ukiah to extend Clay Street and recently received clear title on Mason Street that allows them to make decisions to sell or lease the property if it is in excess to the railroad’s needs. The next NCRA meeting agenda includes the future of surplus property near the Cloverdale Depot and their audit of the last fiscal year to be reviewed for approval.
- c. MCOG Staff - Summary of Meetings. Mr. Dow had nothing specific to speak on.
- d. MCOG Administration Staff.
 1. *Transportation Funding.* Mr. Dow reported the funding situation improved over this last week or so, with the passage of Senate Bill 1. There are no details available at this time about the actual amount of funding in the bill. He suspects the amounts should put the Mendocino County region back on track and in position to work on more improvement projects. Chair Gjerde stated Fort Bragg, Willits, and Point Arena’s voter-approved half cent sales tax

dedicated to roads made them eligible as self-help cities for State-Local Partnership funds. Currently, there are five or six self-help cities (in addition to self-help counties) in California, which will be included in the matching funds. Mr. Dow explained it was a “bonus” for the counties/cities stepping up to pass dedicated transportation sales taxes. Ukiah recently passed a half-cent sales tax intended for transportation purposes; however, it went on the ballot as a simple majority advisory measure for a general tax and does not qualify for the State matching funds. Ms. Ellard added that at a recent meeting it was reported that the State-Local Partnership guidelines are being developed and should be available in January 2018. If the guidelines are the same as prior guidelines for this program, it would provide a 50% match.

Chair Gjerde made further comments about the funding bill and how much the local governments may expect to receive over a ten-year course. He explained how the funds may close the gap created by lost tax revenue from reduced gasoline prices in the last two or three years.

2. *Miscellaneous*. Next MCOG meeting will include a review of the FY 2017/18 budget.

- e. MCOG Planning Staff - Miscellaneous. Nothing to report.
- f. MCOG Directors. Nothing to report.
- g. California Association of Councils of Governments (CALCOG) Delegates. Ms. Orth reported that she, Loretta Ellard, and Director Steve Scalmanini attended the Regional Leadership Forum in Monterey from March 29-31. She mentioned topics included the SB1 transportation bill, the various self-help sales tax measures, what is going on in other Councils of Governments and Regional Transportation Planning Agencies around the state, climate change actions, updates on affordable housing and bicycle and pedestrian projects, social justice around disadvantaged communities, and even the Burning Man movement. She said the presentations seemed shorter which allowed more presentations to cover more topics this year. The forum offers great networking opportunities.

11. Adjourn. The meeting was adjourned at 1:55 p.m.

Submitted: PHILLIP J. DOW, EXECUTIVE DIRECTOR

By Marta Ford, Administrative Assistant



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 8
Consent Calendar
MCOG Meeting
5/1/2017

STAFF REPORT

TITLE: Acceptance of FY 2015/16 Fiscal Audit of Mendocino Transit Authority

SUBMITTED BY: Janet Orth, Deputy Director/CFO

DATE PREPARED: 4/20/2017

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). Once again we hired R. J. Ricciardi, Inc., CPAs.

The report is due by end of December, however MCOG staff granted a requested extension to MTA, as allowed under the Transportation Development Act (TDA). A copy of the Basic Financial Statements, dated March 24, 2017, was received by MCOG on March 28, attached. MTA received a favorable audit report as usual.

MTA's total net position increased by \$318,370; total net position at June 30, 2016 was \$13,453,146, compared to the previous year at \$13,134,776. Unrestricted net position increased by \$664,655, from \$467,347 to \$1,132,002. – Pages 4-5, 7-8

A major change last year was the addition of net pension liability as required by GASB Statement No. 68, impacting net position. This is the second year of the new requirement. – Pages 14-19, 22

The fare box calculation was included as directed by TDA. The ratio of fare box revenue compared to operating expenses was 16.2%, meeting the required 14.7%. For the preceding two years, the requirement was not quite met. As may be noted in the budget allocating resolution (in the June agenda packet), "...TDA regulations allow a grace period for the first year an operator does not meet the required farebox ratio. The second year the ratio is not met is the "noncompliance" year, with no penalties during these two years. A third successive year the requirement is not met is the "determination" year, resulting in reduced funding in the following "penalty" year. However, new legislation, SB 508, which went into effect July 1, 2016, amended TDA and reduces MTA's fare revenue required ratio to ten percent." – Page 21

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 23

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 "Over eligible (by \$93,597)" meaning over the eligibility threshold for TDA funds received in FY 2015/16, and therefore this amount is payable to MCOG. – *by separate letter*

And finally, the Notes to Financial Statements reveal that MTA received a concentration of 43% of its total revenue for the year from MCOG allocations of TDA funds, at \$2,949,834. Last year was 54%, at \$2,755,228. TDA funds were the largest single source of revenue for MTA. - Page 22

ACTION REQUIRED: Accept the Fiscal Year 2015/16 MTA fiscal audit, as a fiduciary duty of the Council.

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

RECOMMENDATION:

Accept the FY 2015/16 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

Staff Report

Agenda # 10c
Reports
MCOG Meetings
5/1/2017

TITLE: Summary of Meetings

DATE PREPARED: 04/20/17

MEETING DATE: 05/01/17

SUBMITTED BY: Phil Dow, Executive Director

BACKGROUND:

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

1. *North Coast Railroad Authority (NCRA)*
Novato 04/12/17
(Ellard)
2. *Active Transportation Program (ATP) Non-Infrastructure Grant Monthly Coordination*
Ukiah 04/17/17
(Barrett & Ellard)
3. *Dow/DBC Coordination Meeting*
Ukiah 04/17/17
(All)
4. Transit Productivity Committee
Ukiah 04/19/17
(Orth & Dow)
5. *Covelo Active Transportation Program (ATP) Non-Infrastructure Task Force*
Covelo 04/20/17
(Ellard)
6. Streamline Client Training (MCOG Website)
Webinar 04/20/17
(Orth)
7. *Fort Bragg Active Transportation Program (ATP) Non-Infrastructure Task Force*
Teleconference 04/24/17
(Barrett & Ellard)
8. CalCOG Directors Meeting
Sacramento 04/25/17
(Dow)
9. *Anderson Valley Active Transportation Program (ATP) Non-Infrastructure Task Force*
Boonville 04/26/17
(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

Agenda # 10d1
Reports
MCOG Meeting
5/1/2017

STAFF REPORT

TITLE: Road Repair and Accountability Act of 2017

DATE PREPARED: 04/20/17

MEETING DATE: 05/01/17

SUBMITTED BY: Phillip J. Dow, Executive Director

BACKGROUND:

Our April board meeting focused on our off-site tour of Fort Bragg transportation projects, and our formal Board meeting was very short. The verbal report on transportation funding was also very brief since the long-awaited Road Repair and Accountability Act of 2017 had just been passed by the legislature a few days before our meeting.

Details regarding local funding that is to become available as a result of this legislation are starting to trickle in from our usual sources, the California State Association of Counties (CSAC) and the League of California Cities (LOCC). Although some of the following appear to be preliminary estimates, this is all good news to our local agencies, to MTA, and to the regional transportation planning agency as well.

First, let's take Mendocino Transit Authority. It appears that about \$536,000 per year in additional State Transit Assistance may be available to MTA over the 10-year life of the legislation. If accurate, this augmentation will more than double recent allocations. State Transit Assistance has been historically been used for capital programs but has been used in recent years for transit operations.

Mendocino County stands to gain funding Highway Users Tax Account (HUTA) funding over the years. Overall, the new bill is to add \$49 million over the life of the program. Current (2016-17) revenues are shown below along with the first two years of the new program:

<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>
\$3,321,480	\$5,148,307 (+ 55.00%)	\$7,663,543 (+48.85%)

Information distributed by LOCC also indicates that our regional share of State Transportation Improvement Program (STIP) funding will be \$5 million. Since the STIP is on a two-year cycle we can assume it will give us \$1 million in each of the next five STIP cycles. We delayed projects in our 2016 RTIP which we will hopefully be able to re-insert into the STIP later this year. The California Transportation Commission should adopt the Fund Estimate in August.

As far as the four cities are concerned, here is what the LOCC is projecting:

	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>
Fort Bragg	\$149,660	\$219,667 (+ 46.78%)	\$310,287 (+ 41.25%)
Point Arena	\$ 14,555	\$ 18,258 (+ 25.44%)	\$ 23,561 (+ 29.04%)
Ukiah	\$321,544	\$457,896 (+ 42.41%)	\$649,081 (+ 41.75%)
Willits	\$102,170	\$142,422 (+ 39.40%)	\$200,158 (+ 40.54%)

For the competitive Active Transportation Program administered by the California Transportation Commission (CTC), an additional \$500 million will be added to the Statewide component of the program, \$400 million more to the Urban component and \$100 million more added to the Small Urban & Rural component.

We are expecting that local agencies that have passed local-option dedicated transportation sales taxes will be able to share in \$20 million per year allocations from the State - Local Partnership Program that I expect will be implemented much the same as was done in the 2006 Proposition 1B Bond program. These agencies are Willits, Point Arena, and Fort Bragg. The CTC is to develop the guidelines and I will attempt to become involved in that process.

Since much of what I am conveying is preliminary, I am prepared to take responsibility for optimism in this report, not necessarily accuracy.

There are lots of other details that will be forthcoming regarding eligibility and reporting requirements.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: This is intended as an information item.