



# MENDOCINO COUNCIL OF GOVERNMENTS

525 South Main Street~Ukiah~California~95482  
www.mendocinocog.org

NEPHELE BARRETT, EXECUTIVE DIRECTOR

Administration: Suite B  
(707) 463-1859  
Transportation Planning: Suite G  
(707) 234-3434

## AGENDA

**Monday, May 4, 2026 at 1:30 p.m.**

### Primary Location:

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

### Teleconference Locations:

Fort Bragg City Hall, 416 N. Franklin St., Fort Bragg  
Point Arena City Hall, 451 School St., Point Arena  
Caltrans District 1, 1656 Union St., Eureka

### General Public Teleconference:

*Zoom videoconference link is provided by request. Please submit request to [info@mendocinocog.org](mailto:info@mendocinocog.org) or call MCOG Administration at (707) 463-1859.*

Zoom Meeting ID: 838 7539 7542      Passcode: 061134  
Audio Call-in Option: 1 (669) 900-6833 (in CA)

### Attachments Posted

[Board of Directors - Mendocino Council of Governments \(mendocinocog.org\)](https://www.mendocinocog.org)

### Additional Media

For live streaming and later viewing:

[Mendocino County Video](https://www.mendocinocog.org) or find  
[YouTube link at http://www.mendocinocog.org](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:** Mendocino Council of Governments meets in person, in a hybrid format. Staff and a potential quorum meet in the Board of Supervisors chambers in Ukiah. Also, board members join remotely by teleconference (audio and video) from City Hall locations in Fort Bragg and Point Arena. Policy Advisory Committee member(s) usually join from Caltrans District 1 office in Eureka. The general public may join from any of these posted locations or by calling in to the teleconference.

Several ways to make public comments to MCOG's Board of Directors are available:

- In advance of the meeting: comments may be sent by email to [info@mendocinocog.org](mailto:info@mendocinocog.org) or by using the form at <https://www.mendocinocog.org/contact-us>, to be read aloud into the public record. Please submit by 10:00 a.m. on the meeting date to ensure comments are received timely, and include the agenda item number(s) addressed.
- During the meeting: make oral comments in person, or 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. Assembly Bill 2449 Notifications and Considerations – *to receive and address requests from Board members to participate in the meeting from a non-posted location, subject to conditions set forth in AB 2449*
3. Convene as RTPA
4. Recess as RTPA – Reconvene as Policy Advisory Committee

**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.

5. Approval of April 6, 2026 Minutes
6. Approval of April 13, 2026 Transit Productivity Committee Minutes
7. Acceptance of 2024/25 Fiscal Audit of Mendocino Transit Authority

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

9. 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**

10. Adoption of Resolution No. M2026-\_\_ Approving The 2026 Mendocino County Regional Transportation Plan (RTP) & Active Transportation Plan (ATP) – *Continued from April 6, 2026*
11. Technical Advisory Committee Recommendations of April 15, 2026: Adoption of Final Fiscal Year 2026/27 Planning Overall Work Program (OWP)
12. Fiscal Year 2026/27 RTPA & COG Budget Presentation & Workshop – *MCOG Staff*
  - a. Report of Revenues Fiscal Year to Date 2025/26
  - b. Executive Committee Recommendations of February 26, 2026 – Revenues & Allocations
  - c. Technical Advisory Committee Recommendation of April 15, 2026 – Final Planning Overall Work Program
  - d. Transit Productivity Committee Recommendations of April 13, 2026 – Mendocino Transit Authority's Annual Transit Claim and Unmet Transit Needs
  - e. Northern Rural Energy Network (NREN) Funding
13. Transit Productivity Committee Recommendations of April 13, 2026
  - a. Approval of Transit Performance Standards with Adjusted Passengers per Hour
  - b. Acceptance of Annual Transit Performance Review

**RATIFY ACTION**

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

**REPORTS**

15. Reports – Information – *No Action*
  - a. Caltrans District 1 – Projects Update and Information
  - b. Mendocino Transit Authority

- c. Great Redwood Trail Agency
- d. MCOG Staff – Summary of Meetings
- e. MCOG Administration Staff
  - i. Miscellaneous
  - ii. Next Meeting Date – Monday, June 1, 2026 Adoption of Budget
- f. MCOG Planning Staff
  - i. Regional Housing Needs Assessment
  - ii. Work Element 5 – Mendocino County Sea Level Rise Roadway Impact Study
  - iii. Work Element 11 – Pavement Management Program (PMP) Update
  - iv. Work Element 8 – Vehicle Miles Traveled (VMT) Regional Mitigation Study
  - v. Miscellaneous
- g. Northern Rural Energy Network (NREN) Staff
- h. MCOG Directors
- i. California Association of Councils of Governments (CALCOG) Delegates

## ADJOURNMENT

16. 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, asientos accesibles, o documentación en formatos alternativos de acuerdo con la Ley de Estadounidenses con Discapacidades, o personas que requieren servicios de interpretación (sin cargo) deben comunicarse con MCOG (707) 463-1859, por lo 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 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 4/28/2026

\*Next Resolution Number: M2026-02





MENDOCINO  
COUNCIL OF GOVERNMENTS

525 South Main Street~Ukiah~California~95482  
www.mendocinocog.org

NEPHELE BARRETT, EXECUTIVE DIRECTOR

Administration: Suite B  
(707) 463-1859  
Transportation Planning: Suite G  
(707) 234-3434

April 24, 2026

**To** MCOG Board of Directors  
**From:** Michael Villa, Deputy Director/Fiscal Manager  
**Subject:** Consent Calendar of May 4, 2026

\*\*\*\*\*

The following items are recommended for approval/action

- 6. Approval of April, 2026, Minutes – attached
- 7. Approval of the April 13, 2026, Transportation Productivity Committee Minutes – attached
- 8. Acceptance of MCOG 2024/25 MTA Fiscal Audit. Mendocino Transit Authority received a compliant audit as usual.  
*-Staff report and audit report attached*

# MENDOCINO COUNCIL OF GOVERNMENTS

## MINUTES

**Monday, April 6, 2026**

### Primary Location:

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

### Teleconference Locations:

Fort Bragg City Hall, 416 N. Franklin St., Fort Bragg  
Point Arena City Hall, 451 School St., Point Arena  
Caltrans District 1, 1656 Union St., Eureka

### General Public Teleconference by Zoom

**1. Call to Order and Roll Call.** The meeting was called to order at 1:31 p.m. with Directors present: John Haschak, Maureen Mulheren, Heather Criss, and Matthew Alaniz in Ukiah; Marcia Rafanan in Fort Bragg; and Tatiana Ahlstrand for Caltrans/PAC in Eureka. Director Jeff Hansen was excused for illness. Chair Haschak presiding.

Staff present in Ukiah: Nephele Barrett, Executive Director; James Sookne, Program Manager; Michael Villa, Deputy Director; Orion Walker, Program Manager; Alexis Pedrotti, Project Manager.

Staff present by Zoom: Hector Ortega, Regional Project Analyst.

**2. Assembly Bill 2449 Notifications and Considerations.** This item is to receive and address requests from Board members to participate in the meeting from a non-posted location, subject to conditions set forth in AB 2449. There were no such requests.

Following this item, Nephele Barrett, Executive Director, provided a staffing update, welcoming Julie St. Pierre as Administrative Assistant and meeting clerk, and congratulating Michael Villa on his promotion to Deputy Director.

**3. Regional Housing Needs Allocation (RHNA).** James Sookne, Program Manager, relayed that HCD requested additional changes on the draft methodology. A meeting with HCD will be held, and following that, revisions will be made with hopes of approval before the May 2026 MCOG meeting.

**4. Convene as RTPA.**

**5. Recess as RTPA – Reconvene as Policy Advisory Committee.**

**6 - 9. Consent Calendar.** Ms. Barrett provided a correction on page 1 of the minutes to state that Director Criss was nominated for Vice Chair.

Upon motion by Criss, second by Alaniz, and carried unanimously on roll call vote (6 Ayes – Rafanan, Mulheren, Alaniz, Criss, Ahlstrand/PAC and Haschak; 0 Noes; 0 Abstaining; 1 Absent): IT IS ORDERED that consent items are approved.

**6. Approval of February 2, 2026, Minutes – as amended**

**7. Approval of February 26, 2026, Executive Committee Minutes – as written**

**8. Acceptance of 2024/25 MCOG Fiscal Audit – MCOG received a compliant audit with no findings or recommendations for management.**

**9. Adoption of Resolution Approving Addendum to the FY 2018/19 through 2021/22 Project List for the California State of Good Repair Program to Fund New Emergency Project & Ukiah Transit Center Project – Mendocino Transit Authority**

**Resolution No. M2026-01**

Approving Addendum to the FY 2018/19 through 2021/22 Project List for the California State of Good Repair Program to Fund New Emergency Project & Ukiah Transit Center Project (Reso. #M2026-01 is incorporated herein by reference)

**10. Public Expression.** Steve Henderson (a.k.a. Gizmo) inquired about controlled burns on the freeway edge by Caltrans and the CHP.

Chair Haschak responded. CalFire is working to create a more efficient plan for a controlled burn.

**11. Regular Calendar.** *Adoption of Resolution No. M2026-\_\_ Approving The 2026 Mendocino County Regional Transportation Plan (RTP) & Active Transportation Plan (ATP) – Continued from March 2, 2026 (canceled meeting).* Mr. Sookne stated that a final version of the RTP and ATP are available on the website. MCOG is also conducting the Regional Housing Needs Allocation process, as noted in Item 3. The California Department of Housing and Community Development (HCD) requires that the methodology for the allocation be approved by HCD prior to approval of the RTP. Because the methodology was not yet approved by HCD, this item will be continued to the May 2026 meeting. No action taken.

**12. Recess as Policy Advisory Committee – Reconvene as RTPA – Ratify Action of Policy Advisory Committee.** Upon motion by Criss, second by Alaniz, and carried unanimously on roll call vote (5 Ayes – Rafanan, Mulheren, Alaniz, Criss, and Haschak; 0 Noes; 0 Abstaining; 1 Absent): IT IS ORDERED that the actions taken by the Policy Advisory Committee are ratified by the MCOG Board of Directors.

**14. Reports - Information**

a. Caltrans District 1 – Projects Update and Information. Director Ahlstrand reported on several funding opportunities with applications opening in the coming months, including USDOT Safe Streets for All Program, Active Transportation Program, Transit and Intercity Rail Capital Program (TIRCP), the Urban Greening Program, Sustainable Transportation Planning Grant Program. A feasibility study for Seaside Creek Beach roadway and culvert improvements on MEN1 will be concluded in June 2027, and an additional feasibility study for the Mendocino State Route 128 will begin work in the new fiscal year. She provided additional updates on the Caltrans District Transit Plan, the Transit Policy Implementation

Action Plan, the Caltrans Climate Vulnerability Assessment, and the 2026 Caltrans District 1 Tribal Transportation Summit. Caltrans will be hosting two District 1 Transportation Planning Open Houses this summer.

- b. Mendocino Transit Authority. Ms. Barrett reported that an application for the Transit and Inter City Rail Capital Program (TIRCP) is being developed to secure funding for the Ukiah Area Transit Center. As currently envisioned, the project will be mixed-use, incorporating a senior housing development in partnership with the City of Ukiah and a developer.
- c. Great Redwood Trail Agency. Director Mulheren reported that a meeting was held last week in which the Draft Master Plan was approved. On April 25th, a Grand Opening celebration for Phase 4 of the Great Rail Trail will take place. Chair Haschak added that the Master Plan is available online.
- d. MCOG Staff - Summary of Meetings. Ms. Barrett referred to the written staff report.
- e. MCOG Administration Staff
  - i. *Draft FY 2026/27 Regional Transportation Planning Agency (RTPA) & COG Budget*. Michael Villa, Deputy Director, summarized the budget process, and referred to the staff report. The budget includes the LTF, OWP planning grants, allocation from the SB125; Transit Capital Funding, Allocation for the Surface Transportation Block and Grant Program. The Area Apportionment Notice was mailed to eligible claimants. A budget workshop is scheduled in May, and for action at the June 2026 meeting.
  - ii. *Miscellaneous*. None.
  - iii. *Next Meeting Date*. Monday, May 4, 2026.

Chair Haschak invited public comment. Gizmo inquired about the upcoming Tribal Transportation Summit and expressed concern about the proposed location of the transit mall outlined within the feasibility study referred to during the MTA report. Director Ahlstrand responded to the question about the Summit.

- f. MCOG Planning Staff
  - i. *Draft 2026/27 Transportation Planning Overall Work Program (OWP)*. Alexis Pedrotti, Project Manager, gave an overview of the OWP process. A draft of the OWP was submitted to the Technical Advisory Committee for review and recommendation to be moved forward to Caltrans. She referenced the draft and provided clarity on a few budget items. Additionally, she mentioned there could be minor changes for pending grant applications. Some carryover projects, such as the Mendocino County Sea Level Rise Roadway Impact Study, the Regional Vehicle Miles Traveled Mitigation Program, and the Pavement Management Program, are included as placeholders with an unspecified dollar amount. No action required.
  - ii. *Work Element 5 – Mendocino County Sea Level Rise Roadway Impact Study*. Hector Ortega, Regional Project Analyst, reported that community input from surveys and workshops is being collected and analyzed to identify five priority sites for technical analysis by a consultant team. Initial survey results indicate that Point Carrillo Drive, Old Coast Highway, Port Road, and Lighthouse Road, are seen as top priorities.

- iii. *Work Element 11 – Pavement Management Program (PMP) Update.* Mr. Ortega reported that a contract with Nichols Consultant Engineers (NCE) has been fully executed. The ARRB vehicle began data collection in late March, and has since concluded collection in Fort Bragg, and is progressing in Willits. Data collection will proceed in county-maintained roads and the City of Ukiah. No action required.
- iv. *Miscellaneous.* None.
- g. Northern Rural Energy Network (NREN) Staff. Orion Walker, Energy Program Manager, reported that the training event in cooperation with PACE Supply was successful. An additional collaborative event with the North Coast Builders Exchange will be held in the coming weeks. He provided additional updates on the Education Employment summit, a new Public Services Program, ongoing educational outreach, and financing programs. Chair Haschak inquired about the Earth Day Celebrations, and then opened up to public questions. Gizmo inquired about the North Coast Builders Exchange Program.
- h. MCOG Directors. Chair Haschak reported that continued exploration of a sales tax item for road maintenance for the November election was approved.
- i. California Association of Councils of Governments (CALCOG) Delegates. Director Criss reported she attended the CALCOG Board Meeting in March, during which the Regional Infrastructure Accelerator Grant was discussed, and authorization was granted to the work program priorities and to establish themselves as a 501c3. She provided updates on AB 1421 (road usage committee – supported by CalCOG), SB 979 (RHNA judicial review – opposed by CalCOG), AB 2002 (RHNA as an unfunded mandate), SB 908 (transit-oriented development – opposed by CalCOG), and reform of SB 375 (sustainable communities strategies).

**15. Adjournment.** The meeting was adjourned at 2:15 p.m.

Submitted: NEPHELE BARRETT, EXECUTIVE DIRECTOR

# Mendocino Council of Governments

## DRAFT MINUTES

### Transit Productivity Committee – TPC

Monday, April 13, 2026

10:00 a.m. to appx. 12:00 p.m.

#### Teleconference Locations:

MCOG / Dow & Associates, 525 S. Main St., Suite B, Ukiah  
Mendocino Transit Authority, 241 Plant Rd., Ukiah  
Mendocino County Administration Ctr., 501 Low Gap Road, Ukiah  
648 Willow Avenue, Ukiah  
Harrah Senior Center, 1501 Baechtel Road, Willits  
15168 Caspar Road, Caspar  
City Hall, 416 N. Franklin St., Fort Bragg

#### General Public Teleconference by Zoom

#### PRESENT:

MCOG Board Members: John Haschak, Heather Criss  
MTA Board Members: Tess Albin-Smith, Jim Tarbell  
Senior Centers Rep.: Jill Rexrode, Redwood Coast Seniors (Alternate)  
Staff & Others: Nephele Barrett, Janet Orth, Michael Villa, and Julie St. Pierre, MCOG  
Dawn White and Luis Martinez, MTA

#### ABSENT:

Jacob King, MTA and Richard Baker, Willits Seniors

**1. Call to Order and Roll Call.** After brief discussion about who would chair the meeting, Director Haschak yielded to Nephele Barrett, who proceeded to call the meeting to order at 10:05 a.m. and asked the teleconference participants to introduce themselves.

Technical issues noted with Jill Rexrode reconnecting to the teleconference.

**2. Public Expression.** None

**3. Review and Recommendation on MTA's Analysis and Prioritization of 2026/27 Unmet Transit Needs.** Michael Villa reviewed the statutory transit development process and current stage of analysis per Transportation Development Act (TDA) requirements. For the upcoming fiscal year, MCOG has determined that there are needs, which were forwarded to MTA for analyses to be prepared outlining operational costs, ability to provide service. The report was received with categorization of needs defined as either high, medium, or low priority.

- **Item P-2** – Add additional route to Santa Rosa to align with the extended times added by SMART Train. Jim Tarbell pointed out that the proposed Transit Center in Central Ukiah (Item S-7) is listed as low priority, adding that in his opinion, it has become a high priority. Luis Martinez responded that after MTA's analysis, the transit center did not qualify as a transit need, as defined in the TDA. Nephele clarified that the transit center would be considered a capital, not an operational "service" need, and suggested another category may be necessary to identify types of needs that don't meet the TDA's specific definition.
- **Item S-3** – Non-emergency Medical Service, including after-hours/weekends for hospital release and out-of-county. Nephele noted that although this unmet transit need was categorized as low priority, the fixed-route service doesn't fully address

hospital release times or out-of-county needs, suggesting the recommendation be reworded to reflect that some, but not all, of the associated needs are being met. Luis stated that they would reprioritize and incorporate into the recommendation that a partial need has been met, and to undertake what needs to be done to fully assess that priority.

- **Item S-6** – the Covelo and Laytonville Mobility Solution, and **Item S-1** – the Microtransit Service to Brooktrails, including Brooktrails Lodge. John pointed out that these two items are somewhat related and asked about their status. Luis answered that MTA is currently working on the routes, and that the purchase of new vehicles is pending; the most challenging issue is with staffing, as there is a shortage of drivers preventing the implementation of that service. Nephele added that MTA Executive Director, Jacob King, has been exploring options for an appropriate vehicle for these routes, which Luis confirmed.
- **Item S-5** – the Service to Noyo Harbor and downtown Fort Bragg central business district. Tess Albin-Smith pointed out that MTA still doesn't provide this service. Emphasizing weekend tourist congestion and a lack of parking, Tess proposed that the creation of weekend and seasonal service be elevated to medium priority. Nephele shared that this item came out of the SSTAC meeting – where neither weekends nor peak service had been specified – and suggested adding a note to indicate that the Transit Productivity Committee (TPC) considered this as a higher need, rather than “Low Priority.”

Although received too late for inclusion, Michael shared a new public comment requesting alignment of the Santa Rosa route with SMART Train schedules, adding that this particular comment will be moved to consider during next year's process of identifying unmet transit needs.

Janet Orth questioned whether any of the identified transit needs can be met in the coming fiscal year, either with funding, partnerships, or other alternatives. Nephele pointed out that they will be meeting the need identified in Item P-2, for an additional route to Santa Rosa to align with the extended times added by SMART Train. Discussion followed about whether this item would be considered reasonable to meet in the coming budget year 2026/27, even though service on that additional route began in 2025/26.

The committee determined that the recommendation to MCOG be revised. Nephele suggested an alternative, stating that there are unmet transit needs, including one or more that are reasonable to meet for potential funding in 2026/27 MTA Allocation, or by other means. And then specify that that particular unmet need will continue to be met through adjustment to existing routes.

**Recommendation:**

Upon motion by Haschak, seconded by Criss, the TPC recommended that MTA continue to explore opportunities to increase ridership, including coordination with housing and transit center development.

Nephele reported that although Tess Albin-Smith and Jill Rexrode would have to abstain from voting due to unposted locations, it was also noted that we have a quorum with three out of five members voting.

The motion then carried unanimously by roll call vote (3 Ayes: *Haschak, Criss, and Tarbell*; 0 Noes; 2 Abstaining: *Albin-Smith, and Rexrode (Alt.)*)

**4. Review and Recommendation on the Fiscal Year 2026/27 Transit Claim.** Michael reviewed his written report, highlighting that total TDA funding available for MTA and FY 2026/27 is about \$4.75 million, up roughly 3% from last year. The claim was received on time and staff deemed it acceptable. A summary of the funding sources was provided:

- The County Auditor’s Fund Estimate of \$4,259,000 is up 2.4% (\$98,000) from the revised FY 2025/26 budget estimate.
- The Executive Committee recommended setting the Local Transportation Fund (LTF) Reserve balance at \$639,000 (15% of the fund estimate).
- Under the Executive Committee’s recommendations, LTF balance available for allocation is \$3,565,429, up 1.7% (\$60,679) from the 2025/26 budget for MTA.
- The preliminary State Transit Assistance (STA) revenue estimate has declined as expected due to increases in fuel-efficient and electric cars, makes \$876,829, down 9.8% (\$94,741) from last year’s revised estimate. Without a carry-over balance from last year, MTA is claiming the full amount for operations.
- The proceeds from SB125’s four-year Allocation Plan are estimated at \$11,063,615. In FY 2025/26, \$2,988,941 will be expended to purchase three electric buses.
- The Capital Reserve has an available fund balance of \$308,575, which MTA is claiming for Long-Term Capital.
- Funds associated with Federal Transit Administration (FTA) Section 5311 are uncertain, pending Caltrans’ estimate.

Sharing MTA’s Claim for Funds for FY 2026/27, as well as MCOG’s Budget Summary Page, Michael reported that the total amount of TDA funding for MTA comes to \$4,750,883, an increase of 3.1% (140,903) from the 2025/26 budget. John commented it was good that the claim for Senior Centers showed an increase.

**Recommendation:**

Upon motion by Haschak, seconded by Criss, and carried unanimously by roll call vote (3 Ayes: *Haschak, Criss, and Tarbell*; 0 Noes; 2 Abstaining: *Albin-Smith, and Rexrode*, the TPC recommended that MCOG make the following transit allocations:

LTF Reserve at 15 percent of Auditor’s revised estimate	639,000	
Local Transportation Fund (LTF)		
MTA Operations	2,923,652	
Unmet Transit Needs	0	
Senior Center Operations	641,777	
Total LTF		3,565,429
State Transit Assistance Fund (STA)		
MTA Operations	876,829	
MTA & Seniors Capital	0	
Transit Capital Reserve	0	
Total STA		876,829
Capital Reserve Fund (CRF)		
MTA Capital, Current Year	0	

Senior Capital, Current Year	0	
Long-Term Capital Reserve	308,575	
Total CRF		308,575
<b>Total Recommended FY 2026/27 Transit Allocation</b>		<b>4,750,833</b>

**5. Review and Recommendation on MCOG Standards.** Michael cited that the most recent TDA Triennial Performance Audit, released in May 2025, pointed to recommended standards in the June 2024 Short Range Transit Development Plan (SRTDP). Compared with MCOG’s report, Michael stated that that TDA’s audit provides more detailed information, breaking down individual routes.

Michael next reviewed the history of standard adjustments, going back to 2022, when the Transit Productivity Committee (TPC) approved the reduction of the Passengers per Hour standard to 73% of the adopted levels for Dial-A-Ride, Short Distance Bus Routes, and Senior Centers. In 2019, farebox recovery was lowered to 10% for all service types, in line with the State’s requirement for rural operators. The requirement was then waived, or relaxed, by State legislation post Covid, but those waivers expire July 1, 2026, which means the farebox standard will again apply to MTA.

In 2014, the Board adopted the [Consumer Price Index] “CPI Adjusted Rolling Average” method for cost standards, which averages three years of actual performance data adjusted for inflation. Michael noted that this method is still working well; and notably, this year’s rolling average brought cost standards down as a result of 2021’s higher cost data being dropped.

Staff is suggesting that we lower the Passenger per Hour standard for Short Distance Bus Routes from 10.2 down to 7, aligning with the SRTDP recommendation of a minimum of 6 and a target of 8 for Short Distance Bus Routes. There was a brief discussion of the implication of lowering this standard to provide a better chance of being able to meet it, since there is a greater discrepancy for this service type when compared with the others.

**Recommendation:**

Upon motion by Criss, seconded by Haschak, and carried unanimously by roll call vote (*3 Ayes: Haschak, Criss, and Tarbell; 0 Noes; 2 Abstaining: Albin-Smith and Rexrode*), the TPC recommends adjusting the Passengers per Hour standard for Short Distance Bus Routes.

**6. Annual Review of MTA Performance Reports Compared to MCOG Standards.** Referring to the staff report, Michael stated that the annual performance review of MTA against MCOG’s adopted standards for the current report period from January 1 through December 31, 2025, used the three-year “CPI Adjusted Rolling Average” method, where a new year is added and the oldest one drops off the chart.

Michael reported that MTA needs to meet at least two of three core standards – **Passengers per Hour**, **Farebox Ratio**, and **Operating Cost per Vehicle Service Hour** – and apply the fourth standard, **Cost per Passenger**, if two of the three standards are not met. Michael shared that ridership is a persistent problem, adding that none of the service types met Passenger per Hour in 2023, 2024, or 2025 – even though the standard was lowered in 2022. Consistent with the what the TDA auditor found statewide, because many operators still haven’t recovered pre-pandemic ridership levels. The **Farebox Ratio** has generally been achievable, though it’s been waived since

Covid. When the waiver expires July 1, 2026, MTA will have to prepare to meet that 10% farebox standard again.

All service types met the **Cost per Hour** standard in 2025 – except for long-distance routes – though they did meet that standard in 2024; the three-year average shows overall improvement.

None of the service types have met the **Cost per Passenger** standard consistently, though Senior Centers did in 2025, which is directly associated with ridership levels. Performance has been fairly dependable, with ridership recovery being the greatest challenge. If ridership improves, the **Cost per Passenger** numbers would follow.

Janet noted that all the Senior Centers are grouped together, but their performance varies widely. Redwood Coast Seniors and Willits Senior Center are doing the best, meeting all their standards and increasing the average, with Redwood Coast having the highest Farebox Ratio of 19.9%. It was noted that the other senior centers have challenges such as being smaller and having higher staff turnover.

Service Type	2025	3-Year Average
<b>Dial-A-Ride (DAR)</b> maintained same 3-year average of 2 out of 3 standards; Farebox and Cost/Hour improved in 2025, meeting those standards.	2 of 3	2 of 3
<b>Short Distance Bus Routes</b> maintained the same 3-year average annual performance as 2024, meeting Farebox and Cost per Hour.	2 of 3	2 of 3
<b>Long Distance Routes</b> improved from 0 of 4 to 1 of 4 (Cost per Hour) in 3-year average, and declined from 1 of 4 in 2024 to 0 of 4 in 2025, missing Cost/Hr.	0 of 4	1 of 4
<b>Senior Centers</b> again maintained the same 3-year average, meeting Farebox and Cost/Hour; they also met Passengers/Hour in 2025.	3 of 3	2 of 3

Janet reviewed how 3.1% was the Consumer Price Index (CPI) rate that’s been used for the past year to calculate the annual average by using increases from a past period, applied through 2025.

Michael invited further discussion and stated that this item needs no action. Janet stated that a report should come out of this committee – whether it’s a recommendation or just reporting some of the findings.

Janet continued, saying that she was surprised by the short-range service, thinking that in-town services would do better, adding that costs have come down on the short-distance routes, and they went up a lot on the long-distance. Janet added that these are just things that she doesn’t understand and doesn’t have enough information – just things to notice. Michael added that the figures for the long-distance routes Cost per Service Hour also went up.

John asked if we can say that we reviewed the data. Janet answered yes, we have reviewed the data and mentioned MTA’s performance and context in the greater community of transit operators. Janet said that that is statewide and that everybody is suffering and having a hard time in transit – it’s not just MTA having these issues. Nephela added how much cost increases are really hurting transit operators.

Janet next raised considerations of productivity improvement opportunities for all service types such as ways to increase ridership and how everyone struggles with that. Noting that last year MTA was moving in the right direction in taking some positive actions and steps. Nephela

mentioned the simplification of the fare structure, and said that she wasn't sure if it's been implemented, but knows it's in the works. Luis confirmed that it hasn't started yet, and Dawn reported that they are in the process of doing their fare review survey now, and that should be ready to review shortly. And that there are a few things that they have to do before they can implement it.

Janet asked if there were any takeaways from this review. Nephele expressed curiosity whether there have been any discussions about potential productivity improvements or ways to increase ridership coming from the MTA Board or out of those meetings. Tess couldn't recall doing that recently, but thinks that services such as the Bragabout could benefit from more advertising, adding that this should be brought up at a future meeting.

Nephele thought that a recommendation coming out of this group could be to explore options for improving community awareness, or explore options for increased advertising. Janet mentions she hears MTA ads on the radio quite frequently. Jim said they have been improving since the pandemic and that the transit agency could generate revenues from renting out office space at the new transit center. Nephele mentioned that the project Jim was referring to, if the proposal is successful, is a mixed use with senior housing that could increase ridership. John mentioned that housing being built across from the Library for Mendocino College students could increase ridership to the college.

Janet mentioned the State is big on the idea of Transit Oriented Development (TOD), the idea of all new housing having a transit component. It's a strategy to link housing, jobs and transportation together more.

Janet brought up how we are trying to build a recommendation of exploring options to build ridership and look at opportunities with housing development. Janet stated that one of the unmet needs met last year was adding service to the college, MTA was able to partner with the student body association. They raised funds to help MTA pay for the unmet need and how it's a way to generate funds to meet unmet needs. Tess mentioned that one of the issues is that not all satellite campuses are served equally. Janet proceeded to go over the different campuses and discussed what was added last year to the main campus. Tess brought up that kids from coastal areas wanting to go to a Junior College can't afford to live away from home and how students need to go to the main campus. Luis mentioned they haven't received anything about the evening and brought up the frequency is every hour to the main campus until 5pm.

Janet said the recommendation could be to continue to explore ridership where John agreed. Janet brings up the performance review and how the lack of ridership prevents the other standards from being met.

Nephele said the recommendation could be to continue to explore opportunities to increase ridership including coordination with housing and transit center development. Report consistent with ongoing performance by dial a ride and short distance bus routes and senior centers specialized services as a whole while long distance routes need improvement on productivity. Janet mentioned that is a two part and Nephele clarified that one is a recommendation and the other is to report out.

Tess Moved for a motion to recommend continue to explore opportunities to increase ridership including coordination with housing and transit center development and Report consistent ongoing performance by dial a ride and short distance bus routes and senior centers specialized services as a whole while long distance routes need improvement on productivity. and John seconded the motion. Followed by a roll call.

**7. Miscellaneous / Members' Concerns / Announcements – *No Action***

**8. Adjournment: 11:13 a.m.**



# MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda #7**  
Consent Calendar  
MCOG Meeting  
5/4/2026

## STAFF REPORT

---

**TITLE:** Acceptance of FY 2024/25 Fiscal Audit of Mendocino Transit Authority

**SUBMITTED BY:** Janet Orth, CFO/Administrative Advisor      **DATE PREPARED:** 4/16/2026

---

### **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). The final audit report for the year ended June 30, 2025 has been completed by the independent CPA, O'Connor & Company.

The report was due by end of December 2025, however MCOG staff granted a requested 90-day extension to MTA, as allowed under TDA. A copy of the Annual Financial Report, dated March 30, 2026, was received by MCOG, attached. MTA received a favorable audit report as usual.

### Observations:

Two years ago, MTA was found to be ineligible for \$1,797,767 of Local Transportation Funds, for which a reallocation and repayment plan was approved by MCOG in December 2024. This is reflected by O'Connor & Company as "deferred revenue," showing repayments made of \$1,017,094 and remaining balance due of \$780,673. – Note 9, Page 20

MTA's net position decreased by \$953,799 or 9.5%; total net position at June 30, 2025 was \$9,029,118, compared to the previous year at \$9,982,917. – Page 4

The fare box calculation was included as directed by TDA. The ratio of fare box revenue compared to operating expenses was 4.6%, down from 5.1% last year (though still up from 3.5% and 3.7% for the two previous years), below the required 10%. The auditor again notes the regulatory relief in response to COVID-19 for transit agencies statewide, continuing the legislative waiver of this and certain TDA rules for the audit year. [Note the fare box waiver expires July 1, 2026.] – Page 21

The CPA also provided a report on compliance with TDA, noting certain tests of compliance performed and that: "*The results of our tests disclosed no instances of noncompliance that are required to be reported herein under...[TDA]...as it applies to Local Transportation Purpose Funds and Government Auditing Standards.*" – Page 25

By a separate letter, issues reported to MCOG concern "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 California Code of Regulations (CCR) Section 6634. Any monies in excess of the amount eligible "shall be recovered" by the agency/commission/board (MCOG), according to Section 6649. The independent auditor has confirmed that MTA was eligible for all TDA funds received for the year ended June 30, 2025.

The Notes to Financial Statements reveal that MTA received a concentration of 45% of its total revenue for the year from MCOG allocations of Local Transportation Funds (LTF) from sales tax, at \$3,993,644. (Last year was 42%, at \$3,918,899.) Adding State Transit Assistance at \$1,172,188 comes to \$5,165,832 of TDA funds (LTF and STA combined), at 59% still the largest single source of revenue for MTA, again followed closely in this audit year by "operating grants." – Pages 7, 22

The audit report was submitted to the State Controller on March 30, 2026 and is on MTA's Board of Directors April 29 agenda for acceptance.

---

**ACTION REQUIRED:** Accept the 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 2024/25 MTA fiscal audit report as presented by O'Connor & Company.

Enclosures:

Audited MTA "Annual Financial Report"



## MENDOCINO COUNCIL OF GOVERNMENTS STAFF REPORT

---

**TITLE:** Adoption of 2026 Regional Transportation  
Plan & Active Transportation Plan (RTP & ATP)

**DATE PREPARED:** 4/28/26

**SUBMITTED BY:** James Sookne, Program Manager

**MEETING DATE:** 5/4/26

---

**BACKGROUND:** The Regional Transportation Plan/Active Transportation Plan (RTP/ATP) is the region's long-term planning document covering a 20-year time span intended to promote a safe and efficient transportation system for the movement of people and goods throughout the region. The primary purpose of the plan is to identify transportation needs and priority projects in all modes of transportation including streets, highways, bicycle and pedestrian facilities, aviation and transit. Updated every four years, the RTP/ATP covers present and future transportation needs, deficiencies and constraints, as well as providing estimates of available funding for future transportation projects in the region.

On September 16, staff released the Public Draft RTP/ATP. Staff presented the draft at the October 6 Board meeting. As part of the public outreach process, staff hosted four in-person public workshops around the county between September 22 and October 6. There was also a county-wide virtual workshop on October 7. Comments on the public draft were accepted from the Board, interested agencies, and the public through November 5. Public comments were also accepted at the public hearing in December, where the Board adopted the Initial Study/Negative Declaration and continued adoption of the RTP/ATP to the February 2026 meeting.

Following the public hearing, staff incorporated comments received from Caltrans and additional public feedback as appropriate into a final draft, which went before the Technical Advisory Committee (TAC) at their January 2026 meeting. The TAC provided additional feedback and made a recommendation to take the RTP/ATP, as amended, to the Board for adoption. An updated final RTP has been prepared, which incorporates changes previously identified as well as minor corrections. The revised final RTP/ATP and appendices are available on the MCOG website for review.

Staff has concurrently been working with local agencies and the State Department of Housing and Community Development on the Regional Housing Needs Allocation (RHNA) process, which allocates a total number of needed housing units, as determined by HCD, across the local jurisdictions. Per Government Code (GC) 65584.05(a), the final RHNA methodology and draft allocation "should be distributed before the completion of the update if the applicable regional transportation plan." Unfortunately, HCD's requirements have resulted in delays to that process.

Although GC 65584.05(a) uses the term "should" rather than "shall," the Board could choose to adopt the RTP/ATP prior to adoption of the RHNA methodology. However, staff does not recommend adopting the RTP/ATP at this meeting. Rather, this item will be brought back at a future meeting to allow additional time to work with local agencies on RHNA.

---

**ACTION REQUIRED:** Staff recommends taking no action at this meeting and following the intent of GC 65584.05(a), therefore adopting the 2026 Regional Transportation Plan & Active Transportation Plan at a future meeting.

---

**ALTERNATIVES:** Adopt the 2026 Regional Transportation Plan & Active Transportation Plan

---

**RECOMMENDATION:** Staff recommends taking no action at this meeting and following the intent of GC 65584.05(a), therefore adopting the 2026 Regional Transportation Plan & Active Transportation Plan at a future meeting.



**MENDOCINO COUNCIL OF GOVERNMENTS  
STAFF REPORT**

**TITLE:** FY 2026/27 Final Overall Work Program (OWP)

**DATE SUBMITTED:** 4/21/26

**SUBMITTED BY:** Alexis Pedrotti, Project Manager

**MEETING DATE:** 5/4/26

**BACKGROUND:**

Enclosed for your review and approval is the proposed FY 2026/27 Final Overall Work Program (OWP). The TAC reviewed this OWP at their meeting on April 15, 2026, and recommended that it be approved.

The Draft Work Program was reviewed and recommended by the TAC in February, and submitted to Caltrans by the March 1, 2026, due date. The Draft Work Program was also presented to the MCOG Board at the April Board Meeting. This Final Work Program includes the projects recommended in the Draft, as well as the addition of some estimated carryover funding. It also responds to Caltrans’s 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	\$ 170,000
2	MCOG	Planning Management & General Coordination (Non-RPA)	\$ 83,000
4	MCOG	Sustainable Transportation Planning	\$ 11,500
5	MCOG	Mendo Sea Level Rise Roadway Impact Study - Carryover	\$ 100,000
6	Co. DOT	Combined Special Studies	\$ 56,000
7	MCOG	Planning, Programming & Monitoring (PPM)	\$ 144,500
8	MCOG	Regional Vehicle Miles Traveled (VMT) Mitigation Program - Carryover	\$ 200,000
10	MCOG	SR 20 Willits Multimodal Cir. & Intersection Improvement Study (PENDING)	\$ 236,000
11	MCOG	Pavement Management Program Update – Carryover	\$ 35,000
14	MCOG	Training	\$ 5,000
15	MCOG	Transportation Information Outreach & Public Participation	\$ 15,000
16	MCOG	Multi-Modal Transportation Planning	\$ 70,000
18	MCOG	Geographic Information System (GIS) Activities	\$ 7,500
20	MCOG	Grant Development & Assistance	\$ 60,000
---	MCOG	<i>PROJECT RESERVE</i>	\$ 57,584
		<b>Total</b>	<b>\$1,251,084</b>

As proposed, the FY 2026/27 Final Overall Work Program includes **14** (plus project reserve) work elements and totals **\$1,251,084**. For comparison purposes, the Final (Amended) FY 2025/26 Overall Work Program contains 16 work elements and totals \$1,675,357. The financial summary pages (9-13) 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.

The deadline for submitting the Final Overall Work Program and all required forms and certifications to Caltrans is June 1, 2026.

**ACTION REQUIRED:** Adopt FY 2026/27 Final Overall Work Program.

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

**RECOMMENDATION:** Accept TAC’s recommendation to adopt FY 2026/27 Final Overall Work Program, and authorize Executive Director or designee to sign certifications and OWP Agreement and forward to Caltrans as required.

*Attachment: FY 2026/27 Final Overall Work Program*



# MENDOCINO COUNCIL OF GOVERNMENTS

## STAFF REPORT

**Agenda #12**  
Regular Calendar  
MCOG Meeting  
5/4/2026

**TITLE:** Fiscal Year 2026/27 RTPA & COG Budget Presentation & Workshop

**SUBMITTED BY:** Janet Orth, CFO/ Administrative Advisor, with  
Michael Villa, Deputy Director/Fiscal Manager **DATE PREPARED:** 4/27/2026

**BACKGROUND:**

MCOG’s standing committees typically meet and report during the spring budget season, so the May Council meeting is an opportunity to become familiar with any budget-related issues ahead of the final allocation decisions. At our May Board meeting, we plan to review the budget recommendations to date, along with a few visual slides on MCOG’s funding sources and procedures. The June meeting materials will include a complete budget package for adoption. Meanwhile, our Summary Page and Supplemental Format long-form spreadsheet, along with updated explanatory notes, are attached.

This year’s LTF estimate of local sales tax is up slightly from the County Auditor-Controller/Treasurer-Tax Collector’s revised FY 2025/26 estimate, about even with actual revenues fiscal year-to-date, and reflects reports updated quarterly by the County’s sales tax consultant, HdL. We have not been given a projection of the current year 2025/26 revenue as has been customary; however, I track monthly deposits internally and the revenues are level with budget or better. MCOG is better positioned now to avoid past budget shortfalls, with the use of more conservative or revised estimates and building the LTF Reserve fund. Actual revenues for 2024/25 came in at \$4.2 million, down 3.6% from the year before, while above the \$4.1 million preceding full onset of the pandemic in 2019/20 and well below the all-time high in 2020/21 of \$5 million. So, the growth trend of recent years appears to have peaked and begun to decline. The fiscal audit through June 30, 2025 was finalized March 3, confirming that actual revenues for 2024/25 came in at \$4,216,890, slightly below the budget estimate of \$4,243,383.

The State Transit Assistance (STA) funds from fuel taxes have started to decline since the pandemic, when revenues were up 30 percent year-over-year for 2021/22 and up 50 percent for 2022/23, peaking at \$1.27 million. FY 2023/24 came in at \$1.1 million, and the fiscal audit confirms 2024/25 revenues of \$980,078. The State Controller revised the 2025/26 downward slightly, to \$971,570, and the 2026/27 preliminary estimate is \$876,829. Fuel taxes are expected to decline over time with more efficient vehicles on the road, an issue much studied by state authorities such as the California Transportation Commission. STA is vital for public transit operations and capital.

Total available revenues for allocation from all sources are estimated at **\$16.7 million**. Included in the total are program services for the Northern Rural Energy Network (NREN), whose budget is developed and approved by the four partner entities. For the coming year MCOG will be able to fund programs of the Regional Transportation Planning Agency and Mendocino Transit Authority, with reserves set aside to help buffer transit operations against future economic uncertainties. This budget seeks to maintain fairly level revenues and allocations from traditional sources, while delivering on new program opportunities (SB125 and NREN) for both MCOG and MTA.

a. Report of Revenues Fiscal Year to Date (FYTD) 2025/26

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

Auditor’s FY Estimate	LTF Budget FYTD	Budget May (Mar.) through Aug.(June)	LTF Receipts FYTD	Surplus (Shortfall) FYTD
\$ 4,161,000	\$ 2,774,000	\$ 1,387,000	\$ 2,799,142	\$ 25,142 0.6%

Revenues are coming approximately level with the estimate, based on a monthly budget average. Receipts typically come in two months after taxes are collected. Monthly deposits have come in at a low of \$269,505 (Feb./April) to a high of \$406,879 (Aug./Oct.). Some of these variances can be explained by the State’s system of advances and later reconciliation payments. Based on year-to-date revenues it is

possible to meet the budget by fiscal year end. Any audited surplus would be added to the FY 2027/28 budget.

b. Executive Committee Recommendations of February 26, 2026

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 provided to the full Council in the agenda packet of April 6.) At their meeting of February 26, the Executive Committee unanimously recommended a draft budget that allocates LTF funds for Reserves (**\$639,000**, as 15% of Auditor's LTF estimate), MCOG Administration (**\$613,366**), 2% Bicycle & Pedestrian (**\$72,913**), Planning (**\$125,000**), and the remainder available for Transit (**\$3,565,429**), consistent with established priorities for Local Transportation Funds. As discussed in this report, funds are available from various sources for transit purposes. (The full budget recommendation is documented in the meeting minutes.)

c. TAC Recommendation of April 15, 2026 – Final Planning Overall Work Program (OWP)

The Technical Advisory Committee (TAC) reviewed and recommended the Draft OWP in February, which was forwarded to Caltrans for comment on February 27 which is a few days before the required March 1 deadline. Project Manager Alexis Pedrotti has provided details in her staff report for this board meeting. A total of **\$1,251,084** is proposed from all funding sources for the Planning program. Typically, a program amendment is required early in the new fiscal year to reconcile with year-end actual carryover results and any grant awards received. Once Caltrans' comments are addressed, the TAC will make a recommendation on the final document for approval in June.

d. Transit Productivity Committee (TPC) Recommendations of April 13, 2026 – Mendocino Transit Authority's Annual Transit Claim and Unmet Needs

This committee meets in April or May to review and make recommendations on the transit claim, Unmet Transit Needs, transit standards and performance, and related matters. The TPC met April 13 and recommended approval of MTA's claim as submitted and a finding of one unmet transit need that is reasonable to meet, P-2 "Add additional route to Santa Rosa to align with the extended times added by SMART Train," through a planned adjustment to existing routes.

The annual transit claim for funds (attached) was received timely from MTA on March 31. After MCOG's programs, LTF funds available for Mendocino Transit Authority to claim for transit purposes come to \$3,565,429. The addition of \$876,829 of STA funds and \$308,575 of Capital Reserve funds brings the total available Transportation Development Act (TDA) funding for MTA to **\$4,750,833**, an increase of \$140,853 or 3% from the 2025/26 amended budget.

You may note two other transit programs in the budget summary, State of Good Repair (from SB 1) and FTA Section 5311 regional apportionment (> \$700,000 annually), which have a separate process for approval of programming by MCOG resolutions. State of Good Repair flows through MCOG's cash accounts, while 5311 does not. As mentioned in the background discussion above, SB 125 provides a significant new source. Please refer to the attached Explanatory Notes on Funding Sources for details.

e. Northern Rural Energy Network (NREN) Funding

This will be the third year this program is included to MCOG's budget. An allocating resolution will be prepared for FY 2026/27 for Program Services, reflecting the staffing contract and direct costs of **\$780,001**. A more comprehensive program budget is developed in concert with the Governing Partners as parties to the NREN Memorandum of Agreement, and approved by the California Public Utilities Commission.

---

**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, 2026. Staff is available to answer any questions.

---

**ALTERNATIVES:**

Technically the budget could be adopted at this May meeting, however certain required findings by resolution are not yet prepared, as part of a complete budget package. Normally the Council is given time to review the material before a decision, so adoption is made in June. If the decision were delayed further, staff would offer options to mitigate any hardship for affected agencies.

---

**RECOMMENDATION:** No action is required at this time. For discussion purposes only.**Enclosures:**

2026/27 Draft Regional Transportation Planning Agency (RTPA) Budget summary spreadsheet

2026/27 Draft RTPA Budget Summary – Supplemental Format (additional detail)

MTA's 2026/27 Summary Claim for Funds

2026/27 Explanatory Notes on Funding Sources

Mendocino Council of Governments

Regional Transportation Planning Agency & COG - Fiscal Year 2026/27 Budget  
Administration, Bicycle & Pedestrian, Planning, Transit Allocations and Reserves - Board Workshop 5/4/2026

REVENUES	Trans. Devt. Act (TDA)			State			Federal		Regional	TOTALS
	LTF	STA	CRF	PPM	RPA	Various	STBG	5311, 5304, Various	NREN	
2026/27 LTF Official County Auditor's Estimate	4,259,000									4,259,000
2025/26 Auditor's Anticipated Unrestricted Balance	NA									0
Total Local Transportation Fund (LTF) Estimate	4,259,000									4,259,000
2025/26 Auditor's Anticipat'd Unrestricted Balance - Reversed	NA									0
2022/23 Ineligible LTF Due To MCOG from MTA - <i>reallocated 2024/25, repaid 25/26</i>	0		0							0
2026/27 State Transit Assistance - SCO's Preliminary Estimate, PUC Sec. 99313 and 99314		876,829								876,829
2026/27 State of Good Repair - SCO's Preliminary Estimate, PUC Sec. 99313 and 99314						171,875				171,875
STA and SGR - Fund Balances Available for Allocation - <i>2025/26 carryover</i>		0				1,889				1,889
MCOG's Capital Reserve Fund - Balance Available for Transit			137,143							137,143
FTA Section 5311 Program - Annual Regional Apportionment - <i>estimated</i>								732,129		732,129
2026/27 STIP Planning, Programming & Monitoring (PPM)				129,000						129,000
2026/27 Rural Planning Assistance					404,500					404,500
2025/26 VMT Planning Grant carryover						177,060				177,060
2025/26 Federal Caltrans SR 20 Willits Multimodal- <i>pending award</i>								188,800		188,800
2025/26 Transportation Planning Program carryover	108,194			25,000	5,000	88,530		0		226,724
2026/27 Surface Transportation Block Grant (STBG) Program							1,005,298			1,005,298
Carryover - STBG Local Assistance							319,293			319,293
2026/27 State Funds for SR-162 Corridor Multi-Purpose Trail - <i>estimated ATP and SHOPP</i>						471,146				471,146
SB 125 Formula-Based Transit & Intercity Rail Capital Program						5,913,413				5,913,413
2026/27 Northern Rural Energy Network from PG&E Ratepayer Funds									780,001	780,001
<b>LTF Reserve:</b>										
2024/25 LTF Unrestricted Balance - <i>audited shortfall (26,493)</i>			0	<i>Shortfall not drawn from Reserve</i>						
LTF Reserve Balance as of 6/30/2025 - <i>audited</i>		515,156								
2023/24 LTF Unrestricted Balance - <i>audited, added to Reserve 7/1/2025</i>		132,316								
2022/23 MTA repayments in 2025/26 - <i>12 months</i>		109,236		171,432						171,432
Subtotal LTF Reserve Available Balance		756,708								756,708
Less LTF Reserved per Policy - <i>2026/27 LTF estimate x 15% option</i>	639,000									
Excess LTF Reserve Funds Available for Allocation in FY 2026/27	117,708									
<b>TOTAL REVENUES</b>	<b>5,123,902</b>	<b>876,829</b>	<b>308,575</b>	<b>154,000</b>	<b>409,500</b>	<b>6,823,913</b>	<b>1,324,591</b>	<b>920,929</b>	<b>780,001</b>	<b>16,722,240</b>
<b>ALLOCATIONS</b>										
<b>Total LTF Reserve Allocation:</b>	<b>639,000</b>									<b>639,000</b>
2026/27 MCOG Administration and NREN Services	613,366						5,000	95,499	780,001	1,493,867
2% Bicycle & Pedestrian - 2026/27 LTF Estimate less Admin. x .02	72,913									72,913
2026/27 Planning Overall Work Program (OWP) - <i>new LTF funds at 3% per TDA</i>	125,000			129,000	404,500			188,800		
Carryover Funds - See OWP Summary	108,194			25,000	5,000	265,590		0	Total OWP:	1,251,084
<b>Total Administration, Bike &amp; Ped., and Planning</b>	<b>919,473</b>	<b>0</b>	<b>0</b>	<b>154,000</b>	<b>409,500</b>	<b>270,590</b>	<b>95,499</b>	<b>188,800</b>	<b>780,001</b>	<b>2,817,863</b>
Less Non-Transit Funding Sources - <i>ATP, SHOPP and SB 125 Admin.</i>						-764,395				
<b>BALANCE AVAILABLE FOR TRANSIT</b>	<b>3,565,429</b>	<b>876,829</b>	<b>308,575</b>	<b>0</b>	<b>0</b>	<b>6,059,518</b>	<b>0</b>	<b>732,129</b>		<b>11,542,480</b>
<b>2026/27 Mendocino Transit Authority Claim</b> - due April 1:										
MTA Operations	2,923,652	876,829								3,800,481
Unmet Transit Needs	0									0
Senior Centers Operations	641,777									641,777
Capital Program, MTA & Seniors Current Year	0		0							0
Capital Program, Long Term (Five Year Plan)	0		308,575							308,575
<b>Total Transit Allocations</b>	<b>3,565,429</b>	<b>876,829</b>	<b>308,575</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>732,129</b>		<b>4,750,833</b>
<b>Other Allocations</b> - STBG for MCOG Partnership Fund							100,000			100,000
<b>Other Allocations</b> - STBG for County & Cities Projects by Formula							815,298			815,298
<b>Other Allocations</b> - SB 125 for Administration						22,659				22,659
<b>Other Allocations</b> - SR162 Corridor Multi-Purpose Trail - ATP & SHOPP						471,146				471,146
<b>Other Allocations</b> - Northern Rural Energy Network (NREN) - <i>Programs budget pending</i>										0
<b>TOTAL ALLOCATIONS</b>	<b>5,123,902</b>	<b>876,829</b>	<b>308,575</b>	<b>154,000</b>	<b>409,500</b>	<b>764,395</b>	<b>1,010,797</b>	<b>920,929</b>	<b>780,001</b>	<b>10,348,928</b>
<b>Balance Remaining for Later Allocation</b>	0	0	0	0	0	6,059,518	313,794	0	0	6,373,312



# MENDOCINO COUNCIL OF GOVERNMENTS

## FY 2026/27 BUDGET SUMMARY

Board of Directors Workshop May 4, 2025

Supplemental Format

REVENUES	FY 2025/26 Budget Amended	FY 2026/27 Budget Proposed	\$ Change	% Change	NOTES
<b>LOCAL/REGIONAL:</b>					
<b>Local Transportation Funds (LTF)</b>					
LTF Official County Auditor's Estimate	\$ 4,161,000	\$ 4,259,000	\$ 98,000	2.4%	Transportation Development Act (TDA) Funds
Auditor's Anticipated Unrestricted Balance - Current Year		\$ -	\$ -		FY 2025/26 estimate REVISED by County Auditor 4.28.2025
Total Local Transportation Fund (LTF) Estimate	\$ 4,161,000	\$ 4,259,000	\$ 98,000	2.4%	Anticipated balance not provided by County Auditor
Auditor's Anticipat'd Unrestricted Balance - Reversal	\$ -	\$ -			Per policy, any excess/shortfall flows through LTF Reserve
2022/23 Ineligible LTF Due To MCOG from MTA - for reallocation	\$ 109,236	\$ -	\$ (109,236)	-100.0%	Reallocated 2024/25 - 12 months of payments completed in 2025/26
Carryover - LTF Administration fund balance available	\$ 11,000	\$ -	\$ (11,000)	-100.0%	Portion of LTF Admin. fund balance for allocation in FY 2025/26
Planning Overall Work Program (OWP) - Carryover from Previous FY	\$ 208,109	\$ 108,194	\$ (99,915)	-48.0%	25/26 amended August 2025; 26/27 Estimated Carryover
Subtotal Local Transportation Funds:	\$ 4,489,345	\$ 4,367,194	\$ (122,151)	-2.7%	OWP carryover revenue is offset by equivalent allocation
<b>LTF Reserve Funds</b>					
Audited LTF "Unrestricted Balance" of Unallocated Revenue / Shortfall	\$ 132,316	\$ -	\$ (132,316)	-100.0%	Last audited year, actual LTF revenue excess/shortfall per Auditor's Estimate
Audited LTF Reserve Fund Balance	\$ 192,321	\$ 515,156	\$ 322,835	167.9%	Reserve used to cover transit allocation shortfalls and claims per policy
2024/25 LTF funds allocated to backfill Reserve	\$ 231,680	\$ -			
Net transfers to-from LTF and LTF Reserve Fund	\$ 81,927	\$ 241,552	\$ 159,625	194.8%	Calculations includes LTF funds to replenish Reserve per MTA repayments
Subtotal LTF Reserve Available Balance	\$ 638,244	\$ 756,708	\$ 118,464	18.6%	
TOTAL LTF REVENUES	\$ 5,127,589	\$ 5,123,902	\$ (3,687)	-0.1%	Available for allocation
<b>Capital Reserve Funds</b>					
CRF Fund Balance	\$ 10,826	\$ 137,143	\$ 126,317	1166.8%	Fund balance available for transit claim based on 5-Year Capital Program
MTA Prior-Period Repayments	\$ 128,574	\$ 171,432	\$ 42,858		2025/26 calcs. 9 mos. of MTA repayments deposited to CRF in 24/25
	\$ 171,432	\$ -			Reallocated 2024/25 - 12 months of payments completed in 2025/26
Total Capital Reserve Fund	\$ 310,832	\$ 308,575	\$ (2,257)	-0.7%	
<b>Total Local/Regional Revenues:</b>	<b>\$ 5,438,421</b>	<b>\$ 5,432,477</b>	<b>\$ (5,944)</b>	<b>-0.1%</b>	
<b>STATE:</b>					
<b>Planning Programming &amp; Monitoring (PPM) Funds</b>					
Planning Overall Work Program (OWP) - New Revenue	\$ 129,000	\$ 129,000	\$ -	0.0%	
Planning Overall Work Program (OWP) - Carryover from Previous FY	\$ 163,145	\$ 25,000	\$ (138,145)	-84.7%	25/26 amended August 2025; 26/27 Estimated Carryover
Total PPM Funds:	\$ 292,145	\$ 154,000	\$ (138,145)	-47.3%	
<b>State Transit Assistance (STA) Funds</b>					
State Controller's Estimate	\$ 971,570	\$ 876,829	\$ (94,741)	-9.8%	TDA Funds - PUC Sections 99313 and 99314
Estimated Fund Balance Available for Allocation	\$ 5,087	\$ -	\$ (5,087)	-100.0%	Revised 2025/26 SCO estimate; 2026/27 preliminary estimate
Total State Transit Assistance Funds:	\$ 976,657	\$ 876,829	\$ (99,828)	-10.2%	Unallocated balance from dif of estimates/actuals and interest earnings
<b>State of Good Repair (SGR) Funds</b>					
State Controller's Estimate	\$ 168,498	\$ 171,875	\$ 3,377	2.0%	SGR=transit funding in Senate Bill 1, allocated to MTA by separate resolution
Estimated Fund Balance Available for Allocation	\$ (5,135)	\$ 1,889	\$ 7,024	-136.8%	Revised 2025/26 SCO estimate; 2026/27 preliminary estimate
Total State of Good Repair Funds:	\$ 163,363	\$ 173,764	\$ 10,401	6.4%	Allocated to MTA projects through 2025/26, fund balance dif btwn est/actual
<b>Rural Planning Assistance Funds (RPA)</b>					
Planning Overall Work Program (OWP) - New Revenue	\$ 404,500	\$ 404,500	\$ -	0.0%	
Planning Overall Work Program (OWP) - Carryover	\$ 4,621	\$ 5,000			25/26 amended August 2025; 26/27 Estimated Carryover
Total RPA Funds:	\$ 409,121	\$ 409,500	\$ 379	0.1%	
<b>California Active Transportation Program (ATP)</b>					
ATP Infrastructure Projects - Carryover	\$ 581,816	\$ 110,280	\$ (471,536)	-81.0%	Estimated funds carried over for Covelo Trail project - Construction
Total ATP Funds:	\$ 581,816	\$ 110,280			

<b>SHOPP Complete Streets Program</b>					
SR-162 Corridor Multi-Purpose Trail - Right of Way (ROW)	\$	-	\$	-	
SR-162 Corridor Multi-Purpose Trail - Construction (CON)	\$	581,816	\$	360,866	\$(220,950)
Total Complete Streets Funds:	\$	581,816	\$	360,866	
<b>Caltrans Sustainable Communities Planning Grants</b>					
2024/25 Climate Adaptation Planning Grant	\$	312,337	\$	88,530	\$(223,807)
2025/26 Sustainable Transportation Planning Grant Award	\$	278,869	\$	177,060	
Total State-funded Planning Grants:	\$	591,206	\$	265,590	\$(325,616)
<b>SB 125 Formula-Based TIRCP &amp; ZETCP</b>	\$	11,063,615	\$	5,913,413	\$(5,150,202)
<b>Northern Rural Energy Network (NREN)</b>	\$	636,240	\$	780,001	\$143,761
<b>Total State Revenues:</b>	\$	15,295,979	\$	9,044,243	\$(6,251,735)
<b>FEDERAL:</b>					
<b>Federal Grant Programs and Regional Apportionments</b>					
Planning Overall Work Program (OWP) - FTA Section 5304	\$	49,946	\$	-	\$(49,946)
Planning Overall Work Program (OWP) - FTA Section 5304	\$	-	\$	188,800	
FTA Section 5311 Program - Regional Apportionment - estimated	\$	753,976	\$	732,129	
<b>Surface Transportation Block Grant Program (STBG)</b>	\$	1,099,310	\$	1,005,298	\$(94,012)
STBG Carryover/Balance Available for Later Allocation	\$	319,397	\$	319,293	\$(104)
<b>Total Federal Revenues:</b>	\$	2,222,629	\$	2,245,520	\$22,891
<b>TOTAL REVENUES</b>	\$	22,957,029	\$	16,722,240	\$(6,234,788)

ALLOCATIONS	FY 2025/26 Budget Amended	FY 2026/27 Budget Proposed	\$ Change	% Change	NOTES
<b>LOCAL/REGIONAL:</b>					
<b>LTF Reserve Funds</b>					
LTF Reserve Balance per Policy amended 8/14/2023 - at 10%	\$ 416,000	\$ 639,000	\$ 223,000	53.6%	Per policy, min. Reserve 5% of County Auditor's est. of new LTF, rounded Amount added to balance per intention to build Reserve 2024/25 replenished depleted fund; 2025/26 has balance for other allocations
LTF Reserve Contribution - MTA's reallocation - 21 months	\$ 191,163	\$ -			
LTF Funds to Replenish Reserve	\$ -	\$ -			
Total LTF Reserve Allocations:	\$ 607,163	\$ 639,000	\$ 31,837	5.2%	
<b>Local Transportation Funds (LTF)</b>					
Administration:					
Admin. & Fiscal Services Contract	\$ 553,428	\$ 556,116	\$ 2,688	0.49%	Admin. & Fiscal Services new 5-year contract started Oct. 1, 2024
Other Direct Costs	\$ 58,100	\$ 57,250	\$(850)	-1.5%	Admin. costs outside the staffing contract
Total Administration Allocations:	\$ 611,528	\$ 613,366	\$ 1,838	0.3%	
Two Percent LTF Bicycle & Pedestrian Program	\$ 71,209	\$ 72,913	\$ 1,703	2.4%	Opt. 2% of LTF Estimate (less Admin. allocation) per TDA - REVISED
Planning Overall Work Program (OWP) - New Funds	\$ 124,830	\$ 125,000	\$ 170	0.1%	Target is 3% of LTF Estimate - REVISED
OWP Carryover from Previous Fiscal Year	\$ 208,109	\$ 108,194	\$(99,915)	-48.0%	25/26 amended August 2025; 26/27 Estimated Carryover
Total Admin., Bike & Ped., Planning, Reserves:	\$ 1,015,677	\$ 919,473	\$(96,204)	-9.5%	
Balance Available For Transit	\$ 3,504,749	\$ 3,565,429	\$ 60,680	1.7%	
Mendocino Transit Authority (MTA) Claim:					
MTA Operations	\$ 2,904,749	\$ 2,923,652	\$ 18,903	0.7%	<u>TDA Authority:</u> Public Utilities Code (PUC) Sec. 99260a
Unmet Transit Needs	\$ -	\$ -	\$ -		PUC Section 99260a
Senior Centers Operations	\$ 600,000	\$ 641,777	\$ 41,777	7.0%	PUC Section 99400c
MTA Capital Program - Current Year	\$ -	\$ -	\$ -		
Capital Reserve Fund Contribution	\$ -	\$ -	\$ -		CA Code of Regulations (CCR) Sec. 6648
Total LTF Transit Claim:	\$ 3,504,749	\$ 3,565,429	\$ 60,680	1.7%	Over-allocation based on Revised LTF Estimate
Total LTF Allocations:	\$ 5,127,589	\$ 5,123,902	\$(3,687)	-0.1%	
MTA Supplemental Claim for Reallocation					
MTA Operations	\$ -	\$ -	\$ -		FY 2022/23 Ineligible LTF to be returned by MTA - repayment plan 1/6/2025
Senior Centers Operations	\$ -	\$ -	\$ -		

Transit Capital Projects	\$	-	\$	-		
Capital Reserve Fund Contribution	\$	171,432	\$	-		Reallocated 2024/25 - 12 months of payments completed in 2025/26
LTF Reserve Contribution	\$	109,236	\$	-		Reallocated 2024/25 - 12 months of payments completed in 2025/26
Total 2024/25 LTF Reallocations	\$	280,668	\$	-		Total Supp. Claim reallocated = \$1,797,757 Total includes 2024/25 amounts
Total LTF Allocations to MTA	\$	3,785,417	\$	3,565,429	\$ (219,988)	-5.8%
<b>Capital Reserve Funds</b>						
Mendocino Transit Authority (MTA) Claim:						
Capital Program, MTA - Current Year	\$	-				CCR Section 6648
Capital Program, Senior Centers - Current Year	\$	-				CCR Section 6648
Capital Program - Long Term	\$	128,574	\$	308,575		CCR Section 6631
Total CRF Allocations:	\$	128,574	\$	308,575		
<b>Total Local/Regional Allocations:</b>	\$	<b>5,256,163</b>	\$	<b>5,432,477</b>	\$ 176,314	3.4%
<b>STATE:</b>						
<b>Planning Programming &amp; Monitoring (PPM) Funds</b>						
Planning Overall Work Program (OWP) - New Revenue	\$	129,000	\$	129,000	\$ -	0.0%
Planning Overall Work Program (OWP) - Carryover from Previous FY	\$	163,145	\$	25,000	\$ (138,145)	-84.7%
Total PPM Allocations:	\$	292,145	\$	154,000	\$ (138,145)	-47.3%
<b>State Transit Assistance (STA) Funds</b>						
Mendocino Transit Authority (MTA) Claim:						
MTA Operations	\$	976,657	\$	876,829	\$ (99,828)	-10.2%
Capital Program, MTA & Seniors - Current Year	\$	-	\$	-		
Capital Reserve Fund Contribution	\$	-	\$	-		
Total STA Allocations:	\$	976,657	\$	876,829	\$ (99,828)	-10.2%
<b>State of Good Repair (SGR) Funds</b>						
<b>Rural Planning Assistance Funds (RPA)</b>						
Planning Overall Work Program (OWP) - New Revenue	\$	404,500	\$	404,500	\$ -	0.0%
Planning Overall Work Program (OWP) - Carryover from Previous FY	\$	4,621	\$	5,000		
Total RPA Allocations:	\$	409,121	\$	409,500	\$ 379	0.1%
<b>California Active Transportation Program (ATP)</b>						
ATP Infrastructure Projects - Carryover	\$	581,816	\$	110,280	\$ (471,536)	-81.0%
Total ATP Allocations	\$	581,816	\$	110,280		
<b>SHOPP Complete Streets Program</b>						
SR-162 Corridor Multi-Purpose Trail - Right of Way (ROW)	\$	-	\$	-		
SR-162 Corridor Multi-Purpose Trail - Construction (CON)	\$	581,816	\$	360,866	\$ (220,950)	-38.0%
Total Complete Streets Funds:	\$	581,816	\$	360,866		
<b>Caltrans Sustainable Communities Planning Grant</b>						
2024/25 Climate Adaptation Planning Grant	\$	312,337	\$	88,530	\$ (223,807)	-71.7%
2025/26 Sustainable Transportation Planning Grant Award	\$	278,869	\$	177,060		
Total Caltrans Planning Grants:	\$	591,206	\$	265,590	\$ (325,616)	-55.1%
<b>SB 125 Formula-Based TIRCP &amp; ZETCP</b>						
MCOG Administration	\$	27,659	\$	27,659	\$ -	0.0%
Mendocino Transit Authority	\$	5,325,000	\$	-		
Total SB 125 Formula-Based Funds:	\$	5,352,659	\$	27,659		
<b>Northern Rural Energy Network (NREN)</b>	\$	<b>636,240</b>	\$	<b>780,001</b>	\$ 143,761	22.6%
<b>Total State Funds Allocations:</b>	\$	<b>9,421,660</b>	\$	<b>2,984,725</b>	\$ (6,436,935)	-68.3%

<b>FEDERAL:</b>					
<b>Federal Grant Programs and Regional Apportionments</b>					
Planning Overall Work Program (OWP) - FTA Section 5304	\$ 49,946	\$ -	\$ (49,946)	-100.0%	Noyo Harbor Multimodal Circulation Plan - completed 2025/26
Planning Overall Work Program (OWP) - FTA Section 5304	\$ -	\$ 188,800			FY 2025/26 Grant Funded SR 20 Willits Multimodal Circ. Imprvm. - Pending
FTA Section 5311 Program - Regional Apportionment - estimated	\$ 753,976	\$ 732,129	\$ (21,847)	-2.9%	MTA is eligible, MCOG approves programming
<b>Surface Transportation Block Grant Program (STBG)</b>					
MCOG Partnership Funding Program	\$ 100,000	\$ 100,000	\$ -	0.0%	STBG budget allocations are based on estimates
Local Assistance - Project Delivery - Administration	\$ 90,000	\$ 90,000	\$ -	0.0%	Regional capital project funds "off the top"
	\$ 104	\$ 5,499			Staff - regional project management activities under Admin. contract
Formula Distribution to MCOG Member Agencies:					
Mendocino County Dept. of Transportation	\$ 195,756	\$ 175,517	\$ (20,239)	-10.3%	From cumulative balance of Admin. contract savings
City of Ukiah	\$ 263,446	\$ 236,208	\$ (27,238)	-10.3%	Estimated revenue 2025/26, estimated 2026/27 based on 25/26 actual - exchanged for State \$
City of Fort Bragg	\$ 175,897	\$ 157,711	\$ (18,186)	-10.3%	
City of Willits	\$ 165,094	\$ 148,026	\$ (17,068)	-10.3%	
City of Point Arena	\$ 109,117	\$ 97,836	\$ (11,281)	-10.3%	
Total RSTP Formula Distribution	\$ 909,310	\$ 815,298	\$ (94,012)	-10.3%	
Total RSTP Allocations:	\$ 1,099,414	\$ 1,010,797	\$ (88,617)	-8.1%	Formula allocation by policy, distribution pending State processing of funds
<b>Total Federal Funds Allocations:</b>	<b>\$ 1,149,360</b>	<b>\$ 1,931,726</b>	<b>\$ 782,366</b>	<b>68.1%</b>	
<b>Total Transit Allocations</b>	<b>\$ 9,934,980</b>	<b>\$ 4,750,833</b>	<b>\$ (5,184,147)</b>	<b>-52.2%</b>	
<b>Total Overall Work Program (OWP)</b>	<b>\$ 1,675,357</b>	<b>\$ 1,251,084</b>	<b>\$ (424,273)</b>	<b>-25.3%</b>	25/26 amended August 2025; 26/27 Estimated Carryover
<b>TOTAL ALLOCATIONS</b>	<b>\$ 15,827,182</b>	<b>\$ 10,348,928</b>	<b>\$ (5,478,254)</b>	<b>-35%</b>	
<b>Balance for Later Allocation with Dif. of Budget vs Actuals</b>	<b>\$ 7,129,846</b>	<b>\$ 6,373,312</b>	<b>\$ (756,534)</b>	<b>-11%</b>	FY 2026/27 = SGR, STBG, and SB 125 (\$5.7M)

<b>INFORMATION</b>	<b>FY 2025/26</b>	<b>FY 2026/27</b>		<b>NOTES</b>
<b>STATE / FEDERAL:</b>				
Other Funds Available Outside MCOG's Budget Process				
State Transportation Improvement Program (STIP) Project Totals	N/A			Programmed by MCOG in Regional TIP for State \$ directly to local agencies Major STIP projects 2024/25 - 2026/27 are County's Mountain View Road, Ukiah's roundabout, and Gualala's Downtown Enhancement Streetscape

**Amendments Color Key:**

August 18, 2025

October 6, 2025

December 1, 2025

# Mendocino Transit Authority Summary of 2026/2027 Claim for

3/31/2026

Source	Authority	Purpose	FY 2025/26 Amount	FY 2026/27 Amount
<b>Local Transportation Fund:</b>				
	PUC, Sec. 99260(a)	MTA Operations	\$2,904,749	\$2,923,652
	PUC, Sec. 99260(a)	Unmet Transit Needs	\$0	\$0
	PUC, Sec. 99400(c)	Senior Center Operations	\$600,000	\$641,777
	PUC, Sec. 99260(a)	MTA & Senior Capital	\$0	\$0
	CCR, Sec. 6648	Transit Capital Reserve	\$0	\$0
	PUC, Sec. 99262	Transit Planning	\$0	\$0
<b>Total</b>			<b>\$3,504,749</b>	<b>\$3,565,429</b>
<b>State Transit Assistance Fund:</b>				
	CCR, Sec. 6730(a)	MTA Operations	\$976,657	\$876,829
	CCR, Sec. 6731(b)	Senior Center Operations	\$0	\$0
	CCR, Sec. 6730(b)	MTA & Senior Capital	\$0	\$0
	CCR, Sec. 6648	Transit Capital Reserve	\$0	\$0
<b>Total</b>			<b>\$976,657</b>	<b>\$876,829</b>
<b>Capital Reserve</b>				
	CCR, Sec. 6648	MTA Capital	\$0	\$0
	CCR, Sec. 6648	Senior Capital	\$0	\$0
	CCR, Sec. 6631	Long-Term Capital	\$128,574	\$308,575
<b>Total</b>			<b>\$128,574</b>	<b>\$308,575</b>
<b>Total Claim</b>			<b>\$4,609,980</b>	<b>\$4,750,833</b>

# MENDOCINO COUNCIL OF GOVERNMENTS

2026/27 Budget

## Explanatory Notes on Funding Sources

4/28/2026

### LTF - Local Transportation Fund

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

### LTF Reserve Fund

- Allowed under TDA, Section 6655, adopted by MCOG on June 7, 1999, revised in 2001 and 2023.
- Fund balance adjusted annually at minimum five percent of County Auditor-Controller's LTF estimate.
- Any audited surplus or shortfall 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.”*
- The fund was depleted to cover the FY 2008/09 revenue shortfall and policy waived in 2010/11 and 2011/12. The policy was partially waived for the three following fiscal years. A claim was made to cover the FY 2015/16 shortfall of \$68,364.
- Since 2015/16, MCOG has fully restored the LTF Reserve policy, releasing audited surplus for allocation from a low of \$100,000 to a high of 754,417 resulting from the 2020/21 pandemic, allocated in 2022/23. The audited surplus for 2021/22 was \$384,429, followed by budget shortfalls that depleted the fund.
- With no maximum by policy, the reserve has been set at 10% to 15% for 2021/22 through 2024/25. 2025/26 was set at 17% where FY 2026/27 was set at 15%.

### 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. This expired with SB 1, the Road Repair & Accountability Act of 2017. The gas tax is now indexed to inflation.
- 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 for Capital purposes, until the operations requirement was waived for FY 2009/10–2015/16 during the Recession; again waived for the pandemic by AB 90, still in effect.
- 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.”* – from SB 508, Chapter 716, preamble
- 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.
- STA has fluctuated widely, subject to political influences, while generally rising over time. 20 years ago, annual revenues were about \$150,000; at \$325,000 in 2016/17; since then stabilized and growing under SB 1. During the pandemic, fuel tax revenues dropped 20%, later more than recovered, with actual revenues above \$1 million in 2022/23 and in 2023/24. Preliminary estimate for 2025/26 is \$976,352 and a revised estimate of \$971,570. Preliminary estimates for 2026/27 is \$876,829.

Capital Reserve Fund

- Created and controlled by MCOG as allowed by Transportation Development Act (TDA), Section 6648.
- Contributions from LTF and/or STA through MTA's annual claim for funds.
- Open to Mendocino Transit Authority and Senior Centers for projects in MTA's Five-Year Capital Program.

Surface Transportation Block Grant (STBG) Program

- Under ISTEA legislation originally, later TEA21, SAFETEA-LU, MAP-21, FAST Act, and currently from Infrastructure Investment & Jobs Act (IIJA). Formerly Regional Surface Transportation Program (RSTP).
- Regional discretionary transportation uses are to comply with U.S. Code, Title 23, California Constitution Article 19, and California Streets and Highways Code Section 182.6(d)(1).
- As allowed, MCOG exchanges for state funds by Caltrans agreements, 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. About three-quarters of annual revenue is allocated to the local member agencies.
- In FY 2003/04, MCOG staff introduced new administrative procedures in order to comply with new clauses in Caltrans' fund transfer agreement. In 2021, MCOG amended claim requirements to better align with its master Subrecipient Cooperative Agreement with the member agencies (started in 2017/18), which flow down terms and conditions of the various public funds received and administered by MCOG. Rather than by advances, all claims are now paid on a reimbursement basis.
- 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 allocating resolution). To date the Council has allocated over \$1 million of Partnership funds to nine projects, the largest being the Covelo State Route 162 Corridor Multi-Purpose Trail.
- 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; \$20,000 has been allocated.
- Total unexpended Local Assistance funds have accumulated due to temporary vacancies in the position and funding limits of the staffing contract, with a balance as of June 30, 2024 of \$319,397.
- In California, 2021 federal coronavirus relief funds were apportioned partly by STBG formula, partly through the State Transportation Improvement Program (STIP), as well as for transit programs. - *see Page 3*

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.
- Competitive RPA grants include MCOG's 2013 Zero Emission Vehicle (ZEV) Regional Readiness Plan and 2024 Local Road Safety/Action Plan Updates for Mendocino County & Cities.

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, Westport, Ukiah Rails-With-Trails, Covelo/Round Valley, and Anderson Valley/SR-128 Trail.
- City of Willits completed the grant-funded Willits Main Street Corridor Enhancement Plan.

- MCOG completed its Pedestrian Facility Needs Engineered Feasibility Study in 2019. The SB 743 Vehicle Miles Travelled Regional Baseline Study and Mendocino County Fire Vulnerability Assessment & Emergency Preparedness Plan were completed in 2020. In 2021/22 MCOG was awarded a grant for a Feasibility Study: Mobility Solutions for Rural Communities of Inland Mendocino County, completed in 2023. MCOG was awarded grant funds (federal) for the Noyo Harbor Multimodal Circulation Plan which was recently completed in 2025.
- Current grant projects are MCOG's Mendocino County Regional Vehicle Miles Traveled (VMT) Mitigation Program and the Mendocino County Sea Level Rise Roadway Impact Study (state-funded Climate Adaptation Planning) and the pending award for the SR 20 Willits Multimodal Circulation Improvement plan (federal funds).

#### Active Transportation Program (ATP)

- Competitive State grant program combining state and federal funds for bicycle and pedestrian projects.
- Cycles 1 and 2 funded MCOG's Covelo SR 162 Corridor Multi-Purpose Trail, in progress.
- In 2018, MCOG completed Safe Routes to School Non-Infrastructure ATP grant projects in Covelo and countywide. In 2022 MCOG was awarded funds for Gualala Downtown Streetscape Enhancement project.

#### 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 typically provides required cash match from local planning funds in Overall Work Program.
- FY 2020/21 included \$308,900 from the five member local agencies for Local Road Safety Plans, from state grants and ten percent matching funds, to pool resources for consultant services through the OWP.

#### Federal Transit Administration (FTA) Section 5311 and 5311f

- MCOG's budget includes these programs, as funds for MTA are approved by MCOG resolution, although cash does not flow through MCOG's accounts.
- Annual 5311 regional apportionments are typically used by MTA for operations, at \$700,000 to \$800,000.
- MTA has been successful in winning competitive 5311f Intercity Bus Program grants, typically about \$300,000, for Route 65 operations and/or vehicles, with required funding match; last awarded 2021/22.
- CARES and CRRSAA funds for transit flowed through FTA's programs, subject to MCOG's approval and claimed directly through Caltrans. From CARES Phase 1, MTA was allocated \$557,349; in August 2020, MCOG approved 5311 CARES Phase 2 funds for MTA at \$1,068,573; all have been fully claimed.

#### Regional Early Action Planning ("REAP 1.0") for Housing

- Created by AB 101, state funding is provided for regional planning related to housing production and implementation of the Regional Housing Needs Allocation (RHNA).
- In 2020, MCOG amended its Joint Powers Agreement to include housing matters as a specific power.
- A new master agreement with the Department of Housing & Community Development was executed to receive the grant funds.
- Eligible activities include providing technical assistance, performing infrastructure planning, and conducting feasibility studies.
- MCOG's 2020/21 budget was amended to add a grant of \$383,245, suballocated to member local agencies at 90 percent, by an adopted distribution formula. The grant was fully expended in 2024 as required.

#### SB 125 Formula-Based Transit & Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP)

- The TIRCP competitive program was created in 2014 and modified in 2015, to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.
- SB 125 (Chapter 54, Statutes of 2023) and Assembly Bill 102 (Chapter 38, Statutes of 2023) amended the Budget Act of 2023 to appropriate \$4 billion of General Fund to the TIRCP over the next two fiscal

years as well as \$910 million of GGRF funding and \$190 million of Public Transportation Account funding over the next four fiscal years to establish the Zero-Emission Transit Capital Program (ZETCP).

- SB 125 guides the distribution of TIRCP funds on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements, and AB 102 is to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations.
- MCOG will receive an estimated total of \$11,063,615 in a separate cash account over the four-year period, including \$110,636 for Administration of the program, and shall be responsible for reporting of data and expenditures and other requirements.
- In December 2023, MCOG adopted and submitted to the California State Transportation Agency (CalSTA) its first Allocation Plan in consultation with Mendocino Transit Authority, for a total of \$5,353,525, added to the FY 2024/25 Budget. In December 2025, MCOG adopted and submitted to CalSTA an allocation amendment to allocate the remaining SB 125 funds totaling \$11,063,616. To date, MCOG has received \$4,928,525.
- More information: [SB 125 Transit Program | CalSTA](#)

#### Northern Rural Energy Network

- In February 2022, MCOG approved a Memorandum of Understanding (MOU) with Redwood Coast Energy Authority (RCEA) and Lake Area Planning Council (Lake APC) to participate as a subcontractor to RCEA in the recently formed Rural Regional Energy Network (RuralREN), and this RuralREN was approved by the California Public Utilities Commission (CPUC) in June 2023.
- On September 26, 2024, the CPUC issued its Decision Modifying Rural Regional Energy Network Approved in Decision 23-06-055, and divided the RuralREN into RuralREN North (comprising the North Coast and North Sierra Regions) and RuralREN Central (comprising the Central Coast, San Joaquin Valley and High Sierra Regions), in which MCOG would become a full partner able to use public purpose program funds paid by ratepayers to plan, administer, and implement energy efficiency programs.
- The RuralREN North partners subsequently revised the name to Northern Rural Energy Network (NREN).
- The NREN has a four-year total budget of \$33.1 million, of which MCOG's portion is \$2.4 million, to include all administration and programs through 2027. The NREN intends to apply to the CPUC for another four years of funding through 2031.
- The FY 25/26 budget allocated \$545,340 for services under the Dow & Associates staffing contract, although expenditures are expected to be lower. The proposed budget for 2026/27 program services is \$670,401, which will include utilization of savings from the previous year. NREN non-labor costs in this budget total \$109,600. This allocation does not include rebates, incentives, or loan seed funding, which is expected to be held by RCEA and/or a third-party banking entity for payments directly to utility customers.



# MENDOCINO COUNCIL OF GOVERNMENTS

## STAFF REPORT

**TITLE:** TPC Recommendations: Annual Review of Transit Performance and Standards

**SUBMITTED BY:** Janet Orth, CFO/Administrative Advisor, with  
Michael Villa, Deputy Director/Fiscal Manager

**DATE:** 4/24/2026

### **BACKGROUND:**

The Transit Productivity Committee’s (TPC) duties include review and recommendation on MCOG’s performance standards for public transit operations. According to MCOG’s Bylaws, Section 5.4, “*The purpose of the TPC will be to review and recommend on transit performance and productivity issues in accordance with approved standards adopted by the Council, including review of quarterly reports of the transit operator and to make recommendations to the Council for revisions to the standards...*” We interpret this such that MCOG and Mendocino Transit Authority (MTA) cooperate to establish appropriate standards for these performance reviews. This system has been reviewed by past independent Transportation Development Act (TDA) compliance audits and is found to work well.

Current Status. The only standard due for update is the **Passengers per Hour** for Short Distance Bus Routes. The Final TDA triennial performance audit of MTA, released in May 2025, pointed to recommended standards from the Short Range Transit Development Plan (SRTDP) dated June 2024. The SRTDP offers a more nuanced view of performance than MCOG’s report, measuring individual service routes and providing more granular data. The TPC met April 13, 2026 and deliberated, providing the recommendation below.

Most recent Updates. In April 2022, the TPC recommended revising Passengers per Hour to 73% of the adopted standards for Dial-A-Ride, Short Distance Bus Routes, and Senior Centers, which the Board adopted in June 2022. In June 2019, the Council approved the TPC’s recommendation to adjust the Farebox recovery standard from 15% (12% for senior centers’ specialized services) to 10% for all service types, consistent with the State’s requirement for rural operators (Senate Bill 508, effective July 1, 2016). Since the Covid pandemic, state legislation has waived this requirement (AB 90) and relaxed criteria (AB 149), allowing federal funds to be counted toward farebox revenue. These provisions expire July 1, 2026, at which point the farebox standard will again apply to MTA. In August 2014, the Board adopted the “CPI Adjusted Rolling Average” method for the **Cost per Vehicle Service Hour** and **Cost per Passenger** standards, which annually adjusts for inflation using Consumer Price Index annual average change. From MTA’s data, I provided the past three years’ combined performance, to derive the average performance over that period, for comparison and update of the standards. The results provide cost standards going down, with the highest costs in 2022 being dropped off the chart.

Recommended Updates. Based on the performance audit and most recent SRTDP as well as the committee’s discussion on April 13, 2026, the TPC recommends adjusting the Passengers per Hour standard for Short Distance Bus Routes from the existing 10.2 to 7.0. The SRTDP recommended a minimum of 6 and target of 8. The committee did not recommend any revisions to the other Passengers per Hour standards, as well as the Farebox, Cost per Vehicle Service Hour, and Cost per Passenger standards. The updated standards are attached as proposed.

**Passenger - Trips per Vehicle Service Hour**

Service Type	Current MCOG Standard	SRTDP Minimum	SRTDP Target	TPC Adjusted
Short Distance Bus Routes	10.2	6.0	8.0	7.0

Source: MTA 2024 SRTDP, Table 24 (p. 73) Current Standard, SRTDP Minimum and Target columns. TPC Adjusted column reflects the committee’s April 13, 2026 recommendation.

Performance Review. On April 13, 2026, the TPC reviewed MTA’s transit performance for the year 2025 against MCOG’s adopted standards. Summary of results:

Service Type	2025	3-Year Average
<b>Dial-A-Ride (DAR)</b> maintained same 3-year average of 2 out of 3 standards; Farebox and Cost/Hour improved in 2025, meeting those standards.	2 of 3	2 of 3
<b>Short Distance Bus Routes</b> maintained the same 3-year average annual performance as 2024, meeting Farebox and Cost per Hour.	2 of 3	2 of 3
<b>Long Distance Routes</b> improved from 0 of 4 to 1 of 4 (Cost per Hour) in 3-year average, and declined from 1 of 4 in 2024 to 0 of 4 in 2025, missing Cost/Hr.	0 of 4	1 of 4
<b>Senior Centers</b> again maintained the same 3-year average, meeting Farebox and Cost/Hour; also they met Passengers/Hour in 2025.	3 of 3	2 of 3

The TPC recommended that MTA continue to explore opportunities to increase ridership, including coordination with housing and transit center development.

---

**ACTION REQUIRED:**

- a) Approve the update of MCOG’s transit performance standard for Passengers per Hour for Short Distance Bus Routes from 10.2 to 7.0 as recommended and attached.
- b) Accept the TPC’s report of the Annual Transit Performance Review through December 31, 2025 and the recommended action for MTA.

---

**ALTERNATIVES:**

The Council may choose to continue its existing standards or to consider the matter at a later date.

---

**RECOMMENDATION:**

- Approve the Transit Productivity Committee’s recommendation to update MCOG’s transit performance standard for Passengers per Hour for Short Distance Bus Routes.
- Accept the TPC’s report of the Annual Transit Performance Review through December 31, 2025 and the recommended action for MTA.

**Enclosures:**

2026 MCOG Transit Performance Standards – recommended updates  
 Short Range Transit Development Plan pg. 73 (June 2024)  
 Annual Transit Performance Reviews with results tabulated – 2025 and 3 Years

# Mendocino Council of Governments

## Transit Performance Standards

TPC Recommendation of April 13, 2026 for Adoption by MCOG Board on May 4, 2026  
Proposed Updates to Passengers per Hour Standards

2026 MCOG Standards	Passengers per Hour	Farebox Ratio	CPI Adjusted Rolling Average	
			Operating Cost per Vehicle Service Hour	Cost per Passenger
<i>When comparing to performance:</i>	Higher # is better	Higher # is better	Lower # is better	Lower # is better
Dial-A-Ride	3.3	10%	\$107.22	\$32.49
Short Distance Bus Routes	<del>40.2</del> <b>7.0</b>	10%	\$157.48	\$15.44
Long Distance Bus Routes	3.2	10%	\$184.91	\$57.78
Senior Centers	2.2	10%	\$97.57	\$44.35

### NOTES:

- 1) Starting in 2014, **Cost per Hour** is calculated by averaging the past three years of actual costs, then adjusted annually by the percentage change in the California Consumer Price Index - California, All Urban Consumers, produced by the California Department of Industrial Relations, Division of Labor Statistics and Research. MCOG refers to this method as "CPI Adjusted Rolling Average."  
<https://www.dir.ca.gov/oprl/CPI/CPICalculator/CpiCalculator.aspx>
- 2) **Cost per Passenger** is intended for use as an additional evaluation tool in the event 2 out of 3 of the other standards are not met. This standard also is adjusted annually by the CPI inflation rate. Cost per Passenger is the result of Cost per Hour divided by Passengers per Hour.
- 3) For "**CPI Adjusted Rolling Average**" calculations, see **Performance Review Tally**: January 1, 2023 - December 31, 2025.
- 4) On June 3, 2019, **Farebox Ratio** was revised to 10% (ten percent) for all service types, consistent with minimum State requirements under SB 508.
- 5) On June 6, 2022, the Council adopted revised **Passengers per Hour** standards to 73% of the existing standards for Dial-A-Ride, Short Distance Bus Routes, and Senior Centers, as recommended by the Transit Productivity Committee.

**Table 24: Recommended MTA Performance Standards - Productivity and Efficiency**

Passenger-Trips Per Vehicle Service Hour			
Service Type	Current MCOG Standard	Recommended Standards	
		Minimum	Target
Short Distance Bus Routes	10.2	6.0	8.0
Long Distance Bus Routes	3.2	3.0	4.0
Senior Centers	2.2	1.5	2.0
Dial-a-Ride / On-Demand	3.3	2.0	2.5

Cost Per Vehicle Service Hour			
Service Type	Current MCOG Standard	Recommended Standards	
		Fully Allocated	Marginal
Short Distance Bus Routes	\$176.53	\$176.53	\$89.92
Long Distance Bus Routes	\$194.76	\$194.76	\$99.21
Senior Centers	\$86.02	\$86.02	--
Dial-a-Ride / On-Demand	\$124.08	\$124.08	\$63.20

Cost Per Passenger-Trip			
Service Type	Current MCOG Standard	Recommended Standards	
		Fully Allocated	Marginal
Short Distance Bus Routes	\$38.65	\$38.65	\$19.38
Long Distance Bus Routes	\$60.86	\$60.86	\$30.51
Senior Centers	\$46.03	\$46.03	--
Dial-a-Ride / On-Demand	\$37.60	\$37.60	\$18.85

Farebox Recovery Ratio		
Service Type	Current MCOG Standard	Recommended Standards
Short Distance Bus Routes	10%	--
Long Distance Bus Routes	10%	--
Senior Centers	10%	10%
Dial-a-Ride / On-Demand	10%	--
MTA Systemwide	--	10% with local support

Note 1: Short distance routes include Routes 1, 5, 7, and 9.

Note 2: Long distance routes include Routes 20, 60, 65, 75, and 95.

Note 3: Senior Centers refers to the paratransit services operated by local senior centers using TDA funding.

Note 4: MCOG uses "CPI Adjusted Rolling Average" figures for financial performance standards. The CPI Adjusted Rolling Average is calculated using the Consumer Price Index Annual Average, All Urban Consumers, California. In this table, the standards for the cost per vehicle service hour and cost per passenger-trip represent recommended values for FY 2023-24; these standards should be updated annually per the CPI Adjusted Rolling Average.

Note 5: Fully allocated cost values include all fixed costs (administrative costs, utilities, etc.), while marginal cost values excludes these costs .

Source: MCOG, MTA

# Mendocino Council of Governments Annual Transit Performance Review

January 1 - December 31, 2025

MCOG Standards	Passengers per Hour	Farebox Ratio	Operating Cost per Vehicle Service Hour	Cost per Passenger
<i>When comparing to performance:</i>	Higher # is better	Higher # is better	Lower # is better	Lower # is better
<b>Dial-A-Ride</b>				
Jan, Feb, Mar 2025	2.9	10.1%	\$112.53	\$38.47
Apr, May, June 2025	2.8	8.6%	\$125.50	\$45.11
July, Aug, Sept 2025	2.8	13.1%	\$81.23	\$29.49
Oct, Nov, Dec 2025	2.7	11.6%	\$84.76	\$31.20
Annual Average	2.8	10.8%	\$101.00	\$36.07
Standard	<b>3.3</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$107.22</b>	<b>\$32.49</b>
Result	not met	✓	✓	not met
<b>Short Distance Bus Routes *</b>				
Jan, Feb, Mar 2025	4.2	13.2%	\$122.43	\$29.35
Apr, May, June 2025	4.4	12.8%	\$145.03	\$33.08
July, Aug, Sept 2025	4.9	9.6%	\$112.11	\$23.00
Oct, Nov, Dec 2025	4.7	7.4%	\$118.46	\$25.37
Annual Average	4.5	10.8%	\$124.51	\$27.70
Standard	<b>10.2</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$157.48</b>	<b>\$15.44</b>
Result	not met	✓	✓	not met
<b>Long Distance Routes **</b>				
Jan, Feb, Mar 2025	2.6	8.5%	\$153.54	\$58.46
Apr, May, June 2025	2.8	8.2%	\$172.30	\$62.52
July, Aug, Sept 2025	2.9	9.6%	\$280.55	\$97.86
Oct, Nov, Dec 2025	2.8	7.4%	\$292.00	\$102.91
Annual Average	2.8	8.4%	\$224.60	\$80.44
Standard	<b>3.2</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$184.91</b>	<b>\$57.78</b>
Result	not met	not met	not met	not met
<b>Senior Centers</b>				
Jan, Feb, Mar 2025	2.0	19.9%	\$97.04	\$47.81
Apr, May, June 2025	2.2	12.8%	\$99.33	\$46.05
July, Aug, Sept 2025	2.7	13.9%	\$85.93	\$31.56
Oct, Nov, Dec 2025	2.5	13.7%	\$71.98	\$28.89
Annual Average	2.4	15.1%	\$88.57	\$38.58
Standard	<b>2.2</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$97.57</b>	<b>\$44.35</b>
Result	✓	✓	✓	✓

\* Includes 1 Willits Local, 5 Bragg About, 7 Jitney, 9 Ukiah Local

\*\* Includes 20 Willits/Ukiah, 60 Coaster, 65/66 CC Rider, 75 Gualala/Ukiah, 95 Point Arena/Santa Rosa

**NOTES:**

"CPI Adjusted Rolling Average" uses the Consumer Price Index (CPI) Annual Average, All Urban Consumers, California, percent change from corresponding calendar year to year, added to each of the past three years and averaged.

Check-mark symbol indicates the standard was met.

Cost per Passenger is the result of Cost per Hour divided by Passengers per Hour (may differ slightly from MTA report).

Round-off errors may occur between MTA's report and this summary, or differences from number of decimal places entered.

Inland and Coast routes were changed by TPC recommendation to "Short Distance" and "Long Distance" respectively.

MCOG Board adopted 10% Farebox Ration standard on June 3, 2019 as recommended by TPC.

MCOG Board adopted revised Passengers per Hour standards on June 6, 2022 as recommended by TPC.

Performance results for each of five Senior Centers vary significantly.

# Mendocino Council of Governments

## Annual Transit Performance Review

3 Years: January 1, 2023 - December 31, 2025

<b>MCOG Standards</b>	Passengers per Hour	Farebox Ratio	Operating Cost per Vehicle Service Hour	Cost per Passenger	Cost/Hr Annual CPI adj.
<i>When comparing to performance:</i>	Higher # is better	Higher # is better	Lower # is better	Lower # is better	
<b>Dial-A-Ride</b>					
Jan. 1 - Dec. 31, 2023	2.5	9.3%	\$101.01	\$39.99	\$104.98 3.94%
Jan. 1 - Dec. 31, 2024	2.7	9.2%	\$115.17	\$43.08	\$118.68 3.05%
Jan. 1 - Dec. 31, 2025	2.8	10.8%	\$101.00	\$36.07	\$97.99 3.08%
3-Year Average	2.7	9.8%	\$105.73	\$39.71	\$107.22 3.36%
Standard	<b>3.3</b>	<b>10.0%</b>	NA	NA	
CPI Adjusted Rolling Average	NA	NA	<b>\$107.22</b>	<b>\$32.49</b>	Cost/Hr divided by Pass/Hr standard
Result	not met	✓	✓	not met	
<b>Short Distance Bus Routes</b>					
Jan. 1 - Dec. 31, 2023	4.5	13.3%	\$172.93	\$38.39	\$179.74
Jan. 1 - Dec. 31, 2024	4.8	13.3%	\$166.82	\$34.44	\$171.91
Jan. 1 - Dec. 31, 2025	4.5	10.8%	\$124.51	\$27.70	\$120.79
3-Year Average	4.6	12.4%	\$154.75	\$33.51	\$157.48
Standard	<b>10.2</b>	<b>10.0%</b>	NA	NA	
CPI Adjusted Rolling Average	NA	NA	<b>\$157.48</b>	<b>\$15.44</b>	
Result	not met	✓	✓	not met	
<b>Long Distance Routes</b>					
Jan. 1 - Dec. 31, 2023	2.7	8.1%	\$160.60	\$59.07	\$166.93
Jan. 1 - Dec. 31, 2024	2.6	8.5%	\$164.89	\$62.91	\$169.91
Jan. 1 - Dec. 31, 2025	2.8	8.4%	\$224.60	\$80.44	\$217.89
3-Year Average	2.7	8.3%	\$183.36	\$67.47	\$184.91
Standard	<b>3.2</b>	<b>10.0%</b>	NA	NA	
CPI Adjusted Rolling Average	NA	NA	<b>\$184.91</b>	<b>\$57.78</b>	
Result	not met	not met	✓	not met	
<b>Senior Centers</b>					
Jan. 1 - Dec. 31, 2023	1.8	9.1%	\$83.95	\$47.86	\$87.25
Jan. 1 - Dec. 31, 2024	2.0	14.9%	\$116.00	\$56.90	\$119.54
Jan. 1 - Dec. 31, 2025	2.4	15.1%	\$88.57	\$38.58	\$85.92
3-Year Average	2.0	13.0%	\$96.17	\$47.78	\$97.57
Standard	<b>2.2</b>	<b>10.0%</b>	NA	NA	
CPI Adjusted Rolling Average	NA	NA	<b>\$97.57</b>	<b>\$44.35</b>	
Result	not met	✓	✓	not met	

**NOTES:**

"CPI Adjusted Rolling Average" uses the Consumer Price Index (CPI) Annual Average, All Urban Consumers, California, percent change from corresponding calendar year to year, added to each of the past three years and averaged.

Check-mark symbol indicates the standard was met.

Cost per Passenger is the result of Cost per Hour divided by Passengers per Hour (may differ slightly from MTA report).

Round-off errors may occur between MTA's report and this summary, or differences based on number of decimal places entered.

Inland and Coast routes were changed by TPC recommendation to "Short Distance" and "Long Distance" respectively.

MCOG Board adopted 10% Farebox Ratio standard on June 3, 2019 as recommended by TPC.

MCOG Board adopted revised Passengers per Hour standards on June 6, 2022 as recommended by TPC.

Performance results for each of five Senior Centers vary significantly.



# MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda #15.d.**  
Reports  
MCOG Meeting  
5/4/2026

## STAFF REPORT

**TITLE:** Summary of Meetings

**DATE PREPARED:** 4/28/2026

**SUBMITTED BY:** Julie St. Pierre, Administrative Assistant

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

Date	Meeting/Event	Staff
Apr 7, 22	MCOG NREN Marketing Meeting	Walker & Felice
Apr 7, 23, 28	Housing & Community Development (HCD) & MCOG Regional Housing Needs Allocation (RHNA) Meetings	Barrett & Sookne
Apr 8, 15	NREN Governing Partners (GP) Meeting	Barrett, Walker, & Felice
Apr 9	Mendocino Transit Authority (MTA) SB125 Long-Term Financial Plan Meeting	Barrett, Villa, & Sookne
Apr 10	NREN Residential Equity Development Meeting	Walker & Felice
Apr 13	Mendocino Transit Productivity Committee (TPC) Meeting	Barrett, Villa, Orth, & St. Pierre
Apr 13	Hopland Americans with Disabilities Act (ADA) Project Meeting	Barrett
Apr 15	MCOG Technical Advisory Committee (TAC) Meeting	Barrett, Villa, Ortega, & Sookne
Apr 15	MCOG x Redwood Coast Energy Authority (RCEA) Data Check-in	Walker & Felice
Apr 15	NREN Down Stream (DS) Inspection Training	Felice
Apr 15	Hopland Municipal Advisory Committee	Villa
Apr 16, 30	NREN Energy Careers Education & Training (ECET) Program Team Meeting	Walker & Felice
Apr 17	NREN Residential Equity Operations Meeting	Walker & Felice
Apr 24	RHNA Meeting with City of Ukiah	Barrett, Sookne
Apr 24	MCOG Sea Level Rise (SLR) Project Meeting	Barrett, Ortega, & Pedrotti
Apr 24	Mendocino County Sea Level Rise Advisory Committee Meeting	Barrett
Apr 27	NREN Public Equity Program Team Meeting	Walker & Felice
Apr 28	NREN Commercial Resource Acquisition (RA) Meeting	Walker & Felice
Apr 28	RHNA Meeting w/ Local Agencies	Barrett & Sookne
Apr 29	MTA Board Meeting	Sookne
Apr 29	NREN Governing Partners & Programs Meetings – in-person, hosted in Ukiah	Barrett, Orion, & Felice

We will provide information to the Board 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

## STAFF REPORT

Agenda #15.f.i-iv.

Reports

MCOG Meeting

5/4/2026

---

**TITLE:** Planning Projects Update

**DATE PREPARED:** 4/24/26

**SUBMITTED BY:** Hector Ortega, Project Analyst

**MEETING DATE:** 5/4/26

---

**BACKGROUND:** Below is a summary of recent activity on current planning projects.

**Mendocino County Sea Level Rise Roadway Impact Study** - Staff and the consultant team reviewed community workshop input and incorporated feedback into the site prioritization process for the Sea Level Rise Roadway Impact Study. Workshop discussions reinforced that key community priorities include maintaining emergency access, ensuring roadway safety, preserving evacuation routes, and supporting reliable access during hazard events.

Workshop feedback was incorporated into the evaluation to supplement prior outreach, including surveys and stakeholder engagement, and was used to elevate but not reduce existing scores. Based on this approach, several locations emerged as higher priority because of community input. Additional sites were also elevated through feedback received during community workshops, reflecting localized concerns and lived experiences.

Following further discussion and score adjustments, the draft list of priority sites was refined. Some locations saw an increase in ranking due to updated considerations related to feasibility, community interest, and their role in providing access to key destinations. Others changed based on factors such as lower levels of community support, limited use, or comparatively lower vulnerability.

Next, the consultant team will finalize and quality-check the scoring matrix and distribute the complete evaluation table to the project team. Outreach efforts will be coordinated to publicly share the final prioritized sites through the project website and related communications. Upon finalization, the consultant team will expand technical analyses for the selected locations.

**Mendocino County Pavement Management Program Update** - Field data collection began the week of March 27, 2026. As of April 20, 2026, data collection for the Cities of Fort Bragg and Willits has been completed, and collection for County-maintained roads is approximately 50% complete.

ARRB will next proceed with data collection in the City of Ukiah. Pending favorable weather conditions, all data collection activities are anticipated to be completed by the end of April. The next project status meeting with the consultant team is scheduled for May 6, 2026, at which time staff expects to receive a more detailed progress update.

**Mendocino County Regional Vehicle Miles Traveled (VMT) Mitigation Plan**- On April 14, 2026, staff released a Request for Proposals (RFP) for the Mendocino County Regional Vehicle Miles Traveled (VMT) Mitigation Plan. Proposals are due by May 18, 2026. Following the submittal deadline, staff will review proposals for responsiveness and compliance with RFP requirements. A Consultant Selection Committee will be formed to evaluate and score responsive proposals and recommend a consultant for project award.

---

**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 and to provide an update on current planning projects.

---

**ALTERNATIVES:** None identified.

---

**RECOMMENDATION:** This item is presented for information and discussion only. Further updates will be provided as the projects progress.