



# MENDOCINO COUNCIL OF GOVERNMENTS

525 South Main Street~Ukiah~California~95482  
[www.mendocinocog.org](http://www.mendocinocog.org)

NEPHELE BARRETT, EXECUTIVE DIRECTOR

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

## AGENDA

**Monday, June 2, 2025 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  
Willits City Hall, 111 E. Commercial Street, Willits  
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 access request to  
[info@mendocinocog.org](mailto:info@mendocinocog.org) or call MCOG Administration at (707) 463-1859.*

Audio Call-in Option: 1 (669) 900-6833 (in CA)  
Meeting ID: 856 0065 2193      Passcode: 576907

### Attachments Posted

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

### Additional Media

For live streaming and later viewing:

[Mendocino County Video](http://www.mendocinocog.org) or find  
[YouTube link at http://www.mendocinocog.org under Meetings](http://www.mendocinocog.org)

**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, Willits 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*

### **SAFE MEETING**

3. Convene as SAFE – Service Authority for Freeway Emergencies
  - a. Report of Motorist Aid Call Box Program Status
  - b. Adoption of FY 2025/26 Mendocino SAFE Budget
4. Recess as SAFE – Convene as RTPA
5. 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.

6. Approval of May 5, 2025 Minutes
7. Acceptance of May 1, 2025 Transit Productivity Committee Minutes
8. Adoption of Resolution #M2025-\_\_\_\_\* Approving Mendocino Transit Authority's Grant Application for Federal Transit Administration (FTA) Section 5311 Non-Urbanized Program Annual Regional Apportionment for Transit Operating Assistance

### **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. Presentation and Acceptance of Transportation Development Act (TDA) Triennial Performance Audits through June 30, 2024 – *Moore & Associates*
  - a. Mendocino Council of Governments
  - b. Mendocino Transit Authority
11. Technical Advisory Committee Recommendations of May 21, 2025: Adoption of Final Fiscal Year 2025/26 Planning Overall Work Program (OWP)
12. Fiscal Year 2025/26 RTPA and COG Budget
  - a. Adoption of Resolution #M2025-03 Allocating Fiscal Year 2025/26 Funds and 2024/25 Carryover Funds for Reserves, Administration, Bicycle & Pedestrian Facilities, and Planning
  - b. Adoption of Resolution #M2025-04 Finding That There Are No Unmet Transit Needs That Are Reasonable To Meet for Fiscal Year 2025/26
  - c. Adoption of Resolution #M2025-05 Allocating Fiscal Year 2025/26 Local Transportation Funds, State Transit Assistance, and Capital Reserve Funds, and 2024/25 Carryover STA Funds to Mendocino Transit Authority
  - d. Adoption of Resolution #M2025-06 Allocating Surface Transportation Block Grant Program Funds for Fiscal Year 2025/26 MCOG Partnership Funding Program, Local Assistance, and Distribution By Formula To Member Agencies

- e. Adoption of Resolution #M2025-07 Allocating SB 125 Formula-Based Transit & Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) Funds for Fiscal Year 2025/26
- f. Adoption of Resolution #M2025-08 Allocating Fiscal Year 2025/26 Funds and 2024/25 Carryover Funds for Northern Rural Energy Network Programs
- 13. Acceptance of Transit Productivity Committee Report of May 1, 2025 – Annual Transit Performance Review
- 14. Discussion/Direction: Goals and Policies for the 2026 Regional Transportation Plan (RTP) & Active Transportation Plan (ATP)

### RATIFY ACTION

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

### REPORTS

- 16. 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, August 18, 2025 – Regular Business
  - f. MCOG Planning Staff – *verbal reports*
  - g. Northern Rural Energy Network (NREN) Staff
  - h. MCOG Directors
  - i. California Association of Councils of Governments (CALCOG) Delegates

### ADJOURNMENT

- 17. 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 5/27/2025

\* Next Resolution Number: M2025-09







# MENDOCINO COUNTY S.A.F.E.

## SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

Agenda # 3a  
SAFE  
MCOG Meeting  
6/2/2025

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**TITLE:** Mendocino County SAFE Call Box System Update

**DATE:** 5/27/2025

**SUBMITTED BY:** Michael Villa, Regional Project Coordinator

**MEETING DATE:** 06/02/25

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**Background:** The Mendocino County Service Authority for Freeway Emergencies (S.A.F.E) call box program covers 141 locations throughout Mendocino County, with call boxes situated along State Routes 1, 20, 128, 101, 162, 175, and 253. The program consists of 97 traditional cellular call boxes and 44 newer boxes that utilize satellite technology.

The Mendocino SAFE has successfully completed around 70% of the 4G radio upgrades across the county. However, there are still 31 remaining upgrades to be finished, primarily located along State Routes 128 and 1. Mendocino SAFE has recently purchased new radios in preparation for transitioning nine call boxes from 3G to 4G, and 12 satellite radios are able to be converted to 4G, which will result in significant cost savings. Locations of updated satellite boxes vary between State Routes 1, 20, 101, 128, and 162. The upgrade process has been impacted by very limited availability of necessary parts for the boxes and technician availability. For some of our completed repairs and upgrades, we've been able to benefit from refurbished parts left from removed boxes in other areas, which also result in cost savings. However, the continued availability of these used parts is unknown. Overall, preliminary preparations have been completed, and boxes will be installed following a meeting with CHP.

Call boxes may occasionally encounter service disruptions and problems that are not directly related to the 4G radio upgrades. These issues can range from minor to complex, depending on the specific box and circumstances. Common issues include battery depletion, outdated equipment malfunction, and physical damage such as knock-downs. As our system ages, we are experiencing these issues more frequently, which can impact service reliability. Our staff is able to make certain minor repairs, but for anything more complicated, we rely on Knightscope, a US-based developer of autonomous security robots and emergency communication systems, to install upgrades and conduct more technical repairs. We've been fortunate to have direct collaboration with Robert Lucio, a technical expert from Knightscope's Sacramento office. He possesses extensive knowledge of our system and has been instrumental in providing responsive and helpful support, as permitted by management.

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**Action Required:** No action necessary, informational update only.

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**Alternatives:** None.

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**Recommendation:** None.





# MENDOCINO COUNTY S.A.F.E.

## SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

Agenda # 3b  
SAFE  
MCOG Meeting  
6/2/2025

**TITLE:** 2025/26 Mendocino County SAFE Budget

**DATE:** 5/27/2025

**SUBMITTED BY:** Michael Villa, Project Coordinator

**MEETING DATE:** 06/02/25

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### Background:

In 1985 the California Legislature passed Senate Bill 1190 to enable counties to generate revenue for the purpose of purchasing, installing, operating and maintaining an emergency motorist aid system. Senate Bill 1199, enacted in January 1986, provided the basic format for the formation of SAFEs, and Assembly Bill 1390, enacted in October 1991, authorized a county and its cities to designate a Council of Governments to serve as a SAFE for the county. Mendocino Council of Governments was designated as the Service Authority for Freeway Emergencies (SAFE).

The program is funded by a \$1 fee, included with the annual vehicle registration fee, collected by the California Department of Motor Vehicles and forwarded to the SAFE on a monthly basis. The annual \$1 DMV fee is supplemented by any revenue not utilized in the year it was collected (known as Fund Balance), the interest earned on the fund balance, and occasional reimbursements from motorists who damage call boxes. The stream of DMV revenues has remained steady over the past five years.

**Revenues** are projected at \$210,746 for the 2025/26 Fiscal Year. This includes DMV fees, interest, and carryover of the prior year.

**Expenses** are projected at \$150,849 for the 2025/26 Fiscal Year. The expenses cover the administration and planning contracts, cleaning and weed abatement, new installations and upgrades, maintenance of the existing system, cellular and satellite services, CHP contract which serves as the primary answering service, and direct expenses for CALSAFE. The remaining fund balance will be maintained and carried forward for allocation in later years to fund additional upgrades and maintenance needs, which vary from one year to the next.

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### Action Required:

Approve the FY 2025/26 Mendocino SAFE Budget.

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### Alternatives:

The Board may identify adjustments to be made prior to adoption.

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### Recommendation:

Staff recommends that the Board approve the FY 2025/26 Mendocino SAFE Budget as presented.





## Program Budget

Prep'd by M. Villa



May 27, 2025

**To:** MCOG Board of Directors  
**From:** Janet Orth, Deputy Director & CFO  
**Subject:** Consent Calendar of June 2, 2025

The following agenda items are recommended for approval/action.

6. Approval of May 5, 2025 Minutes – *attached*
7. Acceptance of May 1, 2025 Transit Productivity Committee Minutes – *attached*
8. Adoption of Resolution Approving Mendocino Transit Authority's Grant Application for Federal Transit Administration (FTA) Section 5311 Non-Urbanized Program Annual Regional Apportionment for Transit Operating Assistance – This is a routine matter for MCOG's approval. Mendocino Transit Authority is eligible for these funds, and staff finds that MTA meets program requirements. The estimated apportionment available to Mendocino County is \$753,976 for FFY 2025 (as reflected in MCOG's budget). Apportionments are up significantly since passage of the Bipartisan Infrastructure Law, a.k.a. [Infrastructure Investment and Jobs Act](#) (IIJA).  
– *Staff report, resolution and table are attached.*



# MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 6**  
Consent Calendar  
MCOG Meeting  
6/2/2025

## MINUTES

**Monday, May 5, 2025**

### 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  
Willits City Hall, 111 E. Commercial Street, Willits  
Point Arena City Hall, 451 School St., Point Arena  
Caltrans District 1, 1656 Union St., Eureka

### General Public Teleconference by Zoom

### ADDITIONAL MEDIA:

[Mendocino County Video](#) or find  
[YouTube link at http://www.mendocinocog.org/under/Meetings](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)

**1. Call to Order and Roll Call – Welcome New Members.** The meeting was called to order at 1:30 p.m. with Directors present: John Haschak, Michael Carter, Heather Criss, and Madeline Cline in Ukiah; Tom Allman in Willits; and Tatiana Ahlstrand (Caltrans/PAC) in Eureka. Chair Haschak presiding. Directors Marcia Rafanan and Jeff Hansen were absent.

Staff present in Ukiah: Nephele Barrett, Executive Director; Janet Orth, Deputy Director & CFO; Jody Lowblad, Administrative Assistant; Jaclyn Christian, Associate Planner; James Sookne, Program Manager; and Orion Walker, Energy Program Manager.

Staff present by Zoom: Michael Villa, Project Coordinator; 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.

**3. Convene as RTPA**

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

**5 - 6. Consent Calendar.** Upon motion by Criss, second by Carter, and carried unanimously on roll call vote (6 Ayes –*Cline, Allman, Carter, Criss, Ahlstrand/PAC, and Haschak*; 0 Noes; 0 Abstaining; 2 Absent – *Rafanan and Hansen*): IT IS ORDERED that consent items are approved.

**5. Approval of April 7, 2025 Minutes – as written**

**6. Acceptance of MCOG 2023/24 Fiscal Audit – MCOG received a compliant audit with no findings or recommendations for management.**

**7. Public Expression.** Steve Henderson, a.k.a. Gizmo, described current weather conditions as indicative of the onset of wildfire season, and urged all to avoid dragging chains that can ignite roadside fires. He thanked Caltrans for mowing along the highways and called for the information alert signage to be activated throughout the region. He called for a share of taxes on heavy vehicles and equipment originating from outside of county to pay for their impact on local roads here.

**8. Fiscal Year 2025/26 RTPA Budget Presentation & Workshop.** Chair Haschak thanked staff for meeting with him to review and better understand the budget. CFO Orth then gave a slide presentation of highlights and noted attachments in the agenda packet. Total revenues in the Draft Budget are \$14.6 million and total allocations proposed at \$9.6 million. This year's LTF estimate of local sales tax revenues by the Acting County Auditor-Controller/Treasurer-Tax Collector was revised downward from \$4,306,000 to \$4,161,000, one indication of a declining trend. Proposed allocations were reviewed in committee, with the May meeting recommending a recalculation of percentage-based line items to help close a budget gap. The LTF Reserve is in better condition now to address shortfalls that may occur going forward. State Transit Assistance (STA) funds are estimated to dip below \$1 million for 2025/26; however this is an expected trend of decline, and the State has been planning for a restructuring of transportation revenues away from fuel taxes. The new SB 125 funding can backfill some of these gaps for a year or two, from the Formula-Based Transit & Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP), which MCOG allocates to Mendocino Transit Authority. Another new program is the Northern Rural Energy Network (NREN), now reflected in this budget.

Details covered in her written staff report and the presentation included:

- a. Report of Revenues Fiscal Year to Date 2024/25. Local Transportation Fund (LTF) sales tax receipts from July 2024 through February 2025 total \$2,781,015, for a shortfall of \$47,907 (1.1%) compared to the budget estimate of \$4,243,383. A County Auditor's projection of fiscal year end 2024/25 has not yet been received; any actual budget shortfall would be covered by LTF Reserve funds.
- b. Executive Committee Recommendations of February 28, 2025 – Revenues & Allocations. The Executive Committee unanimously recommended a draft budget that allocates LTF funds for Reserves, MCOG Administration (\$600,528), 2% Bicycle & Pedestrian (74,109), Planning (129,180), and the remainder available for Transit (\$3,627,499), consistent with established priorities for Local Transportation Funds. The recommendation includes an allocation to LTF Reserve for transit of ten percent (\$431,000), from the existing fund balance.
- c. Technical Advisory Committee (TAC) Recommendation of February 19, 2025 – Draft Planning Overall Work Program. The Technical Advisory Committee (TAC) reviewed and recommended the Draft Transportation Planning Overall Work Program (OWP) and comments were received from Caltrans; a total of \$1,174,484 was proposed from all funding sources for the Planning program. This amount is expected to be amended as new grants and unexpended 2024/25 funds to carry over are identified for multi-year projects. The amount of LTF funds is expected to be recalculated for the target of three percent (\$124,830). Planning funds are stable with an increase in Rural Planning Assistance and multiple sources available.
- d. Transit Productivity Committee (TPC) Recommendations of May 1, 2025 – Mendocino Transit Authority's Annual Transit Claim and Unmet Transit Needs. The TPC met and reviewed the annual transit claim from Mendocino Transit Authority (MTA) claiming all available LTF and STA funds, for a total of \$4,727,580. The TPC recommended a reduced LTF allocation as a result of the revised revenue estimate, to be reported before final

adoption. LTF funds available for MTA and Senior Centers show a slight increase over the previous year, since new funds are not needed to backfill the reserve. Also reviewed was MTA's analysis of the needs list; the TPC recommended a finding that "there are no Unmet Transit Needs that are reasonable to meet for FY 2025/26." There will also be a recommendation from the Social Services Transportation Advisory Council (SSTAC).

- e. Northern Rural Energy Network (NREN) Funding. For the second year this program is added to MCOG's budget, reflecting costs primarily for the staffing contract. A more comprehensive program budget is developed with the NREN Governing Partners and approved by the California Public Utilities Commission at \$33 million over four years, with about \$2.4 million for MCOG. For 2025/26, the draft budget for Program Services is proposed at \$433,732.

Other funding sources were highlighted, as well as those that are programmed but do not flow through MCOG's cash accounts. Questions and discussion included:

- Has the Technical Advisory Committee reviewed the revised LTF funding yet? No, they will meet later this month to recommend on the final Overall Work Program, to be reported out in June. (Haschak, Orth)
- Has the County Auditor-Controller provided any further clarification on the calculations for the reduced estimate? Not yet, though staff will be in contact. (Haschak, Orth)
- What was the Transit committee's recommendation for LTF Reserve? Still ten percent, recalculated to \$416,000 as a result of the revised revenue estimate. (Haschak, Orth)
- Ms. Barrett contributed comments on the Planning program and the state's competitive Active Transportation grants, where MCOG has been quite successful for a rural area.
- What other expenditures are included in the NREN budget besides staffing services? Direct Costs are expected to increase over the long term, such as training, marketing, specialized consultants as needed, home efficiency kits and materials. (Haschak, Barrett)

The Chair invited public comments. Steve Henderson, a.k.a. Gizmo, suggested that public transit should receive funding in the event of emergencies such as tsunamis, which could be allocated for evacuations from the coast. Also he appreciated MCOG's work, and put in a plug for the transit stop in Redwood Valley.

No action was taken; for information only.

## **9. Approval of Resolution Amending the SB 125 Formula-Based Transit & Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) Allocation Plan –**

***Adopted December 4, 2023.*** Executive Director Barrett reviewed her proposal for this plan amendment, as detailed in her written report. Besides capital needs, the multi-year program was to address the transit "fiscal cliff" and avoid service cuts. To date MCOG has drawn down a portion of the \$11 million of formula shares into a separate fund account. This amendment proposes to draw down the remaining amount. Staff has worked closely with MTA, as the only transit operator in the region, to group eligible "projects" so as to align with program requirements and allow for flexibility. She reviewed the changes since the first allocation in December of 2023. Project 1 adds hydrogen fueling study and infrastructure according to MTA's goals, aligning with ZEV goals, and serves as a match to other funding available to them. The pilot project for Laytonville and Covelo would increase trips in this amendment. Project 1 also adds Automated Passenger Counters, to improve efficiency and attract riders, and also assist with MTA's new simplified fare structure. Project 2 fills an existing budget gap and a bit beyond, in case FY 2024/25 revenues do not fully materialize to meet budget. Together with Administration and the approved Ukiah Transit Center and facility improvements, these will fully allocate all of the formula funds estimated for MCOG. It can be amended at any time and the funds will not expire. She invited questions.

In public comment, Steve Henderson, a.k.a. Gizmo, speaking as the Mendocino County Climate Action Advisory Consultant, approved of funding zero emissions projects and adoption of this amendment.

**Upon motion** by Carter, second by Criss, and carried unanimously on roll call vote (6 Ayes – Cline, Allman, Carter, Criss, Ahlstrand/PAC, and Haschak; 0 Noes; 0 Abstaining; 2 Absent – Rafanan and Hansen): IT IS ORDERED that the following resolution is adopted.

**Resolution No. M2025-02**

Amending the SB 125 Formula-Based Transit & Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) Allocation Plan

(Reso. #M2025-02 is incorporated herein by reference)

**10. Consideration of Support for Senate Bill 239 (Arreguin) – Teleconferencing Options for Advisory Bodies – CALCOG joined a coalition of local government organizations supporting the bill.**

Ms. Barrett reviewed her staff report, in support of this bill, explaining why this is needed. Members of advisory bodies/committees would not need to post and open their locations to the public. For MCOG, this would include the standing committees: Executive Committee, TAC, TPC and SSTAC. This flexibility will tend to increase public participation.

Director Cline moved to approve the staff recommendation, seconded by Director Criss.

**Discussion on the motion:** Chair Haschak commented on how this would be of benefit and has been sought for the past several years. Public comment was invited and none heard. The motion carried unanimously on roll call vote (5 Ayes – Cline, Allman, Carter, Criss, and Haschak; 0 Noes; 1 Abstaining – Ahlstrand/PAC; 2 Absent – Rafanan and Hansen): IT IS ORDERED that the Executive Director is authorized to send a letter expressing support for Senate Bill 239 (Arreguin).

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

**Upon motion** by Carter, second by Criss, and carried unanimously on roll call vote (5 Ayes – Cline, Allman, Carter, Criss, and Haschak; 0 Noes; 0 Abstaining; 2 Absent): IT IS ORDERED that the actions taken by the Policy Advisory Committee are ratified by the MCOG Board of Directors.

**12. Reports - Information**

- a. Caltrans District 1 – Projects Update and Information. No news to report.
- b. Mendocino Transit Authority. No one was present to report.
- c. Great Redwood Trail Agency. Director Haschak, as the Board of Supervisors' representative, reported a productive meeting with the Hopland Band of Pomo Indians to discuss their concerns with the master plan. The next board meeting is scheduled for May 15 in the Ukiah City Council chambers and in Eureka.
- d. MCOG Staff - Summary of Meetings. Ms. Barrett referred to the written report.
- e. MCOG Administration Staff
  - i. *Miscellaneous*. Ms Barrett introduced a new employee of Davey-Bates Consulting on the planning team, Hector Ortega, Regional Project Analyst.
  - ii. *Next Regular Meeting Date*. Monday, June 2, 2025 – Budget Adoption.
- f. MCOG Planning Staff



- i. *Gualala Downtown Streetscape Project Update.* Ms. Barrett reported the project is moving through the Coastal Development Permit (CDP) process. It is being implemented by Caltrans with MCOG as a funding partner. The project will provide bicycle and pedestrian facilities, add a two-way left turn lane, new crosswalks and enhance existing crosswalks. Various permitting and right-of-way phases are currently underway, and construction is anticipated to start in 2026. This week the Gualala Municipal Advisory Council (GMAC) will recommend on the CDP permit; she and Caltrans representatives will attend that public meeting to address concerns about removal of parking capacity. The Coastal Commission has said they will not approve anything with onstreet parking due to inconsistencies with the Gualala Town Plan. The project is moving forward. Unfortunately, most landscaping has been eliminated, because there has not been an agency available or willing to provide ongoing maintenance. This could be added in future if it becomes feasible.
  - ii. *Work Element 3 – 2026 Regional Transportation Plan & Active Transportation Plan.* Associate Planner Jaclyn Christian gave an update. Staff gave a presentation at Caltrans’ annual tribal transportation summit recently. Public comment was closed on May 1 until the Draft RTP/ATP is released for further review and comment this summer.
  - iii. *Work Element 5 – Mendocino County Sea Level Rise Roadway Impact Study.* Ms. Christian reported that with procurement completed, staff hosted a kickoff meeting with the selected consultant, Terraphase Engineering Inc. and its subcontractors, who are beginning tasks in the scope of work.
  - iv. *Work Element 9 – Noyo Harbor Multimodal Circulation Plan.* Ms. Christian reported staff attended the April two-day charrette event, which was well organized and led by the consultant, Fehr & Peers. Key takeaways included support of structured parking and to create organized walkways throughout the harbor.
  - v. *Miscellaneous.* None.
- g. Northern Rural Energy Network (NREN) Staff. Energy Program Manager Orion Walker gave a report, noting that Program Specialist Rich Felice was away in Eureka for a training. They are in a “soft launch” phase of the Residential programs now. The website was active, so the public could apply online for rebates, though it was still under development. A more robust outreach effort will occur after some back-end logistics are worked through. A legal agreement needed to be executed for secure access to utility customer private data for eligibility purposes. Various planning meetings were ongoing.
- Chair Haschak asked whether it was time to talk more publically about this yet. Mr. Walker advised to wait until the NREN releases news of the program launch in the next few weeks. Staff needed more time to be fully ready to deliver services so that people would not have to wait too long after applying. Responding to a query of how to apply for a home assessment, he explained the process to qualify for the Residential Equity program.
- i. MCOG Directors. There were no reports.
  - j. California Association of Councils of Governments (CALCOG) Delegates. Delegate Haschak reported he plans to attend the next business meeting on May 27 (offered in hybrid format) and the following on June 27.

**13. Adjournment.** The meeting was adjourned at 2:51 p.m.

Submitted: NEPHELE BARRETT, EXECUTIVE DIRECTOR

By Janet Orth, Deputy Director & CFO



# MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 7**  
**Consent Calendar**  
**MCOG Meeting**  
**6/2/2025**

## MINUTES

Transit Productivity Committee - TPC  
May 1, 2025

### Teleconference Locations:

MCOG / Dow & Associates, 525 S. Main St., Suite B, Ukiah  
Mendocino Transit Authority, 241 Plant Rd., Ukiah  
38841 South Fork Road, Willits  
Harrah Senior Center, 1501 Baechtel Road, Willits  
Fort Bragg City Hall, 416 N. Franklin St., Fort Bragg  
Hilton Hotel 1970 Diamond Blvd, Concord, CA

### General Public Teleconference by Zoom

#### PRESENT:

MCOG Board Members: Mike Carter  
MTA Board Members: Willie West, Tess Albin-Smith  
Senior Centers Rep.: Richard Baker, Willits Seniors; Jill Rexrode, Redwood Coast Seniors (Alt.)  
Staff & Others: Nephele Barrett, Janet Orth, and Jody Lowblad, MCOG  
Jacob King and Dawn White, MTA

#### ABSENT:

Marcia Rafanan, MCOG Board

**1. Call to Order.** Vice Chair Carter called the meeting to order with a roll call at 1:03 p.m. It was determined that a quorum of three voting members was present: Mike, Willie, and Jill as Alternate. Voting members Richard arrived at 1:10 p.m. and Tess soon after at 1:17 p.m., both during Agenda #3.

**2. Public Expression.** None.

#### **3. Review and Recommendation on MTA's Analysis and Prioritization of 2025/26 Unmet Transit Needs.**

Janet reviewed the annual process, current status and the recommended action. Included in the agenda packet was MTA's analysis of the list of all testimony compiled by MCOG from the Social Services Transportation Advisory Council (SSTAC), Mendocino Transit Authority (MTA) and the February public hearing, as prepared by Jacob. The report was ranked by three categories: *High Priority* (0), *Medium Priority* (4), and *Low Priority* (11), for a total of 15 needs. Jacob then reviewed the top four needs on the list, with staff and group discussion.

- This year, MTA's analysis reports no needs are in a position of "High Priority" or feasibility at this time. Four of the 15 needs are identified as "Medium Priority" and being monitored for potential implementation. The remainder would require further study, have low demand, or are infeasible.
- "Medium Priority—Consider for FY 2025/26" – #S-4, Service from Golden Rule to Ukiah and/or Willits for seniors is a recurring need under study. It would be advisable to have a public meeting of local residents, and for Ukiah or Willits senior center to compete for funding under the next cycle of FTA Section 5310 operations grants, as the best source for this type of service expansion. A call for projects is anticipated sometime this summer, with grants to start in 2026/27, so would not meet this need in the coming fiscal year. Richard noted infrequent demand.

Tess joined the meeting with limited time available, so it was agreed to table this item and move to Agenda #4.

**4. Review and Recommendation on Fiscal Year 2025/26 Transit Claim.** Janet summarized her written report, noting that on April 28, after the TPC agenda packet was sent out, the County Auditor-Controller provided a revised estimate of Local Transportation Funds (LTF), reflecting a decline in sales tax revenues. Funding MTA's claim as presented would result in an over-allocation of \$137,750.

The Executive Committee recommended setting the LTF Reserve at ten percent or \$431,000, consistent with the prior year. In discussion, there were no objections to a ten percent Reserve or \$416,000, closing the budget gap by \$15,000.

A copy of MTA's claim was included in the agenda packet. MTA claimed the full balance of LTF and STA funds available, and some long-term Capital Reserve, for a total claim of \$4,856,154. Together, these combined funding sources result in an increase of 9.4% over the previous year, and a 12% increase in LTF. While STA is slightly down, much of the LTF increase in available funds can be attributed to a fully funded Reserve, which was not the case last year. Janet shared her screen of the updated budget summary table. Discussion included:

- MTA's budget still has a shortfall, which can be partially addressed with MCOG's SB 125 transit funds in a (separate) amended allocation plan. (Jacob, Nephele)
- Why is there such a large increase in the claim for senior centers contracted transportation programs? Historically MTA has claimed 15.6% of their LTF for seniors, while this claim is 18.5%. (Nephele)
- Suggestion to reduce claim from \$672,901 to \$600,000 for seniors, equal to the 2024/25 amendment. (Jacob)
- After some calculation, with LTF of \$3,504,749 now available for transit, it was proposed to close the remaining gap of \$122,750 by reducing MTA's claim for Operations by \$49,849 and Senior Center Operations by \$72,901 [results in the table below]. (Group)

**Recommendation:**

Upon motion by Albin-Smith, seconded by West, and carried unanimously by roll call vote (4 Ayes – Carter, West, Baker and Albin-Smith; 0 Noes; 1 Absent), the TPC recommended that MCOG make the following transit allocations, for a revised FY 2025/26 Mendocino Transit Authority claim.

LTF Reserve at 10 percent of Auditor's revised estimate	416,000	
Local Transportation Fund (LTF)		
MTA Operations	2,904,749	
Unmet Transit Needs	0	
Senior Center Operations	600,000	
Total LTF		3,504,749
State Transit Assistance Fund (STA)		
MTA Operations	1,100,081	
MTA & Seniors Capital	0	
Transit Capital Reserve	0	
Total STA		1,100,081
Capital Reserve Fund (CRF)		
MTA Capital, Current Year	0	
Senior Capital, Current Year	0	
Long-Term Capital Reserve	128,574	
Total CRF		128,574
<b>Total Recommended FY 2025/26 Transit Allocation</b>		<b>4,733,404</b>

Tess then left the meeting at 1:40 p.m. and discussion returned to Agenda #3.

**3. Review and Recommendation on MTA's Analysis and Prioritization of 2025/26 Unmet Transit Needs, continued.** Jacob continued his review of the top four needs under "Medium Priority."

- **#S-6**, Wednesday service for Ukiah Senior Center – the center had restarted on Wednesdays, then suspended service due to a lack of ridership. Demand is unclear. This would be eligible for FTA 5310 grant funding.
- **#M-1**, Saturday transit service in Fort Bragg – MTA will continue to study this. MCOG's Noyo Harbor Multimodal Circulation Plan is currently underway and relates to this visitor-serving need. MTA has been hearing requests for it.
- **#M-6**, Transit service in Brooktrails – MTA is currently considering how this need could be met in connection with MCOG's Mobility Solutions study and MTA's pilot project currently in planning and funded by MCOG's SB 125 Allocation Plan.

- There was a brief discussion of the remaining “Low Priority” analysis. **#P-2** was reviewed relative to a transit center for emergency evacuations, with MTA’s response: *“A Transit Center is vital to the community. MTA will continue to work with the staff from MCOG and the City of Ukiah on a location. The Office of Emergency Services would be the lead and give directions to MTA during an evacuation.”*

**Recommendations:**

Upon motion by West, seconded by Carter, and carried unanimously by roll call vote (3 Ayes – Carter, West and Baker; 0 Noes; 2 Absent), the TPC recommended a finding that “there are no unmet transit needs that are reasonable to meet” for Fiscal Year 2025/26.

**5. Annual Review of MTA Performance Reports Compared to MCOG Standards.** Janet presented findings of her analysis, as documented in the written staff report, with highlights shown in the table below. In summary, the three-year averages have remained quite consistent for the past several years, with the exception of Long Distance Routes, which have declined in performance over time. Main observations were that 1) ridership numbers remain persistently low, with none of the service types meeting Passengers per Hour from 2022 through 2024, and 2) not all service types met Cost per Hour in 2024, while all costs are still well below the highest cost year in 2021. She recommended a report of consistent ongoing performance by DAR and Short Distance Bus Routes, and by Senior Centers specialized services as a whole, while Long Distance Routes need improvement in productivity.

Service Type	2024	3-Year Average
<b>Dial-A-Ride (DAR)</b> maintained same 3-year average; Farebox showed no improvement over 2023; both Cost/Hour and Cost/Passenger were met in 2023, though not in 2024	0 of 4	2 of 3
<b>Short Distance Bus Routes</b> maintained the same 3-year average and same annual performance as 2023, meeting Farebox and Cost per Hour	2 of 3	2 of 3
<b>Long Distance Routes</b> slipped from 1 of 4 (Farebox ) to 0 of 4 in 3-year average, and from 2 of 3 in 2023 to 1 of 4 in 2024, missing Cost per Passenger	1 of 4	0 of 4
<b>Senior Centers</b> again maintained the same 3-year average, meeting Farebox and Cost/Hour; again 1 of 4 annual result, meeting Farebox but missing Cost/Hour	1 of 4	2 of 3

Discussion included:

- This review is meant to consider senior services as a whole, though separate data is available by each center. Kudos to both Redwood Coast Seniors and Willits Seniors for achieving four of four standards in 2024. (Janet)
- Why are Long Distance Routes declining in performance? They no longer have student riders. Over time the schools have changed policies and bell times, and with staff turnover have stopped communicating with MTA. College students are the more active riders now. MTA is working on a new fare pricing structure with a base rate of \$2 good for three hours, following the lead of Humboldt Transit Authority, that will be much less complicated. (Jacob, group)
- Since the highest cost year 2021 has dropped off the three-year rolling chart of Operating Cost per Vehicle Service Hour, the average is brought down to a lower cost standard to be met. (Janet)
- MTA is acquiring new technology such as automatic passenger counters. These have various benefits such as accurate and efficient reporting of consistent transit data, better use of staff and driver time, and cost efficiencies. They are also testing Route Match software that offers a real-time application using GPS tracking to locate buses en route. The cost would be \$52,000 plus the hardware. (Jacob)
- MTA’s results are consistent with the greater community of transit operators. (Jacob, group)
- Further review of report details and discussion of productivity improvement opportunities. (Group)
- MTA’s 50<sup>th</sup> anniversary is coming up in 2026. (Jacob)

**Recommendation:**

Upon motion by Baker, seconded by Carter, and carried unanimously by roll call vote (3 Ayes – Carter, West and Baker; 0 Noes; 2 Absent), the TPC accepted the report and recommended to MCOG the following findings:

- a) Consistent ongoing performance by DAR and Short Distance Bus Routes, and by Senior Centers specialized services as a whole, while Long Distance Routes need improvement in productivity.
- b) Recent and planned actions by MTA that move in the right direction to improve productivity and increase ridership, including simplified fare pricing structure, acquisition of new passenger reporting technology, testing of GPS navigation software, and promotion of currently available GPS tracking data when appropriate.
- c) MTA's participation in transit association memberships and state-funded Cal ITP (California Integrated Travel Project) for best industry practices.

– *Annual Transit Performance Reviews (one year and three years) are attached*

**6. Review and Recommendation on MCOG Standards.** Janet recapped her written staff report. This year she thought it made more sense to look at standards after the performance review, to see what changes might be called for. The current standards provided in the agenda packet were updated administratively for the two Cost standards, using the "CPI Adjusted Rolling Average" method according to MCOG's adopted policy. MTA's triennial TDA performance audit is nearly complete, which will provide a far more comprehensive report than today's review. Also MTA's recent Short Range Transit Development Plan offers a nuanced view of performance, measuring individual service routes and providing more granular data.

With no urgent need to adjust standards at this time, she recommended continuing to watch performance under the circumstances. There was consensus of the group that no changes to the adopted standards are recommended this year. No action was taken.

[At 2:20 p.m. an earthquake was felt by some of the members. It was later determined to be a 3.6 magnitude quake with a 2.9 aftershock at 2:22 p.m. centered in Willits.]

**7. Miscellaneous / Members' Concerns / Announcements.** The Willits Harrah Senior Center will host a Mothers Day buffet; all the cooking, serving and clean-up work will be done by men. Redwood Coast Senior Center has an online calendar of various summer activities.

Jill reported the Older Americans Act is coming up for a five-year reauthorization by Congress that should increase funding. Also she is requesting funding from the Fort Bragg City Council for food support, as the Redwood Coast Senior Center has been serving the community without assistance from the City for 50 years, with 57,000 meals served in the past fiscal year alone. Brief discussion of potential Food Bank funding cuts, still speculative at this point.

**8. Adjournment.** The meeting was adjourned at 2:32 p.m.

Submitted by Janet Orth, Deputy Director & CFO

# Mendocino Council of Governments

## Annual Transit Performance Review

January 1 - December 31, 2024

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 2024	2.4	9.8%	\$104.71	\$44.37
Apr, May, June 2024	2.5	8.2%	\$131.43	\$52.57
July, Aug, Sept 2024	3.0	10.6%	\$103.63	\$34.54
Oct, Nov, Dec 2024	3.0	8.2%	\$120.91	\$40.85
Annual Average	2.7	9.2%	\$115.17	\$43.08
Standard	<b>3.3</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$108.64</b>	<b>\$32.92</b>
Result	not met	not met	not met	not met
<b>Short Distance Bus Routes *</b>				
Jan, Feb, Mar 2024	4.9	13.1%	\$184.08	\$37.72
Apr, May, June 2024	5.1	12.1%	\$217.65	\$42.51
July, Aug, Sept 2024	5.0	16.0%	\$132.53	\$26.72
Oct, Nov, Dec 2024	4.3	12.1%	\$133.01	\$30.79
Annual Average	4.8	13.3%	\$166.82	\$34.44
Standard	<b>10.2</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$184.45</b>	<b>\$18.08</b>
Result	not met	✓	✓	not met
<b>Long Distance Routes **</b>				
Jan, Feb, Mar 2024	2.4	8.8%	\$161.13	\$67.42
Apr, May, June 2024	2.8	7.7%	\$204.51	\$73.56
July, Aug, Sept 2024	2.8	10.1%	\$139.95	\$50.52
Oct, Nov, Dec 2024	2.6	7.3%	\$153.95	\$60.14
Annual Average	2.6	8.5%	\$164.89	\$62.91
Standard	<b>3.2</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$176.80</b>	<b>\$55.25</b>
Result	not met	not met	✓	not met
<b>Senior Centers</b>				
Jan, Feb, Mar 2024	1.9	14%	\$109.53	\$56.81
Apr, May, June 2024	2.0	14%	\$87.32	\$43.92
July, Aug, Sept 2024	2.1	16%	\$110.99	\$53.67
Oct, Nov, Dec 2024	2.1	15%	\$156.18	\$73.19
Annual Average	2.0	14.9%	\$116.00	\$56.90
Standard	<b>2.2</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$102.47</b>	<b>\$46.58</b>
Result	not met	✓	not met	not met

\* 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, 2022 - December 31, 2024

MCOG Standards	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, 2022	2.1	9.9%	\$95.26	\$45.23	\$102.26	7.35%
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%
3-Year Average	2.3	9.6%	\$98.13	\$42.61	\$108.64	4.78%
Standard	<b>3.3</b>	<b>10.0%</b>	NA	NA	Cost/Hr divided by Pass/Hr standard	
CPI Adjusted Rolling Average	NA	NA	<b>\$108.64</b>	<b>\$32.92</b>		
Result	not met	✓	✓	not met		
<b>Short Distance Bus Routes</b>						
Jan. 1 - Dec. 31, 2022	4.4	14.1%	\$187.90	\$43.06	\$201.71	
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	
3-Year Average	4.5	13.7%	\$180.42	\$40.72	\$184.45	
Standard	<b>10.2</b>	<b>10.0%</b>	NA	NA		
CPI Adjusted Rolling Average	NA	NA	<b>\$184.45</b>	<b>\$18.08</b>		
Result	not met	✓	✓	not met		
<b>Long Distance Routes</b>						
Jan. 1 - Dec. 31, 2022	2.9	9.3%	\$180.29	\$63.17	\$193.54	
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	
3-Year Average	2.9	9.3%	\$180.29	\$63.17	\$176.80	
Standard	<b>3.2</b>	<b>10.0%</b>	NA	NA		
CPI Adjusted Rolling Average	NA	NA	<b>\$176.80</b>	<b>\$55.25</b>		
Result	not met	not met	not met	not met		
<b>Senior Centers</b>						
Jan. 1 - Dec. 31, 2022	1.7	10.2%	\$93.71	\$54.83	\$100.60	
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	
3-Year Average	1.7	10.2%	\$93.71	\$54.83	\$102.47	
Standard	<b>2.2</b>	<b>10.0%</b>	NA	NA		
CPI Adjusted Rolling Average	NA	NA	<b>\$102.47</b>	<b>\$46.58</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 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

### STAFF REPORT

**Agenda # 8**  
Consent Calendar  
MCOG Meeting  
6/2/2025

**TITLE:** Approval of MTA's Grant Application for FTA Section 5311 Non-Urbanized Program  
- Annual Regional Apportionment for Transit Operating Assistance

**SUBMITTED BY:** Janet Orth, Deputy Director & CFO **DATE PREPARED:** 5/27/2025

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#### BACKGROUND:

Mendocino Transit Authority (MTA) has applied to Caltrans for funds available under the Federal Transit Administration (FTA) Section 5311 Non-Urbanized Program for Federal Fiscal Year 2025. The estimated amount of Mendocino County's regional apportionment is \$753,976.

“On May 5, 2025, FTA announced the availability of Fiscal Year (FY) 2025 full-year funding detailed in apportionment tables that specify funding to states, urbanized areas, and Tribal governments based on statutory formulas. These tables reflect funding made available via the Full-Year Continuing Appropriations and Extensions Act, at the FY 2025 funding levels from October 1, 2024 through September 30, 2025. The publishing of apportionment tables allows transit providers nationwide to move forward with applications using this funding to support transit systems and operations.” Source: [Current Apportionments | FTA](#)

MTA is a sub-recipient under MCOG as the regional agency. The funds can be used for operating, capital or planning. The proposed project consists of transit operations that the program is meant to assist in rural areas. Staff is not aware of any other claims. Eligible applicants must provide transit to the general public. Note that MTA is the designated Consolidated Transportation Services Agency for the region.

Executive Director Barrett's signature on the Certifications and Assurances represents MCOG's understanding that MTA complies with certain standard requirements related to local funding match availability, coordination with public transportation stakeholders, and STIP requirements. (Certification statements are available by request.)

This has been considered a routine item with no reason to withhold support. Also note that when allocating Local Transportation Funds, the Transportation Development Act (TDA) requires a finding by MCOG of whether MTA is making full use of available federal funds.

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#### ACTION REQUIRED:

Adopt the resolution to program these funds for MTA's Operating Assistance.

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#### ALTERNATIVES:

If MCOG does not approve this action, MTA will not receive the federal operating assistance for which they are eligible. If another eligible recipient or subrecipient were to make a claim under this year's program, it would need to have been submitted by the May 30 due date in Caltrans' call for projects.

---

#### RECOMMENDATION:

Adopt the attached resolution approving the programming of MCOG's FFY 2025 regional apportionment of FTA Section 5311 Non-Urbanized Program funds for transit operating assistance and authorizing the Executive Director's signature on certification documents for MTA's application.

Enclosures: Draft resolution and FTA apportionments table

# MENDOCINO COUNCIL OF GOVERNMENTS

## BOARD of DIRECTORS

RESOLUTION No. M2025-\_\_\_\_

### APPROVING THE PROGRAMMING OF FTA SECTION 5311 NON-URBANIZED PROGRAM FUNDS FOR MENDOCINO TRANSIT AUTHORITY OPERATING ASSISTANCE

WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County;
- The estimated regional apportionment of Federal Fiscal Year 2025 funding from the Federal Transit Administration (FTA) Section 5311 Non-Urbanized Program is \$753,976;
- Mendocino Transit Authority (MTA) has applied for the purpose of assisting its transit operations;
- MTA is an eligible applicant for these funds in the region and is able to meet the requirements of the Section 5311 program; and
- The program application includes certification that MCOG, as the transportation planning agency, has approved by resolution the programming of funds for this project; therefore, be it

RESOLVED, THAT:

MCOG approves the programming of its estimated regional apportionment of FTA Section 5311 funds in the amount of \$753,976 for FFY 2025, or of its final regional apportionment amount when issued, for Mendocino Transit Authority operating assistance, and the Executive Director is authorized to sign required documents and certifications.

ADOPTION OF THIS RESOLUTION was moved by Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, and approved on this 2nd day of June, 2025, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

WHEREUPON, the Chairman declared the resolution adopted, AND SO ORDERED.

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ATTEST: Nephele Barrett, Executive Director

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John Haschak, MCOG Chair

FTA Section 5311 Regional Shares of FFY 2025 Apportionment

Division of Rail and Mass Transportation

Grants Management Branch

D	County/Region	ID	FFY25 Apportionment
4	MTC	\$	2,351,973
3	SACOG	\$	1,153,087
10	Alpine	1 \$	48,000
10	Amador	2 \$	357,467
3	Butte	3 \$	1,055,644
10	Calaveras	4 \$	395,251
3	Colusa	5 \$	212,945
1	Del Norte	6 \$	260,478
3	El Dorado	7 \$	777,840
6	Fresno	8 \$	2,279,339
3	Glenn	9 \$	267,838
1	Humboldt	10 \$	1,058,125
11	Imperial	11 \$	570,467
9	Inyo	12 \$	191,052
6	Kern	13 \$	2,170,481
6	Kings	14 \$	549,002
1	Lake	15 \$	572,205
2	Lassen	16 \$	297,409
7	Los Angeles	17 \$	632,030
6	Madera	18 \$	630,585
10	Mariposa	19 \$	176,433
1	Mendocino	20 \$	753,976
10	Merced	21 \$	836,891
2	Modoc	22 \$	111,047
9	Mono	23 \$	145,907
5	Monterey	24 \$	918,101
3	Nevada	25 \$	836,493
12	Orange	26 \$	-
3	Placer	27 \$	786,969
2	Plumas	28 \$	197,054
8	Riverside	29 \$	1,463,341
5	San Benito	30 \$	541,540
8	San Bernardino	31 \$	2,020,891
11	San Diego	32 \$	1,086,195
10	San Joaquin	33 \$	685,088
5	San Luis Obispo	34 \$	800,258
5	Santa Barbara	35 \$	419,687
5	Santa Cruz	36 \$	294,856
2	Shasta	37 \$	550,635
3	Sierra	38 \$	48,000
2	Siskiyou	39 \$	385,401
10	Stanislaus	40 \$	715,718
2	Tehama	41 \$	554,104
2	Trinity	42 \$	168,530
6	Tulare	43 \$	1,250,827
10	Tuolumne	44 \$	474,930
7	Ventura	45 \$	601,480
TOTAL		\$	32,655,571

Date Prepared: May 6, 2025

Data Source: Infrastructure Investment and Jobs Act; 2020 Census Data workbook; FTA Table 9 for FFY25





## MENDOCINO COUNCIL OF GOVERNMENTS

### STAFF REPORT

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**Agenda # 10a**  
Regular Calendar  
MCOG Meeting  
6/2/2025

**TITLE:** Presentation and Acceptance of MCOG Triennial Performance Audit

**SUBMITTED BY:** Janet Orth, Deputy Director & CFO

**DATE:** 5/27/2025

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#### **BACKGROUND:**

According to the Transportation Development Act (TDA), MCOG is required to "*designate an independent entity to make a performance audit*" of MCOG every three years (Section 99246). The contractor, Moore & Associates, has completed the final report of its performance audit of MCOG for the period ended June 30, 2024, after review and comment by staff. It covers Fiscal Years 2021/22, 2022/23, and 2023/24. The lead auditor for this audit, Ms. Kathy Chambers, will provide a presentation at our meeting.

Compliance with TDA. We are pleased to receive another favorable report of performance: "*Based on the current review, we submit no findings or recommendations.*" Fifteen applicable compliance requirements are listed and described in the report. – *Executive Summary and Chapter 4, Pages 13-17*

Prior performance audit recommendations. The one recommendation has been implemented: "*Include the current balance of any reserve account as part of MTA's annual fiscal audit, including the source of deposits and reasons for withdrawals.*" The finding was made in both MCOG and MTA's performance audit reports, since we engage the annual fiscal auditor for MTA. – *Executive Summary and Chapter 5, Pages 19-20*

The full report is attached to the agenda packet. It serves as a useful overview of the Council's operations and a valuable resource going forward, in addition to the necessary review of past performance. Staff welcomes questions or discussion of any aspect the board wishes to review.

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#### **ACTION REQUIRED:**

Accept the final audit report as prepared by Moore & Associates.

---

#### **ALTERNATIVES:**

The Council may delay or decline acceptance. Regardless of MCOG's actions, the report must be submitted to Caltrans as required by TDA.

---

#### **RECOMMENDATION:**

Receive the presentation and accept the triennial performance audit of MCOG as prepared by the independent auditor consultant, Moore & Associates. The audit report will be posted on [MCOG's website](#) for future reference.

Enc: Triennial Performance Audit of MCOG ending June 30, 2024





## MENDOCINO COUNCIL OF GOVERNMENTS

### STAFF REPORT

**Agenda # 10b**  
**Regular Calendar**  
**MCOG Meeting**  
**6/2/2025**

**TITLE:** Acceptance of Triennial Performance Audit of Mendocino Transit Authority

**SUBMITTED BY:** Janet Orth, Deputy Director & CFO

**DATE:** 5/27/2025

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#### **BACKGROUND:**

According to the Transportation Development Act (TDA), MCOG is required to "designate an independent entity to make a performance audit" of both MCOG and MTA every three years (Section 99246). The independent contractor, Moore & Associates, has turned in the final report of MTA's performance audit for the period ended June 30, 2024. A presentation will be provided in addition to the attached report. Overall, MTA received a favorable audit. Some highlights:

Compliance with TDA. Thirteen applicable compliance requirements are listed and described in the report. State legislation provided regulatory relief during the pandemic. Two compliance findings were made, one of which (TDA eligibility for funds) is being addressed with MCOG.

– *Executive Summary and Chapter 3, Pages 9- 13*

Prior performance audit recommendations. Three recommendations were made, and all have been implemented. – *Executive Summary and Chapter 8, Pages 15- 16*

Current recommendations. There are two Functional Recommendations: 1) "MTA should explore the creation of a new full-time Grants Manager position" as a Medium priority in the coming fiscal year, and 2) "Work toward modernizing the MTA maintenance facility, including both standard operating procedures and the facility itself" as a High priority with variable timeline.

– *Executive Summary and Chapter 8, Pages 51-56*

Additionally, Chapter 6 provides a comprehensive Performance Analysis, and a thorough Functional Review of the organization and services is provided in Chapter 7. We're pleased to note: "*The agency has an open, collaborative, and productive relationship with MCOG. Staff and management at both organizations communicate regularly and work well together to further Transit's goals.*"

The full report is attached to the agenda packet. I will certify to Caltrans that the performance audit of the transit operator under MCOG's jurisdiction has been completed, as required by TDA.

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#### **ACTION REQUIRED:**

Accept the audit report as presented. (Action not required but recommended.)

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#### **ALTERNATIVES:**

The Council could defer acceptance to the MTA Board, which will be done at their board meeting, or delegate review and recommendation to MCOG's Transit Productivity Committee. In any case, it can be a useful resource for the committee.

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#### **RECOMMENDATION:**

Receive the presentation and accept the triennial performance audit of Mendocino Transit Authority as prepared by the independent auditor consultant, Moore & Associates.







# MENDOCINO COUNCIL OF GOVERNMENTS STAFF REPORT

**Agenda # 11**  
**Regular Calendar**  
**MCOG Meeting**  
**6/2/2025**

**TITLE:** FY 2025/26 Final Overall Work Program (OWP)

**DATE SUBMITTED:** 5/27/25

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

**MEETING DATE:** 6/2/25

## **BACKGROUND:**

Enclosed for your review and approval is the proposed FY 2025/26 Final Overall Work Program (OWP). The TAC reviewed this OWP at their meeting on May 21, 2025 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, 2025, 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' 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	\$ 140,000
2	MCOG	Planning Management & General Coordination (Non-RPA)	\$ 123,784
3	MCOG	Regional Transportation Plan / Active Transportation Plan - 2026 Update	\$ 50,000
4	MCOG	Sustainable Transportation Planning	\$ 5,000
5	MCOG	<b>Mendo Sea Level Rise Roadway Impact Study - Carryover</b>	<b>\$ 150,000</b>
6	Co. DOT	Combined Special Studies	\$ 54,000
7	MCOG	Planning, Programming & Monitoring (PPM)	\$ 134,500
8	MCOG	Regional Vehicle Miles Traveled (VMT) Mitigation Program (PENDING)	\$ 315,000
9	MCOG	<b>Noyo Harbor Multimodal Circulation Plan (Carryover)</b>	<b>\$ 75,000</b>
11	MCOG	Pavement Management Program Update (NEW)	\$ 160,000
12	Fort Bragg	Stormwater Program Asset Management Plan (NEW)	\$ 67,066
14	MCOG	Training	\$ 5,000
16	MCOG	Multi-Modal Transportation Planning	\$ 60,000
18	MCOG	Geographic Information System (GIS) Activities	\$ 6,500
20	MCOG	Grant Development & Assistance	\$ 54,500
----	MCOG	<b>PROJECT RESERVE</b>	<b>\$ 38,784</b>
		<b>Total</b>	<b>\$1,440,134</b>

As proposed, the FY 2025/26 Final Overall Work Program includes **16** (plus project reserve) work elements and totals **\$1,440,134**. For comparison purposes, the Final (Amended) FY 2024/25 Overall Work Program contains 17 work elements and totals \$1,583,251. 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 16, 2025.

**ACTION REQUIRED:** Adopt FY 2025/26 Final Overall Work Program.

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

**RECOMMENDATION:** Accept TAC's recommendation to adopt FY 2025/26 Final Overall Work Program, and authorize Executive Director or designee to sign certifications and OWP Agreement and forward to Caltrans as required.

*Attachment: FY 2025/26 Final Overall Work Program*





## MENDOCINO COUNCIL OF GOVERNMENTS

### STAFF REPORT

**Agenda # 12**  
Regular Calendar  
MCOG Meeting  
6/2/2025

**TITLE:** Fiscal Year 2025/26 Regional Transportation Planning Agency (RTPA) & COG Budget

**SUBMITTED BY:** Janet Orth, Deputy Director & CFO

**DATE PREPARED:** 5/23/2025

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#### BACKGROUND:

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

On May 5, I made a presentation to the Council, as an opportunity for input and questions. Staff and council members participated in a workshop to better understand the budget proposals and how these were developed.

The draft budget included recommendations from four committees\* during budget development, which are documented in the staff report, presentation, and committee meeting minutes.

All information to date is summarized for the record in the allocating resolutions. The summary spreadsheets (one-page and four-page formats) have been updated. Total revenues are **\$22,783,576**, and total proposed allocations are **\$15,652,900**. There is a substantial balance for later allocation, primarily from SB 125 transit funds in the Amended Allocation Plan programmed for future years.

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

#12a. LTF Reserve. After the revised Local Transportation Fund revenue estimate was received, the Transit Productivity Committee met and concurred with the Executive Committee's recommendation to reserve ten percent, and recommended the recalculation for a result of \$416,000. As also reported, this proposal additionally retains the full amount of reallocated transit funding repaid to the Reserve, for a total LTF Reserve allocation of \$607,163.

The Technical Advisory Committee met May 21 and recommended the Final Transportation Planning Overall Work Program (OWP), recalculating three percent of new LTF funds and adding to estimated carryover fund balances, for total funding of \$1,440,134.

#12b. Unmet Transit Needs. The Social Services Transportation Advisory Council (SSTAC) met May 19 and concurred with the Transit Productivity Committee's recommended finding that "there are no unmet transit needs that are reasonable to meet for Fiscal Year 2025/26" according to adopted definitions.

#12c. Public Transit. Staff has collected all necessary data to make the findings required by the Transportation Development Act (TDA) for funding of Mendocino Transit Authority's annual claim. Supporting documentation for the resolution will be on file and available for verification and audit. After MTA adopts their final budget, we expect to have remaining information required to be submitted with the claim for funds, including MTA's budget, before FY 2025/26 funds are released. Changes made since the May budget workshop:

- MTA submitted a revised claim for reduced LTF funding as recommended by the Transit Productivity Committee, resulting from the revised fund estimate. Along with the other LTF recalculations, this resolves the over-allocation in the Draft Budget.
- As discussed in the Budget introduction memo, staff worked with MTA management to provide relief to those Senior Centers transportation programs that would be severely cut as a result of the three-year recalculation of funding distribution among the centers based on service performance. The formula was adopted in 2021 based on pre-pandemic data, and this is the first time the formula has been applied using updated data. The smaller centers might have been unable to continue providing transportation services under the circumstances. This Final Budget proposal adds a base amount of \$10,000 to each of the five centers before applying the performance-based formula. – *Refer to Reso. #M2025-05*

#12d. Surface Transportation Block Grant Program. The resolution details fund balances and carryover not entirely reflected in the budget spreadsheets. STBG comprises three separate MCOG programs: Partnership Funding, Local Assistance, and Formula Distribution. The resolution narrative (second page) identifies cumulative amounts in the Partnership program.

#12e. SB 125 Formula Transit Programs. The Draft Budget used a placeholder for available revenues using the current cash balance in MCOG's fund. For the Final Budget proposal, staff and MTA have estimated expenditures anticipated in FY 2025/26, consistent with the Amended Allocation Plan adopted by MCOG on May 5 and submitted to CalSTA May 20, 2025. Of the total multi-year fund estimate of \$11,063,615, the proposed 2025/26 allocations are \$5,352,659.

#12f. Northern Rural Energy Network. This will be the second fiscal year the NREN program appears in the budget. For the Final Budget, staff has estimated 2024/25 unexpended funds carried over of \$83,300 and 2025/26 Direct Costs of \$68,725, added to the staffing contract amount for program services of \$432,732, for a total proposed allocation of \$584,757.

The Council as a whole has taken no action on the budget during this process. The budget before you now is the result of deliberations by committees and staff. At this June meeting, action is required to adopt the budget, by way of allocating resolutions, for the coming fiscal year.

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#### ACTION REQUIRED:

- a. Adopt the resolution to fund MCOG activities: Reserves, Administration, Bicycle & Pedestrian program, and Planning. The budget component for Planning will fund the Overall Work Program, to be adopted under #11 of this agenda.
- b. Adopt the resolution to make the annual finding of Unmet Transit Needs. This documents the process that began the budget cycle with the Social Services Transportation Advisory Council's workshop in January and will conclude with this finding by resolution.
- c. Adopt the resolution to fund Mendocino Transit Authority operations, senior center transportation contracts, and long-term capital projects.
- d. Adopt the resolution to allocate STBG funds for MCOG's Partnership Funding Program, Local Assistance, and Distribution by Formula to Member Agencies.

- e. Adopt the resolution identifying SB 125 Formula-Based TIRCP and ZETCP funds, allocating a second year of Administration and a first year of projects by Mendocino Transit Authority.
- f. Adopt the resolution to allocate Northern Rural Energy Network (NREN) funds for program services and direct costs.

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#### ALTERNATIVES:

- a. If the Council chooses to make changes to the budget for Reserves, Administration, Bicycle & Pedestrian program, or Planning, direct staff to adjust the allocating resolutions accordingly and authorize the Chair to execute them, so that funds can be released on time. The next opportunity for Council approval would be the August 18 meeting (unless a special meeting is called), and delay could cause hardship for the entities that receive funds to be allocated. Or, the Council could release portions of individual budget line items as needed until the budget is adopted. – *changes not recommended*
- b. The Council could adopt an alternative finding that “*there are unmet transit needs that are reasonable to meet,*” in which case funding would need to be identified and budgeted for one or more needs on the 2025/26 list. Or you could choose not to make any finding, thereby not concluding the annual process, which MCOG is not required to conduct. – *not recommended*
- c. The Council could request that MTA further revise their claim. Note that MTA may revise or submit another claim during the year. – *not recommended at this time*
- d. The Council could revise its established policy for allocation of STBG funds. The resolution notes, “*It is MCOG’s intention to reevaluate its STBG formula for distribution to the member agencies if a forthcoming federal transportation legislative bill substantially changes the amount of, or designated use of, STBG funds.*” There have been no such changes made to date, although the authorization was renewed under the Infrastructure Investment & Jobs Act, a.k.a. Bipartisan Infrastructure Law. Also, the Council could revise the policy for “off-the-top” allocations to the Partnership Funding Program and Local Assistance. – *not recommended*
- e. No alternatives are identified for the SB 125 Formula-Based TIRCP and ZETCP programs.
- f. No alternatives are identified for the NREN energy efficiency program funds.

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#### RECOMMENDATION:

Staff concurs with the four committee recommendations. Approve the FY 2025/26 RTPA & COG Budget by adopting the six resolutions for execution by the Chair. If desired, this action can be made in a single motion.

Enclosure: 2025/26 Budget (as separate PDF digital document)

NOTE: A limited number of print copies of this Budget are made available by request. Copies of the final adopted Budget will be produced and distributed as needed. The digital version will be available for download on MCOG’s website.

\* The committees recommending on the budget are:

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





# MENDOCINO COUNCIL OF GOVERNMENTS

## STAFF REPORT

**Agenda # 13**  
Regular Calendar  
MCOG Meeting  
**6/2/2025**

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

**SUBMITTED BY:** Janet Orth, Deputy Director & CFO

**DATE PREPARED:** 5/27/2025

### BACKGROUND:

The Transit Productivity Committee's 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 MTA cooperate to establish appropriate standards for these performance reviews. This system has been reviewed by past independent performance audits and is found to work well.

Current Status. The TPC met on May 1 and took no action on the standards, with consensus that no changes to the adopted standards are recommended this year. – *attached with Administrative updates*

Most Recent Updates. In June 2022, MCOG's Board of Directors adopted the revised Passengers per Hour standards recommended by staff and the TPC, reducing to 73 percent of the prior standard for three of the four service types (all but Long Distance Routes).

In June 2019, the Council approved the TPC's recommendation to adjust the Farebox recovery standard from 15%, and 12% for senior centers' specialized services, to 10% for all service types, consistent with the State's requirement for rural operators, which was amended by Senate Bill 508, effective July 1, 2016. Since the Covid pandemic, state legislation has waived this requirement (AB 90) and also relaxed criteria (AB 149), for instance allowing federal funds to be counted toward farebox revenue. – *refer to Page 9, MTA's TDA audit ending June 30, 2024*

In August 2014, the Board adopted the policy recommended by staff and the TPC, after several years of research, to use a method we call "CPI Adjusted Rolling Average" for the Cost per Vehicle Service Hour and Cost per Passenger standards. This calculates averages of actual performance data, adjusted for inflation using the Consumer Price Index annual average change. From MTA's data, I provide the past three years' combined performance to derive the average performance over that period, for comparison and update of the standards. The result provides cost standards for the separate report of the most recent year ended.

Performance Review. On May 1, transit performance in the year 2024 was reviewed by the TPC. Summary of results:

Service Type	2024	3-Year Average
<b>Dial-A-Ride (DAR)</b> maintained same 3-year average; Farebox showed no improvement over 2023; both Cost/Hour and Cost/Passenger were met in 2023, though not in 2024	0 of 4	2 of 3
<b>Short Distance Bus Routes</b> maintained the same 3-year average and same annual performance as 2023, meeting Farebox and Cost per Hour	2 of 3	2 of 3
<b>Long Distance Routes</b> slipped from 1 of 4 (Farebox ) to 0 of 4 in 3-year average, and from 2 of 3 in 2023 to 1 of 4 in 2024, missing Cost per Passenger	1 of 4	0 of 4
<b>Senior Centers</b> again maintained the same 3-year average, meeting Farebox and Cost/Hour; again 1 of 4 annual result, meeting Farebox but missing Cost/Hour	1 of 4	2 of 3

The TPC voted unanimously to accept the report and recommended the following findings:

- a) Consistent ongoing performance by DAR and Short Distance Bus Routes, and by Senior Centers specialized services as a whole, while Long Distance Routes need improvement in productivity.
- b) Recent and planned actions by MTA that move in the right direction to improve productivity and increase ridership, including simplified fare pricing structure, acquisition of new passenger reporting technology, testing of GPS navigation software, and promotion of currently available GPS tracking data when appropriate.
- c) MTA's participation in transit association memberships and state-funded Cal ITP (California Integrated Travel Project) for best industry practices.

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**ACTION REQUIRED:**

Accept the TPC's report and findings of the Annual Transit Performance Review through December 31, 2024, as cited above.

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**ALTERNATIVES:**

The Council may choose to consider the matter at a later date in consultation with the Transit Productivity Committee. According to the Transportation Development Act, Section 99244:

*"Each transportation planning agency shall annually identify, analyze, and recommend potential productivity improvements which could lower the operating costs of those operators who operate at least 50 percent of their vehicle service miles...within the area under its jurisdiction."*

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**RECOMMENDATION:**

Accept the TPC's report and findings of the Annual Transit Performance Review through December 31, 2024.

Enclosures:

2025 MCOG Transit Performance Standards

Annual Transit Performance Reviews - one year and three years

(Refer to meeting minutes under Agenda Item #7 for more details)



Mendocino Council of Governments

Transit Performance Standards

Adopted by MCOG Board on 6/6/2022 with Administrative Update per Policy  
Applied to Transit Performance January 1, 2022 - December 31, 2024

2024 MCOG Standards	Passengers per Hour	Farebox Ratio	CPI Adjusted Rolling Average	
			Operating Cost per Vehicle Service Hour	Cost per Passenger
When comparing to performance:				
	Higher # is better	Higher # is better	Lower # is better	Lower # is better
Dial-A-Ride	3.3	10%	\$108.64	\$32.92
Short Distance Bus Routes	10.2	10%	\$184.45	\$18.08
Long Distance Bus Routes	3.2	10%	\$176.80	\$55.25
Senior Centers	2.2	10%	\$102.47	\$46.58

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/opri/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, 2021 - December 31, 2023.
- 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.

# Mendocino Council of Governments

## Annual Transit Performance Review

January 1 - December 31, 2024

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 2024	2.4	9.8%	\$104.71	\$44.37
Apr, May, June 2024	2.5	8.2%	\$131.43	\$52.57
July, Aug, Sept 2024	3.0	10.6%	\$103.63	\$34.54
Oct, Nov, Dec 2024	3.0	8.2%	\$120.91	\$40.85
Annual Average	2.7	9.2%	\$115.17	\$43.08
Standard	<b>3.3</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$108.64</b>	<b>\$32.92</b>
Result	not met	not met	not met	not met
<b>Short Distance Bus Routes *</b>				
Jan, Feb, Mar 2024	4.9	13.1%	\$184.08	\$37.72
Apr, May, June 2024	5.1	12.1%	\$217.65	\$42.51
July, Aug, Sept 2024	5.0	16.0%	\$132.53	\$26.72
Oct, Nov, Dec 2024	4.3	12.1%	\$133.01	\$30.79
Annual Average	4.8	13.3%	\$166.82	\$34.44
Standard	<b>10.2</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$184.45</b>	<b>\$18.08</b>
Result	not met	✓	✓	not met
<b>Long Distance Routes **</b>				
Jan, Feb, Mar 2024	2.4	8.8%	\$161.13	\$67.42
Apr, May, June 2024	2.8	7.7%	\$204.51	\$73.56
July, Aug, Sept 2024	2.8	10.1%	\$139.95	\$50.52
Oct, Nov, Dec 2024	2.6	7.3%	\$153.95	\$60.14
Annual Average	2.6	8.5%	\$164.89	\$62.91
Standard	<b>3.2</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$176.80</b>	<b>\$55.25</b>
Result	not met	not met	✓	not met
<b>Senior Centers</b>				
Jan, Feb, Mar 2024	1.9	14%	\$109.53	\$56.81
Apr, May, June 2024	2.0	14%	\$87.32	\$43.92
July, Aug, Sept 2024	2.1	16%	\$110.99	\$53.67
Oct, Nov, Dec 2024	2.1	15%	\$156.18	\$73.19
Annual Average	2.0	14.9%	\$116.00	\$56.90
Standard	<b>2.2</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$102.47</b>	<b>\$46.58</b>
Result	not met	✓	not met	not met

\* 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, 2022 - December 31, 2024

MCOG Standards	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, 2022	2.1	9.9%	\$95.26	\$45.23	\$102.26	7.35%
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%
3-Year Average	2.3	9.6%	\$98.13	\$42.61	\$108.64	4.78%
Standard	<b>3.3</b>	<b>10.0%</b>	NA	NA	Cost/Hr divided by Pass/Hr standard	
CPI Adjusted Rolling Average	NA	NA	<b>\$108.64</b>	<b>\$32.92</b>		
Result	not met	✓	✓	not met		
<b>Short Distance Bus Routes</b>						
Jan. 1 - Dec. 31, 2022	4.4	14.1%	\$187.90	\$43.06	\$201.71	
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	
3-Year Average	4.5	13.7%	\$180.42	\$40.72	\$184.45	
Standard	<b>10.2</b>	<b>10.0%</b>	NA	NA		
CPI Adjusted Rolling Average	NA	NA	<b>\$184.45</b>	<b>\$18.08</b>		
Result	not met	✓	✓	not met		
<b>Long Distance Routes</b>						
Jan. 1 - Dec. 31, 2022	2.9	9.3%	\$180.29	\$63.17	\$193.54	
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	
3-Year Average	2.9	9.3%	\$180.29	\$63.17	\$176.80	
Standard	<b>3.2</b>	<b>10.0%</b>	NA	NA		
CPI Adjusted Rolling Average	NA	NA	<b>\$176.80</b>	<b>\$55.25</b>		
Result	not met	not met	not met	not met		
<b>Senior Centers</b>						
Jan. 1 - Dec. 31, 2022	1.7	10.2%	\$93.71	\$54.83	\$100.60	
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	
3-Year Average	1.7	10.2%	\$93.71	\$54.83	\$102.47	
Standard	<b>2.2</b>	<b>10.0%</b>	NA	NA		
CPI Adjusted Rolling Average	NA	NA	<b>\$102.47</b>	<b>\$46.58</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 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

## STAFF REPORT

**Agenda # 14**  
**Regular Calendar**  
**MCOG Meeting**  
**6/2/2025**

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**TITLE:** Regional Transportation Plan & Active Transportation  
Plan Draft Goals & Policies

**DATE PREPARED:** 05/21/25  
**MEETING DATE:** 06/02/25

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**SUBMITTED BY:** Jaclyn Christian, Associate Planner

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**BACKGROUND:** MCOG staff are actively working on the required update of the Regional Transportation Plan (RTP), which includes the Active Transportation Plan (ATP), under Work Element 3 of the current Overall Work Program.

The RTP/ATP must address all transportation modes within a region, establish goals and policies, identify needs, prioritize actions, and consider financial options. The initial step of the RTP update is to develop goals, objectives, and policies for the plan as a whole.

Staff have developed a working draft of the Goals, Objectives, and Policies section of the RTP/ATP. The changes to this section reflect new programs that have been put in place at the regional, state, and federal levels since the last RTP as well as transportation activities of the region. The proposed changes included in the draft are summarized below:

- Policy added to support development of truck route and freight delivery planning studies to improve transportation of goods and services.
- Objectives and policies added to encourage use of the Safe Systems Approach (SSA) principles and elements when planning new transportation facilities and addressing existing safety concerns.
- Policy added to support local agency efforts to construct new facilities that improve connection and circulation for all modes.
- Policy added to support funding of transit planning studies in MCOG's annual Overall Work Program, as feasible.
- Objective and policies added to support transit capital improvements that allow for continued services and encourage increased ridership, including development of passenger facilities and vehicle replacement and zero emission vehicle fleet transition.
- Rail policies and objectives modified to reflect the status of rail in the region and support both implementation of the Great Redwood Trail and California Western Railroad activities.

No official action will be taken at this meeting, but we ask that you review the draft Goals, Objectives, and Policies and provide input and suggestions. The Board will have additional opportunity for input when a full draft of the RTP/ATP is released this summer.

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**ACTION REQUIRED:** No official action will be taken at this meeting, but we ask that Board members review the working draft of the 2026 Regional Transportation Plan & Active Transportation Plan Goals, Objectives, and Policies and provide comments and input. A full draft incorporating comments received from the Board will be incorporated and placed on a future

MCOG agenda for additional comment. We plan to present the final plan for adoption at the December meeting.

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**ALTERNATIVES:** None identified.

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**RECOMMENDATION:** Review the working draft of the 2026 RTP/ATP Goals, Objectives, and Policies and provide comments and input.

## GOALS, OBJECTIVES, POLICIES

### PREAMBLE

Transportation helps shape an area's economic health and quality of life. Not only does the transportation system provide for the mobility of people and goods, it also influences: air quality, environmental resource consumption, social equity, "smart growth," economic development, safety, security, and overall quality of life. Transportation planning recognizes the critical links between transportation and other societal goals.

This Regional Transportation and Active Transportation Plan (RTP/ATP) is more than a mere listing of capital investments, it is a strategy for operating, managing, maintaining, and financing the area's multimodal transportation system in such a way as to advance the long-term societal goals of the communities of Mendocino County and the long-term societal goals of the State of California.

This RTP/ATP emphasizes a strategy of investing transportation funds to bring greater mobility and access to services for all residents – including pedestrians, bicyclists, transit passengers of all ages and abilities, as well as drivers and passengers in trucks, buses, motorcycles and automobiles. Among other things, this strategy will reduce green house gas emissions (GHG) and household expenses by reducing vehicle miles traveled (VMT). This strategy will also bring economic and cultural renewal to every community in Mendocino County – because as public investments improve each community's public spaces, private investments follow.

In summary, this RTP provides a comprehensive strategy – one that leverages regional transportation funds to advance the long-term societal goals of the communities of Mendocino County and the State of California.

### POLICIES ON CLIMATE CHANGE & THE ENVIRONMENT (CCE)

**Goal: Build** a combination of transportation facilities that, when evaluated as a group, will result in improved air quality, reduced transportation-related air toxins and greenhouse gas emissions, reduced vehicle miles traveled (VMT), and a more resilient multi-modal transportation network in Mendocino County. This goal supports the Governor's Executive Orders EO N-19-19 (greenhouse gas reduction goals) and EO-79-20 (zero emission vehicles), and the State's Climate Action Plan for Transportation Infrastructure (CAPTI).

**Objective CCE 1:** Coordinate transportation planning with air quality planning.

Policy CCE 1.1. Continue to include Air Quality representation on the Technical Advisory Committee and in the decision-making process.

Policy CCE 1.2. As feasible, evaluate air quality impacts of proposed transportation improvements in the transportation modeling process.

**Objective CCE 2:** Invest in transportation projects and participate in regional planning efforts that will help Mendocino County residents to proportionately contribute to the California

greenhouse gas reduction targets established by Assembly Bill 32 and SB 375, as well as support Governor's Executive Orders EO N-19-19 and EO-79-20.

Policy CCE 2.1. Evaluate transportation projects based on their ability to reduce Mendocino County's transportation-related greenhouse gas emissions and reduce vehicle miles traveled.

Policy CCE 2.2. Prioritize transportation projects which lead to reduced greenhouse gas emissions and reduced vehicle miles traveled, and prioritize projects that can mitigate for VMT increasing projects.

Policy CCE 2.3. Monitor new technologies and opportunities to implement energy efficient and nonpolluting transportation infrastructure.

Policy CCE 2.4. Continue to consider bicycle transportation, pedestrian, and transit projects for funding in the State Transportation Improvement Program (STIP).

Policy CCE 2.5. Continue administrative, planning, and funding support for the Region's transit agency, Mendocino Transit Authority.

Policy CCE 2.6. Continue to encourage private and public investment in a countywide electric vehicle charging station network and seek funding to fill gaps in the network; and continue to participate in multi-agency planning efforts to expand EV charging station network.

Policy CCE 2.7. Continue to update MCOG's Zero Emissions Vehicle (ZEV) Regional Readiness Plan, as needed.

Policy CCE 2.8. Continue to seek mobility solutions for remote rural areas of the County unable to be served by traditional transit service due to remoteness and low population density.

Policy CCE 2.9. Work with public health agencies and walking and biking groups to encourage more extensive walking and biking for transportation purposes, in support of reducing GHG.

Policy CCE 2.10. Support Mendocino Transit Authority's efforts to diversify fleet size, and work toward an all-electric public transit fleet, as feasible.

**Objective CCE 3:** Ensure transportation improvements are subject to adequate environmental review and standards.

Policy CCE 3.1. Monitor transportation projects funded through MCOG to ensure that California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements are being met.

Policy CCE 3.2. Coordinate and consult with resource agencies when implementing transportation projects.

Policy CCE 3.3 Provide tools for local jurisdictions to assist in compliance with SB 743 Vehicle Miles Traveled (VMT) CEQA analysis and mitigation requirements, including screening tools and potential regional mitigation banking if feasible.

**Objective CCE 4:** Improve resiliency of the region's transportation system to climate-related impacts.

Policy CCE 4.1. Consider grant opportunities that would provide capital or planning funding for projects to identify and implement climate change adaptation strategies



Policy CCE 4.2. Encourage implementing agencies to consider strategies for climate change adaptation, when designing improvements or additions to transportation networks.

Policy CCE 4.3. Encourage local agencies to increase planting of street trees when designing or implementing transportation projects, where feasible, to reduce GHG and urban heat island effect, as well as provide shade for pedestrians and cyclists and increase the use of non-motorized transportation options.

Policy CCE 4.4. Coordinate with local and State agencies to secure grant funding to develop and improve emergency evacuation routes as identified in MCOG's 2020 "Fire Vulnerability Assessment" and "Emergency Evacuation Preparedness Plan", to respond to the increased threat of wildfires throughout the region.

## **LAND USE, ACCESSIBILITY AND THE ECONOMY (LAE)**

**Goal:** Encourage coordination of land use and public investments in a way that supports network connectivity and improves accessibility to services, employment, and housing, thereby strengthening the local and state economies.

**Objective LAE 1:** Encourage local entities to direct private development to priority urbanized areas where services can best be provided at lowest public cost and least environmental consequences.

Policy LAE 1.1. Consider transportation grant programs to encourage Mendocino County governments to support infill construction in identified priority development areas.

**Objective LAE 2:** Encourage infrastructure projects that support compact growth, infill development, and the local economy.

Policy LAE 2.1. Consider prioritizing projects that support infill growth, such as bicycle, pedestrian improvements, or projects that reduce vehicle miles traveled in areas that are already developed.

**Objective LAE 3:** Support non-transportation efforts that support healthy communities and affordable housing.

Policy LAE 3.1. Support local efforts to bring broadband internet services to outlying areas of the county, providing equity to unserved areas.

Policy LAE 3.2. Coordinate with the Economic Development and Financing Commission to encourage consistency with compact growth and infill development principles in the Comprehensive Economic Development Strategy.

**Objective LAE 4:** Encourage regional land use planning to minimize increases to vehicle miles traveled, support implementation of the Regional Housing Needs Allocation, and support the region's economy.

Policy LAE 4.1. Seek state and regional funding for planning efforts to encourage housing implementation, such as the Regional Early Access Program (REAP) grant funding.

Policy LAE 4.2. Coordinate with local planning departments during development of land use planning documents to ensure consistency with regional housing needs and adequate housing supply, infill growth, community design, healthy communities, and the region's transportation plans.

Policy LAE 4.3. Encourage development adjacent to existing pedestrian and bicycle systems and transit routes.

## COMPLETE STREETS (CS)

**Goal:** Improve our public spaces so the street, road and transportation system meets the needs of all surface transportation modes, including vehicular, bicycle, pedestrian, and transit.

**Objective CS 1:** Incorporate bicycle, pedestrian, and transit improvements when planning roadway improvements, unless the roadway is exempt by law, or the project receives a specific waiver authorized through a local, public process, or for basic maintenance and rehabilitation activities.

Policy CS 1.1. Coordinate funding programs to provide multiple components of an infrastructure project when appropriate.

Policy CS 1.2. Seek funding sources for multiple modes of transportation.

Policy CS 1.3. Facilitate coordination between local transportation agencies and Mendocino Transit Authority.

Policy CS 1.4. Consider waivers in cases where environmental issues constrain improvement options, transit service is not planned or currently provided, or where the benefit/cost ratio of providing bike/pedestrian improvements is low (as would be expected in isolated rural areas).

**Objective CS 2:** Provide new bicycle, pedestrian and transit facilities on existing streets and roads where none exist.

Policy CS 2.1. Seek funding to fill gaps in bicycle and pedestrian facilities adjacent to roadways and provide bus stop improvements along fixed transit routes.

**Objective CS 3:** Encourage Caltrans to include complete street components on transportation projects in Mendocino County, where feasible.

Policy CS 3.1. Identify non-motorized projects on State highways that serve as “Main Street” in rural communities, for funding through Caltrans’ State Highway Operation and Protection Program (SHOPP) or other appropriate funding programs.

Policy CS 3.2. Nominate eligible non-motorized projects for inclusion in Caltrans Active Transportation (CAT) Plan.

## GOODS MOVEMENT (GM)

**Goal:** A transportation system allowing the efficient free flow of goods and freight, including agricultural goods, within and through the region.

**Objective GM 1:** Develop State Highway routes and local routes capable of efficiently moving goods and agricultural products to, from, and through the Region.

Policy GM 1.1. Prioritize State Highway and local road projects that improve connectivity and overall mobility, and increase efficiency with which freight can travel throughout the region.

Policy GM 1.2. Encourage local agencies to consider the need for on-site truck parking, as appropriate, for developments that will generate significant goods movement (agriculture, manufacturing, industrial, large retail) to ensure truck drivers’ safety and reduce idling.

Policy GM 1.3. Support State efforts to develop a Surface Transportation Assistance Act (STAA) route to eliminate the only STAA gap between the Bay Area and Eureka. (Note: the STAA project through Richardson Grove is under appeal in Federal litigation, and is not currently programmed, although STAA access for US Highway 101 in this area remains a goal.)

Policy GM 1.4. Support development of truck route and freight delivery planning studies to improve transportation of goods and services.

**Objective GM 2:** Develop options for alternative goods movement.

Policy GM 2.1. Support efforts of the California Western Railroad (Skunk Train) to re-establish freight service between Fort Bragg and Willits, if feasible.

Policy GM 2.2. Support development of electric vehicle (EV) or other clean energy goods movement opportunities. This may include electrification of automobiles, medium-duty trucks, and heavy-duty trucks, as well as alternate fueling projects.

## **TRANSPORTATION SAFETY, SECURITY, AND EMERGENCY RESPONSE (TSSER)**

**Goal:** Provide a safe transportation system and enable rapid and safe evacuation and emergency response.

**Objective TSSER 1:** Coordinate with local and state agencies on security and emergency response planning efforts.

Policy TSSER 1.1. Encourage local agencies and airports to work with Mendocino County Office of Emergency Services to prepare for emergency response and security.

Policy TSSER 1.2. Identify key transportation routes for evacuation as well as emergency responder access.

Policy TSSER 1.3. Encourage local agencies to implement recommendations in MCOG's 2020 Fire Vulnerability Assessment and Emergency Evacuation Plan, as appropriate.

Policy TSSER 1.4. Encourage Caltrans to prioritize improvements to State Highways that will enhance safety during emergency evacuations.

**Objective TSSER 2:** Encourage the provision of safety measures for all modes of the regional transportation system.

Policy TSSER 2.1. Consider safety features when planning new transportation projects, such as lighting and fencing, that would improve safety and security of travelers.

Policy TSSER 2.2. Consider new technologies to improve security, such as on-board security equipment for transit and changeable message signs for roads and highways.

Policy TSSER 2.3. Continue to support and assist local agencies' development and implementation of Local Road Safety/Action Plans, ensuring eligibility for various Federal and State grant programs.

Policy TSSER 2.4. Advocate for, and seek funding to build new emergency evacuation routes, and improve/harden secondary evacuation routes.

**Objective TSSER 3:** Encourage use of the Safe Systems Approach (SSA) when planning new transportation facilities and addressing existing safety concerns.

Policy TSSER 3.1. Consider these SSA principles when planning projects:

- Death/serious injury is unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is reactive and proactive
- Redundancy is crucial

Policy TSSER 3.2. Encourage addressing safety issues through multiple SSA elements, including:

- Safe road users
- Safe vehicles
- Safe speeds
- Post crash care

## STATE HIGHWAY SYSTEM (SH)

**Goal:** Provide safe, efficient transportation for regional and interregional traffic while maintaining quality of life for residents of the county.

**Objective SH 1:** Provide timely improvements to the Principal Arterial (major highway) system consistent with statewide needs and regional priorities.

Policy SH 1.1. Identify improvements to the major corridors consistent with route concepts and Corridor System Management Plans and other regional and community plans.

Policy SH 1.2. Seek funding for priority improvements identified on major corridors and interregional routes, including the consideration of Regional Improvement Program (RIP) programming and pursuit of other State and Federal funding sources.

Policy SH 1.3. Identify, prioritize, and seek funding for access improvements (interchanges & intersections) to the Principal Arterial System.

Policy SH 1.4. Consider funding participation in staged widening of two-lane segments of U. S. 101 south of Ukiah.

**Objective SH 2:** Provide a system of Minor Arterial Highways consistent with statewide needs and local priorities.

Policy SH 2.1. Encourage State funding for maintenance of Minor Arterial Highway segments within the County.

Policy SH 2.2. Coordinate with Caltrans to identify and program needed operational and safety improvements.

Policy SH 2.3. Consider local funding partnerships to correct safety concerns as appropriate.

**Objective SH 3:** Provide safe traveling conditions on all State Highways within Mendocino County.

Policy SH 3.1. Prioritize projects that correct safety issues (particularly in locations with high accident rates) for support and funding consideration.

Policy SH 3.2. Continue to implement and maintain a system of motorist aid call boxes consistent with the Call Box Implementation Plan per MCOG's role as the Service Authority for Freeway Emergencies (SAFE) for Mendocino County.

**Objective SH 4:** Provide for efficient, free-flowing travel on all State Highways in Mendocino County.

Policy SH 4.1. Maintain a minimum Level of Service C on rural segments of the Principal Arterial System and a minimum Level of Service of D in "urbanized" areas as measured by the current Highway Capacity Manual.

Policy SH 4.2. Maintain a minimum Level of Service D on the "main line" at all interchanges and at-grade crossings on the state Highway System.

Policy SH 4.3. Consider a lower standard for Level of Service along segments of State Routes that serve as "Main Street" through communities.

**Objective SH 5:** Balance the needs for transportation improvements with quality of life for residents of and visitors to the region.

Policy SH 5.1. Consider context sensitive solutions when planning and designing highway improvements, particularly in communities where a State highway serves as "Main Street."

Policy SH 5.2. Consider "complete streets" strategies when planning major corridor improvements that include the needs of bicyclists, pedestrians, and transit users.

Policy SH 5.3. Pursue multiple funding sources (State Transportation Improvement Program - STIP, Active Transportation Program - ATP, State Highway Operation Protection Program - SHOPP) on corridor projects to fund multi-modal aspects of the project.

## **LOCAL STREETS & ROADS (LSR)**

**Goal:** Provide a safe and efficient transportation network, connecting local community roads and major transportation corridors and meeting the transportation needs of the communities served by these facilities.

**Objective LSR 1:** Identify and prioritize capital improvements to the regional road system.

Policy LSR 1.1. Conduct planning activities to identify critical, high priority improvements.

Policy LSR 1.2. Seek funding for needed improvements, including consideration of RIP funding and other state and federal grant sources.

Policy LSR 1.3. Prioritize improvements to principal local roadways, particularly those providing primary access to communities, those that connect to the State Highway system, or those that relieve the impact on the State Highway system.

Policy LSR 1.4. Support local agency efforts to construct new facilities that improve connection and circulation for all modes.

**Objective LSR 2:** Balance the need for safety and operational improvements with the need for maintenance of the existing system.

Policy LSR 2.1. Maintain a Pavement Management Program to analyze and determine the best use for funds available for pavement maintenance and rehabilitation.

Policy LSR 2.2. Assist local agencies in identifying, prioritizing, and funding safety improvements on local streets and roads systems, including projects identified in Local Road Safety/Action Plans.

Policy LSR 2.3. Seek reliable funding sources for ongoing maintenance and rehabilitation efforts in order to protect investment in existing system.

Policy LSR 2.4. Consider “fix-it-first” projects when considering funding sources that are appropriate for maintenance and rehabilitation of the existing system, such as SB 1 funding.

**Objective LSR 3:** Support timely delivery of projects on local streets and roads systems.

Policy LSR 3.1. Provide local agencies with tools and technology to analyze impacts of transportation projects on network.

Policy LSR 3.2. Conduct transportation planning projects that prepare local and state agencies to deliver projects.

## **ACTIVE TRANSPORTATION (AT)**

The Active Transportation System element of this RTP/ATP, along with these goals policies and objectives, also serves as the region’s Active Transportation Plan. Some of the goals from that plan fall under the Complete Streets section of goals and policies, and are therefore listed in that section.

**Goal:** Provide a safe and usable network of bicycle and pedestrian facilities throughout the region as a means to lessen dependence on vehicular travel and improve the health of Mendocino County’s residents through increased walking and biking.

**Objective AT 1:** Maximize funding opportunities for local agencies to develop and construct bicycle and pedestrian facilities.

Policy AT 1.1. Update the regional Active Transportation Plan on a timely basis to ensure local agency eligibility for Active Transportation Program funds and other grant programs.

Policy AT 1.2. Provide support to local agencies in pursuing grant funding such as Active Transportation Program funding for needed improvements.

Policy AT 1.3. Continue to reserve and allocate 2% of Local Transportation Funds for bicycle and pedestrian projects.

Policy AT 1.4. Consider RIP funding for priority active transportation projects.

**Objective AT 2:** Provide a non-motorized transportation network that offers a feasible alternative to vehicular travel.

Policy AT 2.1. Prioritize improvements providing access to schools, employment, and other critical services.

Policy AT 2.2. Prioritize projects that link to an existing facility or provide connectivity, including first mile and last mile connections to transit.

Policy AT 2.3. Fund planning activities in MCOG’s annual Overall Work Program to identify priority improvements for commute purposes, such as safe routes to schools plans.

Policy AT 2.4. Consider the addition/improvement of bicycle and pedestrian facilities when planning and implementing local street and road improvements.

Policy AT 2.5. Encourage implementation of identified priority projects, such as projects from the “Pedestrian Needs Assessment & Engineered Feasibility Study” and segments of the Great Redwood Trail.

Policy AT 2.6. Maximize use of the non-motorized transportation facilities through support of and participation in non-infrastructure activities that increase awareness of and encourage use of these facilities.

**Objective AT 3:** Improve property value and strengthen local economies through more accessible commercial and residential areas.

Policy AT 3.1. Encourage the addition of pedestrian and bicycle improvements in local business areas and existing residential areas.

**Objective AT 4:** Provide context sensitive facilities.

Policy AT 4.1. Encourage flexibility of design standards in order to allow facilities in very rural or built-out areas.

Policy AT 4.2. Work with State or Federal agencies to allow design exceptions when needed.

**Objective AT 5:** Maximize investment in non-motorized transportation facilities through maintenance. Maintain active transportation facilities in order to ensure their continued use and availability.

Policy AT 5.1. Each local agency shall be responsible for conducting the maintenance of active transportation facilities within their jurisdiction, unless an alternative agreement exists. A variety of funding sources should be considered for maintenance activities.

Policy AT 5.2. If appropriate, local agencies may enter into maintenance agreements with other agencies or organizations for continued maintenance of active transportation facilities.

## **TRANSIT (T)**

The Mendocino Transit Authority (MTA) is the Consolidated Transit Service Agency (CTSA) for Mendocino County and provides the majority of transit services throughout the county, including support for paratransit services provided by non-profit organizations. Although MTA has its own board of directors which sets policies for the transit agency, MCOG does have an active role in transit. The following are MCOG’s goals, objectives and policies related to transit. MTA’s goals and policies may be found in their Short-Range Transit Development Plan.

**Goal:** Provide a coordinated and effective public transit system, which serves the needs of the citizens of Mendocino County, to the extent feasible.

**Objective T 1:** Fund public transit services to the extent that there are demonstrated transit needs, existing service demonstrates good performance, and resources are available.

Policy T 1.1. Conduct annual unmet transit needs process.

Policy T 1.2. Continue to maximize Transit Development Act funding for Mendocino Transit Authority and maintain a capital reserve fund.

Policy T 1.3. Pursue all available funding for transit operations and capital needs, including consideration of RIP funds for transit capital needs when appropriate, as well as acting as official grant applicant when appropriate.

Policy T 1.4. Continue funding the Local Transportation Funds (LTF) Reserve Fund to ensure transit continuity when LTF revenues fail to meet projections.

**Objective T 2:** Ensure that transit operates in an efficient and effective manner.

Policy T 2.1. Prepare coordinated transportation plans as required, identifying opportunities for coordination or consolidation in services.

Policy T 2.2. Fund and coordinate triennial performance audits and annual fiscal audits of MTA.

Policy T 2.3. Conduct annual meetings of the Transit Productivity Committee to review transit system performance and review/adjust performance standards.

Policy T 2.4. Consider the needs of the transit system (bus stops and bike/pedestrian access) when planning roadway improvements.

Policy T 2.5. Assist MTA in applying for Caltrans transportation planning grants to facilitate transit planning studies that lead to increased efficiency and operations.

Policy T 2.6. Support funding of transit planning studies in MCOG's annual Overall Work Program, as feasible.

**Objective T 3:** Support transit needs of seniors, the disabled, and low-income individuals.

Policy T 3.1. Coordinate annual grant programs such as FTA Section 5310 programs, and provide assistance to agencies, including senior centers providing transportation, in preparing applications as appropriate.

Policy T 3.2. Conduct meetings of the Social Services Transportation Advisory Committee (SSTAC) a minimum of once each year. Involve the SSTAC in transportation planning activities as appropriate.

Policy T 3.3. Provide support to transportation services provided by senior centers and similar organizations as appropriate.

**Objective T 4:** Provide mobility solutions in remote areas of the county not served by traditional transit.

Policy T 4.1. Consider alternatives to traditional transit, such as micro-transit or shared mobility services in remote rural areas not served by traditional transit service, as feasible.

**Objective T 5:** Support transit capital improvements that allow for continued services and encourage increased ridership.

Policy T 5.1. Support transit operator efforts to replace vehicles as needed, including fleet conversion to zero emission vehicles as feasible.

Policy T 5.2. Encourage implementation of transit passenger facility projects that improve the ridership experience, increase ridership, and provide for route, service and multi-modal connections, such as transit centers in urbanized areas.



## RAIL TRANSPORTATION (R)

**Goal:** Protect and support the highest and best use of railroad right-of-way in order to serve the public throughout Mendocino County.

**Objective R 1:** Encourage full use of railroad right of way with development of rail-with-trails and/or rail-to-trails projects, where feasible.

Policy R 1.1. Support efforts of the Great Redwood Trail Agency (GRTA) to plan, design, and implement rail-with-trails and/or rail-to-trails projects in Mendocino County, as appropriate.

**Objective R 2:** Improve economic vitality of the region through rail and rail-to-trail related tourism.

Policy R 2.1. Support coordination between the tourist industry and service providers to boost tourism-related revenues and enhance recreational opportunities.

Policy R 2.2. Support efforts to make repairs to the California Western Railroad infrastructure to enable their excursion rail services.

## AVIATION (A)

**Goal:** Provide a safe, efficient, and well-maintained system of airports that meet the aviation needs of Mendocino County residents, visitors, commerce, and emergency services.

**Objective A 1:** Ensure the long-term stability of the region's airports through resolution of land use issues.

Policy A 1.1. Encourage adoption and periodic update of Comprehensive Land Use Plans (CLUPs) for each airport.

**Objective A 2:** Improve air facilities and maintain each airport at an acceptable level of service and in good repair.

Policy A 2.1. Support airport facility owners in grant application processes and with communication/coordination with the Division of Aeronautics, the California Transportation Commission, and the Federal Aviation Administration (FAA), as appropriate.

## MARITIME (M)

**Goal:** Provide an adequate, well maintained, safe and efficient system of maritime facilities that meet the regional and interregional needs of commercial, recreational, and emergency services maritime vessels.

**Objective M 1:** Maintain and improve existing publicly owned maritime facilities.

Policy M 1.1. Support the identification and allocation of resources for maritime facilities at Noyo Harbor and Arena Cove.

Policy M 1.2. Consider projects that enhance economic viability of harbor facilities and strengthen local economies.

**Objective M 2:** Develop future maritime facilities based upon adopted master plans.

Policy M 2.1. Support the development of future maritime facilities that are based upon established needs, are financially viable, and are consistent with general plans.

**Objective M 3:** Provide adequate public access to maritime facilities.

Policy M 3.1. Support the maintenance and improvement of and long term planning for public and commercial access (streets/roads, bikeways, pedestrian facilities, and transit) to established maritime facilities.

## TRIBAL TRANSPORTATION (TT)

**Goal:** For Tribal residents within Mendocino County to have safe, effective, functional transportation systems, including streets, roads, pedestrian and bicycle facilities and transit.

**Objective TT 1:** Implement activities in a knowledgeable, sensitive manner respectful of tribal sovereignty.

Policy TT 1.1. Consult with and involve the tribes in the development of planning documents. Routinely, this applies to development of the Regional Transportation Plan, Active Transportation Plan, and the biennial State Transportation Improvement Program.

Policy TT 1.2. Provide the tribes with information regarding various Federal, State, and local transportation grant programs for which they may qualify.

Policy TT 1.3. Routinely transmit MCOG's policy and program recommendations, actions, and information having potential effects on the tribes' land or resources to the tribes.

**Objective TT 2:** Establish and maintain government-to-government relationships with the tribes in order to establish clear and open, ongoing communication between MCOG and the tribes.

Policy TT 2.1. Meet with the tribes to review the status of the government-to-government relationships and exchange information, as appropriate.

**Objective TT 3:** Provide a transportation network that safely and sufficiently provides access between tribal lands and their surrounding communities.

Policy TT 3.1. Coordinate with tribes to consider financial partnership on projects that serve tribal lands.

Policy TT 3.2. Coordinate with tribes and surrounding communities to identify safety concerns on the transportation network serving their areas.

**Objective TT 4:** Provide opportunities for tribes to have early input on regional transportation issues.

Policy TT 4.1. Include a standing agenda item on MCOG's Technical Advisory Committee (TAC) monthly agendas to receive tribal input on transportation issues.

Policy TT 4.2. Participate in bi-annual Caltrans/Tribal meetings and summits to stay apprised of tribal issues, and provide information on upcoming MCOG projects and programs.

## PUBLIC HEALTH & EQUITY (PHE)

**Goal:** Provide a multi-modal transportation system that offers mobility options and supports positive public health and equity for all residents.

**Objective PHE 1:** To encourage healthier lifestyles through increased walking and biking.

Policy PHE 1.1. Coordinate with health organizations to promote alternative forms of transportation.

Policy PHE 1.2. Support educational programs to promote increased walking and biking.

Policy PHE 1.3. Encourage provision of bicycle parking facilities in appropriate locations throughout the community.

Policy PHE 1.4. Encourage consideration of health and health equity in the design and prioritization of projects, and include transformative active transportation projects that support connected communities.

Policy PHE 1.5. Encourage and support improved connectivity and access to local parks, recreational trails, and facilities in support of healthy community and quality of life concepts.

**Objective PHE 2:** Encourage equity in providing transportation services and facilities.

Policy PHE 2.1. Prioritize transportation projects that ensure residents – regardless of income – have equitable access to vital services, employment, and educational opportunities.

Policy PHE 2.2. Consider transportation projects and planning efforts in under-served, geographically remote communities, in addition to more populated areas of the region.

## FINANCIAL POLICIES (F)

**Goal:** Provide proper stewardship of transportation resources and maximize the effectiveness of these resources to fulfill RTP goals and objectives.

**Objective F 1:** Maximize the effectiveness of transportation funding resources.

Policy F 1.1. Prioritize transportation projects which fulfill multiple RTP goals and objectives, when selecting or nominating projects for funding.

Policy F 1.2. Reserve a portion of funds made available through the Surface Transportation Program (or subsequent program adopted by Congress) for the purpose of partnering with local agencies and Caltrans to construct regional priority transportation projects.

Policy F 1.3. Direct Regional Improvement Program (RIP) funding in the State Transportation Improvement Program (STIP) to capital projects: (1) on State Highways, (2) on major local highways that connect to State Highways, (3) on major local highways that facilitate through traffic or otherwise relieve State Highways, or (4) on major local highways that serve communities not served by the State Highway system.

**Objective F 2:** Ensure planning and construction funds are awarded to projects with a plausible financing plan that will lead to timely construction of projects.

Policy F 2.1. Require funding plans to be submitted as a component of all applications for MCOG planning, project development, right-of-way, and construction funding. Funding plans

are to be commensurate with project complexity and are to ensure that regionally funded projects are feasible, fundable, and timely.

**Objective F 3:** Diversify funding sources for transportation projects.

Policy F 3.1. Encourage agencies to federalize transportation projects that are eligible for federal funds, if feasible.

Policy F 3.2. Prioritize projects within those agencies that have provided matching funds for a project, not limited to transportation funding.

Policy F 3.3. Assist local agencies in identifying and obtaining local funding sources such as transportation development fees and local transportation sales taxes.

Policy F 3.4. Encourage and assist local agencies in applying for state and federal grants, for planning and capital projects.

**Objective F 4:** Secure grant funding for local transportation planning projects and capital transportation projects from competitive, state, and federal sources.

Policy F 4.1. Conduct planning activities that promote capital grant eligibility, such as the Coordinated Public Transit - Human Services Transportation Plan, Active Transportation Plan, and Local Road Safety/Action Plans.

Policy F 4.2. Apply for planning and capital grants that support or enhance the region's multi-modal transportation system.

Policy F 4.3. Consider providing local grant match or sponsorship for local agencies' transportation planning or capital grant projects.

Policy F 4.4. Consider funding sources, such as the Surface Transportation Block Grant (STBG) program, for conducting project development activities, including environmental review and design, in order to have "construction ready" projects.

**Objective F 5:** Secure reliable, ongoing funding for systems preservation efforts on local streets, roads, and bridges in order to protect investment in existing system.

Policy F 5.1. Support and participate in statewide and regional efforts to examine the rehabilitation and maintenance needs of existing transportation networks.

Policy F 5.2. Continue to fund the periodic update of the Pavement Management Program (PMP) for local agencies, supporting effective use of agencies' limited rehabilitation funding.

Policy F 5.3. Pursue local funding options for maintenance and rehabilitation, such as a transportation sales tax for agencies that do not have such a tax.



# MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda #16d**  
Reports  
MCOG Meeting  
6/2/2025

## STAFF REPORT

**TITLE:** Summary of Meetings

**DATE PREPARED:** 5/27/2025

**SUBMITTED BY:** Jody Lowblad, 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
May 2	Northern Rural Energy Network (NREN) Residential Equity Breakout	Walker & Felice
May 6	NREN Training at RCEA in Eureka	Walker & Felice
May 6	Noyo Harbor Project Team Meeting	Barrett, Ellard & Christian
May 7	NREN Programs Meeting	Barrett, Walker & Felice
May 7	GMAC Meeting Regarding Gualala Downtown Project	Barrett
May 8	MCOG Overall Work Program Meeting w/Caltrans Rep.	Barrett & Pedrotti
May 8	NREN Residential Resource Acquisition Program Breakout Meeting	Walker & Felice
May 9	NREN Residential Equity Breakout	Walker & Felice
May 9	Rural Counties Task Force Meeting	Barrett, Orth & Christian
May 12	MCOG Planning Staff Meeting – Regional Transportation Plan (RTP)/Active Transportation Plan (ATP)	Barrett, Ellard, Sookne, Pedrotti & Christian
May 12	NREN Marking Breakout Meeting	Walker & Felice
May 12	NREN Executive Directors Catch-up Session	Barrett
May 14	RTPA Group Meeting	Barrett
May 14	Briefing on Climate Investments in Governor's 2025-26 State Budget	Orth
May 15	State Highway Safety Program (SHSP) Steering Committee Meeting	Barrett
May 15	NREN Residential Resource Acquisition Program Breakout Meeting	Walker & Felice
May 16	NREN Residential Equity Breakout	Walker & Felice
May 16	Voter Polling for Unincorporated Mendocino County - Consultant Selection	Barrett, Sookne & Ortega
May 19	NREN Governing Partners Meeting	Barrett, Orth, Walker & Felice
May 19	Social Services Transportation Advisory Council (SSTAC) Meeting	Barrett, Orth & Lowblad
May 20	MCOG Planning Staff Meeting –RTP / ATP	Barrett, Ellard, Sookne, Pedrotti & Christian
May 21	MCOG TAC Meeting	Barrett, Christian, Sookne, Pedrotti & Villa
May 21	NREN Home Assessment Report Meeting	Walker & Felice
May 21	NREN Programs Meeting	Walker & Felice
May 22	NREN Residential Resource Acquisition Program Breakout Meeting	Walker & Felice
May 22	NREN Marketing Subcommittee Meeting	Walker & Felice
May 23	NREN Residential Equity Breakout	Walker
May 28	North State ZEV Working Group	Orth (moderator)
May 28	NREN Governing Partners Meeting	Barrett, Walker & Felice
May 29	Redwood Region Rise Meeting	Barrett
May 29	NREN Residential Resource Acquisition Program Breakout Meeting	Walker & Felice
May 30	NREN Equity Breakout Meeting	Walker & 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 #16g**  
**Reports**  
**MCOG Meeting**  
**6/2/2025**

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**TITLE:** Northern Rural Energy Network (NREN) Update

**DATE PREPARED:** 05/22/25

**MEETING DATE:** 06/02/25

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**SUBMITTED BY:** Orion Walker, Energy Program Manager

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### BACKGROUND:

MCOG's NREN staff has continued to work with the other Governing Partner agencies on developing program implementation systems and rolling out the initial residential pilot program offerings. Staff is prepared to give a short presentation featuring the Energy Efficiency kits and outreach materials at this meeting. Highlights of recent activity are as follows:

- The Program Manager and Specialist traveled to Eureka on May 6<sup>th</sup> for training with the Lead Administrator, Redwood Coast Energy Authority (RCEA). Training focused on rebate program implementation logistics as well as regional collaboration strategies and marketing efforts.
- The regional website ([northernren.org](http://northernren.org)) continues to be updated and developed. Staff has determined that due to the overlapping service providers in Mendocino County (PG&E, Sonoma Clean Power, Ukiah Electric) a Mendocino specific landing page is needed to effectively guide clients to the appropriate program offerings. This website update is under development.
- RCEA as the Lead Administrator has completed and submitted their application to PG&E in order to receive customer data, which is needed to validate eligibility for NREN programs. This will allow RCEA to process program applications in the interim while staff proceeds through a similar application and review process with PG&E.
- Staff is refining and preparing to implement new IT/security and data handling policies which will be required as part of the PG&E review process.
- Free Energy Efficiency kits are available via the website for all PG&E, SCP, and Ukiah customers.
- The website features a "rebate finder" which allows customers to search available rebates by zip code. This feature is being refined and expanded to include a wide array of rebate and incentive programs.
- Staff is working with regional partners in preparing to conduct phone-based Home Energy Efficiency Assessments. Customers will receive a detailed report with customized recommendations based on the customer's home efficiency objectives.
- Staff is preparing to launch a county-wide marketing, outreach, and education campaign beginning in mid-June.
- The regional partners have contracted with Energy Resources Integration to conduct a needs assessment that will inform the design of commercial and non-residential programs. Their surveying and data gathering process will begin in June and conclude in October.

Public promotion and implementation of these initial residential program offerings will begin in June and ramp up through the summer and fall. Planning and development of additional programs is ongoing, in coordination with our regional partners.

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**ACTION REQUIRED:** No action required – information only.

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**ALTERNATIVES:** None.

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**RECOMMENDATION:** No action required – information only.