



MENDOCINO COUNCIL OF GOVERNMENTS

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NEPHELE BARRETT, EXECUTIVE DIRECTOR

Administration: Suite B
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AGENDA

Monday, April 6, 2026 at 1:30 p.m.

Primary Location:

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

Teleconference Locations:

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

General Public Teleconference:

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

Zoom Meeting ID: 891 6574 1146 Passcode: 420421
Audio Call-in Option: 1 (669) 900-6833 (in CA)

Attachments Posted

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

Additional Media

For live streaming and later viewing:

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

The Mendocino Council of Governments (MCOG) meets as the Board of Directors of:

Mendocino Regional Transportation Planning Agency (RTPA) and
Mendocino County Service Authority for Freeway Emergencies (SAFE)

NOTICE: Mendocino Council of Governments meets in person, in a hybrid format. Staff and a potential quorum meet in the Board of Supervisors chambers in Ukiah. Also, board members join remotely by teleconference (audio and video) from City Hall locations in Fort Bragg and Point Arena. Policy Advisory Committee member(s) usually join from Caltrans District 1 office in Eureka. The general public may join from any of these posted locations or by calling in to the teleconference.

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

- In advance of the meeting: comments may be sent by email to info@mendocinocog.org or by using the form at <https://www.mendocinocog.org/contact-us>, to be read aloud into the public record. Please submit by 10:00 a.m. on the meeting date to ensure comments are received timely, and include the agenda item number(s) addressed.
- During the meeting: make oral comments in person, or on the conference call by phone or video, when public comment is invited by the Chair.

Thanks to all for your interest and cooperation.

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

1. Call to Order and Roll Call
2. Assembly Bill 2449 Notifications and Considerations – *to receive and address requests from Board members to participate in the meeting from a non-posted location, subject to conditions set forth in AB 2449*
3. Regional Housing Needs Allocation
 - a. Adoption of Resolution No. M2026-__ Approving The Regional Housing Needs Allocation Methodology
 - b. Issuance of Draft Allocation
4. 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 February 2, 2026 Minutes
7. Approval of February 26, 2026 Executive Committee Minutes
8. Acceptance of 2024/25 MCOG Fiscal Audit
9. Adoption of Resolution No. M2026-__ Approving Addendum to the FY 2018/19 through 2021/22 Project List for the California State of Good Repair Program to Fund New Emergency Project & Ukiah Transit Center Project – *Mendocino Transit Authority*

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

10. 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

11. Adoption of Resolution No. M2026-__ Approving The 2026 Mendocino County Regional Transportation Plan (RTP) & Active Transportation Plan (ATP) – *Continued from March 2, 2026 (canceled meeting)*

RATIFY ACTION

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

REPORTS

13. Reports – Information – *No Action*
 - a. Caltrans District 1 – Projects Update and Information
 - b. Mendocino Transit Authority
 - c. Great Redwood Trail Agency
 - d. MCOG Staff – Summary of Meetings
 - e. MCOG Administration Staff
 - i. Draft FY 2026/27 Regional Transportation Planning Agency (RTPA) & COG Budget
 - ii. Miscellaneous
 - iii. Next Meeting Date – Monday, May 4, 2026 Budget Workshop
 - f. MCOG Planning Staff

- i. Draft 2026/27 Transportation Planning Overall Work Program (OWP)
- ii. Work Element 5 – Mendocino County Sea Level Rise Roadway Impact Study
- iii. Work Element 11 – Pavement Management Program (PMP) Update
- iv. Miscellaneous
- g. Northern Rural Energy Network (NREN) Staff
- h. MCOG Directors
- i. California Association of Councils of Governments (CALCOG) Delegates

ADJOURNMENT

14. Adjourn

AMERICANS WITH DISABILITIES ACT (ADA) and TRANSLATION REQUESTS

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

Las personas que requieren alojamiento especial, 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 3/31/2026

*Next Resolution Number: M2026-01





MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

Agenda #3
MCOG Meeting
4/6/2026

TITLE: Discussion and Possible Adoption of the
Regional Housing Needs Allocation Methodology

DATE PREPARED: 3/27/26

SUBMITTED BY: James Sookne, Program Manager

MEETING DATE: 4/6/26

BACKGROUND: The Regional Housing Needs Allocation (RHNA) process is used to develop a projection of additional housing units needed to accommodate projected household growth of all income levels for a set eight-year period (new cycle to cover 2027 to 2035). It began with the Department of Housing and Community Development (HCD) issuing a RHNA Determination to the regional Council of Governments (MCOG) on August 15, consisting of the projected number of new housing units needed throughout the region over that period. This number is developed based on a variety of factors including demographic projections and the propensity of population groups to form households.

The August 15 letter from HCD assigned the Mendocino County region a total allocation of 6,456 units for the new planning period, a roughly 250% increase in needed units from the previous RHNA planning period. In collaboration with regional community development officials, a letter of objection along with an alternative determination was sent to HCD citing regional demographics and characteristics, impacts of climate change, and the reliability of the data that HCD used to calculate some of the factors impacting the allocation. Unfortunately, HCD denied MCOG's appeal of the determination.

The next steps involve the allocation of units to individual jurisdictions. As part of that process, MCOG must develop and eventually approve a methodology for the allocation. According to statute, a public hearing is required during the methodology's development. Following the public hearing and outreach, the draft methodology is submitted to HCD to begin their 60-day review. A public hearing on the original draft methodology, which was essentially the same methodology that we've used for the last several cycles, was held at the October 6, 2025, Board meeting and subsequently submitted to HCD for review. MCOG received a letter from HCD on October 28, 2025, stating that MCOG's draft methodology was not acceptable.

MCOG worked with community development staff from the local jurisdictions to revise the draft methodology. The second iteration, one that we believed would address their concerns and is attached for reference, was submitted to HCD on December 4, 2025. This version went into more detail on which factors would be considered, included base calculations, and stated that some manual adjustments would be made during the allocation process. On January 8, 2026, MCOG received correspondence from HCD stating that they were unable to complete their review process until all manual adjustments were made. Staff again met with the Methodology Committee on January 23 to discuss further changes. A third iteration was submitted to HCD on February 10, 2026, officially starting HCD's 60-day review period.

State law notes that "it is the intent of the Legislature the draft allocation should be distributed before the completion of the update of the applicable regional transportation plan." Developed as part of the draft methodology, the proposed allocation would be as follows:

Categories	HCD Determination	Fort Bragg	Point Arena	Ukiah	Willits	Unincorporated
Acutely Low	533	44	5	92	26	366
Extremely Low	891	71	6	164	45	605
Very Low	677	53	5	127	36	456
Low	1,151	91	8	223	60	769
Moderate	648	52	3	131	35	427
Above Moderate	2,556	231	8	467	174	1,676
TOTAL	6,456	542	35	1,204	376	4,299

At this meeting, staff is asking the Board to take the following action: 1) adopt the methodology for the 2026 Mendocino County Regional Housing Needs Allocation and 2) issue the draft RHNA allocation to the local agencies. However, if HCD has not yet approved the draft RHNA methodology, adoption will need to be continued to the next meeting. A draft resolution adopting the methodology for the RHNA methodology has been prepared and is included with this report.

ACTION REQUIRED:

1. Discuss and consider adoption by resolution of the revised methodology for the 2026 Regional Housing Needs Allocation
2. Issuance of Draft RHNA Allocation

ALTERNATIVES: Continue adoption of the methodology of the 2026 Mendocino County Regional Housing Needs Allocation and issuance of the draft RHNA allocation to the May 4, 2026, MCOG Board meeting (if HCD approval of the draft RHNA methodology is not yet received).

RECOMMENDATION:

1. By resolution, adopt the methodology for the 2026 Mendocino County Regional Housing Needs Allocation.
2. Issue Draft RHNA Allocation

Mendocino Council of Governments
Regional Housing Needs Allocation
Cycle 7: 2027 – 2035
Draft Methodology



Introduction

Overview

The Regional Housing Needs Allocation (RHNA) is a state-required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. The process is split into three steps:

1. **Regional Determination:** The State Department of Housing and Community Development (HCD) provides each region with a Regional Determination of housing need, which includes a total number of units split into six income categories. Mendocino Council of Governments (MCOG) received the Final Regional Determination for Cycle 7 (2027 – 2035) on August 15, 2025.
2. **RHNA Methodology:** Council of Governments are responsible for developing a RHNA methodology for allocating the Regional Determination to each jurisdiction in the region. This methodology must further a series of State objectives.
3. **Housing Element Updates:** Each jurisdiction must then adopt a housing element that demonstrates, among other things, how the jurisdiction can accommodate its assigned RHNA number through its zoning. The state reviews each jurisdiction's housing element for compliance.

This document describes the Draft Methodology for Mendocino County's 2027 – 2035 RHNA Cycle 7. The Final Regional Determination for Mendocino County is 6,456 units and includes adjustments, as required by state law, for vacancy, overcrowding, cost-burden, replacement, homelessness, and units lost during a state of emergency.

State law requires the Mendocino Council of Governments (MCOG) to show how its methodology advances the five RHNA objectives, as described in Government Code (GC) Section 65584(d). Additionally, GC Section 65584.04(b)(1) requires that MCOG survey its member jurisdictions for information to inform development of the RHNA Methodology. To address this, MCOG formed a RHNA Methodology Committee comprised of community development representatives from the County of Mendocino and the cities of Fort Bragg, Point Arena, Ukiah, and Willits. Multiple committee meetings were held between September and November 2025 where the information regarding the factors listed in GC Section 65584.04(e) was discussed to help guide the development of the methodology. Furthermore, GC Section 65584.04(d) requires that MCOG conduct at least one public hearing to receive oral and written comments on the proposed methodology. MCOG held a public hearing on the first iteration of the draft methodology at the October 2025 Board meeting. Following substantial changes to the draft methodology, an additional public hearing was held at the February 2026 Board meeting. As part of the outreach process, MCOG sent the draft methodology to agencies (Redwood Coast Regional Center, Area Agency on Aging, etc.) that assist vulnerable populations with housing. The draft methodology was also posted on MCOG's website where it was accessible to all interested parties.

Implications of RHNA for Local Governments

California requires that all governments (cities and counties) adequately plan to meet the housing needs of everyone in the community. The RHNA quantifies the need for housing at all income levels and informs local land use planning in addressing existing and future housing needs resulting from population, employment, and household growth. As such, in addition to the total overall housing need number of 6,456 units, the Final RHNA Determination includes units required to meet housing needs across six income categories which are

defined in terms of local area median household income (AMHI). These housing needs by income level are found in Table 1.

Table 1 Final HCD RHNA Determination for MCOG

Income Category	Income Limits of AMHI	Percent	Housing Unit Need
Acutely Low	<15%	8.3%	533
Extremely Low	15% - 30%	13.8%	891
Very Low	30% - 50%	10.5%	677
Low	50% - 80%	17.8%	1,151
Moderate	80% - 120%	10.0%	648
Above Moderate	<120%	39.6%	2,556
Total		100.0%	6,456

Base RHNA Calculation

The initial step in the development of the RHNA methodology was to determine each jurisdiction’s total base RHNA allocation, broken down by income category. The first step in doing this was to determine the percentage of the county’s population within each jurisdiction using the 2025 Department of Finance Population Estimates found in HCD’s Regional Housing Need Allocation Workbook. Table 2 below shows the percentage distribution of population between the four incorporated cities and the unincorporated County as a percentage of the total population.

Table 2 Regional Population Distribution

2025 Dept. of Finance Population Estimates		
Jurisdiction	Pop.	% of Pop.
Fort Bragg	7,187	8.00%
Point Arena	452	0.50%
Ukiah	16,325	18.17%
Willits	4,838	5.39%
Unincorporated	61,025	67.94%
Total	89,827	

The percentages found in Table 2 were then multiplied across the units for each income level identified in Table 1 to determine each jurisdiction’s initial total RHNA allocation, broken down by income category. Table 3 below shows each jurisdiction's base allocation of units.

Table 3 Base RHNA Allocation Based on Population Distribution

Categories	HCD Determination	Fort Bragg	Point Arena	Ukiah	Willits	Unincorporated
Acutely Low	533	43	3	97	29	362
Extremely Low	891	71	4	162	48	605
Very Low	677	54	3	123	36	460
Low	1151	92	6	209	62	782
Moderate	648	52	3	118	35	440
Above Moderate	2556	205	13	465	138	1,736
TOTAL	6,456	517	32	1,173	348	4,386

Allocation Adjustment Factors

The RHNA methodology is designed to advance each of the statutory objectives. The first two objectives are intrinsically addressed through the assignment of units for each income category during the base RHNA calculations. The remaining objectives will be addressed through various adjustment factors approved by the Methodology Committee.

Median Household Income Adjustment

Following the base RHNA calculation, an adjustment factor was added based on the jurisdictions' percentage of Median Household Incomes (MHIs) in each income category compared to regional averages. Multiple jurisdictions were found to have disproportionate shares of units across the income categories. Table 4 shows the income level distribution across the income categories for each city and the unincorporated area of the county compared to the region. Table 5 highlights the difference between the jurisdictions compared to the region.

Table 4 Median Household Income Distribution

	Fort Bragg	Point Arena	Ukiah	Willits	Unincorporated County	County Total
Categories	%	%	%	%	%	%
Acutely Low	6.7%	3.4%	13.2%	11.9%	6.9%	8.3%
Extremely Low	16.8%	15.0%	12.5%	19.5%	13.3%	13.8%
Very Low	15.2%	10.7%	7.2%	7.3%	11.0%	10.5%
Low	21.6%	13.9%	17.6%	21.9%	17.1%	17.8%
Moderate	11.1%	3.2%	10.1%	12.0%	9.8%	10.0%
Above Moderate	28.5%	53.9%	39.5%	27.4%	41.9%	39.6%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 5 Median Household Income Comparison

Categories	Fort Bragg	Point Arena	Ukiah	Willits	Unincorporated
Acutely Low	-1.5%	-4.8%	4.9%	3.7%	-1.3%
Extremely Low	3.0%	1.2%	-1.3%	5.7%	-0.5%
Very Low	4.7%	0.2%	-3.3%	-3.2%	0.5%
Low	3.7%	-4.0%	-0.3%	4.0%	-0.7%
Moderate	1.1%	-6.9%	0.0%	2.0%	-0.2%
Above Moderate	-11.0%	14.3%	-0.1%	-12.2%	2.3%

The resulting percentage adjustments found in Table 5 were added to the base RHNA allocations as a means of balancing the current shares by income category within each jurisdiction.

Overcrowding and Cost Burden Adjustments

The Methodology Committee discussed overcrowding and cost burden data for the region provided by HCD in the Regional Housing Need Allocation Workbook. Similar to the regional averages and jurisdictional deviations for the MHI adjustments above, Table 6 shows the "overcrowding" and "cost burden" percentages for each jurisdiction that were identified by HCD and compared to the region as a whole.

Table 6 Additional Adjustment Factors

Categories	Fort Bragg	Point Arena	Ukiah	Willits	Unincorporated
Overcrowding	2.2%	0.4%	-2.2%	7.2%	-0.3%
Cost Burden	10.0%	-0.1%	2.2%	9.6%	-2.8%

The percentages for each jurisdiction found in Table 6 were then multiplied across the corresponding jurisdiction’s MHI percentages for the income categories found in Table 4, allowing for the adjustment factors to be distributed across the six income categories.

Table 7 Overcrowding Adjustment Factors

Categories	Fort Bragg	Point Arena	Ukiah	Willits	Unincorporated
Acutely Low	0.1%	0.0%	-0.3%	0.9%	0.0%
Extremely Low	0.4%	0.1%	-0.3%	1.4%	0.0%
Very Low	0.3%	0.0%	-0.2%	0.5%	0.0%
Low	0.5%	0.1%	-0.4%	1.6%	-0.1%
Moderate	0.2%	0.0%	-0.2%	0.9%	0.0%
Above Moderate	0.6%	0.2%	-0.9%	2.0%	-0.1%

Table 8 Cost Burden Adjustment Factors

Categories	Fort Bragg	Point Arena	Ukiah	Willits	Unincorporated
Acutely Low	0.7%	0.0%	0.3%	1.1%	-0.2%
Extremely Low	1.7%	0.0%	0.3%	1.9%	-0.4%
Very Low	1.5%	0.0%	0.2%	0.7%	-0.3%
Low	2.2%	0.0%	0.4%	2.1%	-0.5%
Moderate	1.1%	0.0%	0.2%	1.2%	-0.3%
Above Moderate	2.9%	-0.1%	0.9%	2.6%	-1.2%

Overcrowding and Cost Burden metrics can both be used as measures of affordability. An increase in the housing supply as well as a healthy mix of housing types can work to alleviate these dual barriers, addressing Objective 1 in GC Section 65584(d), as well as factors discussed under GC Section 65584.04(e)(6) and (7).

The table below shows RHNA allocation after the MHI, overcrowding, and cost burden adjustment factors have been applied.

Table 9 RHNA allocation with MHI, Overcrowding, and Cost Burden Adjustment Factors applied

Categories	HCD Determination	Fort Bragg	Point Arena	Ukiah	Willits	Unincorporated
Acutely Low	533	44	3	92	28	366
Extremely Low	891	71	4	164	47	606
Very Low	677	53	3	127	38	456
Low	1151	91	6	210	62	783
Moderate	648	52	3	118	35	440
Above Moderate	2556	234	11	465	161	1,674
TOTAL	6,456	545	30	1,176	371	4,325

Manual Adjustments

Following discussion of the aforementioned adjustment factors, the Methodology Committee discussed applying manual adjustments to account for: the Western Hills Annexation, targeted adjustments based on the jurisdictions’ Neighborhood Opportunity scores, availability and preservation of land, and to account for rounding errors.

The Western Hills Annexation between the County and City of Ukiah transferred 14 low-income and 13 moderate-income units from the County to the City.

Table 10 RHNA allocation with manual adjustment for Western Hill Annexation

Categories	HCD Determination	Fort Bragg	Point Arena	Ukiah	Willits	Unincorporated
Acutely Low	533	44	3	92	28	366
Extremely Low	891	71	4	164	47	606
Very Low	677	53	3	127	38	456
Low	1,151	91	6	224	62	769
Moderate	648	52	3	131	35	427
Above Moderate	2,556	234	11	465	161	1,674
TOTAL	6,456	545	30	1,203	371	4,298

Measurements of educational, economic, and environmental “opportunities” are provided in the 2025 Opportunity Map (CTAC/HCD), which identifies Census Block Groups with higher or lower resources associated with positive economic, educational, and health outcomes for low-income families, particularly long-term outcomes for children.

The average “Neighborhood Opportunity” scores among the five jurisdictions, as seen in the table below, range from 3.7 to 7.0.

Table 11 Neighborhood Opportunity scores

	Fort Bragg	Point Arena	Ukiah	Willits	Unincorporated County	County Average
Score	5.29	7.00	5.00	3.67	4.76	4.84

The cities of Fort Bragg and Ukiah and the unincorporated county have scores within 10 percent of the county average, while the cities of Point Arena and Willits have scores approximately 44 percent higher and 24 percent lower than the county average, respectively. Based on these scores, the Methodology Committee was comfortable making manual adjustments to accommodate more acutely low, extremely low, very low, and low units in the City of Point Arena relative to the City of Willits, where opportunity resources are more limited, and an adjustment to accommodate more above moderate units to the City of Willits, . This targeted adjustment aligns with and advances the State’s Affirmatively Furthering Fair Housing (AFFH) objectives by directing more lower-income capacity toward higher opportunity neighborhoods, while avoiding unjustified concentration in lower-opportunity areas.

Table 12 RHNA allocation including adjustments for Western Hills Annexation & Neighborhood Opportunity scores

Categories	HCD Determination	Fort Bragg	Point Arena	Ukiah	Willits	Unincorporated
Acutely Low	533	44	5	92	26	366
Extremely Low	891	71	6	164	45	606
Very Low	677	53	5	127	36	456
Low	1,151	91	8	224	60	769
Moderate	648	52	3	131	35	427
Above Moderate	2,556	229	8	465	169	1,674
TOTAL	6,456	540	35	1,203	371	4,298

The final manual adjustment that was applied was to account for rounding errors that arose during the process. Applying the allocation adjustment factors described above led to one additional extremely low unit, one additional low unit, and a deficit of 11 above moderate units. The extremely low unit was deducted from the unincorporated County, and the low unit was subtracted from Ukiah’s total. The additional 11 above moderate units were distributed across four of the jurisdictions, with two each going to Fort Bragg, Ukiah, and the unincorporated County, and five to Willits. The adjustments to account for rounding were made in an effort to balance the above moderate units while trying to adhere to GC Section 65584(d)(1) as best as possible. The table below shows the allocation of units for each jurisdiction after all adjustment factors, both formula and manual, have been applied.

Table 13 RHNA allocation including all adjustment factors

Categories	HCD Determination	Fort Bragg	Point Arena	Ukiah	Willits	Unincorporated
Acutely Low	533	44	5	92	26	366
Extremely Low	891	71	6	164	45	605
Very Low	677	53	5	127	36	456
Low	1,151	91	8	223	60	769
Moderate	648	52	3	131	35	427
Above Moderate	2,556	231	8	467	174	1,676
TOTAL	6,456	542	35	1,204	376	4,299

Consistency with State Housing Law

Pursuant to GC Section 65584.04(b), the methodology discussed herein is the product of multiple meetings of the Methodology Committee and incorporates information to demonstrate compliance with State statutes, objectives identified in GC Section 65584(d), and goals with respect to housing policy.

RHNA Objectives

As previously mentioned, state law requires MCOG to show how its methodology advances the five RHNA objectives, as described in GC Section 65584(d). The objectives listed below include a brief discussion of how they have been addressed within the methodology:

Objective 1. Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties in the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low income households. The regional housing needs allocation plan shall allocate units from extremely low- and acutely low income households in a manner that is roughly proportional to, and within a range of 3 percent of, the housing need for very low income households.

As previously discussed, the methodology includes several adjustment factors designed to consider equitable distribution of units for various income specific categories. For instance, data on the median household income (MHI) of existing units will be used to adjust the final allocation in order to bring local housing markets into balance with respect to the six income categories. Additionally, jurisdictional deviation above or below average Overcrowding or Cost Burden factors will also be used to level the playing field.

Objective 2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region’s greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.

Equity, efficiency, and environmental considerations were included in developing the methodology by considering “opportunity” scores in the final allocation. Based on the 2025 Opportunity Mapping Tool, the cities of Fort Bragg and Ukiah and the unincorporated County have roughly the same amount of general amenities (e.g., services, educational opportunities, etc.) and have opportunity scores within 10 percent of the County average. However, Point Arena had a significantly higher score, and Willits had a significantly lower score, when compared to the county average. Manual adjustments to the acutely low, extremely low, very low-, and low-income units from Willits to Point Arena will be applied at the end of the process to help with socioeconomic equity. Conversely, Willits is seeking a larger share of above moderate accommodations so that higher skilled, better paid professionals may be able to locate within the city, shortening commute times and reducing vehicle miles traveled or greenhouse gas (GHG) emissions related impacts.

Objective 3. Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.

Similar to the discussion under Objective 2 above, the methodology includes efforts to balance jobs and housing within the region. As noted earlier, the jurisdiction with the highest “neighborhood opportunity” score in the 2025 Opportunity Mapping Tool was Point Arena. Their accommodation of higher shares of lower income household units helps to advance this objective. Furthering this objective is the transfer of low-income household units from the County to the City of Ukiah as part of the Western Hills Annexation. This transfer helps improve the balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers within the City of Ukiah.

Objective 4. Allocating a lower proportion of housing need to an income category when a jurisdiction already has a high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.

Based on data from HCD, the median household income levels for existing households in each jurisdiction were analyzed, finding the cities of Fort Bragg and Willits to hold smaller shares of above-moderate units and disproportionately large percentages of acutely low, extremely low, very-low, and low-income units. The methodology supports this objective by aiming to correct the imbalances, where deemed appropriate.

Objective 5. Affirmatively furthering fair housing (AFFH). Per GC Section 65584(e), this means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.

The 2025 Opportunity Mapping Tool discussed within this methodology was used to evaluate “disparities in housing needs and in access to opportunity” for all residents of the region, regardless of race or ethnicity, in an effort to equalize the allocation of income tiered units among the jurisdictions. The intention is to incorporate AFFH concepts into its overall distribution.

RHNA Factors for Consideration

Government Code Section 65584.04(e) requires that MCOG, to the extent that sufficient data is available from the local jurisdictions, consider 13 factors when developing the allocation methodology for regional housing needs. The following list provides a summary of these considerations based on information received from the region’s five jurisdictions:

1. Relationship between existing and projected jobs and housing affordability.

Specific data on local “jobs/housing affordability” was not available for the region as a whole or for the individual jurisdictions. This was discussed by the Methodology Committee and they chose to look at other factors in determining the final allocation.

2. Constraints due to the availability of sewer, water, developable land, land preservation policies, and impacts caused by climate change.

Data was not available, nor provided by local community development agencies with respect to constraints based on infrastructure availability or development policy. Given the proposed distribution of units from factors that were used, the Methodology Committee did not feel these to be significant obstacles to overcome in determining the final allocation.

3. Distribution of household growth as a means of maximizing public transportation or existing transportation infrastructure.

Infill development is emphasized in policy language found within the current housing elements of the region’s jurisdictions and will continue to be a consideration when determining residential zoning objectives within each jurisdiction. However, growth rates overall are expected to remain relatively flat over the next decade, and the existing transportation infrastructure will be able to accommodate housing production scenarios over this span. As such, the Methodology Committee didn’t consider this to be a significant factor in determining the allocation of units.

4. Agreements between jurisdictions directing growth toward incorporated areas and away from areas used for agricultural purposes.

While no official growth boundary agreements exist between jurisdictions, policies within current housing elements contain language directing growth inward, towards established communities and away from agricultural or rural areas.

5. Loss of units contained in assisted housing developments.

Data was not readily available, and the Methodology Committee did not consider this a significant factor in determining the allocation of housing units.

6. Housing cost burden at each relevant income level.

While information was not readily available from the local jurisdictions with respect to housing cost burden, data used by HCD to calculate the initial housing needs of the region found this to be a

significant factor in their overall assessment. Relative cost burdens for homeowners and renters were considered by the Methodology Committee, and adjustments will be made to the number of housing units assigned to the five jurisdictions and distributed across the six income categories.

7. Rate of overcrowding

Similar to cost burden factors, relative rates of overcrowding were considered by the Methodology Committee, and adjustments will be made to the number of housing units assigned to the five jurisdictions and distributed across the six income categories.

8. Housing needs of farmworkers.

Data was not readily available on the housing needs of farmworkers, and the Methodology Committee did not consider this to be a significant factor in determining the allocation of housing units.

9. Housing needs of college students at private schools, state schools, or universities.

Mendocino College is largely considered to be a “commuter” school, and the student population is not expected to have a large impact on housing needs within the region. Therefore, the Methodology Committee didn’t consider this to be a significant factor in determining the allocation of units.

10. Housing needs of individuals and families experiencing homelessness

Data was not readily available, and the Methodology Committee did not consider this a significant factor in determining the allocation of housing units.

11. Loss of units during a state emergency during the previous (current) planning period that have yet to be rebuilt.

Data was not readily available, and the Methodology Committee did not consider this a significant factor in determining the allocation of housing units.

12. Consideration of the region’s greenhouse gas emission targets.

Greenhouse gas emissions aren’t expected to reach a level of significance in the Mendocino County given the relatively flat growth rates and smaller existing population numbers. As such, the Methodology Committee didn’t consider this to be a significant factor in determining the allocation of units.

13. Other factors adopted by MCOG

No other policy factors have been adopted by MCOG with respect to housing needs allocation.

MENDOCINO COUNCIL OF GOVERNMENTS

BOARD OF DIRECTORS

RESOLUTION NO. M2026 - _____

ADOPTING THE METHODOLOGY FOR THE 2026 MENDOCINO COUNTY REGIONAL HOUSING NEEDS ALLOCATION

WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County;
- The State of California has determined that the RTPA is the appropriate agency to conduct the Regional Housing Needs Allocation Process;
- MCOG is required to adopt a methodology to be used in development of the Regional Housing Needs Allocation;
- MCOG staff met with a RHNA Methodology Committee made up of local agency community development officials on September 4, November 25, January 23, and February 2, to formulate and/or revise a workable draft methodology;
- MCOG released a draft RHNA Methodology to local agencies on September 22, 2025, with subsequent revisions released on December 5, 2025, and February 10, 2026;
- MCOG had an extended public comment period and held noticed public hearings on the RHNA Methodology on October 6, 2025, and February 2, 2026;
- MCOG distributed the draft methodology to local agencies and community-based organizations who work with underserved populations;
- Local agencies had the opportunity to provide comment on the draft Methodology, which have now been incorporated into a final document;

- The RHNA Methodology will result in a draft allocation of housing units as follows:

Categories	HCD Determination	Fort Bragg	Point Arena	Ukiah	Willits	Unincorporated
Acutely Low	533	44	5	92	26	366
Extremely Low	891	71	6	164	45	605
Very Low	677	53	5	127	36	456
Low	1,151	91	8	223	60	769
Moderate	648	52	3	131	35	427
Above Moderate	2,556	231	8	467	174	1,676
TOTAL	6,456	542	35	1,204	376	4,299

- Section 65584.05(a) of the California Government Code states that “It is the intent of the Legislature that the draft allocation should be distributed before the completion of the update of the applicable regional transportation plan.”; therefore, be it

RESOLVED THAT:

The Mendocino Council of Governments hereby adopts the Methodology to be used in the 2026 Mendocino County Regional Housing Needs Allocation.

ADOPTION OF THIS RESOLUTION was moved by Director _____, seconded by Director _____, and carried this 6th day of April, 2026, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

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

ATTEST: Nephele Barrett, Executive Director

Chair



MENDOCINO COUNCIL OF GOVERNMENTS

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NEPHELE BARRETT, EXECUTIVE DIRECTOR

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Transportation Planning: Suite G
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March 31, 2026

To MCOG Board of Directors
From: Michael Villa, Deputy Director/Fiscal Manager
Subject: Consent Calendar of April 6, 2026

The following items are recommended for approval/action

6. Approval of the February 2, 2026, Minutes – attached
7. Approval of the February 26, 2026, Executive Committee Minutes – attached
8. Acceptance of MCOG 2024/25 MCOG Fiscal Audit – MCOG received a clean and compliant audit as usual.
-Staff report and audit reports attached
9. Adoption of Resolution No. M2026- Approving Addendum to the FY 2018/19 through 2021/22 Project List for the California State of Good Repair Program to Fund New Emergency Project & Ukiah Transit Center Project – Mendocino Transit Authority
The remaining funds from the project list include a total of \$22,224. The New Emergency Project is a new HVAC system for MTA, totaling \$18,500. The remaining \$3,724 will be transferred to the Ukiah Transit Center Project.
- Staff report and resolution attached

MENDOCINO COUNCIL OF GOVERNMENTS

MINUTES

Monday, February 2, 2026

Primary Location:

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

Teleconference Locations:

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

General Public Teleconference by Zoom

1. Call to Order and Roll Call. The meeting was called to order at 1:30 p.m. with Directors present: John Haschak, Maureen Mulheren, Heather Criss, and Matthew Alaniz in Ukiah; Marcia Rafanan in Fort Bragg, Jeff Hansen in Point Arena; and Tatiana Ahlstrand for Caltrans/PAC in Eureka. Chair Haschak presiding.

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

Staff present by Zoom: Alexis Pedrotti, Project Manager; Lisa Davey-Bates, Transportation Planning Principal; and Hector Ortega, Regional Project Analyst.

Guests present by Zoom: Jacob King, MTA Executive Director

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. Election of Officers – Chair and Vice Chair. Director Haschak called for nominations and was nominated for Chair. With no further nominations, nominations were closed for the office of Chair. Upon motion by Director Mulheren second by Director Criss and carried unanimously on roll call vote (7 Ayes – Rafanan, Mulheren, Alaniz, Hansen, Criss, Ahlstrand/PAC, and Haschak; 0 Noes; 0 Abstaining): IT IS ORDERED that Chair Haschak is re-elected as Chair.

Nominations were opened for the office of Vice Chair, Director Carter was nominated. With no further nominations, nominations were closed for the office of Vice Chair. Upon motion by Chair Haschak, second by Director Mulheren and carried unanimously on roll call vote (7 Ayes – Rafanan, Mulheren, Alaniz, Hansen, Criss, Ahlstrand/PAC, and Haschak; 0 Noes; 0 Abstaining): IT IS ORDERED that Director Criss is elected as Vice Chair.

4. Public Hearing at 1:30 p.m. or as soon thereafter as possible: Regional Housing Needs Allocation (RHNA) Draft Methodology. James Sookne, Program Manager, summarized the RHNA process thus far. He reported that both the first and second draft of the methodology were not approved by the State Department of Housing and Community Development (HCD). He will work with the jurisdictions to revise a third draft. Although a public hearing was previously held, staff felt that it was appropriate to offer a second public hearing as a result of the revisions. Nephele Barrett, Executive Director, provided additional information on the approval process with HCD.

The Chair opened the hearing at 1:37 p.m. With no comments submitted by the public or the Board members, the hearing was closed at 1:38 p.m. No action was taken.

5. Convene as RTPA.**6. Recess as RTPA – Reconvene as Policy Advisory Committee.**

7 - 8. Consent Calendar. Upon motion by Criss, second by Alaniz, and carried unanimously on roll call vote (7 Ayes – Rafanan, Mulheren, Alaniz, Hansen, Criss, Ahlstrand/PAC and Haschak; 0 Noes; 0 Abstaining): IT IS ORDERED that consent items are approved.

7. Approval of December 1, 2025 Minutes – as written**8. Authorization to Release Fiscal Year 2026/27 Draft Transportation Planning Overall Work Program (OWP) for Review, Comment & Circulation.**

9. Public Expression. Steve Henderson (a.k.a. Gizmo) expressed gratitude to Caltrans for the continued safety efforts on the North State Street 101 on-ramp. He offered a suggestion to switch the off-ramp and on-ramp, rather than enlarging the bridge. Additionally, he noted safety concerns regarding the speed limit on the north-bound Highway 20 new bridge.

John Bower, a property owner in the Gualala Downtown Streetscape Project area, discussed concerns regarding parking availability as Caltrans moves forward with the Streetscape Project. He emphasized that lack of parking would affect local residents and businesses. He suggested a plan be put in place to ensure that local community members have access to parking and greater information about the project.

10 - 12. Regular Calendar.

10. Adoption of 2026 Mendocino County Transportation Plan (RTP) & Active Transportation Plan (ATP) – Continued from December 1, 2025 – To be continued to March 2, 2026. Mr. Sookne summarized the reasoning for continuation of the item. One of the Regional Housing Needs Allocation (RHNA) statutes states that the draft methodology must be adopted prior to the adoption of the RTP. The HCD did not approve of the draft methodology, causing a delay in the adoption of the RTP and ATP. Mr. Sookne summarized the changes that have been made to amend the previous draft, including moving the Garcia River Flooding Project from the long-term to short-term list, removing projects located outside of Mendocino County, listing additional funding sources, updating Active Transportation project details, and adding or enhancing language in several sections.

Ms. Barrett provided clarity on the inclusion of the Skunk Train in the RTP, explaining it is included for informational purposes. The RTP recognizes that it is an excursion service, and does not include a current action plan or associated funding. The Chair invited public comment.

In the chambers: Mr. Bower shared concerns about Gualala's lack of inclusion in much of Caltran's work down the south coast and in the plan, as well as insufficient representation within the community. He repeated his concerns from before regarding parking, and coastal development policies not being followed.

Steve Henderson (a.k.a. Gizmo) shared that a passenger rail could be considered as a potential evacuation plan.

Jared Soynila gave a testimony which was meant for the Unmet Needs Hearing, but mistakenly provided during the public expression. See full summary of testimony in Agenda #11.

On the teleconference: Peter McNamee referenced his Letter to the Editor published in Mendocino Voice which summarized his objections to the railways inclusion in the Transportation Plan. He shared community members' reactions to his letter, which outlined concerns about taxpayer funding being utilized for the Skunk Train.

Ms. Barrett then summarized public comments sent to the board. Kirk Vadepals asks that the board remove the Skunk Train from the Transportation Plan, and support the Attorney General's filing to rescind the Skunk Train's assertion that it is a freight and passenger rail system. Christine

Franks mentioned that the Skunk Train was determined to be a tourist attraction by the Public Utilities Commission. Because it is not public transport, it should not receive public funds. Jenny Sandberg mentioned that the service should not be included in the Transportation Plan because it provides entertainment, not transport. Sakina Bush expressed concerns with the inclusion of Mendocino Railway in the Transportation Plan because they are not providing public transportation, but rather entertainment, and therefore does not serve the needs of citizens. Jonathan Picol stated that the Skunk Train should not be considered anything other than an excursion train, and using eminent domain to take property and develop the headlands is a travesty. Tom McFadden urges MCOG to stop including Mendocino Railway and the Skunk Train in the RTP. Martin Sexton claimed that the Skunk Train is not a legitimate railroad and should not enjoy the luxury benefits that are granted to them, such as public funds to support private business. Evan Mills mentioned that Mendocino Railway is inappropriately capturing political and economic benefits as an ostensible provider of public transportation. Even if it could be justified as transportation, it is a highly cost-inefficient way to provide transportation. He urges MCOG to exclude it from the Transportation Plan, as doing so would divert taxpayer money. Carl Young asks MCOG to refrain from supporting the activities of Mendocino Railway and their attempts to get federal funds and land through eminent domain, and their efforts to stop the development of the Great Redwood Trail by posing as a legitimate railroad. Arif Thunan states that the Skunk Train is not public transportation and therefore should not receive public funds which could go towards fixing roads and other means of public transport. Laurel Krause mentions that the Skunk Train provides entertainment for tourists and does not serve the Fort Bragg community, thus should not be considered a public utility. Mendocino Railways has misled the courts, is a well-funded corporation that has received over \$21 million in tax dollars. She encourages MCOG to not condone the behaviors. Melissa Parks believes the Skunk Train should not be included in the transportation plan because it is a tourist attraction not a means of public transport. She has concerns about an abuse of federal funding, and the cost to other residents and businesses that are adjacent to the numerous railroad crossings, in time and money. She hopes Fort Bragg can regain some control over how the city develops and influence how federal funds are spent. Robert Ballard asks to remove the Skunk Train from the Transportation Plan. It is a tourist attraction and should not receive tax payer dollars. Liz Helenchild is in agreement with Peter McNamee's letter to the editor, and states that the skunk train is a tourist amusement. She notes the California Attorney General's appeal in the courts to overturn the Service Transportation Board's ruling that the Skunk Train is a federally authorized railroad. She asks that it be removed from the Transportation Plan. Nick Luko has concerns about the mill site and train issues, and the lack of transparency regarding the purchase of the mill site and cleanup of toxins. He mentioned concerns about the trains running past 10 pm on weekends, and the interruption in traffic on days the train doesn't run or runs with few riders. He believes that Mendocino Railway's benefit to the area is overstated. Leslie Luko asks that the Mendocino Railway not be included in the Transportation Plan. They do not provide public transportation, but rather are an excursion train for purposes of amusement. Sam Gitchell believes Mendocino Railway should not be considered a real railroad because they function only as an amusement ride, rather than move cargo. Carolyn James mentioned that Mendocino Railway is not a good steward for the local community and should not be included in the RTP. Annie Lee explained that the Skunk Train is not transportation but rather a tourist activity. She has concerns about the misappropriation of public funds for private property.

Director Mulheren mentioned that the Board of Supervisors received emails detailing public comments as well, and asked for clarity on the inclusion of the Skunk Train in the RTP.

Director Alaniz responded, mentioning the appellate court overturned a court case which stated that Mendocino Railway was not a public utility. Because of the ongoing legal action, he believes it should remain in the plan until there is greater clarity on its legal status. Additionally, he mentioned there was language within the RTP which indicates there is no financial support offered to Mendocino Railway.

Ms. Barrett clarified that language has been added to the RTP which acknowledges the ongoing legal proceedings which could change Mendocino Railway's status as a federally recognized railroad and public utility.

Dave Shpak then provided additional public comment on the teleconference, and mentioned inconsistencies, a lack of Appendix J and inadequate solutions to addressed problems.

Ms. Barrett responded, and informed the group that Appendix J is available online, and was not included in the Board packet since it went unchanged. Additionally, the inconsistencies presented by Mr. Shpak have been revised in the most recent draft.

Mr. McNamee left a comment in the teleconference chat which further addresses Mendocino Railway during Agenda #11 and was read aloud then. He mentioned that inclusion of Mendocino Railway in the RTP could demonstrate to federal officials a support of the train, even though there is no direct funding associated in the mention.

Ms. Barrett mentioned the item will return in March for adoption, pending HCD approval of the RHNA methodology.

11. Public Hearing: *Unmet Transit Needs for Fiscal Year 2026/27 – Including Social Services Transportation Advisory Council (SSTAC) Recommendations of November 13, 2025.* Ms. Barrett explained the background of the Unmet Transit Needs process. Each year, a list of unmet transit needs is created which consists of needs identified by the Social Services Transportation Advisory Council and public testimony heard at MTA meetings. If the finding is made that there are unmet transportation needs by the Board, the list is forwarded to MTA and the Social Services Transportation Advisory Council for further analysis. Ms. Barrett reported proper legal notice in Ukiah's newspaper of general circulation; proof of publication was included in the agenda packet.

The Chair opened the hearing at 2:30 p.m.

Jared Soinila, an employee at Lucky Deuce DUI/DDP, expressed concerns about the lack of viable, late-night transportation between Ukiah, Willits, Redwood Valley and Hopland. He suggested revenue collected from misdemeanor DUIs could be reinvested into a late night bus service to prevent drunk driving and life-threatening car crashes. As previously stated, Mr. Soinila gave his testimony during Agenda #10, but reaffirmed his testimony during the public hearing.

Mr. Henderson (a.k.a. Gizmo) suggested a public transit mall, as well as pull-out lanes for the bus stops, particularly mentioning the traffic caused by the Gobbi Street bus stop's lack of pull-out.

Eric Barker sent in a written public comment prior to the meeting, which was read by Ms. Barrett. He mentioned that there is only one trip Northbound on weekends from Santa Rosa to Ukiah, which creates a challenge meeting other transit times. He suggests that a bus trip be offered at night from Santa Rosa to Ukiah, following the expansion of Smart Train's nighttime services between Windsor and Larkspur.

As aforementioned, Mr. McNamee's digital comment, meant for Agenda #10, was read at this time.

Ms. Barrett provided definitions of the phrases "unmet transit needs" and "reasonable to meet" for the Board's consideration.

With no further testimony, the Chair closed the hearing at 2:40 p.m. Written comments received in accordance with the agenda notice will be posted online with the meeting attachments.

Upon motion by Criss, second by Mulheren, and carried unanimously on roll call vote (7 Ayes – Rafanan, Mulheren, Alaniz, Hansen, Criss, Ahlstrand/PAC, and Haschak; 0 Noes; 0 Abstaining): IT IS ORDERED that MCOG finds the testimony to include unmet needs, which will be added to the list and moved forward to Mendocino Transit Authority for analysis and for further review and recommendations by the Transit Productivity Committee and the Social Services Transportation Advisory Council.

12. Annual Committee Appointments. The staff report outlined procedures for making appointments. The following nominees were put forward by the Board.

- a. Executive Committee.
 - i. Chair Haschak
 - ii. Vice Chair Criss
 - iii. Director Rafanan
- b. Transit Productivity Committee.
 - i. Chair Haschak
 - ii. Vice Chair Criss
- c. California Association of Councils of Governments (CALCOG)
 - i. Vice Chair Criss
 - ii. Chair Haschak
- d. Ad Hoc Committee – Covelo SR 162 Corridor Multi-Purpose Trail Project
 - i. Staff recommends dissolving the ad hoc.

Upon motion by Alaniz, second by Criss, and carried unanimously on roll call vote (7 Ayes – Rafanan, Mulheren, Alaniz, Hansen, Criss, Ahlstrand/PAC and Haschak; 0 Noes; 0 Abstaining): IT IS ORDERED that committee appointments are approved, and the ad hoc is dissolved.

13. Recess as Policy Advisory Committee – Reconvene as RTPA – Ratify Action of Policy Advisory Committee. Upon motion by Criss, second by Rafanan, and carried unanimously on roll call vote (6 Ayes – Rafanan, Mulheren, Alaniz, Hansen, Criss, and Haschak; 0 Noes; 0 Abstaining): IT IS ORDERED that the actions taken by the Policy Advisory Committee are ratified by the MCOG Board of Directors.

14. Reports - Information

- a. Caltrans District 1 – Projects Update and Information. Director Ahlstrand reported on several funding opportunities, including the BUILD program and the Prop 4 Urban Greening Program. She provided updates on the District Transit Plans, the Corridor Management Plan for US 101, and a Draft Vulnerability and Risk Assessment Statewide Summary Report in development. She referenced the Caltrans Milestone Report Package included in the agenda package, which includes a linked communication form for those who are interested in being more involved in Caltrans projects.
- b. Mendocino Transit Authority. Executive Director Jacob King reported that MTA will be receiving and taking delivery of six new buses: three 35-foot electric buses, and three 26-foot shuttle-style electric buses.
- c. Great Redwood Trail Agency. Director Haschak reported that a meeting was held last week in which the Draft Master Plan was discussed and will return in March. A special meeting will be held in February to address an appendix regarding environmental review.
- d. MCOG Staff - Summary of Meetings. Ms. Barrett referred to the written staff report.
- e. MCOG Administration Staff
 - i. *Voter Opinion Polling & Assessment for Unincorporated Mendocino County.* Michael Villa, Project Coordinator, summarized the results of a voter opinion polling effort conducted by FM3 for a transportation sales tax measure in the unincorporated areas of Mendocino County which were previously presented at the December MCOG meeting. Findings showed around 67% were either “yes” or “leaning towards yes” for the measure.

- The survey will be presented at a March County Board of Supervisors meeting, and a tracking survey may be conducted over the summer.
- ii. *Miscellaneous*. None.
 - iii. *Next Meeting Date*. Monday, March 2/April 6, 2026.
- f. MCOG Planning Staff
- i. *Work Element 5 – Mendocino County Sea Level Rise Roadway Impact Study*. Hector Ortega, Regional Project Analyst, reported that a survey has been distributed, which is providing early insights into community priorities. Workshops will follow the survey. The consultant team is aiming to compile engagement results by the end of the first quarter of 2026, and determine five priority sites that will be subject to further study.
 - ii. *Sustainable Transportation Planning Grant Application Submitted to Caltrans*. Mr. Sookne reported MCOG submitted an application for a corridor feasibility study in the Willits community; he described locations of certain areas due for safety and traffic improvements, and is expecting to have a funding update in May.
 - iii. *Miscellaneous*. None.
- g. Northern Rural Energy Network (NREN) Staff. Orion Walker, Energy Program Manager, reported that rebates have been updated, and the new amounts have been posted on the NREN website, ready for application. Workforce Education & Training Programs are progressing, including a contractor training on heat pumps in March. More information: <https://northernren.org/>
- h. MCOG Directors. Chair Haschak reported that he attended the Laytonville Area Municipal Advisory Committee meeting in which safety concerns were brought up regarding the lack of light in a section of Branscomb Road which includes a pedestrian pathway.
- i. California Association of Councils of Governments (CALCOG) Delegates. Director Criss reported she attended the CALCOG Board Meeting in January. Their Work Program priorities include exploring becoming a 501c3 organization. She will attend the Regional Leadership Forum in March. Legislation is ongoing with AB 1421, a road usage study, and with SB 375, in attempts to modernize to reflect today's housing, transportation and climate realities, and to improve alignment with local and regional priorities. Funding opportunities for RHNA are being investigated. New agreements on Federal reauthorization are ongoing, including an open comment period through the end of February.

The Chair then invited public comment.

Peter McNamee discussed the Mendocino County Sea Level Rise Roadway Impact Study. He cited feedback from several community members with concerns about the impact of sea level rise on coastal zone roads and highways, and referenced the highway closure due to flooding in January.

15. Adjournment. The meeting was adjourned at 3:11 p.m.

Submitted: NEPHELE BARRETT, EXECUTIVE DIRECTOR

MENDOCINO COUNCIL OF GOVERNMENTS

Agenda #7
Consent Calendar
MCOG Meeting
4/6/2026

Executive Committee DRAFT MINUTES

February 26, 2026

Primary Location

MCOG / Dow & Associates Offices
525 S. Main St., Suite G, Ukiah

Teleconference Location

Fort Bragg City Hall, 416 N. Franklin St., Fort Bragg

General Public Teleconference by Zoom

PRESENT: Committee Members: Chair John Haschak, Director Heather Criss, Director Marcia Rafanan
MCOG Staff: Nephele Barrett, Janet Orth, Michael Villa, Julie St. Pierre
MTA Staff: Jacob King

ABSENT:

- 1. Call to Order / Roll Call.** The meeting was called to order at 3:19 p.m. with all present; Chair Haschak presiding. MTA staff and Director Rafanan joined via Zoom.
- 2. Public Expression.** None.
- 3. Review & Recommendation on Draft 2026/27 Regional Transportation Planning Agency (RTPA) Budget.** Janet began with an overview of the agenda packet documents that will be referenced. She also mentioned that she is working with Michael, so he can get to know this process for his new role as a fiscal manager.

While other funding sources are represented, Janet noted that the focus for today will be on the Local Transportation Fund (LTF) sales tax revenues, which has a tight timeline to be met. Details of the other funding programs are outlined in her written staff report and the attachments in the meeting agenda packet.

Janet shared an overview of the budget process, which began last fall when the Social Services Transportation Advisory Council (SSTAC) met and took the first steps in identifying unmet transit needs, with further discussion at the unmet transit needs hearing at February's board meeting. Various committees will be contributing to develop the draft before being returned for the budget workshop at the May board meeting. The Board will adopt the budget in June.

The State Transit Assistance (STA) fund collected from fuel taxes represents another smaller source of revenue very important to Mendocino Transit Authority (MTA), but this is also trending downward. Fortunately, funding for transit purposes was added from SB1 and SB125 proceeds.

Janet pointed out that the new energy efficiency program, the Northern Rural Energy Network (NREN), is becoming a significant part of the budget, which will be discussed later on the agenda as part of the cost proposal with the staffing contract.

- a. Local Transportation Fund (LTF) New Revenue Estimate and Reserves.** Janet reported that the County Auditor-Controller/Treasurer Tax-Collector's Fiscal Year (FY) 2026/2027 estimate is \$4,259,000, up 2.4% over the revised current year 2025/ 2026 budget, and reflects a 1% increase over FY 2024/25 actual revenues. The fund estimate will remain fixed in the budget unless an update or revision is

requested from the county auditor. Referring to the draft budget summary page, Janet pointed out areas of focus, as well as some of the changes over last year's version, paying particular attention to the calculations used to determine the LTF Reserve.

Tracking funds shows that the actual current-year revenues are a little ahead of last year's, at 3.5% based on monthly average receipts. Because growth in recent years is steadily leveling off and tracking downward, care should be taken with the local transportation funds, as the Mendocino Council of Governments (MCOG) relies upon these funds to pay for administration costs, some of the planning, and a significant portion of the Mendocino Transit Authority (MTA) budget. The fiscal year 2025/26 estimate is about \$4.1M; however, the funds peaked at about \$5M during the pandemic.

Janet advised that a recommendation of how much to keep in Reserve is needed; further describing how the policy works: Every year the fund balance for the Reserve is set, which determines if there's more in the Fund that can flow into the new budget for allocations; or if the entire balance should be retained; or if the Reserve falls short, a budget allocation to build it up by adding more funds may be implemented. The staff proposal started with a high number for discussion, so Janet reviewed how the calculations are used to determine the Reserve. The policy has developed to ensure there are funds that can be drawn from if revenues fall short of the budget, or if MTA has any other claims, like a spike in fuel costs, which may be brought to the Board.

Nephele added another note about the Reserve, stating that MTA itself cannot hold a Reserve of LTF – only the RTPA can hold such funds in their behalf. Because a lot of counties have more than one transit operator, it's written in the Transportation Development Act that one transit operator cannot be saving funds that another operator could be using.

Referring again to the summary page, Janet pointed out the line items in the LTF Reserve section, which are pursuant to a recent audit, directing attention to the audited fund balance. If more funds came in than the budget, there would be unrestricted revenues, resulting in an unallocated, unrestricted fund balance. That didn't happen in the audited year, so there's a zero there. There were no draws on the Reserve, because there was another funding source available from SB125 proceeds, which helped keep transit agencies' operating funds whole.

Nephele added that early in the last fiscal year, a potential shortfall in the LTF was anticipated, requiring a mid-year budget amendment. The SB125 plan was also amended at that time to add operating funds to increase the amount that MTA could draw from if revenues dropped below what had been anticipated – which they did.

Janet also explained the repayment plan for MTA, which reallocated funds to MTA related to Federal Covid Relief. The way the Transportation Development Act (TDA) law is written, if allocations exceed eligibility, reimbursement is necessary. A repayment plan which was used in part to build up the Reserve funds was established, and was also included in the Reserve calculation. By the end of this fiscal year, the monthly deposits into the LTF Reserve will be completed. As FY 2026/27 begins, the fund will hold \$756,708, the highest amount to date.

Because MTA management wants to continue building the Reserve fund, Janet suggested a discussion to determine how much to keep. The minimum is 5%, which go very far in an emergency. MCOG has retained as much as 15% in the past for the Reserve. Discussion started at 17% (\$724,000), thus releasing \$32,708 for the budget to allocate, affecting how much MTA can claim on the bottom line. Janet and Nephele noted this scenario would save most of the Reserve. However, MTA would be able to claim slightly less than last year.

John noted that MTA's independent auditor has recommended that a cash Reserve should cover operating expenses for three months, which he confirmed with Janet would be about \$1.3M. The starting proposal

being at \$724,000, John asked if everybody was clear on how that was calculated. Janet then reviewed the items listed under Allocations, describing how they are prioritized by MCOG program needs coming out first, and how the remainder can be claimed by MTA. Although Transit is at the bottom of the allocation priorities, they do usually get about 80% of the money.

Nephele asked Jacob how he feels about the Reserve amount of 17%, or \$724,000. Jacob replied that they are just starting their budget discussions, with early projections coming up short. At \$600,000, MTAs latest monthly operating costs are higher than the last time they looked. Janet described how MTA can reserve its own funds, while seeking confirmation that MTA has discretionary funds for this purpose that they generate as revenue, such as advertising. Jacob expressed support for a reserve of 15-17%, noting that if things start looking as lean as their projections indicate, they may request an additional allocation.

With a 17% Reserve, the amount available for transportation claims is down about half a percent from the current year, or about \$24,000. The State Transit Assistance (STA) is down as well. Janet confirmed that the new STA estimate is down \$94,741 from the 2025/26 revised estimate, almost 10%, which is also impacting the budget.

Janet suggested that they look at 15%, but after having made all of those deposits to Reserve, she questioned whether it made sense to release any of those savings. Nephele shared that the repayment plan for the year that MTA was over-allocated had been an opportunity to build up the Reserve.

Janet went back to the spreadsheet to recalculate at 15%, which would add about \$85,000 to available revenues for MTA, and Jacob agreed that 15% would be a better starting point. With the recalculation at 15%, the new amount available for Transit to claim would be \$3,565,429.

John suggested that if kept at 17%, and MTA needs it during the year, they can submit a request to the MCOG Board. Janet reviewed the Reserve policy, which provides for two eligible withdrawals: 1) actual LTF revenues fall short, or 2) if extreme or unusual circumstances warrant an additional allocation, MTA may send a written request to MCOG justifying and documenting the need for additional funds to ensure continuance of existing transit services. The policy is not designed for routine budget amendments.

John asked Jacob how \$3,480,429 (17%) looks with his budget forecast. Jacob shared that MTA works with a budget of about \$8M, so that amount seems like a normal amount of funding, compared to the last two or three years. At a 15% Reserve, the balance available for Transit comes to \$3,565,429, which Jacob stated is much closer to the number he was considering for his budget development. Marcia, on the teleconference, was asked if she agreed with 15%, which Janet calculated would provide \$85,000 more for MTA. Everybody agreed upon reserving the bulk of the fund balance at 15%.

- b. Administration. With the MCOG Administration and NREN Services FY 2026/27 Budget on the screen, Nephele reviewed the associated costs and how they are determined. Being in the second year of the five-year staffing contract, she explained how one year of costs were provided for in the contract for the Request for Proposal (RFP); that cost is then increased each fiscal year, starting July 1st, based upon the Consumer Price Index (CPI), plus additional increases such as salary and rising health benefit costs. At the start of the current FY 2025/26, there were no proposed increases beyond just the CPI. Nephele shared that increased costs for employee health benefits are significantly outpacing inflation, and that both Dow & Associates and Davey-Bates Consulting, the planning contractor, are proposing increases above the CPI of 3.1% for the year. Referring to the memos in the packets, Nephele advised that Dow & Associates' proposed increase is 3.9%, and that Davey-Bates Consulting is looking at a 5.13% increase, with the biggest factor also being the cost of health benefits for employees.

Nephele explained that Dow & Associates' contract includes different portions: Administration, NREN, and the SAFE Callbox program. The biggest increase is in the NREN portion, which has its own funding source. The proposal is right at the actual amount identified in the larger NREN budget for MCOG staffing, which does have some assumed increases each year. Additionally, some of the assumptions that were made for the benefit costs of new employees were a little lower than what they're actually going to be. The increase to the admin portion of the contract is actually below the CPI, so together they balance out at 3.9%.

Nephele noted that the proposals have been presented because the contract states that such costs be built into the budget development process. Referring to the Staff Recommendations for MCOG Administration and NREN Services sheet from the packet, Janet detailed the sources that will be used for the staff costs: \$556,116 for the contract under the LTF revenues, \$95,499 from the Surface Transportation fund, and \$5,000 from SB 125, which totals \$656,616, not including NREN. Janet also reviewed the Other Direct Costs, such as memberships, audits, and travel, which don't come out of the contract but are MCOG admin costs. A separate line item under Other Direct Costs reflects non-labor expenses for NREN at \$118,100. Janet reminded everyone that MCOG's NREN budget is decided as part of a larger budget by the four-member NREN partnership.

c. Two Percent Bicycle & Pedestrian Program. This amount is a calculated formula for an optional allocation up to two percent, according to Transportation Development Act (TDA) law. After Administration is subtracted, 2% of the new LTF fund estimate comes to \$72,913; and these funds are unrelated to the Reserve. Since this is optional, there have been times of budget shortfalls when the Board decided to not allocate those funds. Janet shared that the yearly allocation doesn't go very far, and can be used for matching grants, adding that MCOG typically saves up for two years until they have about \$150,000 before asking the member agency or local governments to propose a project. Then the Technical Advisory Committee (TAC) looks at the proposals and makes a recommendation to the Board for approval, and awards are made by the Council.

Janet summarized the funds can be saved up for a couple of years at a time and earn some interest in the fund – and once in a while a project comes in under budget and we can keep those savings in the fund, as well.

Janet asked whether there's a demand for this project funding, which prompted discussion about some past and current Bike and Ped projects, with John adding that the need for lighting along Branscomb Road was a topic at the recent MAC meeting he attended in Laytonville.

In response to a question from John about the LTF amount, Nephele clarified that the amount for the TDA/LTF shown in the draft budget already accounts for the previously discussed staffing cost increases of 3.9%.

Nephele acknowledged that the committee agreed to support the optional Bike and Ped program at the full amount, which is capped at 2%.

d. Planning Overall Work Program (OWP). Janet presented the funding proposal prepared by Planning staff. Four funding sources total \$697,284. However, amendments are typically made in August after the year has closed and we know how much needs to be carried over, since there are usually multiple-year projects that continue on. Aiming for 3% or less of the auditor's annual LTF projection, they're asking for \$125,000 of new LTF funds, which is lower than last year and is consistent with the TDA law's 3% target. The other items represented are from state sources and grants.

Speaking about the importance of the LTF in the OWP, Nephele explained that it is the most flexible funding source that we have because the State has strict rules about how the RPA and PPM funds are used, and there are a lot of restrictions around direct expenses. Adding that the LTF also allows us to

match State or Federal grants and funds, Nephele referred to a placeholder we have for a grant we've applied for, but won't know the outcome until May. If successful, we have earmarked the LTF as a required match for that grant.

After a brief recap by the committee members, there were no objections to the proposed OWP budget.

e. Balance Available for Transportation. The balance of LTF available to MTA for claiming as amended, comes to \$3,565,429, up \$60,679 or 1.7% from the 2025/26 allocation. Janet reported that we do have a higher figure for the Capital Reserve, as a result of building it up monthly. Because we've been putting funds aside for years, Janet shared that there are some fund allocations that have been used recently for new buses and building repairs. Janet reported that there is a \$24,000 fund balance carryover from State of Good Repair program funding, which is available for eligible uses such as MTA's recent heater repair.

Janet explained the \$1,160,541 listed from the SB 125 Formula-Based Transit & Intercity Rail Capital Program and Zero Emissions Vehicle Transit Authority. Janet wanted to show an audited fund balance along with what's going on this year, noting that MCOG is about to reimburse about \$3M for 3 electric buses, pursuant to a previously-approved allocation plan.

Janet continued that the State is still holding back \$2M, with Nephele adding that it's the part intended to match a competitive grant for the construction of a transit center. Janet referred to the estimated \$738,115 of FTA funds in the Federal column, to advise that that does not flow through the accounts, but that MCOG supports it by a resolution and it comes straight from Federal funds. Janet added that an old estimate was used for the 5311 Program, because they haven't yet received a new estimate for this year.

Referring to the conclusion in her Staff Report, Janet reported that through the traditional sources received, staff is trying to maintain fairly level revenues and allocations. Meanwhile, we have the new transit programs and the energy program, which offer new opportunities.

Nephele stated that any funding source that's dependent on fuel sales is declining, adding that MCOG's revenues are not dependent on fuel sales, but some of MTA's are. Small funding sources for us, such as the STIP Planning, Programming & Monitoring Program (PPM), go into the OWP and are part of the State Transportation Improvement Program, with most of that money going toward funding of capital projects. So, those funding sources are expected to decline.

Required action was reviewed. TDA's timeline for the LTF portion of the draft Budget requires staff to issue the Area Apportionment notice by March 1, which informs transit claimants of available funds (only MTA is eligible). The Budget is considered a draft, expected to be further developed in the coming months.

Recommendation:

Upon motion by Criss, seconded by Rafanan, and carried unanimously (*3 Ayes; 0 Noes; 0 Absent*), the Executive Committee recommended approval of the Draft 2026/27 Regional Transportation Planning Agency (RTPA) and COG budget prepared by staff, as amended, for further development during the annual budget process, and staff is directed to issue the annual Area Apportionment notice of LTF funds accordingly. In summary:

- LTF Reserve fund balance of \$639,000 or 15% of Auditor's estimate, triple the minimum percentage as allowed under policy, releasing \$117,708 for 2026/27 allocations
- \$613,366 LTF for Administration
- \$72,913 LTF for 2% Bicycle & Pedestrian Program, allocating the full optional 2%
- \$125,000 of new LTF for the Planning program
- \$3,565,429 LTF for Transit

- Allocations from other sources for the Transportation Planning Overall Work Program (OWP) as recommended by staff and Technical Advisory Committee
- Allocations from the Surface Transportation Block Grant (STBG) Program according to policy and contracts
- Allocations from SB 125 Transit Capital funding as previously approved in MCOG's Allocation Plan
- Allocation for services under the new Northern Rural Energy Network (NREN) partnership budget.

–*Summary of recommended budget is a W W D F K H G*

4. Discussion: Northern Rural Energy Network – Proposed Business Plan for 2028 – 2032. Referring to the Staff Report, Nephele spoke about the Energy Efficiency Programs that MCOG is implementing as part of the partnership with the three other member agencies/governing partners: Redwood Coast Energy Authority, Sierra Business Council, and Lake Area Planning Council. We have been working together with these partners to develop the Business Plan Proposal for the 2028-31 funding cycle to submit to the California Public Utilities Commission in mid-March.

The NREN is anticipating significant growth. Certain activities that are planned within the NREN programs will just be launching towards the end of this current cycle, and are expected to grow in the next cycle from 2028-31. The NREN is also adding territory to include Yolo County. Each governing partner is planning an increase in staffing, program implementation, and budget to accommodate the program growth.

There are other considerations that apply to NREN as a whole; for instance, as part of the workforce education and training, we are planning to work with approximately five community colleges throughout the NREN territory, including Mendocino College, to fund programs to help build the workforce for these types of improvements. Since we have been designated as the lead for that program, the entire four-partner territory will be led by MCOG staff. For efficiency, we've followed a process of assigning leads for particular programs, rather than each partner taking on full management of all of their own programs.

We are definitely increasing that program and others, provided the proposal is accepted by the California Public Utilities Commission (CPUC). Some of the other programs that will also be expanding quite a bit are the Public Equity Program, and Residential Services approves fuel switching benefits for current propane customers. Nephele expressed that we, and other rural partners, are pushing to have propane customers be considered as eligible participants in these programs, as it is such a highly-used, expensive fuel source.

Nephele went on to explain that every year, MCOGs portion of this is part of the MCOG budget and that there have been discussions about working on a summary, similar to the OWP for the Planning program, to present to the Board for each upcoming fiscal year.

Nephele stated that staff wanted to give an update on what's coming up in the future for NREN, and there's no action currently required. It will most likely be awhile before we know if these expansions are approved by the CPUC.

5. Miscellaneous / Members' Concerns / Announcements. None.

6. Adjournment. The meeting was adjourned at 4:50 p.m.

Submitted by Julie St. Pierre, Administrative Assistant



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

TITLE: Acceptance of 2024/25 MCOG Fiscal Audit

SUBMITTED BY: Janet Orth, CFO/Administrative Advisor

DATE: 3/17/2026

BACKGROUND:

I'm pleased to report that the completed audit report for the year that ended June 30, 2025, was received March 3, 2026 by the independent CPA, O'Connor & Company. Also, I prepared and filed the annual State Controller's report by January 31 as required (or the next business day, this year on February 2). Both are available on MCOG's website:

<https://www.mendocinocog.org/financial-compliance-audits-reports>.

Once again, MCOG has received a favorable and compliant audit. There were no current or prior-year observations for management concerning internal controls. All previous recommendations have been implemented.

Occasionally in past years, the Executive Committee has reviewed the audit report prior to acceptance by the full Council. This year, no issues arose in the audit report. Previously, it was agreed that with no findings or recommendations by the auditor, the committee did not need this item to be on their agenda.

Local Transportation Funds owed to MCOG by Mendocino Transit Authority under a reallocation and repayment plan are expressed in the report to State Controller as "TDA Allocations Returned" and "Prior Period Adjustment." \$1,017,098 was repaid and a balance remained due of \$780,669, for a total of \$1,797,767, which is anticipated to be fully repaid by the close of FY 2025/26.

MCOG had 17 separate funds in a trust account held in the County treasury (two of these were added in FY 2024/25 for new programs). The audit report, including the audited Financial Statements and unaudited Required Supplementary Information, classifies them in certain ways and, according to standards, is not allowed to state a combined fund balance. I have summarized totals here for your reference, only to show the extent of assets for which MCOG is responsible.

Governmental Funds or "Special Revenue Funds" for Programs	Net Position	\$ 862,673
Fiduciary Funds or "Private Purpose Trust" and Reserves	Net Position	\$ 9,691,270
	TOTAL	\$ 10,553,943

The draft financial statements (considered a trial balance) are produced by staff (myself) on an accrual basis and audited by the independent CPA. The funds are held in the County Treasury and controlled by the County Auditor. MCOG's data is verified by the County's records and other available means. For the past 14 years, this has proved to be an efficient system and is functioning well.

ACTION REQUIRED:

Accept the audited Financial Statements and Management Report.

ALTERNATIVES: If the Council wishes to pull this item off Consent Calendar for discussion, the item could be continued to the regular May meeting when I can be present to answer questions, or another administrative staff member may be able to address the matter.

RECOMMENDATION:

Accept the audited Basic Financial Statements and Management Report for the fiscal year ended June 30, 2025 as prepared by O'Connor & Company.

Enclosures: Audited Financial Statements and Management Report



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

TITLE: Resolution Adding a New State of Good Repair Project to MTA's FY 2021/22 Project List in FY 2025/26

SUBMITTED BY: Janet Orth, CFO/Administrative Advisor, with Michael Villa, Deputy Director/Fiscal Manager **DATE:** 3/26/2026

BACKGROUND:

The State of Good Repair (SGR) program is a transit capital funding program created by the Road Repair and Accountability Act of 2017, also known as Senate Bill 1 (SB 1). This funding source is derived from a fee on vehicle registrations. SGR is a capital program, and cannot be used for operations or project development as a stand-alone project. Eligible uses of SGR funds include:

- Transit capital projects to maintain, repair or modernize a transit operator's existing transit fleet or facilities,
- Design, acquisition, and construction of new vehicles or facilities that improve existing transit services, and
- Services that complement local efforts for repair and improvement of local transportation infrastructure.

Updated SGR Guidelines were approved in July 2022, posted at [State of Good Repair | Caltrans](#) along with related program information. Transit operators submit project lists directly to Caltrans in the CALSMART online reporting tool. Projects must be approved by Regional Transportation Planning Agencies. Mendocino Transit Authority (MTA) has annually submitted its SGR Project Lists as required.

The State Controller distributes the funds by the same formula as for State Transit Assistance. Allocated revenues have been received by MCOG at approximately \$129,000 to \$167,000 per year. The SGR revenues are received quarterly in MCOG's fund account. Up to four years of funding can be accrued for a project. Once the project is started, four years are allowed for expenditure, allowing up to a total of eight years from the allocation year to expend the funds.

MCOG has allocated SGR funds for Fiscal Years 2017/18 through 2025/26. The first two projects were completed in 2021, for rehabilitation and facility upgrades in Ukiah and Fort Bragg. To date, the funds have been allocated for replacement fleet vehicles, the new Ukiah Transit Center project, and emergency roof repair. MTA now needs to replace its HVAC system at the aging administration facility in Ukiah.

MCOG had an audited SGR fund balance of \$481,559 at June 30, 2025. According to reports filed in the CALSMART system, unexpended funds through FY 2021/22 are available in the amount of \$22,224, after purchase of two replacement busses. MTA now requests \$18,500 to reimburse costs for their Emergency Replacement HVAC Unit. Caltrans has agreed to transfer the remaining funds of \$3,724 to the existing Ukiah Transit Center project (CalSMART ID 2019-6241-002), to fully expend funds through FY 2021/22.

ACTION REQUIRED:

By resolution, approve the available funding for an additional project from MTA's State of Good Repair Project List, FY 2018/19 through 2021/22, the Emergency Replacement HVAC Unit at \$18,500, and transfer the remaining funds of \$3,724 to the existing Ukiah Transit Center project (CalSMART ID 2019-6241-002).

ALTERNATIVES:

The Council could reject the proposed project substitution or request revisions. – *not recommended*

RECOMMENDATION:

Adopt the resolution approving an addendum to the project list, FY 2018/19 through 2021/22, for the California State of Good Repair Program to fund the Emergency Replacement HVAC Unit project and to transfer remaining funds to the Ukiah Transit Center project, and direct staff to submit the resolution to Caltrans as required.

MENDOCINO COUNCIL OF GOVERNMENTS

BOARD of DIRECTORS

RESOLUTION No. M2026-__

APPROVING ADDENDUM TO THE FY 2018/19 THROUGH
2021/22 PROJECT LIST FOR THE CALIFORNIA STATE OF GOOD
REPAIR PROGRAM TO FUND NEW EMERGENCY PROJECT &
UKIAH TRANSIT CENTER PROJECT

WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County;
- Senate Bill 1 (SB 1), the Road Repair & Accountability Act of 2017, established the State of Good Repair (SOR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair;
- MCOG is an eligible project sponsor that receives and distributes State Transit Assistance and State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects;
- Mendocino Transit Authority, as an eligible sub-recipient, previously submitted a Fiscal Year 2018/19 through 2021/22 Project List for State of Good Repair Program funds, approved by MCOG on June 3, 2024;
- Unexpended funds through FY 2021/22 are available in the amount of \$22,224, after purchase of two replacement busses; MTA now requests \$18,500 to reimburse costs for their Emergency Replacement HVAC Unit; Caltrans has agreed to transfer the remaining funds of \$3,724 to the existing Ukiah Transit Center project (CalSMART ID 2019-6241-002), to fully expend funds through FY 2021/22; and
- MCOG concurs with the proposed addendum to the previously approved list of eligible projects budgeted for FY 2025/26, to fund the requested project with available SGR funds; therefore be it

RESOLVED, THAT:

The Mendocino Council of Governments approves the Fiscal Year 2018/19 through 2021/22 Project List Addendum and finds that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all State of Good Repair funded transit capital projects.

ADOPTION OF THIS RESOLUTION was moved by Director __, seconded by Director __, and approved on this 6th day of April, 2026, by the following roll call vote:

AYES: NOES:
ABSTAINING:
ABSENT:

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

ATTEST: Nephele Barrett, Executive Director

John Haschak, Chair



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

Agenda #11
Regular Calendar
MCOG Meeting
4/6/2026

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

DATE PREPARED: 3/27/26

SUBMITTED BY: James Sookne, Program Manager

MEETING DATE: 4/6/26

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

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

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

Staff had originally anticipated bringing the RTP/ATP to the Board for adoption in December. However, due to timing issues related to new authority given to the California Department of Housing and Community Development (HCD) as part of the Regional Housing Needs Assessment (RHNA) process, staff now anticipates adoption occurring at the April or May 2026 Board meeting. Per Government Code 65584.05(a), the final RHNA methodology and draft allocation should be released prior to adoption of the updated regional transportation plan. Prior to finalizing a RHNA methodology, however, HCD must complete their review. Unfortunately, although MCOG previously submitted two iterations of the methodology to HCD, they still required additional changes. Staff met with the Methodology Committee to discuss further changes and submitted a third iteration on February 10, 2026. Once HCD reviews and approves the methodology, staff can develop and distribute the draft allocation.

At this meeting, staff is asking the Board to adopt to the 2026 Regional Transportation Plan and Active Transportation Plan. However, if HCD has not yet approved the draft RHNA methodology, RTP approval will need to be continued to the next meeting. A draft resolution adopting the RTP/ATP has been prepared and is included with this report.

ACTION REQUIRED: By resolution, adopt the 2026 Regional Transportation Plan and Active Transportation Plan.

ALTERNATIVES: Continue adoption of the 2026 Regional Transportation Plan and Active Transportation Plan to the May 4, 2026, MCOG Board meeting (if HCD approval of draft RHNA methodology is not yet received).

RECOMMENDATION: By resolution, adopt the 2026 Regional Transportation Plan and Active Transportation Plan.

MENDOCINO COUNCIL OF GOVERNMENTS

BOARD OF DIRECTORS

RESOLUTION NO. M2026 - _____

ADOPTING THE 2026 MENDOCINO COUNTY REGIONAL TRANSPORTATION PLAN AND ACTIVE TRANSPORTATION PLAN

WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County;
- State law required the preparation of Regional Transportation Plans by regional transportation planning agencies to address transportation issues and to assist local and state decision makers with shaping California's transportation infrastructure;
- In accordance with Government Code Section 65080, MCOG is required to regularly adopt a Regional Transportation Plan (RTP);
- The last RTP for the Mendocino County region was adopted February 7, 2022;
- MCOG prepared, in accordance with the Regional Transportation Plan Guidelines, a Draft 2026 Mendocino County Regional Transportation Plan and Active Transportation Plan, which was distributed for review and comment;
- Throughout the RTP and ATP update process MCOG has made efforts to include and consult with Tribal governments, other governmental agencies, community organizations, the private sector, and members of the public, consistent with the adopted Public Participation Plan;
- MCOG's Technical Advisory Committee reviewed the RTP and ATP at their meeting of January 21, 2026 and recommended approval; and
- MCOG has found that there is no substantial evidence that adoption of the RTP and ATP will have a significant effect on the environment, and therefore, has adopted a Negative Declaration for the Plan, pursuant to CEQA; therefore, be it

RESOLVED THAT:

The Mendocino Council of Governments hereby adopts the 2026 Mendocino County Regional Transportation Plan and Active Transportation Plan.

ADOPTION OF THIS RESOLUTION was moved by Director _____, seconded by Director _____, and carried this 6th day of April, 2026, by the following roll call vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

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

ATTEST: Nephele Barrett, Executive Director

Chair

**CALTRANS
MILESTONE REPORT
MENDOCINO
2026**

District 1 2028 Project Initiation Document (PID) Work Plan for Mendocino County



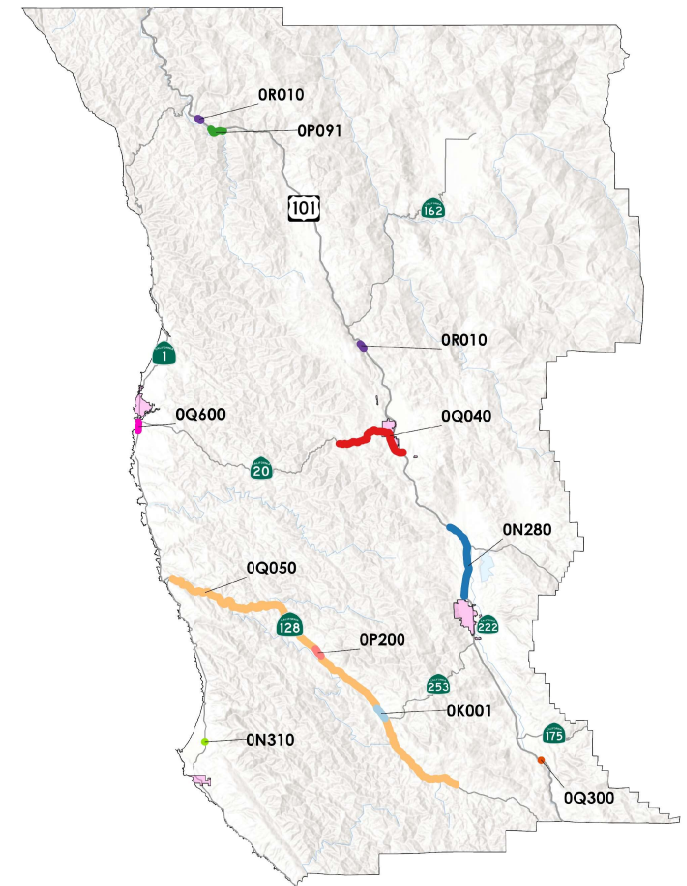
EA	Route	Begin Postmile	End Postmile	Improvement Description	Funding	Anchor Asset	% Complete	Begin PID	Completion Date	PID Lead	Project Manager
0Q600	1	58.87	59.67	South Fort Bragg Safety	SHOPP	Safety - SI	10	11/03/25	08/31/26	Fiona Roper	Katie Everett
0Q300	101	7.4	7.4	Pieta Creek Superelevation Improvement	SHOPP	Safety - SI	55	07/28/25	04/27/26	Alexander Simmons	Brenda Howell
OR010	101	56.0/R88.8	56.6/R89.1	Shimmins Ridge/Marion Lane MGS	SHOPP	Safety - SI	0	02/13/26	11/13/26	Douglas Saucedo	TBD
OP091	101 271	86	87.5	Hermitage Slide	SHOPP	Permanent Restoration	55	03/25/25	05/18/26	Sean Dugle	Jeff Pimentel
OP200	128	19.5	20.4	Philo Greenwood Shoulder Widening	SHOPP	Safety - SI	100	07/09/24	08/26/25	Fiona Roper	Brian Finck
Supplemental FY 27 PIRs											
ON310	1	20.4	20.4	Manchester TRF Supplemental	SHOPP	Facilities	TBD	TBD	06/30/27	TBD	TBD
0Q040	20	27.51	L35.956	Eel River SW FCO Supplemental	SHOPP	Stormwater	TBD	TBD	06/30/27	TBD	Bob Close
ON280	101	R26.3	R33.73	Calpella Rehab Supplemental	SB-1	Pavement	TBD	TBD	06/30/27	TBD	TBD
0Q050	128	0	40.6	Navarro River SW FCO Supplemental	SHOPP	Stormwater	TBD	TBD	06/30/27	TBD	Bob Close
OK001	128	28.27	29.576	Boonville CS - Alt 2 of OK000 Supplemental	SHOPP	Complete Streets	TBD	TBD	06/30/27	TBD	Izzy Konopa

Project Initiation Document

A PID is a document that is meant to take a transportation project concept or idea and scope it. It identifies the purpose and need of the project and feasibility of delivering it in terms of an estimated cost, environmental studies needed, and potential project impacts and mitigation, and schedule.

A PID must be developed and approved by Caltrans for major capital projects on the state highway system. This is an essential first step in the project development process. Once an idea becomes a PID, it is then eligible to seek funding and programming as a project, apply for discretionary grant programs, and proceed to the next phase of project development, the Project Approval and Environmental Document (PA&ED) phase.

[District 1 External Partners Project Communication Form Link](#)



CT Milestone Report - Mendocino County - March 10, 2026

												Past Due	3 Months	Complete
Project Number	Program ^a	Project Manager	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase ^b	Begin Construction	End Construction
01-0P960	SHOPP	GOFF, TREVOR	001	.6/6	Repair Storm Damage	IN MENDOCINO COUNTY NEAR GUALALA AT OLD STATE HIGHWAY ROAD	Repair Storm Damage	\$0	\$0	\$475,365	\$475,365	CONST	04/01/2025	04/01/2027
01-0C720	STIP	EVERETT, KATIE M	001	.6/1	Gualala Downtown Streetscape Enhancement Project	IN MENDOCINO COUNTY AT GUALALA FROM CENTER STREET TO OCEAN DRIVE	Gualala Downtown Enhancements	\$5,393,000	\$658,000	\$1,582,184	\$7,633,184	PSE	12/01/2026	12/01/2027
01-0L270	SHOPP	AREVALO, ALEX D	001	0/105.5	MEN-1 DRAINAGE	IN MENDOCINO COUNTY FROM THE SONOMA-MENDOCINO COUNTY LINE TO END OF ROUTE 001	REHAB DRAINAGE & FISH PASSAGE	\$33,429,000	\$1,715,000	\$19,357,765	\$54,501,765	PAED	01/29/2031	12/01/2034
01-0N180	SHOPP	EVERETT, KATIE M	001	1/1	Ocean Drive Left Turn Pocket	IN MENDOCINO COUNTY AT GUALALA AT OCEAN DRIVE	Gualala Downtown Enhancements	\$1,061,000	\$197,000	\$1,007,708	\$2,265,708	PSE	12/01/2026	12/01/2027
01-0Q980	SHOPP	GOFF, TREVOR	001	104.1/105.5	Repair Slide	IN MENDOCINO COUNTY NEAR LEGGETT FROM 0.9 MILE SOUTH OF SOUTH FORK EEL RIVER BRIDGE TO ROUTE 271	Repair Slide	\$0	\$0	\$427,287	\$427,287	CONST	02/13/2026	04/30/2027
01-0P740	SHOPP	GOFF, TREVOR	001	11.4/11.6	Repair Slipout	IN MENDOCINO COUNTY NEAR GALLAWAY AT 0.09 MILE NORTH OF SCHOONER GULCH ROAD	Repair Slipout	\$2,000,000	\$0	\$447,127	\$2,447,127	CONST	12/17/2024	04/01/2026
01-0J940	SHOPP	SYMANOVICH, ANTON	001	14.745/33.91	North Point Arena CAPM	IN MENDOCINO COUNTY IN & NEAR POINT ARENA FROM 0.2 MILE SOUTH OF IVERSON AVENUE TO PHILO GREENWOOD ROAD	Pavement Class 2 / CAPM	\$21,423,000	\$486,000	\$3,904,643	\$25,813,643	PSE	02/27/2027	12/01/2028
01-0L280	SHOPP	SYMANOVICH, ANTON	001	18.5/18.5	Garcia Bridge Scour	IN MENDOCINO COUNTY NEAR POINT ARENA AT GARCIA RIVER BRIDGE	BRIDGE SCOUR REHAB	\$4,169,000	\$1,297,000	\$5,530,562	\$10,996,562	PAED	08/29/2028	12/03/2030
01-0Q990	SHOPP	GOFF, TREVOR	001	19.64/19.64	Repair Storm Damage	IN MENDOCINO COUNTY NEAR MANCHESTER AT STONEBORO ROAD	Repair Storm Damage	\$0	\$0	\$348,356	\$348,356	CONST	02/06/2026	04/01/2028
01-0N310	SHOPP	AREVALO, ALEX D	001	20.4/20.4	Manchester TRF	In Mendocino County at the Manchester Maintenance Station	Demolition-replacement of the existing crew equipment storage and mechanical facility.	\$19,034,000	\$0	\$9,299,032	\$28,333,032	PAED	12/31/2030	01/26/2034
01-0L190	SHOPP MINOR A	HOWELL, BRENDA GALE	001	20.5/20.7	Manchester Pedestrian Path	IN MENDOCINO COUNTY IN MANCHESTER AT 0.1 MILE SOUTH OF CREAMERY LANE	CONSTRUCT PEDESTRIAN PATH	\$1,079,000	\$44,000	\$574,739	\$1,697,739	PSE	10/19/2026	12/01/2028
01-0E11U	SHOPP	PIMENTEL, JEFFREY L	001	31.1/31.6	Elk Creek Bridge Replacement & BMMN	IN MENDOCINO COUNTY NEAR ELK FROM 0.2 MILE SOUTH OF ELK CREEK BRIDGE TO 0.2 MILE NORTH OF ELK CREEK BRIDGE	MIDDLE MILE BROADBAND and Bridge Rehab	\$10,425,000	\$0	\$1,464,500	\$11,889,500	CONST	12/13/2023	12/01/2026
01-0E110	SHOPP	PIMENTEL, JEFFREY L	001	31.4/31.4	Elk Creek Bridge Replacement	IN MENDOCINO COUNTY NEAR ELK FROM 0.2 MILE SOUTH OF ELK CREEK BRIDGE TO 0.2 MILE NORTH OF ELK CREEK BRIDGE	BRIDGE REHAB	\$11,507,000	\$2,006,000	\$15,763	\$13,528,763	CONST	12/13/2023	07/03/2028
01-0E112	SHOPP	PIMENTEL, JEFFREY L	001	31.4/31.4	Elk Creek Bridge LTM	IN MENDOCINO COUNTY NEAR ELK FROM 0.2 MILE SOUTH OF ELK CREEK BRIDGE TO 0.2 MILE NORTH OF ELK CREEK BRIDGE	LONG TERM MITIGATION	\$318,000	\$1,758,000	\$851,903	\$2,927,903	CONST	06/30/2024	12/01/2036
01-0R060	SHOPP	GOFF, TREVOR	001	31/31.5	Repair Slide	IN MENDOCINO COUNTY NEAR ELK FROM 0.3 MILE SOUTH OF ELK CREEK BRIDGE TO 0.1 MILE NORTH OF ELK CREEK BRIDGE	Repair slide	\$0	\$0	\$418,056	\$418,056	CONST	03/20/2026	04/01/2028
01-0H600	SHOPP	AREVALO, ALEX D	001	33.7/R51	Elk to Mendocino CAPM	IN MENDOCINO COUNTY NEAR ELK FROM 0.1 MILE NORTH OF GREENWOOD CREEK BRIDGE TO 0.2 MILE NORTH OF LITTLE LAKE ROAD AT MENDOCINO.	REHABILITATE PAVEMENT	\$25,201,000	\$17,000	\$1,475,704	\$26,693,704	CONST	01/24/2025	12/01/2026
01-0F650	SHOPP	AREVALO, ALEX D	001	4.64/4.64	MEN-1 Fish Passage	IN MENDOCINO COUNTY NEAR ANCHOR BAY AT SUNSET DRIVE AND NEAR FORT BRAGG 0.04 MILES NORTH OF TREGONING DRIVE	FISH PASSAGE REMEDIATION	\$14,500,000	\$643,000	\$3,654,904	\$18,797,904	PSE	10/15/2026	12/01/2028
01-0R160	SHOPP MINOR B	GOFF, TREVOR	001	40.1/40.3	Bridge Debris Removal	IN MENDOCINO COUNTY NEAR ALBION AT NAVARRO RIVER BRIDGE		\$0	\$0	\$229,517	\$229,517	CONST	03/27/2026	04/01/2027
01-0Q100	SHOPP	GOFF, TREVOR	001	41.8/42.5	Repair Slide	IN MENDOCINO COUNTY ABOUT 2 MILES SOUTH OF ALBION FROM 1.1 MILES SOUTH TO 0.1 MILE NORTH OF NAVARRO RIDGE ROAD	Repair Slide	\$0	\$0	\$330,899	\$330,899	CONST	05/07/2025	11/02/2026
01-0P380	SHOPP MINOR B	THIEL, MICHAEL L	001	42.4/42.4	MB-0P380-MEN 01 800MHz RadioRep	IN MENDOCINO COUNTY NEAR THE INTERSECTION OF ROUTE 20 AND ROAD 900	MEN 01 800 MHz RADIO REPEATER	\$0	\$0	\$474,565	\$474,565	PAED	07/01/2027	08/01/2028
01-0M900	SHOPP	EVERETT, KATIE M	001	42.4/43.6	Salmon Creek Bridge	IN MENDOCINO COUNTY NEAR ALBION FROM 2.1 MILES NORTH OF THE ROUTE 128 JUNCTION TO 0.6 MILES NORTH OF SALMON CREEK BRIDGE	PERFORM LEAD ABATEMENT AND REPLACE BRIDGE	\$106,816,000	\$29,802,000	\$29,755,739	\$166,373,739	PAED	01/24/2032	12/03/2037
01-40110	SHOPP	EVERETT, KATIE M	001	43.3/44.2	Albion River Bridge	IN MENDOCINO COUNTY NEAR ALBION FROM 3.0 MILES NORTH OF THE ROUTE 128 JUNCTION TO 0.2 MILES NORTH OF ALBION RIVER	REPLACE BRIDGE	\$200,872,000	\$13,977,000	\$36,217,053	\$251,066,053	PSE	12/01/2028	11/01/2032
01-0E202	MAINTENANCE	BRANDENBURG, STANLEY B	001	43.7/43.7	HM3-0E202-Albion River Bridge Work/Stage 2	IN MENDOCINO COUNTY AT ALBION AT ALBION RIVER BRIDGE	BRIDGE WORK - STAGE 2	\$1,080,000	\$0	\$657,372	\$1,737,372	PSE	09/01/2026	05/01/2027

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Project Number	Program ^a	Project Manager	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Past Due	3 Months	Complete
												Current Phase ^b	Begin Construction	End Construction
01-0Q600	SHOPP	EVERETT, KATIE M	001	58.87/59.7	Southern Fort Bragg Traffic Calming and Corridor Lighting	IN MENDOCINO COUNTY NEAR FORT BRAGG FROM 0.3 MILE SOUTH OF OCEAN DRIVE TO 0.1 MILE NORTH OF HARE CREEK BRIDGE	Southern Fort Bragg Traffic Calming and Corridor Lighting	\$9,388,000	\$0	\$4,373,062	\$13,761,062	PID	03/29/2030	12/03/2030
01-0L855	OTHER STATE FUNDS	FINCK, BRIAN T	001	59.2/59.2	Men 1 & 20 Broadband Middle Mile-HUB-107&20	IN MENDOCINO COUNTY ABOUT 6 MILES NORTH OF POINT ARENA AT BRUSH CREEK BRIDGE AND NEAR FORT BRAGG AT SIMPSON LANE	MIDDLE MILE BROADBAND	\$0	\$0	\$9,888	\$9,888	CONST	09/30/2025	12/01/2026
01-0N030	SHOPP MINOR A	HOWELL, BRENDA GALE	001	59.7/59.7	Hare Creek Stormwater Treatment	IN MENDOCINO COUNTY NEAR FORT BRAGG AT HARE CREEK BRIDGE	Install a treatment BMP (TBMP) to treat stormwater runoff	\$1,076,000	\$225,000	\$742,268	\$2,043,268	PSE	05/06/2027	12/31/2027
01-0B220	SHOPP	AREVALO, ALEX D	001	59.8/62.1	Fort Bragg ADA	IN MENDOCINO COUNTY IN FORT BRAGG FROM ROUTE 20 TO PUDDING CREEK BRIDGE	Install ADA Pedestrian Infrastructure	\$8,119,000	\$474,000	\$305,837	\$8,898,837	CONST	02/25/2026	12/01/2027
01-0B22U	SHOPP	AREVALO, ALEX D	001	59.8/62.1	Fort Bragg ADA	IN MENDOCINO COUNTY IN FORT BRAGG FROM ROUTE 20 TO PUDDING CREEK BRIDGE	Fort Bragg ADA	\$9,572,000	\$0	\$2,613,233	\$12,185,233	CONST	02/25/2026	12/01/2027
01-0F710	SHOPP	EVERETT, KATIE M	001	6.4/9.5	Gualala Shoulders	IN MENDOCINO COUNTY NEAR GUALALA FROM 0.3 MILE NORTH OF HAVENS NECK DRIVE TO GYPSY FLAT ROAD AND FROM 0.5 TO 0.25 MILE SOUTH OF IVERSEN ROAD	Widen Shoulders	\$3,587,000	\$2,162,000	\$388,045	\$6,137,045	CONST	01/07/2025	12/01/2026
01-0F711	SHOPP	EVERETT, KATIE M	001	6.4/R10.4	Widen Shoulders & Install Rumble Strips	IN MENDOCINO COUNTY NEAR GUALALA FROM 0.4 MILE NORTH OF HAVEN NECK DR TO 0.7 MI NORTH OF IVERSEN ROAD	Long Term Mitigation	\$306,000	\$18,000	\$883,154	\$1,207,154	CONST	01/16/2025	12/01/2032
01-0Q770	MAINTENANCE	BRANDENBURG, STANLEY B	001	60.23/62.088	Fort Bragg Thin Overlay	IN MENDOCINO COUNTY IN FORT BRAGG FROM 1.3 MILES SOUTH TO 0.5 MILE NORTH OF LAUREL STREET	Fort Bragg Thin Overlay	\$1,731,000	\$0	\$257,561	\$1,988,561	PAED	05/01/2027	11/01/2027
01-0K650	STIP	AREVALO, ALEX D	001	60/60.7	South Main Street Fort Bragg Sidewalks	IN MENDOCINO COUNTY IN FORT BRAGG AT VARIOUS LOCATIONS BETWEEN OCEAN VIEW DRIVE AND CYPRESS STREET	CONSTRUCT PED/BIKE FACILITIES	\$1,318,000	\$3,000	\$0	\$1,321,000	CONST	02/25/2026	12/01/2027
01-0K250	LOCAL ASSISTANCE	AREVALO, ALEX D	001	60/60.7	FORT BRAGG SIDEWALKS	IN MENDOCINO COUNTY IN FORT BRAGG FROM OCEAN VIEW DR TO CYPRESS AVE	PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS	\$0	\$0	\$147,988	\$147,988	CONST	02/25/2026	12/01/2027
01-0Q580	SHOPP	GOFF, TREVOR	001	61.1/61.1	Repair Storm Damage	IN MENDOCINO COUNTY IN FORT BRAGG AT MAPLE STREET	Repair Storm Damage	\$0	\$0	\$304,291	\$304,291	CONST	12/03/2025	11/02/2026
01-0N910	SHOPP MINOR A	HOWELL, BRENDA GALE	001	61.6/61.6	Replace all the signal poles at Laurel St	IN MENDOCINO COUNTY IN FORT BRAGG AT LAUREL STREET	Replace signal poles	\$1,119,000	\$22,000	\$1,339,170	\$2,480,170	PAED	08/04/2027	12/31/2027
01-0P310	SHOPP MINOR B	THIEL, MICHAEL L	001	62.8/62.8	MB-0P310-FT BRAGG L3 ZEV CHARGER	IN MENDOCINO COUNTY IN FORT BRAGG AT THE FORT BRAGG MAINTENANCE STATION	LEVEL 3 CHARGING STATION	\$0	\$0	\$1,025,160	\$1,025,160	PAED	05/01/2028	12/29/2028
01-0P170	SHOPP	GOFF, TREVOR	001	74.9/78	Repair Sink	IN MENDOCINO COUNTY IN AND NEAR WESTPORT FROM BLUE SLIDE GULCH TO 0.2 MILE SOUTH OF WAGES CREEK BRIDGE	Repair Sink	\$2,525,000	\$0	\$236,873	\$2,761,873	CONST	05/21/2024	02/01/2027
01-0H850	SHOPP MINOR B	THIEL, MICHAEL L	001	75.4/75.4	MB-0H850-BLUES BEACH	IN MENDOCINO COUNTY NEAR FORT BRAGG AT 0.4 MILE NORTH OF BLUE SLIDE GULCH	Vehicle Access Closure to Beach	\$290,000	\$9,000	\$60,001	\$359,001	PAED	07/01/2027	08/01/2028
01-0K170	SHOPP MINOR A	HOWELL, BRENDA GALE	001	75.47/84.1	Westport Culverts	IN MENDOCINO COUNTY NEAR WESTPORT FROM 0.5 MILE SOUTH OF BLUE SIDE GULCH BRIDGE TO 0.3 MI NORTH OF HARDY CREEK BRIDGE	DRAINAGE REHABILITATION	\$995,000	\$325,000	\$1,153,273	\$2,473,273	PSE	06/06/2027	12/01/2028
01-0N440	SHOPP	GOFF, TREVOR	001	75/76.5	Westport Repair Landslide	IN MENDOCINO COUNTY NEAR WESTPORT FROM BLUE SLIDE GULCH BRIDGE TO 1.5 MILES NORTH OF BLUE SLIDE GULCH BRIDGE	Repair Landslide	\$0	\$9,000	\$1,774,298	\$1,783,298	CONST	08/14/2023	06/03/2026
01-0Q970	SHOPP	GOFF, TREVOR	001	78.1/78.3	Repair Slipout	IN MENDOCINO COUNTY NEAR WESTPORT FROM 0.2 MILE SOUTH OF WAGES CREEK BRIDGE TO WAGES CREEK BRIDGE	Repair Slipout	\$0	\$0	\$574,931	\$574,931	CONST	01/22/2026	04/01/2027
01-0J950	SHOPP	BRADY, MARIE A	001	78.9/87.85	DeHaven to Rockport CAPM	IN MENDOCINO COUNTY NEAR DEHAVEN FROM 0.3 MILE SOUTH OF DEHAVEN CREEK BRIDGE TO SOUTH FORK COTTONEVA CREEK BRIDGE	CAPM	\$14,545,000	\$11,000	\$3,290,259	\$17,846,259	PSE	02/11/2028	12/03/2030
01-0P070	SHOPP	GOFF, TREVOR	001	82/82.9	Multiple Location Slipout Repairs	IN MENDOCINO COUNTY NEAR ROCKPORT FROM .9 MILE SOUTH OF JUAN CREEK BRIDGE TO JUAN CREEK BRIDGE	Slipout Repairs	\$0	\$4,000	\$576,929	\$580,929	CONST	03/18/2024	12/31/2026
01-0K720	SHOPP MINOR A	HOWELL, BRENDA GALE	001	92.8/92.8	DUNN CREEK	IN MENDOCINO COUNTY NEAR ROCKPORT AT 2 MILES NORTH OF USAL ROAD	DRAINAGE AND FISH PASSAGE	\$1,014,000	\$17,000	\$908,144	\$1,939,144	PSE	11/29/2026	12/31/2027

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01-0R000	SHOPP	GOFF, TREVOR	001	95.1/95.2	Repair Sink	IN MENDOCINO COUNTY ABOUT 7 MILES NORTH OF ROCKPORT FROM 2.3 TO 2.4 MILE NORTH OF DUNN CREEK BRIDGE	Repair Sink	\$0	\$0	\$494,793	\$494,793	CONST	02/27/2026	04/30/2027
01-0P250	SHOPP MINOR B	THIEL, MICHAEL L	020	20/20	MB-0P250-MEN 20 800 MHz REPEATR	IN MENDOCINO COUNTY NEAR THE INTERSECTION OF ROUTE 20 AND ROAD 900	800 MHz RADIO REPEATER	\$0	\$0	\$460,098	\$460,098	PSE	07/01/2026	08/01/2027
01-0Q790	MAINTENANCE	BRANDENBURG, STANLEY B	020	33.14/34.43	Willits Thin Overlay	IN MENDOCINO COUNTY IN WILLITS FROM 0.3 MILE EAST OF BROADDUS CREEK BRIDGE TO 0.8 MILE EAST OF	Willits Thin Overlay	\$1,704,000	\$0	\$242,978	\$1,946,978	PAED	05/02/2029	05/31/2029
01-0E090	SHOPP	HOWELL, BRENDA GALE	020	33.3/34.4	Calpella 2 Bridge Replacements	IN MENDOCINO COUNTY NEAR UKIAH FROM 0.3 MILE WEST OF RUSSIAN RIVER BRIDGE AND OVERHEAD TO 0.4 MILE EAST OF COUNTY ROAD 144	REPLACE TWO BRIDGES	\$28,701,000	\$1,081,000	\$1,023,280	\$30,805,280	CONST	06/09/2022	05/06/2026
01-0E091	SHOPP	HOWELL, BRENDA GALE	020	33.3/34.4	Landscape Mitigation	IN MENDOCINO COUNTY NEAR UKIAH FROM 0.3 MILE WEST OF RUSSIAN RIVER BRIDGE AND OVERHEAD TO 0.3 MILE EAST OF COUNTY ROAD 144	LONG TERM MITIGATION - LANDSCAPING WORK	\$645,000	\$0	\$407,866	\$1,052,866	CONST	01/28/2026	05/01/2029
01-0E092	SHOPP	HOWELL, BRENDA GALE	020	33.3/34.4	Long-Term Mitigation - CCC Work	IN MENDOCINO COUNTY NEAR UKIAH FROM 0.3 MILE WEST OF RUSSIAN RIVER BRIDGE AND OVERHEAD TO 0.3 MILE EAST OF COUNTY ROAD 144	LONG TERM MITIGATION - CCC WORK	\$57,000	\$0	\$56,461	\$113,461	PSE	12/01/2028	05/01/2030
01-0Q610	MAINTENANCE	NICKERSON, NANETTE R	020	5.6/27.3	MEN 20 Drainage	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS FROM 2.2 MILES EAST OF WOODLAND CAMP GROUND TO 0.2 MILE WEST OF TWO ROCK LOOKOUT-8144		\$0	\$0	\$236,030	\$236,030	PAED	07/12/2027	10/26/2028
01-0N860	MAINTENANCE	TUPPER, DONELLE L	020	L33.15/L33.57	HM-UNPARR-[HM-4-TMS 0N860]	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS	APS Signal System and Census Sites Upgrade in Mendocino County	\$414,000	\$0	\$0	\$414,000	CONST	06/30/2025	06/30/2025
01-0P800	MAINTENANCE	BRANDENBURG, STANLEY B	020	L34.1/L34.2	HM4-0P800-TMS D1 South 25/26	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS	HM4-TMS D1 South 25/26	\$381,000	\$0	\$118,082	\$499,082	PSE	08/01/2026	12/01/2026
01-0P100	OTHER STATE FUNDS	FINCK, BRIAN T	101	0/105.53	Arcadian Joint-Build	IN MENDOCINO COUNTY ON HWY 101 FROM PM 0.0 TO 105.53	QMAP Review for Broadband Project	\$0	\$0	\$0	\$0	PAED	03/17/2025	09/15/2026
01-0H140	SHOPP	BRADY, MARIE A	101	10.7/11.2	Hopland ADA	IN MENDOCINO COUNTY AT HOPLAND FROM FELIZ CREEK BRIDGE TO 0.2 MILE NORTH OF FIRST STREET	Upgrade facilities to ADA standards, rehabilitate pavement, and upgrade signs, and guardrail.	\$11,380,000	\$784,000	\$2,325,565	\$14,489,565	CONST	12/30/2025	12/30/2027
01-0P570	MAINTENANCE	BRANDENBURG, STANLEY B	101	11.2/14.6	HM1-0P570-S.MEN Digouts	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS	SOUTH MENDOCINO DIGOUTS	\$1,672,000	\$0	\$119,043	\$1,791,043	PSE	08/01/2026	12/01/2026
01-0H570	SHOPP	HOWELL, BRENDA GALE	101	20.9/28.6	UKIAH REHAB	IN MENDOCINO COUNTY IN & NEAR UKIAH FROM NORTH OF ROBINSON CREEK BRIDGE TO POMO LANE UNDERCROSSING	REHABILITATE PAVEMENT	\$61,891,000	\$21,000	\$4,067,210	\$65,979,210	CONST	02/28/2026	12/01/2027
01-0L120	OTHER-LOCAL	SYMANOVICH, ANTON	101	26.02/26.314	N State St Alternatives Analysis	IN MENDOCINO COUNTY IN UKIAH ALONG NORTH STATE STREET FROM FORD RE/EMPIRE DR TO THE NORHTBOUND ON/OFF RAMPS OF US 101	Oversite Analysis	\$0	\$0	\$16,152	\$16,152	PSE	09/14/2025	05/31/2026
01-0Q800	MAINTENANCE	BRANDENBURG, STANLEY B	101	27.2/27.65	Mendocino Ramps - Corrective	IN MENDOCINO COUNTY NEAR CALPELLA FROM 0.2 MILE SOUTH TO 0.2 MILE NORTH OF LAKE MENDOCINO DRIVE	Mendocino Ramps - Corrective	\$1,523,000	\$0	\$191,484	\$1,714,484	PAED	08/01/2027	12/01/2027
01-0Q020	SHOPP MINOR B	THIEL, MICHAEL L	101	27.5/27.5	MB-0Q020-Ukiah MS Expansion	IN MENDOCINO COUNTY AT THE UKIAH MAINTENANCE STATION #5724	00Ukiah Maintenance Station Expansion	\$0	\$0	\$895,032	\$895,032	PAED	05/01/2028	08/01/2030
01-0K010	SHOPP	SYMANOVICH, ANTON	101	27/27.4	Rehab Transportation Related Facilities	IN MENDOCINO COUNTY ON ROUTE 101 AT UKIAH MAINTENANCE STATION AND ON ROUTE 128 AT BOONVILLE MAINTENANCE STATION	Rehab Multiple Transportation Related Facilities	\$6,262,000	\$3,000	\$2,266,776	\$8,531,776	PSE	03/18/2027	12/01/2027
01-0Q680	SHOPP MINOR B	THIEL, MICHAEL L	101	28.6/28.6	Talmage and Pomo MGS	In Mendocino County in the City of Ukiah at the BB of the MEN 222/101 Separation, Bridge No. 10-189; and also in the vicinity of Ukiah at the EB of the Pomo Undercrossing Bridge No. 10-105	Construct MGS, 2 Alternative In-line Terminal Systems, 2 Transition Railings (Type AGT) with Concrete Barrier Transitions, and Vegetation Control.	\$0	\$0	\$1,039,211	\$1,039,211	PAED	06/30/2027	08/01/2028
01-0M960	MAINTENANCE	BRANDENBURG, STANLEY B	101	30.43/30.43	closeout-HM3-0M960-SOUTH BRIDGES 2425	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS	Bridge deck maintenance	\$1,189,000	\$0	\$104,406	\$1,293,406	CONST	07/14/2025	08/01/2026
01-0L380	SHOPP	FINCK, BRIAN T	101	39.7/40.4	Ridgewood Grade Safety	IN MENDOCINO COUNTY ABOUT 8 MILES SOUTH OF WILLITS FROM 0.2 MILE NORTH OF RIDGEWOOD RANCH ROAD TO 0.4 MILE SOUTH OF BLACK BART ROAD	SAFETY IMPROVEMENTS	\$13,485,000	\$76,000	\$2,896,553	\$16,457,553	PSE	08/31/2026	09/01/2028

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												Current Phase ^b	Begin Construction	End Construction
01-0L112	SHOPP	KONOPA, ISRAL J	101	39.8/40.4	Off-site mitigation	IN MENDOCINO COUNTY ABOUT 6 MILES SOUTH OF WILLITS FROM 1.1 MILES SOUTH TO 0.8 MILE SOUTH OF REYNOLDS HIGHWAY	Off Site mitigation	\$0	\$833,000	\$364,702	\$1,197,702	PAED	03/01/2026	12/31/2035
01-0R040	SHOPP	GOFF, TREVOR	101	4/4	Repair Wall	IN MENDOCINO COUNTY NEAR PIETA AT 0.9 MILE NORTH OF COMMINSKY STATION ROAD	IN MENDOCINO COUNTY NEAR PIETA AT 0.9 MILE NORTH OF COMMINSKY STATION ROAD	\$0	\$0	\$234,342	\$234,342	PSE	03/25/2026	04/01/2027
01-0N530	SHOPP MINOR B	THIEL, MICHAEL L	101	41.1/41.4	MB-0N530-Ridgewood Scales Waterline	IN MENDOCINO COUNTY NEAR WILLITS FROM .3 MILE NORTH TO .5 MILE NORTH OF BLACK BART DRIVE	Install potable waterline from Cal Fire Station to CHP Weigh Station	\$0	\$0	\$463,015	\$463,015	PAED	07/01/2027	08/01/2028
01-0K410	SHOPP	SYMANOVICH, ANTON	101	41.3/R43.3	South Willits Median	IN MENDOCINO COUNTY NEAR WILLITS FROM 0.4 MILE NORTH OF BLACK BART ROAD TO 0.2 MILE SOUTH OF NORTHBOUND OFFRAMP TO ROUTE 20	CONSTRUCT CONCRETE MEDIAN BARRIER	\$10,551,000	\$9,000	\$539,070	\$11,099,070	CONST	10/31/2024	12/01/2026
01-0L381	SHOPP	FALK, KARL J	101	49.7/50	Ridgewood Grade Safety LTM	IN MENDOCINO COUNTY ABOUT 6 MILES SOUTH OF WILLITS FROM 1.1 MILES SOUTH TO 0.8 MILE SOUTH OF REYNOLDS HIGHWAY	Ridgeway Grade Safety	\$0	\$886,000	\$281,290	\$1,167,290	PSE	06/17/2026	12/31/2035
01-0H170	SHOPP	BRADY, MARIE A	101	49/55.1	OILWELL Class 1 Pavement	IN MENDOCINO COUNTY NEAR WILLITS FROM 0.6 MILE NORTH OF UPP CREEK BRIDGE #10-174 TO 2.6 MILES NORTH OF RYAN CREEK ROAD LT-310C (NO)	REHABILITATE PAVEMENT	\$10,037,000	\$2,000	\$587,848	\$10,626,848	CONST	06/05/2024	05/01/2026
01-0Q390	SHOPP MINOR B	GOFF, TREVOR	101	5/5	Repair Slipout	In Mendocino County about 5 miles south of Hopland, at 0.05 miles north of Korean War Veteran's Memorial Bridge	Repair Slipout	\$0	\$0	\$144,835	\$144,835	CONST	10/24/2025	02/16/2027
01-0K890	SHOPP	SYMANOVICH, ANTON	101	50.7/52.2	Oilwell Hill Safety	IN MENDOCINO COUNTY NEAR WILLITS FROM OUTLET CREEK TO 1.5 MILES NORTH OF OUTLET CREEK	SAFETY IMPROVEMENTS	\$9,985,000	\$27,000	\$1,629,081	\$11,641,081	CONST	07/01/2025	12/01/2026
01-0K891	SHOPP	SYMANOVICH, ANTON	101	50.7/52.2	LTM Oilwell Hill Safety	IN MENDOCINO COUNTY NEAR WILLITS FROM OUTLET CREEK BRIDGE TO 1.5 MILES NORTH OF OUTLET CREEK BRIDGE		\$508,000	\$0	\$496,558	\$1,004,558	CONST	12/16/2025	12/15/2033
01-0H550	SHOPP	HOWELL, BRENDA GALE	101	55/64.9	LONGVALE REHAB	IN MENDOCINO COUNTY NEAR LONGVALE FROM 2.6 MILES SOUTH OF ARNOLD BRIDGE OVERHEAD 10-179 TO 0.1 MILE NORTH OF LONG VALLEY CREEK BRIDGE 10-99.	REHABILITATE PAVEMENT	\$23,468,000	\$1,000	\$1,471,996	\$24,940,996	CONST	09/17/2024	12/02/2026
01-0R010	SHOPP	KONOPA, ISRAL J	101	56/56.6	Shimmins Ridge/Marion Lane MGS	IN MENDOCINO COUNTY ABOUT 8 MILES NORTH OF WILLITS FROM 0.6 MILE NORTH OF SHIMMINS RIDGE ROAD TO 1.1 MILES NORTH OF SHIMMINS RIDGE ROAD AND NEAR LEGGETT FROM MARION LANE UNDERCROSSING TO 0.3 MILE NORTH OF MARION LANE UNDERCROSSING		\$0	\$0	\$3,486,477	\$3,486,477	PID	12/03/2029	12/02/2030
01-45140	SHOPP MINOR B	THIEL, MICHAEL L	101	57/57	MB-45140-Disposal Site MEN 101	IN MENDOCINO COUNTY NEAR LONGVALE AT 2.3 MILES SOUTH OF 101/162 SEPERATION.	DEVELOP DISPOSAL SITE	\$75,000	\$93,000	\$192,411	\$360,411	PAED		08/01/2026
01-0P260	SHOPP	GOFF, TREVOR	101	59.9/59.9	Emergency Bridge Deck Repair	IN MENDOCINO COUNTY NEAR LONGVALE AT LONG VALLEY CREEK BRIDGE.	Emergency Bridge Deck Repair	\$6,005,000	\$0	\$443,034	\$6,448,034	CONST	07/01/2024	12/31/2026
01-48401	SHOPP	FALK, KARL J	101	63.96/104.5	Piercy Culvert Revegetation	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS FROM 0.8 MILE SOUTH OF OLD SHERWOOD RD #311A TO 0.7 MILE	Long Term Revegetation	\$130,000	\$0	\$301,120	\$431,120	CONST	12/01/2025	12/01/2031
01-0Q810	MAINTENANCE	BRANDENBURG, STANLEY B	101	67.095/69	Laytonville Thin Overlay	IN MENDOCINO COUNTY AT LAYTONVILLE FROM 0.6 MILE NORTH TO 2.5 MILES NORTH OF TEN MILE CREEK BRIDGE	Laytonville Thin Overlay	\$1,018,000	\$0	\$239,424	\$1,257,424	PAED	08/01/2027	12/01/2027
01-0Q300	SHOPP	HOWELL, BRENDA GALE	101	7.407/7.477	Pieta Creek Superelevation Improvement	IN MENDOCINO COUNTY NEAR HOPLAND 1.4 MILES NORTH OF PIETA CREEK BRIDGE	Pieta Creek Superelevation Improvement	\$3,402,000	\$38,000	\$3,529,860	\$6,969,860	PID	08/21/2029	01/06/2031
01-43485	SHOPP	FALK, KARL J	101	70.5/71	Jack Peters Long Term Mitigation	IN MENDOCINO COUNTY NEAR FORT BRAGG AT JACK PETERS CREEK BRIDGE 10-150	LONG TERM MITIGATION	\$461,000	\$0	\$945,054	\$1,406,054	CONST	01/26/2024	12/01/2036
01-0Q260	SHOPP	GOFF, TREVOR	101	72.73/72.73	Repair Storm Damage	IN MENDOCINO COUNTY NEAR LAYTONVILLE AT 2.11 MILES NORTH OF TEN MILE CREEK ROAD	Repair Storm Damage	\$0	\$0	\$541,671	\$541,671	CONST	04/11/2025	11/02/2026
01-0N111	SHOPP	AREVALO, ALEX D	101	80.74/80.74	Twin Rocks Fish Passage	IN MENDOCINO COUNTY SOUTH OF LEGGETT AT 0.7 MILE SOUTH OF RATTLESNAKE CREEK BRIDGE	replace box culvert with Single Span Bridge.	\$9,158,000	\$32,000	\$8,294,653	\$17,484,653	PAED	09/13/2032	12/03/2035
01-0J980	SHOPP	FINCK, BRIAN T	101	81.37/T91.3 2	Cummings CAPM	IN MENDOCINO COUNTY AT LEGGETT FROM 0.1 MILE SOUTH OF RATTLESNAKE CREEK TO 0.1 MILE NORTH OF JUNCTION ROUTE 1	CAPM	\$29,153,000	\$4,000	\$4,035,102	\$33,192,102	PSE	01/01/2028	12/01/2029

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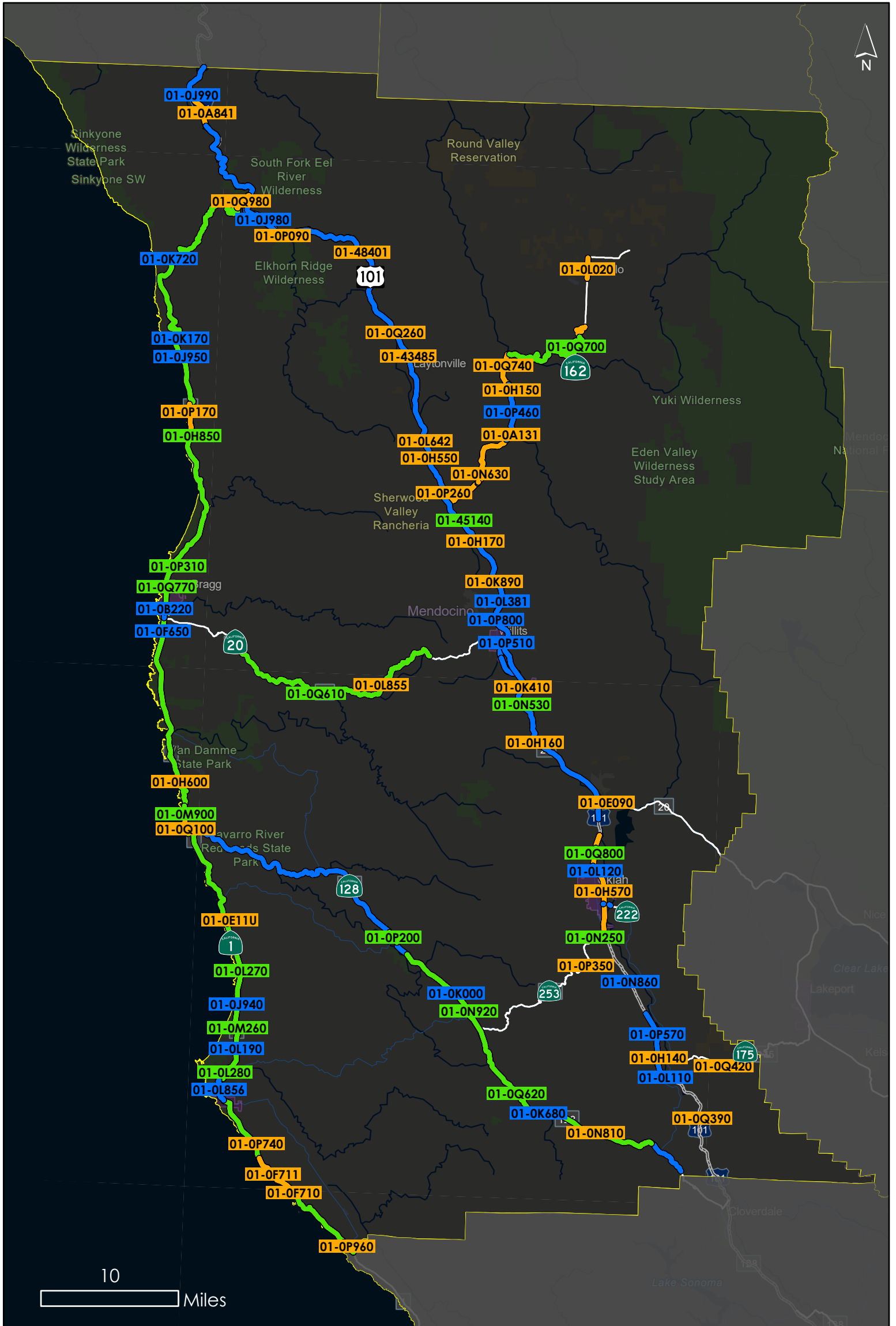
Project Number	Program ^a	Project Manager	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Past Due	3 Months	Complete
												Current Phase ^b	Begin Construction	End Construction
01-0Q660	MAINTENANCE	BRANDENBURG, STANLEY B	101	82.5/82.5	EMPIRE CAMP SRRA RESURFACING	IN MENDOCINO COUNTY NEAR MANCHESTER AT MALLO PASS VISTA POINT	Fence Repair	\$400,000	\$0	\$250,493	\$650,493	PAED	08/01/2027	12/01/2027
01-0P090	SHOPP	GOFF, TREVOR	101	86/87.5	Repair Slide Damage	IN MENDOCINO COUNTY NEAR CUMMINGS ON ROUTE 101 FROM 1.7 MILES SOUTH TO 0.2 MILE SOUTH OF GRIZZLY CREEK 101/271 SEPARATION AND ON ROUTE 271 FROM 0.2 MILE NORTH TO 1.2 MILES NORTH OF HERMITAGE ROAD		\$2,025,000	\$0	\$340,727	\$2,365,727	CONST	03/11/2024	10/01/2026
01-0P091	SHOPP	PIMENTEL, JEFFREY L	101	86/87.5	Repair Slide Damage	IN MENDOCINO COUNTY NEAR CUMMINGS ON ROUTE 101 FROM 1.7 MILES SOUTH TO 0.2 MILE SOUTH OF GRIZZLY CREEK 101/271 SEPARATION AND ON ROUTE 271 FROM 0.2 MILE NORTH TO 1.2 MILES NORTH OF HERMITAGE ROAD	Permanent restoration	\$50,523,000	\$3,378,000	\$2,800,510	\$56,701,510	PID	03/19/2030	12/03/2031
01-0Q400	SHOPP	GOFF, TREVOR	101	87.36/87.36	Repair Push Up	IN MENDOCINO COUNTY NEAR CUMMINGS, AT 0.3 MILES SOUTH OF ROUTE 101/271 SEPARATION	Repair Push Up	\$0	\$0	\$633,001	\$633,001	CONST	09/26/2025	11/02/2026
01-0H160	SHOPP	EVERETT, KATIE M	101	R33.73/R43.2	Ridgewood Class 1 Pavement	IN MENDOCINO COUNTY NEAR WILLITS FROM 1.1 MILES NORTH OF WEST ROAD OVERCROSSING TO 0.6 MILE SOUTH OF HAEHL CREEK BRIDGE 10-129	REHABILITATE PAVEMENT	\$31,132,000	\$1,000	\$541,078	\$31,674,078	CONST	06/08/2023	05/01/2026
01-0P510	MAINTENANCE	THIEL, MICHAEL L	101	R44.3/R47.8	HM-0P510-Willits Safety Enhancement	IN MENDOCINO COUNTY NEAR WILLITS FROM 0.7 MILES SOUTH OF THE EAST HILL UNDERCROSSING TO THE END OF QUAIL MEADOWS OVERHEAD BRIDGE		\$0	\$0	\$177,717	\$177,717	CONST	03/18/2026	08/01/2026
01-0K580	SHOPP MINOR B	THIEL, MICHAEL L	101	R89.9/R89.9	MB-0K580-LEGGETT CMS	IN MENDOCINO COUNTY NEAR LEGGETT AT 0.4 MILE NORTH OF ROUTE 271/101 SEPERATION	INSTALL CHANGEABLE MESSAGE SIGN	\$254,000	\$24,000	\$109,079	\$387,079	CONST	05/24/2024	08/01/2025
01-0L110	SHOPP	KONOPA, ISRAL J	101	R9.5/10.8	LAFRANCHI SAFETY	IN MENDOCINO COUNTY IN AND NEAR HOPLAND FROM HOPLAND OVERHEAD TO FELIZ CREEK BRIDGE	LEFT TURN CHANNELIZATION & SHOULDER WIDENING	\$12,580,000	\$46,000	\$4,786,565	\$17,412,565	PSE	11/10/2026	12/01/2028
01-0L111	SHOPP	KONOPA, ISRAL J	101	R9.5/10.8	Rehab Transportation Facilities LTM	IN MENDOCINO COUNTY IN AND NEAR HOPLAND FROM HOPLAND OVERHEAD TO FELIZ CREEK BRIDGE		\$225,000	\$0	\$273,105	\$498,105	PSE	11/01/2029	12/31/2035
01-0J990	SHOPP	KONOPA, ISRAL J	101	T91.32/T106.8	Cook's Valley CAPM	IN MENDOCINO COUNTY NEAR LEGGETT FROM 0.1 MI NORTH OF ROUTE 1 JUNCTION TO THE MENDOCINO-HUMBOLDT COUNTY LINE	Pavement (CAPM)	\$30,064,000	\$18,000	\$2,970,162	\$33,052,162	PSE	12/20/2026	12/01/2028
01-0R020	SHOPP MINOR B	GOFF, TREVOR	128	0/12.7	Repair Guardrail & Gates	IN MENDOCINO COUNTY NEAR NAVARRO AT VARIOUS LOCATIONS FROM JUNCTION ROUTE 1 TO NORTH FORK NAVARRO RIVER BRIDGE		\$461,000	\$0	\$139,269	\$600,269	CONST	02/27/2026	04/30/2027
01-0K680	SHOPP	KONOPA, ISRAL J	128	0/50.5	Culvert Rehabilitation & Fish Passage	IN MENDOCINO COUNTY ON ROUTE 128 AT VARIOUS LOCATIONS FROM JUNCTION ROUTE 1 TO 2.1 MILES EAST OF MOUNTAIN HOUSE RD-111	DRAINAGE REHAB & FISH PASSAGE	\$12,312,000	\$886,000	\$8,615,666	\$21,813,666	PSE	02/23/2030	12/01/2032
01-0K000	SHOPP	KONOPA, ISRAL J	128	17.9/30.7	BOONVILLE CAPM	IN MENDOCINDO COUNTY FROM MILL CREEK BRIDGE AT REILLY HEIGHTS TO ANDERSON CREEK BRIDGE AT BOONVILLE AND AT BOONVILLE FROM 0.4 MILE WEST OF ROUTE 253 TO ROBINSON CREEK BRIDGE	CAPM	\$16,656,000	\$22,000	\$3,226,259	\$19,904,259	PSE	01/08/2027	12/01/2028
01-0P200	SHOPP	FINCK, BRIAN T	128	19.5/20.4	Philo Greenwood Shoulder Widening	In Mendocino County from 0.6 mile east of Philo-Greenwood Road-132 to 0.4 mile west of Philo-Greenwood Road-132.	Shoulder Widening	\$6,533,000	\$3,543,000	\$7,472,543	\$17,548,543	PAED	04/30/2030	12/03/2031
01-0Q620	MAINTENANCE	NICKERSON, NANETTE R	128	21.6/47.3	MEN 128 Drainage	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS FROM 1.4 MILES EAST OF PHILO GREENWOOD ROAD RD-132 TO 1.1 MILES WEST OF MOUNTAIN HOUSE ROAD RD-111		\$0	\$0	\$200,274	\$200,274	PAED	04/10/2029	11/02/2028
01-0Q060	SHOPP	GOFF, TREVOR	128	28.1/28.1	Repair Storm Damage MEN-128	IN MENDOCINO COUNTY IN BOONVILLE AT THE BOONVILLE MAINTENANCE STATION		\$0	\$0	\$333,404	\$333,404	CONST	04/14/2025	11/02/2026
01-0N810	MAINTENANCE	BRANDENBURG, STANLEY B	128	40.9/44.3	[HM-122 0N810] YORKVILLE SLURRY SEAL	IN MENDOCINO COUNTY NEAR YORKVILLE FROM 2.1 MILES EAST OF BEEBE CREEK BRIDGE TO 0.8 MILE EAST OF DRY CREEK BRIDGE	Slurry Seal	\$837,000	\$0	\$84,178	\$921,178	CONST	04/21/2025	06/15/2026
01-0Q730	SHOPP MINOR B	GOFF, TREVOR	128	47.09/47.09	Repair Storm Damage	IN MENDOCINO COUNTY ABOUT 6 MILES EAST OF YORKVILLE AT 1.4 MILES WEST OF MOUNTAIN HOUSE ROAD	Repair Storm Damage	\$0	\$0	\$119,770	\$119,770	CONST	12/19/2025	11/11/2027

CT Milestone Report - Mendocino County - March 10, 2026

Project Number	Program ^a	Project Manager	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Past Due	3 Months	Complete
												Current Phase ^b	Begin Construction	End Construction
01-0Q700	MAINTENANCE	NICKERSON, NANETTE R	162	15/24	MEN 162 Drainage	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS FROM 4.9 MILES EAST OF RODEO CREEK BRIDGE 10-237 TO 4.2 MILES WEST OF WATTENBERG ROAD RD-332	MEN 162 Drainage	\$0	\$0	\$241,181	\$241,181	PAED	06/24/2027	11/09/2028
01-0P970	SHOPP	GOFF, TREVOR	162	16.1/16.2	Repair slipout	IN MENDOCINO COUNTY NEAR DOS RIOS FROM 0.9 TO 1.0 MILES EAST OF MID FORK EEL RIVER BRIDGE	Repair Slipout	\$0	\$0	\$1,155,352	\$1,155,352	CONST	04/01/2025	11/02/2026
01-0Q250	SHOPP	GOFF, TREVOR	162	21.16/21.16	Repair Sink	IN MENDOCINO COUNTY NEAR COVELO AT 1.3 MILES EAST OF SAND BANK CREEK	Repair Sink	\$0	\$0	\$418,372	\$418,372	CONST	07/08/2025	11/02/2026
01-0M690	MAINTENANCE	BRANDENBURG, STANLEY B	162	25.7/34.05	(HM 25/26?) Covelo Slurry Seal	IN MENDOCINO COUNTY AT AND NEAR COVELO FROM 1.1 MILES WEST OF POONKINNEY ROAD TO SHORT CREEK BRIDGE	SLURRY SEAL	\$2,146,000	\$0	\$246,534	\$2,392,534	PAED	06/30/2027	11/01/2027
01-0F970	SAFE ROUTES	BUCK, JENNIFER L	162	29.18/30.27	SR-162 Multi-Purpose Trail PHASE I	IN MENDOCINO COUNTY IN COVELO FROM HOWARD STREET TO BIGGAR LANE	CONSTRUCT MULTI-USE TRAIL - PHASE 1	\$0	\$0	\$180,283	\$180,283	CONST	04/19/2023	12/01/2025
01-0L020	SHOPP	BUCK, JENNIFER L	162	29.18/30.68	COVELO COMPLETE STREETS FCO	IN MENDOCINO COUNTY IN COVELO FROM HOWARD STREET TO COVELO RANGER STA	COMPLETE STREETS FINANCIAL CONTRIBUTION	\$1,511,000	\$500,000	\$0	\$2,011,000	CONST	01/26/2022	12/01/2026
01-0F980	SAFE ROUTES	BUCK, JENNIFER L	162	30.27/30.67	SR-162 Multi-use Trail Phase 2	IN MENDOCINO COUNTY IN COVELO FROM BIGGAR LANE TO HURT ROAD	CONSTRUCT MULTI-USE TRAIL PHASE 2	\$0	\$0	\$0	\$0	CONST	04/19/2023	01/01/2025
01-0P460	MAINTENANCE	NICKERSON, NANETTE R	162	7.8/12.3	Men 162 Drainage	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS FROM 5.6 MILES EAST OF ROAD 8152 TO 3.0 MILES WEST OF LAYTONVILLE DOS RIOS ROAD	MEN 162 Drainage	\$750,000	\$0	\$143,277	\$893,277	PSE	07/23/2026	11/09/2027
01-0A132	SHOPP	EVERETT, KATIE M	162	8.2/8.2	Eel River Bridge Child	IN MENDOCINO COUNTY NEAR LONGVALE AT EEL RIVER BRIDGE #10-236	ENVIRONMENTAL MITIGATION	\$0	\$0	\$268,768	\$268,768	CONST	09/11/2026	12/01/2031
01-0A131	SHOPP	EVERETT, KATIE M	162	8/8.4	Eel River Bridge Replacement	IN MENDOCINO COUNTY NEAR LONGVALE FROM 8.0 MILES TO 8.4 MILES EAST OF ROUTE 101 AT EEL RIVER BRIDGE	BRIDGE REPLACEMENT	\$16,920,000	\$537,000	\$4,793,657	\$22,250,657	CONST	07/03/2023	12/01/2028
01-0H150	SHOPP	EVERETT, KATIE M	162	R0/25.7	COVELO PAVEMENT	IN MENDOCINO COUNTY NEAR LONGVALE FROM ROUTE 101 TO 1.1 MILES SOUTH OF POONKINNEY ROAD NEAR COVELO	REHABILITATE PAVEMENT	\$40,830,000	\$18,000	\$1,461,010	\$42,309,010	CONST	05/13/2024	06/30/2026
01-0Q420	SHOPP	GOFF, TREVOR	175	6.2/6.4	Repair Slipout	IN MENDOCINO COUNTY ABOUT 2 MILES WEST OF OASIS, FROM 2.2 TO 2.4 MILES EAST OF BUCKMAN DRIVE		\$0	\$0	\$1,309,931	\$1,309,931	CONST	10/01/2025	11/01/2027
01-0P350	SHOPP	GOFF, TREVOR	253	13.02/13.02	Repair slipout	IN MENDOCINO COUNTY NEAR UKIAH AT 0.3 MILE WEST OF BUTLER RANCH ROAD	Repair slipout	\$0	\$0	\$237,581	\$237,581	CONST	03/11/2025	04/01/2026
01-0N250	SHOPP MINOR A	HOWELL, BRENDA GALE	253	16.065/16.1	South Ukiah Drainage System Replacement	IN MENDOCINO COUNTY NEAR UKIAH AT 0.4 MILE WEST OF STIPP LANE	Drainage System Replacement	\$1,027,000	\$100,000	\$1,463,285	\$2,590,285	PAED	05/05/2028	12/31/2028
01-0L810	SHOPP	KONOPA, ISRAL J	271	0/7.3	MEN-271 Class 3 CAPM	IN MENDOCINO COUNTY NEAR LEGGETT FROM 101 SEPARATION 10-172 CUMMINGS TO THE ROUTE 001 JUNCTION	CLASS 3 CAPM	\$13,714,000	\$0	\$2,994,501	\$16,708,501	PSE	02/13/2028	12/01/2028
01-0A841	SHOPP	FALK, KARL J	271	17.7/18	McCoy Creek Revegetation	IN MENDOCINO COUNTY NEAR PIERCY FROM 0.7 MILE NORTH OF ROUTES 271/101 SEPARATION #10-217 TO 0.4 MILE SOUTH OF SIDEHILL VIADUCT #10-100	MITIGATION PLANTING & MONITORING	\$205,000	\$0	\$74,237	\$279,237	CONST	09/15/2020	12/01/2026
01-0P940	SHOPP	GOFF, TREVOR	271	2.4/2.5	Slide Repair	IN MENDOCINO COUNTY NEAR CUMMINGS FROM 0.88 MILE TO 0.98 MILE SOUTH OF 101/271 SEPARATION	Slide Repair	\$0	\$0	\$363,913	\$363,913	CONST	02/03/2025	11/02/2026
01-0P610	SHOPP MINOR B	THIEL, MICHAEL L	271	7.25/7.51	MB-0P610-Leggett Culverts Replace	IN MENDOCINO COUNTY AT LEGGETT FROM UNDERWOOD LANE TO ROUTE 1	Leggett Culvert Replacement	\$0	\$0	\$980,850	\$980,850	PAED	07/01/2027	08/01/2028
01-0R030	SHOPP	GOFF, TREVOR	271	R104.66/R104.66	Repair Storm Damage	IN MENDOCINO COUNTY NEAR PIERCY AT 0.8 MILE NORTH OF THE ROUTE 101/271 SEPARATION	Repair Culvert & Sink	\$0	\$0	\$381,556	\$381,556	CONST	03/25/2026	04/01/2027
01-0N960	MAINTENANCE	BRANDENBURG, STANLEY B	VAR	0/0	HM3-0N960-S. Area Bridge 26/27	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS	Bridge deck repairs	\$1,037,000	\$0	\$199,779	\$1,236,779	PAED	06/01/2027	12/31/2027

Field Descriptions for RTPA CT Milestones Reports

Footnote	Column	Description
a)	Program	The funding source for the project.
	LOCAL ASSISTANCE	This funding comes from various Federal and State programs specifically designed to assist the transportation needs of local agencies.
	MAINTENANCE	Highway maintenance is the preservation, upkeep, and restoration of the roadway structures as nearly as possible in the condition to which they were constructed.
	OTHER STATE FUNDS	Miscellaneous State funds.
	OTHER-LOCAL	Miscellaneous Local funds.
	PLANNING	During the PID phase (see below) prior to the project being programmed into either SHOPP or STIP.
	SAFE ROUTES	Safe Routes to Schools- Part of the Active Transportation and Complete Streets Program
	SHOPP	State Highway Operation and Protection Program - The SHOPP consists of safety projects and preservation projects necessary to maintain and preserve the existing State Highway System.
	SHOPP MINOR A	A SHOPP project that has a construction capital limit between \$291,001 and \$1,250,000.
	SHOPP MINOR B	A SHOPP project that has a construction capital limit of \$291,000 or less.
	STIP	State Transportation Improvement Program - The STIP primarily consists of capacity enhancing or increasing projects, but it can also include local road rehabilitation projects.
b)	Current Phase	The stage of progress of the project.
	PID	Project Initiation Documents - Establishes a well-defined purpose and need statement, proposed project scope tied to a reliable cost estimate and schedule. Prior to the project being programmed.
	PAED	Project Approval and Environmental Document - Complete detailed environmental and engineering studies for project alternatives (as needed); approve the preferred project alternative.
	PSE	Plans, Specifications and Estimate - Conduct detailed project design; prepare and advertise project contract.
	CONST	Period from approval of the construction contract to final acceptance and payment of the work performed by the contractor. There may be a seasonal delay between approving the contract and the beginning of actual construction.
	CLOSE-OUT	Post-construction (close-out) projects are not included in this report. You may see crews completing work related to environmental mitigation and monitoring for a few years after construction.



Mendocino County Milestone Projects

- PA&ED
- PS&E
- Construction



[District 1 External Partners Project Communication Form Link](#)



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda #13d
Reports
MCOG Meeting
4/6/2026

STAFF REPORT

TITLE: Summary of Meetings

DATE PREPARED: 3/27/2026

SUBMITTED BY: Julie St. Pierre, Administrative Assistant

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

Date	Meeting/Event	Staff
Feb 2, 9	NREN Monday.com Basic/Advanced Trainings	Walker & Felice
Feb 2, Mar 2, 16	NREN Public Equity Program Team Meeting	Walker & Felice
Feb 3, Mar 3	NREN Commercial Resource Acquisition (RA) Breakout	Walker & Felice
Feb 3, 24	Sea Level Rise (SLR) Workshop Planning Meeting	Barrett & Ortega
Feb 4	Coastal Commission Hearing	Barrett & Villa
Feb 4, 11, 25	NREN Business Planning Meeting	Barrett & Walker
Feb 5, 19, Mar 5	NREN Energy Careers Education & Training (ECET) Program Team Meeting	Walker & Felice
Feb 5, Mar 26	NREN Finance Meeting	Barrett & Walker
Feb 9	Pavement Management Program (PMP) Kick Off Meeting	Barret & Ortega
Feb 9	MTA Transit and Intercity Rail Capital Program (TIRCP) Meeting	Barrett & Sookne
Feb 10, Mar 10, 24	MCOG NREN Marketing Meeting	Walker & Felice
Feb 10	Ukiah Valley Interchange Meeting	Barrett, Ortega, Sookne, & Pedrotti
Feb 10	NREN Local Energy Resources Network (LERN) Meeting	Walker & Felice
Feb 11	CALCOG Directors Association of California (CDAC) Meeting	Barrett
Feb 11, Mar 11, 25	NREN Governing Partners (GP) Meeting	Barrett, Walker, & Felice
Feb 12,	NREN Residential Equity Breakout Meeting	Walker & Felice
Feb 13, 19, 26	NREN Residential Equity Development Meeting	Walker & Felice
Feb 13	NREN Laytonville Food Bank – Kit Event	Felice
Feb 17	Redwood Region Rise (RRRISE) Voting Meeting	Barrett
Feb 18	MCOG Technical Advisory Committee (TAC) Meeting	Barrett, Villa, Ortega, Sookne, & Pedrotti
Feb 18	NREN PACE Supply Meeting	Walker & Felice
Feb 19	Mendocino County Status Meeting	Villa & Ortega
Feb 20	NREN Coyote Valley Working Hands Planning Meeting	Walker & Felice
Feb 25	MTA Board Meeting	Sookne
Feb 26	Mendo Sea Level Rise Study Briefing – Sherwood Band Engagement	Barrett, Ortega, & Pedrotti
Feb 26	MCOG Executive Committee Meeting	Barrett, Orth, Villa, & St. Pierre
Feb 26	NREN Education to Employment (E2E)	Walker
Mar 2	NREN Rebate Consolidation Meeting	Walker
Mar 3	Caltrans Transit Policy Discussion	Sookne
Mar 3	NREN-PACE Meeting	Walker & Felice
Mar 4	NREN Marketing Sub-Committee	Walker & Felice
Mar 9	North State Super Region (NSSR) Working Group Meeting	Barrett
Mar 10	Board of Supervisors – Sales Tax Meeting	Barrett & Villa
Mar 10	State of Good Repair Meeting with Caltrans & MTA	Orth & Villa
Mar 10	Brooktrails Project Development Team (PDT)	Barrett
Mar 11	NREN Fort Bragg Food Bank – Kit Event	Felice

Mar 11, 12	Transit and Intercity Rail Capital Program (TIRCP) Grant Meeting with MTA and the City of Ukiah	Barrett, Sookne, & Villa
Mar 12, 26	NREN Residential Resource Acquisition (RA) Development	Walker & Felice
Mar 13	NREN Residential Equity Development Meeting	Walker & Felice
Mar 13	Rural Counties Task Force (RCTF) Meeting	Barrett
Mar 16	NREN Down Stream (DS) Operations Meeting	Walker & Felice
Mar 18	MCOG Technical Advisory Committee (TAC) Meeting	Barrett, Villa, Ortega, Sookne, & Pedrotti
Mar 18	MCOG x Redwood Coast Energy Authority (RCEA) Data Check-in	Walker & Felice
Mar 18	Statewide Regional Transportation Planning Agency (RTPA) Meeting	Barrett
Mar 19	Mendo-Lake PACE Event Review Meeting	Walker & Felice
Mar 19	Strategic Highway Safety Plan Steering Committee (SHSP) Meeting	Barrett
Mar 20	NREN Residential Equity Operations Meeting	Walker & Felice
Mar 20	NREN Meeting with Mendocino College (ECET)	Barrett, Walker, & Felice
Mar 23	Point Arena Surface Transportation Block Grant Program (STPG) Mtg	Orth & Villa
Mar 24	Mendo-Lake PACE Contractors' Event/Training	Walker & Felice
Mar 24	Rural Vehicle Miles Traveled (VMT) Guidance Presentation	Barrett & Ortega
Mar 25	MTA Board Meeting	Sookne
Mar 25	Mendo SLR Public Workshop, Point Arena	Barrett & Ortega
Mar 26	NREN Meeting – ECET Metric & KPIs	Felice
Mar 26	Mendo SLR Public Workshop, Fort Bragg	Ortega

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 #13ei
Reports
MCOG Meeting
4/6/2026

TITLE: Draft FY 2026/27 Regional Transportation Planning Agency (RTPA) & COG Budget

SUBMITTED BY: Janet Orth, CFO/Administrative Advisor

DATE: 3/17/2026

BACKGROUND:

As the first step of annual budget development, staff prepares a draft budget of anticipated revenues and expenditures with detailed staff report. The Executive Committee meets in February to review and recommend for further development, and to release the annual Area Apportionment notice for claimants by March 1, as required by the Transportation Development Act (TDA).

The Executive Committee met February 26 to review and recommend the Draft FY 2026/27 budget. Full details of discussion and action are provided in the minutes, for approval on MCOG's Consent Calendar for April 6. In summary:

Recommendation:

Upon motion by Criss, seconded by Rafanan, and carried unanimously (3 Ayes; 0 Noes; 0 Absent), the Executive Committee recommended approval of the Draft 2026/27 Regional Transportation Planning Agency (RTPA) and COG Budget prepared by staff, as amended, for further development during the annual budget process, and staff is directed to issue the annual Area Apportionment notice of LTF funds according. In summary:

- LTF Reserve fund balance of \$639,000 or 15% of Auditor's estimate, triple the minimum percentage as allowed under policy, releasing \$117,708 for 2026/27 allocations
- \$613,366 LTF for Administration
- \$72,913 LTF for 2% Bicycle & Pedestrian Program, allocating the full optional 2%
- \$125,000 of new LTF for the Planning program
- \$3,565,429 LTF for Transit
- Allocations from other sources for the Transportation Planning Overall Work Program (OWP) as recommended by staff and Technical Advisory Committee
- Allocations from the Surface Transportation Block Grant (STBG) Program according to policy and contracts
- Allocations from SB 125 Transit Capital funding as previously approved in MCOG's Allocation Plan
- Allocation for services under the new Northern Rural Energy Network (NREN) partnership budget.

– *Summary of recommended budget is attached.*

The Area Apportionment notice was mailed to eligible claimants Monday, March 2, 2026 as required, and posted to [MCOG's website](#) on March 5. Next the budget goes to the Transit Productivity Committee for review and recommendation on Mendocino Transit Authority's annual claim and any Unmet Transit Needs considered "reasonable to meet." A budget workshop is scheduled for our Board meeting on May 4, for action on June 1.

Staff will be available to answer any questions at our April Board of Directors meeting.

ACTION REQUIRED: None at this time.

ALTERNATIVES: None identified.

RECOMMENDATION:

None, this item is for information only.

Mendocino Council of Governments

3/2/2026

Regional Transportation Planning Agency & COG - Fiscal Year 2026/27 Budget

Administration, Bicycle & Pedestrian, Planning, and Transit Allocations - Executive Committee Recommendation - February 26, 2026

REVENUES	Trans. Devt. Act (TDA)			State			Federal		Regional	TOTALS
	LTF	STA	CRF	PPM	RPA	Various	STBG	5311, 5304	NREN	
2026/27 LTF Official County Auditor's Estimate	4,259,000									4,259,000
2025/26 Auditor's Anticipated Unrestricted Balance	NA									0
Total Local Transportation Fund (LTF) Estimate	4,259,000									4,259,000
2025/26 Auditor's Anticipat'd Unrestricted Balance - Reversed	NA									0
2022/23 Ineligible LTF Due To MCOG from MTA - <i>reallocated 2024/25, repaid 25/26</i>	0		0							0
2026/27 State Transit Assistance - SCO's Preliminary Estimate, PUC Sec. 99313 and 99314		876,829								876,829
2026/27 State of Good Repair - SCO's Preliminary Estimate, PUC Sec. 99313 and 99314						171,875				171,875
STA and SGR - Fund Balances Available for Allocation - <i>2025/26 carryover</i>		0				24,113				24,113
MCOG's Capital Reserve Fund - Balance Available for Transit			137,143							137,143
FTA Section 5311 Program - Annual Regional Apportionment - <i>estimated</i>								738,115		738,115
2026/27 STIP Planning, Programming & Monitoring (PPM)				129,000						129,000
2026/27 Rural Planning Assistance					404,500					404,500
2025/26 Transportation Planning Program carryover	38,784			pending	pending			0		38,784
2026/27 Surface Transportation Block Grant (STBG) Program							1,099,310			1,099,310
Carryover - STBG Local Assistance							333,159			333,159
2026/27 State Funds for SR-162 Corridor Multi-Purpose Trail - <i>estimated ATP and SHOPP</i>						471,146				471,146
SB 125 Formula-Based Transit & Intercity Rail Capital Program						1,160,541				1,160,541
2026/27 Northern Rural Energy Network from PG&E Ratepayer Funds									730,944	730,944
LTF Reserve:										
2024/25 LTF Unrestricted Balance - <i>audited shortfall (26,493)</i>			0	<i>Shortfall not drawn from Reserve</i>						
LTF Reserve Balance as of 6/30/2025 - <i>audited</i>	515,156									
2023/24 LTF Unrestricted Balance - <i>audited, added to Reserve 7/1/2025</i>	132,316									
2022/23 MTA repayments in 2025/26 - <i>12 months</i>	109,236		171,432							
Subtotal LTF Reserve Available Balance			756,708							
Less LTF Reserved per Policy - <i>2026/27 LTF estimate x 15% option</i>	639,000									
Excess LTF Reserve Funds Available for Allocation in FY 2026/27	117,708									117,708
TOTAL REVENUES	5,054,492	876,829	308,575	129,000	404,500	1,827,675	1,432,469	738,115	730,944	10,692,167
ALLOCATIONS										
Total LTF Reserve Allocation:	639,000									639,000
2026/27 MCOG Administration and NREN Services	613,366					5,000	95,499		730,944	1,444,810
2% Bicycle & Pedestrian - 2026/27 LTF Estimate less Admin. x .02	72,913									72,913
2026/27 Planning Overall Work Program (OWP) - <i>new funds at 3% per TDA</i>	125,000			129,000	404,500					
Carryover Funds - See OWP Summary	38,784			pending	0			0	Total OWP:	697,284
Total Administration, Bike & Ped., and Planning	850,063	0	0	129,000	404,500	5,000	95,499	0	730,944	2,215,007
Less Non-Transit Funding Sources - <i>ATP, SHOPP and SB 125 Admin.</i>						-476,146				
BALANCE AVAILABLE FOR TRANSIT	3,565,429	876,829	308,575	0	0	1,351,529	0	738,115		6,840,477
2026/27 Mendocino Transit Authority Claim - due April 1:										
MTA Operations										0
Unmet Transit Needs										0
Senior Centers Operations										0
Capital Program, MTA & Seniors Current Year										0
Capital Program, Long Term (Five Year Plan)										0
Total Transit Allocations	0	0	0	0	0	0	0	0	0	0
Other Allocations - STBG for MCOG Partnership Fund							100,000			100,000
Other Allocations - STBG for County & Cities Projects by Formula							909,310			909,310
Other Allocations - SB 125 for Administration						22,659				22,659
Other Allocations - SR162 Corridor Multi-Purpose Trail - ATP & SHOPP						471,146				471,146
Other Allocations - Northern Rural Energy Network (NREN) - Programs budget pending										0
TOTAL ALLOCATIONS	1,489,063	0	0	129,000	404,500	498,805	1,104,809	0	730,944	4,357,122
Balance Remaining for Later Allocation	3,565,429	876,829	308,575	0	0	1,328,870	327,660	738,115	0	6,335,046



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda #13fi
Reports
MCOG Meeting
4/6/2026

STAFF REPORT

TITLE: FY 2026/27 Draft Transportation Planning Overall Work Program **DATE PREPARED:** 3/24/26

SUBMITTED BY: Alexis Pedrotti, Project Manager **MEETING DATE:** 4/6/26

BACKGROUND:

The Technical Advisory Committee reviewed the Draft FY 2026/27 Transportation Planning Overall Work Program (OWP) and approved it for submittal to Caltrans for initial review during their regular February meeting. To meet the submission timeline and allow for necessary review, the Draft OWP was submitted to Caltrans by February 27, 2026, for circulation and comments.

The Draft Overall work program submitted to Caltrans included MCOG Planning staff work elements, one new local agency project, one new MCOG led planning project (contingent on grant approval), and three potential carryover projects, bringing the draft total to \$697,284. The one new local agency project recommended for funding in the Draft Overall Work Program includes:

- *Co. DOT Combined Special Studies (\$56,000)*

The professional services contract with Davey-Bates Consulting (DBC) for MCOG planning staff remained an estimate in the Draft OWP for the upcoming fiscal year 2026/27. The estimated planning staff budget included the prior year's approved budget, adjusted by a slight increase (\$550,000). This figure serves as a placeholder and will be updated in the Final OWP to reflect the actual CPI adjustment and the finalized DBC Cost Proposal presented to the MCOG Executive Committee.

MCOG staff also recently submitted a grant application to complete the SR 20 Willits Multimodal Circulation & Intersection Improvement Study through the Caltrans Sustainable Transportation Planning Grant Program. Because grant awards will not be announced until this summer, staff is requesting that funds be reserved to meet the required local match, estimated at approximately \$47,200, until official notification is received. In addition, MCOG has several direct annual expenses, including licenses, project costs, and training that have been included in the draft OWP.

Additionally, a few projects have been identified and are expected to be carried over into the upcoming FY 2026/27 Overall Work Program. These projects include the Mendocino County Seal Level Rise Roadway Impact Study, the Regional Vehicle Miles Traveled (VMT) Mitigation Program, and the Pavement Management Program Update. Currently, there is only a placeholder for these projects. Staff will have more accurate carryover amounts available for the final.

Caltrans is currently reviewing the Draft OWP and is expected to provide comments within the next few weeks. Any necessary adjustments will be made accordingly. The Final Overall Work Program will subsequently be presented for TAC review and recommendation in April, followed by MCOG approval in May.

ACTION REQUIRED: No action is required at this time. The purpose of this agenda item is to respond to any questions or concerns you may have before the Final FY 2026/27 Overall Work Program is prepared for TAC recommendation in April, and MCOG consideration in May.

ALTERNATIVES: None identified.

RECOMMENDATION: This item is presented for information and discussion only. The Final FY 2026/27 Overall Work Program will be scheduled for TAC review and recommendation in April and MCOG adoption in May.



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda #13fii-iii
Reports MCOG
Meeting 4/6/2026

STAFF REPORT

TITLE: Planning Projects Update

DATE PREPARED: 3/24/26

SUBMITTED BY: Hector Ortega, Project Analyst

MEETING DATE: 4/6/26

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

Mendocino County Sea Level Rise Roadway Impact Study - Staff and the consultant team are currently collecting and analyzing community input using key ranking criteria including roadway usage, vulnerability, network importance, feasibility, and public input to identify five priority sites for further analysis. A total of 130 community members participated in the project survey, which was open from December 18, 2025, through February 16, 2026. Initial survey results indicate that Point Cabrillo Drive, Old Coast Highway, Port Road, and Lighthouse Road are viewed as top priorities. Key concerns highlighted by respondents include bluff erosion, flooding, roadway failures, and maintaining emergency access, while community priorities emphasize evacuation reliability, daily travel needs, and improved drainage and maintenance.

Additional outreach was conducted through public workshops held on March 25 in Point Arena, March 26 in Fort Bragg, and a virtual workshop on March 31. Input from these workshops is currently being reviewed and compiled.

Following completion of the prioritization process, the consultant team will conduct detailed technical analyses for the five selected priority sites. This work will include identifying potential adaptation strategies such as roadway elevation, realignment, and shoreline stabilization along with developing conceptual cost estimates and evaluating overall feasibility.

Mendocino County Pavement Management Program Update - The Pavement Management Program (PMP) contract with Nichols Consulting Engineers (NCE) has been fully executed, and participating agencies were asked to provide access to their StreetSaver databases in advance of the project kickoff. Access has been granted by all agencies. Evaluation and update of all the databases have been completed.

In early March 2026, MCOG was informed by ARRB Systems (ARRB) that the data collection vehicle planned for this project was involved in an accident, resulting in a minor delay. According to ARRB's latest update, the collection vehicle is scheduled to arrive in the county on March 27, 2026, and will conduct field operations, including weekends, over a 28-day period.

The first project status meeting is scheduled for April 1, 2026, at which time staff expect to receive an initial progress update from ARRB, including confirmation of data collection activities and any necessary adjustments to the project schedule moving forward.

ACTION REQUIRED: No action is required at this time. The purpose of this agenda item is to respond to any questions or concerns you may have and to provide an update on the Mendocino County Sea Level Rise Roadway Impact Study and the Mendocino County Pavement Management Plan Update.

ALTERNATIVES: None identified.

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



MENDOCINO COUNCIL OF GOVERNMENTS



STAFF REPORT

TITLE: Northern Rural Energy Network (NREN) Update

DATE PREPARED: 3/27/26

MEETING DATE: 4/6/26

SUBMITTED BY: Orion Walker, Energy Program Manager

MCOG's NREN staff has been focusing on promoting and delivering our residential programs while continuing to work with our regional partners to develop our non-residential programs. Highlights of recent activity are as follows:

- MCOG staff partnered with LAPC staff and PACE Supply to produce contractor trainings on heat pump water heaters and heat pump HVAC systems held on March 24th at PACE Supply. Attendance was strong with over 25 attendees. The schedule included an overview of NREN programs, a presentation on financing options from Go Green Financing, and a presentation from the Mendocino College work experience program. Feedback from the event was very positive.
- Staff participated and tabled at the Education to Employment summit held at the Ukiah Conference Center on Feb. 27th. This was a productive networking event that moved conversations forward for the Energy Careers and Training (ECET) program.
- The Public Services program is now in a soft launch phase as we begin working with local school districts and municipalities to offer benchmarking, assessments, referrals, and project support services
- Educational outreach and kit giveaway events are ongoing, with recent successful events at the Fort Bragg Food Bank, Laytonville Food Bank, and Willits Senior Center among others.
- Staff assisted in the completion of the Business Plan proposal for the 2028-2031 funding cycle which has now been submitted to the CPUC.
- Preparations are underway to begin offering in-home residential energy assessments on a limited basis. Phone-based home assessments are ongoing and volume is steadily growing.
- Residential and Commercial “direct install” programs where services and rebates are delivered through local contractor partners is underdevelopment, with roll out expected in the next few months.
- NREN has received a report from consultant Frontier Energy with recommendations on development of the planned finance program. Frontier has recommended shifting resources away from financing and into added incentives if feasible. The NREN Governing Partners will be discussing this recommendation in upcoming meetings.
- The regional website, **Northernren.org** continues to be updated and developed with additional content. Residents can sign up there for Free Energy Efficiency Kits, Rebates, and Energy Efficiency Home Assessments.

ACTION REQUIRED: No action required – information only.

ALTERNATIVES: None.

RECOMMENDATION: No action required – information only.