



# MENDOCINO COUNCIL OF GOVERNMENTS

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NEPHELE BARRETT, EXECUTIVE DIRECTOR

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

## AGENDA

**Monday, June 3, 2024 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 access request to [info@mendocinocog.org](mailto:info@mendocinocog.org) or call MCOG Administration at (707) 463-1859.*

Audio Call-in Option: 1 (669) 900-6833 (in CA)  
Meeting ID: 863 3140 1419      Passcode: 056550

### 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) will join from Caltrans District 1 office in Eureka. The general public may join from any of these posted locations or by calling in to the teleconference.

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

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

Thanks to all for your interest and cooperation.

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

1. Call to Order and Roll Call
2. Assembly Bill 2449 Notifications and Considerations – *to receive and address requests from Board members to participate in the meeting from a non-posted location, subject to conditions set forth in AB 2449*

### SAFE MEETING

3. Convene as SAFE – Service Authority for Freeway Emergencies
  - a. Report of Motorist Aid Call Box Program Status
  - b. Adoption of FY 2024/25 Mendocino SAFE Budget
4. Recess as SAFE – Convene as RTPA
5. Recess as RTPA – Reconvene as Policy Advisory Committee

### CONSENT CALENDAR

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

6. Approval of May 6, 2023 Minutes
7. Approval of May 2, 2023 Transit Productivity Committee Minutes
8. Adoption of Resolution #M2024-\_\_\_\* Reprogramming MTA's FY 2021/22 Project List for a New FY 2024/25 Project Under the California State of Good Repair Program, Superseding Resolution #M2021-13 – *Mendocino Transit Authority – replacement vehicles*

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

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

### REGULAR CALENDAR

10. Fiscal Year 2024/25 RTPA and COG Budget
  - a. Adoption of Resolution #M2024-03 Allocating Fiscal Year 2024/25 Funds and 2023/24 Carryover Funds for Administration, Bicycle & Pedestrian Facilities, Planning, and Reserves
  - b. Adoption of Resolution #M2024-04 Finding That There Are Unmet Transit Needs That Are Reasonable To Meet for Fiscal Year 2024/25
  - c. Adoption of Resolution #M2024-05 Allocating Fiscal Year 2024/25 Local Transportation Funds and State Transit Assistance to Mendocino Transit Authority
  - d. Adoption of Resolution #M2024-06 Allocating Surface Transportation Block Grant Program Funds for Fiscal Year 2024/25 MCOG Partnership Funding Program, Local Assistance, and Distribution By Formula To Member Agencies
  - e. Adoption of Resolution #M2024-07 Allocating Fiscal Year 2023/24 Carryover Regional Early Action Planning (REAP) Program Grant Funds for FY 2024/25
  - f. Adoption of Resolution #M2024-08 Allocating Fiscal Year 2024/25 Funds for SB 125 Formula-Based Transit & Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP)
11. Acceptance of Transit Productivity Committee Report of May 2, 2024 – Annual Transit Performance Review
12. Discussion/Consideration of RuralREN (Regional Energy Network) Developments

13. Consideration of Letter to Support Implementation of Roadside Wildfire Prevention Measures for Trailers in California

**RATIFY ACTION**

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

**REPORTS**

15. Reports – Information – *No Action*

- a. Caltrans District 1 – Projects Update and Information
- b. Mendocino Transit Authority
- c. Great Redwood Trail Agency
- d. MCOG Staff - Summary of Meetings
- e. MCOG Administration Staff – *verbal report*
  - i. Status of Staffing Contracts Negotiated by the Procurement Consultant, Regional Analysis & Planning Services (RAPS) – *to August 12 meeting*
  - ii. Miscellaneous
  - iii. Next Meeting Date – Monday, August 12, 2024 – *Note second Monday*
- f. MCOG Planning Staff – *verbal reports*
  - i. Work Element 9 - Noyo Harbor Multimodal Circulation Plan
  - ii. Work Element 10 - Local Road Safety/Action Plans Update
  - iii. Miscellaneous
- g. MCOG Directors
- h. California Association of Councils of Governments (CALCOG) Delegates

**ADJOURNMENT**

16. Adjourn

**AMERICANS WITH DISABILITIES ACT (ADA) and TRANSLATION REQUESTS**

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

Las personas que requieren alojamiento especial, asientos accesibles, o documentación en formatos alternativos de acuerdo con la Ley de Estadounidenses con Discapacidades, o personas que requieren servicios de interpretación (sin cargo) deben comunicarse con MCOG (707) 463-1859, por lo menos cinco días antes de la reunión.

**ADDITIONS TO AGENDA**

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

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

**CLOSED SESSION**

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

POSTED 5/28/2024

\* Next Resolution Number: M2024-09







# MENDOCINO COUNTY S.A.F.E.

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

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

**DATE:** 5/28/2024

**SUBMITTED BY:** Nephele Barrett, Executive Director

**MEETING DATE:** 06/03/24

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

The Mendocino SAFE has successfully completed around 70% of the 4G radio upgrades across the county. However, there are still 31 remaining upgrades to be finished, primarily located along State Routes 128 and 1. Although financial constraints are an ongoing challenge, the upgrade process is also impacted by very limited availability of necessary parts for the boxes. For some of our completed repairs and upgrades, we've been able to benefit from refurbished parts left from removed boxes in other areas, which also result in cost savings. However, the continued availability of these used parts is unknown.

For the past several years, Mendocino SAFE has partnered with CASE Systems, Inc. on an as-needed basis to repair and upgrade the call box system over the years. Since the inception of the Mendocino Call Box program, CASE (formerly Comarco) has been the sole provider of services. However, CASE Systems, Inc. has recently been acquired by Knightscope, a US-based developer of autonomous security robots and emergency communication systems. Following the acquisition, multiple SAFEs across the state have reported various issues during the transition from CASE to Knightscope. Because there are few, if any, other companies that work with our system type and service our area, we are hopeful that these issues will work themselves out. We've been fortunate to have direct collaboration with Robert Lucio, a technical expert from Knightscope's Sacramento office. As a CASE veteran, he possesses extensive knowledge of our system and has been instrumental in providing responsive and helpful support, as permitted by management.

Call boxes may occasionally encounter service disruptions and problems that are not directly related to the 4G radio upgrades. These issues can range from minor to complex, depending on the specific box and circumstances. Common issues include battery depletion, outdated equipment malfunction, and physical damage such as knock-downs. As our system ages, we are experiencing these issues more frequently, which can impact service reliability. Our staff is able to make certain very minor repairs, but for anything more complicated, we rely on Knightscope.

In the next few months, staff will be engaging in discussions and collaboration with other SAFE entities across the state to explore potential next steps for our partnership with Knightscope. In the meantime, we will continue to monitor the condition of the system, provide routine maintenance, and move forward with the 4G radio upgrades as appropriate.

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

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**Alternatives:** None.

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**Recommendation:** None.





# MENDOCINO COUNTY S.A.F.E.

## SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

Agenda #3b  
SAFE  
MCOG Meeting  
6/3/2024

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**TITLE:** Mendocino County SAFE Program Budget

**DATE:** 5/28/2024

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

**MEETING DATE:** 06/03/24

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**Background:**

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

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

Revenues are projected at \$251,172 for the 24/25 Fiscal Year. This includes DMV fees, interest, and carryover of the prior year.

Expenses are projected at \$217,438 for the 24/25 Fiscal Year. The expenses cover the administration and planning contracts. The remaining funds will be allocated to new installations and upgrades, maintaining existing systems, cellular and satellite services, and the CHP contract, which serves as the primary answering service. The expenses for the planning contract include an estimated \$65,565 carried over as a result of savings in previous contract years, to be finalized after remaining expenditures for the current fiscal year. That carryover will continue to be available for use by the planning contractor until the end of the current contract period (through September 30, 2024). At the end of that period, any remaining carryover will be added to the general fund balance.

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**Action Required:**

Approve the FY 24/25 Mendocino SAFE Budget.

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**Alternatives:**

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

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**Recommendation:**

Staff recommends that the Board approve the FY 24/25 Mendocino SAFE Budget as presented.









May 28, 2024

**To:** MCOG Board of Directors  
**From:** Janet Orth, Deputy Director & CFO  
**Subject:** Consent Calendar of June 3, 2024

The following agenda items are recommended for approval/action.

6. Approval of May 6, 2024 Minutes – *attached*
7. Approval of May 2, 2024 Transit Productivity Committee Minutes – *attached*
8. Adoption of Resolution Reprogramming MTA's FY 2021/22 Project List for a New FY 2024/25 Project Under the California State of Good Repair Program, Superseding Resolution #M2021-13 – Mendocino Transit Authority requests that MCOG reprogram prior-year SGR funds that were approved for three battery-electric busses with infrastructure, but are not yet in service due to technical delays with the charging equipment.

MTA has an immediate need to replace two old 2011 busses that are beyond repair and must be taken out of service, to be replaced with traditional gas/diesel 30-foot cutaways. These are eligible for SGR funds, at a cost of \$514,979. The original allocation was \$537,203, leaving \$22,224 for later allocation. Meanwhile, MTA will apply for the Low Carbon Transit Operations Program (LCTOP) to fund the zero emission bus project.

– *Staff report and resolution are attached.*



# MENDOCINO COUNCIL OF GOVERNMENTS

## MINUTES

Monday, May 6, 2024

### 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

### ADDITIONAL MEDIA:

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

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

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

**1. Call to Order and Roll Call.** The meeting was called to order at 1:31 p.m. with Directors present: John Haschak, Mike Carter, Josefina Duenas, Bernie Norvell, Greta Kanne and Dan Gjerde in Ukiah; and Tatiana Ahlstrand (Caltrans/PAC) in Eureka. Chair Gjerde presiding. Director Jeff Hansen was excused by prior arrangement.

Guests: Consultants Maura Twomey and Diane Eidam of Regional Analysis & Planning Services (RAPS) were present in Ukiah.

Staff present in Ukiah: Nephele Barrett, Executive Director; Janet Orth, Deputy Director & CFO; Loretta Ellard, Deputy Planner; and Jody Lowblad, Administrative Assistant.

Staff present by Zoom: Lisa Davey-Bates, Transportation Planner; Alexis Pedrotti, Project Manager; James Sookne, Program Manager; and Michael Villa, Project Coordinator.

**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. Approval of Executive Committee Recommendations of April 15, 2024 – CLOSED SESSION pursuant to Government Code § 54957 (Optional) – Direction to the Procurement Consultant, Regional Analysis & Planning Services (RAPS), to Negotiate Contracts for Administrative & Fiscal Services and Planning Services, for the Board of Directors’ Consideration at the June 3, 2024 Meeting.** Chair Gjerde summarized procedures done to date for Administration and Planning staff contracts. He introduced the outside consultants leading the procurement process, Maura Twomey and Diane Eidam of RAPS, a nonprofit division of the Association of Monterey Bay Area Governments (AMBAG). Ms. Twomey reported meeting with the Executive Committee to outline the scope of services. RAPS issued a Request for Proposals

(RFP) in accordance with MCOG standards and California Public Policy codes. Proposals were later received and reviewed by the committee. She then invited questions.

Chair Gjerde asked to elaborate on reasons for this RFP process, as MCOG contracts for these services. Ms. Twomey explained that only a few small RTPAs, mostly in the north state, contract out for staff in California, so this is an unusual RFP to issue. Chair Gjerde reported the committee's recommendation and next steps. Ms. Twomey concurred that the recommendation was to make an award to two consultant firms, then negotiate contracts. The closed session option was offered for questions about the proposals, but not required; no one requested the closed session.

**Director Haschak moved** to approve the Executive Committee's recommendation, seconded by Carter. **Discussion on the motion:** The Chair invited public comment; none was heard. **The motion carried** unanimously on roll call vote (*6 Ayes – Haschak, Carter, Duenas, Norvell, Kanne, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent – Hansen*): IT IS ORDERED that the Executive Committee recommendations are approved to direct Regional Analysis & Planning Services to negotiate contracts for Administrative & Fiscal Services and Planning Services, for the Board of Directors' consideration at the June 3, 2024 meeting.

Chair Gjerde suggested that Ms. Twomey and Ms. Eidam attend the June meeting by Zoom; they agreed to that. In Board discussion, Vice Chair Haschak said there were two contracts and one applicant for each of the contracts, but he thought the agency was very well served in both regards. Director Gjerde agreed, commenting that MCOG has received substantially more transportation grants than similar rural counties, largely due to staff's efforts.

#### 4. Convene as Convene as RTPA

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

**6 - 8. Consent Calendar.** Upon motion by Norvell, second by Haschak, and carried unanimously on roll call vote (*7 Ayes – Haschak, Carter, Duenas, Norvell, Kanne, Ahlstrand/PAC and Gjerde; 0 Noes; 0 Abstaining; 1 Absent*): IT IS ORDERED that consent items are approved.

#### 6. Approval of March 4 and April 17, 2024 Minutes – *as written*

#### 7. Approval of February 29 and April 15, 2024 Executive Committee Minutes – *as written*

#### 8. Acceptance of 2022/23 Fiscal Audit of Mendocino Transit Authority – *MTA received a compliant audit.*

**9. Public Expression.** Gizmo, a.k.a. Steve Henderson, introduced himself and presented a letter, intended to be addressed to the California Highway Patrol (CHP), Department of Motor Vehicles (DMV) Safety Division, and Caltrans. He would like it to be considered on MCOG's next meeting agenda for a signature in support. He then read the sample letter into the record and provided a copy. The letter urges safety measures for ball-type drawbar style trailers sold in California, such as to create a compliance sticker, educational pamphlet and best practices video to address correct installation of trailer chains so as to prevent ignition of wildfires.

Staff reported a letter received from the GrassRoots Institute requesting membership in a Noyo Harbor Multimodal Circulation Plan advisory group. Peter McNamee was present on Zoom to comment on the letter he sent and, with staff's concurrence, saved comments for Agenda #14f, Reports.

**10. Fiscal Year 2024/25 RTPA Budget Presentation & Workshop.** Ms. Orth gave a slide presentation of highlights and noted attachments in the agenda packet. The draft budget involves several uncertainties: Local Transportation Funds (LTF) from sales tax pending a possible revised estimate by the Acting County Auditor-Controller; estimated Administrative costs until a new contract is negotiated; and a

Governor’s freeze on new transit revenues pending the state budget. Local sales tax revenue is returning to pre-pandemic levels, having depleted the unusual surpluses of 2020/21 and 2021/22, while costs have risen, creating budget challenges. The County Auditor-Controller’s estimate of local sales tax revenues is flat, at the same level as the 2023/24 revised estimate of \$4.2 million. State Transit Assistance (STA) from fuel taxes is up, with a State Controller’s estimate over \$1 million for a second year. The budget includes \$5.3 million of new transit funds from the SB 125 Formula-Based Transit & Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP), as MCOG adopted an Allocation Plan last December, with no expenditure deadline. As noted, these funds are pending, so estimated revenues in the draft budget from all local, state and federal sources total \$15.5 million if the new SB 125 transit funds are included or \$10.2 million without counting those.

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

- a. Report of Revenues Fiscal Year to Date 2023/24. Local Transportation Fund (LTF) sales tax receipts from July 2023 through February 2024 total \$2,932,184, for a surplus of \$103,262 (2.4%) compared to the revised budget estimate of \$4,243,383. The revised County Auditor’s estimate predicts a shortfall of \$658,530 at fiscal year end (refer to 2024/25 draft budget); any actual budget shortfall is to be covered by LTF Reserve funds, per MCOG’s amendment.
- b. Executive Committee Recommendations of February 29, 2024 – Revenues & Allocations. The Executive Committee unanimously recommended a draft budget that allocates LTF funds for Reserves, MCOG Administration (\$554,900 estimated), 2% Bicycle & Pedestrian (73,770), Planning (127,301), and the remainder available for Transit (\$3,240,044), consistent with established priorities for Local Transportation Funds. The recommendation reduces LTF Reserve for transit from 15 percent (\$637,000) to ten percent (\$424,000), requiring \$247,368 of new revenue in this proposal.
- c. Technical Advisory Committee Recommendation of April 24, 2024 – Final Planning Overall Work Program. The Technical Advisory Committee (TAC) reviewed and recommended the Draft Transportation Planning Overall Work Program (OWP) and comments were received from Caltrans; a total of \$970,166 was proposed from all funding sources for the Planning program. This amount is expected to be amended as new grants and unexpended 2023/24 funds to carry over are identified for multi-year projects. The amount of LTF funds is on target at three percent (\$127,301). Planning funds are stable with multiple sources available.
- d. Transit Productivity Committee Recommendations of May 2, 2024 – Mendocino Transit Authority’s Annual Transit Claim and Unmet Transit Needs. The TPC met and reviewed the annual transit claim from Mendocino Transit Authority (MTA) claiming all available LTF and STA funds, for a total of \$4,437,822. The TPC recommended approval as submitted. LTF funds available for MTA and Senior Centers shows a decrease of 25% (\$1,112,987) from last year, originally estimated at more than \$4 million for a third successive year, later revised downward by the Acting County Auditor-Controller.

Also reviewed was MTA’s analysis of the needs list; the TPC recommended a finding that “there are Unmet Transit Needs that are reasonable to meet for FY 2024/25” for the top three needs, contingent on SB 125 funding and funding partnership with Mendocino College for evening service in Ukiah. LTF funds are not available for unmet needs. There will also be a recommendation from the Social Services Transportation Advisory Council (SSTAC).

Other funding sources were highlighted, as well as those that are programmed but do not flow through MCOG’s cash accounts. An amendment is likely later in the year when unknowns are resolved. Questions and discussion included:

- Senate Bill 125 TIRCP-ZETCP funds are a possible source to fill MTA’s budget gap, since part of the bill’s intent was to address the statewide transit “fiscal cliff” as well as

- capital projects. MCOG's allocation plan adopted in December included funds for a new Ukiah Transit Center, zero-emission busses, and a pilot to serve Laytonville and Covelo. One or more amendments of MCOG's plan is anticipated to claim the rest of \$11 million for Mendocino County, and to consider another claim from MTA. (Nephele)
- Senior Centers transportation program funding additional options were reviewed, including Federal Transit Administration (FTA) Section 5310 competitive grants for capital and a portion available for operations such as service expansion and mobility management; the cycle is due to open next year. (Gjerde, Barrett)

The Chair invited public comments; none were made. No action was taken; for information only.

**11. Adoption of Final Fiscal Year 2024/25 Planning Overall Work Program (OWP).** Project Manager Alexis Pedrotti summarized her written staff report, the annual process that started last October, and the Final OWP as recommended by the Technical Advisory Committee on April 24, after circulating for comment as required. Caltrans has made minor comments. Her presentation identified each proposed Work Element with their funding sources and responsible agency, including mandated work elements performed by Planning staff. A placeholder for Work Element 5 had been added at Caltrans' request to reflect MCOG's pending Sustainable Transportation Planning grant application for a Sea Level Rise Roadway Impact Study (with no funding shown). A Project Reserve would provide local match funds for grants and seed money for the following year's Pavement Management Program. The total OWP comes to \$970,166. She expects to need an amendment in August as usual due to estimates, when actuals are known. Typically the OWP is adopted in June; she noted the earlier timeline this year for submittal to Caltrans, now due June 3 (same day as next MCOG Board meeting), so with preparation of required forms, adoption is requested at this May meeting. Ms. Pedrotti then invited questions.

In Board discussion, Director Gjerde asked about deliverable products; i.e. when one of the cities requests a planning grant, a study is produced. Mendocino County Department of Transportation (MCDOT) receives an amount annually in the OWP for "Combined Special Studies." What is in that work element and is there a report produced at the end of it? Ms. Barrett reported that it varies, and one project it funds is the County's annual local road safety review, which addresses a third of the county road network each year. The process started decades ago and has won an award for this approach to identify safety improvements and small projects such as signage. Ms. Pedrotti stated a final deliverable product is received each year; Director Gjerde requested a digital copy for the Board of Supervisors. Director Kanne also asked for a copy.

Chair Gjerde invited public comments, hearing none.

**Upon motion** by Haschak, second by Carter, and carried unanimously on roll call vote (7 Ayes – Haschak, Carter, Kanne, Norvell, Duenas, Ahlstrand/PAC and Gjerde; 0 Noes; 0 Abstaining; 1 Absent): IT IS ORDERED that the final Transportation Planning Overall Work Program for Fiscal Year 2024/25 is adopted as recommended by the Technical Advisory Committee and staff, and the Executive Director or designee is authorized to sign certifications and the OWP Agreement and to forward to Caltrans as required.

**12. Approval of Staff Recommendation to Oppose Assembly Bill 2290 (Friedman), Senate Bill 1216 (Blakespear) and SB 960 (Wiener), and to Support AB 817 (Pacheco).** Ms. Barrett reported several problematic bills and one that would be beneficial to MCOG (information added online after agenda packet distributed). SB 2290 would limit "sharrows" (shared lane markings) or Class III bikeways that share the road with vehicles. The concern is that the Active Transportation Program (ATP) would not fund a project that included Class III even to fill a gap connecting full bikeways.



SB 1216 also deals with sharrow; while slightly less restrictive, it would limit local agencies' flexibility and ability to secure funding. Most significant is a transit facility priority with dedicated bus lanes, adding new responsibilities for State Highway Operations and Protection Program (SHOPP) without new money, creating a negative impact on state highways in the region.

SB 960 creates requirements for Caltrans to include targets and performance measures for bicycle, pedestrian, and priority transit facilities in State plans, affecting SHOPP funding of projects, and requiring "complete streets" facilities.

AB 817 would provide flexibility under the Brown Act Open Meetings law for advisory bodies, such as MCOG's committees, to participate in meetings from remote locations that would not have to be publically noticed on agendas. The bill would expire January 1, 2026, so not a permanent solution.

CALCOG's positions are to "seek amendments" on the first three and strong support for AB 817. Board discussion included:

- Agreement with SB 2290 concept, though a maintenance project would have to include an additional bicycle facility, limiting funds or adding to cost. (Gjerde)
- Flexibility is needed, especially in rural counties; though bills are well intentioned, most legislators are from urban areas with different conditions. At issue are unfunded mandates and taking away funding from rural areas. (Haschak, Kanne)
- Discussion on first three bills of whether to take a "watch" position, send comments on specific concerns, or oppose unless amended; agreed opposition would get more attention.
- The Brown Act bill needs to be passed. Advisory bodies include the County Municipal Advisory Councils (MACs); remote meetings keep people safely and efficiently off the roads as much as possible. It is challenging enough to get those groups together, while current requirements discourage participation. (Haschak, Barrett)

**Upon motion** by Haschak, second by Carter, and carried unanimously on roll call vote (7 Ayes – Haschak, Carter, Kanne, Norvell, Duenas, Ahlstrand/PAC and Gjerde; 0 Noes; 0 Abstaining; 1 Absent): IT IS ORDERED that staff is directed to send letters opposing AB 2290, SB 1216 and SB 960 including specific comments, and supporting AB 817.

**13. Recess as Policy Advisory Committee – Reconvene as RTPA – Ratify Action of Policy Advisory Committee.** **Upon motion** by Carter, second by Norvell, and carried unanimously on roll call vote (6 Ayes – Haschak, Carter, Duenas, Norvell, Kanne, and Gjerde; 0 Noes; 0 Abstaining; 1 Absent – Hansen): 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 an application for PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation) program funds for a segment of SR-128 to address flooding, storm surges and sea-level rise and create a plan; awards are expected in June.

Addressing a public comment on Ukiah's North State Street interchange heard at MCOG's March meeting, she reported a Caltrans feasibility study in 2011 that proposed various improvements, and in 2018 a Project Initiation Document (PID) that was developed to apply for a Trade Corridor Enhancements Program (TCEP) grant, though not selected for funding. Caltrans continuously monitors collisions at this location, with none reported since 2016, and since January 2021 the northbound on-ramp has had one collision. Other work at this location includes removal of one non-mature oak tree for visibility in 2023. A work order starting today will bring new signage that helps clarify the lane merge. Future options include

bridge widening when due for replacement, potential safety projects and reapplying for TCEP funds in FY 2025/26. In public comment, Gizmo responded with a concept for the ramp.

She then shared screen of the latest Milestone Report, noting new format details such as projects pinned on a map. Brian Fink, a District 1 Project Manager, shared screen depicting a safety project six miles south of Willits, near top of the grade, Post Mile 39.88 to PM 40.40 (Ridgewood Ranch Road to Black Bart Road), increasing size of shoulders; construction is scheduled between 2026 and 2028. A brief discussion ensued.

Public comment followed from Peter McNamee, inquiring into a pending proposal for a new gas station along US-101 near Redwood Valley; if permitted by the County this would require southbound vehicles to cross the highway. What is Caltrans' position? Director Ahlstrand reported a Caltrans team member attended a Board of Supervisors meeting on the subject and offered to follow up with more information.

- b. Mendocino Transit Authority. No one from MTA was present to report.
- c. Great Redwood Trail Agency. Director Haschak reported a public meeting on April 10 in Ukiah for feedback on the draft master plan was well attended. The Board will meet April 16 in Healdsburg. They are holding meetings in multiple locations in represented counties.
- d. MCOG Staff - Summary of Meetings. Chair Gjerde referred to the written report provided. Ms. Ellard made a correction, noting two online workshops on May 2 that she did not attend.
- e. MCOG Administration Staff
  - i. *Debrief of California Transportation Commission (CTC) Town Hall Meeting Hosted by MCOG in Fort Bragg, April 17-18, 2024*. Ms. Barrett reported a successful event and thanked those who attended as well as City of Fort Bragg who assisted. Commissioners appeared to appreciate both the transportation challenges faced in the region and accomplishments. The various presentations and bus tour were well received. A brief discussion ensued. Director Kanne thanked staff for their work and was glad to have attended. Director Haschak said MCOG's team presented the information well and hoped the CTC would recall it when making funding decisions. Director Gjerde noted inclusion of Mendocino County Resource Conservation District brought more insights than may be heard in the CTC's usual transportation forum, and thanked staff.
  - ii. *Caltrans Hopland ADA Project*. Ms. Barrett reported status of efforts to improve slope, crosswalks, pavement and SR-175 intersection, which slowed during the pandemic. Discussion of funding limitations where utilities are involved with a highway project. The small local public utility district of about 300 ratepayers lacks funds for such a project, highway funds cannot be used, and Caltrans is considering a scaled-back project to avoid utilities. A public meeting is scheduled for early June. New legislation could be introduced but would not help with this project.
  - iii. *Miscellaneous*. None.
  - iv. *Next Regular Meeting Date*. Monday, June 3, 2024 – Budget Adoption.
- f. MCOG Planning Staff
  - i. *Work Element 9 - Noyo Harbor Multimodal Circulation Plan*. Deputy Planner Ellard reported on this project at \$200,000 for consultants portion, describing the selection committee's composition that met to review two proposals received. Interviews were scheduled for this week and they hope to start on the project in May, complete in 2025. There will be two advisory groups, technical and stakeholder.

Mr. McNamee commented on GrassRoots Institute's request noted in Public Expression. Advisory group membership would fit their purpose; 80 or so local citizens form a working group active on the coast, addressing climate change via local planning and other means. The stakeholder group might be appropriate for them. He described community participation in sessions and studies on topics such as land-use development, water and transportation; and thanked MCOG for the opportunity, putting his name forward in support. Staff agreed the stakeholder advisory group would be an appropriate membership, noting other stakeholders to be involved.

- ii. *Work Element 10 - Update/Expand Local Road Safety/Action Plans.* Ms. Ellard reported the purpose of this project was to fill in missing plan components to become eligible for certain federal grants, citing efforts to date. The first public meeting was held April 25, with low attendance. Two in-person workshops are scheduled, as well as a virtual public workshop. They expect to complete by the end of June.

Director Haschak commented on Sherwood Road traffic safety issues discussed with law enforcement agencies; traffic calming measures are needed on the corridor, which carries about 9,000 trips a day although built for just 3,000 per day. Ms Ellard will assist to get those comments on the record. Director Kanne noted impacts of the corridor on City of Willits.

- iii. *Miscellaneous.* Ms. Ellard looked forward to a decision on the grant for a climate adaptation sea-level rise roadway impact study. Mr. Sookne reported on the County's Mountain View Road project in the STIP (State Transportation Improvement Program), with slight changes from the original application, as an eligible use and already approved. Discussion ensued. Alicia Winokur of Mendocino County Department of Transportation was present to provide an update on the County's approach to the project.

- g. MCOG Directors. Director Haschak reported on Earth Day, April 20 in Covelo, where several families joined him on the new multipurpose trail. It will certainly save lives; he hopes more people will start using the trail. Also he met with a member of Padula family trust regarding the Brooktrails second access road and how to move forward with environmental review and design phases. Driving SR-20 he saw new fiber optic cable being installed for the "middle mile." Staff noted two projects currently with more to come.

Director Duenas reported driving SR-1 from Leggett to Fort Bragg for the first time in 25 years, seeing firsthand and thankful for all of the good work being done by all involved to keep these routes open, and thinking of how to make transportation routes even better for all in Mendocino County.

- h. California Association of Councils of Governments (CALCOG) Delegates. Director Haschak reported Legislative Day with board meeting coming up May 21, 10am to 2pm in Sacramento, but would not be able to attend. He suggested Director Novell attend as Alternate.

**15. Adjournment.** The meeting was adjourned at 3:57 p.m.

Submitted: NEPHELE BARRETT, EXECUTIVE DIRECTOR

By Janet Orth, Deputy Director & CFO



# MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 7**  
Consent Calendar  
MCOG Meeting  
6/3/2024

## MINUTES

Transit Productivity Committee - TPC  
May 2, 2024

### Primary Location:

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

### Teleconference Location:

Redwood Coast Senior Center, 490 N. Harold St., Fort Bragg

### General Public Teleconference by Zoom

#### PRESENT:

MCOG Board Members: Dan Gjerde, Mike Carter  
MTA Board Members: Jim Tarbell, Saprina Rodriguez  
Senior Centers Rep.: Jill Rexrode, Redwood Coast Seniors (Alt.)  
Staff & Others: Nephele Barrett, Janet Orth, and Jody Lowblad, MCOG  
Jacob King, Dawn White and Mark Harvey, MTA

ABSENT: None

**1. Call to Order.** Chair Gjerde called the meeting to order at 10:02 a.m. Participants on the call were identified: Dan, Mike, Jacob, Dawn, Nephele, Janet and Jody in Ukiah; Jill in Fort Bragg; Jim and Mark joining by Zoom. Dan explained that Jim would not be allowed to vote as he did not attend at one of the two Brown Act noticed locations on the agenda. It was determined that a quorum of three voting members was present. Saprina arrived at 10:10 a.m. during Agenda #3, for a quorum of four.

**2. Public Expression.** None.

#### **3. Review and Recommendation on MTA's Analysis and Prioritization of 2024/25 Unmet Transit Needs.**

Janet reviewed the annual process, current status and the recommended action. Included in the agenda packet was MTA's analysis of the list of all testimony compiled by MCOG from the Social Services Transportation Advisory Council (SSTAC), Mendocino Transit Authority (MTA) and the February public hearing. The report was ranked by five categories: *High Priority* (3), *Medium Priority* (2), *Low Priority* (4), *Already Exists* (1), and *Not Feasible* (2) for a total of 12 needs. Jacob then reviewed the top four needs on the list, with staff and group discussion.

- "High Priority–Consider for FY 2024/25" – **#S-1**, Service/micro transit for Covelo, Laytonville, Brooktrails, Hopland, and Potter Valley, is partially written into MCOG's SB 125 Formula-Based Transit and Intercity Rail Capital Program (TIRCP) & Zero Emission Transit Capital Program (ZETCP) Allocation Package, to start with a pilot project serving Covelo and Laytonville, so this should be reasonable to meet. However, it was learned earlier this week that the SB 125 funds were frozen by the Governor in the State budget's May Revise, pending budget adoption in June. Fiscal Year 2024/25 would be a planning year, 2025/26 would start some level of service, and 2025/26 would be determined by results of the pilot to date.

**#S-3**, Continue restoration of temporary pandemic-related service suspensions, has largely been completed, with evening service the remaining piece, so is essentially the same as #P-3.

**#P-3**, Evening service 6pm to 10pm for all routes, primarily in Ukiah, would be reasonable to meet with funding participation by Mendocino College, as a majority of rides are to-from the campus.

- "Medium Priority–Consider for FY 2024/25" – **#M-1**, Service from Golden Rule to Ukiah and/or Willits for seniors, would not be feasible for fixed route as there is no safe stop on northbound US-101, and this need would be better served by either the Willits or Ukiah senior center assisted transportation programs. This was discussed at the November 2023 SSTAC meeting and needs further study. One opportunity would be a competitive FTA Section 5310 operations grant, when the next cycle opens in 2025. This would not be ready in FY 2024/25.

#S-4, Service to Noyo Harbor and downtown Fort Bragg central business district (visitor and local serving) will be addressed in MCOG’s Noyo Harbor Multimodal Circulation Plan later this year.

- There was no discussion of “Low Priority,” “Already Exists” or “Not Feasible” (or else not an unmet need by definition).

Questions and discussion included:

- MCOG and MTA staff met May 1 and discussed whether the needs could be met with SB 125 funding, if or when available. This source is meant to reduce greenhouse gas (GHG) emissions, increase ridership, and avoid service budget cuts, i.e. address the transit “fiscal cliff.” (Nephele)
- Covelo-Laytonville is a lifeline service, starting one day per week. Electric vehicle (EV) range will be tested for these trips. Seasonal temperatures, heat and cooling are factors of energy use. (Jacob, Dan)
- One idea for this project has been to deploy the EV on a city route and a gas/diesel vehicle on the longer-distance route; however, that might not meet the GHG requirement for funding. Other agencies have used the emission credits market to accomplish a similar goal. Hybrid electric vehicles also qualify for SB 125 funding. (Janet, Jacob)
- MTA does not want to start a service that will later be taken away. SB 125 is a temporary funding source, though has no expenditure deadline. (Jacob, Janet, Nephele)
- Covelo and Laytonville service are needs that have been on the unmet list for many years; this is the closest we have come to meeting them. Transit is needed for medical and other essential trips. (Janet, Jacob)
- The restoration and evening services are interrelated though listed twice, since one need came from SSTAC and the other from public hearing. MTA would ask Mendocino College to be a funding partner for participation in costs. This is a recurring need heard in MTA board meetings and should be restored. (Jacob)
- Further details of service to Golden Rule retirement community. This would qualify for a FTA Section 5310 service expansion grant. MTA could assist with certain aspects of service. This can be reviewed more at MCOG’s next Senior Centers Transportation workshop later this month. (Jacob, Nephele)
- Discussion of whether any needs are reasonable to meet and how best to recommend. There is no LTF funding available for unmet needs this coming fiscal year, so feasibility will depend on other sources. Staff anticipates operational demands on SB 125 besides these needs, so funding should be stated separately in the recommendation. (Dan, Janet, Nephele)

**Recommendations:**

Upon motion by Rodriguez, seconded by Carter, and carried unanimously by roll call vote (4 Ayes – Gjerde, Carter, Rodriguez and Rexrode; 0 Noes; 1 Absent – Tarbell not voting), the TPC recommended a finding that “there are unmet transit needs that are reasonable to meet” for Fiscal Year 2024/25 contingent on available funds, as identified on the FY 2024/25 list:

- #S-1 Service/micro transit for Covelo and Laytonville  
– *contingent on SB 125 funding availability*
- #P-3 Evening service 6pm to 10pm for all routes, primarily in Ukiah  
– *Ukiah service is reasonable contingent on funding partnership with Mendocino College*

**4. Review and Recommendation on Fiscal Year 2024/25 Transit Claim.** Janet summarized her written report, noting several uncertainties in MCOG’s draft budget. The County Auditor’s estimate of Local Transportation Funds (LTF) from sales tax shows no increase over the revised estimate for FY 2023/24, which had caused MCOG to amend the current-year budget and reduce allocations. The new estimate of \$4,243,383 is comparable to the most recent audited year actual LTF revenue of \$4,543,795.

The Executive Committee recommended setting the LTF Reserve at ten percent, down from 15% when there were surplus funds coming in. Since prior-year surpluses have been expended and the Reserve substantially depleted, an allocation of new funds (\$247,368) is needed to replenish the Reserve. This reduces the availability of LTF funds for MTA’s 2024/25 claim to \$3,240,044, a substantial decrease.

State Transit Assistance (STA) from fuel taxes has increased in recent years, with a State Controller's estimate of \$1,066,235 for FY 2024/25. As mentioned under Agenda #3, SB 125 transit funds are pending State budget decisions; a portion for Administration in the new year's budget is being reviewed as part of the staffing contract. One or more of these uncertainties, including a potential revised Auditor's LTF estimate, could be resolved for MCOG's final budget adoption June 3, although more likely an amendment will be required early in the fiscal year.

A copy of MTA's claim was included in the agenda packet. MTA claimed the full balance of LTF and STA funds available. The total claim comes to \$4,437,822. Staff considered the claim acceptable as presented. These two funding sources combined result in a decrease of 21% from the amended 2023/24 budget. Since there was no cut to the senior centers' 2023/24 allocation, the LTF available is reduced by 25% for their contracted transportation programs. While the Covid years delivered surplus funds, this estimated draft budget represents a return to past levels, while costs have risen with inflation in the meantime. To continue services at the current level will require more funds than MCOG can provide. Discussion included:

- MTA is short about \$1 million to meet its budget needs. Over the past year, MTA has claimed more remaining federal funds available. Sustainability is key to the next five years. The federal government wants transit service returned to pre-pandemic levels, while the State is calling for increased ridership. Ridership has been coming back, though it is still a challenge. MTA is now fully staffed with drivers to meet those goals, which is very costly. (Jacob)
- If MTA cuts back on staffing, that impacts meeting those objectives. Going forward, more people will transition to electric vehicles, reducing gas tax revenues, a long-term problem. The SB 125 pilot program can meet some unmet transit needs, though how long can MTA meet new needs, let alone continue status quo, under this fiscal outlook? (Saprina)
- The revenue shift is a larger issue the State has been studying over the past several years, to move from gasoline consumption to vehicle miles traveled (VMT) in some form of road charge, to become better aligned with environmental goals. (Janet, Dan, Jacob)
- Hopefully the past cycle of the LTF funding peak and subsequent adjustments is over and will level off, so that in the 2025/26 budget, the Reserve will be intact to roll forward and not require infusions. (Nephele)
- The new Ukiah Transit Center being planned can contribute to greater efficiencies and reduce operational costs. (Jacob)
- Under the discussion of unmet needs, part of the reasoning to use SB 125 funds was to avoid service cuts; on the other hand, the transit center has a one-time shot to use these formula funds as a local match to a competitive federal grant. So care must be taken to balance capital and operational needs. MCOG staff will bring an amendment of the SB 125 allocation plan to the board in June. (Nephele)
- MTA's claim for SB 125 funds will come to MCOG through a separate process, not affecting today's recommendation on the annual claim. (Janet, Nephele)
- What if MTA delayed claiming SB 125 for vehicles? The federal TIRCP competitive program cycle is now open, so MTA has a good chance in this traditional source, getting points for small rural operators. Discussion of program requirements. (Saprina, Jacob, Nephele)
- Suggestion that MCOG and MTA's funds in the County treasury could be invested for a higher interest rate than the current 2.5%, perhaps as much as 4.5%, to augment the budget. MCOG's cash balances are about \$5 million, while the SB 125 will come as a lump sum of an additional \$5 million or more into a separate interest-bearing account. Discussion. (Dan, Janet, Nephele, group)

Discussion of impacts on Senior Centers budgets included: (Jill, group)

- How can the centers make up the 24% budget deficit? They are not eligible for SB 125 funds.
- FY 2024/25 will be year 3 of MTA's recently revised LTF distribution formula, so due for evaluation.
- Another cycle of the Federal Transit Administration (FTA) Section 5310 grant program is due to open in 2025, not in time for this budget. Operations eligibility includes service expansion, mobility management, dispatch and marketing. To date, some of the centers have received awards for vehicles and operations.
- Can a joint application be submitted? No, only single contract awards are being made. MTA provides some 5310 eligible services, so could apply to defray senior centers eligible costs, though it might reduce MTA's own DAR funding. More discussion at MCOG's upcoming senior centers workshop.

**Recommendation:**

Upon motion by Gjerde, seconded by Rodriguez, and carried unanimously by roll call vote (4 Ayes – Gjerde, Carter, Rodriguez and Rexrode; 0 Noes; 1 Absent – Tarbell not voting), the TPC recommended that MCOG accept Mendocino Transit Authority’s claim as submitted for the FY 2024/25 transit allocation.

Local Transportation Fund (LTF)		
MTA Operations	2,721,637	
Unmet Transit Needs	0	
Senior Center Operations	518,407	
Total LTF		3,240,044
State Transit Assistance Fund (STA)		
MTA Operations	1,197,778	
MTA & Seniors Capital	0	
Transit Capital Reserve	0	
Total STA		1,197,778
Capital Reserve Fund (CRF)		
MTA Capital, Current Year	0	
Senior Capital, Current Year	0	
Long-Term Capital Reserve	0	
Total CRF		0
<b>Total Recommended FY 2024/25 Transit Allocation</b>		<b>4,437,822</b>

**5. Review and Recommendation on MCOG Standards.** Janet recapped her written staff report, with staff’s recommendation that no revisions are needed this year to the adopted Transit Performance Standards. The current standards provided in the agenda packet were updated administratively for the two Cost standards, using the “CPI Adjusted Rolling Average” method according to MCOG’s adopted policy.

**Recommendation:**

Upon motion by Rodriguez, seconded by Carter, and carried unanimously by roll call vote (4 Ayes – Gjerde, Carter, Rodriguez and Rexrode; 0 Noes; 1 Absent – Tarbell not voting), the TPC recommended approval of the existing standards as presented, with no changes necessary.

**6. Annual Review of MTA Performance Reports Against MCOG Standards.** Janet presented findings of her analysis, as documented in the written staff report, with highlights shown in the table below. In summary, the three-year average compared with the past two years’ review shows no change in results; however, 2023 performance has improved over 2022. Her main observations were that 1) costs have dropped considerably for a second year, from the highest cost year in 2021, so all service types met Cost per Hour; and 2) all service types continue to need improvement in ridership numbers, with none meeting Passengers per Hour or Cost per Passenger. She recommended a report of improvement in fixed route performance, maintenance of effort by DAR and by Senior Centers specialized services as a whole, and cost reduction for all service types.

Service Type	2023	3-Year Average
<b>Dial-A-Ride (DAR)</b> maintained same 3-year average; Farebox slipped in 2023 but met Cost per Passenger, for equivalent 2 of 4 annual result	2 of 4	2 of 3
<b>Short Distance Bus Routes</b> maintained the same 3-year average, also met Cost/Hr in 2023, improving annual performance	2 of 3	2 of 3
<b>Long Distance Routes</b> dropped from 3 of 3 to 1 of 4 in 3-year average, meeting just Farebox; and met Cost per Passenger in 2023, improving annual result	2 of 4	1 of 4
<b>Senior Centers</b> maintained the same 3-year average; Farebox slipped in 2023 but met Cost per Hour, for equivalent 1 of 4 annual result	1 of 4	2 of 3

Discussion included:

- This review is meant to consider senior services as a whole; separate data is available by each center. Redwood Coast Seniors achieved four of four standards in 2023, so congratulations. (Janet)



- Has there been any follow-up on outreach or marketing for senior center rides in Brooktrails, or in the other communities studied, resulting from the recent Mobility Solutions feasibility study? This could build ridership and cost efficiencies. No coordinated efforts to date. (Saprina, Nephele)
- Has MTA had conversations with Anderson Valley Seniors about their plans, and should they get a full funding share when not fully participating? MTA and MCOG staffs reached out about a year ago, though little or no contact since then; they appear to be struggling and the office hours limited. Their share is minor. Encourage them to attend MCOG's upcoming workshop. Discussion. (Saprina, group)
- Redwood Coast Seniors fares are very low and due for an increase to bring in more revenue. Is any approval needed? Just your own board of directors, maybe a public hearing at MTA. Meet to discuss. (Jill, Jacob)
- Further review of report details and discussion of productivity improvement opportunities, including outreach, support and marketing for awareness of transit services, particularly senior centers; evaluate fare rate structures; and provide another Senior Centers Transportation workshop. Ideas for ways to market and increase awareness of the transit services. (Group)

**Recommendation:**

Upon motion by Rodriguez, seconded by Carter, and carried unanimously by roll call vote (*4 Ayes – Gjerde, Carter, Rodriguez and Rexrode; 0 Noes; 1 Absent – Tarbell not voting*), the TPC recommended acceptance of the report, noting improvement in fixed route performance, maintenance of effort by DAR and by Senior Centers specialized services as a whole, and cost reduction for all service types over the past year, and also noting opportunities to support and market specialized transportation services provided by the Senior Centers to help increase ridership.

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

**7. Miscellaneous / Members' Concerns / Announcements.** Review of voting committee members' options for attendance under the Brown Act and legislative bills pending that may allow more flexibility.

Jacob received the Transit Manager of the Year award by CALACT (California Association for Coordinated Transportation) at its spring conference.

**8. Adjournment.** The meeting was adjourned at 11:53 a.m.

Submitted by Janet Orth, Deputy Director & CFO

# Mendocino Council of Governments

## Annual Transit Performance Review

January 1 - December 31, 2023

<b>MCOG Standards</b>	<b>Passengers per Hour</b>	<b>Farebox Ratio</b>	<b>Operating Cost per Vehicle Service Hour</b>	<b>Cost per Passenger</b>
<i>When comparing to performance:</i>	Higher # is better	Higher # is better	Lower # is better	Lower # is better
<b>Dial-A-Ride</b>				
Jan, Feb, Mar 2023	2.3	12%	\$91.27	\$39.68
Apr, May, June 2023	2.4	8%	\$96.32	\$40.13
July, Aug, Sept 2023	2.6	9%	\$103.35	\$39.75
Oct, Nov, Dec 2023	2.8	8%	\$113.08	\$40.39
Annual Average	2.5	9.3%	\$101.01	\$39.99
Standard	<b>3.3</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$129.42</b>	<b>\$39.22</b>
Result	not met	not met	✓	✓
<b>Short Distance Bus Routes *</b>				
Jan, Feb, Mar 2023	4.1	15%	\$164.56	\$40.14
Apr, May, June 2023	4.4	11%	\$184.03	\$41.83
July, Aug, Sept 2023	4.7	12%	\$180.71	\$38.45
Oct, Nov, Dec 2023	4.9	15%	\$162.42	\$33.15
Annual Average	4.5	13.3%	\$172.93	\$38.39
Standard	<b>10.2</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$199.62</b>	<b>\$19.57</b>
Result	not met	✓	✓	not met
<b>Long Distance Routes **</b>				
Jan, Feb, Mar 2023	2.9	10%	\$175.12	\$60.39
Apr, May, June 2023	3.0	6%	\$178.81	\$60.41
July, Aug, Sept 2023	2.6	7%	\$147.55	\$56.75
Oct, Nov, Dec 2023	2.4	9%	\$140.93	\$58.72
Annual Average	2.7	8.1%	\$160.60	\$59.07
Standard	<b>3.2</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$195.90</b>	<b>\$61.22</b>
Result	not met	not met	✓	✓
<b>Senior Centers</b>				
Jan, Feb, Mar 2023	1.8	7%	\$93.51	\$53.13
Apr, May, June 2023	1.7	6%	\$79.39	\$46.70
July, Aug, Sept 2023	1.7	7%	\$78.29	\$46.60
Oct, Nov, Dec 2023	1.9	16%	\$84.60	\$45.00
Annual Average	1.8	9.1%	\$83.95	\$47.86
Standard	<b>2.2</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$97.81</b>	<b>\$44.46</b>
Result	not met	not met	✓	not met

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

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

### NOTES:

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

Check-mark symbol indicates the standard was met.

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

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

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

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

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

Performance results for each of five Senior Centers vary significantly.

# Mendocino Council of Governments Annual Transit Performance Review

3 Years: January 1, 2021 - December 31, 2023

MCOG Standards	Passengers per Hour	Farebox Ratio	Operating Cost per Vehicle Service Hour	Cost per Passenger	Cost/Hr Annual CPI adj.
<i>When comparing to performance:</i>					
	Higher # is better	Higher # is better	Lower # is better	Lower # is better	
<b>Dial-A-Ride</b>					
Jan. 1 - Dec. 31, 2021	3.9	17.3%	\$173.68	\$43.41	\$181.02    4.23%
Jan. 1 - Dec. 31, 2022	2.1	9.9%	\$95.26	\$45.23	\$102.26    7.35%
Jan. 1 - Dec. 31, 2023	2.5	9.3%	\$101.01	\$39.99	\$104.98    3.94%
3-Year Average	2.8	12.1%	\$123.32	\$42.88	\$129.42    5.17%
Standard	<b>3.3</b>	<b>10.0%</b>	NA	NA	
CPI Adjusted Rolling Average	NA	NA	<b>\$129.42</b>	<b>\$39.22</b>	Cost/Hr divided by Pass/Hr standard
Result	not met	✓	✓	not met	
<b>Short Distance Bus Routes</b>					
Jan. 1 - Dec. 31, 2021	3.9	13.8%	\$208.58	\$53.42	\$217.39
Jan. 1 - Dec. 31, 2022	4.4	14.1%	\$187.90	\$43.06	\$201.71
Jan. 1 - Dec. 31, 2023	4.5	13.3%	\$172.93	\$38.39	\$179.74
3-Year Average	4.3	13.7%	\$189.80	\$44.96	\$199.62
Standard	<b>10.2</b>	<b>10.0%</b>	NA	NA	
CPI Adjusted Rolling Average	NA	NA	<b>\$199.62</b>	<b>\$19.57</b>	
Result	not met	✓	✓	not met	
<b>Long Distance Routes</b>					
Jan. 1 - Dec. 31, 2021	2.5	10.0%	\$218.00	\$89.45	\$227.21
Jan. 1 - Dec. 31, 2022	2.9	9.3%	\$180.29	\$63.17	\$193.54
Jan. 1 - Dec. 31, 2023	2.7	8.1%	\$160.60	\$59.07	\$166.93
3-Year Average	2.7	9.6%	\$199.15	\$76.31	\$195.90
Standard	<b>3.2</b>	<b>10.0%</b>	NA	NA	
CPI Adjusted Rolling Average	NA	NA	<b>\$195.90</b>	<b>\$61.22</b>	
Result	not met	✓	not met	not met	
<b>Senior Centers</b>					
Jan. 1 - Dec. 31, 2021	2.0	20.4%	\$101.28	\$50.93	\$105.56
Jan. 1 - Dec. 31, 2022	1.7	10.2%	\$93.71	\$54.83	\$100.60
Jan. 1 - Dec. 31, 2023	1.8	9.1%	\$83.95	\$47.86	\$87.25
3-Year Average	1.9	15.3%	\$97.50	\$52.88	\$97.81
Standard	<b>2.2</b>	<b>10.0%</b>	NA	NA	
CPI Adjusted Rolling Average	NA	NA	<b>\$97.81</b>	<b>\$44.46</b>	
Result	not met	✓	✓	not met	

**NOTES:**

"CPI Adjusted Rolling Average" uses the Consumer Price Index (CPI) Annual Average, All Urban Consumers, California, percent change from corresponding calendar year to year, added to each of the past three years and averaged. Check-mark symbol indicates the standard was met. Cost per Passenger is the result of Cost per Hour divided by Passengers per Hour (may differ slightly from MTA report). Round-off errors may occur between MTA's report and this summary, or differences based on number of decimal places entered. Inland and Coast routes were changed by TPC recommendation to "Short Distance" and "Long Distance" respectively. MCOG Board adopted 10% Farebox Ration standard on June 3, 2019 as recommended by TPC. MCOG Board adopted revised Passengers per Hour standards on June 6, 2022 as recommended by TPC. Performance results for each of five Senior Centers vary significantly.





# MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 8  
Consent Calendar  
MCOG Meeting  
6/3/2024

## STAFF REPORT

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**TITLE:** Resolution Reprogramming MTA's FY 2021/22 Project List for a New State of Good Repair Project in FY 2024/25

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

**DATE:** 5/28/2024

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### 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 submitted its 2024/25 SGR Project List 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 \$150,000 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 2022/24. Two projects were completed in 2021, for rehabilitation and facility upgrades in Ukiah and Fort Bragg. On October 1, 2021, MCOG approved by resolution MTA's proposal to apply all of the remaining SGR funds to the purchase of three battery-electric busses with related infrastructure, to be deployed in Willits and Fort Bragg. While earlier cycles were programmed for a new Ukiah Transit Center, that project was dropped from the project list due to the limited timeline for expenditure of SGR funds. Last year, with MCOG's planning project underway to locate a transit center site, MTA again proposed to use FY 2022/23 SGR funds for the Ukiah Transit Center, and in 2023/24 added further SGR funds to the Ukiah Transit Center project.

MCOG had an audited SGR fund balance of \$692,074 at June 30, 2023. MTA has claimed \$119,396 to date. Estimated revenues for 2023/24 are \$154,379, for a projected fund balance of \$846,453. Adding estimated 2024/25 revenue of \$159,010, estimated cash balance in the account will be \$1,005,463.

MTA proposes reprogramming \$537,203 for three battery electric busses with infrastructure in 2021/22, for immediate purchase of \$514,979 for two Freightliner busses. Two busses from 2011 are beyond repair and must be taken out of service. These would have been replaced by the electric ones, however the vehicle charging infrastructure is not yet ready. The vehicles are needed to operate current service routes. The electric busses are eligible for another funding source, Low Carbon Transit Operations Program (LCTOP), for which MTA will apply. \$22,224 of 2021/22 SGR funds will remain for later allocation.

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**ACTION REQUIRED:**

By resolution, approve the reprogramming of MTA's FY 2021/22 State of Good Repair Project List for a new project to replace vehicles in FY 2024/25; this will supersede Resolution #M2021-13.

---

**ALTERNATIVES:**

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

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**RECOMMENDATION:**

Adopt the resolution reprogramming MTA's FY 2021/22 State of Good Repair Project List to replace vehicles in 2024/25, superseding Resolution #M2021-13, and direct staff to submit the resolution to Caltrans as required.

# MENDOCINO COUNCIL OF GOVERNMENTS

## BOARD of DIRECTORS

### RESOLUTION No. M2024-\_\_\_

#### REPROGRAMMING MTA'S FY 2021/22 PROJECT LIST FOR A NEW FY 2024/25 PROJECT UNDER THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM, SUPERSEDING RESOLUTION #M2021-13

#### 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 (SGR) 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 SGR funds to eligible project recipients (local agencies) for eligible transit capital projects;
- Mendocino Transit Authority (MTA), as an eligible sub-recipient, proposed a FY 2021/22 Project List for State of Good Repair Program funds, approved by MCOG on October 1, 2021 by Resolution #M2021-13 and summarized as follows;

Approved Project	FY 2021/22 SGR	2018/19–2020/21 SGR	Total SGR	Other Sources	Total Project Cost
3 battery-electric busses with associated charging infrastructure	\$ 138,879	\$ 398,324	\$ 537,203	344,475	881,678

- MTA now proposes a new Fiscal Year 2024/25 project to supersede the approved FY 2021/22 list, as two old vehicles are beyond repair and need immediate replacement, while the electric busses will not be operable until charging infrastructure can be activated by the utility provider, and other funding sources are available for the project, therefore it is no longer requested to be funded by the State of Good Repair program;

Proposed New Project	FY 2018/19 - 2021/22 SGR	Balance for Later Allocation	Other Sources	Total Project Cost
2 gasoline/diesel Freightliner busses	\$ 537,203	\$ 22,224	N/A	\$ 514,979

- MTA's purchase order for the new replacement vehicles is attached as **Exhibit A**;
- The unexpended balance will be available for future projects, and new SGR funds will be available for a FY 2024/25 Project List; and

- MCOG concurs with the reprogramming of eligible projects to be funded with available SGR as listed above; therefore, be it

RESOLVED, THAT:

The Mendocino Council of Governments approves the reprogramming of the Fiscal Year 2021/22 Project List for a new project, superseding Resolution M2021-13, 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 3rd day of June, 2024, 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

\_\_\_\_\_  
Dan Gjerde, Chair





MBTA CalACT Cooperative RFP 20-01

Customer: **Mendocino Transit Authority**  
 Address: 241 Plant Road County: Ukiah  
 City Ukiah Zip Code: 95482  
 Contact: Jacob King Office Phone:  
 Email Address: [jacob@mendocinotransit.org](mailto:jacob@mendocinotransit.org) Cell Phone: 707-621-1353  
 Sales Representative Clay Hartman Type E-FRT Freightliner / Glaval

Quote Date 1/26/2024  
 Expires 9/1/2024  
 Expires 2023 engine only  
 REVISED 2/9/2024  
 Fax Number  
 32 ft Length

QTY Option Description Contract Price

SUMMARY FEATURES & EQUIPMENT

- All Aluminized Steel Cage Construction
- Galvanized Exterior Skins - Laminated Body Construction
- One Piece FRP Roof Assembly
- 36" Electric Entry Door, Street side
- Ergonomic Driver Control Panel
- Driver Side Entrance Door with 2 steps
- Heated Remote Control Exterior Mirrors
- Standard 3-Step Entry
- Dual Entry Grab Rails
- 5/8" Marine Plywood Subfloor, with Aluminized Steel Sub-structure
- Integrated Track Seating System
- Romeo Rim Help Bumper with haweye
- Hydraulic Brakes
- 60 Gallon Fuel tank capacity, BFR
- 10 Gallon DEF tank
- Cummins 240 HP with B220 Allison Transmission
- 19.5 Tires
- ALL LED Exterior Lighting
- Std Finish Interior Sidewalls, Roof, Rear Walls
- Freightliner Elite Air Ride driver seat with Air Lumbar.
- Color, function, number coded wiring
- Side Mounted Battery on Slide Out Tray w/High Amp Circuit Breakers
- Rear Free Blow A/C
- 96" Body Width, 78 1/2" interior height
- Seating: Level 4, Grab Handles, retractable seat belts w Headrests
- ISO 9001:2008 Quality Manufacturing Process
- Fully Insulated Body Assembly Process
- Air Ride Rear Suspension
- 5 year/100,000 mile limited body warranty
- Altoona Tested
- Stanchion and Modesty Panel Behind Driver, with Plexiglass
- Meets All Applicable FMVSS Requirements in Effect at time of Manufacture

CONTRACT PRICING SUMMARY



Base Unit as Specified	185,913.00
Published Options	36,112.25
Non-Published Options	13,018.00
<b>Sub-total per Unit</b>	<b>235,043.25</b>
ADA Portion	21,973.25
Taxable amount on which tax is collected	213,070.00
Sales Tax on taxable amount	18,920.62 <b>8.880% Ukiah</b>
<b>CalACT MBTA Fee of 1.5% on the subtotal</b>	<b>3,525.65</b>
Grand Total, Each	257,489.51
Qty	2
<b>Grand Total \$</b>	<b>514,979.03</b>

*Clay Hartman*  
 Signature  
 Clay Hartman, A-Z Bus Sales, Inc  
 Print Name

*Jacob King*  
 Signature  
 2/7/24  
 Date  
 Jacob King  
 Print Name

Mendocino Transit COMPANY/AGENCY





# MENDOCINO COUNCIL OF GOVERNMENTS

## STAFF REPORT

**Agenda # 10**  
Regular Calendar  
MCOG Meeting  
6/3/2024

TITLE: Fiscal Year 2024/25 Regional Transportation Planning Agency (RTPA) & COG Budget

SUBMITTED BY: Janet Orth, Deputy Director & CFO

DATE PREPARED: 5/28/2024

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### BACKGROUND:

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

On May 6, I made a presentation to the Council, as an opportunity for input and questions. Staff and council members participated in a workshop to better understand the budget proposals and how these were developed.

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

All information to date is summarized for the record in the allocating resolutions. The summary spreadsheets (one-page and four-page formats) have been updated. Total revenues are **\$16,442,032**, and total proposed allocations are **\$9,849,165**. There is a substantial balance for later allocation, primarily from new transit funds being held by the State pending the Legislature's budget adoption.

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

- #10a. Administration. Dow & Associates has updated the estimated placeholder amounts during budget development, although due to remaining uncertainties a future amendment may be proposed to make transfers between funding sources as appropriate.
- #10b. Unmet Transit Needs. The Social Services Transportation Advisory Council (SSTAC) will meet May 30 to recommend a finding of any unmet transit needs that are reasonable to meet for FY 2024/25, according to adopted definitions. We will report the recommendation.
- #10c. Public Transit. Staff has collected all necessary data to make the findings required by the Transportation Development Act (TDA) for funding of Mendocino Transit Authority's annual claim. Supporting documentation for the resolution will be on file and available for verification and audit. After MTA adopts their final budget, we expect to have remaining information required to be submitted with the claim for funds, including MTA's budget, by the start of the new fiscal year. We still expect one or more budgets amendments in 2024/25:
  - In the final budget proposal, I discovered additional State Transit Assistance revenues of \$78,286 available for MTA to claim, shown in "Balance for Later Allocation" on the budget summary page.
  - As I reported with acceptance of MTA's 2022/23 fiscal audit on Consent in May, TDA funds exceeded the amount eligible for the year, being further researched by staff. In this year's allocating resolution the following finding is made: "*An estimated \$1,750,000 of LTF operations funding, and an amount of capital funds to be determined, will be*

*recovered by MCOG through a process to be negotiated with MTA and re-allocated in an amendment and/or future budgets.” This was due to MTA claiming all remaining federal Covid relief funds available, which figure into the TDA formula. We are carefully reviewing calculations (not provided by the CPA auditor) and making a plan for proper handling of these funds through a budget amendment and potential reserve. Good news is that these funds are available to help meet eligible needs going forward.*

- #10d. Surface Transportation Block Grant Program. The resolution details fund balances and carryover not entirely reflected in the budget spreadsheets. STBG comprises three separate MCOG programs: Partnership Funding, Local Assistance, and Formula Distribution. The resolution narrative (second page) identifies cumulative amounts in the Partnership program.
- #10e. Regional Early Action Planning (REAP) Program. 90% of the grant funding is suballocated to the five member local agencies, of which two projects are carried over from 2023/24; The Cities of Point Arena, Willits and Ukiah have fully claimed their grant-funded allocations. All project work is to be completed within the first quarter of FY 2024/25 before the grant expires. Much of the ten percent for MCOG grant administration and management has been expended to date, with the remainder carried over. REAP will be completed in 2024/25.
- #10f. SB 125 Formula Transit Programs. We have added a new resolution this year to document this new funding source. Revenues are stated in the budget, while allocations will not be made until funds are released by the State. There has been no indication yet that the funds will be cut, though a portion may be delayed. This is the first tranche of over \$11 million for Mendocino County. MCOG will need to devise a procedure for claims by MTA. An amendment to the adopted Allocation Plan may be proposed later as needed by MTA.

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

---

**ACTION REQUIRED:**

- a. Adopt the resolution to fund MCOG activities: Administration, Bicycle & Pedestrian program, Planning and Reserves. The budget component for Planning will fund the Overall Work Program. The OWP was adopted separately at the May 6 meeting.
- b. Adopt the resolution to make the annual finding of Unmet Transit Needs. This documents the process that began the budget cycle with the Social Services Transportation Advisory Council’s workshop last November and will conclude with this finding by resolution.
- c. Adopt the resolution to fund Mendocino Transit Authority operations and senior center transportation contracts. MTA has not claimed any capital funds this year.
- d. Adopt the resolution to allocate STBG funds for MCOG’s Partnership Funding Program, Local Assistance, and Distribution by Formula to Member Agencies.
- e. Adopt the resolution to allocate grant funds carried over from FY 2023/24 for the Regional Early Action Planning (REAP) Program for activities that increase housing planning and accelerate housing production.

- f. Adopt the resolution identifying SB 125 Formula-Based TIRCP and ZETCP funds, allocating a portion for the first year of Administration. This may be amended later when we know better the scope of work involved.

---

**ALTERNATIVES:**

- a. If the Council chooses to make changes to the budget for Administration, Bicycle & Pedestrian program, Planning or Reserves, direct staff to adjust the allocating resolutions accordingly and authorize the Chair to execute them, so that funds can be released on time. The next opportunity for Council approval would be the August 12 meeting (unless a special meeting is called), and delay could cause hardship for the entities that receive funds to be allocated. Or, the Council could release portions of individual budget line items as needed until the budget is adopted. – *changes not recommended*
- b. The Council could adopt an alternative finding that “*there are no unmet transit needs that are reasonable to meet,*” in which case MTA would delay or seek other resources to continue restoring remaining evening services cut during the pandemic, identified as high priority in the needs list; also an allocation of MCOG’s SB 125 Formula-Based transit funds would not be credited as meeting an unmet need. Or you could choose not to make any finding, thereby not concluding the annual process, which MCOG is not required to conduct. – *not recommended*
- c. The Council could request that MTA further revise their claim. Note that MTA may revise or submit another claim during the year. – *not recommended at this time*
- d. The Council could revise its established policy for allocation of STBG funds. The resolution notes, “*It is MCOG’s intention to reevaluate its STBG formula for distribution to the member agencies if a forthcoming federal transportation legislative bill substantially changes the amount of, or designated use of, STBG funds.*” There have been no such changes made to date, although the authorization was renewed under the Infrastructure Investment & Jobs Act, a.k.a. Bipartisan Infrastructure Law. Also, the Council could revise the policy for “off-the-top” allocations to the Partnership Funding Program and Local Assistance. – *not recommended*
- e. No alternatives are identified for the REAP program, under which MCOG has executed a grant funding agreement with State Housing & Community Development Department, going into its fifth and final year, with projects of the member local governments underway or completed.
- f. No alternatives are identified for the SB 125 Formula-Based TIRCP and ZETCP programs.

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**RECOMMENDATION:**

Staff concurs with the three committee recommendations to date. Approve the FY 2024/25 RTPA & COG Budget by adopting the six resolutions for execution by the Chair. If desired, this action can be made in a single motion.

Enclosure: 2024/25 Budget (as separate PDF digital document)

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

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



MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 11
Regular Calendar
MCOG Meeting
6/3/2024

STAFF REPORT

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

SUBMITTED BY: Janet Orth, Deputy Director & CFO

DATE PREPARED: 5/24/2024

BACKGROUND:

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

Current Status. The TPC met on May 2 and unanimously recommended approval of the existing standards as presented, with no changes necessary. – attached

Most Recent Updates. In June 2022, MCOG’s Board of Directors adopted the revised Passengers per Hour standards recommended by staff and the TPC.

In June 2019, the Council approved the TPC’s recommendation to adjust the Farebox recovery standard from 15%, and 12% for senior centers’ specialized services, to 10% for all service types, consistent with the State’s requirement for rural operators, which was amended by Senate Bill 508, effective July 1, 2016. During the recent Covid pandemic, state legislation provided relief for struggling transit agencies and waived this requirement, which to our knowledge has not yet been reinstated. – refer to MTA fiscal audit ending June 30, 2023

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

Performance Review. On May 2, transit performance in the year 2023 was reviewed by the TPC. Summary of results:

Table with 3 columns: Service Type, 2023, and 3-Year Average. Rows include Dial-A-Ride (DAR), Short Distance Bus Routes, Long Distance Routes, and Senior Centers.

The TPC reported improvement in fixed route performance, maintenance of effort by Dial-A-Ride (DAR) and by Senior Centers specialized services as a whole, and cost reduction for all service types over the past year.

To improve productivity and help increase ridership, the TPC recommended pursuing opportunities that support and market specialized transportation services provided by the Senior Centers.

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**ACTION REQUIRED:**

Approval of MCOG's 2024 Transit Performance Standards.

Accept the TPC's report of the Annual Transit Performance Review through December 31, 2023.

---

**ALTERNATIVES:**

The Council may choose to consider the matter at a later date in consultation with the Transit Productivity Committee.

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**RECOMMENDATION:**

Approve MCOG's 2024 Transit Performance Standards as presented, with no changes necessary, as recommended by the Transit Productivity Committee.

Accept the TPC's report of the Annual Transit Performance Review through December 31, 2023, noting improvement in fixed route performance, maintenance of effort by DAR and by Senior Centers specialized services as a whole, and cost reduction for all service types over the past year.

Also note opportunities to support and market specialized transportation services provided by the Senior Centers to help increase ridership, as recommended by the Transit Productivity Committee.

**Enclosures:**

2024 MCOG Transit Performance Standards

Annual Transit Performance Reviews - one year and three years

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



# Mendocino Council of Governments

## Transit Performance Standards

Adopted by MCOG Board on 6/6/2022 with Administrative Update per Policy Applied to Transit Performance January 1, 2021 - December 31, 2023

2023 MCOG Standards	Passengers per Hour	Farebox Ratio	CPI Adjusted Rolling Average		
			Operating Cost per Vehicle Service Hour	Cost per Passenger	
<i>When comparing to performance:</i>					
	Higher # is better	Higher # is better	Lower # is better	Lower # is better	Lower # is better
Dial-A-Ride	3.3	10%	\$129.42	\$39.22	
Short Distance Bus Routes	10.2	10%	\$199.62	\$19.57	
Long Distance Bus Routes	3.2	10%	\$195.90	\$61.22	
Senior Centers	2.2	10%	\$97.81	\$44.46	

**NOTES:**

- Starting in 2014, **Cost per Hour** is calculated by averaging the past three years of actual costs, then adjusted annually by the percentage change in the California Consumer Price Index - California, All Urban Consumers, produced by the California Department of Industrial Relations, Division of Labor Statistics and Research. MCOG refers to this method as "CPI Adjusted Rolling Average." <https://www.dir.ca.gov/OPRL/capriceindex.htm>
- Cost per Passenger** is intended for use as an additional evaluation tool in the event 2 out of 3 of the other standards are not met. This standard also is adjusted annually by the CPI inflation rate. Cost per Passenger is the result of Cost per Hour divided by Passengers per Hour.
- For "**CPI Adjusted Rolling Average**" calculations, see **Performance Review Tally**: January 1, 2021 - December 31, 2023.
- On June 3, 2019, **Farebox Ratio** was revised to 10% (ten percent) for all service types, consistent with minimum State requirements under SB 508.
- On June 6, 2022, the Council adopted revised **Passengers per Hour** standards to 73% of the existing standards for Dial-A-Ride, Short Distance Bus Routes, and Senior Centers, as recommended by the Transit Productivity Committee.



# Mendocino Council of Governments

## Annual Transit Performance Review

January 1 - December 31, 2023

<b>MCOG Standards</b>	<b>Passengers per Hour</b>	<b>Farebox Ratio</b>	<b>Operating Cost per Vehicle Service Hour</b>	<b>Cost per Passenger</b>
<i>When comparing to performance:</i>	Higher # is better	Higher # is better	Lower # is better	Lower # is better
<b>Dial-A-Ride</b>				
Jan, Feb, Mar 2023	2.3	12%	\$91.27	\$39.68
Apr, May, June 2023	2.4	8%	\$96.32	\$40.13
July, Aug, Sept 2023	2.6	9%	\$103.35	\$39.75
Oct, Nov, Dec 2023	2.8	8%	\$113.08	\$40.39
Annual Average	2.5	9.3%	\$101.01	\$39.99
Standard	<b>3.3</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$129.42</b>	<b>\$39.22</b>
Result	not met	not met	✓	✓
<b>Short Distance Bus Routes *</b>				
Jan, Feb, Mar 2023	4.1	15%	\$164.56	\$40.14
Apr, May, June 2023	4.4	11%	\$184.03	\$41.83
July, Aug, Sept 2023	4.7	12%	\$180.71	\$38.45
Oct, Nov, Dec 2023	4.9	15%	\$162.42	\$33.15
Annual Average	4.5	13.3%	\$172.93	\$38.39
Standard	<b>10.2</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$199.62</b>	<b>\$19.57</b>
Result	not met	✓	✓	not met
<b>Long Distance Routes **</b>				
Jan, Feb, Mar 2023	2.9	10%	\$175.12	\$60.39
Apr, May, June 2023	3.0	6%	\$178.81	\$60.41
July, Aug, Sept 2023	2.6	7%	\$147.55	\$56.75
Oct, Nov, Dec 2023	2.4	9%	\$140.93	\$58.72
Annual Average	2.7	8.1%	\$160.60	\$59.07
Standard	<b>3.2</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$195.90</b>	<b>\$61.22</b>
Result	not met	not met	✓	✓
<b>Senior Centers</b>				
Jan, Feb, Mar 2023	1.8	7%	\$93.51	\$53.13
Apr, May, June 2023	1.7	6%	\$79.39	\$46.70
July, Aug, Sept 2023	1.7	7%	\$78.29	\$46.60
Oct, Nov, Dec 2023	1.9	16%	\$84.60	\$45.00
Annual Average	1.8	9.1%	\$83.95	\$47.86
Standard	<b>2.2</b>	<b>10.0%</b>	NA	NA
CPI Adjusted Rolling Average	NA	NA	<b>\$97.81</b>	<b>\$44.46</b>
Result	not met	not met	✓	not met

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

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

### NOTES:

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

Check-mark symbol indicates the standard was met.

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

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

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

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

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

Performance results for each of five Senior Centers vary significantly.

# Mendocino Council of Governments Annual Transit Performance Review

3 Years: January 1, 2021 - December 31, 2023

MCOG Standards	Passengers per Hour	Farebox Ratio	Operating Cost per Vehicle Service Hour	Cost per Passenger	Cost/Hr Annual CPI adj.
<i>When comparing to performance:</i>					
	Higher # is better	Higher # is better	Lower # is better	Lower # is better	
<b>Dial-A-Ride</b>					
Jan. 1 - Dec. 31, 2021	3.9	17.3%	\$173.68	\$43.41	\$181.02    4.23%
Jan. 1 - Dec. 31, 2022	2.1	9.9%	\$95.26	\$45.23	\$102.26    7.35%
Jan. 1 - Dec. 31, 2023	2.5	9.3%	\$101.01	\$39.99	\$104.98    3.94%
3-Year Average	2.8	12.1%	\$123.32	\$42.88	\$129.42    5.17%
Standard	<b>3.3</b>	<b>10.0%</b>	NA	NA	
CPI Adjusted Rolling Average	NA	NA	<b>\$129.42</b>	<b>\$39.22</b>	Cost/Hr divided by Pass/Hr standard
Result	not met	✓	✓	not met	
<b>Short Distance Bus Routes</b>					
Jan. 1 - Dec. 31, 2021	3.9	13.8%	\$208.58	\$53.42	\$217.39
Jan. 1 - Dec. 31, 2022	4.4	14.1%	\$187.90	\$43.06	\$201.71
Jan. 1 - Dec. 31, 2023	4.5	13.3%	\$172.93	\$38.39	\$179.74
3-Year Average	4.3	13.7%	\$189.80	\$44.96	\$199.62
Standard	<b>10.2</b>	<b>10.0%</b>	NA	NA	
CPI Adjusted Rolling Average	NA	NA	<b>\$199.62</b>	<b>\$19.57</b>	
Result	not met	✓	✓	not met	
<b>Long Distance Routes</b>					
Jan. 1 - Dec. 31, 2021	2.5	10.0%	\$218.00	\$89.45	\$227.21
Jan. 1 - Dec. 31, 2022	2.9	9.3%	\$180.29	\$63.17	\$193.54
Jan. 1 - Dec. 31, 2023	2.7	8.1%	\$160.60	\$59.07	\$166.93
3-Year Average	2.7	9.6%	\$199.15	\$76.31	\$195.90
Standard	<b>3.2</b>	<b>10.0%</b>	NA	NA	
CPI Adjusted Rolling Average	NA	NA	<b>\$195.90</b>	<b>\$61.22</b>	
Result	not met	✓	not met	not met	
<b>Senior Centers</b>					
Jan. 1 - Dec. 31, 2021	2.0	20.4%	\$101.28	\$50.93	\$105.56
Jan. 1 - Dec. 31, 2022	1.7	10.2%	\$93.71	\$54.83	\$100.60
Jan. 1 - Dec. 31, 2023	1.8	9.1%	\$83.95	\$47.86	\$87.25
3-Year Average	1.9	15.3%	\$97.50	\$52.88	\$97.81
Standard	<b>2.2</b>	<b>10.0%</b>	NA	NA	
CPI Adjusted Rolling Average	NA	NA	<b>\$97.81</b>	<b>\$44.46</b>	
Result	not met	✓	✓	not met	

**NOTES:**

"CPI Adjusted Rolling Average" uses the Consumer Price Index (CPI) Annual Average, All Urban Consumers, California, percent change from corresponding calendar year to year, added to each of the past three years and averaged. Check-mark symbol indicates the standard was met. Cost per Passenger is the result of Cost per Hour divided by Passengers per Hour (may differ slightly from MTA report). Round-off errors may occur between MTA's report and this summary, or differences based on number of decimal places entered. Inland and Coast routes were changed by TPC recommendation to "Short Distance" and "Long Distance" respectively. MCOG Board adopted 10% Farebox Ration standard on June 3, 2019 as recommended by TPC. MCOG Board adopted revised Passengers per Hour standards on June 6, 2022 as recommended by TPC. Performance results for each of five Senior Centers vary significantly.



# MENDOCINO COUNCIL OF GOVERNMENTS

Agenda # 12  
Regular Calendar  
MCOG Meeting  
6/3/2024

## STAFF REPORT

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**TITLE:** Rural Regional Energy Network (RuralREN) Update  
Comment and Direction to Staff on CPUC Ruling

**DATE PREPARED:** 05/23/24  
**MEETING DATE:** 06/03/24

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**SUBMITTED BY:** Nephele Barrett, Executive Director

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**BACKGROUND:** In February 2022, the MCOG Board approved a Memorandum of Understanding with Redwood Coast Energy Authority (RCEA) to participate in the newly formed Rural Regional Energy Network (RuralREN). At that time, development of the RuralREN had been underway for quite some time, and the business plan was nearly complete. Due to the timing of the addition of Mendocino and Lake Counties to the RuralREN, MCOG's initial participation was to be via subcontract with RCEA, with the intent to work toward becoming full a RuralREN partner. In addition to RCEA, the RuralREN partner agencies include Sierra Business Council, San Luis Obispo County, Association of Monterey Bay Area Governments, Kern County, Ventura Regional Energy Alliance, High Sierra Energy Foundation and San Joaquin Valley Clean Energy Organization.

The business plan for the RuralREN was eventually approved by the California Public Utilities Commission in June of 2023. The RuralREN partners then began meeting regularly to work out details of implementation and administration. As reported at the March Board meeting, disagreements that arose during this process led to RCEA filing a Petition for Modification with the CPUC to reduce the area covered by the RuralREN to include only Humboldt, Mendocino, Lake and the northern Sierra region represented by the Sierra Business Council. The petition also proposed to make MCOG a full REN partner going forward.

After several months of comment and reply period followed by consideration by the CPUC, the CPUC Administrative Law Judge has recently released a ruling seeking comment on a potential path forward for the RuralREN. The ruling essentially approves RCEA's PFM, but also creates another REN with the remaining original RuralREN partners. RuralREN North would include Humboldt, Lake, Mendocino, and the Northern Sierra region represented by Sierra Business Council (Alpine, Amador, Butte, Calaveras, El Dorado, Lassen, Mariposa, Nevada, Placer, Plumas, Sierra, Sutter, Tuolumne, and Yuba) with RCEA as the lead administrator. RREN-Central, with SLO as the lead administrator, would include Monterey, San Benito, Santa Cruz, San Luis Obispo, Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, Tulare, Inyo, and Mono. The ruling also proposes budgets for each of the RENs for 2024 (partial) through 2027. The budget breakdown and additional details are included in the attached ruling (beginning on page 14 of the document). Considering the geographic areas and differences between some members of the original RREN, we believe this is a logical path forward for all involved. All original members of the RuralREN will still be part of a REN and be able to move forward. We have spoken with other members on both side following this ruling and all seem to be generally in favor of the split.

This ruling is specifically seeking comment on the new compromise proposal. Following comments and reply periods, the CPUC will then likely release a draft decision. This is anticipated in August and would be followed by another period of comments and replies. The earliest that a final decision is expected is in September. Each of the new RENs would then have up to 120 days to submit a revised business plan. Activities would likely launch in January 2025 at the earliest, with ramp up in the months leading up to that.

In addition to providing an update at this meeting, I would also like to give Board members an opportunity to provide feedback or comment. Although at the time of the previous filings of Petitions for Modification, MCOG did not submit formal comments and chose to remain neutral on the proceedings, it now seems appropriate to submit comments as this proposal is not in favor of one side or the other and is specifically seeking comment. We may be able to submit comment on this ruling without filing Motion for Party Status, although that is unclear. Comments are due by June 14, and replies to comments are due June 28.

RCEA has proposed that the RuralREN North members begin working on a new MOU. Unless I hear otherwise from the Board at this meeting, we will proceed with that effort. Because we would now be signatories to the MOU as full partners, we will also seek legal counsel review of a draft MOU when available.

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**ACTION REQUIRED:** Discuss the CPUC's ruling regarding a proposed RuralREN North and RuralREN Central, and provide comment. Authorize staff to file Motion for Party Status if necessary and appropriate and submit comments to the CPUC by the June 14 deadline.

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**ALTERNATIVES:** The Board may decide against submitting comments and/or filing Motion for Party Status.

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**RECOMMENDATION:** Discuss the CPUC's ruling regarding a proposed RuralREN North and RuralREN Central, and provide comment. Authorize staff to file Motion for Party Status if necessary and appropriate and submit comments to the CPUC by the June 14 deadline.

**BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA**

Application of Pacific Gas and Electric Company for Approval of 2024-2031 Energy Efficiency Business Plan and 2024-2027 Portfolio Plan (U39M).

Application 22-02-005

And Related Matters.

Application 22-03-003  
Application 22-03-004  
Application 22-03-005  
Application 22-03-007  
Application 22-03-008  
Application 22-03-011  
Application 22-03-012

**ADMINISTRATIVE LAW JUDGE’S RULING SEEKING COMMENT ON POTENTIAL PATH FORWARD FOR RURAL REGIONAL ENERGY NETWORK**

This ruling proposes a potential path forward in response to three petitions for modification (PFM) of the Rural Regional Energy Network (RREN), which was approved by the Commission in Decision (D.) 23-06-055. The proposal is to divide the RREN into two separate entities, one serving the North Coast and Northern Sierra regions, with the other serving the Central Coast and Central Valley areas. Comments in response to this ruling shall be filed and served by no later than June 14, 2024. Reply comments may be filed and served by no later than June 28, 2024.

## **1. Background**

Decision (D.) 23-06-055 approved the energy efficiency portfolios for all portfolio administrators for program years 2024-2027. D.23-06-055 also authorized a total of \$84 million over the four-year program period for a new regional energy network (REN) designed to target and serve rural customers in California. The RREN proposal was submitted by Redwood Coast Energy Authority (RCEA) on behalf of itself and several partners, including County of San Luis Obispo (SLO), County of Ventura (Ventura), Association of Monterey Bay Area Governments (AMBAG), High Sierra Foundation (HSF), San Joaquin Valley Clean Energy Association (SJVCEO), and Sierra Business Council (SBC); RCEA was later named as the lead portfolio administrator by the Commission in D.23-06-055.

### **1.1. Redwood Coast Energy Authority's Petition for Modification**

On December 15, 2023, RCEA filed a PFM of D.23-06-055, stating that leadership disputes had arisen among various parties with interest in the REN that led RCEA to “the unfortunate, but inescapable conclusion that the RuralREN Program, as originally proposed, is no longer viable.” RCEA states that it has been prevented from fully initiating RREN by AMBAG, SLO, HSEF, SJVCEO, and Ventura, who, according to RCEA, wrongfully claim that RCEA is not the legitimate portfolio administrator for RREN. In addition, RCEA states that these partners have been unable to reach agreement on a Successor Memorandum of Understanding (Successor MOU), which is necessary to begin implementing the programs approved by the Commission in D.23-06-055. These disagreements culminated in a vote of the RREN leadership team in September 2023 to remove RCEA as the portfolio administrator and transfer that responsibility to SLO.



Thus, RCEA concludes that it is prevented from fulfilling its duties as the portfolio administrator for RREN, as required in D.23-06-055.

Nonetheless, RCEA expresses interest in continuing the REN activities in Northern California. RCEA proposes the following changes to D.23-06-055, which would allow RCEA to move forward to implement the RREN programs in a more limited geographic area:

- Redefine RREN's service area to cover only the geographic areas served by RCEA and SBC, which is the North Coast region and the Northern Sierra region);
- Redefine RREN's programmatic offerings to consist only of those programs identified in the RREN Business Plan for implementation in the North Coast and Northern Sierra regions;
- Reduce RREN's budget to the amount needed for the reduced geographic area;
- Reduce the investor-owned utility (IOU) funding allocations for RREN;
- Reaffirm RCEA as the portfolio administrator for the smaller RREN, and update the membership to consist of RCEA, SBC, Lake Area Planning Council (Lake APC), and Mendocino County Association of Governments (MCOG);
- Authorize RCEA to submit a revised business plan for the redefined RREN via a Tier 2 advice letter within 60 days of the Commission's approval of the PFM.

#### **1.1.1. Responses to Redwood Coast Energy Authority Petition for Modification**

On January 22, 2024, SLO, SJVCEO, AMBAG, HSF, and Ventura jointly opposed the RCEA PFM, disputing RCEA's narrative on the situation and suggesting that the Commission simply modify D.23-06-055 to remove references to RCEA and allow SLO to assume portfolio administrator responsibilities on

behalf of RREN, asserting that doing so would be consistent with the vote of the RREN leadership team to remove RCEA as the portfolio administrator.

The Joint response argues that the vote of the leadership team was procedurally valid and consistent with the existing MOU between the parties. In addition, the response accuses RCEA of attempting to exercise unilateral decision making on RREN matters and being at fault for the breakdown in the process to create a successor MOU for the leadership of RREN. In addition, the Joint response accuses RREN of making unauthorized changes to the RREN budgets, and calls into question the integrity of RCEA's calculations for budgets for the communities RREN was designed to serve. Finally, the Joint response accuses RCEA of factual omissions and misrepresentations, calling the RCEA PFM "closer to a work of fiction than a sworn legal filing."

The Association of Bay Area Governments (ABAG) and Ventura, on behalf of Bay Area Regional Energy Network (BayREN) and Tri-County Regional Energy Network (3C-REN), respectively, also filed a joint response to the RCEA PFM on January 25, 2024. BayREN and 3C-REN, among other things:

- Recommend that the Commission authorize the REN as the portfolio administrator and not specify the lead administrator, whose purpose they argue is purely administrative;
- Request that the Commission acknowledge that the determination of REN lead administrator occurs pursuant to the governance processes of the REN;
- Request confirmation by the Commission that a Notice filed and served on the service list of the energy efficiency rulemaking is the appropriate procedural mechanism for a REN to effectuate a leadership change; and
- Request that the Commission clarify that RENs are not a program of any one member of the REN.

On January 25, 2024, the Yurok Tribe also responded to the RCEA PFM. The Yurok Tribe strongly supports RCEA's PFM and urges the Commission to approve it without modification. The Yurok Tribe is a member of the RCEA governing board and a strong supporter of the RREN proposal, because of the need for economic development opportunities and energy efficiency benefits for its community. The Yurok Tribe argues that the disruptive conduct of the RREN members who voted to remove RCEA as the portfolio administrators is the reason RREN is no longer viable as approved by the Commission. In addition, the Yurok Tribe states that SLO becoming the portfolio administrator for RREN would not serve the interest of the Tribe, which is located in the far Northern part of the state and has needs that differ greatly from those of SLO and Ventura in central California. Thus, the Yurok Tribe argues that RCEA's PFM is the best solution for its interests.

SBC also responded to the RCEA PFM on January 25, 2024 and expressed its preference that the leadership issues be resolved as soon as possible in order to launch the RREN and begin benefiting rural communities. SBC expresses willingness to work with either SLO or RCEA as the designated portfolio administrator.

Finally, on January 25, 2024, the Public Advocates Office (Cal Advocates) responded to the RCEA PFM and recommended that the Commission reject it. Cal Advocates argues that the RCEA PFM would effectively create a completely new REN, and depart significantly from the original program and budget structure approved in D.23-06-055. Cal Advocates argues that the changes proposed by RCEA make it unlikely that RREN will still achieve the goals and benefits described in D.23-06-055. In addition, Cal Advocates raises the concern that RCEA's request is for 44 percent of the original RREN budget, but would

only serve 37 percent of the original territory and 23 percent of the original target population. Thus, the RCEA PFM budget, according to Cal Advocates, fails to align with either the reduced service territory or population served.

### **1.1.2. Reply to Responses**

On February 5, 2024, RCEA filed a reply to the responses to its PFM. RCEA argues that its proposal in the PFM is the only viable solution to the situation, and is consistent with the public interest. RCEA argues that its opposing RREN partners would maintain the status quo for a REN that is fundamentally broken. RCEA argues that the Cal Advocates solution is essentially starting over, and would delay or deny the important RREN program offerings to some of California's hardest to reach and most underserved communities located in the North Coast and Northern Sierra regions.

RCEA also points out that SLO and Ventura Counties are both members of the Tri-County REN (3C-REN), which RCEA argues could lead to conflicts of interest in the implementation of the RREN programs because SLO may have other priorities. RCEA also addresses some particulars of interpretation of the RREN MOU. RCEA also rejects the BayREN and 3C-REN argument that a REN's portfolio administrator is the REN itself, and not the lead administrator. RCEA argues that the REN itself is not a freestanding legal entity, but is instead a program of a host governmental agency. Therefore, RCEA argues, the REN itself cannot be the portfolio administrator.

Finally, RCEA rejects the Cal Advocates criticism of its PFM budget request, stating that it reduced the budget proportionally to serve the reduced population proposed in its PFM.

### **1.1.3. Supplemental Reply**

BayREN and 3C-REN also received Administrative Law Judge (ALJ) permission to file a supplemental reply (surreply) to the RCEA reply to responses to its PFM, because BayREN and 3C-REN were concerned that their REN governance was mischaracterized by RCEA. The surreply was filed on February 9, 2024.

With respect to the “conflict of interest” alleged by RCEA about Ventura, the surreply clarifies that although Ventura is part of the RREN Governing Board, the County of Ventura is not actually part of the RREN Service Area approved by the Commission in D.23-06-055.

The surreply also refutes the RCEA assertion about BayREN that it is a program of ABAG, clarifying that BayREN is a program of ABAG and the nine Bay Area counties, with citations to its Governing MOU.

### **1.2. Joint Petition for Modification**

On January 22, 2024, SLO, SJVCEO, AMBAG, HSF, and Ventura (Joint Petitioners) filed their own PFM of D.23-06-055. The Joint Petitioners’ PFM requests discrete modifications to remove the decision’s reference to RCEA as the portfolio administrator, along with related clarifications. The Joint Petitioners’ PFM otherwise would leave intact the basic structure of the RREN as approved in D.23-06-055. The Joint Petitioners’ PFM argues that the REN members should have the right to change the leadership of the group according to their internal governance procedures, if the majority of their board determines that a leadership change is merited.

The Joint Petitioners’ PFM provides history of how the RREN proposal came about, as well as the vote on a leadership change to remove RCEA as the lead administrator, in favor of SLO. The ALJ issued an email ruling clarifying

that this vote, along with the filing of a notice, was not sufficient to modify the leadership designation with the Commission, because D.23-06-055 specifically names RCEA as the portfolio administrator.<sup>1</sup>

Ultimately, the Joint Petitioners' PFM seeks to remove RCEA as the lead administrator for RREN and substitute SLO. In addition, the Joint Petitioners' PFM seeks clarity that if a future modification to the lead administrator is necessary, that the internal REN leadership team be authorized to make that change and that a notice or advice letter filing be deemed the appropriate notification for such action.

### **1.2.1. Responses to the Joint Petitioners' Petition for Modification**

RCEA filed a response opposing the Joint Petitioners' PFM on February 21, 2024. RCEA argues that the Joint PFM would redefine the concept of a REN and its relationship to the Commission's processes. RCEA argues that the Commission has complete authority over REN funding and any rules or conditions it wants to impose, including over REN governance, even though not over the local governments that comprise the REN.

RCEA emphasizes the importance of having a responsible entity accountable for fiscal and administrative functions, as the lead administrator for the REN, as named in the Commission decision. RCEA argues the Joint PFM conflates the role of the portfolio administrator for the Commission with leadership of the REN itself, failing to distinguish between programs and legal entities. RCEA points out that a REN is not a free-standing legal entity, but rather must be housed within and administered by a legal entity.

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<sup>1</sup> See ALJ Email Ruling Issued December 19, 2023 in this proceeding and Rulemaking (R.) 13-11-005.

Ultimately, RCEA argues that the Commission should reject the Joint PFM and adopt its proposed solution in its own PFM, making RCEA the responsible portfolio administrator for RREN in Northern California.

On February 21, 2024, a response to the Joint PFM was filed by BayREN and 3C-REN, jointly. In the response, BayREN and 3C-REN urge the Commission to adopt the Joint PFM, and clarify that the REN, but not its lead administrator, should be named in Commission decisions going forward. BayREN and 3C-REN argue that the lead administrator should be selected among the partner entities and that a PFM of a Commission decision should not be required to change the lead administrator. BayREN and 3C-REN also argue that a change in lead administrator could be made by advice letter, unless there is a change in the service area of the REN, in which case a PFM should be filed.

Pacific Gas and Electric Company (PG&E) also filed a response to the Joint PFM on February 21, 2024. In its response, PG&E does not oppose a streamlined process for changing a lead administrator for a REN, but notes that the requirements for Joint Cooperation Memoranda (JCMs), as well as the utilities' roles as fiscal agents for the RENs, require knowing which entity is the lead administrator and having that endorsed by the Commission. PG&E suggests that a change in lead administrator could be made via an advice letter or a motion followed by ruling, depending on the exact circumstances. PG&E also notes that changes to the lead administrator may require contract changes or fund distribution process changes, resulting in the need for additional time.

Cal Advocates also filed a response to the Joint PFM on February 21, 2024. Cal Advocates recommends that the Commission reject the Joint PFM, because the petitioners have not shown that removing RCEA as the lead administrator will resolve the internal dispute that caused RREN to fail to perform its

obligations after the Commission's approval of the REN in D.21-06-055.

Cal Advocates believes that the RREN is no longer a functional entity based on the internal disputes, and that initial approval of the REN by the Commission does not confer permanent status, in the event of changed circumstances such as those that have occurred.

In addition, Cal Advocates argues that the Joint PFM raises several new issues, including: 1) whether the new proposed lead administrator can effectively administer RREN; 2) whether the new proposed lead administrator can effectively serve the RCEA geographic area impartially and fairly, in light of the internal dispute; 3) how frequently a REN can change its lead entity and whether such a change requires the filing of a PFM each time; and 4) the appropriate budget size for a newly-constituted RREN with redefined territories, either as requested in the Joint PFM or in the RCEA PFM.

Finally, Cal Advocates argues that the proposed modifications in the Joint PFM go beyond the scope of D.23-06-055, raising issues of RREN authority and internal organization that were not scoped or decided in the proceeding, which was focused on energy efficiency portfolios for 2024 through 2027. Cal Advocates argues that the energy efficiency rulemaking (R.113-11-005 or its successor) would be a more appropriate venue for considering broader REN policies.

### **1.2.2. Joint Reply to Responses**

The Joint Petitioners filed a joint reply to the responses to their PFM. In the reply, they argue that RREN is viable in its original form, but simply requires a change in the lead administrator. They state that six of the seven original RREN members are ready to finalize the REN implementation plan and begin operations. Thus, they argue that the RREN, minus RCEA, is closest to the original proposal and reasonable for the Commission to endorse. The Joint



Petitioners claim that the dispute is due to RCEA's alleged attempt to unilaterally control the RREN and misinterpret the governing documents for the REN.

The Joint Petitioners specifically argue that nothing about their PFM would change the fundamentals of how the Commission interacts with or oversees a REN. They reject the RCEA argument that the lead administrator being named by the Commission confers special status and allowing the lead to change would undermine the Commission's authority and create an improper governance structure.

The Joint Petitioners also dispute the RCEA claim that any of them have a conflict of interest, some by virtue of being members of another REN, and state that RCEA was aware of this status all along, and only began objecting after the vote to remove RCEA as lead administrator by a vote of the RREN member organizations.

In response to Cal Advocates, the Joint Petitioners argue that SLO is poised to step in as the lead administrator and continue the implementation and operation of the RREN as originally proposed.

The Joint Petitioners do not object to the procedural suggestions for notification of a change in lead administrator for a REN, such as suggested by PG&E or BayREN and 3C-REN, so long as the procedures are not too onerous and do not delay progress. The Joint Petitioners agree that a PFM should be required if there is a change to the geographic reach of a REN. Ultimately, they argue that this proceeding is an appropriate venue to answer these procedural questions.

### **1.3. Public Advocates Office Petition for Modification**

On January 31, 2024, Cal Advocates filed its own PFM of D.23-06-055, seeking a halt to funding for RREN. Cal Advocates argues that the disputes that have arisen between the member organizations of RREN call into question whether the REN can effectively deliver services to customers, as required by the Commission decision. Basically, Cal Advocates is concerned that ratepayers are at risk of funding an ineffective program. They cite to RCEA's statements in its PFM to demonstrate that the REN is no longer viable. Under the solution offered in the Cal Advocates PFM, a new RREN proposal would have to come back before the Commission before the REN and its programs could be launched.

#### **1.3.1. Responses to the Cal Advocates Petition for Modification**

On March 1, 2024, RCEA responded to the Cal Advocates PFM. While RCEA asks that the Commission deny the Cal Advocates PFM, it also expresses agreement with the focus on ensuring ratepayer dollars are used responsibly and efficiently. RCEA expresses that its own PFM or the one from Cal Advocates are the only viable options for the Commission, because they both provide "actual, workable solutions to the RuralREN conflict," request relief that falls within the scope of this proceeding, and are consistent with established Commission rules and definitions for RENs. RCEA argues that its PFM is more consistent with the public interest, because it would maintain the Commission's original intent in approving RREN. RCEA reiterates that its PFM does not propose any changes to the program offerings for the North Coast and Sierra Regions from the originally-approved RREN, and that the budget reduction is appropriate, only covering the actual implementation costs for RREN programs already approved in its region. RCEA argues that its budget is geographically proportional to the

originally-approved RREN budget. Further, RCEA states that its proposal does not reduce the investment in the equity portion of the RREN portfolio.

BayREN and 3C-REN also jointly filed a response to the Cal Advocates PFM on March 1, 2024. They argue that the implementation of RREN has already been paused by an ALJ ruling,<sup>2</sup> to give time to sort out the leadership dispute, but that a complete cancellation of RREN is not warranted at this time. BayREN and 3C-REN argue that the RREN should not be eliminated entirely, since it was a legitimate proposal considered and adopted by the Commission originally. They argue rural customers should not be deprived of the benefits and program offerings of RREN. Instead, they contend the Commission should “allow the dust to settle and temperatures and reactions to cool.” They suggest that the RREN can be modified and not totally eliminated.

### **1.3.2. Cal Advocates Reply to Responses**

On March 11, 2024, Cal Advocates filed a reply to the responses to its PFM. In its reply, Cal Advocates continues to argue that the Commission should revoke the RREN originally approved in D.23-06-055 because of all of the disputes that have arisen, suggesting that benefits will not be effectively delivered to rural customers under these circumstances. In addition, Cal Advocates argues that the RCEA PFM proposal effectively creates a new REN different from the one approved by the Commission. Further, Cal Advocates argues that the proposal from the Joint Petitioners reveals that their proposed REN membership structure and business plan are “incomplete and tenuous.”

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<sup>2</sup> See ALJ Email Ruling Issued December 19, 2023 in this proceeding and R.13-11-005.

## **2. Discussion**

From the description of the background of the various PFMs of D.23-06-055 summarized above, it is clear that there has been a significant fracture in the relationship between the original members of the RREN leadership group. This ruling does not propose to insert the Commission into the role of adjudicating the source of the dispute or interpreting the governing documents negotiated by the various entities for the original leadership of the group.

Rather, this ruling puts forward a potential solution that would preserve the value of the RREN portfolio, as approved by the Commission in D.23-06-055, based on the benefits it would deliver to rural customers in California who are historically and generally underserved. The purpose of this ruling is to take party comments on the proposal set forth below. Ultimately, the Commission will make the determination about whether to accept one of the solutions offered in the three PFMs, or some variation on the option put forward in this ruling.

In broad brush, the options put forward in the three PFMs are:

1. Move forward with a RREN only in the North Coast and Northern Sierra regions, with RCEA as the lead administrator, with a smaller budget roughly proportional to the geography served (RCEA PFM);
2. Transfer SLO into the role of lead administrator for the entire RREN geography as approved in D.23-06-055 (Joint Petitioners' PFM); or
3. Cancel RREN entirely, but potentially allow new REN proposals to come forward in the future to serve rural customers (Cal Advocates PFM).

This ruling introduces another potential option, which is somewhat of an amalgamation of the three presented above. Namely, the RREN would be split into two parts, one serving the North Coast and Northern Sierra regions (RREN-

North), and the second serving the Central Coast and San Joaquin Valley regions (RREN-Central). The proposal would split the budget based on the programs planned to be offered to customers in each geographic region, in the same manner as originally proposed and approved by the Commission in D.23-06-055. Potentially RCEA could act as the lead administrator for RREN-North, with SLO acting as the lead administrator for RREN-Central. Program offerings would be unchanged from those approved in D.23-06-055, with administrative responsibilities and budget divided proportionally according to the types and numbers of customers being served.

This ruling seeks feedback from parties on the following structure and budget allocations.

First, RREN would be divided by geography. RREN-North, with RCEA as the lead administrator, would include the following counties: Humboldt, Lake, Mendocino, Alpine, Amador, Butte, Calaveras, El Dorado, Lassen, Mariposa, Nevada, Placer, Plumas, Sierra, Sutter, Tuolumne, and Yuba. RREN-Central, with SLO as the lead administrator, would include the following counties: Monterey, San Benito, Santa Cruz, San Luis Obispo, Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, Tulare, Inyo, and Mono.

Second, on budget allocations, if the Commission adopts this option, funding would be available for the remainder of the 2024-2027 portfolio period. Originally, RREN was approved in D.23-06-055 for a total of \$19.9 million in funds for 2024, and a total of \$84 million for the four-year period. Some of these 2024 funds would not be necessary, given that the soonest the Commission could adopt a decision is likely September 2024, and therefore 2024 funding could be significantly reduced.

Commission staff evaluated the appropriate funding levels given the programs planned to be delivered in each area, with some programs approved as region-specific. Based on this analysis, this ruling proposes to allocate a total of \$33.1 million to RREN-North and \$41.1 million to RREN-Central, with funding available through the end of 2027.

The funding sources would be as detailed below in Tables 1 and 2. As discussed in D.23-06-055, the funding would be collected as detailed below, but the total four-year budget is fungible across years (meaning, all funding becomes available once the Commission approves the RREN recommendation). In order to accomplish the appropriate funding split between RREN-North and RREN-Central related to the balance of programs planned to be delivered in each geographic area, the fund collections proposed are higher, only in 2024, for RREN-Central than strict proportionality would dictate.

Table 1. Proposed Budget for RREN-North, by Source

Year	PG&E		Total \$
	Electric \$	Gas \$	
2024	1,916,590	383,410	2,300,000
2025	8,401,193	1,680,239	10,081,432
2026	8,644,244	1,728,849	10,373,093
2027	8,653,794	1,730,759	10,384,553
Total	27,615,821	5,523,257	33,139,078

Table 2. Proposed Budget for RREN-Central, by Source

Year	Southern California Edison	Southern California Gas	Total \$
	Electric \$	Gas \$	
2024	5,929,000	1,771,000	7,700,000
2025	8,401,193	2,520,358	10,921,551
2026	8,644,244	2,593,273	11,237,517
2027	8,653,794	2,596,138	11,249,932
Total	31,628,231	9,480,769	41,109,000

Further, in D.23-06-055, the Commission did not name an IOU to act as the fiscal agent<sup>3</sup> responsible for contracting and funding flow with RREN. Given this ruling proposes to split the REN, it would be appropriate to name two separate IOUs as fiscal agents for the two proposed new REN entities. This ruling proposes that, if the Commission adopts this alternative, PG&E would be named as the fiscal agent for RREN-North, with Southern California Edison Company (SCE) serving as the fiscal agent for RREN-Central.

If the Commission were to split RREN into two separate areas, both of the new RENs would be required to file Tier 3 advice letters with updated business plan and forecasts within 120 days of a decision adopting the RREN split.

Finally, this ruling proposes that the Commission consider clarifying the rules and requirements for the situation where there is a proposed change to a REN lead administrator. This ruling proposes the following requirements:

- All REN lead administrators shall be required to be a local government entity or a Joint Powers Authority; and
- Any REN wishing to change lead administrators must file a Tier 2 Advice Letter notifying the Commission of the proposed change and seeking approval of such change. The change would not take effect until the Commission or its staff, acting under delegated authority, approved the Advice Letter.

The required advice letter would be required to include the following information:

- A record of the vote for the change in lead administrator;

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<sup>3</sup> The role of the fiscal agent was first discussed in D.05-01-055 and generally refers to the collection and disbursement of energy efficiency funding to a portfolio administrator named by the Commission.







## MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda # 13**  
Regular Calendar  
MCOG Meeting  
6/3/2024

### STAFF REPORT

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**TITLE:** Support Letter to Implement Roadside Wildfire Prevention Measures for Trailers

**SUBMITTED BY:** Janet Orth, Deputy Director & CFO      **DATE:** 5.28.2024

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**BACKGROUND:**

A concerned citizen, Gizmo, a.k.a. Steve Henderson, has researched this issue extensively and promoted solutions to the danger of wildfire ignition from improperly installed trailer chains that cause sparks in the roadway. He has presented this issue under Public Expression at recent MCOG Board meetings. In May, he requested an agenda item to sign a letter of support to the California Highway Patrol (CHP), Department of Motor Vehicles (DMV) Safety Division, and Caltrans. A similar letter was signed recently by Redwood Valley Municipal Advisory Council.

A sample letter was provided (attached) that urges safety measures for ball-type drawbar style trailers sold in California, such as to create a compliance sticker, educational pamphlet and best practices video to address correct installation of trailer chains so as to prevent ignition of wildfires.

Examples of these proposed items have been developed and may be discussed at the meeting.

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**ACTION REQUIRED:**

Consider the suggested letter template and direct staff to modify as appropriate, showing MCOG's support for the proposed safety measures.

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**ALTERNATIVES:**

Direct staff to respond differently, research further, or take no action.

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**RECOMMENDATION:**

Indicate MCOG's support for the proposed wildfire safety measures by directing staff to send a letter to the named state agencies, edited as appropriate.



AGENCY LETTERHEAD

DATE

TO:

DMV, Safety Div, 4700 Broadway 2<sup>nd</sup> Fl, Sacramento, Ca.95820, [dmvpublicaffairs@dmv.ca.gov](mailto:dmvpublicaffairs@dmv.ca.gov)

Caltrans, 1120 North St., Sacramento, CA 95814, [safety.programs@dot.ca.gov](mailto:safety.programs@dot.ca.gov)

Senator Mike Maguire, 1021 O St., Suite 8518, Sacramento, CA 95814, [sd02.senate.ca.gov](mailto:sd02.senate.ca.gov)

RE: Fire Prevention, Trailer Chain Safety

Dear Advocates,

Dragging tow chains can and have sparked fires, and this is preventable. We [Agency name] agree with community member Gizmo Henderson, who has formulated a solution for fire prevention, as stated below. Mr. Henderson strongly suggests as a matter of public safety and California State responsibility, that all ball-type drawbar-style trailers sold in CA require a sticker that directly reflects CA Vehicle Code section 29004, paragraph C, and a best-practices towing and trailer safety YouTube-type video easily played on your devices, along with a paper pamphlet handout in English and Spanish.

The video should be required to be watched at every point of sale. Pamphlet handouts should be mandatory for every traffic stop by CHP, when involving a ball-type drawbar-style trailer. Pamphlets should also be made available at CHP, DMV, and local libraries. We believe that a **three-pronged educational approach, i.e. video, pamphlet, and sticker**, is a necessary step for our essential fire safety. Our last determined trailer chain fire was in September of 2023 and less than a mile from CalFire HQ on the 101 Ridgewood Grade south side, with multiple ignition points, and resources spent extinguishing the fire and trying to locate the vehicle.

Furthermore, take into account the psychological effects, not just the monetary, that a trailer-chain fire would have on a small community whose residents have already endured a catastrophic fire event from something we believe is mostly preventable. Please implement these programs with the utmost expediency in 2024/2025.

Sincerely,

[Chair / Executive Director]



**CT Milestone Report - Mendocino County - May 10, 2024**

Project Number	Program <sup>a</sup>	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 <sup>b</sup>	Begin Construction	End Construction	3 Months	
															Past Due	Complete
01-0P050	SHOPP	GOFF, TREVOR	001	.1/.1	Bridge Debris Removal	IN MENDOCINO COUNTY NEAR GUALALA AT THE GUALALA RIVER BRIDGE	Bridge Debris Removal	\$0	\$0	\$84,097	\$84,097	CONST	02/26/2024	11/02/2025		
01-0C720	STIP	EVERETT, KATIE M	001	.6/1	Gualala DOWNTOWN Enhancements	IN MENDOCINO COUNTY AT GUALALA FROM CENTER STREET TO OCEAN DRIVE	Gualala DOWNTOWN Enhancements	\$5,726,000	\$658,000	\$3,641,966	\$10,025,966	PSE	03/17/2026	12/01/2027		
01-0L270	SHOPP	KING, ROBERT W	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	\$35,369,000	\$1,715,000	\$22,537,840	\$59,621,840	PAED	01/29/2030	12/01/2033		
01-0L854	OTHER STATE FUNDS	FINCK, BRIAN T	001	0/51.3	01-0L854 Mile Broadband Network men 01	MIDDLE MILE BROADBAND 0.5 MILES 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	\$0	\$0	\$0	\$0	PAED	09/30/2024	11/01/2026		
01-0L850	OTHER STATE FUNDS	FINCK, BRIAN T	001	0/65.401	MEN 1 MMBN	MIDDLE MILE BROADBAND 63.56 MILES IN MENDOCINO COUNTY NEAR GUALALA AND FORT BRAGG FROM MENDOCINO-SONOMA COUNTY LINE TO 2.4 MILE NORTH OF WARD AVENUE - ROAD 425B	MIDDLE MILE BROADBAND	\$36,000,000	\$0	\$5,229,754	\$41,229,754	PAED	12/03/2024	11/01/2026		
01-0P020	SHOPP	GOFF, TREVOR	001	1.2/1.4	Repair Storm Damage	IN MENDOCINO COUNTY IN GUALALA FROM SEDALIA DRIVE ROAD TO PACIFIC DRIVE ROAD	Repair Storm Damage	\$0	\$0	\$446,461	\$446,461	CONST	03/25/2024	09/02/2025		
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	\$1,037,000	\$0	\$1,329,133	\$2,366,133	PSE	03/17/2026	12/01/2027		
01-0M040	MAINTENANCE	COONROD, CARENE	001	10.5/74.1	Mendocino Vista Points Seal Coat	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS NEAR GALLOWAY, CASPAR AND KIBESILLAH FROM 0.8 MILE SOUTH OF SCHOONER GULCH BRIDGE TO 0.9 MILE SOUTH OF BLUE SLIDE GULCH BRIDGE	SEAL COAT	\$403,000	\$0	\$38,828	\$441,828	CONST	07/07/2023	08/01/2024		
01-0P000	SHOPP	GOFF, TREVOR	001	101.07/101.07	REPAIR LANDSLIDE	IN MENDOCINO COUNTY NEAR LEGGETT AT 3.8 MILES SOUTH OF MILL BANK RESORT	Repair Slipout	\$0	\$0	\$975,746	\$975,746	CONST	02/06/2024	11/01/2025		
01-0N700	SHOPP	GOFF, TREVOR	001	105.3/105.3	Repair Drainage System	IN MENDOCINO COUNTY NEAR LEGGETT 0.3 MILE NORTH OF SOUTH FORK EEL RIVER BRIDGE	Repair Drainage System	\$0	\$0	\$797,676	\$797,676	CONST	12/20/2023	11/01/2025		
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 PHILLO GREENWOOD ROAD	Pavement Class 2 / CAPM	\$26,984,000	\$667,000	\$5,671,988	\$33,322,988	PAED	10/19/2026	12/01/2028		
01-0L856	OTHER STATE FUNDS	FINCK, BRIAN T	001	15.95/17.65	Men - 01 Middle Mile Broadband (BLM Land)	IN MENDOCINO COUNTY ON ROUTE 01 FROM POST MILE 15.95 TO POST MILE 17.65	MIDDLE MILE BROADBAND	\$0	\$0	\$498,306	\$498,306	PAED	12/03/2024	11/01/2026		
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	\$4,016,000	\$1,404,000	\$6,518,127	\$11,938,127	PAED	08/29/2028	12/03/2030		
01-0N160	SHOPP	GOFF, TREVOR	001	20.35/20.35	Repair Storm Damage	IN MENDOCINO COUNTY IN MANCHESTER AN MANCHESTER MAINTENANCE STATION.		\$50,000	\$0	\$41,974	\$91,974	CONST	12/01/2023	11/01/2024		
01-0N020	MAINTENANCE	COONROD, CARENE	001	20.4/20.4	HM5-Manchester MS Septic tank Replacement	IN MENDOCINO COUNTY AT THE MANCHESTER MAINTENANCE STATION	Replace Septic Tank at the Manchester Maint Stn	\$70,000	\$0	\$0	\$70,000	PAED	08/01/2024	08/01/2024		
01-0L190	SHOPP MINOR A	FLOYD, KIMBERLY R	001	20.6/20.64	Manchester Pedestrian Path	IN MENDOCINO COUNTY IN MANCHESTER AT 0.1 MILE SOUTH OF CREAMERY LANE	CONSTRUCT PEDESTRIAN PATH	\$1,200,000	\$1,000	\$1,786,056	\$2,987,056	PAED	01/15/2027	01/01/2028		
01-0L160	MAINTENANCE	COONROD, CARENE	001	3.81/3.81	Coast Area Bridge 22/23 FY	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS	BRIDGE DECK MAINTENANCE	\$2,192,000	\$0	\$398,819	\$2,590,819	CONST	08/18/2023	12/01/2024		
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	\$2,645,537	\$13,070,537	CONST	12/13/2023	12/01/2025		
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	\$2,050,000	\$24,363	\$13,581,363	CONST	12/13/2023	12/01/2025		
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	\$516,000	\$946,095	\$1,780,095	CONST	06/30/2024	12/01/2036		
01-0H600	SHOPP	KING, ROBERT W	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	\$2,344,522	\$27,562,522	PSE	08/27/2024	12/01/2026		
01-0F650	SHOPP	WINKLER-PRINS, LIANNA	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 NORHT OF TREGONING DRIVE	FISH PASSAGE REMEDIATION	\$11,393,000	\$0	\$5,919,142	\$17,312,142	PAED	10/01/2026	12/01/2028		
01-0C550	SHOPP	KING, ROBERT W	001	41.8/42.3	Navarro Ridge Safety Project	IN MENDOCINO COUNTY NEAR ALBION FROM 1.5 MILES NORTH OF THE JUNCTION OF ROUTE 128 TO 0.1 MILE SOUTH OF NAVARRO RIDGE ROAD	INSTALL MBGR	\$4,038,000	\$555,000	\$15,527	\$4,608,527	CONST	03/05/2024	12/16/2024		

**CT Milestone Report - Mendocino County - May 10, 2024**

Project Number	Program <sup>a</sup>	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 <sup>b</sup>	Begin Construction	End Construction	3 Months	
															Past Due	Complete
01-0C55U	SHOPP	KING, ROBERT W	001	41.8/42.5	Navarro Combined	IN MENDOCINO COUNTY NEAR ALBION FROM 1.5 MILES NORTH OF THE JUNCTION OF ROUTE 128 TO 0.1 MILE NORTH OF NAVARRO RIDGE ROAD	SAFETY IMPROVEMENTS AND DRAINAGE IMPROVEMENTS	\$5,781,000	\$0	\$1,693,958	\$7,474,958	CONST	03/05/2024	12/16/2024		
01-0E940	SHOPP	KING, ROBERT W	001	42.3/42.5	Navarro Drainage	IN MENDOCINO COUNTY NEAR ALBION AT NAVARRO RIDGE ROAD	RECONSTRUCT DRAINAGE	\$1,650,000	\$60,000	\$59,974	\$1,769,974	CONST	03/05/2024	12/16/2024		
01-0M900	SHOPP	EVERETT, KATIE M	001	42.4/43.3	Salmon Creek Bridge	IN MENDOCINO COUNTY NEAR ALBION FROM 2.2 MILES NORTH OF THE ROUTE 128 JUNCTION TO 0.2 MILES NORTH OF SALMON CREEK	Replace Bridge	\$76,020,000	\$7,924,000	\$26,558,199	\$110,502,199	PAED	03/19/2030	10/13/2034		
01-40141	SHOPP	EVERETT, KATIE M	001	42.9/43.6	Salmon Creek Sandblast Waste Abatement	IN MENDOCINO COUNTY NEAR ALBION FROM 2.6 MILES NORTH OF THE ROUTE 128 JUNCTION TO 0.5 MILES NORTH OF SALMON CREEK BRIDGE	LEAD CLEAN-UP	\$14,364,000	\$7,731,000	\$6,324,104	\$28,419,104	PAED	04/29/2026	12/31/2026		
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	\$123,284,000	\$14,466,000	\$36,099,518	\$173,849,518	PAED	02/02/2027	10/10/2031		
01-0E202	MAINTENANCE	COONROD, CAREN E	001	43.7/43.7	Albion River Bridge Work/Stage 2	IN MENDOCINO COUNTY AT ALBION AT ALBION RIVER BRIDGE	BRIDGE WORK - STAGE 2	\$793,000	\$0	\$694,701	\$1,487,701	PSE	05/01/2025	05/15/2026		
01-43484	SHOPP	KING, ROBERT W	001	51.3/52.1	Jack Peters Cr Bridge	IN MENDOCINO COUNTY NEAR FORT BRAGG AT JACK PETERS CREEK BRIDGE 10-150	REHAB BRIDGE	\$12,031,000	\$364,000	\$2,843,675	\$15,238,675	CONST	01/10/2024	10/15/2025		
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 near Fort Bragg at 0.1 south of Simpson Lane and near Willits at 0.8 miles east of James Creek Bridge No. 10 0102	MIDDLE MILE BROADBAND	\$0	\$0	\$2,570,678	\$2,570,678	PAED	12/13/2024	06/30/2025		
01-0N030	SHOPP MINOR A	FLOYD, KIMBERLY R	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	\$1,150,000	\$355,000	\$2,394,486	\$3,899,486	PAED	03/01/2026	12/01/2027		
01-0B220	SHOPP	KING, ROBERT W	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	\$6,043,000	\$213,000	\$3,059,735	\$9,315,735	PSE	07/15/2025	12/01/2027		
01-0N670	MAINTENANCE	COONROD, CAREN E	001	59.8/77.5	Pedestrian Safety Enhancements [01-0N670 MEN-001]	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS	pavement markings	\$0	\$0	\$2,563	\$2,563	PAED	08/01/2025	11/01/2025		
01-0F711	SHOPP	FALK-CARLSEN, KARL	001	6.4/10.4	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		\$306,000	\$0	\$905,774	\$1,211,774	PSE	12/01/2025	12/01/2032		
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	\$2,755,000	\$2,218,000	\$2,263,338	\$7,236,338	CONST	10/08/2024	12/01/2025		
01-0K650	STIP	KING, ROBERT W	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	\$1,247,000	\$98,000	\$0	\$1,345,000	PAED	05/05/2026	12/01/2027		
01-0K250	LOCAL ASSISTANCE	KING, ROBERT W	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	\$1,900,023	\$1,900,023	PAED	05/05/2026	12/01/2027		
01-0N910	SHOPP MINOR A	FLOYD, KIMBERLY R	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	\$700,000	\$0	\$2,665,212	\$3,365,212	PAED	09/22/2028	03/14/2030		
01-43480	SHOPP	GOPANA, KIRAN K	001	61.99/62.26	Pudding Creek Bridge	IN MENDOCINO COUNTY IN FORT BRAGG FROM ELM STREET TO PUDDING CREEK RD-421	WIDEN BRIDGE AND UPGRADE BRIDGE RAIL	\$9,338,000	\$67,000	\$970,915	\$10,375,915	CONST	11/16/2022	12/31/2024		
01-0C670	OTHER STATE FUNDS	SYMANOVICH, ANTON	001	62.2/69.7	PCBR Improvements	IN MENDOCINO COUNTY IN AND NEAR FORT BRAGG FROM PUDDING CREEK BRIDGE TO TEN MILE RIVER BRIDGE	STIP Shoulder Widening Feasibility Study	\$14,020,000	\$2,162,000	\$10,118,642	\$26,300,642	PID	04/18/2030	12/02/2031		
01-0M970	MAINTENANCE	COONROD, CAREN E	001	62.85/62.85	HM5-2023 Gutters	IN MENDOCINO COUNTY AT THE FORT BRAGG MAINTENANCE STATION	Remove and replace rain gutters and down drains	\$120,000	\$0	\$0	\$120,000	PAED	08/01/2024	08/01/2024		
01-0M980	MAINTENANCE	COONROD, CAREN E	001	62.85/62.85	HM5-2023 FB Paint	IN MENDOCINO COUNTY AT THE FORT BRAGG MAINTENANCE STATION	Prepare and paint three buildings and fuel tank.	\$115,000	\$0	\$0	\$115,000	PAED	08/01/2024	08/01/2024		
01-45120	SHOPP MINOR B	COONROD, CAREN E	001	62/89	Develop Disposal Site	IN MENDOCINO COUNTY NEAR FORT BRAGG BETWEEN PUDDING CREEK BRIDGE AND ROCKPORT (KP 99.8/143.2)		\$0	\$0	\$0	\$0	PAED	01/01/2027	12/01/2028		
01-0G600	SHOPP	EVERETT, KATIE M	001	65.13/65.49	MEN-1 Widen Shoulders	IN MENDOCINO COUNTY IN CLEONE FROM 0.1 MILE NORTH OF MILL CREEK DRIVE TO 0.3 MILE NORTH OF WARD AVENUE	WIDEN SHOULDERS	\$2,167,000	\$295,000	\$354,320	\$2,816,320	CONST	05/22/2023	06/30/2024		
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	\$0	\$0	\$778,333	\$778,333	CONST	04/22/2024	11/03/2025		

**CT Milestone Report - Mendocino County - May 10, 2024**

Project Number	Program <sup>a</sup>	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 <sup>b</sup>	Begin Construction	End Construction	3 Months	
															Past Due	Complete
01-0H850	SHOPP MINOR B	COONROD, CAREN E	001	75.4/75.4	BLUES BEACH	IN MENDOCINO COUNTY NEAR FORT BRAGG AT 0.4 MI NORTH OF BLUE SLIDE GULCH	BEACH PROTECTION PLAN	\$290,000	\$6,000	\$45,008	\$341,008	PAED	07/01/2027	08/01/2028		
01-0K170	SHOPP MINOR A	FLOYD, KIMBERLY R	001	75.47/84.1	Westport Culverts	IN MENDOCINO COUNTY NEAR WESTPORT FROM 0.5 MILE SOUTH OF BLUE SLIDE GULCH BRIDGE TO 0.3 MI NORTH OF HARDY CREEK BRIDGE	DRAINAGE REHABILITATION	\$773,000	\$345,000	\$2,028,521	\$3,146,521	PAED	10/01/2026	12/01/2027		
01-0N440	SHOPP	GOFF, TREVOR	001	75/76.5	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	\$0	\$3,576,136	\$3,576,136	CONST	08/14/2023	11/03/2025		
01-0M290	SHOPP	WINKLER-PRINS, LIANNA	001	75/77	Westport Slide Complex	IN MENDOCINO COUNTY NEAR WESTPORT FROM BLUE SLIDE GULCH BRIDGE TO 2.0 MILES NORTH OF BLUE SLIDE GULCH BRIDGE	REPAIR LANDSLIDE	\$285,821,000	\$1,938,000	\$32,999,857	\$320,758,857	PAED	01/28/2032	12/03/2036		
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	\$12,170,000	\$12,000	\$3,668,208	\$15,850,208	PAED	08/31/2027	12/01/2028		
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	\$0	\$873,139	\$873,139	CONST	03/18/2024	11/03/2025		
01-0L410	SHOPP MINOR A	FLOYD, KIMBERLY R	001	84/85	Rockport Culverts II	IN MENDOCINO COUNTY NEAR ROCKPORT FROM 0.2 MI NORTH TO 1.2 MILES NORTH OF HARDY CREEK BRIDGE #10-141	DRAINAGE RESTORATION	\$600,000	\$0	\$2,479,431	\$3,079,431	PAED	04/06/2029	12/20/2030		
01-49620	SHOPP MINOR A	FLOYD, KIMBERLY R	001	85.09/88.95	ROCKPORT 5 CULVERTS	IN MENDOCINO COUNTY AT AND NEAR ROCKPORT AT VARIOUS LOCATIONS FROM 1.3 MILES NORTH OF HARDY CREEK BRIDGE TO 1.1 MILES NORTH OF SOUTH FORK COTTONEVA CREEK BRIDGE	CULVERT REHABILITATION	\$923,000	\$55,000	\$994,904	\$1,972,904	CONST	03/13/2024	10/01/2024		
01-0H590	SHOPP	KING, ROBERT W	001	87.8/105.578	Rockport to Leggett CAPM	IN MENDOCINO COUNTY NEAR ROCKPORT FROM NORTH OF SOUTH FORK COTTONEVA CREEK BRIDGE TO JUNCTION OF ROUTE 101	REHAB PAVEMENT	\$17,938,000	\$7,000	\$1,881,562	\$19,826,562	CONST	09/01/2023	12/01/2025		
01-0L750	SHOPP MINOR B	COONROD, CAREN E	001	92.66/92.66	Dunn Creek Culvert	IN MENDOCINO COUNTY NEAR ROCKPORT AT 1.8 MILES NORTH OF USAL ROAD	REPLACE CULVERT AND DOWNDRAIN	\$60,000	\$6,000	\$3,999	\$69,999	CONST	06/08/2023	08/01/2024		
01-0K720	SHOPP MINOR A	FLOYD, KIMBERLY R	001	92.8/92.8	DUNN CREEK	IN MENDOCINO COUNTY NEAR ROCKPORT AT 2 MILES NORTH OF USAL ROAD	DRAINAGE AND FISH PASSAGE	\$989,000	\$17,000	\$905,282	\$1,911,282	PSE	03/15/2025	12/31/2026		
01-0M401	OTHER STATE FUNDS	FINCK, BRIAN T	020	1.46/R33.158	Men-20 Broadband Middle Mile	MMBN IN MENDOCINO COUNTY PM 1.46 NEAR FORT BRAGG TO PM 33.158 WILLITS	MIDDLE MILE BROADBAND	\$0	\$0	\$707,050	\$707,050	PAED	12/03/2024	11/01/2026		
01-0M580	MAINTENANCE	NICKERSON, NANETTE R	020	13.14/14.65	MEN-20 Culvert Rehab	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS FROM 2.5 MILES EAST OF PARLIN FORK CAMP ROAD TO 2.6 MILES WEST OF ROAD 200A	REHAB CULVERTS	\$0	\$0	\$387,879	\$387,879	CONST	07/15/2024	11/01/2025		
01-0N610	MAINTENANCE	NICKERSON, NANETTE R	020	14.21/24.4	HM - Drainage	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS FROM 0.1 MILES EAST OF THREE CHOP ROAD - ROAD 8146 TO 1.9 MILES WEST OF ROAD 8145	CULVERT REHABILITATION/REPLACEMENT	\$0	\$0	\$458,997	\$458,997	PAED	07/11/2025	10/28/2026		
01-0N720	MAINTENANCE	COONROD, CAREN E	020	33.01/34.9	2025 PAVEMENT MARKINGS	IN LAKE AND MENDOCINO COUNTIES AT VARIOUS LOCATIONS	PAVEMENT MARKINGS	\$0	\$0	\$33,454	\$33,454	PAED	08/01/2025	11/01/2025		
01-0L901	OTHER STATE FUNDS	FINCK, BRIAN T	020	33.3/34.1	MEN-20 BBMM Hub #18	IN MENDOCINO COUNTY AT THE INTERSECTION OF STATE ROUTES MEN 20/101	MIDDLE MILE BROADBAND	\$3,100,000	\$0	\$2,712,093	\$5,812,093	PAED	12/13/2024	06/30/2025		
01-0E090	SHOPP	KING, ROBERT W	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	\$1,121,000	\$3,219,837	\$33,041,837	CONST	06/09/2022	11/03/2025		
01-0E091	SHOPP	KING, ROBERT W	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	\$585,000	\$0	\$787,623	\$1,372,623	PSE	06/01/2025	12/01/2028		
01-0L903	OTHER STATE FUNDS	FINCK, BRIAN T	020	34.1/44.114	MEN-20 MMBN	MIDDLE MILE BROADBAND 9.743 MILES IN MENDOCINO COUNTY FROM 0.1 MILE WEST OF CALPELLA OVERCROSSING TO THE MENDOCINO-LAKE COUNTY LINE	MIDDLE MILE BROADBAND	\$6,910,000	\$0	\$567,542	\$7,477,542	CONST	09/01/2023	11/01/2026		
01-0N860	MAINTENANCE	COONROD, CAREN E	020	L33.15/L33.57	2025 Signal & Census Upgrade (Mendocino)	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS	APS Signal System and Census Sites Upgrade in Mendocino County	\$570,000	\$0	\$188,435	\$758,435	PAED	05/01/2025	11/01/2025		
01-0M660	MAINTENANCE	COONROD, CAREN E	020	L34.2/L35.6	Miracle Mile Digouts	IN MENDOCINO COUNTY IN AND NEAR WILLITS FROM MANOR WAY TO HAEHL OVERHEAD	DIGOUTS	\$1,020,000	\$0	\$83,075	\$1,103,075	CONST	04/30/2024	11/01/2024		
01-0M400	OTHER STATE FUNDS	FINCK, BRIAN T	020	R0/R33.158	MEN-20 FB To Willits MMBN	MIDDLE MILE BROADBAND IN MENDOCINO COUNTY XX MILES NEAR FORT BRAGG AND WILLITS FROM JUNCTION ROUTE 1 TO FORT BRAGG-MAIN-REDWOOD -101U	MIDDLE MILE BROADBAND	\$21,300,000	\$0	\$3,572,522	\$24,872,522	PAED	12/03/2024	11/01/2026		

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													Begin Construction		
01-0L940	OTHER STATE FUNDS	FINCK, BRIAN T	101	.103/106.801	District Wide Bank for Broadband Middle Mile	IN DEL NORTE, HUMBOLDT, MENDOCINO AND LAKE COUNTIES AT VARIOUS LOCATIONS	MIDDLE MILE BROADBAND	\$378,400,000	\$0	\$0	\$378,400,000	PAED		09/30/2024	12/10/2026
01-45140	SHOPP MINOR B	COONROD, CAREN E	101	0/106.8	Develop Disposal Site	IN MENDOCINO COUNTY FROM 0.3 MI SOUTH OF RUSSIAN RIVER BRIDGE AND OVERHEAD #10-273 TO 0.1 MI NORTH OF RIVER DALE MOTEL 310E	DEVELOP DISPOSAL SITE	\$75,000	\$0	\$0	\$168,000	PSE		01/01/2027	12/01/2028
01-0H810	SHOPP	KING, ROBERT W	101	1.5/2	Commisky Permanent Restoration	IN MENDOCINO COUNTY NEAR HOPLAND FROM 0.8 MILE TO 1.3 MILE NORTH OF GEYSERS ROAD	REPAIR STORM DAMAGE	\$3,384,000	\$0	\$289,738	\$3,673,738	CONST		10/28/2022	07/20/2024
01-0P130	SHOPP	GOFF, TREVOR	101	1.89/1.89	Repair Storm Damage	IN MENDOCINO COUNTY NEAR HOPLAND AT 1.2 MILE NORTH OF GEYSERS ROAD	Repair Storm Damage	\$0	\$0	\$290,830	\$290,830	CONST		04/15/2024	11/01/2025
01-0H140	SHOPP	BRADY, MARIE A	101	10.7/11.2	Hopland ADA	NEAR HOPLAND, NORTH FROM FELIZ CREEK BRIDGE TO NORTH OF FIRST STREET	Upgrade facilities to Americans with Disabilities Act (ADA) standards, rehabilitate pavement, and upgrade signs, guardrail, and Transportation Management System (TMS) elements.	\$13,637,000	\$804,000	\$5,934,513	\$20,375,513	PSE		12/02/2025	12/30/2027
01-0H570	SHOPP	FLOYD, KIMBERLY R	101	21/28.6	UKIAH REHAB	IN MENDOCINO COUNTY IN & NEAR UKIAH FROM NORTH OF ROBINSON CREEK BRIDGE TO POMO LANE UNDERCROSSING	REHABILITATE PAVEMENT	\$46,740,000	\$21,000	\$5,278,828	\$52,039,828	PSE		05/30/2025	12/31/2026
01-0L390	MAINTENANCE	GOFF, TREVOR	101	23.45/25.72	Bridge Repair and Cleanup	IN HUMBOLDT AND MENDOCINO COUNTIES ON ROUTE 101 AT VARIOUS LOCATIONS	BRIDGE REPAIR AND CLEANUP	\$0	\$0	\$783,223	\$783,223	CONST		01/03/2022	07/01/2025
01-0L120	OTHER-LOCAL	BRADY, MARIE A	101	26.02/26.392	N State St Alternatives Analysis	IN MENDOCINO COUNTY IN UKIAH ALONG NORTH STATE STREET FROM FORD RE/EMPIRE DR TO THE NORTHBOUND ON/OFF RAMP OF US 101	Oversite Analysis	\$0	\$0	\$106,900	\$106,900	PAED		09/14/2025	05/31/2026
01-0N280	SHOPP	KING, ROBERT W	101	26.3/R33.7	Calpella Rehab	IN MENDOCINO COUNTY NEAR UKIAH ON ROUTE 101 FROM 0.2 MILE NORTH OF NORTH STATE STREET UNDERCROSSING TO 0.1 MILE SOUTH OF UVA DRIVE AND ON ROUTE 222 NEAR TALMAGE FROM ROUTE 101 TO OLD RIVER ROAD	Pavement Rehabilitation	\$47,864,000	\$59,000	\$7,219,543	\$55,142,543	PID		03/29/2028	09/17/2029
01-0N010	MAINTENANCE	COONROD, CAREN E	101	27.4/27.4	HM5-Ukiah MS Crew Room Remodel	IN MENDOCINO COUNTY AT THE UKIAH MAINTENANCE STATION	Crew room Remodel	\$120,000	\$0	\$0	\$120,000	PAED		08/01/2024	08/01/2024
01-0J110	SHOPP MINOR B	COONROD, CAREN E	101	27.5/27.5	Ukiah MS Expansion	IN MENDOCINO COUNTY IN UKIAH AT AND ADJOINING THE UKIAH MAINTENANCE STATION	Stabilize Slope & Install Underdrain	\$300,000	\$0	\$74,595	\$374,595	PSE			
01-0K010	SHOPP	KING, ROBERT W	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	\$2,130,000	\$3,000	\$4,091,910	\$6,224,910	PAED		12/01/2026	12/01/2027
01-0M960	MAINTENANCE	COONROD, CAREN E	101	30.43/30.43	(0M960) SOUTH AREA BRIDGE_24_25	IN HUMBOLDT COUNTY AT VARIOUS LOCATIONS	Bridge deck maintenance	\$1,678,000	\$0	\$202,189	\$1,880,189	PAED		06/30/2025	12/31/2025
01-0K310	SHOPP	KING, ROBERT W	101	30.8/33.8	Calpella Cable Median Barrier	IN MENDOCINO COUNTY NEAR UKIAH FROM ROUTE 20 TO 0.1 MILE SOUTH OF UVA DRIVE/NORTH STATE STREET	INSTALL CABLE MEDIAN BARRIER	\$6,987,000	\$3,000	\$1,194,499	\$8,184,499	CONST		10/25/2023	12/10/2026
01-0M100	SHOPP MINOR B	COONROD, CAREN E	101	32.6/32.6	(MNRB 01-0M100) Redwood Valley Bus Stop	IN MENDOCINO COUNTY NEAR REDWOOD VALLEY AT WEST ROAD OVERCROSSING	CONSTRUCT BUS STOP	\$350,000	\$1,000	\$349,800	\$700,800	CONST		07/01/2024	08/01/2025
01-0L380	SHOPP	FINCK, BRIAN T	101	39.8/40.4	Ridgewood Grade Safety	IN MENDOCINO COUNTY ABOUT 6 MILES SOUTH OF WILLITS FROM 0.9 MILE SOUTH TO 1.5 MILES SOUTH OF FORESTRY ENTRANCE ROAD	SAFETY IMPROVEMENTS	\$11,975,000	\$913,000	\$5,520,898	\$18,408,898	PAED		09/01/2026	12/01/2028
01-0L420	SHOPP	GOFF, TREVOR	101	4/6	Landslide Repair near Commisky	IN MENDOCINO COUNTY FROM 0.9 MILE NORTH OF COMMISKY ROAD TO 0.1 MILE NORTH OF PIETA CREEK BRIDGE	LANDSLIDE REPAIR	\$20,900,000	\$0	\$2,562,572	\$23,462,572	CONST		09/01/2021	11/02/2025
01-0N530	SHOPP MINOR B	COONROD, CAREN E	101	41.1/41.4	Ridgewood Scales Water line	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	\$488,520	\$488,520	PAED		07/01/2025	08/01/2026
01-0K410	SHOPP	KING, ROBERT W	101	41.2/R43.3	South Willits Median	IN MENDOCINO COUNTY NEAR WILLITS FROM 0.3 MILE NORTH OF BLACK BART ROAD TO 0.2 MILE SOUTH OF NORTHBOUND OFFRAMP TO ROUTE 20	CONSTRUCT CONCRETE MEDIAN BARRIER	\$10,551,000	\$28,000	\$2,008,951	\$12,587,951	PSE		08/13/2024	12/01/2026



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01-0N060	SHOPP	GOFF, TREVOR	101	42/45.5	Repair Storm Damage Near Willits	IN MENDOCINO COUNTY NEAR WILLITS FROM 0.1 MILE SOUTH OF SOUTH WILLITS OVERHEAD TO HAEHL CREEK BB #10-159.	Storm damage repair	\$3,000,000	\$0	\$979,790	\$3,979,790	CONST	05/26/2023	11/01/2025
01-0M500	SHOPP	GOFF, TREVOR	101	42/R43.5	Walker Fire	IN MENDOCINO COUNTY NEAR WILLITS FROM 0.1 MILE SOUTH OF SOUTH WILLITS OVERHEAD TO NORTHBOUND OFFRAMP TO ROUTE 20	WILDFIRE REPAIRS	\$1,000,000	\$0	\$799,013	\$1,799,013	CONST	09/27/2022	07/01/2025
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	\$10,321,000	\$2,000	\$2,096,125	\$12,419,125	CONST	05/10/2024	07/15/2025
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	\$11,462,000	\$60,000	\$3,596,320	\$15,118,320	PSE	07/14/2025	12/01/2028
01-0H550	SHOPP	GOPANA, KIRAN K	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	\$2,773,092	\$26,242,092	CONST	08/29/2024	12/02/2026
01-0J340	SHOPP MINOR B	COONROD, CAREN E	101	58.51/58.51	MENDO 58.51 INLET	IN MENDOCINO COUNTY NEAR LONGVALE AT 0.4 MILE SOUTH OF MOSS COVE SAFETY ROADSIDE REST AREA	REPAIR DRAINAGE	\$150,000	\$4,000	\$35,649	\$189,649	CONST	07/08/2022	02/07/2025
01-48401	SHOPP	FALK-CARLSEN, KARL	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	\$360,187	\$490,187	CONST	12/01/2025	09/02/2031
01-48400	SHOPP	BRADY, MARIE A	101	63.96/R104.5	Reconstruct Drainage	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS	IMPROVE AND REPLACE CULVERTS	\$4,770,000	\$161,000	\$867,538	\$5,798,538	CONST	04/20/2023	12/31/2024
01-43485	SHOPP	FALK-CARLSEN, KARL	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	\$931,307	\$1,392,307	CONST	01/26/2024	12/01/2036
01-0J980	SHOPP	FINCK, BRIAN T	101	81.37/T91.32	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	\$22,915,000	\$0	\$5,472,042	\$28,387,042	PAED	03/16/2027	06/01/2028
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		\$0	\$0	\$578,180	\$578,180	CONST	03/10/2024	11/03/2025
01-0M090	MAINTENANCE	COONROD, CAREN E	101	R100.13/R106.2	PIERCY MICRO-SURFACE	IN MENDOCINO COUNTY NEAR PIERCY FROM SOUTH FORK EEL RIVER BRIDGE 100-300 TO 0.6 MILE SOUTH OF HUMBOLDT COUNTY LINE	MICROSURFACING	\$1,845,000	\$0	\$159,415	\$2,004,415	CONST	07/14/2023	05/31/2024
01-0K590	SHOPP MINOR B	COONROD, CAREN E	101	R103.4/R103.4	01-0K590-MNRB-PIERCY CMS	IN MENDOCINO COUNTY NEAR PIERCY AT 0.4 MILE SOUTH OF THE PIERCY SEPARATION	INSTALL CHANGEABLE MESSAGE SIGN	\$239,000	\$4,000	\$17,579	\$260,579	CONST	05/09/2023	08/01/2024
01-0N230	SHOPP	BRADY, MARIE A	101	R25.72/R25.72	Ukiah Seismic Retrofit	In Mendocino County near Ukiah at Presswood OH and At Pomo UC.	Bridge Seismic Restoration	\$2,947,000	\$0	\$2,696,629	\$5,643,629	PID	03/19/2030	12/01/2031
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	\$2,481,770	\$33,614,770	CONST	06/08/2023	12/01/2025
01-0K580	SHOPP MINOR B	COONROD, CAREN E	101	R89.9/R89.9	(MNRB 0K580) LEGGETT CMS	IN MENDOCINO COUNTY NEAR LEGGETT AT 0.4 MILE NORTH OF ROUTE 271/101 SEPERATION	INSTALL CHANGEABLE MESSAGE SIGN LEFT TURN	\$254,000	\$24,000	\$136,366	\$414,366	CONST	07/01/2024	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	CHANNELIZATION & SHOULDER WIDENING	\$18,426,000	\$41,000	\$7,868,129	\$26,335,129	PAED	07/22/2026	07/03/2028
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)	\$30,381,000	\$18,000	\$3,205,347	\$33,604,347	PSE	02/04/2026	12/01/2027
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	\$17,799,000	\$1,795,000	\$12,087,340	\$31,681,340	PAED	11/22/2027	12/02/2030
01-0M180	OTHER STATE FUNDS	FINCK, BRIAN T	128	0/50.902	MEN-128 MMBN	MIDDLE MILE BROADBAND 50.72 MILES IN MENDOCINO COUNTY NEAR NAVARRO FROM THE ROUTE 001-128 JUNCTION TO THE MENDOCINO COUNTY LINE	MIDDLE MILE BROADBAND	\$16,500,000	\$0	\$5,508,935	\$22,008,935	PAED	10/01/2024	11/01/2026

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															Past Due	3 Months
01-0K000	SHOPP	KONOPA, ISRAL J	128	17.9/30.7	BOONVILLE CAPM	IN MENDOCINO COUNTY AT REILLY HEIGHTS AND BOONVILLE FROM MILL CREEK BRIDGE TO ROBINSON CREEK BRIDGE	CAPM	\$17,836,000	\$432,000	\$8,040,414	\$26,308,414	PAED	12/01/2026	12/04/2028		
01-0P200	SHOPP	DEMCAK, MEGAN J	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	\$0	\$0	\$0	\$0	PID	02/01/2029	07/22/2030		
01-0N920	SHOPP MINOR A	FLOYD, KIMBERLY R	128	28/28	Boonville Storage Bunkers	IN MENDOCINO COUNTY, NEAR THE JUNCTION OF ROUTE 128 AND SCOENAHN ROAD AT THE BOONVILLE MAINTENANCE STATION #5706		\$0	\$0	\$2,653,819	\$2,653,819	PAED	10/06/2028	03/28/2030		
01-0M181	OTHER STATE FUNDS	FINCK, BRIAN T	128	3.03/50.902	Mile Broadband Network Men 128	MIDDLE MILE BROADBAND IN MENDOCINO 49.047 MILES IN MENDOCINO COUNTY NEAR NAVARRO FROM ROUTE 001-128 JUNCTION TO THE MENDOCINO COUNTY LINE	MIDDLE MILE BROADBAND	\$0	\$0	\$734,475	\$734,475	PAED	12/03/2024	11/01/2026		
01-0M880	SHOPP	GOFF, TREVOR	128	36/50.9	Snow Storm Damage in Men and Lake County	IN HUMBOLDT, LAKE, AND MENDOCINO COUNTIES AT VARIOUS LOCATIONS		\$0	\$0	\$2,117,132	\$2,117,132	CONST	02/24/2023	12/03/2024		
01-0L740	MAINTENANCE	NICKERSON, NANETTE R	128	37.4/49.4	MEN-128 Culvert Rehab / Replace	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS FROM 0.9 MILE EAST OF FISH ROCK ROAD - ROAD 122 TO 1.5 MILES WEST OF END OF COUNTY	CULVERT REHABILITATION REPLACEMENT	\$750,000	\$16,000	\$238,389	\$1,004,389	CONST	07/19/2024	08/01/2025		
01-0P080	SHOPP	GOFF, TREVOR	128	4/5	SLIDE REPAIR	IN MENDOCINO COUNTY NEAR NAVARRO FROM 4.0 MILES EAST TO 5.0 MILES EAST OF THE ROUTE 128/1 JUNCTION	SLIDE REPAIR	\$0	\$0	\$267,358	\$267,358	CONST	03/07/2024	11/03/2025		
01-0N810	MAINTENANCE	COONROD, CARENE	128	40.88/44.25	YORKVILLE SLURRY SEAL	IN MENDOCINO COUNTY NEAR YORKVILLE FROM 1.6 MILES EAST OF BEEBE CREEK BRIDGE TO 1.2 MILES EAST OF DRY CREEK BRIDGE	Slurry Seal	\$673,000	\$0	\$475,252	\$1,148,252	PAED	08/01/2025	11/01/2025		
01-0P150	SHOPP	GOFF, TREVOR	128	50.8/50.9	Repair Storm Damage	IN MENDOCINO COUNTY FROM 0.1 MILE NORTH OF SONOMA COUNTY LINE TO SONOMA COUNTY LINE	repair Storm damage	\$0	\$0	\$319,323	\$319,323	CONST	04/25/2024	11/01/2024		
01-0M183	OTHER STATE FUNDS	FINCK, BRIAN T	128	R28.03/R28.03	Men-128 Broadband Middle Mile-HUB-108	In Mendocino County in Boonville at Schoenahl Road 150	MIDDLE MILE BROADBAND	\$0	\$0	\$841,061	\$841,061	PAED	12/13/2024	06/30/2025		
01-0M600	MAINTENANCE	NICKERSON, NANETTE R	162	.87/1.08	MEN-162 Culvert Rehab	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS FROM 0.8 MILES EAST OF JUNCTION 101 TO 1.1 MILES WEST OF CORRAL CREEK BRIDGE 10-234	REHABILITATE CULVERTS	\$0	\$0	\$351,243	\$351,243	CONST	07/22/2024	04/14/2025		
01-0M190	OTHER STATE FUNDS	FINCK, BRIAN T	162	0/29.614	MEN-162 MMBN	MIDDLE MILE BROADBAND 29.56 MILES IN MENDOCINO COUNTY ABOUT 9 MILES SOUTH OF LAYTONVILLE FROM THE ROUTE 101-162 JUNCTION TO 0.4 MILE EAST OF EAST LANE ROAD 327C	MIDDLE MILE BROADBAND	\$0	\$0	\$3,173,101	\$3,173,101	PAED	12/03/2024	11/01/2026		
01-0M192	OTHER STATE FUNDS	FINCK, BRIAN T	162	0/29.614	Men 162 MMBN	MIDDLE MILE BROADBAND 29.56 MILES IN MENDOCINO COUNTY ABOUT 9 MILES SOUTH OF LAYTONVILLE FROM THE ROUTE 101-162 JUNCTION TO 0.4 MILE EAST OF EAST LANE ROAD 327C	MIDDLE MILE BROADBAND	\$17,400,000	\$0	\$729,598	\$18,129,598	PAED	09/30/2024	12/30/2025		
01-0P040	SHOPP	GOFF, TREVOR	162	1.02/1.02	Replace Culvert	IN MENDOCINO COUNTY NEAR LONGVALE AT 0.3 MILE EAST OF OUTLET CREEK BRIDGE	Replace Culvert	\$0	\$0	\$94,165	\$94,165	CONST	02/22/2024	11/17/2025		
01-0B530	SHOPP	KING, ROBERT W	162	11.5/11.8	Rodeo Creek Slide II	IN MENDOCINO NEAR DOS RIOS FROM 1.4 TO 1.7 MILES EAST OF RODEO CREEK BR #10-237	STABILIZE ROADWAY	\$21,737,000	\$246,000	\$1,722,664	\$23,705,664	CONST	11/30/2021	12/31/2025		
01-0N420	SHOPP	GOFF, TREVOR	162	15.5/17.5	Culvert Repairs	IN MENDOCINO COUNTY NEAR DOS RIOS FROM .4 TO 2.4 MILES EAST OF THE MIDDLE FORK EEL RIVER BRIDGE.		\$750,000	\$0	\$139,230	\$889,230	CONST	08/14/2023	08/13/2025		
01-0M193	OTHER STATE FUNDS	FINCK, BRIAN T	162	17.36/19.67	Men - 162 Middle Mile Broadband (BLM Land)	In Mendocino County on Route 162 from Post Mile 17.36 to Post Mile 19.67	MIDDLE MILE BROADBAND	\$0	\$0	\$498,003	\$498,003	PAED	12/03/2024	11/01/2026		
01-0N630	MAINTENANCE	NICKERSON, NANETTE R	162	2.6/4.33	HM - Drainage	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS FROM 0.4 MILES EAST OF ROAD 8152 TO 2.8 MILES WEST OF BLOODY RUN CREEK BRIDGE 10-235	CULVERT REHABILITATION/REPLACEMENT	\$0	\$0	\$392,702	\$392,702	PAED	07/18/2025	11/04/2026		
01-0M690	MAINTENANCE	COONROD, CARENE	162	25.7/34.05	Covelo Slurry Seal	IN MENDOCINO COUNTY AT AND NEAR COVELO FROM 1.1 MILES WEST OF POONKINNEY ROAD TO SHORT CREEK BRIDGE	SLURRY SEAL	\$1,651,000	\$0	\$236,983	\$1,887,983	PAED	06/30/2025	11/01/2025		
01-0L480	OTHER STATE FUNDS	PETERSON, JULIA	162	28.6/29.4	Covelo Downtown Connectivity (Major)	IN MENDOCINO COUNTY NEAR COVELO FROM 0.1 MILE WEST OF TOWN CREEK BRIDGE TO 0.1 MILE EAST OF EAST LANE ROAD	Clean CA - DOWNTOWN CONNECTIVITY	\$1,066,000	\$0	\$12,725	\$1,078,725	CONST	08/21/2023	05/01/2024		
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	\$696,933	\$696,933	CONST	04/19/2023	01/01/2025		

**CT Milestone Report - Mendocino County - May 10, 2024**

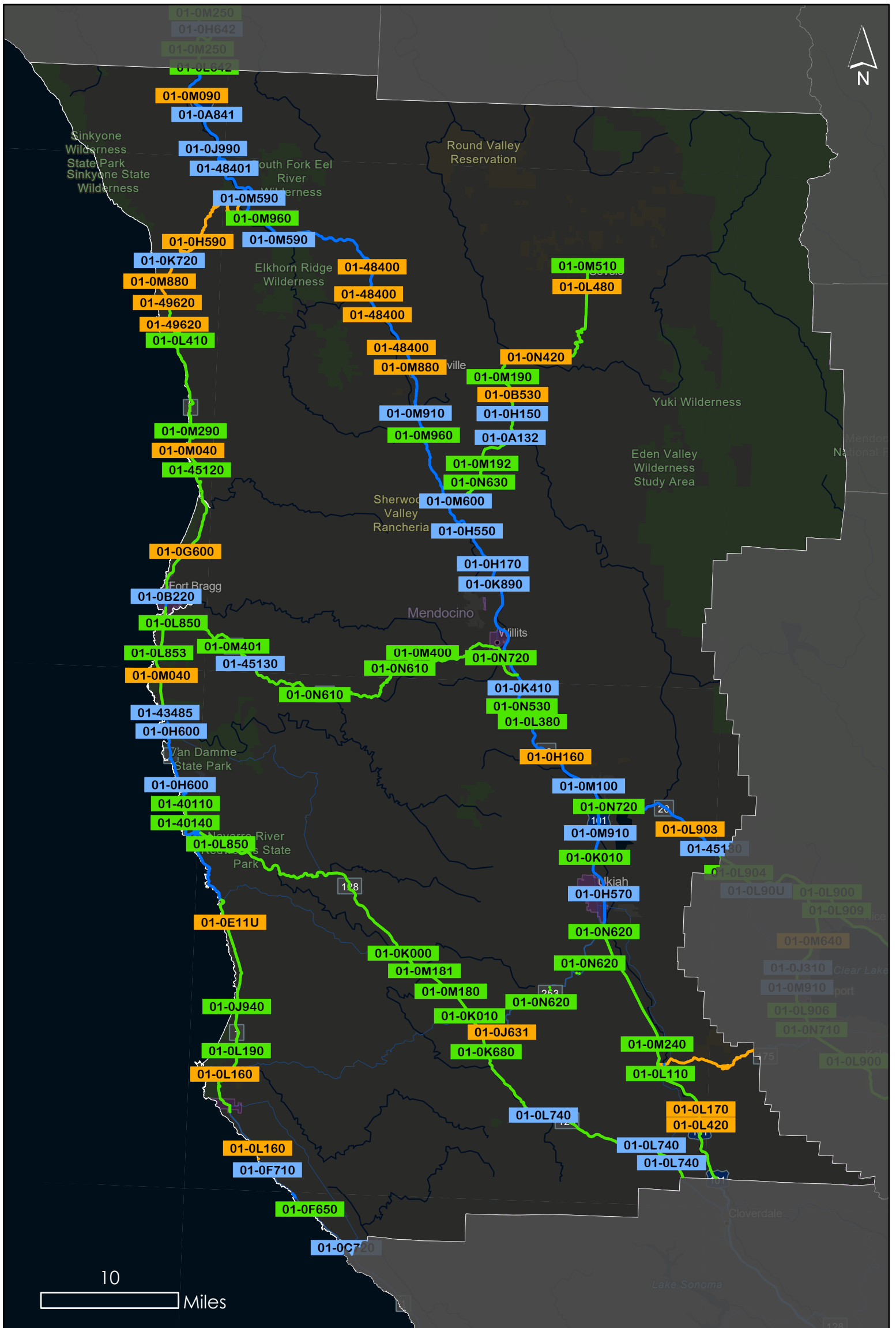
Project Number	Program <sup>a</sup>	Project Manager	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase <sup>b</sup>	3 Months	Complete
01-0L020	SHOPP	BUCK, JENNIFER 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	07/01/2025
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	\$50,282	\$50,282	CONST	04/19/2023	01/01/2025
01-0M510	SHOPP MINOR A	FLOYD, KIMBERLY R	162	30/30.3	Covelo MGS (MNRB)	IN MENDOCINO COUNTY AT COVELO AT 0.3 MILE WEST OF BIGGAR LANE AND AT MILL CREEK BRIDGE	INSTALL MGS	\$790,000	\$0	\$142,086	\$932,086	PAED	05/01/2025	12/01/2026
01-0A132	SHOPP	FALK-CARLSEN, KARL	162	8.2/8.2	Eel River Bridge Child	IN MENDOCINO COUNTY NEAR LONGVALE AT EEL RIVER BRIDGE #10-236	ENVIRONMENTAL MITIGATION	\$0	\$0	\$310,809	\$310,809	PSE	12/01/2025	12/01/2030
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	\$560,000	\$3,792,471	\$21,272,471	CONST	07/03/2023	12/01/2027
01-0M191	OTHER STATE FUNDS	FINCK, BRIAN T	162	8/8.4	MEN-162 So Eel River Bridge MMBN	MIDDLE MILE BROADBAND 0.4 MILES IN MENDOCINO COUNTY NEAR LAYTONVILLE FROM 0.3 MILE WEST TO 0.2 MILE EAST OF SOUTH EEL RIVER BRIDGE 10-236	MIDDLE MILE BROADBAND	\$1,000,000	\$0	\$116,136	\$1,116,136	CONST	09/01/2023	11/01/2026
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	\$5,688,185	\$46,536,185	CONST	06/15/2024	12/01/2025
01-0M390	SHOPP MINOR B	COONROD, CAREN E	175	.4/.4	(MNRB 01-0M390) Russian River Flashing Beacons	IN MENDOCINO COUNTY AT HOPLAND AT RUSSIAN RIVER BRIDGE	INSTALL FLASHING BEACONS	\$0	\$0	\$124,892	\$124,892	CONST	07/01/2024	08/01/2025
01-0M020	MAINTENANCE	COONROD, CAREN E	175	0/9.9	Hopland Micro-Surfacing	IN MENDOCINO COUNTY AT AND NEAR HOPLAND FROM ROUTE 101 TO THE LAKE COUNTY LINE	MICRO-SURFACING	\$1,459,000	\$0	\$148,848	\$1,607,848	CONST	06/08/2023	11/01/2024
01-0L300	SHOPP	KING, ROBERT W	222	.4/12.15	Talmage Complete Streets	IN MENDOCINO COUNTY NEAR TALMAGE FROM ROUTE 101 TO OLD RIVER ROAD	CAPM	\$26,736,000	\$0	\$2,782,983	\$29,518,983	PID	04/29/2031	12/01/2033
01-0A0631	SHOPP	EVERETT, KATIE M	253	1.6/2.2	Soda Creek Wall	IN MENDOCINO COUNTY NEAR BOONVILLE FROM SINGLEY CATTLEPASS TO 1.0 MILE WEST OF SODA CREEK BRIDGE	CONSTRUCT WALL	\$19,153,000	\$12,000	\$2,924,151	\$22,089,151	CONST	10/25/2023	12/01/2025
01-0N250	OTHER STATE FUNDS	FLOYD, KIMBERLY R	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	\$640,000	\$0	\$2,653,819	\$3,293,819	PAED	03/29/2028	09/14/2029
01-0N620	MAINTENANCE	NICKERSON, NANETTE R	253	5.8/17.17	HM - Drainage	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS FROM 1.5 MILES EAST OF CATTLE PASS TO JUNCTION 101 END CO	CULVERT REHABILITATION/REPLACEMENT	\$0	\$0	\$465,197	\$465,197	PAED	07/23/2025	11/09/2026
01-0M820	SHOPP	GOFF, TREVOR	253	7.5/9.5	Men 253 Emergency Storm Damage Repairs	IN MENDOCINO COUNTY ON ROUTE 253 NEAR SODA SPRINGS FROM 4 MILES NORTH OF SODA CREEK BRIDGE TO 5.5 MILES SOUTH OF ROBINSON CREEK BRIDGE	REPAIR DRAINAGE SYSTEM	\$1,500,000	\$0	\$196,430	\$1,696,430	CONST	01/14/2023	11/01/2024
01-0L810	SHOPP	KONOPA, ISRAEL 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	\$11,702,000	\$3,000	\$3,277,900	\$14,982,900	PAED	10/12/2027	12/03/2029
01-0A841	SHOPP	FALK-CARLSEN, KARL	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	\$128,562	\$333,562	CONST	09/15/2020	12/01/2026
01-0M590	MAINTENANCE	NICKERSON, NANETTE R	271	2.58/18.05	MEN-271 Culvert Rehab	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS FROM 2.5 MILES NORTH OF CUMMINGS ROAD SEPERATION (ROUTE 271/100) TO 1.4 MILES SOUTH OF ROUTE 271/100 SEPERATION (PIERCY).	REHAB CULVERTS	\$0	\$2,000	\$393,365	\$395,365	CONST	07/01/2024	11/25/2024
01-0L960	MAINTENANCE	COONROD, CAREN E	VAR	0/0	SOUTH AREA BRIDGE 23-24	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS	BRIDGE DECK MAINTENANCE	\$1,900,000	\$0	\$261,671	\$2,161,671	CONST	05/15/2024	12/31/2025
01-0N960	MAINTENANCE	COONROD, CAREN E	VAR	0/0	SOUTH AREA BRIDGE 25_26	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS	Bridge deck repairs	\$0	\$0	\$186,379	\$186,379	PAED	06/01/2026	12/31/2026
01-0L170	MAINTENANCE	COONROD, CAREN E	VAR	5.94/0	South Area Bridge 22/23 FY	IN MENDOCINO COUNTY AT VARIOUS LOCATIONS	BRIDGE DECK MAINTENANCE	\$3,865,000	\$0	\$163,187	\$4,028,187	CONST	06/22/2023	12/01/2024

**Field Descriptions for RTPA CT Milestones Reports**

Footnote	Column	Description
<b>a)</b>	<b>Program</b>	<b>The funding source for the project.</b>
	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>b)</b>	<b>Current Phase</b>	<b>The stage of progress of the project.</b>
	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







# MENDOCINO COUNCIL OF GOVERNMENTS

**Agenda #15d**  
 Reports  
 MCOG Meeting  
 6/03/2024

## STAFF REPORT

TITLE: Summary of Meetings

DATE PREPARED: 5/28/2024

SUBMITTED BY: Jody Lowblad, Administrative Assistant

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

Date	Meeting/Event	Staff
May 3	Covelo Meeting w/ BIA	Barrett & Sookne
May 7	Consultant Interview- Noyo Harbor	Barrett & Ellard
May 8	MTA Short Range Transit Development Plan (SRTDP) Draft Plan Discussion	Barrett & Ellard
May 8	Rural Counties Task Force (RCTF) Meeting	Barrett
May 8	Consultant Interview- Noyo Harbor	Barrett & Ellard
May 8	Ukiah Streetscape Phase 3 Forum- Active Transportation Program (ATP) Outreach	Ellard
May 9	Caltrans Federal Grants 101 Webinar – How to Create Competitive Applications	Orth
May 9	Round Valley Indian Tribes (RVIT) Tribal Council Meeting	Barrett & Sookne
May 9	CSU-Sacramento EV Infrastructure in Rural CA – Class Presentation and Panel Discussion – Prospective Policy Analysis - webinar	Orth (speaker)
May 10	Rural Counties Task Force (RCTF) Meeting	Barrett & Ellard
May 10	California State Transportation Agency (CalSTA) Transportation Budget Briefing	Barrett & Ellard
May 13	Noyo Harbor Consultant Selection Meeting	Barrett & Ellard
May 13	Rural Communities Housing Development Corporation (RCHDC) Meeting	Barrett & Ellard
May 14	Surface Transportation Program Guidelines (STPG) Workshop #1	Ellard
May 14	Gualala Meeting w/Caltrans & GMAC Rep	Barrett & Sookne
May 14	Covelo Meeting	Barrett & Sookne
May 15	Regional Transportation Planning Agencies (RTPA) Meeting	Barrett & Orth
May 16-17	California Transportation Commission (CTC) Meeting	Barrett
May 16	Local Road Safety / Area Planning (LRS/AP) Stakeholder Meeting #2	Ellard
May 20	Caltrans Recreational Trails Technical Advisory Group (TAG) Meeting	Barrett
May 20	Local Road Safety / Area Planning (LRS/AP) Public Workshop @ FB	Barrett
May 21	Highway Safety Improvement Program (HSIP) Cycle 12 Webinar	Ellard
May 21	Hopland Project Meeting	Barrett
May 21	Local Road Safety / Area Planning (LRS/AP) Public Workshop @ Ukiah	Ellard
May 21-22	CTA Spring Legislative Conference - Sacramento	Davey-Bates
May 22	Hopland Project Meeting	Barrett
May 22	Redwood Coast Energy Authority (RCEA) Meeting	Barrett & Davey-Bates
May 22	CALCOG Board Meeting – hybrid/remote with Sac. Legislative Day	Orth
May 23	Noyo Harbor Consultant Contract Negotiation Meeting	Barrett, Ellard & Orth
May 23	Local Road Safety / Area Planning (LRS/AP) Virtual Public Workshop	Barrett & Ellard
May 29	Statewide Active Transportation Counts Database Technical Advisory Committee (TAC)	Barrett
May 29	North State Zero Emission Vehicle (ZEV) Working Group	Orth & Rodriguez
May 29	MTA Board Meeting- Short Range Transit Development Plan (SRTDP) Presentation	Ellard & Sookne
May 30	Social Service Transportation Advisory Council (SSTAC) Meeting and Senior Centers Transportation Workshop	Barrett, Orth & Lowblad

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

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ACTION REQUIRED: None.

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ALTERNATIVES: None identified.

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RECOMMENDATION: None. This is for information only.