

# Mono County Local Transportation Commission

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## AGENDA

August 13, 2018 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes  
Teleconference at CAO Conference Room, Bridgeport

*\*Agenda sequence (see note following agenda).*

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES**
  - A. Approve minutes of June 11, 2018 (*no July meeting*) -- **p. 1**
4. **WELCOME TO LYNDA SALCIDO, NEW COMMISSIONER**
5. **COMMISSIONER REPORTS**
6. **LOCAL TRANSPORTATION**
  - A. Community interest in EV charging stations, state requirements and RTP policies: provide any desired direction to staff -- **p. 5**
  - B. Summary of SB-1 revenues, project listing: provide any desired direction to staff -- **p. 14**
7. **ADMINISTRATION:** No items
8. **TRANSIT**
  - A. Eastern Sierra Transit Authority (ESTA):
    1. Introduce new Interim Executive Director Joe Rye
    2. Approve Resolution R18-09 on ESTA project list 2018-19 -- **p. 15**
  - B. Yosemite Area Regional Transportation System (YARTS) update -- **p. 22**
9. **CALTRANS**
  - A. SR 120 speed survey -- **p. 23**
  - B. Activities in Mono County & pertinent statewide information
10. **INFORMATIONAL**
  - A. Caltrans Mile Marker excerpt -- **p. 24**
  - B. Support letter for US 395 under the BUILD grant program -- **p. 28**
11. **UPCOMING AGENDA ITEMS**
12. **ADJOURN** to September 10, 2018

**\*NOTE:** Although the LTC generally strives to follow the agenda sequence, it reserves the right to take any agenda item – other than a noticed public hearing – in any order, and at any time after its meeting starts. The Local Transportation Commission encourages public attendance and participation.

## COMMISSIONERS

Stacy Corless Sandy Hogan John Peters Lynda Salcido Fred Stump John Wentworth

***More on back...***

*In compliance with the Americans with Disabilities Act, anyone who needs special assistance to attend this meeting can contact the commission secretary at 760-924-1804 within 48 hours prior to the meeting in order to ensure accessibility (see 42 USCS 12132, 28CFR 35.130).*

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## DRAFT MINUTES

June 11, 2018

**COUNTY COMMISSIONERS:** Fred Stump, Stacy Corless (teleconference). ABSENT: John Peters

**TOWN COMMISSIONERS:** Sandy Hogan, John Wentworth, Shields Richardson

**COUNTY STAFF:** Gerry Le Francois, Wendy Sugimura, Michael Draper, Megan Mahaffey, Garrett Higerd, CD Ritter

**TOWN STAFF:** Haislip Hayes

**CALTRANS:** Brent Green, Ryan Dermody, Austin West

**ESTA:** Karie Bentley

**YARTS:** Artis L. Smith, Selena McKinney

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair John Wentworth called the meeting to order at 9:06 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance.

2. **PUBLIC COMMENT**

3. **MINUTES**

**MOTION:** Approve minutes of May 14, 2018, as amended: Item 5, next-to-last line: **Request Commissioner Wentworth** take to DC; item 6B.2, second line: New **USFS person forest supervisor**; item 8B, next-to-last line: higher **service hour percentage than some most** counties (roll-call vote: Hogan/Stump. Ayes: 5-0. Absent: Peters.)

4. **COMMISSIONER REPORTS:** **Stump:** Crowley Lake skate park opens tomorrow, paving in July. **Richardson:** None. **Hogan:** Thanks to Caltrans for bulletins. **Wentworth:** Attended e-bike demo with Brent Green, big deal in Mammoth. Unique opportunity to flatten geography for commuting. MMSA (Mammoth Mountain Ski Area) obtained permission to allow e-bikes within USFS permit area. Town working closely, leveraging resources on bike interface. Federal government does not allow on soft-surface trails, but OK to ride in ski area. Paved paths legitimate soon. MMSA is first ski area in country to do this. Walk/Bike/Ride and mobility committee meet tomorrow. Richardson rode his today. Work with Caltrans on 203. Prop 69 passed, also 68. Preview of November on SB1. **Corless:** Old Mammoth has limited service. MCWD would not approve use of its site for bus turnaround. Proposal won't go any further. Find sustainable long-term solution.

5. **LOCAL TRANSPORTATION**

A. **Adopt Resolution R18-04:** Michael Draper noted deficiencies found last month, so edited matrix to include additional requests. Nothing was added to resolution.

Stump wanted to clarify SSTAC as making request – Social Services Transportation Advisory Council. Last year Antelope Valley community wanted to add fifth-day DAR (Dial.A.Ride). Continuing? Yes.

June Lake shuttle from winter or last summer? Sugimura noted ridership not meeting 10% fare box. Helm had recommended getting established. Supervisor Gardner wanted match from community. Under way. LTC has option to allocate funds as well.

Bentley stated June Lake shuttle began July 1 last year. Met with operations supervisor John Robertson and Bob Gardner, who wanted weekday service June 30 through mid-August, weekends till Jam Fest. Community wanted DAR service. Phone on bus to pick up. Lunch break 1-2. DAR is new this year. Driver must pull off to answer phone.

Hogan thought one year not long enough. If people see bus, that's good. MMSA (Mammoth Mountain Ski Area) funded winter service.

Sugimura cited steps: unmet needs, reasonable to meet. June Lake shuttle did not meet farebox. Analysis based on criteria. Can still choose to fund it.

### COMMISSIONERS

Stacy Corless   Sandy Hogan   John Peters   Shields Richardson   Fred Stump   John Wentworth

**MOTION:** Adopt Resolution R18-04 making findings that there are unmet transit needs, and the needs are not reasonable to meet. (*Richardson Hogan. Ayes: 5-0. Absent: Peters.*)

## 6. ADMINISTRATION

**A. ESTA (Eastern Sierra Transit Authority):** Gerry Le Francois introduced ESTA Acting Executive Director Karie Bentley, who thanked everyone for being welcoming and helpful. After John Helm retired May 21, both recruitments failed, so she was appointed acting. Board is in contact with member entities, reaching out. After 15 years Jill Batchelder moved on to Caltrans in March, David Leonin left end of February, leading to 75% turnover in three months. Two admin specialist positions filled. Happy with current team, appreciate support and understanding. Bentley was hired 1.5 year ago after 25 years in charge of day-to-day operations at private Rousek Toy Co.

Hogan noted that Bentley inherited well-oiled, complex machine that's been extremely successful over the years.

Recruitment deadline? *Interim solution for transit-knowledgeable, recruiting firm. Operations still strong, short of staff in Mammoth for summer.*

Le Francois introduced Artis Smith from Merced/YARTS and Selena McKinney from LSC Transportation Consultants.

**B. TDA (Transportation Development Act) allocations:** Megan Mahaffey explained that TDA was established in 1971, codes/regulations. Unmet needs process does not equate to how to allocate funds.

**C. 1. Resolution R18-05 LTF (Local Transportation Fund):** The LTF totals 0.25% of sales tax. \$100,000 over budget, so excess funds to distribute as shown in resolution. Walker and June Lake are included. Mahaffey stated reserve last year was used for Walker.

Rollover? *Will have whatever's left over. Additional \$15,000 into reserve. Allocating funds for next year today. Pulling across 10 years for rolling average. Conservative when economy is high.*

How surplus funds allocated? *If within governing plan of RTP and meets transit, probably cover it.*

If economy still strong, maybe get priorities from LTC? *The LTC can weigh in on what it wants funded. Some money to work with, some unmet needs not costly.*

Hogan reminded that reserve started pilot programs.

Stump questioned school bus service. Possible for ESTA to fill in? ESUSD (Eastern Sierra Unified School District) will not transport Benton Paiute kids to school, so maybe from Edna Beaman to Chalfant to be picked up by ESTA. Subsequent issue of Bishop transit. Kids are gone from 6:45 am to 4:30 pm. Helm spoke with both superintendents. Mahaffey will investigate; maybe reserve could fund that.

McKinney noted public dollars could be used for school routes if public riders are allowed as well.

**MOTION:** Adopt Resolution R18-05 approving apportionment and allocation for the 2018-19 Local Transportation Fund (*Hogan/Richardson. Ayes: 5-0. Absent: Peters.*)

**2. Resolution R18-06 STA (State Transit Assistance):** Megan Mahaffey stated STA is specific to transit. Annual pass-through \$92,000 above last year. 30% to Inyo County out of \$91,394.

**MOTION:** Adopt Resolution R18-06 approving apportionment and allocation for State Transit Assistance 2018-19 fiscal year. (*Corless/Stump. Ayes: 5-0. Absent: Peters.*)

## 7. TRANSIT

**A. Eastern Sierra Transit Authority (ESTA):**

**1. Resolution R18-07 (5311):** Karie Bentley described operations funding.

**MOTION:** Adopt Resolution R18-07 approving & authorizing submission of 2019 Federal Transit Administration Section 5311 apportionment grant with Eastern Sierra Transit Authority as the subrecipient of \$81,358 and authorize executive director to sign all required certifications and assurances. (*Richardson/Hogan. Ayes: 5-0. Absent: Peters.*)

**2. Resolution R18-08 (5311(f)):** Karie Bentley noted Lone Pine to Reno, Mammoth to Lancaster funding that was not competitive now is. Split projects into two routes. If toll credits available for project not need matching funds. Kern pays portion, balance split by Mono and Inyo.

Toll credits? Ryan Dermody stated that Title 23 of the United States Code permits states to substitute certain previous toll-financed investments for state matching funds on current federal-aid projects. Toll credits are earned when the State, a toll authority, or a private entity funds a capital transportation investment with toll revenues earned on existing toll facilities. Bentley recalled ESTA had unclear understanding of toll credits.

Le Francois noted Rock Creek rehab used toll credits instead of RTIP (Regional Transportation Improvement Program) funds. Dermody stated highways and bridges collect tolls, fed should have paid, but toll credits were issued instead.

Who makes decision on toll credits? Le Francois recalled Caltrans headquarters determined what got toll credits.

Why not competitive last year? Bentley stated allowing new, not just continuing, applications. Scoring sections, new applications. Chance could not be funded. Match money would not fund whole route. If not get funding, will be talking.

Did Inyo act already? Yes.

**MOTION:** Adopt Resolution R18-08 approving & authorizing executive director to sign all required certifications and assurances for the Federal Transit Administration Section 5311(f) grant application for operating assistance for the 395 intercity bus routes. (*Hogan/Richardson. Ayes: 5-0. Absent: Peters.*)

--- Break: 10:15-10:20 ---

## B. Yosemite Area Regional Transportation System (YARTS)

1. **Short-Range Transit Plan:** Artis Smith at Merced/YARTS for six months. YARTS is a different creature, funding could run out by next year. Short-Range Transit Plan is required, so hired Selena McKinney, LSC consultant. Review service, strengths/weaknesses, public stakeholder interviews. Fourth public forum, 80 in Yosemite Valley, Merced, Mariposa. Business plan to guide system five to seven years. Potential route/schedule changes. Originally JPA (Joint Powers Authority) was NPS, Merced, Mariposa, and Mono. Collecting data. Ridership increase 40% over 10 years. Expansion to Fresno and Sonora. Need new vehicles, contracting some now. Worldwide online reservations helpful.

Stump noted 2017 figures show increase. Factor in heavy winter for Hwy 120? Hogan mentioned fires also. McKinney confirmed fires, floods, landslides, and heavy snows affect service planning. Stump wanted reserve funding to handle such factors.

McKinney stated East Side service varies from 3,555 to 6,740 riders. June Lake loop gets low ridership. Maybe if gets used to public transit with ESTA, use YARTS more. Mammoth to Tuolumne Meadows ridership was low, so dropped and replaced by two full round trips/day to Valley. Visitation is increasing in shoulder seasons, need more service then. Look at Mono County changes as well as technology. People stand long distances or get stranded in Valley. Expansion of summer schedules. Working Paper 1: Existing conditions. Paper 2: Alternatives analysis. Adopt final plan by end of 2018.

Stakeholders on East Side? Hogan suggested June Lake CAC and Mono Basin RPAC. McKinney noted June Mountain Ski Area and Rush Creek only pick up two/day.

Hogan noted Mono Basin visitor center serves as park & ride.

Season dates? McKinney replied pass opening through September.

Hogan indicated NPS holds up opening, not Caltrans. Item of controversy. Pass is Lee Vining's lifeline.

Brent Green stated NPS pays for Merced route, won't talk to Caltrans.

If eliminate loop and pick up at June Lake Junction (SR 158/US 395), how would people get there from Rush Creek trailhead? Linkage could create win/win. Two Lee Vining sites have low ridership, get people to Mobil Mart. Focus on less-used pickup sites.

McKinney indicated basically a value judgment on June Lake. Two people/day?

Who's paying for consultant? Issues go beyond moving people to tourist destinations. Corless sits on YARTS JPA board. Paid by member counties who provided input. Board sets schedule, makes decisions, very concerned about fiscal sustainability. Maybe fare increase, none since 2009. ESTA's fiscal management provides an example. Need good stakeholder input from tourist businesses. Mono and Mammoth Lakes Tourism would have good insight. Interest in regional future of YARTS, alleviate congestion to park, maybe other destinations outside park.

Hogan indicated Jeff Simpson is knowledgeable on gateway communities, wealth of information on marketing.

Corless noted good relationship with Visit CA. See bigger patterns, how impact future of YARTS.

Wentworth wanted data about East Side trips. Factor in open/close of road, fires for accurate comparison. Useful to explore other options.

McKinney cited ridership by hour by route. Marketing person met with locals last week. Interviews with USFS, Amtrak, Caltrans, ESTA, Greyhound, county supervisors, JPA advisory committee. Working papers will get information out for feedback.

Wentworth wanted to understand LTC role with YARTS.

Hogan noted business plan for five to seven years. Bypass at 120 entrance?

No fare increase since 2009? Corless stated it's already in the works.

Hogan cited need for replacement buses. Contract for condo at Village.

Artis Smith reiterated if not look seriously at funding, YARTS will be in trouble. Hogan suggested periodic funding increases. Tuolumne pilot is paid by NPS, Fresno is seasonal. Always feared money could go away. Note:

Reservations on East Side almost double already. Stump wanted to look at break point. Gradual better than huge increase. Would ridership collapse? McKinney will look at different fares to find sweet spot. Valley is more crowded.

**8. CALTRANS**

**A. Activities in Mono County & pertinent statewide information:** Brent Green announced Freeman Gulch-1 ribbon-cutting tomorrow. Three segments left plus Olancho/Cartago, which acquired first parcel. Green attended e-bike meeting. Bike industry in general has been flat for years – 1% of market two years ago, 7% in 2017, higher this year. Biking in 40- to 70-yr-old affluent population shifting to ages 25-35. Green met with District 8 regarding US 395 into San Bernardino County, task force to evaluate corridor efforts. Bring in CHP, 395 communities, eastern Kern.

Stump recalled San Bernardino towns wanted growth, but never addressed how people get around. Huge subdivisions, congestion ratcheted up by more stoplights. Could cities contribute?

Green noted incrementally changing two lanes to four. Developers may not give up right of way.

Nature of interest? Green cited fatalities. Kern all way down. Part engineered two lane follows terrain. Variety of safety improvements, some good, some not. Complex issue. Special interest groups developing websites. Bike month in May was successful, Bishop tour that Austin West masterminded will be repeated. Well received, 25 attendees. One e-biker on tour but didn't turn it on.

Austin West noted architecture input on Intelligent Transportation Design.

Stump noted FCC (Federal Communications Commission) has nationwide cell coverage map that IT director looked at. Breaks down by speed, devices that work, areas covered by only one vendor. Federal document goes only to 4G, not 5G.

**9. INFORMATIONAL:** No items

**10. UPCOMING AGENDA ITEMS:** 1) Resolution for Richardson; 2) introduce new commissioner; 3) winter update; 4) if no pressing items, move to August 13

**11. ADJOURN** at 11:27 am to July 9, 2018

*Prepared by CD Ritter, LTC secretary*

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## LTC Staff Report

August 13, 2018

**FROM:** Gerry Le Francois, Co-Director Mono County LTC

**SUBJECT:** Community interest in EV charging stations

### RECOMMENDATION

Short presentation by Lynn Boulton about Electric Vehicle (EV) charging stations (requested by Commissioner Wentworth)

### FISCAL IMPLICATIONS

Not applicable

### ENVIRONMENTAL COMPLIANCE

Not applicable

### RTP / RTIP CONSISTENCY

Attached are the relevant RTP policies on EV charging stations

### DISCUSSION

Receive presentation and provide any desired direction.

### ATTACHMENT

Regional Transportation Plan policies related to EV charging stations

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.A.3.** Develop a ridesharing program that utilizes a website and/or mobile technology to connect potential carpoolers.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.A.4.** Update and implement a countywide Bicycle Transportation Plan to guide bikeway policies and implement development standards to make bicycling safer, more convenient, and enjoyable.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.A.5.** Identify opportunities to offer bicycle-sharing programs in the community.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.A.6.** Encourage the installation of bicycle racks, showers and/or other amenities as part of new commercial and institutional development projects to promote bicycle use by new employees/residents.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Policy 4.B.** Improve the efficiency of County fleet operations.

**Objective 4.B.1.** Set fleet efficiency standards for new agency vehicles that can meet climate conditions and needs while reducing fuel use. Consider purchasing or leasing fuel efficient or alternative fuel vehicles, including zero or near-zero emission vehicles.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.B.2.** Continue utilizing technology options (e.g., digital service requests accessible by mobile devices) for field personnel to avoid extra trips back to the office.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.B.3.** Install battery systems for vehicles with onboard equipment to decrease truck idling while equipment is used.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.B.4.** When alternative fuel infrastructure (such as compressed natural gas fueling facilities and electric vehicle charging stations) is installed for County government use, ensure public access and use of agency facilities is considered in the design and operation of such facilities.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.B.5.** Provide incentives for the use of fuel-efficient, dual-fuel, or alternative-fuel vehicles in agency service contracts.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.B.6.** Continue performing appropriate vehicle maintenance or retrofits to ensure maximum cold weather performance.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Policy 4.C.** Reduce vehicle miles traveled from employee commutes and County operations.

**Objective 4.C.1.** Implement a flexible work schedule for County employees incorporating telecommuting and modified schedules, and continue to provide for videoconferencing and remote meeting attendance.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.C.2.** Offer County employees incentives to use alternatives to single-occupant auto commuting, such as parking cash-out, flexible schedules, transit incentives, bicycle facilities, bicycle-sharing programs, ridesharing services and subsidies, locker/shower facilities, and telecommuting.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.C.3.** Offer employees incentives to purchase fuel-efficient or alternative-fuel vehicles.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.C.4.** Construct bicycle stations for employees that include bicycle storage, showers, and bicycle repair space.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.C.5.** Consolidate offices that community members often visit at the same time (such as building, planning, and environmental health permitting).

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.C.6.** Continue to utilize a crew-based maintenance plan instead of individual assignments, to create a “carpool effect” that lowers the annual miles traveled for maintenance staff.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Policy 4.D.** Encourage the use of alternative fuels in County operations and throughout the community.

**Objective 4.D.1.** Develop permitting standards for installation of electric vehicle charging stations at residential and commercial buildings.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.D.2.** Consider installation of electric vehicle charging stations at public facilities, such as at parking lots and airports, for community use.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.D.3.** Streamline the permitting process for installing home or business electric vehicle charging stations.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.D.4.** Work with electrical providers (SCE and Liberty Utilities) to develop and implement an electric vehicle charging infrastructure plan. Coordinate efforts for major routes, such as US 395, to provide alternative fueling infrastructure for the entire corridor, in compliance with state initiatives.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.D.5.** Encourage new commercial and visitor-serving projects to include electric vehicle charging stations in parking areas.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Policy 4.E.** Improve public transportation infrastructure.

**Objective 4.E.1.** Work with local transit agencies (YARTS and ESTA) to increase the number and frequency of routes, or capacity of Dial-A-Ride programs serving Mono County.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.E.2.** Continue to monitor the feasibility of a shuttle service connecting hotels, resorts, and campgrounds to locations such as Bodie, Mono Lake, and the June Mountain Ski Area through the Unmet Transit Needs process.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.E.3.** Use Global Positioning Systems (GPS) and integrated software to increase reliability and timing awareness for system riders through trip planning and location information.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Policy 4.F.** Implement engineering and enforcement solutions to improve vehicle fuel efficiency.

**Objective 4.F.1.** Support State efforts to implement and enforce limitations on idling for commercial vehicles, construction vehicles, buses and other similar vehicles.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.F.2.** Consider the use of roundabouts in lieu of signalized intersections or stop signs as a way to improve traffic flow, reduce accidents, and reduce greenhouse gases, consistent with state policies and procedures. Coordinate with Caltrans in the implementation of this objective on state highways.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Policy 4.G.** Promote the use of off-road vehicle maintenance best practices.

**Objective 4.G.1.** Improve maintenance of County off-road vehicles to reduce fuel use and reduce idling time.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.G.2.** Implement the County's on- and off-road equipment replacement plan to comply with CARB's heavy-duty vehicle Tier 4 requirements to simultaneously reduce fuel use in the County fleet, and also continue working with CARB to develop equitable compliance solutions that are more proportional to Mono County's impact.

**Time frame:** Within the 10-year short-term time frame of this plan.

**Objective 4.G.3.** Provide incentives to improve maintenance of agricultural vehicles and equipment to reduce fuel use.

**Time frame:** Within the 10-year short-term time frame of this plan.

New County Revenues from SB 1 (Beall, 2017) - Road Maintenance and Rehabilitation Account (RMRA) Revenues ONLY\*

ATTACHMENT 1

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
Alameda	\$ 5,980,000	\$ 16,540,000	\$ 16,750,000	\$ 18,600,000	\$ 19,390,000	\$ 19,970,000	\$ 20,510,000	\$ 21,180,000	\$ 21,820,000	\$ 22,510,000
Alpine	\$ 120,000	\$ 320,000	\$ 320,000	\$ 360,000	\$ 370,000	\$ 380,000	\$ 390,000	\$ 410,000	\$ 420,000	\$ 430,000
Amador	\$ 550,000	\$ 1,520,000	\$ 1,540,000	\$ 1,710,000	\$ 1,780,000	\$ 1,830,000	\$ 1,880,000	\$ 1,940,000	\$ 2,000,000	\$ 2,060,000
Butte	\$ 1,960,000	\$ 5,410,000	\$ 5,480,000	\$ 6,090,000	\$ 6,340,000	\$ 6,530,000	\$ 6,710,000	\$ 6,930,000	\$ 7,140,000	\$ 7,360,000
Calaveras	\$ 840,000	\$ 2,320,000	\$ 2,350,000	\$ 2,600,000	\$ 2,720,000	\$ 2,800,000	\$ 2,870,000	\$ 2,970,000	\$ 3,060,000	\$ 3,150,000
Colusa	\$ 660,000	\$ 1,820,000	\$ 1,840,000	\$ 2,040,000	\$ 2,130,000	\$ 2,190,000	\$ 2,250,000	\$ 2,330,000	\$ 2,400,000	\$ 2,470,000
Contra Costa	\$ 4,990,000	\$ 13,810,000	\$ 13,990,000	\$ 15,530,000	\$ 16,190,000	\$ 16,680,000	\$ 17,130,000	\$ 17,690,000	\$ 18,220,000	\$ 18,790,000
Del Norte	\$ 340,000	\$ 950,000	\$ 960,000	\$ 1,060,000	\$ 1,110,000	\$ 1,140,000	\$ 1,170,000	\$ 1,210,000	\$ 1,250,000	\$ 1,290,000
El Dorado	\$ 1,760,000	\$ 4,880,000	\$ 4,940,000	\$ 5,490,000	\$ 5,720,000	\$ 5,890,000	\$ 6,050,000	\$ 6,250,000	\$ 6,440,000	\$ 6,640,000
Fresno	\$ 5,990,000	\$ 16,580,000	\$ 16,790,000	\$ 18,640,000	\$ 19,440,000	\$ 20,020,000	\$ 20,560,000	\$ 21,230,000	\$ 21,870,000	\$ 22,560,000
Glenn	\$ 800,000	\$ 2,210,000	\$ 2,230,000	\$ 2,480,000	\$ 2,590,000	\$ 2,660,000	\$ 2,740,000	\$ 2,820,000	\$ 2,910,000	\$ 3,000,000
Humboldt	\$ 1,560,000	\$ 4,300,000	\$ 4,360,000	\$ 4,840,000	\$ 5,050,000	\$ 5,200,000	\$ 5,340,000	\$ 5,510,000	\$ 5,680,000	\$ 5,860,000
Imperial	\$ 2,710,000	\$ 7,490,000	\$ 7,590,000	\$ 8,420,000	\$ 8,780,000	\$ 9,050,000	\$ 9,290,000	\$ 9,600,000	\$ 9,880,000	\$ 10,200,000
Inyo	\$ 960,000	\$ 2,660,000	\$ 2,690,000	\$ 2,990,000	\$ 3,120,000	\$ 3,210,000	\$ 3,300,000	\$ 3,400,000	\$ 3,510,000	\$ 3,620,000
Kern	\$ 5,640,000	\$ 15,600,000	\$ 15,800,000	\$ 17,540,000	\$ 18,290,000	\$ 18,840,000	\$ 19,350,000	\$ 19,980,000	\$ 20,580,000	\$ 21,230,000
Kings	\$ 1,180,000	\$ 3,270,000	\$ 3,310,000	\$ 3,670,000	\$ 3,830,000	\$ 3,950,000	\$ 4,050,000	\$ 4,190,000	\$ 4,310,000	\$ 4,450,000
Lake	\$ 840,000	\$ 2,310,000	\$ 2,340,000	\$ 2,600,000	\$ 2,710,000	\$ 2,790,000	\$ 2,870,000	\$ 2,960,000	\$ 3,050,000	\$ 3,150,000
Lassen	\$ 810,000	\$ 2,250,000	\$ 2,280,000	\$ 2,530,000	\$ 2,640,000	\$ 2,710,000	\$ 2,790,000	\$ 2,880,000	\$ 2,970,000	\$ 3,060,000
Los Angeles	\$ 36,120,000	\$ 99,910,000	\$ 101,200,000	\$ 112,350,000	\$ 117,150,000	\$ 120,650,000	\$ 123,910,000	\$ 127,970,000	\$ 131,830,000	\$ 135,980,000
Madera	\$ 1,710,000	\$ 4,740,000	\$ 4,800,000	\$ 5,330,000	\$ 5,550,000	\$ 5,720,000	\$ 5,880,000	\$ 6,070,000	\$ 6,250,000	\$ 6,450,000
Marin	\$ 1,360,000	\$ 3,750,000	\$ 3,800,000	\$ 4,220,000	\$ 4,400,000	\$ 4,530,000	\$ 4,660,000	\$ 4,810,000	\$ 4,950,000	\$ 5,110,000
Mariposa	\$ 540,000	\$ 1,480,000	\$ 1,500,000	\$ 1,670,000	\$ 1,740,000	\$ 1,790,000	\$ 1,840,000	\$ 1,900,000	\$ 1,960,000	\$ 2,020,000
Mendocino	\$ 1,250,000	\$ 3,460,000	\$ 3,510,000	\$ 3,890,000	\$ 4,060,000	\$ 4,180,000	\$ 4,300,000	\$ 4,440,000	\$ 4,570,000	\$ 4,710,000
Merced	\$ 2,260,000	\$ 6,260,000	\$ 6,340,000	\$ 7,040,000	\$ 7,340,000	\$ 7,560,000	\$ 7,770,000	\$ 8,020,000	\$ 8,260,000	\$ 8,520,000
Modoc	\$ 790,000	\$ 2,170,000	\$ 2,200,000	\$ 2,440,000	\$ 2,550,000	\$ 2,620,000	\$ 2,690,000	\$ 2,780,000	\$ 2,860,000	\$ 2,960,000
<b>Mono</b>	<b>\$ 580,000</b>	<b>\$ 1,610,000</b>	<b>\$ 1,630,000</b>	<b>\$ 1,810,000</b>	<b>\$ 1,890,000</b>	<b>\$ 1,940,000</b>	<b>\$ 1,990,000</b>	<b>\$ 2,060,000</b>	<b>\$ 2,120,000</b>	<b>\$ 2,190,000</b>
Monterey	\$ 2,470,000	\$ 6,830,000	\$ 6,920,000	\$ 7,680,000	\$ 8,010,000	\$ 8,250,000	\$ 8,470,000	\$ 8,750,000	\$ 9,010,000	\$ 9,300,000
Napa	\$ 960,000	\$ 2,640,000	\$ 2,680,000	\$ 2,970,000	\$ 3,100,000	\$ 3,190,000	\$ 3,280,000	\$ 3,390,000	\$ 3,490,000	\$ 3,600,000
Nevada	\$ 980,000	\$ 2,710,000	\$ 2,740,000	\$ 3,050,000	\$ 3,180,000	\$ 3,270,000	\$ 3,360,000	\$ 3,470,000	\$ 3,570,000	\$ 3,690,000
Orange	\$ 12,330,000	\$ 34,120,000	\$ 34,560,000	\$ 38,360,000	\$ 40,000,000	\$ 41,200,000	\$ 42,310,000	\$ 43,700,000	\$ 45,010,000	\$ 46,430,000
Placer	\$ 2,540,000	\$ 7,030,000	\$ 7,120,000	\$ 7,910,000	\$ 8,240,000	\$ 8,490,000	\$ 8,720,000	\$ 9,010,000	\$ 9,280,000	\$ 9,570,000
Plumas	\$ 650,000	\$ 1,790,000	\$ 1,810,000	\$ 2,010,000	\$ 2,090,000	\$ 2,160,000	\$ 2,220,000	\$ 2,290,000	\$ 2,360,000	\$ 2,430,000
Riverside	\$ 9,920,000	\$ 27,420,000	\$ 27,780,000	\$ 30,840,000	\$ 32,160,000	\$ 33,120,000	\$ 34,010,000	\$ 35,130,000	\$ 36,180,000	\$ 37,320,000
Sacramento	\$ 7,370,000	\$ 20,390,000	\$ 20,660,000	\$ 22,930,000	\$ 23,910,000	\$ 24,630,000	\$ 25,290,000	\$ 26,120,000	\$ 26,910,000	\$ 27,760,000
San Benito	\$ 550,000	\$ 1,530,000	\$ 1,550,000	\$ 1,720,000	\$ 1,800,000	\$ 1,850,000	\$ 1,900,000	\$ 1,960,000	\$ 2,020,000	\$ 2,090,000
San Bernardino	\$ 9,600,000	\$ 26,550,000	\$ 26,890,000	\$ 29,860,000	\$ 31,130,000	\$ 32,060,000	\$ 32,930,000	\$ 34,010,000	\$ 35,030,000	\$ 36,140,000
San Diego	\$ 13,820,000	\$ 38,220,000	\$ 38,710,000	\$ 42,980,000	\$ 44,810,000	\$ 46,150,000	\$ 47,400,000	\$ 48,950,000	\$ 50,430,000	\$ 52,010,000
San Francisco*	\$ 2,810,000	\$ 7,770,000	\$ 7,870,000	\$ 8,740,000	\$ 9,110,000	\$ 9,390,000	\$ 9,640,000	\$ 9,960,000	\$ 10,260,000	\$ 10,580,000
San Joaquin	\$ 3,990,000	\$ 11,030,000	\$ 11,170,000	\$ 12,410,000	\$ 12,930,000	\$ 13,320,000	\$ 13,680,000	\$ 14,130,000	\$ 14,560,000	\$ 15,010,000

New County Revenues from SB 1 (Beall, 2017) - Road Maintenance and Rehabilitation Account (RMRA) Revenues ONLY\*

ATTACHMENT 1

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
San Luis Obispo	\$ 2,300,000	\$ 6,350,000	\$ 6,430,000	\$ 7,140,000	\$ 7,450,000	\$ 7,670,000	\$ 7,880,000	\$ 8,140,000	\$ 8,380,000	\$ 8,640,000
San Mateo	\$ 3,360,000	\$ 9,290,000	\$ 9,410,000	\$ 10,440,000	\$ 10,890,000	\$ 11,210,000	\$ 11,520,000	\$ 11,890,000	\$ 12,250,000	\$ 12,640,000
Santa Barbara	\$ 2,340,000	\$ 6,480,000	\$ 6,560,000	\$ 7,290,000	\$ 7,600,000	\$ 7,820,000	\$ 8,040,000	\$ 8,300,000	\$ 8,550,000	\$ 8,820,000
Santa Clara	\$ 7,510,000	\$ 20,770,000	\$ 21,040,000	\$ 23,360,000	\$ 24,360,000	\$ 25,090,000	\$ 25,760,000	\$ 26,610,000	\$ 27,410,000	\$ 28,270,000
Santa Cruz	\$ 1,550,000	\$ 4,280,000	\$ 4,340,000	\$ 4,820,000	\$ 5,020,000	\$ 5,170,000	\$ 5,310,000	\$ 5,490,000	\$ 5,650,000	\$ 5,830,000
Shasta	\$ 1,810,000	\$ 5,000,000	\$ 5,070,000	\$ 5,620,000	\$ 5,860,000	\$ 6,040,000	\$ 6,200,000	\$ 6,410,000	\$ 6,600,000	\$ 6,810,000
Sierra	\$ 310,000	\$ 870,000	\$ 880,000	\$ 980,000	\$ 1,020,000	\$ 1,050,000	\$ 1,080,000	\$ 1,110,000	\$ 1,140,000	\$ 1,180,000
Siskiyou	\$ 1,300,000	\$ 3,580,000	\$ 3,630,000	\$ 4,030,000	\$ 4,200,000	\$ 4,330,000	\$ 4,440,000	\$ 4,590,000	\$ 4,730,000	\$ 4,880,000
Solano	\$ 2,170,000	\$ 6,010,000	\$ 6,080,000	\$ 6,750,000	\$ 7,040,000	\$ 7,250,000	\$ 7,450,000	\$ 7,690,000	\$ 7,920,000	\$ 8,170,000
Sonoma	\$ 3,260,000	\$ 9,020,000	\$ 9,130,000	\$ 10,140,000	\$ 10,570,000	\$ 10,890,000	\$ 11,180,000	\$ 11,550,000	\$ 11,900,000	\$ 12,270,000
Stanislaus	\$ 3,200,000	\$ 8,860,000	\$ 8,980,000	\$ 9,970,000	\$ 10,390,000	\$ 10,700,000	\$ 10,990,000	\$ 11,350,000	\$ 11,690,000	\$ 12,060,000
Sutter	\$ 990,000	\$ 2,730,000	\$ 2,760,000	\$ 3,070,000	\$ 3,200,000	\$ 3,300,000	\$ 3,380,000	\$ 3,500,000	\$ 3,600,000	\$ 3,710,000
Tehama	\$ 1,120,000	\$ 3,110,000	\$ 3,150,000	\$ 3,490,000	\$ 3,640,000	\$ 3,750,000	\$ 3,850,000	\$ 3,980,000	\$ 4,100,000	\$ 4,230,000
Trinity	\$ 600,000	\$ 1,660,000	\$ 1,690,000	\$ 1,870,000	\$ 1,950,000	\$ 2,010,000	\$ 2,060,000	\$ 2,130,000	\$ 2,200,000	\$ 2,260,000
Tulare	\$ 3,890,000	\$ 10,760,000	\$ 10,890,000	\$ 12,100,000	\$ 12,610,000	\$ 12,990,000	\$ 13,340,000	\$ 13,780,000	\$ 14,190,000	\$ 14,640,000
Tuolumne	\$ 790,000	\$ 2,170,000	\$ 2,200,000	\$ 2,440,000	\$ 2,550,000	\$ 2,620,000	\$ 2,700,000	\$ 2,780,000	\$ 2,870,000	\$ 2,960,000
Ventura	\$ 3,790,000	\$ 10,480,000	\$ 10,610,000	\$ 11,780,000	\$ 12,290,000	\$ 12,650,000	\$ 12,990,000	\$ 13,420,000	\$ 13,820,000	\$ 14,260,000
Yolo	\$ 1,380,000	\$ 3,820,000	\$ 3,870,000	\$ 4,300,000	\$ 4,480,000	\$ 4,620,000	\$ 4,740,000	\$ 4,900,000	\$ 5,050,000	\$ 5,210,000
Yuba	\$ 790,000	\$ 2,180,000	\$ 2,200,000	\$ 2,450,000	\$ 2,550,000	\$ 2,630,000	\$ 2,700,000	\$ 2,790,000	\$ 2,870,000	\$ 2,960,000
<b>TOTAL</b>	<b>\$ 192,750,000</b>	<b>\$ 533,070,000</b>	<b>\$ 539,920,000</b>	<b>\$ 599,440,000</b>	<b>\$ 625,020,000</b>	<b>\$ 643,700,000</b>	<b>\$ 661,110,000</b>	<b>\$ 682,810,000</b>	<b>\$ 703,340,000</b>	<b>\$ 725,500,000</b>

\*\* County revenues only

\* **Note: Estimates only include RMRA revenues, which are one of the four separate components of new SB 1 revenues:**

- Road Maintenance and Rehabilitation Account revenues from new Transportation Improvement Fee, half of new 20-cent diesel excise tax, new 12-cent gasoline excise tax, and future inflationary adjustments to these rates.

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
Alameda	\$ 7,140,000	\$ 18,510,000	\$ 26,130,000	\$ 29,780,000	\$ 31,610,000	\$ 33,070,000	\$ 34,590,000	\$ 36,250,000	\$ 37,860,000	\$ 39,530,000
Alpine	\$ 140,000	\$ 350,000	\$ 500,000	\$ 570,000	\$ 600,000	\$ 630,000	\$ 660,000	\$ 700,000	\$ 730,000	\$ 750,000
Amador	\$ 660,000	\$ 1,680,000	\$ 2,380,000	\$ 2,670,000	\$ 2,810,000	\$ 2,920,000	\$ 3,050,000	\$ 3,190,000	\$ 3,320,000	\$ 3,450,000
Butte	\$ 2,340,000	\$ 5,960,000	\$ 8,480,000	\$ 9,490,000	\$ 10,000,000	\$ 10,430,000	\$ 10,860,000	\$ 11,340,000	\$ 11,810,000	\$ 12,280,000
Calaveras	\$ 1,000,000	\$ 2,550,000	\$ 3,640,000	\$ 4,050,000	\$ 4,280,000	\$ 4,460,000	\$ 4,650,000	\$ 4,850,000	\$ 5,050,000	\$ 5,250,000
Colusa	\$ 790,000	\$ 1,990,000	\$ 2,840,000	\$ 3,140,000	\$ 3,310,000	\$ 3,440,000	\$ 3,570,000	\$ 3,730,000	\$ 3,880,000	\$ 4,020,000
Contra Costa	\$ 5,960,000	\$ 15,460,000	\$ 21,820,000	\$ 24,870,000	\$ 26,400,000	\$ 27,630,000	\$ 28,900,000	\$ 30,280,000	\$ 31,620,000	\$ 33,010,000
Del Norte	\$ 410,000	\$ 1,040,000	\$ 1,490,000	\$ 1,640,000	\$ 1,730,000	\$ 1,800,000	\$ 1,870,000	\$ 1,950,000	\$ 2,040,000	\$ 2,110,000
El Dorado	\$ 2,100,000	\$ 5,440,000	\$ 7,700,000	\$ 8,760,000	\$ 9,280,000	\$ 9,700,000	\$ 10,150,000	\$ 10,620,000	\$ 11,100,000	\$ 11,570,000
Fresno	\$ 7,160,000	\$ 18,290,000	\$ 26,010,000	\$ 29,120,000	\$ 30,770,000	\$ 32,090,000	\$ 33,440,000	\$ 34,900,000	\$ 36,350,000	\$ 37,850,000
Glenn	\$ 960,000	\$ 2,420,000	\$ 3,440,000	\$ 3,820,000	\$ 4,030,000	\$ 4,180,000	\$ 4,350,000	\$ 4,520,000	\$ 4,710,000	\$ 4,890,000
Humboldt	\$ 1,860,000	\$ 4,720,000	\$ 6,740,000	\$ 7,500,000	\$ 7,920,000	\$ 8,250,000	\$ 8,590,000	\$ 8,950,000	\$ 9,310,000	\$ 9,690,000
Imperial	\$ 3,240,000	\$ 8,170,000	\$ 11,700,000	\$ 12,910,000	\$ 13,590,000	\$ 14,150,000	\$ 14,690,000	\$ 15,310,000	\$ 15,890,000	\$ 16,510,000
Inyo	\$ 1,150,000	\$ 2,910,000	\$ 4,150,000	\$ 4,600,000	\$ 4,850,000	\$ 5,050,000	\$ 5,250,000	\$ 5,460,000	\$ 5,690,000	\$ 5,910,000
Kern	\$ 6,740,000	\$ 17,250,000	\$ 24,510,000	\$ 27,540,000	\$ 29,120,000	\$ 30,390,000	\$ 31,690,000	\$ 33,110,000	\$ 34,500,000	\$ 35,940,000
Kings	\$ 1,410,000	\$ 3,580,000	\$ 5,110,000	\$ 5,670,000	\$ 5,970,000	\$ 6,230,000	\$ 6,470,000	\$ 6,750,000	\$ 7,010,000	\$ 7,290,000
Lake	\$ 1,000,000	\$ 2,540,000	\$ 3,630,000	\$ 4,050,000	\$ 4,280,000	\$ 4,450,000	\$ 4,640,000	\$ 4,840,000	\$ 5,040,000	\$ 5,250,000
Lassen	\$ 970,000	\$ 2,470,000	\$ 3,520,000	\$ 3,920,000	\$ 4,130,000	\$ 4,290,000	\$ 4,470,000	\$ 4,670,000	\$ 4,860,000	\$ 5,050,000
Los Angeles	\$ 43,150,000	\$ 111,800,000	\$ 157,870,000	\$ 179,860,000	\$ 190,910,000	\$ 199,780,000	\$ 208,930,000	\$ 218,870,000	\$ 228,610,000	\$ 238,660,000
Madera	\$ 2,040,000	\$ 5,180,000	\$ 7,400,000	\$ 8,200,000	\$ 8,630,000	\$ 8,990,000	\$ 9,350,000	\$ 9,740,000	\$ 10,120,000	\$ 10,510,000
Marin	\$ 1,620,000	\$ 4,170,000	\$ 5,920,000	\$ 6,700,000	\$ 7,100,000	\$ 7,430,000	\$ 7,760,000	\$ 8,120,000	\$ 8,470,000	\$ 8,840,000
Mariposa	\$ 640,000	\$ 1,620,000	\$ 2,320,000	\$ 2,580,000	\$ 2,720,000	\$ 2,830,000	\$ 2,940,000	\$ 3,070,000	\$ 3,190,000	\$ 3,330,000
Mendocino	\$ 1,490,000	\$ 3,790,000	\$ 5,420,000	\$ 6,030,000	\$ 6,370,000	\$ 6,630,000	\$ 6,910,000	\$ 7,200,000	\$ 7,490,000	\$ 7,780,000
Merced	\$ 2,700,000	\$ 6,860,000	\$ 9,800,000	\$ 10,890,000	\$ 11,480,000	\$ 11,960,000	\$ 12,450,000	\$ 12,970,000	\$ 13,490,000	\$ 14,030,000
Modoc	\$ 940,000	\$ 2,370,000	\$ 3,390,000	\$ 3,770,000	\$ 3,980,000	\$ 4,130,000	\$ 4,300,000	\$ 4,480,000	\$ 4,650,000	\$ 4,850,000
Mono	\$ 690,000	\$ 1,760,000	\$ 2,520,000	\$ 2,810,000	\$ 2,960,000	\$ 3,090,000	\$ 3,210,000	\$ 3,350,000	\$ 3,480,000	\$ 3,620,000
Monterey	\$ 2,950,000	\$ 7,570,000	\$ 10,740,000	\$ 12,090,000	\$ 12,800,000	\$ 13,370,000	\$ 13,940,000	\$ 14,570,000	\$ 15,190,000	\$ 15,830,000
Napa	\$ 1,150,000	\$ 2,930,000	\$ 4,160,000	\$ 4,700,000	\$ 4,970,000	\$ 5,190,000	\$ 5,420,000	\$ 5,670,000	\$ 5,910,000	\$ 6,160,000
Nevada	\$ 1,170,000	\$ 3,010,000	\$ 4,260,000	\$ 4,820,000	\$ 5,100,000	\$ 5,330,000	\$ 5,560,000	\$ 5,820,000	\$ 6,070,000	\$ 6,340,000
Orange	\$ 14,730,000	\$ 38,240,000	\$ 53,950,000	\$ 61,580,000	\$ 65,390,000	\$ 68,460,000	\$ 71,620,000	\$ 75,060,000	\$ 78,410,000	\$ 81,890,000
Placer	\$ 3,030,000	\$ 7,860,000	\$ 11,110,000	\$ 12,650,000	\$ 13,420,000	\$ 14,050,000	\$ 14,690,000	\$ 15,400,000	\$ 16,080,000	\$ 16,780,000
Plumas	\$ 780,000	\$ 1,990,000	\$ 2,820,000	\$ 3,180,000	\$ 3,360,000	\$ 3,520,000	\$ 3,670,000	\$ 3,840,000	\$ 4,010,000	\$ 4,180,000
Riverside	\$ 11,850,000	\$ 30,570,000	\$ 43,260,000	\$ 49,070,000	\$ 52,020,000	\$ 54,390,000	\$ 56,830,000	\$ 59,490,000	\$ 62,090,000	\$ 64,770,000
Sacramento	\$ 8,800,000	\$ 22,720,000	\$ 32,160,000	\$ 36,480,000	\$ 38,670,000	\$ 40,440,000	\$ 42,250,000	\$ 44,220,000	\$ 46,150,000	\$ 48,150,000
San Benito	\$ 660,000	\$ 1,690,000	\$ 2,400,000	\$ 2,680,000	\$ 2,840,000	\$ 2,950,000	\$ 3,070,000	\$ 3,210,000	\$ 3,340,000	\$ 3,480,000
San Bernardino	\$ 11,470,000	\$ 29,620,000	\$ 41,890,000	\$ 47,560,000	\$ 50,420,000	\$ 52,730,000	\$ 55,110,000	\$ 57,690,000	\$ 60,210,000	\$ 62,830,000
San Diego	\$ 16,510,000	\$ 42,730,000	\$ 60,360,000	\$ 68,710,000	\$ 72,900,000	\$ 76,270,000	\$ 79,750,000	\$ 83,530,000	\$ 87,230,000	\$ 91,040,000
San Francisco**	\$ 3,360,000	\$ 8,620,000	\$ 12,230,000	\$ 13,780,000	\$ 14,580,000	\$ 15,240,000	\$ 15,890,000	\$ 16,620,000	\$ 17,330,000	\$ 18,050,000
San Joaquin	\$ 4,770,000	\$ 12,240,000	\$ 17,350,000	\$ 19,570,000	\$ 20,700,000	\$ 21,620,000	\$ 22,560,000	\$ 23,590,000	\$ 24,600,000	\$ 25,630,000

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
San Luis Obispo	\$ 2,750,000	\$ 7,020,000	\$ 9,970,000	\$ 11,180,000	\$ 11,820,000	\$ 12,330,000	\$ 12,860,000	\$ 13,430,000	\$ 13,980,000	\$ 14,560,000
San Mateo	\$ 4,010,000	\$ 10,390,000	\$ 14,670,000	\$ 16,720,000	\$ 17,750,000	\$ 18,560,000	\$ 19,430,000	\$ 20,350,000	\$ 21,250,000	\$ 22,190,000
Santa Barbara	\$ 2,800,000	\$ 7,220,000	\$ 10,210,000	\$ 11,580,000	\$ 12,270,000	\$ 12,820,000	\$ 13,400,000	\$ 14,010,000	\$ 14,620,000	\$ 15,260,000
Santa Clara	\$ 8,970,000	\$ 23,230,000	\$ 32,820,000	\$ 37,360,000	\$ 39,660,000	\$ 41,490,000	\$ 43,390,000	\$ 45,460,000	\$ 47,470,000	\$ 49,550,000
Santa Cruz	\$ 1,850,000	\$ 4,770,000	\$ 6,760,000	\$ 7,660,000	\$ 8,120,000	\$ 8,490,000	\$ 8,870,000	\$ 9,290,000	\$ 9,690,000	\$ 10,110,000
Shasta	\$ 2,160,000	\$ 5,510,000	\$ 7,850,000	\$ 8,780,000	\$ 9,280,000	\$ 9,690,000	\$ 10,090,000	\$ 10,540,000	\$ 10,970,000	\$ 11,430,000
Sierra	\$ 370,000	\$ 960,000	\$ 1,360,000	\$ 1,520,000	\$ 1,610,000	\$ 1,670,000	\$ 1,750,000	\$ 1,820,000	\$ 1,880,000	\$ 1,970,000
Siskiyou	\$ 1,550,000	\$ 3,930,000	\$ 5,620,000	\$ 6,270,000	\$ 6,610,000	\$ 6,890,000	\$ 7,160,000	\$ 7,480,000	\$ 7,790,000	\$ 8,110,000
Solano	\$ 2,590,000	\$ 6,680,000	\$ 9,460,000	\$ 10,710,000	\$ 11,350,000	\$ 11,860,000	\$ 12,390,000	\$ 12,950,000	\$ 13,520,000	\$ 14,090,000
Sonoma	\$ 3,890,000	\$ 10,010,000	\$ 14,190,000	\$ 16,030,000	\$ 16,960,000	\$ 17,720,000	\$ 18,500,000	\$ 19,350,000	\$ 20,180,000	\$ 21,040,000
Stanislaus	\$ 3,820,000	\$ 9,800,000	\$ 13,940,000	\$ 15,670,000	\$ 16,580,000	\$ 17,300,000	\$ 18,040,000	\$ 18,860,000	\$ 19,650,000	\$ 20,480,000
Sutter	\$ 1,180,000	\$ 2,990,000	\$ 4,270,000	\$ 4,750,000	\$ 5,010,000	\$ 5,220,000	\$ 5,420,000	\$ 5,660,000	\$ 5,880,000	\$ 6,110,000
Tehama	\$ 1,340,000	\$ 3,400,000	\$ 4,860,000	\$ 5,370,000	\$ 5,660,000	\$ 5,890,000	\$ 6,120,000	\$ 6,380,000	\$ 6,630,000	\$ 6,890,000
Trinity	\$ 720,000	\$ 1,830,000	\$ 2,610,000	\$ 2,910,000	\$ 3,070,000	\$ 3,200,000	\$ 3,330,000	\$ 3,480,000	\$ 3,630,000	\$ 3,760,000
Tulare	\$ 4,650,000	\$ 11,790,000	\$ 16,820,000	\$ 18,690,000	\$ 19,680,000	\$ 20,500,000	\$ 21,320,000	\$ 22,230,000	\$ 23,110,000	\$ 24,020,000
Tuolumne	\$ 940,000	\$ 2,400,000	\$ 3,410,000	\$ 3,830,000	\$ 4,060,000	\$ 4,230,000	\$ 4,420,000	\$ 4,600,000	\$ 4,800,000	\$ 5,000,000
Ventura	\$ 4,530,000	\$ 11,730,000	\$ 16,550,000	\$ 18,850,000	\$ 20,010,000	\$ 20,930,000	\$ 21,890,000	\$ 22,940,000	\$ 23,950,000	\$ 25,010,000
Yolo	\$ 1,650,000	\$ 4,210,000	\$ 6,000,000	\$ 6,720,000	\$ 7,090,000	\$ 7,410,000	\$ 7,720,000	\$ 8,060,000	\$ 8,400,000	\$ 8,740,000
Yuba	\$ 940,000	\$ 2,390,000	\$ 3,400,000	\$ 3,790,000	\$ 4,000,000	\$ 4,170,000	\$ 4,340,000	\$ 4,520,000	\$ 4,700,000	\$ 4,890,000
<b>TOTAL</b>	<b>\$ 230,240,000</b>	<b>\$ 592,930,000</b>	<b>\$ 839,890,000</b>	<b>\$ 950,200,000</b>	<b>\$ 1,006,590,000</b>	<b>\$ 1,051,930,000</b>	<b>\$ 1,098,540,000</b>	<b>\$ 1,149,340,000</b>	<b>\$ 1,198,990,000</b>	<b>\$ 1,250,310,000</b>

\*\* County revenues only

**\* Note: Estimates include all four separate components of new SB 1 revenues:**

1. Road Maintenance and Rehabilitation Account revenues from new Transportation Improvement Fee, half of new 20-cent diesel excise tax, new 12-cent gasoline excise tax, and future inflationary adjustments to these rates;
2. Revenue from future inflationary adjustments to existing 18-cent gasoline excise tax rate, reset to 16-cents of existing diesel excise tax, and future inflationary adjustments to existing diesel excise tax rate;
3. Revenue from reset of price-based gasoline excise tax to 17.3 cents and future inflationary adjustments to this rate; and
4. Revenue from transportation loan funds redirected to local streets and roads purposes (three annual installments of \$37.5 million to counties in 2017-18, 2018-19 and 2019-20 fiscal years)

**"DRAFT" County Submitted - Fiscal Year 2018-19 Local Streets and Roads Proposed Project List**

These proposed projects are consistent with Streets and Highways Code Sections 2030(b)(1) and 2034 (a)(1)

June 15, 2018

County	Project Type	Title	Description	Location	Est. Project Start	Est. Project Completion	Est Useful Life Min	Est Useful Life Max	Assembly Districts	Senate Districts
MODOC COUNTY	Road Maintenance & Rehabilitation	Chip Seal Modoc Roads	Chip seal16.00miles of roadCounty Road 60 Chip seal0.17miles of roadCounty Road 60-A Chip seal5.75miles of roadCounty Road 64 Chip seal4.65miles of roadCounty Road 64 Chip seal5.00miles of roadCounty Road 71 Chip seal3.00miles of roadCounty Road 189 Chip seal12.35miles of roadCounty Road 91 Chip seal5.00miles of roadCounty Road 97 Chip seal3.12miles of roadDay Road Chip seal1.50miles of roadCounty Road 124 Chip seal1.50miles of roadCounty Road 104 N Chip seal6.15miles of roadCounty Road 104 E Chip seal2.00miles of roadCounty Road 113 Chip seal5.00miles of roadCounty Road 120 Chip seal1.25miles of roadCounty Road 110 Chip seal0.80miles of roadCounty Road 107 Chip seal1.50miles of roadCounty Road 123 Chip seal0.75miles of roadCounty Road 114 Chip seal1.60miles of roadCounty Road 120-Dike Chip seal2.30miles of roadCounty Road 46 Chip seal1.39miles of roadCounty Road 47-W Chip seal4.60miles of roadCounty Road 9	County Roads in the Alturas, Lookout, Newell, and Davis Creek Maintenance Districts.	05/2018	10/2018	7	9	1	1
Mono County	Road Maintenance & Rehabilitation	Slurry Seal Mono City Streets and Benton Crossing Road (Phase 1)	Slurry seal/micro-surface and patch pot holes in the community of Mono City. Slurry seal/micro-surfacing and striping on a portion of Benton Crossing Road.	The community of Mono City, north of Mono Lake near the intersection of Highway 395 and Highway 167. The portion of Benton Crossing Road from Highway 395 to the Benton Crossing Landfill facility.	03/2019	09/2019	3	5	5	8
Mono County	Road Maintenance & Rehabilitation	Road Rehabilitation on South Landing Road and Hackney Drive	Hot mix asphalt overlay on South Landing Road. Full-depth reclamation (pulverize existing asphalt and place 3-inches of new hot mix asphalt) of Hackney Drive.	The South Landing Road Overlay project is located in the community of Crowley Lake south of it's intersection with Highway 395. The Hackney Drive and Shop Road Rehabilitation project is located in the community of Walker, near the intersection of Highway 395.	03/2019	09/2019	7	25	5	8
Mono County	Road Maintenance & Rehabilitation	County-Wide Fog Seal and Stripe - Phase 2	Fog seal and stripe roads that were rehabilitated in the last 15 years to prevent premature deterioration due to high altitude sun exposure.	Various roads not included in Phase 1 - Rock Creek Road, Convict Lake Road, etc.	03/2019	09/2019	3	5	5	8
Mono County	Road Maintenance & Rehabilitation	County-Wide Fog Seal and Stripe (17/18 Ongoing)	Fog seal and stripe roads that were rehabilitated in the last 15 years to prevent premature deterioration due to high altitude sun exposure.	Bridgeport Streets, Lee Vining Streets, Chalfant Streets, Paradise Streets, Swall Meadows Streets, June Lake Streets, Lundy Lake Road, Crowley Lake Drive, Owens Gorge Road, and Lower Rock Creek Road.	03/2018	07/2018	3	5	5	8
Monterey County	Road Maintenance & Rehabilitation	Gloria Road "17/18 Carryover"	Reconstruct/rehabilitate 1.9 miles of road.	On Gloria Road, from Tavernette Road to Iverson Road, near the City of Gonzales.	12/2020	06/2021	10	20	30	12
Monterey County	Road Maintenance & Rehabilitation	Iverson Road "17/18 Carryover"	Reconstruct/rehabilitate 2.2 miles of road.	On Iverson Road, from Gloria Road to Johnson Canyon Road, near the City of Gonzales.	12/2020	06/2021	10	20	30	12
Monterey County	Road Maintenance & Rehabilitation	Johnson Canyon Road "17/18 Carryover"	Reconstruct/rehabilitate 0.9 of a mile of road.	On Johnson Canyon Road, from Iverson Road to SVSWA Entrance, near the City of Gonzales.	12/2020	06/2021	10	20	30	12
Monterey County	Road Maintenance & Rehabilitation	River Road "17/18 Carryover"	Overlay 1.6 miles of road.	On River Road, From Las Palmas Road to Las Palmas Parkway, near the City of Salinas.	12/2019	06/2020	5	10	29, 30	12, 17
Monterey County	Road Maintenance & Rehabilitation	Jolon Road "17/18 Carryover"	Overlay 2 miles of road.	On Jolon Road, from 1.0 n/o Oasis Road to 1.0 mile s/o Oasis Road, near the City of King City.	12/2019	06/2020	5	10	30	17
Monterey County	Road Maintenance & Rehabilitation	Old Stage Road "17/18 Carryover"	Reconstruct/rehabilitate 1.2 miles of road.	On Old Stage Road, from 1.2 mi n/o Associated Lane to Associated Lane, near the City of Gonzales.	12/2019	06/2020	10	20	30	12
Monterey County	Road Maintenance & Rehabilitation	Arroyo Seco Road "17/18 Carryover"	Reconstruct/rehabilitate 1.1 miles of road.	On Arroyo Seco Road, from Paraiso Spring Road to Hwy 101, near the City of Soledad.	12/2019	06/2020	10	20	30	12, 17
Monterey County	Road Maintenance & Rehabilitation	Old Stage Road "17/18 Carryover"	Reconstruct/rehabilitate 2 miles of road.	On Old Stage Road, from Alisal Road to 0.5 mi n/o Esperanza Road, near the City of Salinas.	12/2019	06/2020	10	20	30	12
Monterey County	Road Maintenance & Rehabilitation	River Road "17/18 Carryover"	Reconstruct/rehabilitate 2 miles of road.	On River Road, from Chular River Road Bridge to 1.1 mi n/o Limekiln Road, near the community of Chualar.	12/2019	06/2020	10	20	30	12, 17

\*This list is subject to change with the addition of cities and counties that submit projects lists to the Commission by August 1, 2018 and are determining eligible by the Commission at the August 2018 Commission Meeting.

## City - Fiscal Year 2018-19 Local Streets and Roads Proposed Project List

\*The Proposed Project List will be finalized upon the Commission's adoption of the cities and counties eligible for funding.  
August 3, 2018

Agency Name	County	Project Type	Title	Description	Location	Est. Project Start	Est. Project Completion	Est Useful Life Min	Est Useful Life Max	Assembly Districts	Senate Districts
Merced	Merced	Safety	Curb and Gutter Replacement Project (17/18 Ongoing)	Curb and Gutter Replacement Project.	Various locations throughout the City of Merced - see Location Map. (K St; Q & 10th St; R & 10th/11th St; Evelyn Ct; East 22nd St & Cherry Ave; V & 8th St)	05/2018	09/2018	10	20	21	12
Merced	Merced	Other	Road Improvement Project (1)	Road widening and traffic signal improvements.	Yosemite Avenue (St. Augustine to SR 59)	04/2019	07/2019	20	20	21	12
Merced	Merced	Other	Road Improvement Project (2)	Road widening, sidewalk, curb and gutter.	Childs Avenue (Parsons Avenue to Campus Parkway)	06/2019	10/2019	20	20	21	12
Merced	Merced	Road Maintenance & Rehabilitation	Road Maintenance and Rehabilitation Programs and Material Purchase	Road Maintenance and Rehabilitation Programs and Material Purchase.	Various locations throughout the City of Merced. Area 1 generally bounded by south of Santa Fe Avenue, north of Highway 99, east of Highway 59, and west of Yosemite Parkway. Area 2 generally bounded by south of Highway 99, north of Dickenson Ferry Road, east of Thornton Road, and west of Highway 59. See "Maintenance Area" attachment for detailed information.	07/2018	06/2019	5	7	21	12
Alturas	Modoc	Road Maintenance & Rehabilitation	East 8th Street road way repair	These funds will be used to perform minor repair work on a deteriorating section of road way. This will give this road way some additional life.	8th and Main street	06/2019	07/2019	7	12	1	1
Mammoth Lakes	Mono	Road Maintenance & Rehabilitation	Meridian Blvd Curb and Gutter Phase 2	Meridian Blvd Curb and Gutter replacement project Phase 2. Located along Meridian Blvd west of Minaret Rd the project will remove and replace curb and gutter that is currently failing to convey stormwater, undermining pavement and is a hazard to pedestrians. The project is expected to last at least 20 years and would be completed during the summer of 2018.	Meridian Blvd, Mammoth Lakes CA	05/2019	07/2019	10	20	25	1
Mammoth Lakes	Mono	Complete Streets Components	Main Street Infrastructure Improvements	Provide funding to remedy any multi-modal infrastructure deficiencies or complete any necessary safety improvements identified during the planning and/or construction process that are not directly funded by the current STIP sidewalk projects. Improvements of this nature typically last 20 years and would be completed during the summers of 2018 or 2019.	Main Street (SR203) Mammoth Lakes CA	05/2019	07/2019	10	20	25	1
Carmel-by-the-Sea	Monterey	Road Maintenance & Rehabilitation	Road Project (FY 18/19)	Type II Slurry Seal on 26 Possible Segments and 2 inch overlay	Type II Slurry Seal 1. 2nd Avenue from Santa Fe to Lobos Street 2. 3rd Avenue from Junipero Avenue to Santa Fe Street 3. 3rd Avenue from Santa Rita Street to Guadalupe Street	03/2019	04/2019	10	15	29	17
Del Rey Oaks	Monterey	Road Maintenance & Rehabilitation	Street Reconstruction and Overlay Package	Design and construct street reconstruction and overlay package, Del Rey Oaks residential streets, estimated useful life 15-20 years. Estimated completion October 2019.	Carlton Drive and cul du sacs north of Portola and Quendale Streets.	02/2019	06/2019	15	20	29	17
Gonzales	Monterey	Road Maintenance & Rehabilitation	Alta Street Pavement Rehabilitation (17/18 Ongoing)	Reconstruct major arterial through the City of Gonzales. 10,000 LF of roadway will be improved.	Alta Street from 10th Street (northern City limits) to on-ramp to SB101 (southern City limits)	12/2017	08/2018	12	20	28	12
Greenfield	Monterey	Road Maintenance & Rehabilitation	Commercial and Residential Alley Improvement Project	Improvements to public alley servicing commercial properties fronting El Camino Real and residential properties fronting 8th Street. Project includes asphalt and concrete repairs, reconstruction of alley paving, construction of concrete ribbon gutters for drainage and stormwater control, construction of ADA pedestrian crossings at affected street intersections, construction of a subterranean stormwater retention basin, and	Alley between El Camino Real and 8th Street, from Apple Avenue to Elm Avenue, Greenfield, CA 93927	04/2018	11/2018	15	20	30	12

\*All project detail is based on the Proposed Project Lists submitted to the Commission for Fiscal Year 2018-19 Program Funding and are consistent with Streets and Highways Code Sections 2030(b)(1) and 2034(a)(1).

# Mono County Local Transportation Commission

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www.monocounty.ca.gov

## LTC Staff Report

August 13, 2018

**FROM:** Gerry Le Francois, Co-Director Mono County LTC

**SUBJECT:** Senate Bill 1 revenue projections and list of projects

### RECOMMENDATION

Requested by Commissioner Wentworth

### FISCAL IMPLICATIONS

Not applicable

### ENVIRONMENTAL COMPLIANCE

Not applicable

### RTP / RTIP CONSISTENCY

Not applicable

### DISCUSSION

Receive information and provide any desired direction to staff

### ATTACHMENT

- SB 1 revenue projections
- List of County SB 1 projects
- List of Town SB 1 projects

August 13, 2018

## STAFF REPORT

Subject: State of Good Repair Program: Project List

Initiated by: Joe Rye, Interim Executive Director – Eastern Sierra Transit

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### **BACKGROUND**

The recently enacted SB-1 legislation will provide approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects. This investment in public transit is referred to as the State of Good Repair (SGR) Program. The SGR Program is funded from a portion of a new Transportation Improvement Fee on vehicle registrations due on or after January 1, 2018. A portion of this fee will be transferred to the State Controller's Office (SCO) for the SGR Program, which will be managed and administered by the California Department of Transportation (Caltrans). These funds will be allocated under the State Transit Assistance (STA) Program formula to eligible agencies pursuant to Public Utilities Code (PUC) section 99312.1. Half of the funds are allocated according to population and half according to transit operator revenues.

### **ANALYSIS/DISCUSSION**

The goal of the SGR Program is to provide funding for capital assistance to rehabilitate and modernize California's existing local transit systems. Prior to receiving an apportionment of SGR funds in a given fiscal year, a potential recipient agency must submit a list of projects proposed to be funded to the Department. Each project proposal must include a description and location of the project, a proposed schedule for the project's completion, and an estimated useful life of the improvement. The Department will provide the SCO a list of all agencies that have submitted all required information and are eligible to receive an apportionment of funds. Each recipient agency is required to submit an Annual Expenditure Report on all activities completed with those funds to the Department. Each agency must also report the SGR revenues and expenditures in their annual Transportation Development Act Audit.

SGR funds are made available for capital projects that maintain the public transit system in a state of good repair. PUC section 99212.1 (c) lists the projects eligible for SGR funding, which are:

- Transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation or modernization of the existing vehicles or facilities.
- The design, acquisition and construction of new vehicles or facilities that improve existing transit services.

- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

Examples include, but are not limited to, the following:

- Replacement or rehabilitation of:
  - Rolling stock
  - Passenger stations and terminals
  - Security equipment and systems
  - Maintenance facilities and equipment
  - Ferry vessels
  - Rail
- Preventative Maintenance
- New maintenance facilities or maintenance equipment if needed to maintain the existing transit service

The estimate of available Mono County SGR funds for FY 2018/19 identifies a total of \$44,712 in available SGR funding. Of this total SGR allocation, \$18,228 is from Mono County population-based, and \$26,484 is shown as Mono County revenue-based funds. These Mono County revenue-based funds include a portion of the revenue-based STA SGR component that is derived from Inyo County. As in FY 2017-18, the SGR funding will be used to support preventive maintenance activities.

The estimate of available SGR funds for FY 2018/19 identifies a total of \$24,732 in available Inyo-County SGR funding. As in FY 2017-18, the SGR funding will be used to support preventive maintenance projects.

The initial Project List due date is September 1, 2018. To receive funding for Fiscal Year 2018-19, eligible operators must submit an approved Project List to Caltrans by September 1, 2018. A resolution documenting this approval is also included.

### **RECOMMENDATION**

The Commission is requested to approve Resolution R18-09, approving the State of Good Repair program Project List submitted by Eastern Sierra Transit Authority for FY 2018-19.

Attachment: Mono County SGR ESTA Project List 2018-19

**RESOLUTION R18-09  
RESOLUTION APPROVING THE MONO COUNTY LOCAL TRANSPORTATION  
COMMISSION AND EASTERN SIERRA TRANSIT AUTHORITY FISCAL YEAR  
2018-19 SB-1 STATE OF GOOD REPAIR FUNDING PROJECT LIST**

**WHEREAS**, the Mono County Local Transportation Commission is an eligible project sponsor and may receive State Transit Assistance funding from the State of Good Repair Account (SGR) now or sometime in the future for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and

**WHEREAS**, the Eastern Sierra Transit Authority, the public transit agency serving Mono County has submitted a project list for FY 2018-19 that Mono Local Transportation Commission approves, and wishes to continue delegating authority to execute SGR documents and any amendments thereto to the General Manager and are approving an updated Authorized Agent form to reflect recent staffing changes; and

**WHEREAS**, the Department requires each County and transit agency to submit a SGR Project List each fiscal year identifying that fiscal year's SGR project list, and for Fiscal Year 2018-19 ESTA is submitting a project list of \$44,712 in SGR projects for Preventative Maintenance; and

**NOW, THEREFORE, BE IT RESOLVED** by the Mono County Local Transportation Commission that the fund recipient (Eastern Sierra Transit Authority) agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit projects.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the Co-Executive Director be authorized to execute all required documents of the SGR program and any Amendments thereto with the California Department of Transportation.

**PASSED AND ADOPTED** this 13<sup>th</sup> day of August 2018 by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:
- :

\_\_\_\_\_  
John Wentworth, Chair  
Local Transportation Commission

Attest:

\_\_\_\_\_  
CD Ritter, LTC Secretary



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**Agency Information**

**Funding Fiscal Year: 2018-19**

**(Choose First) Regional Entity :**

Mono County Local Transportation Commission

**\*Estimated SGR 99313 Allocation**

\$ 18,228

**Operator (Not required if you are the Regional Entity):**

Eastern Sierra Transit Authority

**\*Estimated SGR 99314 Allocation**

\$ 26,484

**\*\*Enter your total STA allocation in the blue box:**

\$ 282,531

**The amount to be reported on will be listed in the grey box:**

\$ 127,139

**Agency Address:**

POB 347

**City:**

Mammoth Lakes

**Contact Name:**

CD Ritter

**Contact Title:**

LTC Secretary

**Contact Phone Number:**

760-924-1804

**Contact Email:**

cdritter@mono.ca.gov

\*You can find your **SGR** allocation estimates on the letter from the California State Controller dated January 31, 2018:

[https://www.sco.ca.gov/Files-ARD-Payments/Transit/statetransitassistanceestimate\\_sgr\\_1819\\_January18.pdf](https://www.sco.ca.gov/Files-ARD-Payments/Transit/statetransitassistanceestimate_sgr_1819_January18.pdf)

\*\*You can find your **STA** allocation estimates on the letter from the California State Controller dated January 31, 2018:

[https://www.sco.ca.gov/Files-ARD-Payments/Transit/statetransitassistanceestimate\\_1819\\_January18.pdf](https://www.sco.ca.gov/Files-ARD-Payments/Transit/statetransitassistanceestimate_1819_January18.pdf)



#	Estimate of Unexpended 17/18 Funds		Project Funding							Legislative Districts			Notes, Comments, Additional Information	
			SGR Costs				Non-SGR Costs			Total Project Costs <i>Auto Populated</i>	Congressional	Senate		Assembly
	Previous Balance SGR 99313	Previous Balance SGR 99314	2018-19 SGR Costs 99313	2018-19 SGR Costs 99314	Total SGR Costs 99313	Total SGR Costs 99314	Total Other SB1 Costs <i>Please Identify Program In Notes</i>	Total STA Costs - <i>Not Including SGR</i>	Total All Other Funds					
1	\$ -	\$ -	\$ 18,228	\$ 26,484	\$ 18,228	\$ 26,484	\$ -	\$ -		\$ 44,712	25	1	25	
2										\$ -				
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# Mono County Local Transportation Commission

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## LTC Staff Report

August 13, 2018

**FROM:** Gerry Le Francois, Co-Director Mono County LTC

**SUBJECT:** YARTS update

### **RECOMMENDATION**

YARTS update

### **FISCAL IMPLICATIONS**

Not applicable

### **ENVIRONMENTAL COMPLIANCE**

Not applicable

### **RTP / RTIP CONSISTENCY**

Not applicable

### **DISCUSSION**

Verbal update on Yosemite Area Regional Transportation System

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 9  
500 SOUTH MAIN STREET  
BISHOP, CA 93514  
PHONE (760) 872-0650  
FAX (760) 872-5215  
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*Making Conservation  
a California Way of Life.*

June 19, 2018

Stacy Corless, Chairperson  
Board of Supervisors  
Mono County  
PO Box 715  
Bridgeport, CA 93517

Dear Chairperson Corless:

The California Department of Transportation (Caltrans) has conducted a speed zone survey on State Route 120, west of the junction of US 395, from post mile 0.0 to 12.05. This is the Tioga Pass Road and it is currently posted at 50 mph. The results of the speed study supports the removal of the 50 mph speed zone. It is Caltrans recommendation that the 50 mph speed limit be removed and to post this area at 55 mph.

*As required by Section 22354.5 (b) The city council or board of supervisors of a city or county through which any portion of a state highway subject to subdivision (a) extends may conduct a public hearing on the proposed increase or decrease at a convenient location as near as possible to that portion of state highway. The Department of Transportation shall take into consideration the results of the public hearing in determining whether to increase or decrease the speed limit.*

Caltrans is proposing to change the speed zone as describe above. We are asking for input from the Mono County Board of Supervisors. If the Board would like to hold a public hearing on this issue, please contact Bradley Larson with the time, date and location of the hearing. If the Board does not wish to hold a public hearing, please let me know so we can move forward with this change. If you would like me to speak to the Board or would like more information, please call me at (760) 872-5224. If I do not hear back from you by August 19, 2018 I will assume you do not wish to hold a hearing and I will proceed with the change to the transition zone. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "BRAD LARSON", with a long horizontal line extending to the right.

BRADLEY LARSON PE  
Transportation Engineer  
District 9  
Traffic Operations

# Mile Marker

A Caltrans Performance Report • Summer 2018





## Director's Message

Caltrans and its partners are launching a wave of road repair and construction projects around the state, and there will be a level of activity that has not been seen for decades as we begin to restore our vast but battered State Highway System.

As Caltrans director, I'm thrilled to play a role in this coming transformation being made possible by the Road Repair and Accountability Act of 2017, known as Senate Bill 1 (SB 1).

On the front lines, though, will be the thousands of workers who will be doing the hard, physical, and dangerous jobs of rebuilding and maintaining the state roadways — often as vehicles speed by within mere feet of them.

Highway construction and maintenance is one of the most hazardous jobs in California, and the nation. With more work zones being set up in the next few years, we are taking every step we can to make sure that everyone — those wearing Caltrans orange, highway contractors, truck drivers, or families on vacation — gets home safely.

We're being helped by advances in equipment technology that reduce the exposure of work crews to potentially deadly roadways. We are using, or testing new generation remote-controlled mowers, motorized pothole patchers, automated flagging devices and multiuse trimming machines that work faster and eliminate the need for manual vegetation clearing, to name a few safety enhancements.

Caltrans also is employing a best practices approach for construction projects to safely guide motorists through as conditions change.

But even the most secure cocoon we can construct around our work crews can be shattered in an instant if those traveling the roads don't have the same focus.

Our message of safety first and foremost is brought

home every spring, when we mourn and honor those workers who did not make it home to the embrace of their families. Individual Caltrans regional districts staged their own Fallen Workers Memorials as part of Caltrans Safety Awareness Week, culminating in a large contingent of employees and families gathering on the steps of the state Capitol in Sacramento.

Unfortunately, this year we inscribed two more names on our memorial. We paid special tribute to a bridge toll collector who was killed when a suspected drunken driver crashed into her booth, and a painting supervisor who was shot and killed on the job. Their tragic deaths brought to 188 the number of Caltrans workers who have been killed on the job since 1921.

At the ceremony, I was particularly moved by the appearance of Deborah Prochnow, a Caltrans Maintenance Division manager who works in our Los Angeles-based District 7. She read a poem she wrote about her harrowing experiences working along roadsides.

I want to share a short sample:

"You will stuff the brush with death way down deep.

You will get your instructions for the day put on your vest and hard hat and get back to work.

You are the unsung hero protecting people who don't see you."

When you are driving through work zones, we urge you to put away all your distractions and focus on your surroundings. Plan for delays and let's make sure we all get to where we are going safely.

*Laurie Berman*

Laurie Berman  
Director of Caltrans

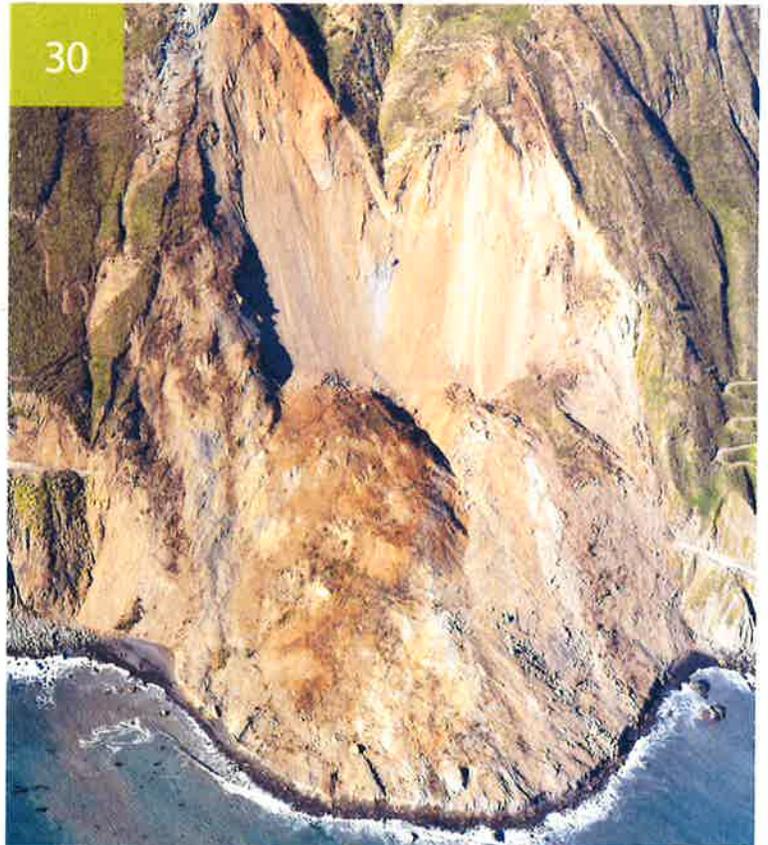
**Cover:** What will California's transportation network look like in the future? Will we be riding in autonomous taxis, belong to an electric bicycle sharing club, using a printing process to create our vehicles of tomorrow? And how will Caltrans adapt to this new transportation world? A new report lays out some possible paths for Caltrans planners to consider. *Modified illustration courtesy of vecteezy.com.*

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Caltrans' mission is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.





## Mono County Local Transportation Commission

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July 11, 2018

The Honorable Elaine L. Chao  
Secretary of the U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Chao:

This letter is to express Mono County Local Transportation Commission's support for the US 395 Widening Project between Chamberlaine Way and 1.8 miles south of Desert Flower Road. The application is being submitted by the San Bernardino County Transportation Authority (SBCTA) for funding under the rural portion of the Better Utilizing Investments to Leverage Development (BUILD) grant program, with potential award in 2018.

This project will widen a 2.7-mile segment between Chamberlaine Way and 1.8 miles south of Desert Flower Road from two to four lanes. Turn lanes will be installed at various intersections within the project limits. This represents Segment 1 of a three-segment project being built between I-15 and 1.8 miles south of Desert Flower Road that was environmentally cleared in December 2009. The segment immediately to the south will begin construction in fiscal year 2018-19.

Mono County LTC is a partner in the Eastern Sierra Four-County agreement supporting improvements to US 395 over many years, including segments in San Bernardino County, recognizing the strategic importance of US 395 to the interregional movement of people and goods in the eastern parts of California. This segment of US 395 is particularly important for transporting agricultural and other products and materials from the San Joaquin Valley I-5/SR 99 corridor via SR 58 to markets in Southern California and other areas of the Southwest. It is also an important route for interregional recreational traffic, particularly to and from the Eastern Sierra. With traffic forecasts calling for an increased amount of traffic, including heavy truck use, the widening of this segment is critical to goods movement in the future.

This US 395 Widening Project is one phase of a multiple-segment improvement program for US 395 and can be delivered well within the prescribed timeline outlined in the BUILD guidelines. We greatly appreciate your consideration of this request, which will result in significant benefits to mobility, accessibility, and economic development throughout our region.

Sincerely,



Gerry Le Francois  
Co-Executive Director