

Mono County Local Transportation Commission

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Mammoth Lakes, CA 93546
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commdev@mono.ca.gov

PO Box 8
Bridgeport, CA 93517
760.932.5420 phone, 932.5431 fax
www.monocounty.ca.gov

AGENDA

May 11, 2020 – 9:00 A.M.

As authorized by Gov. Newsom’s Executive Orders, N-25-20 and N-29-20, the meeting will be accessible remotely by live cast with Commissioners attending from separate remote locations. There is no physical meeting location. This altered format is in observance of recent recommendations by local officials that certain precautions be taken, including social distancing, to address the threat of COVID-19.

You are strongly encouraged to observe the live stream of the LTC at http://monocounty.granicus.com/MediaPlayer.php?publish_id=9c08fb28-3da6-4948-b5c5-7b35a373cb4a

The meeting may be joined by video at <https://monocounty.zoom.us/j/91726117662> and by telephone at: 669-900-6833 (Meeting ID# is 917 2611 7662) where members of the public shall have the right to observe and offer public comment. If you are unable to join the Zoom webinar and wish to make a public comment prior to the meeting, please submit your comment, limited to 250 words or less, to cddcomments@mono.ca.gov by 5:00 PM on Friday May 8, 2020. Comments longer than 250 words may be summarized, due to time limitations. All comments will be made a part of the record.

An alternate method to access the video meeting is <https://zoom.us/join> and enter Meeting ID: 917 2611 7662.

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
 - A. Meeting procedures and format (*Gerry LeFrancois*)
2. **PUBLIC COMMENT**
3. **MINUTES**
 - A. Approve minutes of March 9, 2020 – p.1
4. **LOCAL TRANSPORTATION**
 - A. Welcome new District 9 Director Ryan Dermody
9:10 AM
 - B. **PUBLIC HEARING. Unmet Transit Needs:** Receive input & testimony from public and Social Services Transportation Advisory Council (SSTAC), provide feedback to staff about evaluation of unmet needs, and provide any other desired direction to staff (*Michael Draper/Phil Moores*) – p.3
5. **CALTRANS:** Activities in Mono County & pertinent statewide information

6. **TRANSIT**
 - A. Yosemite Area Regional Transportation System (YARTS)
 - B. Eastern Sierra Transit Authority (ESTA)
 - C. Coronavirus Aid, Relief and Economic Security Act (CARES Act) funding for transit – **p.9**

7. **ADMINISTRATION**
 - A. Overview of State Transit Account (STA) and Local Transportation Fund (LTF) estimates (*Megan Mahaffey*) - **p.14**
 - B. 2020 State Transportation Improvement Program (STIP) & Memorandum of Understanding (MOU) project update (*Gerry LeFrancois*) Receive staff report and provide any desired direction to staff – **p.25**
 - C. Resolutions of Appreciation – **p.39**
 1. Brent Green
 2. CD Ritter
 - D. Tioga Pass Update (*National Park Service staff*) ***Note-** item may be moved up to earlier agenda time due to NPS scheduling conflicts

8. **COMMISSIONER REPORTS**

9. **INFORMATION**
 - A. US 395 closure at Kramer Junction – **p.42**
 - B. California Strategic Highway Safety Plan (SHSP) Challenge Area Teams – **p.44**
 - C. US 395 widening, phase 1 – **p.45**

10. **UPCOMING AGENDA ITEMS:** 1) Adoption of Unmet Needs; 2) STA Allocation; 3) 2020-21 Overall Work Program review and adoption; 4) Quarterly Reports; 5) YNP and Tuolumne Meadows improvement

11. **ADJOURN** to June 8, 2020

***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.

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

March 9, 2020

COUNTY COMMISSIONERS: Jennifer Kreitz, John Peters, Fred Stump
TOWN COMMISSIONERS: Sandy Hogan, Lynda Salcido, John Wentworth
COUNTY STAFF: Gerry Le Francois, Garrett Higerd, Megan Mahaffey Michael Draper, CD Ritter
TOWN STAFF: Haislip Hayes
CALTRANS: Brent Green, Austin West
ESTA: Phil Moores
PUBLIC: Rhonda Duggan, Allison Page

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Lynda Salcido called the meeting to order at 9:01 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance to the flag.

2. **PUBLIC COMMENT:** None

3. **MINUTES**

MOTION:

- A. Approve minutes of February 10, 2020, as amended:
- B. Consider minutes format:

4. **CALTRANS:** Activities

5. **LOCAL TRANSPORTATION**

A. **Mobility Hub:** Haislip Hayes

6. **TRANSIT**

A. **Yosemite Area Regional Transportation System (YARTS):** Someone

B. **Eastern Sierra Transit Authority (ESTA)**

- 1. **LCTOP (Low-Carbon Transit Operations Program) 2019-20:** Phil Moores
- 2. **Unallocated STA (State Transit Assistance) funds for ESTA:** Phil Moores

MOTION: Approve Resolution R20-04 committing unallocated STA (State Transit Assistance) funds for ESTA:

3. **Bishop operations facility:** Phil Moores

MOTION: Approve signature on letter of commitment of balance of STA funds & letter of support for Bishop operations facility

7. **ADMINISTRATION**
 - A. **LTC audit report ending June 30, 2019:** Megan Mahaffey
MOTION: Receive & accept LTC audit report ending June 30, 2019
 - B. **Formal Amendment 01 to Mono County Overall Work Program:** Megan Mahaffey
MOTION: Adopt formal Amendment 01 to Mono County Overall Work Program
 - C. **2020 STIP & MOU project:** Gerry Le Francois
8. **QUARTERLY REPORTS**
 - A. **Town of Mammoth Lakes:**
 - B. **Mono County:**
 - C. **Caltrans: presentation**
9. **COMMISSIONER REPORTS:**
10. **ADJOURN** to April 13, 2020

Prepared by CD Ritter, LTC clerk

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Staff Report

May 11, 2020

TO: Mono County Local Transportation Commission

FROM: Michael Draper, Planning Analyst
Phil Moores, ESTA/CTSA

SUBJECT: 2020-21 Unmet Needs Public Hearing

RECOMMENDATION: Receive public and Social Services Transportation Advisory Council input and testimony, provide feedback to staff about the evaluation of unmet needs, and provide any other direction to staff.

FISCAL IMPLICATIONS: To be determined.

ENVIRONMENTAL COMPLIANCE: N/A

POLICY CONSISTENCY: Consistent with State law requirements for the unmet transit needs process and the annual public hearing for the citizen participation.

DISCUSSION:

Background

State law provides for a Citizen Participation Process that requires the LTC to hold at least one public hearing to 1) ensure broad community participation and solicit the input of transit-dependent and transit-disadvantaged persons, including the elderly, handicapped, and persons of limited means, and 2) a public hearing on unmet transit needs is also required prior to the LTC allocating any funds not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles. The purpose of the unmet needs hearing is to solicit comments on unmet transit needs that may exist within Mono County and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

To meet the public hearing requirement for both the Citizen Participation Process and unmet transit needs, and facilitate public input on transit needs, the LTC scheduled this public hearing for May 11, 2020, at 9:10 a.m., to be conducted entirely online with videoconferencing and teleconferencing capacity. Public notices of these hearings have been published in accordance with state law in local newspapers, and flyers printed in both Spanish and English were posted in County offices.

An additional requirement of the Citizen Participation Process and unmet transit needs process is the LTC must consult with the Social Services Transportation Advisory Council (SSTAC) on

transit needs in Mono County. SSTAC members are appointed by the LTC to ensure a broad representation of social service and transit providers representing the elderly, the handicapped, and persons of limited means. The SSTAC is jointly hosting this public hearing in order to provide direct input to the commission. LTC staff also met with the SSTAC on March 4 and April 23, 2020 to discuss this process and unmet transit needs.

Before August 2020, the LTC must adopt, by resolution, a finding that there are no unmet needs, there are no unmet transit needs that are reasonable to meet, or there are unmet transit needs, including needs that are reasonable to meet. If the LTC finds that there are unmet transit needs, including needs that are reasonable to meet, then the unmet needs shall be funded before any allocation is made for streets and roads. It should be noted that the law specifically prohibits comparing unmet transit needs with the need for streets and roads. It should also be noted that the LTC has not allocated any funds to streets and roads for at least several years.

LTC Resolution 98-01 defines "unmet transit needs" and "reasonable to meet" transit needs as follows:

- Unmet Transit Needs: A need of the Mono County elderly, disabled, low income, youth, and other transit-dependent groups for transit service that is currently not available and, if provided for, would enable the transit dependent person to obtain the basic necessities of life primarily within Mono County. "Necessities of life" are defined as trips necessary for medical and dental services, essential personal business, employment, social service appointment, shopping for food or clothing, and social and recreational purposes.
- Reasonable to Meet: Transit needs for the necessities of life which pertain to all public and/or specialized transportation services that:
 - a. Can be proven operationally feasible;
 - b. Can demonstrate community acceptance;
 - c. Would be available to the general public;
 - d. Can be proven to be economical; and
 - e. Can demonstrate cost effectiveness by meeting current fare box revenue requirements of the Mono LTC within two years.

Public Outreach and Comments

The Eastern Sierra Transit Authority, in its role as the Consolidated Transportation Services Agency (CTSA) for Mono County and with some assistance from LTC/County staff, attended Regional Planning Advisory Committee (RPAC) meetings in Antelope Valley, Bridgeport Valley, June Lake, and Mono Basin to solicit public input.

Public comments received by the time this staff report was written have been summarized in the attached matrix and are being evaluated whether they are unmet needs, and whether they are reasonable to meet. Because this process also collects general comments on transit, the matrix will offer actions and/or solutions to address input not considered unmet needs. Any input provided after the staff report was written or at the public hearing will be added to this matrix and evaluated before the June meeting.

Staff recommends the commission receive further public input at the public hearing, provide feedback to staff about the evaluation of unmet needs in this staff report, and provide any other direction to staff regarding 1) unmet needs or transit services and 2) other general transit needs of transit-dependent and transit-disadvantaged persons. A resolution finding unmet needs and reasonable-to-meet needs is anticipated to be considered at the June meeting.

The following objectives under Transit, Goal 13, Policy 13.A. of the Regional Transportation Plan are to be reviewed annually at the unmet needs hearing:

Objective 13.A.2: Maintain and improve transit services for transit dependent citizens in Mono County, including the continuation and improvement of social service transportation services. Ensure that transit services comply with the requirements of the Americans with Disabilities Act (ADA).

Review: Social service providers are represented on the SSTAC, and services are intended to be maintained for the coming year. Transit services provided by ESTA comply with ADA requirements.

Objective 13.A.3: Support public transit financially to the level determined by 1) the “reasonable to meet” criteria during the annual unmet needs hearing, and 2) by the amount of available funds.

Review: The commission typically allocates all available funds to transit, taking into consideration identified unmet needs, and does not fund local streets and roads.

Objective 13.A.4: Continuously survey transit use to determine the effectiveness of existing services and to identify possible needed changes in response to changes in land use, travel patterns, and demographics. Expand services to new areas when density is sufficient to support public transit. When and where feasible, promote provision of year-round scheduled transit services to link the communities of Mono County with recreational sites and with business and employment centers.

Review: ESTA periodically surveys riders, the Town of Mammoth Lakes reviews transit service and routes twice a year, and Mono County solicits RPAC input annually. Services are expanded as feasible.

Objective 13.A.5: Pursue all available funding for the provision of transit services and facilities, including state and federal funding and public/private partnerships.

Review: A variety of federal, state, and local dollars are used to fund transit, including 5311 grants, transit security/PTMISEA/low carbon grants, and local transient occupancy taxes (within the Town of Mammoth Lakes). Mammoth Mountain Ski Area and ESTA also has a public/private partnership to fund transit. Other sources are included in the transit funding mix, and these are meant as examples to demonstrate the breadth and depth of funding sources.

Objective 13.A.6: Maximize the use of existing transit services by actively promoting public transportation through mass media and other marketing strategies.

Review: ESTA regularly markets transit services through newspaper and radio outlets, and maintains a website (<http://www.estransit.com>).

ATTACHMENTS

1. LTC Resolution 98-01 defining “unmet transit needs” and “reasonable to meet.”
2. SSTAC membership
3. Matrix

RESOLUTION 98-01

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION DEFINING "REASONABLE TO MEET" AND "UNMET TRANSIT NEEDS"

WHEREAS, the Mono County Local transportation Commission (MCLTC) is the designated transportation planning agency for the County of Mono pursuant to Government Code Section 29532 and action of the Secretary of Business, Transportation and Housing and, as such, has the responsibility under Public Utilities Code Section 99401.5 to determine definitions of "unmet transit needs" and "reasonable to meet"; and

NOW, THEREFORE, BE IT RESOLVED THAT the Mono County Local Transportation Commission does hereby define "unmet transit needs" as a need of Mono County elderly, disabled, low income, youth, and other transit dependent groups for transit service that is currently not available and, if provided for, would enable the transit dependent person to obtain the basic necessities of life primarily within Mono County. "Necessities of life" are defined as trips necessary for medical and dental services, essential personal business, employment, social service appointment, shopping for food or clothing, and social and recreational purposes.

BE IT FURTHER RESOLVED that the Mono County Transportation Commission does hereby define "reasonable to meet" as transit needs for the necessities of life which pertain to all public and/or specialized transportation services that:

- a. can be proven operationally feasible;
- b. can demonstrate community acceptance;
- c. would be available to the general public;
- d. can be proven to be economical; and
- e. can demonstrate cost effectiveness by meeting current fare box revenue requirements of the Mono LTC within two years

NOW, THEREFORE, BE IT RESOLVED that the herein contained definition and findings are consistent with the Mono County Regional Transportation Plan, 1998 Update.

PASSED, AND ADOPTED this 1st day of June, 1998 by the following Commission:

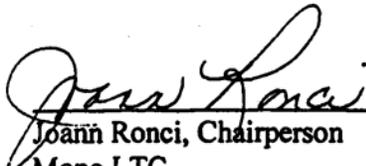
Ayes: Ronci, Hunt, Cage, Eastman, Inwood, Rowan.

Noes:

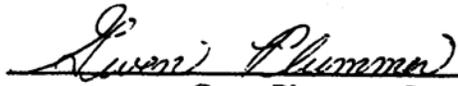
Absent:

Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

2019-2020 Social Services Transportation Advisory Council Roster ⁷

Name	Term Exp.	Email
Debbie Diaz, Emergency Preparedness Facilitator, Mono County Public Health	2020	ddiaz@mono.ca.gov
Laurel Martin, Finance Director, Disabled Sports, Eastern Sierra	2020	lmartin@disabledsportseasternsierra.org
Kathy Peterson, Mono County Social Services Director	2020	kpeterson@mono.ca.gov
Rick Franz, Transportation Planner, Caltrans	2020	rick.franz@dot.ca.gov
Mammoth Mountain Ski Area Transportation Designee, Finlay Torrance	2021	ftorrance@mammothresorts.com
Beth Himelhoch, Liaison to Kern Regional Center, and Executive Director Inyo-Mono Association for the Handicapped, Inc.	2021	inyomonoah@earthlink.net
IMACA – Charles Broten	2021	872-5570 cbroten@imaca.net
Pat Espinosa, Mono County Social Services	2021	pespinosa@mono.ca.gov
Molly DesBaillets, Mono County First 5	2022	mdesbaillets@monocoe.org
Eastern Sierra Transit Authority Designee, CTSA	2022	TBD @estransit.org
Eastern Sierra Transit Authority Executive Director, CTSA	2022	PMoores@estransit.org

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2020-21

QUALIFYING UNMET NEEDS

	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
1.	June Lake – request for service to Mammoth Lakes 3.4.20	Necessary to meet basic needs, medical needs, banking, grocery shopping year-round. Not asking for five days a week, two would be enough. This is a request for a service for the purpose of getting necessities of life.		
2.	Lee Vining – request for service to Mammoth Lakes	This is a request for a service for the purpose of getting necessities of life.	Draft	
3.	Walker – request for a bus stop installation at Sonora Junction.	This is a request for a service expansion for the purpose of getting necessities of life.?		
4.	Walker – request for greater marketing of bus services. 3.5.20	This is a request to increase media and marketing to promote routes used for the purpose of getting necessities of life.		
5.	Walker – request for vouchers to be available for those with financial hardship 3.5.20	This is a request to make services more available to low-income people, for the purpose of getting necessities of life.		

DEPARTMENT OF TRANSPORTATION

DIVISION OF RAIL AND MASS TRANSPORTATION

P.O. BOX 942874, MS-74

SACRAMENTO, CA 94274-0001

PHONE (916) 654-8811

FAX (916) 654-9366

TTY 711

www.dot.ca.gov

*Making Conservation
a California Way of Life.*

April 10, 2020

Good Morning,

A week ago, Congress passed, and the President signed into law, the Coronavirus Aid, Relief and Economic Security Act (CARES Act). On Thursday April 2, 2020 the Federal Transit Administration provided apportionment tables for the public transit funding included in the CARES Act. This includes approximately \$95 million to California for distribution through the State-administered FTA 5311 Rural and Intercity Transit program. These funds are available until expended for expenses incurred in connection with the COVID-19 public health emergency.

All regular Section 5311 requirements apply to funds made available under the CARES Act, with the following exception:

CARES Act funds used to pay for operating expenses do not need to be included in the Transportation Improvement Program (TIP) or the Statewide Transportation Improvement Program (STIP). CARES Act funds used to pay for capital expenses for emergency relief do not need to be included in the TIP/STIP unless the projects are for substantial functional, locational, or capacity changes as defined in 23 CFR §§ 450.326(e)(5) and 450.218(g)(5). This action will help expedite resources to agencies across California.

We have heard the transit community's concerns and understand the desperate need for this funding. Therefore, we are taking the following steps to distribute the funds as quickly as possible.

1. The Caltrans Division of Rail and Mass Transportation (DRMT) will further expedite 5311 resources by applying to FTA for \$30 million (approximately 30% of California's 5311 CARES ACT apportionment). This exceeds the COVID-19 induced shortfall identified by 5311 subrecipients in the survey DRMT circulated last week. These responses have been used as the basis to develop the initial application to FTA.
2. CARES Act funds used to pay for operating expenses do not need to be included in the Transportation Improvement Program (TIP) or the Statewide Transportation Improvement Program (STIP). Therefore, DRMT is developing the application without programming information. This will expedite the application and reduce the administrative burden of the programming task.
3. The allocation each 5311 subrecipient receives from this \$30 million will be based on allocations made by RTPAs and MPOs to their local transit properties for the current operating year. The attached table identifies the

- amount calculated for each operator.
4. It is DRMT's intent to make the funds available to each operator as soon as FTA makes the award. While the grant application is at FTA for review, DRMT will work directly with each operator on agreements to expedite funding distribution.
 5. These funds are intended to cover agencies' expressed needs for COVID-19 response. DRMT will require operators provide documentation that funds were applied to costs incurred after January 20, 2020 and that those costs were for eligible COVID-19 uses as described in the CARES Act.
 6. DRMT will track the fund status of the initial \$30 million to see how quickly agencies are drawing down funds, which will determine the timing of subsequent applications for the remainder of California's share of CARES Act funds for 5311 subrecipients.
 7. Distribution of the remaining approximately \$65 million will also be based on applications to the FTA that will be developed in consultation between MPOs/RTPAs and Caltrans. It is not a prerequisite that applicants for the remainder of the funds apportioned to California be a current 5311 subrecipient. Funding requests included on a subsequent application will consider amounts that were already reimbursed to agencies and adjust future awards to subrecipients accordingly.

In addition, to provide further administrative relief during this emergency, FTA's Emergency Relief (ER) docket remains open and available for requests for relief from FTA statutory and administrative requirements of Section 5307 and 5311 funding in states that have declared an emergency, or the President has declared a major disaster under Section 401 of the Stafford Act. Direct recipients of 5307 funds should request waivers directly. The Caltrans Division of Rail and Mass Transportation will be requesting waivers on behalf of 5311 subrecipients. The ER docket can be found at: <https://www.transit.dot.gov/funding/grant-programs/emergency-relief-program/emergency-relief-docket>

You can find out more about the CARES Act and funding available for the 5311 Program on the FTA website: <https://www.transit.dot.gov/coronavirus>. Please reach out to the FTA 5311 Program Manager Kathy Pongratz at (916) 654-9955, or the Transit Grants and Contracts Office Chief Wendy King (916) 825-9519 with any questions.

Sincerely,



W. KYLE GRADING, Division Chief
Division of Rail and Mass Transportation

Attachment

CARES Act Funding for 5311 Rural Transit Near-Term Impacts of COVID-19 (California: Round 1)**California Department of Transportation****Grant Application 1622-2020-3 (Calif ID #0020000192)**

Date: April 7, 2020

5311 Rural Subrecipient	County	Caltrans District	Amount
City of Arcata	HUM	1	\$ 165,849
Humboldt Transit Authority	HUM	1	\$ 695,008
Lake Transit Authority	LAK,MEN,NAP	1	\$ 410,298
Mendocino Transit Authority	MEN,SON	1	\$ 557,349
Redwood Coast Transit Authority	DN,HUM	1	\$ 178,284
County of Shasta Department of Public Works	SHA	2	\$ 424,404
County of Siskiyou	SIS	2	\$ 284,889
Lassen Transit Service Agency	LAS,MOD,PLU	2	\$ 221,408
Modoc Transportation Agency	LAS,MOD,SHA	2	\$ 60,564
Plumas County Transportation Commission	PLU	2	\$ 126,944
Tehama County Transit Agency	TEH	2	\$ 669,719
Trinity County Department of Transportation	TRI	2	\$ 84,915
Butte County Association of Governments/Butte Regional Transit	BUT	3	\$ 772,970
City of Auburn	PLA	3	\$ 88,376
Colusa County Transit Agency	COL	3	\$ 135,903
County of Nevada Public Works, Transit Services Division	NEV	3	\$ 525,997
County of Sacramento Department of Transportation	SAC,SJ	3	\$ 326,797
El Dorado County Transit Authority	ED,SAC	3	\$ 564,119
Glenn County Transportation Commission	GLE	3	\$ 178,433
Placer County Public Works (TART & PCT)	PLA	3	\$ 440,034
Sierra County Transportation Commission	SIE	3	\$ 54,924
Town of Truckee	NEV	3	\$ 100,658
Yolo County Transportation District	SAC,SOL,YOL	3	\$ 155,462
Yuba-Sutter Transit Authority	SUT,YUB	3	\$ 542,445
City of Dixon	SOL	4	\$ 305,302
City of Rio Vista	SAC,SOL	4	\$ 119,328
Marin County Transit District	MRN	4	\$ 239,772
Napa Valley Transportation Authority	NAP	4	\$ 240,051
San Mateo County Transit District	SM	4	\$ 177,565
Santa Clara Valley Transportation Authority	SCL	4	\$ 91,374
Sonoma County Transit	MRN,SON	4	\$ 549,696
City of Guadalupe	SB	5	\$ 69,061
City of Solvang	SB	5	\$ 224,445
Monterey-Salinas Transit	MON	5	\$ 691,355
San Benito County Local Transportation Authority	SBO,SCL	5	\$ 350,680
San Luis Obispo Regional Transit Authority	SLO	5	\$ 591,789
Santa Cruz Metropolitan Transit District	MON,SCL,SCR	5	\$ 200,431
City of Arvin	KER	6	\$ 76,734
City of Chowchilla	MAD	6	\$ 71,384
City of Corcoran - Corcoran Area Transit	KIN	6	\$ 112,297
City of Dinuba	FRE,TUL	6	\$ 229,348

CARES Act Funding for 5311 Rural Transit Near-Term Impacts of COVID-19 (California: Round 1)**California Department of Transportation****Grant Application 1622-2020-3 (Calif ID #0020000192)**

Date: April 7, 2020

5311 Rural Subrecipient	County	Caltrans District	Amount
City of McFarland	KER	6	\$ 53,756
City of Porterville	TUL	6	\$ 282,177
City of Shafter	KER	6	\$ 66,844
City of Taft	KER	6	\$ 34,426
City of Wasco	KER	6	\$ 97,151
City of Woodlake	TUL	6	\$ 133,352
County of Tulare	KER,TUL	6	\$ 413,637
Fresno County Rural Transit Agency	FRE	6	\$ 1,728,208
Kern Regional Transit	KER	6	\$ 1,130,110
Kings County Area Public Transit Agency	KIN	6	\$ 306,920
Madera County	MAD	6	\$ 388,322
City of Ojai	VEN	7	\$ 445,173
County of Los Angeles - Department of Public Works	LA	7	\$ 475,588
City of Needles	SBD	8	\$ 43,951
Morongo Basin Transit Authority	SBD	8	\$ 441,449
Mountain Area Regional Transit Authority	SBD	8	\$ 312,084
Palo Verde Valley Transit Agency	RIV	8	\$ 130,459
Riverside Transit Agency	ORA,RIV,SBD,SD	8	\$ 611,400
Sunline Transit Agency	RIV	8	\$ 375,782
Victor Valley Transit Authority	SBD	8	\$ 744,249
City of California City	KER	9	\$ 51,360
City of Ridgecrest	KER	9	\$ 102,687
City of Tehachapi	KER	9	\$ 44,651
Eastern Sierra Transit Authority	INY,MNO	9	\$ 207,785
Alpine County Community Development	ALP	10	\$ 75,056
Amador Transit	AMA,SAC	10	\$ 241,687
Calaveras Transit Agency	CAL	10	\$ 480,981
County of Mariposa	MAD,MPA,TUO	10	\$ 115,802
San Joaquin Regional Transit District (RTD)	SJ	10	\$ 1,308,034
Stanislaus County Public Works - Transit Division	MER,STA	10	\$ 514,990
Transit Joint Powers Authority for Merced County	MER	10	\$ 592,355
Tuolumne County Transit Agency (TCTA)	TUO	10	\$ 351,289
Imperial County Transportation Commission	IMP	11	\$ 336,176
North County Transit District	SD	11	\$ 488,232
San Diego Metropolitan Transit System	SD	11	\$ 267,514
GRAND TOTAL - 5311 Rural			\$ 25,500,000

5311(f) Intercity Bus Subrecipient	Caltrans District	Amount
GRAND TOTAL - 5311 Intercity Bus		\$ 4,500,000

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May 11, 2020

TO: Mono County Local Transportation Commission
FROM: Megan Mahaffey, LTC Accountant
RE: FY 2020-21 - Transportation Development Act apportionment and allocation update

RECOMMENDATION

Informational

FINANCIAL IMPLICATIONS

Given the COVID-19 pandemic and State response, Mono County anticipates a reduction in revenues for both the Local Transportation Fund and State Transit Assistance in 2020-2021.

DISCUSSION

The Mono County Local Transportation Commission is the Regional Transportation Planning Agency (RTPA) responsible for apportioning and administering funds in accordance with the Transportation Development Act. The Transportation Development Act of 1971 provides funding to transit and non-transit related purposes that comply with regional transportation plans. The Transportation Development Act provides two sources of funding to our area: Local Transportation Fund and State Transit Assistance Fund. The Local Transportation Fund (LTF) is derived from $\frac{1}{4}$ cent of the general sales tax collected state-wide. State Transit Assistance is derived from statewide sales tax on diesel fuel. Both these revenue streams will most likely see reductions due to COVID-19. The Mono County Finance Director has adjusted the LTF estimate for 2020-2021 from \$677,042 to \$541,633. There has been no update to the State Transit Assistance Allocation Estimate for 2020-21 from January 2020 of \$300,816.

For questions regarding this item, please contact Megan Mahaffey at 760.924.1836.

ATTACHMENTS

- Mono County revised LTF Estimate FY 2020-21
- State Controller Apportionment Allocation Estimate FY 2020-21



**DEPARTMENT OF FINANCE
AUDITOR-CONTROLLER
COUNTY OF MONO**

*Kim Bunn
Assistant Finance Director
Auditor-Controller*

*Janet Dutcher, CPA, CGFM, MPA
Director of Finance*

*P.O. Box 556
Bridgeport, California 93517
(760) 932-5490
Fax (760) 932-5491*

April 22, 2020

Mono County Local Transportation Commission
PO Box 8
Bridgeport, CA 93517

RE: California Code of Regulations Title 21, Division 3, Chapter 2, Transportation Development Article 3 Section 6620

Given the COVID-19 pandemic and our State and local public health department response, Mono County anticipates a reduction in sales tax for 2020-2021 and is revising the estimate created on February 3, 2020. On March 30, 2020, Governor Newsom signed an executive order providing a 90 day extension for all businesses filing a sales tax return for less than \$1 million, meaning that sales tax revenues we normally receive in May, June and July have been postponed until August and September. In early April, the Governor also announced an option for small businesses to delay paying up to \$50,000 of sales tax deposits over a twelve-month period. Additionally, economist estimate that the shelter in place order and for as long as that order exist, will cause our sales tax revenues to drop by as much as 85% of normal. Because of these pandemic induced impacts, we feel it is prudent to lower our expectation for LTF revenues in the coming fiscal year.

The original estimate of \$677,042 is being reduced by 20% or \$135,408. Therefore, assuming there are no unallocated funds as of June 30, 2020, the monies available for allocation by the Local Transportation Commission during the Fiscal Year 2020-2021 are estimated to be \$541,633.

Please contact me if you require additional information.

Sincerely,

Janet Dutcher, CPA, CGFM, MPA
Director of Finance
Mono County, California

Cc: Wendy Sugimura
Megan Mahaffey



BETTY T. YEE
California State Controller

January 31, 2020

County Auditors Responsible for State Transit Assistance funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Fiscal Year 2020-21 State Transit Assistance Allocation Preliminary Estimate

Enclosed is a preliminary summary schedule of State Transit Assistance (STA) funds estimated to be allocated for fiscal year (FY) 2020-21 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) sections 99313 and 99314. Also enclosed is a schedule detailing the amount of the PUC section 99314 allocation for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. PUC section 99314 allocations are based on the revenue amount for each STA-eligible operator, determined from annual reports submitted to the State Controller's Office (SCO) pursuant to PUC section 99243. Pursuant to PUC section 99314.3, each TPA is required to allocate funds to the STA-eligible operators in the area of its jurisdiction.

According to the FY 2020-21 proposed California Budget, the estimated amount of STA funds budgeted is \$692,253,000. SCO anticipates the first quarter's allocation will be paid in November 2020. Please refer to the schedule for the amounts that relate to your agency.

Please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov with any questions, or for additional information.

Sincerely,

(Original Signed By)

EVELYN CALDERON-YEE
Bureau Chief
Bureau of Payments

Enclosures

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE
SUMMARY
JANUARY 31, 2020

Regional Entity	PUC 99313 Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a)		PUC 99313 Funds from RTC sections 6051.8(b), and 6201.8(b)		PUC 99314 Fiscal Year 2020-21 Estimate	Total Fiscal Year 2020-21 Estimate
	Fiscal Year 2020-21 Estimate	Fiscal Year 2020-21 Estimate	Fiscal Year 2020-21 Estimate	Fiscal Year 2020-21 Estimate	2020-21 Estimate	2020-21 Estimate
	A	B		C	D= (A+B+C)	
Metropolitan Transportation Commission	\$ 37,132,798	\$ 30,341,355	\$ 185,087,967	\$ 252,562,120		
Sacramento Area Council of Governments	9,275,070	7,578,696	6,023,815	22,877,581		
San Diego Association of Governments	4,624,571	3,778,755	2,015,239	10,418,565		
San Diego Metropolitan Transit System	11,365,900	9,287,122	8,866,252	29,519,274		
Tahoe Regional Planning Agency	505,397	412,962	37,367	955,726		
Alpine County Transportation Commission	5,545	4,531	358	10,434		
Amador County Transportation Commission	182,690	149,277	13,221	345,188		
Butte County Association of Governments	1,080,408	882,806	109,976	2,073,190		
Calaveras County Local Transportation Commission	215,241	175,874	5,166	396,281		
Colusa County Local Transportation Commission	105,514	86,216	6,470	198,200		
Del Norte County Local Transportation Commission	130,723	106,814	9,229	246,766		
El Dorado County Local Transportation Commission	814,249	665,326	104,264	1,583,839		
Fresno County Council of Governments	4,857,754	3,969,290	1,029,900	9,856,944		
Glenn County Local Transportation Commission	138,981	113,562	6,980	259,523		
Humboldt County Association of Governments	645,637	527,553	327,545	1,500,735		
Imperial County Transportation Commission	907,708	741,692	136,920	1,786,320		
Inyo County Local Transportation Commission	88,702	72,479	0	161,181		
Kern Council of Governments	4,372,204	3,572,545	567,256	8,512,005		
Kings County Association of Governments	733,309	599,190	59,788	1,392,287		
Lake County/City Council of Governments	310,436	253,659	33,489	597,584		
Lassen County Local Transportation Commission	143,838	117,530	10,043	271,411		
Los Angeles County Metropolitan Transportation Authority	48,917,726	39,970,866	115,988,600	204,877,192		
Madera County Local Transportation Commission	761,103	621,901	32,517	1,415,521		
Mariposa County Local Transportation Commission	86,198	70,432	4,179	160,809		
Mendocino Council of Governments	424,638	346,973	63,026	834,637		
Merced County Association of Governments	1,349,774	1,102,905	223,915	2,676,594		
Modoc County Local Transportation Commission	45,810	37,431	7,141	90,382		
Mono County Local Transportation Commission	64,958	53,078	182,780	300,816		
Transportation Agency for Monterey County	2,124,951	1,736,305	1,337,116	5,198,372		
Nevada County Local Transportation Commission	471,844	385,546	47,001	904,391		
Orange County Transportation Authority	15,373,673	12,561,888	9,077,240	37,012,801		
Placer County Transportation Planning Agency	1,488,115	1,215,945	388,051	3,092,111		
Plumas County Local Transportation Commission	94,360	77,102	13,248	184,710		
Riverside County Transportation Commission	11,641,176	9,512,051	3,551,550	24,704,777		
Council of San Benito County Governments	297,197	242,841	10,316	550,354		
San Bernardino County Transportation Authority	10,458,412	8,545,610	3,488,959	22,492,981		
San Joaquin Council of Governments	3,675,300	3,003,102	1,730,556	8,408,958		
San Luis Obispo Area Council of Governments	1,337,680	1,093,023	182,760	2,613,463		
Santa Barbara County Association of Governments	2,168,741	1,772,087	1,090,303	5,031,131		
Santa Cruz County Transportation Commission	1,311,336	1,071,498	2,211,577	4,594,411		
Shasta Regional Transportation Agency	852,878	696,890	101,051	1,650,819		
Sierra County Local Transportation Commission	15,329	12,526	1,301	29,156		
Siskiyou County Local Transportation Commission	212,698	173,797	12,527	399,022		
Stanislaus Council of Governments	2,666,705	2,178,975	296,817	5,142,497		
Tehama County Transportation Commission	307,173	250,992	11,133	569,298		
Trinity County Transportation Commission	65,302	53,358	5,215	123,875		
Tulare County Association of Governments	2,285,715	1,867,666	360,989	4,514,370		
Tuolumne County Transportation Council	260,434	212,802	14,718	487,954		
Ventura County Transportation Commission	4,086,599	3,339,176	1,240,669	8,666,444		
Subtotals	\$ 190,482,500	\$ 155,644,000				
State Totals		\$ 346,126,500	\$ 346,126,500	\$ 692,253,000		

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2020

Regional Entity and Operator(s)	Revenue Basis	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Funds from RTC sections 6051.8(b), and 6201.8(b)	Total Fiscal Year 2020-21 Estimate
		Fiscal Year 2020-21 Estimate A	Fiscal Year 2020-21 Estimate B	C= (A+B)
Altamont Corridor Express*				
Alameda County Congestion Management Agency	\$ NA	\$ 158,759	\$ 129,723	\$ 288,482
Santa Clara Valley Transportation Authority	NA	118,488	96,817	215,305
San Joaquin Regional Rail Commission	NA	497,187	406,253	903,440
Regional Entity Totals	0	774,434	632,793	1,407,227
	0	(774,434)	(632,793)	(1,407,227)
Metropolitan Transportation Commission				
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**	1,925,822,111	70,201,513	57,361,933	127,563,446
Central Contra Costa Transit Authority	11,848,761	431,920	352,923	784,843
City of Dixon	111,074	4,049	3,308	7,357
Eastern Contra Costa Transit Authority	6,226,930	226,989	185,473	412,462
City of Fairfield	2,454,050	89,457	73,096	162,553
Golden Gate Bridge Highway and Transportation District	128,150,389	4,671,434	3,817,047	8,488,481
Livermore-Amador Valley Transit Authority	5,247,501	191,286	156,300	347,586
Marin County Transit District	25,028,508	912,358	745,491	1,657,849
Napa County Transportation and Planning Agency	1,740,511	63,446	51,842	115,288
Peninsula Corridor Joint Powers Board	127,483,757	4,647,134	3,797,191	8,444,325
City of Petaluma	740,960	27,010	22,070	49,080
City of Rio Vista	111,909	4,079	3,333	7,412
San Francisco Bay Area Water Emergency Transportation Authority	34,734,635	1,266,173	1,034,595	2,300,768
San Mateo County Transit District	121,853,139	4,441,882	3,629,479	8,071,361
Santa Clara Valley Transportation Authority	348,840,497	12,716,196	10,390,453	23,106,649
City of Santa Rosa	2,403,879	87,628	71,601	159,229
Solano County Transit	5,281,022	192,508	157,299	349,807
County of Sonoma	3,386,887	123,461	100,881	224,342
Sonoma-Marin Area Rail Transit District	25,440,720	927,384	757,769	1,685,153
City of Union City	1,747,194	63,690	52,041	115,731
City of Vacaville	439,501	16,021	13,091	29,112
Western Contra Costa Transit Authority	7,568,808	275,904	225,442	501,346
Regional Entity Subtotals	2,786,662,743	101,581,522	83,002,658	184,584,180
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	158,759	129,723	288,482
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	118,488	96,817	215,305
Regional Entity Totals	2,786,662,743	101,858,769	83,229,198	185,087,967
Sacramento Area Council of Governments				
City of Davis (Unitrans)	3,064,565	111,712	91,280	202,992
City of Elk Grove	2,155,049	78,557	64,190	142,747
City of Folsom	623,141	22,715	18,561	41,276
County of Sacramento	1,119,245	40,800	33,337	74,137
Sacramento Regional Transit System	77,727,924	2,833,397	2,315,180	5,148,577
Yolo County Transportation District	5,012,875	182,733	149,312	332,045
Yuba Sutter Transit Authority	1,238,568	45,149	36,892	82,041
Regional Entity Totals	90,941,367	3,315,063	2,708,752	6,023,815

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

** The amounts for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco are combined.

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2020

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2020-21 Estimate</u> A	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2020-21 Estimate</u> B	Total Fiscal Year 2020-21 Estimate C= (A+B)
San Diego Association of Governments North County Transit District	30,424,011	1,109,039	906,200	2,015,239
San Diego Metropolitan Transit System				
San Diego Metropolitan Transit System	31,939,460	1,164,281	951,339	2,115,620
San Diego Transit Corporation	61,783,746	2,252,187	1,840,271	4,092,458
San Diego Trolley, Inc.	40,130,381	1,462,863	1,195,311	2,658,174
Regional Entity Totals	<u>133,853,587</u>	<u>4,879,331</u>	<u>3,986,921</u>	<u>8,866,252</u>
Southern California Regional Rail Authority***				
Los Angeles County Metropolitan Transportation Authority	NA	4,014,656	3,280,391	7,295,047
Orange County Transportation Authority	NA	1,772,156	1,448,036	3,220,192
Riverside County Transportation Commission	NA	863,358	705,453	1,568,811
San Bernardino County Transportation Authority	NA	892,854	729,555	1,622,409
Ventura County Transportation Commission	NA	428,890	350,447	779,337
Regional Entity Totals	<u>0</u>	<u>7,971,914</u>	<u>6,513,882</u>	<u>14,485,796</u>
	0	(7,971,914)	(6,513,882)	(14,485,796)
Tahoe Regional Planning Agency Tahoe Transportation District	564,133	20,564	16,803	37,367
Alpine County Transportation Commission County of Alpine	5,370	197	161	358
Amador County Transportation Commission Amador Regional Transit System	199,599	7,276	5,945	13,221
Butte County Association of Governments				
Butte Regional Transit	1,640,161	59,788	48,853	108,641
City of Gridley - Specialized Service	20,144	735	600	1,335
Regional Entity Totals	<u>1,660,305</u>	<u>60,523</u>	<u>49,453</u>	<u>109,976</u>
Calaveras County Local Transportation Commission County of Calaveras	77,984	2,843	2,323	5,166
Colusa County Local Transportation Commission County of Colusa	97,681	3,561	2,909	6,470
Del Norte County Local Transportation Commission Redwood Coast Transit Authority	139,330	5,079	4,150	9,229
El Dorado County Local Transportation Commission El Dorado County Transit Authority	1,574,062	57,379	46,885	104,264

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2020

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2020-21 Estimate</u> A	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2020-21 Estimate</u> B	Total Fiscal Year 2020-21 Estimate C= (A+B)
Fresno County Council of Governments				
City of Clovis	1,691,653	61,665	50,387	112,052
City of Fresno	12,478,008	454,858	371,666	826,524
Fresno County Rural Transit Agency	1,378,719	50,258	41,066	91,324
Regional Entity Totals	<u>15,548,380</u>	<u>566,781</u>	<u>463,119</u>	<u>1,029,900</u>
Glenn County Local Transportation Commission				
County of Glenn Transit Service	105,376	3,841	3,139	6,980
Humboldt County Association of Governments				
City of Arcata	238,899	8,709	7,116	15,825
City of Blue Lake	0	0	0	0
City of Eureka	1,103,559	40,228	32,870	73,098
Humboldt Transit Authority	3,602,485	131,320	107,302	238,622
Regional Entity Totals	<u>4,944,943</u>	<u>180,257</u>	<u>147,288</u>	<u>327,545</u>
Imperial County Transportation Commission				
Imperial County Transportation Commission	2,046,063	74,585	60,943	135,528
Quechan Indian Tribe	21,014	766	626	1,392
Regional Entity Totals	<u>2,067,077</u>	<u>75,351</u>	<u>61,569</u>	<u>136,920</u>
Inyo County Local Transportation Commission	None	None	None	None
Kern Council of Governments				
City of Arvin	83,020	3,026	2,473	5,499
City of California City	20,871	761	622	1,383
City of Delano	147,093	5,362	4,381	9,743
Golden Empire Transit District	6,407,925	233,586	190,864	424,450
County of Kern	1,137,877	41,479	33,892	75,371
City of McFarland	15,037	549	449	998
City of Ridgecrest	208,177	7,589	6,201	13,790
City of Shafter	58,829	2,144	1,752	3,896
City of Taft	426,961	15,564	12,717	28,281
City of Tehachapi	28,664	1,045	854	1,899
City of Wasco	29,374	1,071	875	1,946
Regional Entity Totals	<u>8,563,828</u>	<u>312,176</u>	<u>255,080</u>	<u>567,256</u>
Kings County Association of Governments				
City of Corcoran	116,255	4,238	3,463	7,701
Kings County Area Public Transit Agency	786,362	28,665	23,422	52,087
Regional Entity Totals	<u>902,617</u>	<u>32,903</u>	<u>26,885</u>	<u>59,788</u>
Lake County/City Council of Governments				
Lake Transit Authority	505,595	18,430	15,059	33,489
Lassen County Local Transportation Commission				
Lassen Transit Service Agency	151,619	5,527	4,516	10,043

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2020

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2020-21 Estimate</u>	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2020-21 Estimate</u>	Total Fiscal Year 2020-21 Estimate
		A	B	C= (A+B)
Los Angeles County Metropolitan Transportation Authority				
Antelope Valley Transit Authority	19,170,688	698,824	571,012	1,269,836
City of Arcadia	1,497,685	54,595	44,610	99,205
City of Claremont	547,365	19,953	16,304	36,257
City of Commerce	4,428,702	161,438	131,912	293,350
City of Culver City	15,486,831	564,538	461,286	1,025,824
Foothill Transit Zone	67,873,297	2,474,168	2,021,653	4,495,821
City of Gardena	13,850,884	504,903	412,558	917,461
City of La Mirada	770,009	28,069	22,935	51,004
Long Beach Public Transportation Company	54,963,745	2,003,580	1,637,133	3,640,713
City of Los Angeles	92,932,856	3,387,658	2,768,069	6,155,727
County of Los Angeles	5,587,765	203,689	166,435	370,124
Los Angeles County Metropolitan Transportation Authority	1,235,116,553	45,023,395	36,788,793	81,812,188
City of Montebello	19,894,910	725,224	592,584	1,317,808
City of Norwalk	8,492,893	309,589	252,967	562,556
City of Redondo Beach	2,931,763	106,871	87,325	194,196
City of Santa Clarita	23,386,832	852,514	696,593	1,549,107
City of Santa Monica	49,504,384	1,804,571	1,474,522	3,279,093
Southern California Regional Rail Authority***	218,691,705	NA	NA	NA
City of Torrance	24,506,666	893,335	729,948	1,623,283
Regional Entity Subtotals	1,859,635,533	59,816,914	48,876,639	108,693,553
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRRA***	NA	4,014,656	3,280,391	7,295,047
Regional Entity Totals	1,859,635,533	63,831,570	52,157,030	115,988,600
Madera County Local Transportation Commission				
City of Chowchilla	235,253	8,576	7,007	15,583
City of Madera	203,280	7,410	6,055	13,465
County of Madera	52,381	1,909	1,560	3,469
Regional Entity Totals	490,914	17,895	14,622	32,517
Mariposa County Local Transportation Commission				
County of Mariposa	63,099	2,300	1,879	4,179
Mendocino Council of Governments				
Mendocino Transit Authority	951,502	34,685	28,341	63,026
Merced County Association of Governments				
Transit Joint Powers Authority of Merced County	1,736,430	63,298	51,721	115,019
Yosemite Area Regional Transportation System (YARTS)	1,644,002	59,928	48,968	108,896
Regional Entity Totals	3,380,432	123,226	100,689	223,915
Modoc County Local Transportation Commission				
Modoc Transportation Agency - Specialized Service	107,807	3,930	3,211	7,141

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2020

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2020-21 Estimate</u> A	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2020-21 Estimate</u> B	Total Fiscal Year 2020-21 Estimate C= (A+B)
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,759,425	100,589	82,191	182,780
Transportation Agency for Monterey County Monterey-Salinas Transit	20,186,410	735,850	601,266	1,337,116
Nevada County Local Transportation Commission County of Nevada	390,192	14,224	11,622	25,846
City of Truckee	319,369	11,642	9,513	21,155
Regional Entity Totals	<u>709,561</u>	<u>25,866</u>	<u>21,135</u>	<u>47,001</u>
Orange County Transportation Authority City of Laguna Beach	2,405,038	87,670	71,636	159,306
Orange County Transportation Authority	86,018,663	3,135,617	2,562,125	5,697,742
Regional Entity Subtotals	<u>88,423,701</u>	<u>3,223,287</u>	<u>2,633,761</u>	<u>5,857,048</u>
Orange County Transportation Authority - Corresponding to SCRRRA***	NA	1,772,156	1,448,036	3,220,192
Regional Entity Totals	<u>88,423,701</u>	<u>4,995,443</u>	<u>4,081,797</u>	<u>9,077,240</u>
Placer County Transportation Planning Agency City of Auburn	21,850	796	651	1,447
County of Placer	4,593,182	167,434	136,811	304,245
City of Roseville	1,243,374	45,324	37,035	82,359
Regional Entity Totals	<u>5,858,406</u>	<u>213,554</u>	<u>174,497</u>	<u>388,051</u>
Plumas County Local Transportation Commission County of Plumas	112,493	4,101	3,351	7,452
County Service Area 12 - Specialized Service	87,506	3,190	2,606	5,796
Regional Entity Totals	<u>199,999</u>	<u>7,291</u>	<u>5,957</u>	<u>13,248</u>
Riverside County Transportation Commission City of Banning	215,749	7,865	6,426	14,291
City of Beaumont	239,445	8,728	7,132	15,860
City of Corona	372,538	13,580	11,096	24,676
Palo Verde Valley Transit Agency	119,828	4,368	3,569	7,937
City of Riverside - Specialized Service	443,069	16,151	13,197	29,348
Riverside Transit Agency	16,090,992	586,561	479,281	1,065,842
Sunline Transit Agency	12,451,750	453,901	370,884	824,785
Regional Entity Subtotals	<u>29,933,371</u>	<u>1,091,154</u>	<u>891,585</u>	<u>1,982,739</u>
Riverside County Transportation Commission - Corresponding to SCRRRA***	NA	863,358	705,453	1,568,811
Regional Entity Totals	<u>29,933,371</u>	<u>1,954,512</u>	<u>1,597,038</u>	<u>3,551,550</u>
Council of San Benito County Governments San Benito County Local Transportation Authority	155,747	5,677	4,639	10,316

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2020

23

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2020-21 Estimate</u>	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2020-21 Estimate</u>	Total Fiscal Year 2020-21 Estimate
		A	B	C= (A+B)
San Bernardino County Transportation Authority				
Morongo Basin Transit Authority	1,119,708	40,816	33,351	74,167
Mountain Area Regional Transit Authority	462,522	16,860	13,777	30,637
City of Needles	52,876	1,927	1,575	3,502
Omnitrans	22,013,739	802,461	655,694	1,458,155
Victor Valley Transit Authority	4,530,447	165,147	134,942	300,089
Regional Entity Subtotals	28,179,292	1,027,211	839,339	1,866,550
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	892,854	729,555	1,622,409
Regional Entity Totals	28,179,292	1,920,065	1,568,894	3,488,959
San Joaquin Council of Governments				
Altamont Corridor Express *	21,244,873	NA	NA	NA
City of Escalon	52,972	1,931	1,578	3,509
City of Lodi	785,357	28,628	23,392	52,020
City of Manteca	52,410	1,910	1,561	3,471
City of Ripon	27,647	1,008	823	1,831
San Joaquin Joint Powers Authority	0	0	0	0
San Joaquin Regional Transit District	11,407,376	415,830	339,777	755,607
City of Tracy	161,202	5,876	4,802	10,678
Regional Entity Subtotals	33,731,837	455,183	371,933	827,116
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	497,187	406,253	903,440
Regional Entity Totals	33,731,837	952,370	778,186	1,730,556
San Luis Obispo Area Council of Governments				
City of Arroyo Grande - Specialized Service	0	0	0	0
City of Atascadero	37,499	1,367	1,117	2,484
City of Morro Bay	35,785	1,304	1,066	2,370
City of Pismo Beach - Specialized Service	0	0	0	0
City of San Luis Obispo Transit	777,520	28,343	23,159	51,502
San Luis Obispo Regional Transit Authority	1,680,458	61,257	50,054	111,311
South County Area Transit	227,853	8,306	6,787	15,093
Regional Entity Totals	2,759,115	100,577	82,183	182,760
Santa Barbara County Association of Governments				
City of Guadalupe	74,621	2,720	2,223	4,943
City of Lompoc	1,065,309	38,833	31,731	70,564
County of Santa Barbara	224	9	8	17
Santa Barbara County Association of Governments (SBCAG)	1,056,667	38,518	31,474	69,992
Santa Barbara Metropolitan Transit District	13,348,752	486,599	397,602	884,201
City of Santa Maria	837,886	30,543	24,957	55,500
City of Solvang	76,790	2,799	2,287	5,086
Regional Entity Totals	16,460,249	600,021	490,282	1,090,303
Santa Cruz County Transportation Commission				
Santa Cruz Metropolitan Transit District	33,388,127	1,217,089	994,488	2,211,577

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2020

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2020-21 Estimate</u> A	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2020-21 Estimate</u> B	Total Fiscal Year 2020-21 Estimate C= (A+B)
Shasta Regional Transportation Agency Redding Area Bus Authority	1,525,574	55,611	45,440	101,051
Sierra County Local Transportation Commission County of Sierra - Specialized Service	19,627	716	585	1,301
Siskiyou County Local Transportation Commission County of Siskiyou	189,129	6,894	5,633	12,527
Stanislaus Council of Governments City of Ceres	68,984	2,515	2,055	4,570
City of Modesto	3,309,400	120,637	98,573	219,210
County of Stanislaus	772,640	28,165	23,014	51,179
City of Turlock	329,988	12,029	9,829	21,858
Regional Entity Totals	<u>4,481,012</u>	<u>163,346</u>	<u>133,471</u>	<u>296,817</u>
Tehama County Transportation Commission County of Tehama	168,070	6,127	5,006	11,133
Trinity County Transportation Commission County of Trinity	78,726	2,870	2,345	5,215
Tulare County Association of Governments City of Dinuba	218,598	7,968	6,511	14,479
City of Porterville	837,876	30,543	24,957	55,500
City of Tulare	550,504	20,067	16,397	36,464
County of Tulare	914,810	33,347	27,248	60,595
City of Visalia	2,910,774	106,106	86,699	192,805
City of Woodlake	17,283	631	515	1,146
Regional Entity Totals	<u>5,449,845</u>	<u>198,662</u>	<u>162,327</u>	<u>360,989</u>
Tuolumne County Transportation Council County of Tuolumne	222,204	8,100	6,618	14,718
Ventura County Transportation Commission City of Camarillo	203,934	7,434	6,074	13,508
Gold Coast Transit District	5,458,596	198,981	162,588	361,569
City of Moorpark	269,530	9,825	8,028	17,853
City of Simi Valley	485,141	17,685	14,450	32,135
City of Thousand Oaks	547,528	19,959	16,308	36,267
Regional Entity Subtotals	<u>6,964,729</u>	<u>253,884</u>	<u>207,448</u>	<u>461,332</u>
Ventura County Transportation Commission - Corresponding to SCRRA***	NA	428,890	350,447	779,337
Regional Entity Totals	<u>6,964,729</u>	<u>682,774</u>	<u>557,895</u>	<u>1,240,669</u>
STATE TOTALS	<u>\$ 5,225,463,050</u>	<u>\$ 190,482,500</u>	<u>\$ 155,644,000</u>	<u>\$ 346,126,500</u>

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: May 11, 2020

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: MOU project update on SR 14/US 395

RECOMMENDATION

Provide any desired direction to staff on MOU projects on SR 14/US 395

FISCAL IMPLICATIONS

The Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program fund local and regional transportation projects in Mono County. Our MOU projects are also funded at 40 percent by the Interregional Improvement Program (ITIP).

ENVIRONMENTAL COMPLIANCE

All RTIP/STIP projects require environmental compliance as a condition of project planning

RTP/RTIP CONSISTENCY

All RTIP/STIP projects are required to be consistent with the Regional Transportation Plan

DISCUSSION

The Eastern California Transportation Planning Partnership (ECTPP) met last fall in Ridgecrest and have had follow up conversations with Kern COG staff.

As the Commission is aware, the remaining identified MOU projects are: 1) Olancha/Cartago (funded); 2) Freeman Gulch segment 2 (funded through plans, specifications, and estimates (PS&E) – see Kern COG letter); 3) Freeman Gulch segment 3 (unfunded at this time); and 4) a future Mono County project.

Kern COG has focused funding to projects in the greater San Joaquin Valley (SR 46), and SR 58 (goods movement).

On the southern US 395 corridor in San Bernardino County, the planning approval and environmental document (PA&ED) was started but deprogrammed in the 2016 STIP cycle. This project is not active. The Bernardino County Transportation Authority (SBCTA) stated other regional projects and funding has been prioritized elsewhere.

ATTACHMENT

- Kern COG RTIP cover page
- Kern COG request to stop funding Freeman Gulch segment 2
- MOU revised in 2012/13

OVERVIEW – CTC Cover Letter

December 15, 2019

Susan Bransen, Executive Director
 California Transportation Commission
 1120 N Street, Mail Station 52
 Sacramento, CA 95814

Bruce De Terra, Chief Division of Transportation Programming
 Attention: Office of STIP
 Department of Transportation
 Mail Station 82 P.O. Box 942874
 Sacramento, CA 94274-0001

RE: Transmittal of Kern COG 2020 Regional Transportation Improvement Program

Dear Ms. Bransen and Mr. De Terra:

Transmitted with this letter is the Kern Council of Governments' 2020 Regional Transportation Improvement Program document including the adopting Resolution No. 19-40. For additional information, please call 661-635-2914 (Office), or e-mail at jstramaglia@kerncog.org.

The Kern COG Board adopted the 2020 RTIP Capital Improvement Program by Resolution No. 19-40. The Kern COG Board has also directed staff to revise its project priority for non-metropolitan Bakersfield projects in the Kern region. In light of the heightened focus on performance-based decision-making and the failure to complete the SR 14 Freeman Gulch widening project after 20 years of partnership with Caltrans, Inyo and Mono, the Kern COG Board no longer supports the Freeman Gulch Widening project for Phase 2 and Phase 3 as currently planned. The Board has requested that the SR 58 Truck Climbing Lanes project receive a higher funding priority for future STIP funding.

Also, the SR 46 Widening of Segment 4B is our highest priority project outside of Metropolitan Bakersfield project and we hope to deliver this project soon in spite of setbacks by the lack of promised ITIP participation for this cycle. The SR 58 truck-climbing lane project will be our next priority project after SR 46 for future funding in STIP and SHOPP as our region moves forward to complete environment and design.

Sincerely,

AHRON HAKIMI,
 EXECUTIVE DIRECTOR

A handwritten signature in blue ink, appearing to read "Joseph Stramaglia".

Joseph Stramaglia,
 Project Delivery Team Lead

Enclosures: "Kern COG 2020 Regional Transportation improvement Program"

Kern Council of Governments
 1401 19th Street, Suite 300, Bakersfield, California 93301 (661) 635-2900 Facsimile (661) 324-8215 TTY (661) 832-7433 www.kerncog.org



April 3, 2020

Brent Green, Director
Caltrans District 9
500 South Main Street
Bishop, California 93514

RE: PPNO 8042B – SR 14 Freeman Gulch Widening Segment 2 – PS&E Phase

Dear Mr. Green:

The Kern Council of Governments Board of Directors adopted the Kern COG 2020 Regional Transportation Improvement Program on November 21, 2019 at their regularly scheduled monthly Board meeting. At that time, it was clear to our region that the Interregional Transportation Improvement Program would not continue to honor commitments to regional collaboration with ITIP resources, including our State Route 46 corridor and the State Route 14 / US 395 corridor. The Board took further action to prioritize a truck climbing lane project on State Route 58 near Bakersfield at State Route 223 and shelf State Route 14 Freeman Gulch widening improvements for segments 2 and 3.

With this letter, we request that your office cease work on the State Route 14 Freeman Gulch Widening Segment 2 project, specifically, using Kern COG "RIP" share funding for PS&E. Expenditures to date for the Kern COG RIP share are \$1,275,364. All that remains is \$684,636.23 or about 35% of the Kern COG programmed amount of \$1,960,000 for the PS&E phase. We intend for any remaining RIP to be made available as contingency revenue to deliver our State Route 46 Widening project.

We understand that there still needs to be a conversation with the Eastern California group about next steps for the 3-County Memorandum of Understanding. For now, this request requires your immediate attention in order to reduce the risk of not completing our State Route 46 widening project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ahron Hakimi'.

AHRON HAKIMI,
EXECUTIVE DIRECTOR

AH/js

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**MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION
COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS**

This Memorandum of Understanding is entered into, by, and between the Inyo County and Mono County Local Transportation Commission (LTC's), and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they previously entered into ~~a~~ Memorandums of Understanding in January 1999 and 2001, that provided for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

1. Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs;
2. Meeting regularly;
3. Developing additional MOUs to define the planning process and the CORRIDOR development plan; and
4. Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR.

The Memorandum of Understandings from January 1999 and 2001 are considered to be updated and merged into one MOU with the approval of this MOU. Since 1999, during coordination meetings between the RTPAs, projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of jointly sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint-sponsored PROJECTS.

The RTPAs agree to continue to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below and in Attachment A are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2022 STIP adopted by the CTC. This MOU can only be modified or amended by mutual written consent of all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void. The 1999 and 2001 MOUs are included for reference purposes as Attachment A.

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**MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION
COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS**

PROPOSED PROJECTS AND FUNDING

Proposed PROJECTS selected for joint funding under this MOU include those project components selected since the 2002 STIP that have not been constructed and are as follows:

Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project.

- **Achieve Project Approval and Environmental Document (completed for all 3 segments).**
- **Achieve Design Approval (Segment 1 is programmed; Segment 2 programming approved in 2012 STIP; Segment 3 not yet programmed).**
- **Achieve Construction Approval (Segment 1 construction is programmed; Segments 2 and 3 are not yet programmed).**

Widen Highway 395 in Kern County to Four-lane Expressway from P.M. 14.8 to 23 - Inyokern four-lane project.

- **Achieve Project Approval and Environmental Document (Status to be determined – project was shelved by KCOG due to lack of funding).**

Widen U.S. 395 in Inyo County - Olancha Cartago

A project in Mono County that has yet to be determined and is located on either US 395 or SR 120

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County. Attachment BA to this MOU reflects the latest funding needs for the PROJECTS broken out by phase and potential future STIP Cycles to deliver these projects as agreed.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated. The projects are to be funded as follows:

- 40% by the County RIP in which the PROJECT is located;
- 40% by the State IIP; and
- 10% each by the two remaining County's RIPs.

FREEMAN GULCH PROJECT PROVISIONS

1. Inyo and Mono LTC's agreed to advance funds to the Kern COG by each programming and additional 20% in RIP to the advancement of the Design Phase for this project in the 2012 STIP cycle.
2. As such, Kern COG agrees to reallocate the funds advanced by Inyo and Mono County LTC's in the next available STIP cycle when introducing funding for the Construction Phase of Segment 2 and prior to the introduction of new programming for the Design and Construction Phase of Segment 3.

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order authorized their duly appointed officers to execute this agreement.

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS 30

Kern Council of Governments

Harold W. Hanson, Chairman Date

Phillip W. Hall, Deputy County Counsel 9-19-13 Date

Ahron Hakimi, Executive Director Date

Inyo County Local Transportation Commission

Robert Kimball, Chairman Date

Dana Crom, Deputy County Counsel 10/10/13 Date

Clint Quilter, Executive Director 10/16/13 Date

Mono County Local Transportation Commission

Kathleen Cage, Chairperson 11/3/14 Date

Marshall Rudolph, County Counsel 11/3/14 Date

Scott Burns, Executive Director 11/3/14 Date

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.

Thomas P. Hallenbeck, District Director Date
Caltrans, District 9

Sharri Bender-Ehlert, District Director Date
Caltrans, District 6

Attachment A

MEMORANDUM OF UNDERSTANDING

BETWEEN

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS**

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Governments Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The RTPAs have been advised that the California Transportation Commission (CTC) is encouraging Regional Transportation Planning Agencies to cooperate in the development of priorities related to the programming of State Transportation Improvement Program (STIP) funds for highway projects. Additional funding is anticipated for programming in the 1998 STIP Amendment.

The Inyo, Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR). The RTPAs wish to further consider:

- Forming a coalition consisting of Inyo, Mono and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120
- At a future date invite San Bernardino RTPA to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono and Kern County RTPAs agree to pool Regional Transportation Improvement Program (RTIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on

Attachment A

the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Transportation Improvement Program (ITIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed changes to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the project scope, limits, cost and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2008 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding is not authorized by the CTC, this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 1998 STIP Amendment the proposed components of PROJECTS for joint funding under this agreement are:

- Widen U.S. 395 in Inyo County to four lane expressway from P.M. 30.8 to 41.6- Olancho/Cartago project. Achieve Project Approval and Environmental Document.
- Widen State Route 14 in Kern County to four lane expressway from P.M. 16.2 to 26.3- North Mojave project. Achieve Project Approval and Environmental Document.
- This MOU also incorporates PROJECT(S) to be identified on U.S. 395 and/or State Route 120 in Mono County. Prior to any PROJECTS identified in this MOU being advanced for Plans Specifications and Engineering, Mono County shall identify its PROJECT(S). PROJECT(S) identified by Mono County shall be amended into this MOU and must be agreed to by both the other parties hereto. Mono County's PROJECT(S) must be identified prior to the adoption of the 2002 STIP or this MOU shall be automatically terminated.

Each party of this MOU agrees to program the remaining phases of these projects in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

Attachment A

The projects are to be funded as follows:

40% by the County RTIP in which the PROJECT is located.

40% by the State ITIP

10% each by the two remaining County's RTIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this agreement.

Kern Council of Governments

Cathy L. Prout 1-11-99
Cathy Prout Date
Chairman

Kirk Perkins 1/8/99
Kirk Perkins Date
Deputy County Counsel

Ron Brummett 1/7/99
Ron Brummett Date
Executive Director

Inyo County Local Transportation Commission

Robert Kimball
Robert Kimball Date
Chairman

Paul Bruce for 1/7/99
Paul Bruce Date
County Counsel

Jeff Jewett 1-7-99
Jeff Jewett Date
Executive Director

Mono County Local Transportation Commission

Joann Ronci 1-7-99
Joann Ronci Date
Chairman

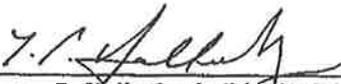
Marshall Rudolph 1/7/99
Marshall Rudolph Date
County Counsel

Scott Burns 1-7-99
Scott Burns Date
Executive Director

Attachment A

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RTIP county shares with ITIP funds for the purposes of jointly funding the State Highway Projects as specified in the MOU.



Thomas P. Hallenbeck, District Director
Caltrans, District 09

1/7/99
Date



Bart Bohn, District Director
Caltrans, District 06

1/7/99
Date

Attachment A

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they entered into a Memorandum of Understanding in January, 1999 that provides for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

- Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120

During meetings between the RTPAs additional projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation

Attachment A

Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2012 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 2002 STIP the proposed components of PROJECTS for joint funding under this MOU are:

- **Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project. Achieve Project Approval and Environmental Document.**
- **Widen Highway 395 in Kern County to four lane expressway from P.M. 14.8 to 23 - Inyokern four-lane project. Achieve Project Approval and Environmental Document.**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

The projects are to be funded as follows:

40% by the County RIP in which the PROJECT is located
 40% by the State IIP
 10% each by the two remaining County's RIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this MOU.

Attachment A

Kern Council of Governments:

Approved as to form:

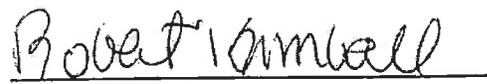

Philip Smith
Chairperson

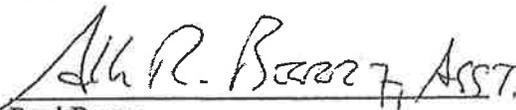

Kirk Perkins
Deputy County Counsel


Ronald E. Brummett
Executive Director

Inyo County Local Transportation Commission

Approved as to form:

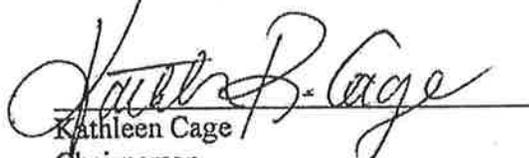

Robert Kimball
Chairman


Paul Bruce
County Counsel


Jeff Lavett
Executive Director

Mono County Local Transportation Commission

Approved as to form:

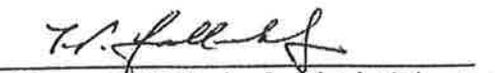

Kathleen Cage
Chairperson

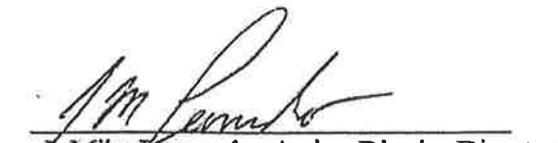

Marshall Rudolph
County Counsel


Scott Burns
Executive Director

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.


Thomas P. Hallenbeck, District Director
Caltrans, District 9


J. Mike Leonardo, Acting District Director
Caltrans, District 6

ATTACHMENT B

2013 Memorandum of Understanding Between Inyo County, Mono County and Kern County

MOU Programming Summary - (\$ X 1,000) - BOLD - Programmed Italic - Not Yet Programmed							
	FY	IIP	Inyo	Kern	Mono	Total	Status
(Kern) North Mojave 4-Lane		\$27,403	\$6,851	\$27,403	\$6,851	\$68,508	Constructed
(Inyo) Olancha Cartago		\$49,071	\$49,071	\$12,268	\$12,268	\$122,678	Final Environmental
Environmental	7/8	\$2,749	\$2,749	\$687	\$687	\$6,872	In Progress
Design	12/13	\$2,051	\$2,051	\$513	\$513	\$5,128	Not Started
Rights-of-Way	14/15	\$6,620	\$6,620	\$1,655	\$1,655	\$16,550	Not Started
Construction	17/18	\$37,400	\$37,400	\$9,350	\$9,350	\$93,500	Proposed in 2014 Cycle
(Mono) High Point		\$597	\$150	\$150	\$597	\$1,494	Constructed
Environmental	2/3	\$541	\$135	\$135	\$541	\$1,352	Completed
Design	7/8	\$56	\$15	\$15	\$56	\$142	Completed
Since the remainder of this project was delivered in the state highway maintenance program (SHOPP) - (figures below) another project will be selected for Mono County at a future date, as reflected in the MOU.							
Design	11/12					\$1,770	Completed
Rights-of-Way	11/12					\$288	Completed
Construction	11/12					\$20,100	Completed
(Kern) Inyokern		\$1,240	\$310	\$1,240	\$310	\$3,100	Shelved
Environmental	2/3	\$1,240	\$310	\$1,240	\$310	\$3,100	
This project is currently shelved but still part of the MOU.							
(Kern) Freeman Gulch Env.		\$779	\$195	\$779	\$195	\$1,948	Completed
Environmental	2/3	\$779	\$195	\$779	\$195	\$1,948	
This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below.							
(Kern) Freeman Gulch Seg. 1		\$17,955	\$4,489	\$17,955	\$4,489	\$44,888	In Design
Design	12/13	\$1,000	\$250	\$1,000	\$250	\$2,500	In Progress
Rights-of-Way	14/15	\$4,520	\$1,130	\$4,520	\$1,130	\$11,300	Not Started
Construction	16/17	\$12,435	\$3,109	\$12,435	\$3,109	\$31,088	Not Started
(Kern) Freeman Gulch Seg. 2		\$19,075	\$3,258	\$19,075	\$3,258	\$44,666	In Design
Design	15/16	\$1,300	\$975	\$0	\$975	\$3,250	In Progress
Rights-of-Way	16/17	\$3,044	\$2,283	\$0	\$2,283	\$7,610	Not Started
Construction	Future	\$14,731	\$0	\$19,075	\$0	\$33,806	
(Kern) Freeman Gulch Seg. 3		\$21,726	\$5,419	\$21,726	\$5,419	\$54,290	Not Started
Design	Future	\$1,840	\$460	\$1,840	\$460	\$4,600	Not Programmed
Rights-of-Way	Future	\$510	\$115	\$510	\$115	\$1,250	Not Programmed
Construction	Future	\$19,376	\$4,844	\$19,376	\$4,844	\$48,440	Not Programmed
Total :		\$137,846	\$69,743	\$100,596	\$33,387	\$341,572	
		IIP	Inyo	Kern	Mono		County Total
Inyo		\$49,071	\$49,071	\$12,268	\$12,268		\$122,678
Kern		\$88,178	\$20,522	\$88,178	\$20,522		\$217,400
Mono		\$597	\$150	\$150	\$597		\$1,494
Total By Agency		\$137,846	\$69,743	\$100,596	\$33,387		\$341,572
Agency		Outside County		Received in County		Total Expended by County	
Inyo		\$ 20,672		\$ 122,678		\$ 69,743	
Kern		\$ 12,418		\$ 217,400		\$ 100,596	
Mono		\$ 32,790		\$ 1,494		\$ 33,387	

Programming indicated above reflects both advanced phases from previous STIP cycles in addition to future needs. Cost estimates are subject to revision.

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION RECOGNIZING BRENT GREEN FOR HIS YEARS OF SERVICE

WHEREAS, Brent Green was awarded a Bachelor of Arts degree in business and economics from the University of California, Santa Barbara, and a Master of Business Administration degree from California State University, San Diego; and

WHEREAS, his 30-year career with Caltrans began as a Right of Way agent in San Diego and since moved through the department in various positions, including Division Chief of Right of Way and Land Surveys in Sacramento; and

WHEREAS, during his tenure as Caltrans District 9 director, Brent has interacted with the Mono County LTC on diverse issues such as highly anticipated mountain pass and Mono County highway openings/closures, including tours on Tioga to open Eastside route from winter closure; and

WHEREAS, avid cyclist Brent completed the Markleeville Death Ride, the Mammoth Gran Fondo, and was rumored to be seen riding an e-bike on Mammoth Mountain; and

WHEREAS, Brent purportedly likes beer, especially IPAs, and is a big fan of Black Doubt (now Distant Brewing) and June Lake Brewing; and

WHEREAS, Caltrans staff jokes that Brent “overprepares” for meetings and presentations; and

WHEREAS, Brent’s ascension through the ranks of Caltrans coincided with warming relations between the Mono LTC and Caltrans, with Caltrans having a seat at LTC meetings and providing updates on a growing list of local and regional transportation accomplishments; and

WHEREAS, Brent has been a consistent voice for and influence on multi-agency collaboration in the Eastern Sierra; and

WHEREAS, with Brent’s continued support, a signature collaboration among the Transportation Planning Agencies for Inyo, Kern, Mono and San Bernardino counties with several memorandums of understandings, serving as a model for other regions in California and resulting in several priority highway improvements being funded for the Eastern Sierra; and

WHEREAS, Brent attended the ribbon cutting for the long-awaited Freeman Gulch four-laning of SR 14 leading southlanders to the Eastern Sierra; and

WHEREAS, Brent is adept at coordinating from assorted tiers of government, be it Caltrans headquarters in Sacramento, county governments in Nevada and California, or at the Caltrans district level in Bishop; and

WHEREAS, Brent is effective working behind the scenes, collaborating with various levels of staff and elected/appointed officials to solve problems and ultimately present win/win solutions to complex problems; and

WHEREAS, Brent is experienced in all aspects of transportation planning, including programming, visioning and policy development, environmental processes, grants, project development and mastery of the seemingly endless glossary of transportation planning acronyms; and

WHEREAS, as a respected and trusted Eastern Sierra official, Brent will be missed by the agencies and citizens of the region.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission expresses sincere appreciation to Brent Green for his service to the citizens of Mono County and wishes him safe passage in life's travels.

Sandy Hogan

John Peters

Lynda Salcido

Fred Stump

John Wentworth

Jennifer Kreitz

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION RECOGNIZING CD RITTER FOR HER YEARS OF SERVICE

WHEREAS, CD started with Mono County as a part time Deputy Clerk for the Courts in March of 1998; and

WHEREAS, she was hired permanent part time for Community Development Department as a Senior Administrative Clerk in April 2000; and

WHEREAS, CD’s obvious talent, skills and initiative soon lead to full time employment and continued promotions and job reclassification to Fiscal Technical Specialist I, II, III; and

WHEREAS, her mastery at taking concise accurate minutes on a variety of complex planning and transportation issues; and

WHEREAS, with past copy-editing experience from her time at the Mammoth Times and a keen eye for detail, CD conscientiously proofed hundreds, no thousands, of staff reports, studies, documents, postings, agendas and notices; and

WHEREAS, CD exhibited exceptional customer service skills in providing an extremely broad range of services at the South County office counter, including processing marriage licenses, business licenses, DBA, tax collector services, election and voter registration forms, document and payment intake, and a variety of permits; and

WHEREAS, Served as secretary to an impressive list of commissions, boards, and committees, including PC, LTC, ALUC, LAFCO, LDTAC, LVHAC, CPT and assisted with agenda prep and posting for the JLCAC, and RPACS; and

WHEREAS, Over the years, was a strong team player providing a high level of supportive services to commissioners, committee members, board members, staff and director. CD was very committed to and protective of her team, commissioners, committee and board members. CD often provided homebaked goods for staff meetings and special occasions; and

WHEREAS, Outside of the office, CD has an amazing number of hobbies, skills, interests and sporting activities, including biking, hiking, camping, sewing, reading skiing, traveling, and frequent rider of YARTS and ESTA; and

WHEREAS, she was promoted and reclassified to Administrative Secretary to the Planning Commission in January 2009, thus ending her 22-year career with Mono County; and

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission expresses sincere appreciation to CD Ritter for her service to the citizens of Mono County and best wishes on her future adventures.

Sandy Hogan

John Peters

Lynda Salcido

Fred Stump

John Wentworth

Jennifer Kreitz

State of California Department of Transportation

COMMUTER ALERT May 4, 2020

Press Release Number: 20-179

Project ID: 08-34770

District: 8 Riverside/San Bernardino

Contact: Kimberly.Cherry@dot.ca.gov

Phone: (909) 383-6290

Full Closure on US Route 395 at State Route 58 (Kramer Junction)

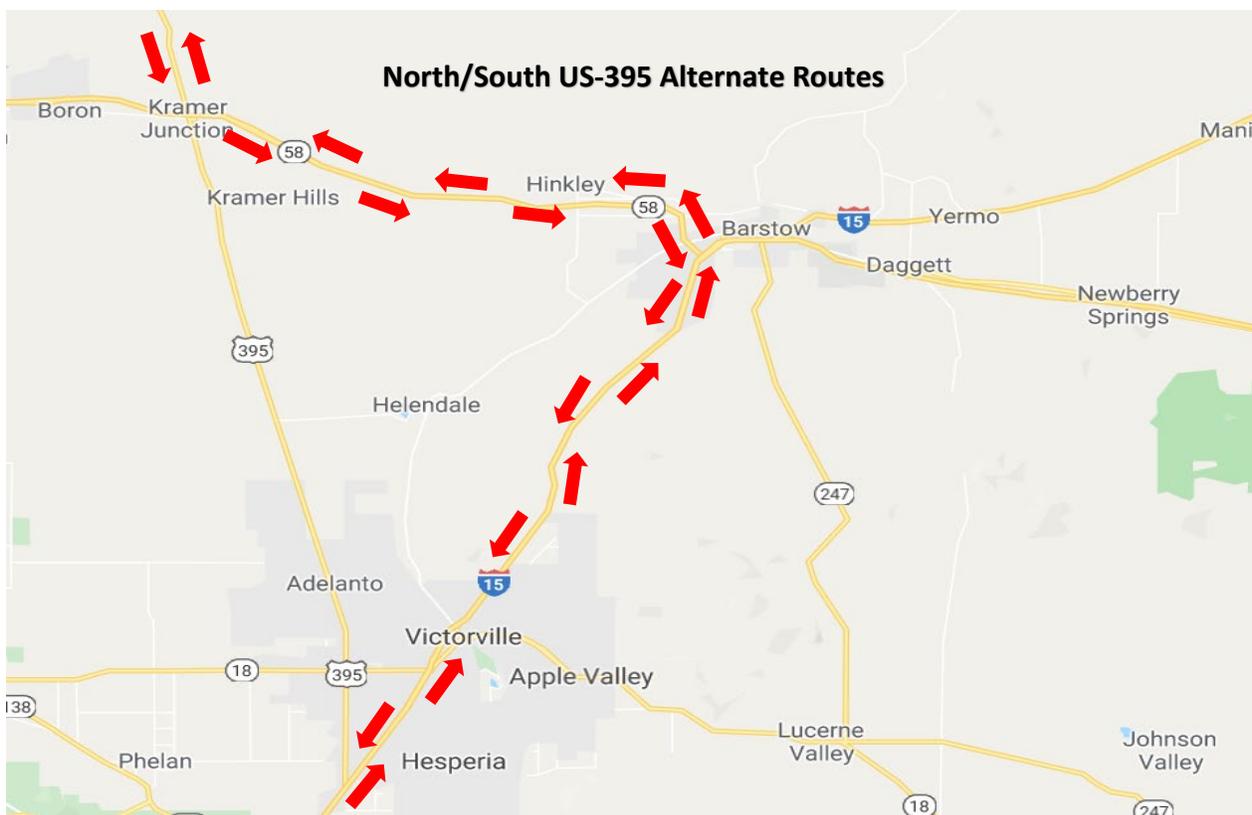
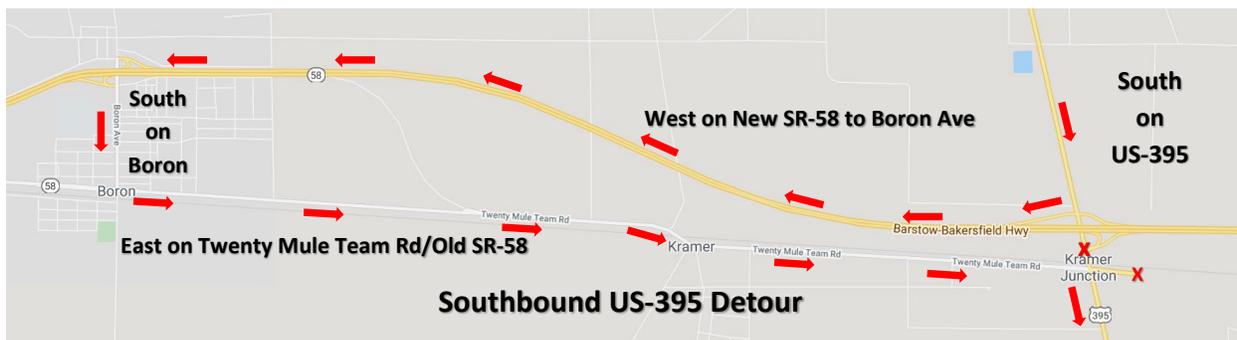
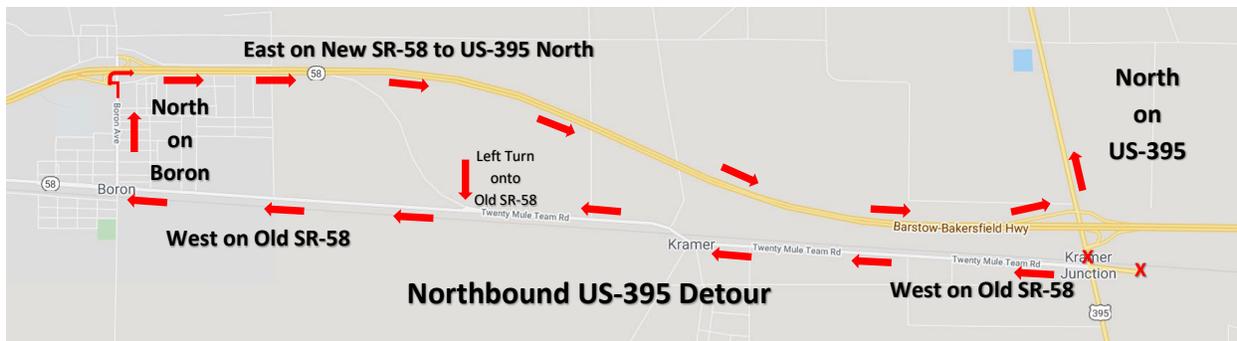
SAN BERNARDINO – The California Department of Transportation (Caltrans) in partnership with Burlington Northern Santa Fe (BNSF) Railroad, ***will be closing US Route 395 (US-395) at Kramer Junction for five days*** to allow BNSF workers to replace concrete panels, rails and re-ballast the tracks crossing US-395 immediately north of the intersection of State Route 58 (SR-58). The railroad work is a portion of the completion work for the Kramer Junction project which began in late 2017 to realign Old State Route 58 to the new expressway east and west of “Four Corners” in San Bernardino County.

The full closure on US-395 will begin on Sunday, May 17 at 5:00 a.m. and continue through Thursday, May 21st at 5:00 p.m. at Kramer Junction. A 10-mile detour will be in place for traffic on US-395.

- Northbound US-395 traffic will be diverted from US-395 westward onto Old State Route 58 (Old SR-58) to Twenty Mule Team Road. At the intersection of Twenty Mule Team Road and Old SR-58, westbound motorists will make a left turn onto Twenty Mule Team Road, continue to Boron Road making a right turn to head north to the new section of SR-58, then head east on SR-58 back to US-395.
- Southbound US-395 traffic will be diverted from US-395 westward onto the new section of SR-58, exit Boron Road and turn left, travel south on Boron Road to Twenty Mule Team Road, then turn left to head east back to US-395.
- SR-58 will remain open in both directions on the new alignment to bypass the closure.

Motorists are advised to use SR-58 west from I-15 as an alternate route to avoid delays (DETOUR MAP ATTACHED). Changeable message signs and detour signage will be in place to alert motorists to use alternate routes to avoid delays. *Remember to reduce your speed in the work zone.* Be advised, weather conditions may affect this operation.

Know before you go! To stay on top of roadwork in the Inland Empire go to [Caltrans District 8](#) and sign up for commuter alerts. Follow us for the latest information on [Facebook](#) and [Twitter](#). To assist in planning your commute, view live traffic conditions using [QuickMap](#) and [planned lane closures](#). For those with sensory disabilities requiring alternate formats (i.e. Braille, large print, sign language interpreter, etc.) and those needing information in a language other than English, please contact Kimberly Cherry at 909-383-6290 or TTY 711 by May 18, 2020.





**CALIFORNIA
SAFE ROADS**

WE NEED YOU!

Consider joining one of the SHSP Challenge Area Teams.

Get involved by joining a Challenge Area Team! Your involvement can make all the difference in helping California apply proven approaches and activities to strategically drive down traffic-related fatalities and serious injuries.

In developing the California SHSP, stakeholders from throughout the state identified safety “challenge areas” to focus resources and efforts. These sixteen Challenge Area Teams are charged with implementing and tracking progress on SHSP priorities. The 16 challenge areas in the 2020-2024 SHSP include the following:

We are seeking participants that represent a variety of interests, including:

- The 5 Es of traffic safety for California: Engineering, Enforcement, Education, Emergency Response and Emerging Technologies
- State and Federal entities
- Public and private partners
- City, County, Regional, and Tribal entities
- Urban and rural areas to encompass the diversity of California



Join a Challenge Area Team by completing the form online: <https://bit.ly/2q0Ly1g>

The **California Strategic Highway Safety Plan (SHSP)** is a comprehensive, statewide transportation safety plan which provides a framework for reducing fatalities and serious injuries across all modes and on all public roads. The SHSP identifies key safety needs and guides investment decisions toward strategies with the greatest potential to achieve the plan’s goal of Toward Zero Fatalities and Serious Injuries. Development of the 2020 - 2024 California SHSP included review of fatal and serious injury collisions across all roadways in California in partnership with stakeholders from multiple entities. This critical effort resulted in a data-driven strategic traffic safety plan to drive down fatalities and serious injuries on all California roadways.



San Bernardino County
Transportation Authority

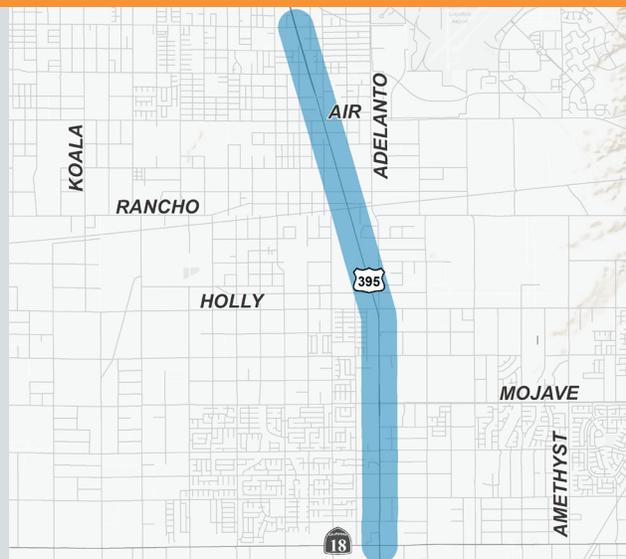
US 395 WIDENING – PHASE 1

Adelanto - Victorville, CA

Overview

US Route 395 is one of the main north/south highways in southern California providing access to and linking economic centers, recreational areas, and urban and rural regions. This project will widen US-395 between SR-18 (Palmdale Road) and Chamberlaine Way from two lanes to four lanes and install turn lanes and signals at various intersections within the project limits including:

- A new signal at Seneca Road, leaving a dedicated turning lane for northbound traffic to turn left.
- Northbound motorists will no longer be permitted to continue north on to Adelanto Road at US 395 and will have to use another access point.
- Holly Road will be reconfigured to only allow motorists to turn right from Holly Road on to US 395.
- Added traffic signals at Mojave Drive to allow for two through lanes in each direction.
- Ranch Road will be modified to include ADA requirements, along with adding pedestrian signals.
- Air Base Road will be widened to two lanes in each direction. ADA improvements and new signal polls will match the new configuration.
- Video detection systems will be added to Chamberlaine Way to help signals operate efficiently.



Funding

FEDERAL	\$16.3 Million
STATE	\$39.4 Million
LOCAL	\$2.1 Million
(Includes Measure I)	
TOTAL	\$57.8 Million

Project Benefits

- Enhance safety along the corridor
- Improve travel time within the corridor
- Relieve congestion and improve traffic flow



Stay Connected

877-55-SBCTA
info@gosbcta.com
gosbcta.com/us395widening

[f](#) [t](#) [i](#) @goSBCTA

May 2019

Plan. Build. Move.

Schedule

- DECEMBER 2009**
Completion and Approval of Final Environmental Document (Project Approved)
- FALL 2018**
Anticipated Completion of Final Design and Right-of-Way Acquisition
- SPRING 2019**
Anticipated Start of Construction
- SPRING 2021**
Anticipated End of Construction

Frequently Asked Questions

WHEN WILL CONSTRUCTION START?

Construction is expected to start in late May 2019.

WHAT CAN I EXPECT DURING CONSTRUCTION?

Construction activities may include pavement work, traffic shifts, and nighttime closures. Please be aware and use caution throughout the corridor as workers and heavy equipment will be present. You should allow for extra time to reach your destination as you may experience delays. A weekly construction alert will be available to inform you of how to manage detours and/or closures within the corridor and when and where they will occur. As always, safety is our first priority. To receive more information and to sign up for the alert, click here.

WILL YOU CLOSE THE HIGHWAY DURING CONSTRUCTION?

The highway will be open at all times during construction. However, the team may need to close one lane during nighttime hours, usually 11:00 p.m. to 4:00 a.m. We will notify you in advance of these closures through signage and construction alerts. Local media outlets will be notified, and our website will include all construction alerts. During closures, traffic controllers will be visible and will direct motorists to ensure safety and movement.

HOW IS THIS PROJECT BEING BUILT IF THE CURRENT HIGHWAY IS ONLY TWO LANES?

The team will build a new temporary lane in the shoulder and push traffic onto this temporary lane while they build a new permanent lane. When the temporary lane is complete, there will be a traffic shift (the road will be restriped, and traffic will shift on to this temporary lane.) Signage and traffic alerts will be issued to advise you of these shifts in advance. Local media outlets will be notified, and our website will include all construction alerts.

WHAT KIND OF ACCESS CAN I EXPECT DURING CONSTRUCTION?

Safety is our first priority. Local traffic may be routed to other access points. Signage and traffic alerts will be issued to advise you of these detours. Advanced notice of these detours will be posted on our website and sent out in our weekly construction alert.

WHERE DOES THE FUNDING COME FROM TO BUILD THIS PROJECT?

Funding is provided by federal, state, and local sources including approximately \$18 million in Measure I funds.

We Plan.

46

US 395 Widening – Phase 1 is the first of three planned phases for 17 miles of Highway 395 from I-15 to Desert Flower Road. The other two phases, one spanning I-15 North to Palmdale Road, and a second from Chamberlaine Way to Desert Flower Road, are contingent upon securing state and federal funding. The first phase represents an investment of nearly \$60 million in transportation funds, including approximately \$18 million in Measure I funds. Measure I is the ½ cent sales tax collected through San Bernardino County for transportation improvements. San Bernardino County voters first approved the measure in 1989, and overwhelmingly its extension in 2004 with more than 80% voting to extend the measure through 2040. SBCTA administers Measure I revenue and determines which projects receive Measure I funding.

We Build.

Phase 1 of the US 395 Widening project is located between SR-18 (Palmdale Road) and Chamberlaine Way. The project will widen US 395 from two lanes to four lanes and install turn lanes and signals at various intersections within the project limits.

You Move.

US 395 is one of the main north/south highways in southern California providing access to and linking economic centers, recreational areas and urban and rural regions. This first phase will widen approximately 5 miles along US 395 between SR 18 (Victorville) and Chamberlaine Way (Adelanto) and will relieve congestion, enhance safety, and improve travel time within the corridor.

Stay Connected

877-55-SBCTA
info@gosbcta.com
gosbcta.com/us395widening

   @goSBCTA

May 2019

Plan. Build. Move.