



# MONO COUNTY

## DEPARTMENT OF PUBLIC WORKS

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Date: July 7, 2020

To: Honorable Chair and Members of the Board of Supervisors

From: Garrett Higerd, County Engineer

Re: 2021 5-Year Road CIP and SB 1 Road Maintenance and Rehabilitation Account (RMRA) Project List

### **Recommended Action:**

Approve Resolution R20-\_\_ adopting a list of projects for 2020-2021 funded by SB 1: The Road Repair and Accountability Act of 2017.

### **Fiscal Impact:**

The Road Maintenance and Rehabilitation Account (RMRA) revenue for 2020-2021 is estimated at \$1,719,770. The list of projects presented today is included in the upcoming budget process.

### **Background:**

Public Works staff have continued to actively work to deliver the projects identified in the 5-Year Road Capital Improvement Program (CIP), including those funded by the Road Maintenance and Rehabilitation Account (RMRA). In the last year, the following projects were successfully delivered with SB 1 RMRA funding:

- Mono City Slurry Seal and Dig-outs
- Benton Crossing Road Maintenance (chip seal)
- South Landing Road Overlay
- Hackney Drive and Shop Road Rehabilitation
- Bridge Asset Inventory Update
- Mono County Roads Division Crack Sealing
- Eastside Lane – Phase 1 (engineering)
- Airport Road Rehabilitation (engineering)

RMRA funds are generated when consumers purchase fuel. Because of the extreme reductions in travel and economic activity due to the COVID-19 emergency, RMRA revenues are expected to be down by about 33% for the months of March, April, May and June. Estimates of where we will close out the fiscal year are now down 9% from Fiscal Year 2019-2020 actuals. This amounts to approximately \$170,000 less RMRA for projects.

Fiscal Year 2020-2021 revenues are expected to recover somewhat to end 3.2% above FY 2019-2020. However, this is another \$170,000 less than previous estimates which brings the total lost revenue to about \$340,000. We can accommodate the reduction by scaling down projects and/or pushing projects out to future years.

The attached 5-year Road CIP has been updated with the latest revenue estimates, proposed project prioritization and clustering. By its nature, the CIP is a living document and adjustments can be expected year to year as conditions change.

SB 1 requires Counties adopt a RMRA Project List at a regular meeting that must be submitted to the California Transportation Commission every year. I recommend the Board adopt the attached resolution with project list (essentially FY20-21 of the proposed 5-Year Road CIP) and direct staff to submit it to the California Transportation Commission via the online CalSMART reporting system.

Please contact me at 760.924.1802 or by email at ghigerd@mono.ca.gov if you have any questions.

Respectfully submitted,



Garrett Higerd, PE  
County Engineer

Attachments:                    EXHIBIT A – RMRA Revenue and Estimates  
   EXHIBIT B – 2021 5-Year Road CIP  
   Resolution Adopting SB 1 RMRA Project List

monthly allocations September 2019 through August 2020. Cities and counties thus have two choices in the budgeting and accounting of RMRA revenues:

- 1) apply a 60 day accrual policy to RMRA funds (*recommended*); or
- 2) adjust RMRA budgets (especially in FY2017-18) to reflect a distributed cash basis.

## Local Streets and Roads (HUTA and RMRA) Revenue Estimates for FY2019-20 and FY2020-21

We have computed revenue estimates for each city and county using a model reflecting the local allocation formulas, latest population figures used by the State Controller for allocations and state Department of Finance (DOF) estimates of statewide HUTA and RMRA tax revenues provided in the Governor's Revised 2020-21 Budget Proposal (released May 14, 2020) and analyses of SB1(Beall), The Road Repair and Accountability Act of 2017.

To the surprise of no one, revenues are down due to the COVID-19 pandemic. Declines in fuel consumption and vehicle sales are impacting state transportation tax revenues. The DOF estimates that current year 2019-20 and budget year 2020-21 LSR allocations to cities and counties will be down almost \$500 million from previous estimates.

However, due to tax rate increases stipulated in SB1, The Road Repair and Accountability Act of 2017, total 2019-20 LSR allocations (including HUTA, TCRF, and RMRA) are still estimated to be 3.3 percent above 2018-19.<sup>5</sup> And although lower than January projections, 2020-21 estimated LSR allocations are projected to increase 2.7 percent over 2019-20.

### HUTA

Revenues allocated to cities and counties through HUTA under Sections 2103-2107 of the Streets and Highways Code are derived from per gallon rates. Under SB1, these rates are adjusted annually beginning July 1, 2020. Revenue changes depend on the combined effects of 1) these rate adjustments, 2) taxable gallonage, and 3) the relative change of statutory transfers including the "weight fee offset" that pays state transportation bond debt.

Statewide fuel consumption (gallons) had been relatively flat in recent years. The COVID-19 pandemic and related restrictions caused a steep decline in fuel consumption in the spring of 2020. The effects of this are expected to ease up gradually as restrictions are lifted and travel resumes. The May 2020 State Department of Finance (DOF) estimates for the old base HUTA revenues (Streets and Highways Code Sec 2104-2108) for current year FY2019-20 are 6.8 percent lower than estimates released in January with the Governor's proposed budget. The new estimates have Sec2104-2108 HUTA dropping 6.7 percent in 2019-20 from the prior 2018-19 year. However, due to the substantial July 1, 2019 rate increase in the Sec2103 rate<sup>6</sup> from 11.7 cents to 17.3 cents, total HUTA revenues will still grow by almost 15 percent from FY2018-19 to FY2019-20.

With a modest recovery in fuel consumption as the COVID effects begin to ease and with additional rate adjustments kicking in July 1, 2020, the new estimates total HUTA revenue growth of 7.4 percent in FY2020-21 over the 2019-20 year. This is, however, about 7 percent lower for 2020-21 than projected in January.

<sup>5</sup> January estimates had estimated a 13 percent increase in 2019-20 over the prior year and a 1.6 percent increase in 2020-21 over the current year.

<sup>6</sup> This was the variable fuel tax swap rate prior to SB1.

## RMRA<sup>7</sup>

The Road Repair and Accountability Act (SB1) taxes that provide funding to cities and counties through the Revenues to the Road Maintenance and Rehabilitation Account (RMRA) began on November 1, 2017 when the new per-gallon fuel excise taxes took effect. On January 1, 2018, the new vehicle registration tax, the “Transportation Improvement Fee,” took effect. Cities, counties and other recipients of these revenues saw the first full year of these revenues in FY2018-19. A \$100 zero emission vehicle registration tax begins on July 1, 2020.

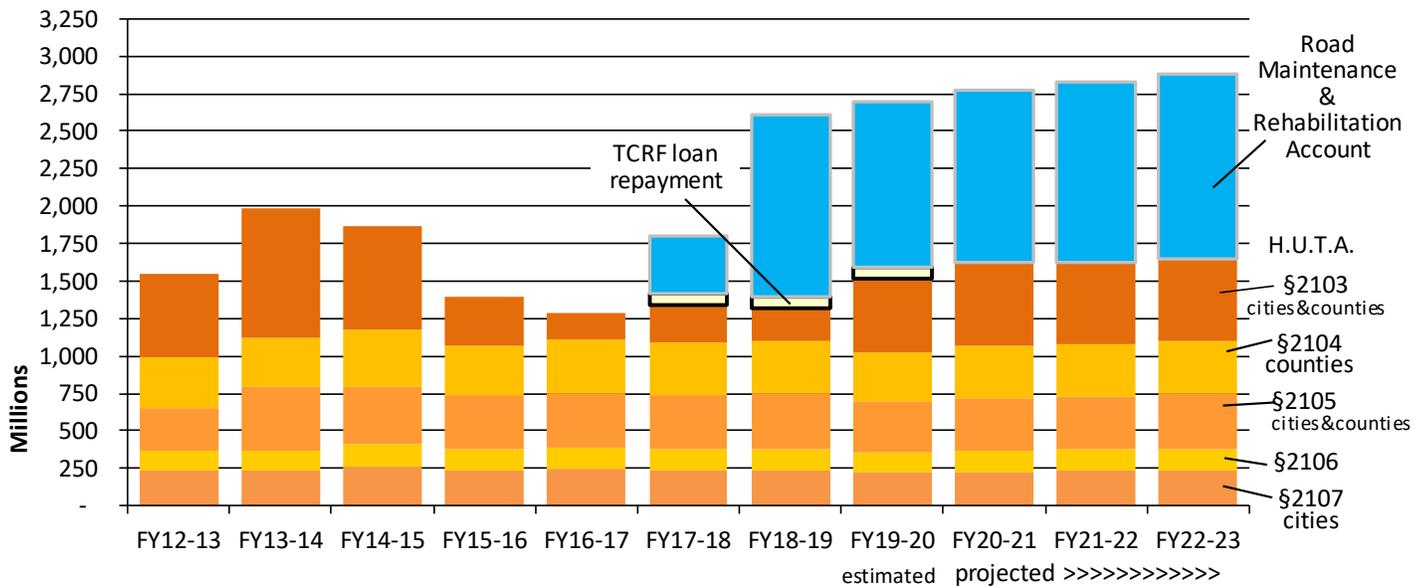
May 2020 DOF estimates of the new RMRA revenues for FY2019-20 are 9.0 percent lower than estimated in January. DOF estimates FY2019-20 RMRA revenues will be 8.9 percent lower than FY2018-19 actuals and that FY2020-21 revenues will recover somewhat: 3.2 percent higher than the current year.

Why does city/county RMRA growth differ from city/county HUTA growth? Under SB1, various fixed-amount statutory allocations are made from the new SB1 tax rates prior to the city and county allocations.

## Your Mileage Revenues May Vary

An individual city’s allocations will of course also be affected by change in the city’s population relative to the change in state population. Changes for allocations to counties will be affected other factors in the allocation rules including relative numbers of vehicle registrations, assessed values and maintained road miles.

### California Local Streets and Roads Program - State Funds to Cities and Counties



<sup>7</sup> Note that RMRA revenues are delayed 60 days from collection to allocation. That is, the revenues for a July 1 to June 30 fiscal year are allocated September 1 through August 31. These are spendable in the fiscal year because your accounting staff “accrues” them back into your fiscal year.

## Looking Ahead: Long Term Estimates of Local Streets and Roads Funding

Assuming a gradual recovery from the COVID-19 pandemic of 2020, we can expect stable, modest year over year growth in local streets and roads revenues in future years. While fuel consumption may remain flat overall, annual cost of living adjustments will help to maintain revenues.

Due to complicated statutory transfers from these revenues before the city and county allocations are made (including the \$1.7 billion transfer for state transportation debt service), actual growth in funding allocated to cities and counties varies somewhat among the various categories of local streets and roads allocations and will not exactly mirror total tax collections. Taking all these factors into account, for the purposes of long-term transportation program planning, we estimate transportation allocations to cities and counties will increase in outyears at the following growth rates:

	<b>Estimated Annual Revenue Growth Rate over prior year</b>						
	<u>2021-22</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Beyond</u>
HUTA 2103	1.4%	1.7%	1.5%	1.4%	1.2%	1.2%	1.2%
HUTA 2104	1.4%	1.7%	1.5%	1.4%	1.2%	1.2%	1.2%
HUTA 2105	1.4%	1.7%	1.5%	1.4%	1.2%	1.2%	1.2%
HUTA 2106 county	1.2%	1.5%	1.3%	1.1%	1.0%	1.0%	1.0%
HUTA 2106 city	1.6%	1.9%	1.7%	1.5%	1.4%	1.4%	1.4%
HUTA 2107	1.5%	1.7%	1.5%	1.4%	1.2%	1.3%	1.2%
<b>RMRA</b>	<b>4.8%</b>	<b>2.9%</b>	<b>3.9%</b>	<b>3.7%</b>	<b>4.8%</b>	<b>5.7%</b>	<b>3.0%</b>

### Your Mileage Revenues May Vary

Allocations to each particular city also will be affected by annual changes in the city's population relative to the change in state population in cities. The current forecast for California population, provided by the Demographics Unit of the California Department of Finance is as follows:<sup>8</sup>

<b>California</b>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
Population	39,952,483	40,295,352	40,639,392	40,980,939	41,321,565	41,659,526	41,994,283	42,326,397
Population in Cities	33,235,160	33,553,902	33,874,224	34,193,073	34,511,757	34,828,816	35,143,793	35,457,151
percent change		0.96%	0.95%	0.94%	0.93%	0.92%	0.90%	0.89%
	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	
Population	42,655,695	42,981,484	43,304,691	43,624,393	43,939,250	44,250,503	44,556,617	
Population in Cities	35,768,740	36,077,971	36,385,615	36,690,890	36,992,661	37,291,961	37,587,487	
percent change	0.88%	0.86%	0.85%	0.84%	0.82%	0.81%	0.79%	

If you think your city's population growth will be significantly different from the statewide average in cities, then you should adjust accordingly. For example, the City of Agatha's planning department estimates the city will see average annual residential population growth of 1.5 percent annually over the next ten years. The city's estimated HUTA 2105 allocation for FY2020-21 is \$381,200. The long term projection of Section 2105 revenue would be:

$$\$381,200 \times \text{Sec2105 growth} \times \text{Agatha Population Growth} \div \text{Statewide City Population Growth}$$

$$\text{So, for 2020-21, the city would estimate } \$381,200 \times 1.014 \times 1.015 \div 1.0094 = \$388,681$$

<sup>8</sup> See <http://www.dof.ca.gov/Forecasting/Demographics/projections/>

# EXHIBIT A

## Attachment C

Estimated County Highway User Tax Account Revenues - FY 2019-20					SB 1 Revenues		
COUNTY	HUTA 2103	HUTA 2104	HUTA 2105	HUTA 2106	Loan Repayment	RMRA	TOTAL
ALAMEDA	\$7,549,736	\$12,181,060	\$5,554,017	\$403,839	\$1,153,561	\$17,090,533	\$43,932,746
ALPINE	\$144,690	\$290,698	\$138,195	\$22,441	\$22,108	\$327,539	\$945,671
AMADOR	\$699,498	\$591,639	\$449,277	\$174,462	\$106,880	\$1,583,472	\$3,605,229
BUTTE	\$2,411,501	\$2,136,791	\$1,548,871	\$380,135	\$368,465	\$5,458,978	\$12,304,741
CALAVERAS	\$1,061,633	\$838,754	\$681,871	\$283,543	\$162,212	\$2,403,246	\$5,431,259
COLUSA	\$834,185	\$597,321	\$535,784	\$105,881	\$127,459	\$1,888,366	\$4,088,997
CONTRA COSTA	\$6,384,824	\$9,919,981	\$4,762,615	\$871,674	\$975,569	\$14,453,491	\$37,368,153
DEL NORTE	\$431,755	\$296,014	\$277,310	\$98,637	\$65,970	\$977,375	\$2,147,060
EL DORADO	\$2,253,764	\$3,392,988	\$1,820,776	\$732,725	\$344,364	\$5,101,904	\$13,646,521
FRESNO	\$7,763,717	\$7,981,543	\$4,986,517	\$1,061,357	\$1,186,257	\$17,574,927	\$40,554,319
GLENN	\$1,017,789	\$731,024	\$653,710	\$123,777	\$155,513	\$2,303,995	\$4,985,807
HUMBOLDT	\$1,938,754	\$1,473,786	\$1,245,232	\$364,013	\$296,232	\$4,388,807	\$9,706,824
IMPERIAL	\$3,504,387	\$2,278,053	\$2,250,814	\$368,252	\$535,453	\$7,932,972	\$16,869,930
INYO	\$1,208,432	\$972,795	\$776,158	\$106,716	\$184,642	\$2,735,559	\$5,984,302
KERN	\$7,225,402	\$7,155,520	\$4,640,766	\$1,736,936	\$1,104,005	\$16,356,331	\$38,218,961
KINGS	\$1,502,296	\$1,102,095	\$964,902	\$193,061	\$229,543	\$3,400,786	\$7,392,682
LAKE	\$1,053,338	\$836,667	\$676,543	\$288,268	\$160,945	\$2,384,470	\$5,400,231
LASSEN	\$1,023,696	\$966,398	\$657,504	\$112,411	\$156,416	\$2,317,367	\$5,233,791
LOS ANGELES	\$45,393,286	\$72,533,687	\$33,105,257	\$2,479,833	\$6,935,864	\$102,757,959	\$263,205,885
MADERA	\$2,204,264	\$1,423,857	\$1,415,765	\$418,344	\$336,800	\$4,989,849	\$10,788,879
MARIN	\$1,691,249	\$2,253,587	\$1,113,127	\$268,658	\$258,414	\$3,828,523	\$9,413,559
MARIPOSA	\$678,809	\$525,927	\$435,989	\$118,335	\$103,719	\$1,536,638	\$3,399,416
MENDOCINO	\$1,577,702	\$1,124,573	\$1,013,334	\$353,823	\$241,065	\$3,571,486	\$7,881,984
MERCED	\$2,933,593	\$2,210,374	\$1,884,203	\$509,224	\$448,238	\$6,640,852	\$14,626,484
MODOC	\$997,786	\$870,918	\$640,863	\$56,708	\$152,457	\$2,258,714	\$4,977,446
<b>MONO</b>	<b>\$736,244</b>	<b>\$793,538</b>	<b>\$472,878</b>	<b>\$29,533</b>	<b>\$112,494</b>	<b>\$1,666,654</b>	<b>\$3,811,340</b>
MONTEREY	\$3,284,597	\$3,670,664	\$2,109,647	\$776,045	\$501,870	\$7,435,427	\$17,778,249
NAPA	\$1,206,548	\$1,376,514	\$774,948	\$286,418	\$184,354	\$2,731,294	\$6,560,076
NEVADA	\$1,230,809	\$1,427,016	\$790,530	\$283,061	\$188,061	\$2,786,214	\$6,705,692
ORANGE	\$15,490,885	\$25,977,700	\$11,764,006	\$678,474	\$2,366,929	\$35,067,119	\$91,345,113
PLACER	\$3,343,905	\$5,311,158	\$2,668,319	\$735,013	\$510,932	\$7,569,684	\$20,139,011
PLUMAS	\$821,366	\$1,061,174	\$528,087	\$135,424	\$125,501	\$1,859,348	\$4,530,900
RIVERSIDE	\$13,002,471	\$18,803,903	\$8,884,895	\$1,328,465	\$1,986,712	\$29,434,031	\$73,440,477

# EXHIBIT A

Attachment D

Estimated County Highway User Tax Account Revenues - FY 2020-21					SB 1 Revenues		
COUNTY	HUTA 2103	HUTA 2104	HUTA 2105	HUTA 2106	Loan Repayment	RMRA	TOTAL
ALAMEDA	\$8,669,752	\$12,674,091	\$5,772,663	\$419,257	\$0	\$17,635,214	\$45,170,975
ALPINE	\$166,155	\$291,026	\$138,424	\$22,943	\$0	\$337,978	\$956,526
AMADOR	\$803,270	\$613,473	\$466,010	\$180,909	\$0	\$1,633,938	\$3,697,601
BUTTE	\$2,769,252	\$2,220,100	\$1,606,556	\$394,625	\$0	\$5,632,957	\$12,623,490
CALAVERAS	\$1,219,128	\$867,517	\$707,266	\$294,256	\$0	\$2,479,838	\$5,568,005
COLUSA	\$957,938	\$600,324	\$555,739	\$109,646	\$0	\$1,948,549	\$4,172,196
CONTRA COSTA	\$7,332,023	\$10,319,632	\$4,948,944	\$905,387	\$0	\$14,914,128	\$38,420,114
DEL NORTE	\$495,806	\$298,750	\$287,638	\$102,119	\$0	\$1,008,524	\$2,192,837
EL DORADO	\$2,588,114	\$3,478,873	\$1,869,299	\$761,004	\$0	\$5,264,503	\$13,961,793
FRESNO	\$8,915,477	\$8,293,116	\$5,172,233	\$1,102,488	\$0	\$18,135,046	\$41,618,360
GLENN	\$1,168,779	\$734,838	\$678,057	\$128,242	\$0	\$2,377,424	\$5,087,339
HUMBOLDT	\$2,226,371	\$1,530,021	\$1,291,609	\$377,873	\$0	\$4,528,680	\$9,954,554
IMPERIAL	\$4,024,268	\$2,297,915	\$2,334,643	\$382,277	\$0	\$8,185,798	\$17,224,901
INYO	\$1,387,705	\$975,598	\$805,064	\$110,514	\$0	\$2,822,742	\$6,101,623
KERN	\$8,297,303	\$7,440,449	\$4,813,605	\$1,804,486	\$0	\$16,877,612	\$39,233,454
KINGS	\$1,725,164	\$1,146,012	\$1,000,838	\$200,235	\$0	\$3,509,170	\$7,581,419
LAKE	\$1,209,603	\$869,676	\$701,740	\$299,166	\$0	\$2,460,463	\$5,540,648
LASSEN	\$1,175,563	\$970,017	\$681,992	\$116,432	\$0	\$2,391,222	\$5,335,225
LOS ANGELES	\$52,127,454	\$75,469,225	\$34,409,174	\$2,576,434	\$0	\$106,032,887	\$270,615,174
MADERA	\$2,531,270	\$1,440,971	\$1,468,493	\$434,329	\$0	\$5,148,877	\$11,023,939
MARIN	\$1,942,148	\$2,343,472	\$1,156,116	\$278,789	\$0	\$3,950,539	\$9,671,064
MARIPOSA	\$779,512	\$528,710	\$452,227	\$122,588	\$0	\$1,585,611	\$3,468,647
MENDOCINO	\$1,811,757	\$1,167,839	\$1,051,074	\$367,285	\$0	\$3,685,310	\$8,083,266
MERCED	\$3,368,797	\$2,299,272	\$1,954,377	\$528,762	\$0	\$6,852,498	\$15,003,705
MODOC	\$1,145,809	\$872,294	\$664,731	\$58,550	\$0	\$2,330,700	\$5,072,084
<b>MONO</b>	<b>\$845,466</b>	<b>\$795,316</b>	<b>\$490,490</b>	<b>\$30,312</b>	<b>\$0</b>	<b>\$1,719,770</b>	<b>\$3,881,354</b>
MONTEREY	\$3,771,872	\$3,818,077	\$2,188,217	\$806,018	\$0	\$7,672,396	\$18,256,581
NAPA	\$1,385,542	\$1,431,173	\$803,809	\$297,243	\$0	\$2,818,342	\$6,736,109
NEVADA	\$1,413,401	\$1,475,816	\$819,972	\$293,756	\$0	\$2,875,012	\$6,877,956
ORANGE	\$17,788,984	\$27,031,199	\$12,228,316	\$704,631	\$0	\$36,184,719	\$93,937,850
PLACER	\$3,839,979	\$5,474,350	\$2,750,123	\$763,381	\$0	\$7,810,933	\$20,638,766
PLUMAS	\$943,217	\$1,064,486	\$547,199	\$140,344	\$0	\$1,918,606	\$4,613,853
RIVERSIDE	\$14,931,409	\$19,562,175	\$9,233,113	\$1,380,041	\$0	\$30,372,103	\$75,478,841

5-Year Funding Outlook (in \$1,000s)

Funding Sources	Total Investment	Previous	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25
Airport Enterprise Fund	\$ -						
CIP/General Fund	\$ 46	\$ 46					
<b>Civic Center (COPs, General Fund)</b>	<b>\$ 20,500</b>	<b>\$ 20,500</b>					
Courthouse Fine Fund	\$ 70		\$ 70				
Federal Lands Access Program (FLAP)**	\$ -						
Highway Bridge Program (HBP)**	\$ 2,970				\$ 100	\$ 170	\$ 2,700
Highway Safety Improvement Program (HSIP)**	\$ 1,000		\$ 1,000				
<b>Jail (SB844, CCP, in-kind match)</b>	<b>\$ 27,000</b>		<b>\$ 750</b>	<b>\$ 750</b>	<b>\$ 13,000</b>	<b>\$ 12,500</b>	
LTC OWP	\$ 166	\$ 41	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25
RSTP	\$ 81	\$ 81					
SB1 - Excise Tax Resets, Inflationary Adjustments, & Loan Funds*	\$ -						
SB1 - Road Maintenance and Rehabilitation Account (RMRA)*	\$ 12,464	\$ 3,161	\$ 1,720	\$ 1,803	\$ 1,855	\$ 1,927	\$ 1,998
CaliforniaCityFinance Estimated Revenue Growth Rate				4.8%	2.9%	3.9%	3.7%
STIP - Eastside Lane Overlay/In-Place Recycle - Phase 1	\$ 1,272	\$ 1,272					
STIP - Airport Road Rehabilitation	\$ 1,400		\$ 1,400				
HIP - Airport Road Rehabilitation	\$ 104		\$ 104				
STIP - Long Valley Streets	\$ 2,250		\$ 2,250				
STIP - Eastside Lane - Phase 2	\$ 3,748					\$ 3,748	
Systemic Safety Analysis Report (SSARP, in-kind match)	\$ 45	\$ 28	\$ 17				
Zones of Benefit	\$ -						
	<b>\$ 73,116</b>	<b>\$ 25,129</b>	<b>\$ 7,336</b>	<b>\$ 2,578</b>	<b>\$ 14,980</b>	<b>\$ 18,370</b>	<b>\$ 4,724</b>

\*FY19-20 & FY20-21 Estimates from CSAC 5/14/20; Long-term

Estimates from CaliforniaCityFinance May 2020

\*\*Grant programs with uncertain availability

**Funding Sources Key**

ATP - Active Transportation Program

BSCC - Jail Revenue Bonds

CCP - Community Corrections Partnership

CDAA - California Disaster Assistance Act

COPs - Certificates of Participation

FLAP - Federal Lands Access Program

GF - General Fund

HBP - Highway Bridge Program

HIP - Highway Infrastructure Program

HSIP - Highway Safety Improvement Program

LTC OWP - Mono Local Transportation Commission Overall Work Program

RMRA - Road Maintenance and Rehabilitation Account (part of SB 1)

RSTP - Regional Surface Transportation Program

SB 1 - The Road Repair and Accountability Act

SB 844 - State Revenue Bonds for Jail Construction

SSARP - Systemic Safety Analysis Report Program

STIP - State Transportation Improvement Program

ZOB - Zone of Benefit

2020 5-Year Road CIP (in \$1,000s)

Projects		Funding Sources	Total Investment	Previous	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25
Complete	Mono City Slurry Seal & Dig-outs	RMRA	\$ 880	\$ 880					
	Benton Crossing Road Maintenance - Phase 1	RMRA with RSTP	\$ -						
	South Landing Road Overlay	RMRA	\$ 729	\$ 729					
	Hackney Drive/Shop Road Rehabilitation	RMRA	\$ -						
	Walker Senior Center Parking	CIP/General Fund	\$ 46	\$ 46					
	Bridge Asset Inventory Update	LTC OWP and RMRA	\$ 37	\$ 37					
	Transportation Asset Management/PMS/Aerial/PSRs	LTC OWP	\$ 38	\$ 38					
	In-house Engineering Labor	RMRA	\$ 170	\$ 170					
	Eastside Lane Rehabilitation - Phase 1	STIP (Fed), RMRA PS&E	\$ 1,272	\$ 1,272					
	<b>Mono County Civic Center</b>	<b>COPs</b>	<b>\$ 20,500</b>	<b>\$ 20,500</b>					
In Progress	Systemic Safety Analysis Report	SSARP, in-kind match	\$ 45	\$ 28	\$ 17				
	County Road Standards Update	LTC OWP	\$ 25		\$ 25				
	Bridgeport Courthouse Parking	Courthouse Fine Fund	\$ 70		\$ 70				
	Airport Road Rehabilitation	STIP & HIP (Fed) + RMRA Contingencies	\$ 1,704	\$ 18	\$ 1,686				
	Long Valley Streets Rehabilitation (Substation Rd, Crowley Lake Pl, Meadow View Dr, Lake Manor Pl, Aspen Terrace, Delta Dr, Hilton Creek Dr, Hilton Creek Pl, Crowley lake Cr, Elderberry Ln, Placer Rd, Pearson Rd, Wildrose Dr, Sierra Springs Rd, Wheeler View Dr, Montana Rd, Mtn View Dr, Foothill Rd, with minor adjustments...)	STIP (state only), RMRA ENV and PS&E	\$ 2,575		\$ 2,575				
	Twin Lakes Road Maintenance	RMRA	\$ 700		\$ 700				
	<b>Jail Replacement</b>	<b>SB844, CCP, in-kind matc</b>	<b>\$ 27,000</b>		<b>\$ 750</b>	<b>\$ 750</b>	<b>\$ 13,000</b>	<b>\$ 12,500</b>	
New/Proposed	Rock Creek Road Drainage Repairs	RMRA			\$ 25				
	Road Division Maintenance (Crack Sealing, etc.) - Project will support the 2021 Preservation Project.		\$ 541	\$ 41	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100
	Bridge CIP - Bundle 1 (Concrete Deck Treatment)	RMRA	\$ 242		\$ 242				
	Bridge CIP - Bundle 2 (Asphalt Deck Treatment)	RMRA	\$ 66		\$ 6	\$ 60			
	Bridge CIP - Bundle 3 (Repainting)	RMRA	\$ 209		\$ 19	\$ 190			
	Bridge CIP Bundle 4 - Cunningham Lane and Larson Lane Repla	HBP with banked match	\$ 2,970				\$ 100	\$ 170	\$ 2,700
	Highway Safety Improvement Program Project**	HSIP	\$ 1,000		\$ 1,000				
	Transportation Asset Management/PMS/Aerial/PSRs	LTC OWP	\$ 100			\$ 25	\$ 25	\$ 25	\$ 25
	Virginia Lakes Road Maintenance	RMRA	\$ 760			\$ 760			
	2021 Preservation Project (Rock Creek Rd, Mt Morrison Rd & Convict Lake Rd Fog Seal & Stripe; Aspen Springs Ranch Rd, Gregory Lane, Larkspur Ln, Shanna Cr Slurry, Camp Antelope Rd, Patricia Ln, and others...)	RMRA	\$ 1,000			\$ 1,000			
	Benton Crossing Road Maintenance - Phase 2	RMRA	\$ 2,500				\$ 2,500		
	Antelope Valley Streets - Rehab (Pinenut Rd); Slurry/Chip (Larson Ln, Cunningham Ln, Topaz Ln, Offal Rd, Patricia Ln, Camp Antelope Rd)	RMRA	\$ 1,400					\$ 1,400	
	Eastside Lane Rehabilitation - Phase 2	STIP (Fed), RMRA PS&E	\$ 3,848				\$ 100	\$ 3,748	
	Benton Crossing Road Maintenance - Phase 3	RMRA	\$ 2,689						\$ 2,689
Down Canyon June Lake ZOB Amendment & Road Rehab	ZOB	\$ -							
			<b>\$ 73,116</b>	<b>\$ 23,759</b>	<b>\$ 7,215</b>	<b>\$ 2,885</b>	<b>\$ 15,825</b>	<b>\$ 17,943</b>	<b>\$ 5,514</b>
Remaining Balance			\$ 0	\$ 1,370	\$ 121	\$ (307)	\$ (845)	\$ 427	\$ (790)

Focus #1 - Deliver previously approved projects.

Focus #2 - Leverage County staff resources to deliver projects.

Focus #3 - Bridge maintenance and replacement.

Focus #4 - Implement safety improvements.