

Mono County Local Transportation Commission

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AGENDA

September 10, 2018 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes
Teleconference at CAO Conference Room, Bridgeport
Call 1-669-900-6833, enter meeting number 760-924-1815

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES**
 - A. Approve minutes of August 13, 2018 -- *p. 1*
4. **COMMISSIONER REPORTS**
5. **LOCAL TRANSPORTATION**
 - A. Follow-up summary of SB 1 transportation benefits & negative impact Proposition 6 may have. Consider a resolution opposing Proposition 6, Gas Tax Repeal Initiative. Provide any desired direction to staff – *p. 5*
6. **ADMINISTRATION**
 - A. Consider scheduling a future special meeting, as the regular LTC meeting October 8 is a County holiday: Provide any desired direction to staff
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA)
 - B. Yosemite Area Regional Transportation System (YARTS) -- *p. 19*
 1. YARTS Short-Range Transit update
 2. Request for support letter on expanded Mono County YARTS service
8. **CALTRANS**
 - A. Activities in Mono County & pertinent statewide information
9. **QUARTERLY REPORTS**
 - A. Town of Mammoth Lakes -- *p. 24*
 - B. Mono County (verbal)
 - C. Caltrans -- *p. 26*
10. **INFORMATION**
11. **UPCOMING AGENDA ITEMS**

More on back...

COMMISSIONERS

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

12. **ADJOURN** to combined October/November special meeting

***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

August 13, 2018

COUNTY COMMISSIONERS: Stacy Corless, John Peters, Fred Stump
TOWN COMMISSIONERS: Sandy Hogan, Lynda Salcido, John Wentworth
COUNTY STAFF: Gerry Le Francois, Megan Mahaffey, Garrett Higerd, CD Ritter
TOWN STAFF: Grady Dutton
CALTRANS: Brent Green, Austin West, Terry Erlwein, Lianne Talbot
ESTA: Karie Bentley, Joe Rye
GUESTS: Lynn Boulton, Raejean Fellows, Malcolm Clark

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE: Chair John Wentworth called the meeting to order at 9:09 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance.

2. PUBLIC COMMENT: No items

3. MINUTES

MOTION: Approve minutes of May 14, 2018, as amended: 1) Item 7B, line 2: hired **Gordon Shaw, LSC consultant, represented by Selena McKinney, LSC consultant.** 2) Item 7B, line 5: JPA (Joint Powers Authority) was **NPS**, Merced, Mariposa and Mono. 3) Item 7B, Corless/Stump. (*Hogan/Corless. Ayes: 5. Abstain due to absence: Peters & Salcido*)

4. WELCOME TO LYNDY SALCIDO, NEW COMMISSIONER: Salcido served on mobility commission and attended LTC meeting as Stump's alternate during Round Fire.

5. COMMISSIONER REPORTS: **Stump:** Fog seal project: section of Crowley Lake Drive, gouge at Appleton. Good comments. **Hogan:** Thanks to Caltrans on highway closures. **Peters:** Lots in District 4. Brent Green & Garrett Higerd always respond. Pothole repairs appreciated. Talk through difficult construction issues. **Corless:** No report. **Salcido:** Reading materials, getting up to speed. **Wentworth:** Walk/Bike/Ride program effects in Lakes Basin in summer. Sidewalks on Main discussed. Thanks to Caltrans for road work. Appreciate SB 1 signs.

6. LOCAL TRANSPORTATION

A. Community interest in EV (Electronic Vehicle) charging stations, state requirements and RTP policies. Gerry Le Francois introduced Rayjean Fellows and Lynn Boulton. Draft policy in packet. Promoting electric since 1977. Difficulties over climate change, public health. Look around Mammoth. Diesel, trucks, etc. Unique environment. Challenges with electric vehicles. Resort relies on people getting here. Think of big picture of all who need to get here. Tesla has eight super chargers. Chevy Volt goes 238 miles. From Orange County, can't get here, must stay overnight. Charging at Minaret Village Mall? New chapter: Eastern Sierra Electric Vehicle Association. Electric drive event Sept. 9 at park and ride lot. Mitsubishi Outlander 25 mi electric, then to gas. 400,000 EVs in California today, half of all in nation. Join new technology, test drive one.

Influence type of plugs that vary from vehicle to vehicle? Tesla works only for Tesla. *Fellows: Inter-operability, technical method of charging to be interchangeable. Europe has it. Japan manufacturing has one method, Europeans have another. Adapters are current workaround. Tesla is proprietary so not share. Important to have comfortable, easy access.*

PowerPoint by Boulton showed three charging levels: 120v; 220v; and supercharging (higher price range). Plug in overnight.

Europe? *Level 2.*

Fellows suggested electric within Mammoth, gas when out of town.

COMMISSIONERS

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

Boulton indicated level 2 charges six to eight hours. Measure by miles and how long to fill up battery. Need separate electric box for it. 50-amp circuit, according to Stump. Since 1980.

Boulton noted pedestals vary, non-Tesla. SCE offers \$500 for installation. \$450 cash for new or used EV. Order online. Electrician installs.

Part of charge-ready program? *Boulton: Location specific.*

Boulton noted Independence has two level-2 chargers with pedestal to collect money.

Internet to make credit card work? *Cell phone works.* Boulton also noted wall mount for level 2. Level 3 has supercharger, lot faster, Reno, Topaz, Mammoth Lakes, Lone Pine, Inyokern. Virginia Lakes settlement has single supercharger. Lots of Tesla at motel guests in Mammoth. Now non-Tesla level 2 as well. No level 3 non-Tesla anywhere. Showed bar graph of vehicles. Need greater range for big trip.

Fellows stated Volt has 53 miles all-electric. Bigger batteries. Good way to start around town.

Boulton noted range of 100 mi from Reno to Walker, 100 mi across Tioga to Groveland. From Mojave, can't make Lone Pine, but Ridgecrest to Lone Pine works. Need chargers every 100 miles. Time and cost considerations. \$3+, RV in Mammoth charges \$25. Charge customer: free, kwh, by hour, or by session.

Wentworth wanted Caltrans perspective. To Mammoth Tourism. Enormously valuable in Eastern Sierra.

Green indicated State has robust program for EV. Close gaps, ready to go in Boron, Coso, Independence rest area, Bishop. To March 29 CTC meeting, construction next summer. Rest areas have federal funding. Go as far as Crestview, but nothing till Topaz. 4% of parking places for EV vehicle charging. Contracts for 30 vehicle models. VW lawsuit funding electric charging at CHP, lease buildings. Only one Nissan in fleet, inspections. Good for Bishop. State doing lots. Caltrans is drop in bucket.

Mitsubishi as pilot? *Green: Equipment shop in Sacramento. Different regions have different restrictions. Hydrogen power better, so some equipment might go that direction.*

Caltrans restricted funding? STIP (State Transportation Improvement Program)? *Green: EV not fit under either STIP or SHOPP (State Highway Operation & Protection Program). 30-38 charging stations.*

Peters predicted 7 million EVs on road by 2030. Project in Bridgeport, private individual. How become more unified, maybe include Crestview. Liberty doing its thing in Walker/Coleville. Keep bringing new information.

Boulton: VW lawsuit in phase I, put in suggestions for phase II. Eastern Sierra might get one or two. Tesla wanted supercharger in Lee Vining. Community center, library, County yard. Carport with Tesla and non-Tesla. Hogan also suggested USFS and visitor center.

Air Resources Board have role in development? *Green: Working in concerted effort.*

Communicate with? *Green: Zev fest. Find out, presentation here.*

Funding? New revenues for SB 1 under this section. Pieces of revenue eligible for funding?

Higerd: to Caltrans or Town. Congress set aside earmarks for SB 1.

Le Francois reached out to Edison, sent website for home installation. Liberty installed two at Coleville High School for bus and staff.

Wentworth wanted to bring back, think on action item, singular point of dissemination of reliable resources.

Hogan requested update every two or three quarters. How could LTC help? *Green: Don't repeal SB 1!*

B. Summary of SB-1 revenues, project listing: Gerry Le Francois showed Town and Mono projects.

Higerd: Mono investing since January, committed through October on fog seal project, striping 46 miles of Mono roads that need preventive maintenance. Shows SB 1 funding, some into Mono coffers with other gas tax revenue. Total SB-1 levels off at \$3 million. Very significant for Mono no general fund for maintenance or engineering staff. Preventive maintenance, projects, major rehab from other sources.

Stump suggested here's what it's going for, what it's not. Educate on value of legislation even though hardship.

Wentworth wanted targeted talking points to constituents. Outdoor Recreation position at risk on SB 1 outcome. Advocate for SB 1.

Higerd suggested letter on LTC stance on repeal effort with accompanying information.

Stump wanted dollar figures on projects in next few years with money received. Direct benefit.

Peters suggested Caltrans signs indicate planned SB 1 projects.

Higerd presented last fall comprehensive list of projects for five years. Policy decision for future: All revenue programmed for projects (\$3 million), Interim Public Works Director Doug Wilson prefers \$1 million to road fund. Staffing issues: competing projects. Not comfortable with signs several years in advance. Signs up for 46-mile fog seal project. SB 1 does not fund airports per se.

Signage for SB 1 projects?

Do people know what SB 1 is? *Green: SB 1 is gas tax. Political arm is governor's office. Public interest groups, efforts go to governor's office with message to educate public.*

Stump heard Proposition 6 polls show it passing.

Hogan wanted to emphasize gas tax = SB 1.

7. **ADMINISTRATION:** No items

--- Break: 10:25-10:30 ---

8. **TRANSIT**

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

1. **New Interim Executive Director:** Karie Bentley introduced Interim Executive Director Joe Rye, who said he's excited to be here, great system with challenges and opportunities. Unsure how long. Manage it like it's his own. Involved in transit in California for 20 years.

Bentley cited severe shortage of four to seven drivers. Board approved discontinuing Limited Route. Twice/day weekdays for schools. Public meeting on turnaround. Board also approved employee incentive/training program. Give driver feedback. \$500 employee referral bonus to drivers. \$500 phased sign-on bonus. Creative recruiting efforts.

Rye indicated nationwide issue with drivers is acute in Mono County. Petaluma trained drivers who then went elsewhere for more money. Constant struggle.

Down time? *Yes, mandatory eight hours between shifts.*

Salcido suggested employment agency, school district drivers. *Bentley: Done that, past employees, flexibility with part time, ads in theaters with captive audience, job fairs. Need 10-yr driving record, maybe DMV from ESTA.*

Peters reported Walker senior center passengers on field trip raved about driver/tour guide, helpful, thankful. Driver eager to replay.

Corless thanked Old Mammoth transit work. Advocate for policies legislative/administrative on DMV policy.

Wentworth cited third party in strip mall Brett Walters, who might provide service.

2. **Resolution R18-09:** Joe Rye stated losing State of Good Repair would be devastating. Preventive maintenance for flexibility, helps operating budget. Same as last year.

Stump suggested notice on buses about funding sources. Mobile billboards need no approval. Bump revenue-based ad on bus. Message is that important – Gas tax = SB 1.

MOTION: Approve Resolution R18-09 on ESTA's SB 1 funding project list (*Hogan/Corless. Ayes: 6-0.*)

B. **Yosemite Area Regional Transportation System (YARTS) update:** Outreach appendices to SRTP (Short-Range Transit Plan), financial alternatives. Marketing strategies. Third working paper in September with alternate management strategies. Artis Smith will provide updates.

Corless noted full operations tomorrow, has been running Mammoth to Tuolumne.

Hogan recalled reservations were booming until fire impacted whole system.

Corless indicated no JPA board meeting due to lack of quorum. Leadership changes at Merced, executive director departed, so fee increase back on table. Meet in couple weeks.

Hogan wanted Eastside Working Group to start looking at issues to address.

9. **CALTRANS**

A. **SR 120 speed survey:** Terry Erlwain indicated two-lane = 55 mph, four-lane = 65 mph, freeway = 70 mph. Speed surveys every five years. Study shows 85th percentile = 55 from 395 to closure gate at end of straightaway. YARTS' Cindy Kelly mentioned riding brakes whole way.

Erlwain stated speed limit affected by other drivers, roadside environment, history. Stump added multiple users.

Public hearing on speed surveys Aug. 21 at BOS. Pass/no pass pennants installed upon arrival.

B. **Activities in Mono County & pertinent statewide information:** Green acknowledged SB1 projects, sidewalk project on Main Street. Three contractors died on Caltrans projects. When told director, held safety stand-down meeting statewide as reminder for consultants, contractors to recognize how dangerous road construction can be. Bizarre weather, slides and fire closed June Lake Loop, 168 E Westgard, Tioga, Monitor, SR 168 W, SR 108. Construction: Most chip seal completed. More construction next few years. Olancho/Cartago moving forward with ROW acquisition. No resistance. 395 task force on safety improvements: E Kern to 15, engaged District 8 on corridor. Illegal passing south of Kramer Junction.

Erlwain: Shoulder projects intended for refuge from oncoming cars. Passing lane for trucks. Adelanto plans four lanes throughout area.

Green noted District 8 philosophy different from Mono. Added signage Kramer to Adelanto. Short of moving to four lane, what else can be done? Long time, expensive traffic counts low, accident data below statewide averages, so perception of problem vs. reality exists. No E Kern projects on books.

10. INFORMATIONAL

A. **Caltrans Mile Marker excerpt.**

B. **Support letter for US 395 under the BUILD grant program:** Le Francois said SBD asked for other funding.

11. UPCOMING AGENDA ITEMS: 1) Quarterly reports; 2) YARTS short-range transit plan #3; 3) SB 1 letter, talking points; 4) electronic vehicles with Air Resources Board/District 9/Edison/Liberty. Salcido will attend next meeting remotely.

12. ADJOURN at 11:17 a.m. to September 10, 2018

Prepared by CD Ritter, LTC secretary

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LTC Staff Report

September 10, 2018

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

SUBJECT: SB 1 benefits to regional transportation improvements and how Proposition 6 would impact transportation for the region

RECOMMENDATION

Discuss the benefits of SB 1 for regional transportation and consider a Resolution R18-10 opposing Proposition 6 Gas Tax Repeal Initiative. Provide any desired direction to staff.

FISCAL IMPLICATIONS

Negative impact to regional transportation improvements

ENVIRONMENTAL COMPLIANCE

Not applicable

RTP / RTIP CONSISTENCY

Not applicable

DISCUSSION

Receive presentation and provide any desired direction. As the Commission is aware, Proposition 6: Repeal the Gas Tax Initiative has qualified for the November 6 ballot.

ATTACHMENTS

- Resolution R18-10
- Proposition 6 (SB 1 Repeal Initiative) – Informational Update
- Proposition 6: Voter Approval for Increases in Gas and Car Tax (SB 1 Repeal) County Educational Tool Kit Analysis
- Proposition 6: Voter Approval for Increases in Gas and Car Tax (SB 1 Repeal) County Educational Tool Kit Talking Points
- The Why and How SB 1 Funds Are Guaranteed for Transportation *A Brief History on Constitutional Protections for Transportation Funding*

DRAFT RESOLUTION R18-10**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION
COMMISSION OPPOSING PROPOSITION 6**

WHEREAS, cities and counties own and operate more than 81 percent of streets and roads in California, and from the moment we open our front door to drive to work, bike to school, or walk to the bus station, people are dependent upon a safe, reliable local transportation network; and

WHEREAS, the 2016 California Statewide Local Streets and Roads Needs Assessment, which provides critical analysis and information on the local transportation network's condition and funding needs, indicates that the condition of the local transportation network is deteriorating at an increasing rate; and

WHEREAS, California has more than 1,600 bridges and overpasses that are structurally deficient and unsafe, and 89 percent of counties have roads that are in 'poor' or 'at-risk' condition; and

WHEREAS, according to the National Highway Traffic Safety Association, there were more than 3,600 fatalities on California roads in 2016, with poor road conditions as a major factor in vehicle collisions and accidents; and

WHEREAS, Prop 6 would eliminate more than \$52 billion over the next 10 years in existing transportation funding, including the \$15 billion in direct apportionments, and \$11 billion in available competitive grant funding, to cities and counties statewide; and

WHEREAS, Prop 6 would stop funding for more than 6,500 transportation improvement projects currently under way or planned in every California community; and

WHEREAS, Prop 6 would jeopardize public safety by eliminating thousands of projects to fix unsafe bridges and overpasses, repair crumbling and unsafe roads, and enhance pedestrian safety; and

WHEREAS, Prop 6 would raid \$_____ annually dedicated to the Town of Mammoth Lakes and Mono County and halt critical investments in future transportation improvement projects in our community that will be used for the following projects: _____; and

WHEREAS, voters overwhelmingly passed Prop 69 in June thereby ensuring transportation funds can only be used for transportation purposes and the State and local governments are accountable to taxpayers; and

WHEREAS, Prop 6 would eliminate transportation revenues that are accountable to taxpayers, can't be diverted or borrowed, and that voters overwhelmingly dedicated to fixing our roads.

NOW THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission hereby opposes Prop 6 on the November 2018 ballot; and

AND THEREFORE, BE IT FURTHER RESOLVED that the Mono County Local Transportation Commission can be listed as a member of the No on Prop 6 coalition, a diverse coalition of local governments, public safety organizations, business, labor, environmental leaders, transportation advocates and other organizations throughout the state.

PASSED, APPROVED, AND ADOPTED the 10th day of September 2018.

AYES:

NOES:

ABSTAIN:

ABSENT:

John Wentworth, Chair
Local Transportation Commission

Christian Milovich
Assistant County Counsel

Attest:

CD Ritter, LTC Secretary



® August 2, 2018

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916.327.7500

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916.441.5507

To: CSAC Executive Committee

From: Kiana Valentine, CSAC Senior Legislative Representative
Chris Lee, CSAC Associate Legislative Representative

Re: **Proposition 6 (SB 1 Repeal Initiative) – Informational Update**

Background. The effort to repeal SB 1 – the Road Repair and Accountability Act of 2017 – officially qualified for the November 2018 General Election as Proposition 6. CSAC continues to play a critical role in the campaign against Prop 6 given the significant negative impacts the initiative would have on the ability of counties to repair and maintain in a safe condition local streets, roads, bridges and other critical local transportation infrastructure. Counties and cities have already identified more than 6,500 local projects to be funded by SB 1 immediately and in the near-term. Should Prop 6 be successful, counties report that they will have to cancel contracts, delay projects (some indefinitely), lay off staff, etc.

While counties can take official positions on ballot initiatives, county supervisors and county employees cannot use public resources to engage in advocacy related to ballot campaigns. Counties can however, educate their constituents about the impacts propositions would have on the county and their community, despite whether they have taken a position on a ballot initiative. In fact, counties have a responsibility to inform the electorate of potential impacts of ballot measures on county functions, programs, and services. The line between education and advocacy can be difficult to differentiate at times so CSAC staff encourages counties refer to helpful resources such as the [Institute for Local Government's papers and primers on ballot measure activities](#). Staff also highly recommends, especially when there is ever any doubt about a particular activity or communication, to consult with county counsel. Lastly, CSAC conducted a webinar about the do's and don'ts for public agencies and employees and a [recording of the webinar](#) is available for counties to watch and consult.

CSAC staff has developed a number of resources to assist counties with education activities at the local level regarding the impacts Prop 6 would have on each jurisdiction. Specifically, the local toolkit on [CSAC's SB 1 webpage](#) includes suggested talking points, sample press releases, op-eds, social media posts, and more. Of particular note are the frequently asked questions staff put together. There is a lot of confusion among the electorate and misinformation being pushed by the proponents of Prop 6 so staff compiled some facts and data to help you educate the public about SB 1, transportation funding generally, and Prop 6.

Lastly, staff wanted to acknowledge that Prop 69 – the constitutional protection measure that accompanied the passage of SB 1 – was overwhelmingly approved by voters in June 2018 (81.3 percent). Prop 69 ensures that the revenues from SB 1 that were not already protected by the constitution

(primarily the transportation improvement fee) are guaranteed for transportation purposes. With the passage of Prop 69, transportation funds cannot be used for non-transportation purposes, nor can they be borrowed or taken permanently, even under a fiscal emergency.

Action Requested. Action by the Executive Committee is not required at this time. However, CSAC staff does recommend that individual counties take an oppose position on Prop 6 and use the local toolkit to educate the public about the impacts Prop 6 would have on their community. Staff has developed the attached sample resolution for counties to use for this purpose.

Staff Contact. Please contact Kiana Valentine (kvalentine@counties.org or 916-650-8185) for additional information.



Proposition 6: Voter Approval for Increases in Gas and Car Tax (SB 1 Repeal)
County Educational Tool Kit

Analysis

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Background. Proposition 6 is a constitutional amendment ballot initiative that has qualified for the November 2018 General Election. Prop 6 requires that the statewide electorate approve any gas, diesel, or vehicle related tax or fee increase. Since the initiative has a retroactive effective date of January 1, 2017, it would repeal the revenue increases included in [SB 1 – the Road Repair and Accountability Act of 2017](#) and potentially negatively impact other long-standing transportation funds.

SB 1 will provide approximately \$5 billion annually in revenue for local streets and roads, state highways, and public transportation through the imposition of increased fuel and diesel taxes and a new transportation improvement fee and zero emissions vehicle fee. From these revenue sources, at full implementation (the various taxes and fees are phased in over a number of years), approximately \$1.5 billion per year in new funding will be allocated by formula for county roads and city streets. Counties and cities have been receiving monthly apportionments since January 2018 and have already identified over 6,500 projects for funding on the local street and road system.

Section 3.5 of Article XIII A of the California Constitution is added to read:

Sec. 3.5(a) Notwithstanding any other provision of law, the Legislature shall not impose, increase or extend any tax, as defined in section 3, on the sale, storage, use or consumption of motor vehicle gasoline or diesel fuel, or on the privilege of a resident of California to operate on the public highways a vehicle, or trailer coach, unless and until that proposed tax is submitted to the electorate and approved by a majority vote. (b) This section does not apply to taxes on motor vehicle gasoline or diesel fuel, or on the privilege of operating a vehicle or trailer coach at the rates that were in effect on January 1, 2017. Any increase in the rate of such taxes imposed after January 1, 2017 shall cease to be imposed unless and until approved by the electorate as required by this section.

While the main thrust of Prop 6 is to repeal SB 1's revenue increases, the initiative would have additional consequences. CSAC staff has prepared the following analysis of potential implications so counties can understand how Prop 6 would impact the ability to repair and maintain a safe, seamless, and efficient county road network, which is a vital part of California's statewide multi-modal transportation system, as well as other negative consequences for county and state programs and services.

Policy Considerations. By far, the largest and most negative impact of Prop 6 is its impact on funding for thousands of transportation projects across the state, including related negative impacts to construction jobs and the broader economy. However, Prop 6 also ties the hands of future Legislatures and Governors to develop appropriate policy solutions outside of transportation, including potential direct impacts to public safety.

- I. **Transportation Impacts.** Prop 6 would eliminate annual funding to counties and cities – approximately \$1.1 billion in FY 2018-19¹. Over ten years, Prop 6 would eliminate approximately \$15 billion in direct subventions to counties and cities, as well as over \$5 billion in competitive grant and matching programs funded by SB 1, and to which cities and counties can apply for awards.

Moreover, an initial legal analysis of Prop 6 also suggests that the initiative could impact other long-standing transportation revenues counties rely on. Specifically, Prop 6 potentially resets the price-based excise tax rate to its historic low rate of 9.8-cents. This means a permanent reduction in revenues that counties, cities and the state have received since 2003. A price-based excise tax rate of 9.8-cents would mean a loss of \$285 million for transportation programs over the current FY 2018-19 projections and \$1.125 billion over FY 2019-20 projections. These direct impacts would have the following consequences for counties and the Californians they serve:

- **Stop transportation improvement projects already underway in every community.** Prop 6 would eliminate funds already flowing to every community to fix potholes, make safety improvements, ease traffic congestion, upgrade bridges, and improve public transportation.
- **Jeopardize public safety.** Cracked, potholed roads in poor condition pose a major safety threat to California drivers. Currently, 89% of counties have roads that are in poor or at-risk condition and 25% of our bridges show significant deterioration. Prop 6 will cut funding currently dedicated to fixing roads and upgrading intersections, freeways, bridges, tunnels and overpasses to make them safer.
- **Make traffic congestion worse.** Our freeways and major thoroughfares are among the most congested in the nation, and Californians spend too much time stuck in traffic away from family and work. Prop 6 would stop projects that will reduce traffic congestion – including those in the following programs: [Solutions for Congested Corridors](#), [Local Partnership Program](#), [Trade Corridor Enhancement](#), and investments in [Transit and Intercity Rail](#).
- **Cost drivers and taxpayers more money in the long-run.** The average driver spends \$739 per year on front end alignments, body damage, shocks, tires and other repairs

¹ If successful, Prop 6 would take effect on December 19. Funds collected from November 1, 2017 to December 18, 2018 would not be impacted. Counties, cities, the state would not have to return the revenues collected prior to (potential) passage of Prop 6. Direct subventions from SB 1 revenue streams are apportioned to counties approximately 60-days after collection. As such, counties can reasonably anticipate apportionments through February 2019 should Prop 6 be successful.

because of bad roads and bridges. Additionally, it costs as much as fourteen times more to fix a road than to maintain it². By delaying or stopping projects, Prop 6 will cost motorists more money in the long run.

- **Jobs and the Economy.** Prop 6 would hurt job creation and our economy. Reliable transportation infrastructure is critical to get Californians to work, move goods and services to the market, and support our economy. Prop 6 would eliminate more than 680,000 good-paying jobs and nearly \$183 billion in economic growth that will be created fixing our roads over the next decade³.
- II. **Potential Impacts to Public Safety.** Prop 6 would apply to vehicle license fees (VLF) and registration fees in addition to gasoline and diesel excise and sales taxes. VLF revenues don't fund transportation and are largely used to support public safety and health and human service programs. Registration fees support the California Highway Patrol and Department of Motor Vehicles. To the extent that the Legislature and Governor may need to increase revenue for public safety purposes in the future, this measure ties their hands and makes it much harder, if not impossible to address public safety program funding needs.
 - III. **Ties the Hands of Future Legislatures and Governors to Address Technological Advancements.** SB 1 relies on gasoline excise taxes to generate a significant portion of funding for transportation projects. However, gas taxes are a declining revenue stream given increases in fuel efficiency and alternative fuels. The State is already working to identify a revenue-neutral replacement revenue stream to the gas tax and this initiative would impact the ability of the State Legislature and Governor to identify a proper replacement. Moreover, as electric vehicles become an increasing portion of the fleet, the Legislature and Governor would face this additional threshold to ensure electric vehicle owners pay their fair share for use of statewide transportation infrastructure.
 - IV. **Transportation Now, What Tomorrow?** Prop 6 sets a dangerous precedent. Transportation is in the crosshairs today, but what policy area is next? Prop 6 has less to do with the gas tax than with political maneuvering by California Republicans in Congress, the State Legislature and in the race for Governor who are trying to turn-out their base in the mid-term election (see [LA Times article](#)).

What Can Counties Do? CSAC encourages counties to consider taking an official position in opposition to Prop 6. While Boards of Supervisors can take official positions on ballot initiatives, county supervisors and county employees cannot use public resources to engage in advocacy related to ballot

² 2016 California Statewide Local Streets and Roads Needs Assessment Report: <http://www.savecaliforniastreet.org/wp-content/uploads/2016/10/2016-CA-Statewide-Local-Streets-and-Roads-Needs-Assessment-Final-Report.pdf>.

³ The Economic Impacts of Senate Bill 1 on California: https://www.artba.org/wp-content/uploads/2018/02/ARTBA_California_Report_Feb_2018.pdf.

campaigns. Counties can however, educate their constituents about the impacts propositions would have on the county and their community, despite whether they have taken a position on a ballot initiative. In fact, counties are well-placed to provide information on the impacts of ballot measures in their local communities.

The line between education and advocacy can be difficult to differentiate at times so CSAC staff encourages counties refer to helpful resources such as the [Institute for Local Government's papers and primers on ballot measure activities](#). Staff also highly recommends, especially when there is any doubt about a particular activity or communication, to consult with county counsel. Lastly, CSAC conducted a webinar about the do's and don'ts for public agencies and employees and a [recording of the webinar](#) is available for counties to watch and consult.

CSAC staff has developed a number of resources to assist counties in educating local communities about the impacts Prop 6 would have on each jurisdiction. Specifically, the local toolkit on [CSAC's SB 1 webpage](#) includes suggested talking points, sample press releases, social media posts, and more. Of particular note are the frequently asked questions staff put together. There is a lot of confusion among the electorate and misinformation being pushed by the proponents of Prop 6 so staff compiled some facts and data to help you educate the public about SB 1, transportation funding generally, and Prop 6.

Staff Contact. Please contact Kiana Valentine, CSAC Senior Legislative Representative, (kvalentine@counties.org or 916-650-8185) for additional information.



Proposition 6: Voter Approval for Increases in Gas and Car Tax (SB 1 Repeal)
County Educational Tool Kit
Talking Points

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Facsimile
 916.441.5507

LOCAL STREETS AND ROADS FUNDING AND LOCAL PROJECTS

- **Prop 6 will cut over \$5 billion annually in existing funding for state and local transportation improvements, including the over 6,500 projects already identified for funding in every single community in the state.**
- **Prop 6 will eliminate existing funding for cities and counties (approximately \$1.5 billion annually at full implementation)** that pays for critical projects to rehabilitate, repair, and maintain local streets and roads, make critical, life-saving safety improvements, repair and replace aging bridges and culverts, reduce congestion and increase mobility options including bicycle and pedestrian facilities.
 - **Describe the projects made possible in your city/county because of this funding (SB 1 Road Maintenance and Rehabilitation Account (RMRA) apportionments). Be specific about the streets that are being fixed, bridges repaired, how many potholes are being filled, upgraded sidewalks and bike lanes, etc. Explain that if Prop 6 passes, these specific local projects will be delayed or canceled all together.**
 - **In city/county, Prop 6 will eliminate \$XXX in transportation funds over 10 years.**
 - **Describe other impacts in your city/county should Prop 6 pass.**
- **Prop 6 will set California back, set city/county back, and leave our state with crumbling roads and dangerous maintenance concerns. Eventually, we'll all face even higher costs to fix our transportation infrastructure in the future.**
 - For example, list examples of projects that has been on the back burner due to lack of funding but are now scheduled to move forward due to SB 1. What projects are on the chopping block if Prop 6 passes?
- **Proposition 6 will stop transportation improvement projects already underway in every community.** This measure would eliminate funds already flowing to every community to fix potholes, make safety improvements, ease traffic congestion, upgrade bridges, and improve public transportation. Prop 6 would eliminate funding for more than 6,500 local transportation improvement projects are already underway across the state thanks to the funding authorized by SB 1.
- **City/county** has already identified two years' worth of projects that will benefit from these revenues and many of these projects are underway or are slated to begin work. Prop 6 will stop these road and bridge improvement projects in their tracks, leaving California's infrastructure less safe and more congested.

- Again, describe the projects on that list. You can highlight two or three of the most well-known projects. Explain what specific local projects will lose their funding if Prop 6 passes.
- Prop 6 would eliminate existing funding that includes **strict accountability and transparency measures**.
 - Cities and counties must publicly adopt project lists each year and provide year-end reporting on all expenditures in order to be eligible for these transportation funds.
 - At the state level, Caltrans is already working to identify \$100 million in efficiencies.
 - The Office of Inspector General is also actively working on additional transparency and accountability measures to ensure all existing transportation dollars are being spent efficiently and effectively.
- **These funds are dedicated only to transportation and are protected by the State Constitution.** The money cannot be diverted for non-transportation purposes. While the state has taken transportation loans in the past during fiscal emergencies (all loans will be repaid by the General Fund by 2020), these revenues can no longer be borrowed, even temporarily. In fact, voters passed a statewide ballot proposition in June 2018 (Prop 69) to solidify these transportation revenue protections into our state constitution.

SAFETY IMPACTS

- California has more than 1,600 bridges and overpasses that are structurally deficient and 89% of counties have roads that are in “poor” or “at-risk” condition.
- According to the National Highway Traffic Safety Administration, there were more than 3,600 fatalities on California roads in 2016. Poor road conditions play a major factor in vehicle collisions and accidents.

ECONOMIC AND JOBS IMPACTS

- **Prop 6 will cost drivers and taxpayers more money in the long-run.** Californians pay on average \$762 per year in additional vehicle repair costs because of the poor condition of our roads. A recent economic study from the [American Road and Transportation Builders of America](#) found that investing the approximately \$5 billion annually that is the subject of Prop 6 actually reduces the cost of driving for motorists – by \$300 per household. **If Prop 6 passes, California drivers will continue to pay the cost of our neglected roads.**
- **Prop 6 will eliminate more than \$50 billion in existing transportation funding over the next decade** that will be used to make safety improvements and maintain state highways, local

streets and roads, and bridges, address congestion, and improve and increase transit service and access for pedestrians and bicyclists.

- **If Prop 6 succeeds, our roads and bridges will continue to deteriorate and be even more costly to repair down the line.** California’s roadways wear significantly due to high traffic, lots of heavy freight, weather, and aging, so our focus is on maintenance and rehabilitation to provide Californians with a transportation system that is safe, sustainable and efficient. It is 8 times more expensive to fix a road than it is to maintain it.
- **Prop 6 will eliminate** competitive funding for congested road and highway segments and trade corridors. Prop 6 also eliminates \$100 million annually for the Active Transportation Program, which encourages biking and walking. By eliminating these funds, Prop 6 will have a detrimental impact on traffic, commute times, and California’s air quality.
- **Prop 6 will hurt job creation and our economy.** Reliable transportation infrastructure is critical to get Californians to work, move goods to the market, and support our economy. This measure would eliminate more than 68,000 good-paying jobs and nearly \$183 billion in economic growth that will be created fixing our roads over the next decade.

BACKGROUND ON CRITICAL NEED FOR INVESTMENT

- The gas tax is the primary user-fee that funds transportation infrastructure improvements and was last increased in 1994. Since that time, inflation and fuel efficiency have eroded the purchasing power of existing revenues by more than 50%.
- The 2016 California Statewide Local Streets and Roads Needs Assessment found that the condition of local streets and roads on average was “at risk” meaning that without new funding, the **infrastructure was on its way to failure**.
- **California roads continue to rank in the top 10 worst in the country.** For too long we’ve underinvested in our transportation network and SB1 helps ensure Californians are driving on safe roads.
 - [American Society of Civil Engineers 2016 report](#)
 - [Business Insider 2017 report](#)
- **Local streets and roads face a funding shortfall of \$73 billion** (over the next decade) to bring the system into a state of good repair. Caltrans also faces a \$57 billion backlog in deferred maintenance.

The Why and How SB 1 Funds Are Guaranteed for Transportation
A Brief History on Constitutional Protections for Transportation Funding

Proposition 3 (1938)

- Added what was then Article XXVI (Now Article XIX) to the California Constitution.
 - Requires tax revenues derived from motor vehicle fuels to be used exclusively for public street and highway purposes.
 - Requires all revenues from fees and taxes on vehicles or their use or operation to be used to enforce laws concerning the use, operation, or registration of vehicles; California Highway Patrol purposes; or for street and highway purposes.

Proposition 2 (1998)

- Limited state general fund borrowing of state transportation funds, including the gas tax and funds in the Public Transportation Account.
- Loans from transportation to the general fund had to be paid back within the same fiscal year.
- Transportation funds can be borrowed for up to three years if the Governor declares an emergency significantly impacting the General Fund or General Fund revenues are less than the previous fiscal year's adjusted revenues.

Proposition 42 (2002)

- Locked into the California Constitution statutory formulas directing the expenditure of state gasoline sales tax revenues for transportation. Under Proposition 42, gasoline sales tax revenues were allocated as follows:
 - 20 percent to public transportation
 - 40 percent to transportation improvement projects in the State Transportation Improvement Program
 - 40 percent to local streets and roads improvements

Proposition 1A (2006)

- Restricted borrowing gasoline sales tax funds (Proposition 42). Limited borrowing to twice in a 10-year period, but it required full repayment of the first loan before a second could commence and required that any loan be fully repaid within three years.

Proposition 22 (2010)

- Prohibits the Legislature from borrowing or taking various funds, including fuel tax revenue.
- Limited the Legislature's ability to modify statutory allocations for transportation purposes.

Proposition 69 (2018)

- Protects the new diesel sales tax and transportation improvement fee created by SB1.
- Added subdivision (g) to California Constitution, Article XIX A, to require all diesel sales taxes to be deposited into the Public Transportation Account; and added Article XIX D to require the new transportation improvement fee to be used strictly for the research, planning, construction, improvement, maintenance, and operation of public streets and highways and public transportation systems.
- Restricts the state from using transportation improvement fee for to repay state general obligation transportation bonds approved by voters before November 8, 2016, including high speed rail bonds.
- Restricts these revenues from repaying future transportation general obligation bonds unless explicitly approved by the voters.

SB 1 (2017)

- Protected by Article XIX (Proposition 3 as modified by Proposition 22):
 - Increase in the gasoline excise tax of 12 cents
 - Increase in diesel excise tax of 20 cents
 - Zero-emission vehicle registration fee of \$100
- Prop 69 protects:
 - Existing 1.75 percent sales tax on diesel
 - Increase in the sales tax on diesel of 4 percent
 - New transportation improvement fee

Mono County Local Transportation Commission

P.O. Box 347
Mammoth Lakes, CA 93546
(760) 924-1800 phone, 924-1801 fax
commdev@mono.ca.gov

P.O. Box 8
Bridgeport, CA 93517
(760) 932-5420 phone, 932-5431 fax
www.monocounty.ca.gov

LTC Staff Report

September 10, 2018

FROM: Gerry Le Francois, Co-Director Mono County LTC
Cindy Kelly, Assistant Transit Manager for YARTS

SUBJECT: Letter of Support for increase in Yosemite Area Regional Transportation System (YARTS)

RECOMMENDATION

Authorize Chair to sign letter of support for increased YARTS summer service for the months of June and September.

FISCAL IMPLICATIONS

Not applicable

ENVIRONMENTAL COMPLIANCE

Not applicable

RTP / RTIP CONSISTENCY

Any improvement(s) in service is consistent with the adopted Regional Transportation Plan, such as:

Policy 2.C. Enhancement of the county's tourism and outdoor recreation-based economy shall be a high priority in planning and developing transportation improvements for the county.

Objective 2.C.1 Continue to participate in the Yosemite Area Regional Transportation System (YARTS).

Time frame: Ongoing over the 20-year time frame of this plan.

Policy 4.E. Improve public transportation infrastructure.

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

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

DISCUSSION

Receive presentation and provide any desired direction.
From Cindy Kelly, Assistant Transit Manager, YARTS:

We're proposing to run 1 bus daily in June and September, in addition to the two buses in July and August. Currently, we only operate one bus on the weekends (Saturdays and Sundays) in those months. So, we'll have one daily bus from June to July, and then two daily in July and August and then we'll go back to one daily bus in September. We're increasing our days of service on 395 from 78 to 122. The park currently pays 100% of that service.

With the additional days, were asking them to continue to pay for the service with the additional cost. Our numbers for that corridor improved greatly in July and August- even with the fire- due to two daily buses. We think this proposal will further increase the ridership if we offer more availability.

ATTACHMENTS

- Draft support letter
- Current YARTS schedule

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www.monocounty.ca.gov

Jim Donovan
Strategic Planning Division/Yosemite National Park
PO Box 700-W
El Portal, CA 95318

Dear Mr. Donovan,

Currently Yosemite NPS funds Yosemite Area Regional Transportation System (YARTS) along the SR 120, 203 and US 395 corridors in Mono County with service on weekends only in June and September and daily service during the months of July and August.

The Mono County LTC is supportive of expanding the existing weekend service for the months of June and September into a daily service for the months of June and September. The existing twice daily service during the months of July and August would remain the same.

The Mono County LTC members continue to be dedicated supporters of YARTS and its goals. We all know the benefit of having YARTS provide service to our Eastern Sierra communities, and this represents an opportunity to increase those benefits by expanding the service along SR 120, 203 and US 395 starting June 1, 2019.

Sincerely,

John Wentworth
Chair

Hwy 120/395 Mammoth
SUMMER 2018
May 26***- September 30, 2018
*Free Day Service: May 27, 28***; July 4; August 25; September 22*

To YOSEMITE

Location	May 26-28*** June and September (weekends ONLY)	July and August (seven days a week)	
Mammoth Mountain Inn	8:00	6:45	8:00
The Village	8:07	6:52	8:07
Juniper Springs Resort	8:15	7:00	8:15
Mammoth Lakes Park/ Tavern Rd	8:17	7:02	8:17
Shilo Inn	8:20	7:05	8:20
June Mountain Ski Area	9:00	7:45	9:00
Rush Creek Trailhead	9:05	7:50	9:05
Mono Basin Visitor Center	9:27	8:12	9:27
Lake View Lodge	9:30	8:15	9:30
Tioga Mobil Gas Mart	9:40	8:25	9:40
Tuolumne Meadows Store	10:15	9:10	10:15
Tuolumne Meadows Visitor Center	10:20	9:15	10:20
White Wolf Lodge	11:00	9:35	11:00
Crane Flat Gas Station	11:30	10:05	11:30
Yosemite Valley Visitor Center	12:05	10:50	12:05

***Service will begin on Memorial Day weekend (May 26 - 28th) IF Tioga Pass has reopened. If Tioga Pass is closed service will begin on June 2nd **OR** when the pass has reopened.

PM Times shown in Boldface Type

PASSENGERS can request drop-offs at trailheads along the route. Drivers will only stop at requested trailheads IF IT IS SAFE TO DO SO.

PLEASE NOTE:

- NO UNSCHEDULED PICK UPS WILL BE PERMITTED
- REQ stops are for DROP - OFFs ONLY. No pick-ups are allowed.
- YARTS will only STOP at REQ stops if passengers are aboard the bus who need to travel to those locations.
- Driver must be notified when boarding that a passenger wishes to be dropped off at an REQ stop.

PLEASE REMEMBER: SCHEDULED TIMES ARE ESTIMATES. YARTS BUSES MAY OCCASIONALLY RUN BEHIND SCHEDULE DUE TO TRAFFIC, ROAD CONSTRUCTION, INCLEMENT WEATHER AND NATURAL DISASTERS. FOR DELAY INFORMATION PLEASE CHECK OUR FACEBOOK PAGE AT: WWW.FACEBOOK.COM/RIDEYARTS

Reservations are available online at www.yarts.com

**Hwy 120/395 Mammoth
SUMMER 2018
May 26***- September 30, 2018
Free Day Service: May 27, 28***; July 4; August 25; September 22**

To MAMMOTH LAKES

Location	May 26 - 28*** June and September (weekends ONLY)	July and August (seven days a week)	
Yosemite Valley Visitor Center	5:00	4:05	5:00
Crane Flat Gas Station	5:30	4:35	5:30
White Wolf Lodge	6:00	5:05	6:00
Tuolumne Meadows Visitor Center	6:45	5:50	6:45
Tuolumne Meadows Store	6:50	5:55	6:50
Tioga Mobil Gas Mart	7:32	6:37	7:32
Lake View Lodge	REQ	REQ	REQ
Mono Basin Visitor Center	REQ	REQ	REQ
Rush Creek Trailhead	REQ	REQ	REQ
June Mountain Ski Area	REQ	REQ	REQ
Shilo Inn	7:57	7:02	7:57
Mammoth Lakes Park/ Tavern Rd	REQ	REQ	REQ
Juniper Springs Resort	8:05	7:10	8:05
Mammoth Mountain Inn	8:20	7:25	8:20
The Village	8:30	7:35	8:30

***Service will begin on Memorial Day weekend (May 26 - 28th) IF Tioga Pass has reopened. If Tioga Pass is closed service will begin on June 2nd **OR** when the pass has reopened.

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LTC Staff Report

TO: Mono County Local Transportation Commission

MEETING DATE: September 10, 2018

FROM: Grady Dutton, TOML Public Works Director

SUBJECT: Town of Mammoth Lakes LTC Projects

RECOMMENDATIONS: Receive quarterly update from Town of Mammoth Lakes regarding current status of LTC projects.

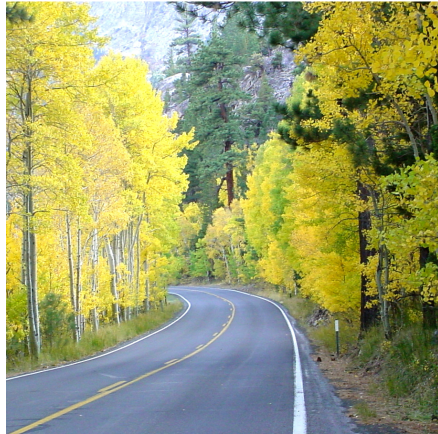
FISCAL IMPLICATIONS: n/a

ENVIRONMENTAL COMPLIANCE: Environmental compliance is determined during the appropriate component of the project development on a project-by-project basis.

RTP / RTIP CONSISTENCY: All of these projects are programmed in previous STIP cycles. Consistency with the RTP / RTIP was established at time of programming.

DISCUSSION:

PROJECT	Design Features	STATUS
<p>STIP TE Funds ATP Funds</p> <p>Minaret Road Gap Closure Project State and Federal Funds</p>	<p><i>Class 1 Bike Path</i></p>	<p>Construct Class 1 bike path from near the Old Mammoth Road/Minaret Road intersection generally along the south side of Mammoth Creek to Mammoth Creek Park West. Project has been awarded to Spiess Construction in the amount of \$377,777. Construction is anticipated to begin the week of September 4 with completion in October 2018.</p>
<p>Rt 203 (West Minaret Rd) Sidewalk Safety Project</p> <p>STIP Funds</p>	<p>Sidewalk on the west side of Minaret Road from Lake Mary Road to 8050 Project.</p>	<p>Staff and Caltrans have executed cooperative agreements to manage the 203 sidewalk projects. Project has been awarded to Spiess Construction in the amount of \$714,808.50. Construction is anticipated to begin the week of September 10 with completion in October 2018.</p>
<p>Rt 203 (North Main St.) Sidewalk Safety Project</p> <p>STIP Funds</p>	<p>Sidewalk on the north side of Main Street from Mountain Boulevard to Minaret Road. Street.</p>	<p>Project was awarded September 2017 to Spiess Construction in the total amount of \$2,537,400. STIP funding: \$2,000,000. Private (Mammoth View Project) and Town funds for remainder. Project is substantially complete.</p>
<p>Rt 203 (North Main St.) Sidewalk Safety Project</p> <p>STIP Funds</p>	<p>Sidewalk on the north side of Main Street from Mountain Boulevard to Sierra Boulevard and from the Post Office to Forest Trail. Also on the south side from Laurel Mountain Road to Manzanita.</p>	<p>Staff and Caltrans have executed cooperative agreements to manage the 203 sidewalk projects. Project was awarded on August 15 to Spiess Construction in the amount of \$3,098,671.55. Construction is anticipated to begin in September 17th with completion of the first phase (Post Office to Forest Trail) in early November 2018. The remainder will be constructed in 2019.</p>
<p>Rt. 203</p> <p>ATP Funds</p>	<p>Multi-Use Path along the south side of Main Street from Minaret east to Callahan.</p>	<p>The Town submitted an application for Active Transportation Program in August 2018.</p>



Quarterly Report

MONO COUNTY PROJECTS



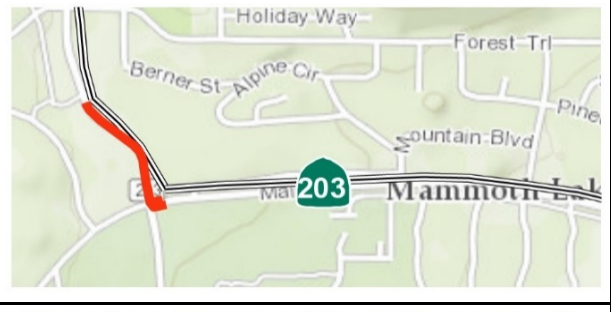

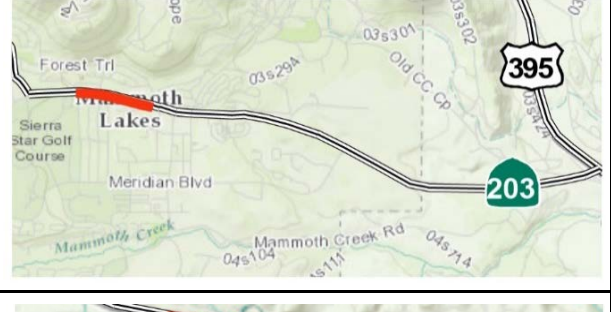

September 2018

For project specific questions, please contact the appropriate Project Manager.



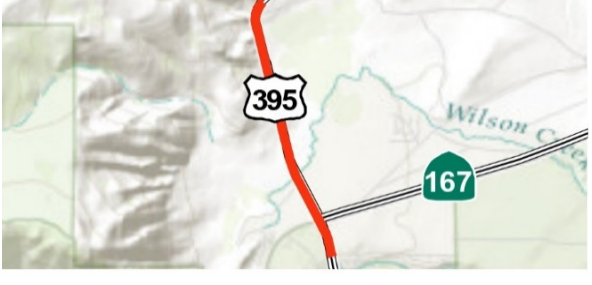
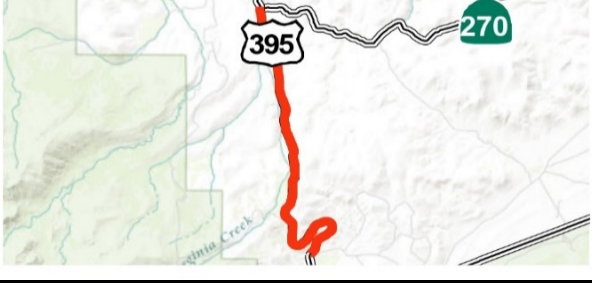


Project Phase Acronyms:

- ENV – Environmental
- CON – Construction
- TBD – To Be Determined

*Not all project may be reflected on this report. i.e. minors and maintenance

<p>Project Name: McNally Shoulders EA# 36460</p> <p>Location: INY 6 PM 4.3/8.4, MNO 6 PM 0.0/0.8</p> <p>Description: Widen shoulders to 8 feet.</p> <p>Project Cost: \$6,185,000</p> <p>Current Phase: Design</p> <p>ENV 100% Complete 9/26/2016</p> <p>CON 100% Complete 10/1/2018</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Chalfant Turn Lane EA# 36980</p> <p>Location: MNO 6 PM 4.2/5.2</p> <p>Description: Construct two-way left turn lane.</p> <p>Project Cost: \$2,197,000</p> <p>Current Phase: Design</p> <p>ENV 100% Complete 3/16/2018</p> <p>CON Expected start date Fall 2019</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: W. Minaret Sidewalks EA# 36530</p> <p>Location: MNO 203 PM 4.6/4.8</p> <p>Description: Provide pedestrian and non-motorized facilities.</p> <p>Project Cost: \$750,000</p> <p>Current Phase: Design</p> <p>ENV 100% Complete 1/3/2017</p> <p>CON Expected start date Fall 2018</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: N. Main St. Sidewalk & Safety Project EA# 36480</p> <p>Location: MNO 203 PM 4.8/5.3</p> <p>Description: Provide pedestrian and non-motorized facilities.</p> <p>Project Cost: \$2,150,000</p> <p>Current Phase: Design</p> <p>ENV 100% Complete 2/25/2016</p> <p>CON 100% Complete 7/18/2018</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Lower Main Street Sidewalks EA# 36690</p> <p>Location: MNO 203 PM 5.1/5.6</p> <p>Description: Provide pedestrian and non-motorized facilities.</p> <p>Project Cost: \$2,762,000 Complete Streets - \$1,250,000.</p> <p>Current Phase: Design</p> <p>ENV 100% Complete 4/18/2018</p> <p>CON Expected start date Fall 2018</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: North Sherwin Shoulders EA# 36070</p> <p>Location: MNO 395 PM 6.8/9.9</p> <p>Description: Widen shoulders to 10 feet just south of Toms Place.</p> <p>Project Cost: \$19,429,000</p> <p>Current Phase: Design</p> <p>ENV 100% Complete 8/23/2018</p> <p>CON Expected start date Spring 2021</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	

*Not all project may be reflected on this report. i.e. minors and maintenance

<p>Project Name: Crestview Maintenance Truck Shed EA# 36510</p> <p>Location: MNO 395 PM 34.1</p> <p>Description: A new truck shed at the Crestview MS.</p> <p>Project Cost: \$4,763,000</p> <p>Current Phase: Construction</p> <p> ENV 100% Complete 10/31/2012</p> <p> CON Expected completion Winter 2018</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Lee Vining Rockfall EA# 33500</p> <p>Location: MNO 395 PM 52.1/53.7</p> <p>Description: Mitigate Mono Lake rockfall.</p> <p>Project Cost: \$10,626,000</p> <p>Current Phase: Revegetation</p> <p> ENV 100% Complete 7/25/2013</p> <p> CON Expected completion date Winter 2020</p> <p>Project Manager: Dennee Alcala Ph# 760-872-0767</p>	
<p>Project Name: Conway Ranch Shoulders EA# 36640</p> <p>Location: MNO 395 PM 57.9/60.0</p> <p>Description: Widen shoulders to 8 feet.</p> <p>Project Cost: \$9,376,000</p> <p>Current Phase: Planning</p> <p> ENV Expected completion date 4/1/2020</p> <p> CON Expected start date Spring 2023</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Conway Guardrail EA# 36470</p> <p>Location: MNO 395 PM 60.0/69.9</p> <p>Description: Remove & upgrade guardrail.</p> <p>Project Cost: \$5,217,000</p> <p>Current Phase: Design</p> <p> ENV 100% Complete 12/17/2017</p> <p> CON Expected start date Spring 2019</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Virginia Lakes Turn Pocket EA# 36420</p> <p>Location: MNO 395 PM 63.5</p> <p>Description: Widen shoulders & construct a NB left turn pocket.</p> <p>Project Cost: \$1,985,000</p> <p>Current Phase: Design</p> <p> ENV 100% Complete 12/21/2016</p> <p> CON 100% Complete Fall 2018</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Virginia Creek Shoulders EA# 36940</p> <p>Location: MNO 395 PM 69.6 / 71.9</p> <p>Description: Widen Shoulders.</p> <p>Project Cost: \$13,554,000</p> <p>Current Phase: Planning</p> <p> ENV Expected completion date 6/30/2020</p> <p> CON Expected start date TBD</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	

*Not all project may be reflected on this report. i.e. minors and maintenance

Project Name:	Sheep Ranch Shoulders	EA# 35080
Location:	MNO 395 PM 80.5/84.3	
Description:	Add 8 foot shoulders and treat 4 rockfall locations.	
Project Cost:	\$16,574,000	
Current Phase:	Design	
ENV	100% Complete	1/14/2015
CON	Expected completion date	Summer 2018
Project Manager:	Dennee Alcala	Ph# 760-872-0767



Project Name:	Aspen-Walker Shoulder Widening	EA# 3494U
Location:	MNO 395 PM 88.4/91.6, 93.4/95.7	
Description:	Widen shoulders from 2 to 8 feet, install rumble strip.	
Project Cost:	\$24,845,000	
Current Phase:	Design	
ENV	100% Complete	7/30/2017
CON	Expected start date	Spring 2019
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Sonora Jct Shoulders	EA# 36800
Location:	MNO 395 PM 91.6/93.7	
Description:	Widen shoulders	
Project Cost:	\$20,060,000	
Current Phase:	Planning	
ENV	Expected completion date	6/1/2021
CON	Expected start date	Spring 2023
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Walker CAPM	EA# 36430
Location:	MNO 395 PM 106.3/120.5	
Description:	Pavement recycle, Walker to Topaz.	
Project Cost:	\$15,602,000	
Current Phase:	Construction	
ENV	100% Complete	2/25/2015
CON	100% Complete	Summer 2018
Project Manager:	Brian McElwain	Ph# 760-872-4361



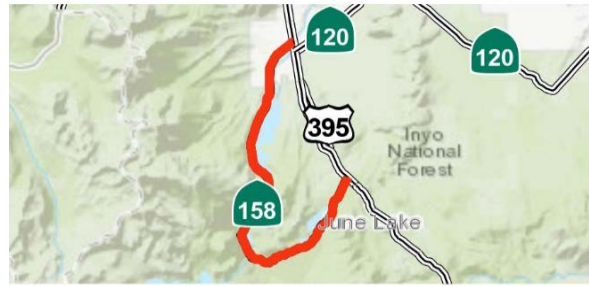
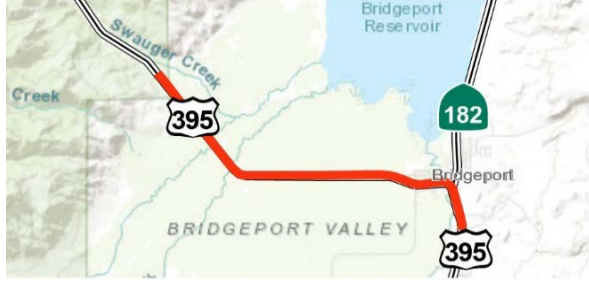


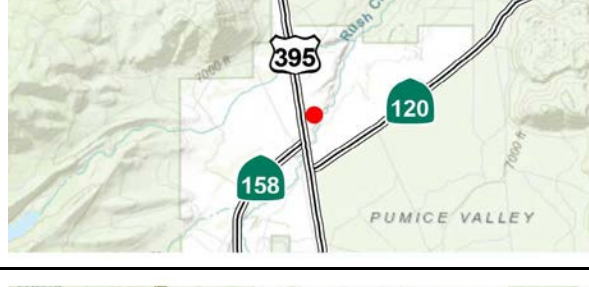

Project Name:	Mono Mitigation Bank	EA# 36670
Location:	MNO Various	
Description:	Purchase riparian & wetland mitigation credits.	
Project Cost:	\$3,550,000	
Current Phase:	Environmental	
ENV	Expected completion date	Winter 2019
CON	Expected start date	Winter 2020
Project Manager:	Dennee Alcala	Ph# 760-872-0767



Project Name:	Lee Vining Rehab	EA#37430
Location:	MNO 395 PM 50.8/55.7	
Description:	Rehabilitate pavement, drainage, upgrade ADA.	
Project Cost:	\$14,000,000	
Current Phase:	Planning	
ENV	Expected completion date	Spring 2022
CON	Expected start date	Summer 2024
Project Manager:	Brian McElwain	Ph# 760-872-4361



*Not all project may be reflected on this report. i.e. minors and maintenance

<p>Project Name: June Lake CAPM EA#37440</p> <p>Location: MNO 158 PM 0.0/15.8</p> <p>Description: Rehabilitate pavement.</p> <p>Project Cost: \$15,500,000</p> <p>Current Phase: Planning</p> <p> ENV Expected completion date Summer 2022</p> <p> CON Expected start date Spring 2026</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Bridgeport Rehab EA#37460</p> <p>Location: MNO 395 PM 76.0/80.6</p> <p>Description: Rehabilitate pavement, drainage, upgrade ADA.</p> <p>Project Cost: \$10,000,000</p> <p>Current Phase: Planning</p> <p> ENV Expected completion date Summer 2022</p> <p> CON Expected start date Spring 2026</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Rock Creek Rehab EA#37880</p> <p>Location: MNO 395 PM 9.0/R13.0</p> <p>Description: Rehabilitate pavement and drainage.</p> <p>Project Cost: TBD</p> <p>Current Phase: Planning</p> <p> ENV Expected completion date Winter 2022</p> <p> CON Expected start date Summer 2027</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Cemetery CAPM EA#37870</p> <p>Location: MNO 395 PM 55.7/58.2</p> <p>Description: Rehabilitate pavement.</p> <p>Project Cost: TBD</p> <p>Current Phase: Planning</p> <p> ENV Expected completion date Winter 2022</p> <p> CON Expected start date Summer 2027</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Baseline Pit EA#36560</p> <p>Location: MNO 395 PM 46.5</p> <p>Description: Material Site Reclamation</p> <p>Project Cost: \$96,000</p> <p>Current Phase: Construction</p> <p> ENV 100% Complete 8/1/2018</p> <p> CON Expected completion date Spring 2019</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Mono Chain Up EA# 36660</p> <p>Location: MNO Various</p> <p>Description: Construct and improve chain control turnouts.</p> <p>Project Cost: \$7,025,000</p> <p>Current Phase: Environmental</p> <p> ENV Expected completion date Winter 2019</p> <p> CON Expected start date Summer 2021</p> <p>Project Manager: Dennee Alcalá Ph# 760-872-0767</p>	

*Not all project may be reflected on this report. i.e. minors and maintenance

Project Name:	D9 End Treatments	EA# 36770
Location:	MNO, INY, KER, and SBD Various	
Description:	End Treatments	
Project Cost:	\$4,562,000	
Current Phase:	Environmental	
ENV	Expected completion date	Winter 2019
CON	Expected start date	Spring 2021
Project Manager:	Dennee Alcalá	Ph# 760-872-0767

