

# Mono County Local Transportation Commission

---

PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800 phone, 924.1801 fax  
[commdev@mono.ca.gov](mailto:commdev@mono.ca.gov)

PO Box 8  
Bridgeport, CA 93517  
760.932.5420 phone, 932.5431 fax  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

## AGENDA

February 11, 2019 – 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 January 14, 2019 – **p. 1**
4. **ELECTION OF CHAIR (County) & VICE-CHAIR (Town)**
5. **COMMISSIONER REPORTS**
6. **LOCAL TRANSPORTATION**
  - A. Electric vehicle policy: Provide any desired direction to staff (*Hailey Lang*) – **p. 5**
  - B. Town of Mammoth Lakes update on airport development
  - C. Support Letters for applications of Kern County's and Inyo County's U.S. Department of Transportation's Infrastructure for Rebuilding America (INFRA) competitive grant program. (*Hailey Lang*) – **p. 25**
7. **ADMINISTRATION**
  - A. LTF estimate documentation: Provide any desired direction to staff (*Megan Mahaffey*) – **p. 28**
  - B. Update on MOUs, history (*Gerry Le Francois*) – **p. 30**
  - C. Government shutdown impacts
  - D. Governor's budget impact on transportation and housing summary from California State Association of Counties – **p. 48**
  - E. Letter to LADWP regarding wildlife fencing; authorize Chair's signature (*Gerry Le Francois*) – **p. 78**
8. **TRANSIT**
  - A. Eastern Sierra Transit Authority (ESTA)
  - B. Yosemite Area Regional Transportation System (YARTS)
9. **CALTRANS**
  - A. Activities in Mono County & pertinent statewide information

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

---

### COMMISSIONERS

Jennifer Halferty Sandy Hogan John Peters Lynda Salcido Fred Stump John Wentworth

10. **INFORMATIONAL**

A. Wildlife crossing letter: Tim Taylor, CDFW – **p. 79**

11. **UPCOMING AGENDA ITEMS**

12. **ADJOURN** to March 11, 2019

**\*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).*

# Mono County Local Transportation Commission

PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800 phone, 924.1801 fax  
[commdev@mono.ca.gov](mailto:commdev@mono.ca.gov)

PO Box 8  
Bridgeport, CA 93517  
760.932.5420 phone, 932.5431 fax  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

## DRAFT MINUTES

January 14, 2019

**COUNTY COMMISSIONERS:** Stacy Corless, John Peters, Fred Stump

**TOWN COMMISSIONERS:** Sandy Hogan, Lynda Salcido, John Wentworth

**COUNTY STAFF:** Wendy Sugimura, Gerry Le Francois, Hailey Lang, Garrett Higerd, Tony Dublino (teleconference), CD Ritter

**TOWN STAFF:** Haislip Hayes

**CALTRANS:** Ryan Dermody, Austin West

**ESTA:** Phil Moores

**GUESTS:** Don Condon, Electric Auto Association; Susanna Danner, Eastern Sierra Land Trust

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

2. **PUBLIC COMMENT:** None

3. **MINUTES**

**MOTION:** Approve minutes of Dec. 10, 2018, as amended. 6C: Aspendell, highest-elevation full-time community in ~~California~~ Inyo County. (Stump/Hogan. Ayes: 4. Abstain due to absence: Wentworth, Halferty.)

4. **WELCOME NEW COMMISSIONER JENNIFER HALFERTY:** Stump explained how Caltrans became partner at table in 2013. Ryan Dermody sits at Inyo LTC as well.

5. **COMMISSIONER REPORTS:** **Stump:** None. **Hogan:** Thanked Caltrans for work in north county. **Peters:** Echoed snow clearing, resident compliments, great presence with crews/equipment Inquiry from AV RPAC. New member wants to revisit Walker speed limit (45 mph through Walker about 15 mph faster than any other community). Maybe Caltrans attend RPAC? **Halferty:** None. **Wentworth:** Shutdown affecting Town in lots of ways, quantifying, maybe Caltrans have input. **Dermody:** Allocations for transportation good, hurting on USFWS, NEPA consults stopped. Could affect project delivery BLM closed, nothing on Olancha/Cartago. **Salcido:** None.

6. **LOCAL TRANSPORTATION**

A. **Electric vehicle charging needs assessment update:** Hailey Lang called electric cars hot topic, LTC policy document for infrastructure could tailor better to Mono. Talk to utility companies on capabilities. Liberty: Walker/Coleville/Topaz. Agent said installation of infrastructure there and viable. Any business owner can contact. Maintenance by third party. If put charger in, do maintenance, Mono oversee. Type 2 most popular in state, but fast chargers could fill in gaps for long-term travel users. Different voltages: type 2 takes longer (4-5 hr), fast type 3 more costly (\$50,000-\$80,000). One car at a time. Liberty has grant programs. \$4 million for fast, oversee installation, cover 50% of charger itself.

Liberty cover US 6? *Valley Electric from Nevada.* Stump wanted to add to mix. Would cover Oasis. Edison not service that area. Route to Vegas is through Fish Lake Valley. Lang will provide update. Stump noted building at US 95, but nothing there. Wentworth suggested Westgard Pass.

Charging stations at schools? *Coleville for school use only.*

Bridgeport gas stations? *Le Francois stated under construction.*

### COMMISSIONERS

Jennifer Halferty Sandy Hogan John Peters Lynda Salcido Fred Stump John Wentworth

Don Condon indicated Tesla can use everything with adaptors. Peters noted Tesla at Virginia Creek Settlement is level 2, as is Bridgeport Marina. Condon stated any 220 outlet works.

Lang indicated Liberty will roll out program for state parks. Edison has disadvantaged program pilot, needs space for minimum 10 charging stations that meet requirements.

Stump wanted to ask Edison to speak to Benton Paiutes who won property along US 6. Benton is a disadvantaged community. Reservation is part of the trust. SCE pays construction, applicant gets rebate for installation. Pilot for chargers upcoming, pay 100% of cost, rebate included

Stump: Freight study identified need for truck stops. Maybe integrate chargers into truck stops. Dermody indicated Caltrans stations to construction in Bishop, Coso, Division Creek, Boron in summer. Will ask consultant.

Lang cited Edison's fleet program that covers 50% of costs.

**B. Digital-395 5G implementation:** Gerry Le Francois noted people unaware of: fastest, latest, greatest. Federal preemption on land use with existing towers: new array granted up to 10% increase in tower height. Local entities preempted from any type of review. First project in Coleville area may want preemption. Ask for maximum.

Anything to do with 5G? *Apply to any upgrades.*

Wendy Sugimura cited two types of exemptions: cell towers and 5G specifically before end of month.

Wentworth noted 5G needs towers closer together. Sugimura stated 5G preemptions are controversial in state. Not actually an exemption, CEQA applies.

Wentworth was Back East at conference which wanted to bring back national scenic byways program. Any relief from 5G towers popping up all over? Hogan noted most towers on USFS land. Talking to them? Sugimura noted not since shutdown. How affects NEPA compliance. Mono has no planning authority on USFS land, just building inspections

Entity build on federal land utilizing this exemption? Sugimura stated could apply to federal agencies

Stump mentioned Hwy 6 and "holes" on US 395. If can't close 4G hole. *Sugimura indicated certain timelines involved in shot clock.*

Wentworth indicated consumer electronics show indicated few devices ready to employ. Infrastructure not quite there yet. Preserve visual corridors from sprouting towers.

Le Francois: Updates on technology on agenda. Feds make states aware of program. LTC directed to do scenic byway.

Stump saw thrust as connectivity along routes or within communities. Communities are spread out with federal land in between.

Peters thought sea change in technology could create bigger gaps.

**C. Wildlife crossing update and approve vice-chair's signature on letters:** Hailey Lang mentioned comment letters.

Stump favored coordination with Town/airport wildlife planning. Maybe to Town and FAA, or at least cc. Which letter appropriate to cc? *Caltrans.*

Dermody started draft charter, sent to Mono. Land ownership: largest is LADWP. Letter to LADWP? *Sugimura: Yes, elevate conversation. Contact Clarence Martin.*

Sugimura talked to biological division, unsure how many know about it. Keep apprised.

Federal agencies shut down; send letters anyway.

**MOTION:** Authorize signatures on existing letters except cc Caltrans letter to Town and FAA, another letter to LADWP in LA or Bishop. *(Stump/Hogan. Ayes: 6-0.)*

Fund PID? *Yes, 100% by Caltrans. Down staff, maybe not till late summer or fall. Scope, cost, schedule laid out.*

## 7. ADMINISTRATION

**A. LTC Audit Report:** Finance Director Janet Dutcher credited Megan Mahaffey, who took care of all before childbirth. Followed audit standards in risk-based approach. Got clean opinion in materiality scope. Ended year with \$217,000 in equity, increased \$54,000 from prior year. LTC funded by grants.

Money diverted from reserves for fifth-day service in Walker/Coleville reflected? *Came from fiduciary fund.*

Dutcher indicated as revenues go up and down, spending does as well. Much more PPM (Planning, Programming, Monitoring) money.

Stump noted staffing up in CDD, saw potential change in spending grant revenue. Sugimura commended staff for masterful job on work output.

Dutcher noted restrictions on grant not narrower than scope of activities, so fund balances unassigned. STIP (State Transportation Improvement Program) pays money up front, accounts for it later

Le Francois cited reduced potential for PPM. The STIP cycle every two years funds new five-year work program. No new money to allocate. A gap before 2020 cycle. Gives projects chance to get ready for construction.

Le Francois mentioned PTMISEA (Public Transportation Modernization Improvement & Service Enhancement Account) redirected to ESTA for bus stop lighting in October or November.

Dutcher noted report stated "nothing came to our attention" on procedure or law violation. Clean bill of health.

Audit to state or feds, or just available on request? *State controller requires filing but not federal government. STIP PPM state money, so no federal dollars in report and no requirement to file.*

--- Break: 10:20-10:30 am ---

## 8. TRANSIT

**A. Eastern Sierra Transit Authority (ESTA):** Phil Moores presented ESTA ridership data for last six months. Ridership up 6% over last year. Weather strong factor. Mammoth Express up. Reds Meadow up quite a bit. No real way to measure factors. Safety: Mountain buses needed kits on board, snow builds up in wheel wells, so tools to keep buses safe. Training for office staff Feb. 8. Cameras for Mammoth buses are tool to determine truth about accidents, liability. People try to reduce their own liabilities, but cameras don't lie. Keeps riders in line. Purchase/install by summer. Problems with DMV testing, didn't pass in Bakersfield. ESTA approved for its own employer testing program. Looking for drivers but financial struggles, where to live. Three drivers trained in Mammoth. Reno Greyhound closed doors, relocated to Centennial Plaza in Sparks. Move there Jan. 28.

Hogan noted Dial-A-Rides down. Does Walker function as on-call? Yes, *weekdays. Weekends need ADA-specific. Many variables involved.*

Hogan recalled Greyhound left in 2001, Inyo-Mono Transit picked up till ESTA formed in 2007.

**B. Yosemite Area Regional Transportation System (YARTS):** Gerry Le Francois noted Mono representatives. Cindy Kelly mentioned park service shutdown. Selena McKinney preparing SRT (Short-Range Transit) plan.

Hogan noted AAC (Authority Advisory Committee) met last week. Jeff Simpson attended. Need to talk scheduling. AAC usually not have quorum. Afternoon meeting would work for East Side. Demo projects need time frames so kick in their share. Mono's share is \$35,000/year, maybe consider more. Meet in spring about dropping June Lake loop, get more of an express route. Maybe drop some of five stops in Mammoth Lakes, one in Lee Vining. YARTS carries only 2% of visitors.

Stump suggested concentrating usage at stops. Maybe approach Starbucks. Corporate chose location near court. Hogan noted YARTS is slow on advertising.

Quorum issues? Hogan indicated AAC has 16 members. New routes take a long time. Bus replacements needed, contract with VIA for buses and drivers.

## 9. CALTRANS

**A. SB 1 update:** Ryan Dermody stated in throes of SB 1, hard choices on treatments. JL CAPM \$15 mil up to \$38 mil. Need adjustments.

**B. Activities in Mono County & pertinent statewide information:** Ryan Dermody noted Jan. 10 budget by Governor Newsom: \$14.6 billion for transportation. Key principles: air space under overpasses homeless camps official. Local transportation funding linking funding to housing supply contributions. May withhold transportation funding if regional housing needs not met.

Definition of region: Towns and counties working together? Wendy Sugimura stated always attempt to tie location of housing with transportation needs. Same challenges exist. Wentworth thought Town and County ought to correlate work on housing, not disparate jurisdictions. Extend to Inyo county? Yes.

Dermody attended CAC on bike requests. Potential funding sources. What does June Lake really want for on-ground improvements?

Sugimura sited multi-modal plan for community workshops to determine problems, options to resolve. Improve biking, pedestrian along SR 158.

Dermody indicated need for consensus, not lots of opinions.

Wentworth announced Matt Parulo, new recreation coordinator, starts today.

## 10. QUARTERLY REPORTS

**A. Town of Mammoth Lakes:** Haislip Hayes noted some projects completed. Start new downtown project in March. Done by July 4 festivities, special events. Town applied for multi-use path on south of 203, not rank well.

Different tack on future applications. Project study reports on multi-use paths at Wednesday Town Council meeting, eligible for STIP funding. Always looking for projects that keep Town competitive. Old Mammoth? *Getting all projects teed up for funding.*

Sidewalks to Aspen Village, farther up? *If not bus maybe pedestrian.*

Halferty noted south side gets up to Loco Frijole, then people dart across street. No funding to go all way up south side? *Not right now.* Crosswalk where pedestrians get stuck at end of sidewalk? *Talks with Caltrans, nothing funded, preliminary conversations on infrastructure needed. Have game plan but not fully funded. Engineering study needed.*

CD Ritter commended sidewalk on north side, walked yesterday.

Peters wanted regional perspective: address Housing Element that will be woven into all grants. Need plan.

Hogan cited worker housing in ghetto. Play up housing need for sidewalks tied in with crosswalk

Halferty preferred denser housing around transit corridors. Transit hub in town needs increased density.

Stump suggested future agenda item: airport plans update, FAA grant. Two reasons: Airport road rebuild, no heavy construction on brand new road. If Town Council not support, best use of STIP funding. See commercial service to Mammoth Yosemite Airport. Perceive Bishop/Mammoth Yosemite complementary, not either/or. No water at Bishop Airport.

**B. Mono County:** Garrett Higerd verbally updated current projects: civic center, new jail. Challenges with staffing. Eastside Lane in Antelope Valley, lots lane miles so phased approach to chip away at different segments. Will have full list in next quarterly. Working with IT to purchase drone. Pilot process determined accuracy by hiring local land survey. Process data, use OWP (Overall Work Program) funds. All projects will have drone component. Snow is stalling some projects. LTC has a part as funding source. Airport Road and Hot Creek Hatchery programmed in 2014, working on environmental phase, construction in 2020-21.

Shelf life of environmental docs? Hogan cited five years for NEPA. Stump noted it was supposed to be built last year. Le Francois: CEQA OK if baseline doesn't change.

Higerd indicated intersection improvement so traffic sweep around curve like Meridian/203. Right of way issues with USFS, adding bike lanes to roadway. Other SB-1 projects: Hackney Drive into Walker community center, ball field, etc. Unpaved parking. Mono City: Preventive maintenance, not full rehabilitation of Benton Crossing Road: Green church outward. Chip seal poses problem for cyclists, so maybe out to fog line. Truck traffic to landfill makes difference on that road. South Landing Road to Crowley Lake Drive overlay. Future project: Upgrade problem streets in Long Valley area, including Sierra Springs. Using OWP funds on bridge asset inventory update, BOS will hear end of May or June.

Summers Meadow guardrail? *Planned work constructed. Geometry of guardrails tight for livestock trucks. Tried to optimize approach so it works.*

**C. Caltrans:** Matina used on Convict Lake, Walker projects. STIP projects more like adding four lanes. Olancha/Cartago (purchasing property, working on environmental permitting, ready to construct fall 2020, break ground 2021).

Aspen/Walker to bid? *Sheep Ranch widening had local crews, encourage same approach, request correspondence within county where materials can be stored. Get in front, let community participate in discussion if possible. Hit hard at RPACs, town halls. Constructive conversations late in game.*

Dermody cited Freeman Gulch-1 done, Freeman Gulch-2 design July, no ROW funding till next STIP cycle (was BLM land, but mitigation for Mojave ground squirrel and desert tortoise).

Stump mentioned N. Sherwin shoulders: Look at dissolving Lower Rock Creek exit, integrate with Tom's Place. Connect Lower Rock Creek to Crowley Lake Drive. Intersection not safe. *Dermody responded can't afford, no accident stats.*

Relocate guardrail north of Conway Summit? *Dermody: Long way out, but after Freeman Gulch-2 and -3. Tied into passing lanes as well.*

Hogan thought maybe other counties could contribute to us [as Mono has done to them].

11. **INFORMATIONAL:** No items

12. **UPCOMING AGENDA ITEMS:** 1) Town's airport development issues; 2) election of officers; 3) update on MOUs, history; 4) shutdown impacts; 5) housing/transportation nexus from State; 6) governor's budget impact on transportation.

13. **ADJOURN** at 11:56 a.m. to February 11, 2019

## Mono County Local Transportation Commission

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

PO Box 8  
Bridgeport, CA 93517  
760-932-5420 phone, 932-5431 fax  
www.monocounty.ca.gov

### LTC Staff Report

February 11, 2019

**FROM:** Hailey Lang, Planning Analyst

**SUBJECT:** Electric vehicle draft policy document

#### **RECOMMENDATION**

Update on electric vehicle draft policy document. Provide any desired direction to staff

#### **FISCAL IMPLICATIONS**

Staff time associated with updating draft EV charging station policy

#### **ENVIRONMENTAL COMPLIANCE**

EV station installations are ministerial projects under the building permit process

#### **RTP/RTP CONSISTENCY**

The Regional Transportation Plan policies support EV charging stations, as shown below:

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

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

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

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

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

#### **DISCUSSION**

The LTC has a draft policy document on EV goals and policies created in 2017. Staff has worked to revamp the draft policy into its current form and make more usable for both LTC and the public. The policy document is categorized into the following:

- Purpose and need of EV policy;
- Vehicle and charger types;
- Community benefits of electric vehicles;
- Programs and incentives offered;
- Funding and costs of electric vehicles; and
- Goals, objectives, and policies.

#### **ATTACHMENTS**

- Draft policy document

# Mono County Alternative Fueling Station Corridor Policy



Mono County Local Transportation  
Commission  
Adopted X/XX/2019



# 1 TABLE OF CONTENTS

---

2	Purpose and Need.....	3
3	Overall Charing Network .....	5
3.1	Vehicle Types.....	5
3.2	Charger Types .....	6
3.3	Points of Interest within Mono County .....	7
4	Benefits of Zero-Emission Vehicles.....	8
4.1	Specific Community Benefits of ZEVs .....	8
5	Programs and Incentives .....	10
5.1	State Policy .....	10
5.2	Regional Programs.....	10
5.3	Incentives Offered .....	11
6	Funding and Costs .....	13
6.1	Vehicle Costs.....	13
6.2	Charger Costs.....	13
7	Goals, Objectives, and Policies.....	15
7.1	Goal.....	15
7.2	Objectives.....	15

## 2 PURPOSE AND NEED

---

Federal and state policies promote the use of zero-emission vehicles (ZEVs), and California is one of the largest ZEV markets. Due to Governor Jerry Brown calling for 1.5 million ZEVs in California by 2025, significant growth has occurred in the state's ZEV market within the last few years. There are elevated levels of ZEV ownership in the metropolitan areas of Los Angeles, San Diego, and the San Francisco Bay Area, all of which are visitors to Mono County. Recent legislative requirements and increasing consumer desire for clean energy vehicles, the demand for fueling and charging infrastructure is on the rise throughout California. Mono County can accommodate and encourage ZEV fueling infrastructure along the major travel corridors, including US Route 395, US Route 6, and State Route (SR) 120.

In addition to legislation requirements, the Federal Highway Administration (FHWA) established a national network of alternative fueling and charging infrastructure along national highway system corridors. One of the corridors in this designation is US 395. The designation of an, "Alternative Fuel Corridor" intends to support the expansion of this national network through a process that provides opportunity, catalyze public interest, and encourages mutli-State and regional cooperation and collaboration.

Mono County is proposing a broader set of actions to address ZEV fueling along highway corridors for various types of zero-emission and low carbon-emission vehicles, including all-electric vehicles, plug-in hybrid vehicles, hydrogen fuel cell vehicles, and vehicles that run on cleaner fuels such as biodiesel (also known as renewable diesel), compressed natural gas, and propane. Having a reliable network of charging and fueling stations for these vehicle types presents several benefits, including increasing driving range and accessibility for ZEV drivers traveling through the county and allowing the County and its local businesses to take advantage of state, federal, and private incentives, grants, and loans. In addition, it will generate economic activity as visitors driving ZEVs stop in Mono County communities and shop at local businesses while charging their cars or after filling up with alternative fuels.

This policy also supports implementation of renewable energy and transportation goals in the Mono County Regional Transportation Plan (RTP). In particular, the actions undertaken to implement this policy will further the objectives of RTP Goal 3, which calls for the County to "plan and implement a resource-efficient transportation and circulation system that supports sustainable development within the county" as well as Policy 3.A to "reduce greenhouse gas emissions through local land use and development decisions, and collaborate with local, state, and regional organizations to promote sustainable development."

The infrastructure and facilities needed for alternative fuel vehicles (e.g., hydrogen fuel cell, biodiesel, compressed natural gas, and propane vehicles) are fundamentally different from those required for electric vehicles. The locations and types of fuel-dispensing systems are generally similar to those for conventional petroleum fueling stations; however, the specific facilities for alternative fuels (e.g., tanks, pumps) can differ

from petroleum fuel-dispensing facilities and are regulated differently. The County's roles in promoting alternative fueling stations for clean energy vehicles are primarily to supply information to owners of existing gas stations along the designated highways, and to help interested owners access financing and other incentives to install alternative fueling facilities.

The following policies and actions will guide and encourage the installation of alternative fueling and EV charging infrastructure throughout Mono County. The County will focus on ensuring an adequate number and distribution of charging and fueling stations for existing and future ZEVs, including personal and commercial vehicles, providing a model for major transportation corridors and similar counties in the region.

DRAFT

## 3 OVERALL CHARGING NETWORK

---

### 3.1 VEHICLE TYPES

Zero-emission vehicles (ZEVs) are vehicles with no harmful tailpipe emissions and including plug-in electric vehicles (PEVs) and full cell electric vehicles (FCEVs). Zero-emission vehicle technology has developed rapidly with several vehicle models available and more in development.

#### **Zero-Emission Vehicles (ZEVs)**

ZEVs are more affordable to operate over time than conventional vehicles, more convenient to refuel, and require less maintenance. The decision to buy a ZEV is not made on vehicle cost, appearance, or performance, but by infrastructure and policies within a community that exist to support ZEV usage. A potential ZEV buyer will consider whether their homes, communities, and regions have the capability to support their vehicle.

#### **Plug-In Electric Vehicles (PEVs)**

A PEV can operate on battery power and recharges from the electrical grid. Two types of PEVs currently available are battery-electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs).

##### *Battery-Electric Vehicles (BEVs)*

BEVs run completely on electricity stored in batteries and have an electric drive motor to operate the vehicle. These vehicles are also referred to as all-electric vehicles or electric vehicles (EVs). Presently, most BEVs have a range of 50-100 miles on a single charge.

##### *Plug-In Hybrid Electric Vehicles (PHEVs)*

PHEVs combine an electric drive system with an internal combustion gasoline engine. These vehicles plug into the electrical grid to recharge the onboard battery and have a refillable gasoline tank. PHEVs operate in electric mode first and then switch to or blend with gasoline power as necessary. These vehicles release emissions when running on their internal combustion engines and require maintenance comparable to a traditional gasoline vehicle. PHEVs typically have a range between 10-40 miles because they have smaller battery packs than BEVs.

#### **Fuel Cell Electric Vehicles (FCEVs)**

FCEVs create electricity from hydrogen to oxygen. When running low, the tank is filled at a hydrogen fueling station. FCEVs take 3 to 7 minutes to fill and have a range similar to gasoline vehicles. In a FCEV, hydrogen is 2-3 times more efficient than gasoline in a conventional vehicle.

### 3.2 CHARGER TYPES

There are a variety of charger types that connect to the power grid. Charger types widely range based on price of charger and average charging time per charge use.

#### PEV Charging

PEV charging stations come in many shapes, sizes, and brands. Charging equipment is broadly separated into levels based on the amount of electricity that is transferred to a vehicle battery in a certain period. Three categories are used to describe PEV charging:

**AC Level 1:** The most basic and common form of vehicle charging is Level 1. Level 1 charging transfers 120-volts of electricity from the electrical grid to vehicle batteries. PEVs typically come with a 120-volt charging cord that enables PEVs to plug into any traditional 120-volt outlet. Level 1 charging can also occur through dedicated charging equipment built for PEVs. This charging category is easy to implement but takes the longest to fully recharge a battery. A PEV typically gains 4-6 miles of range for every hour of charge.

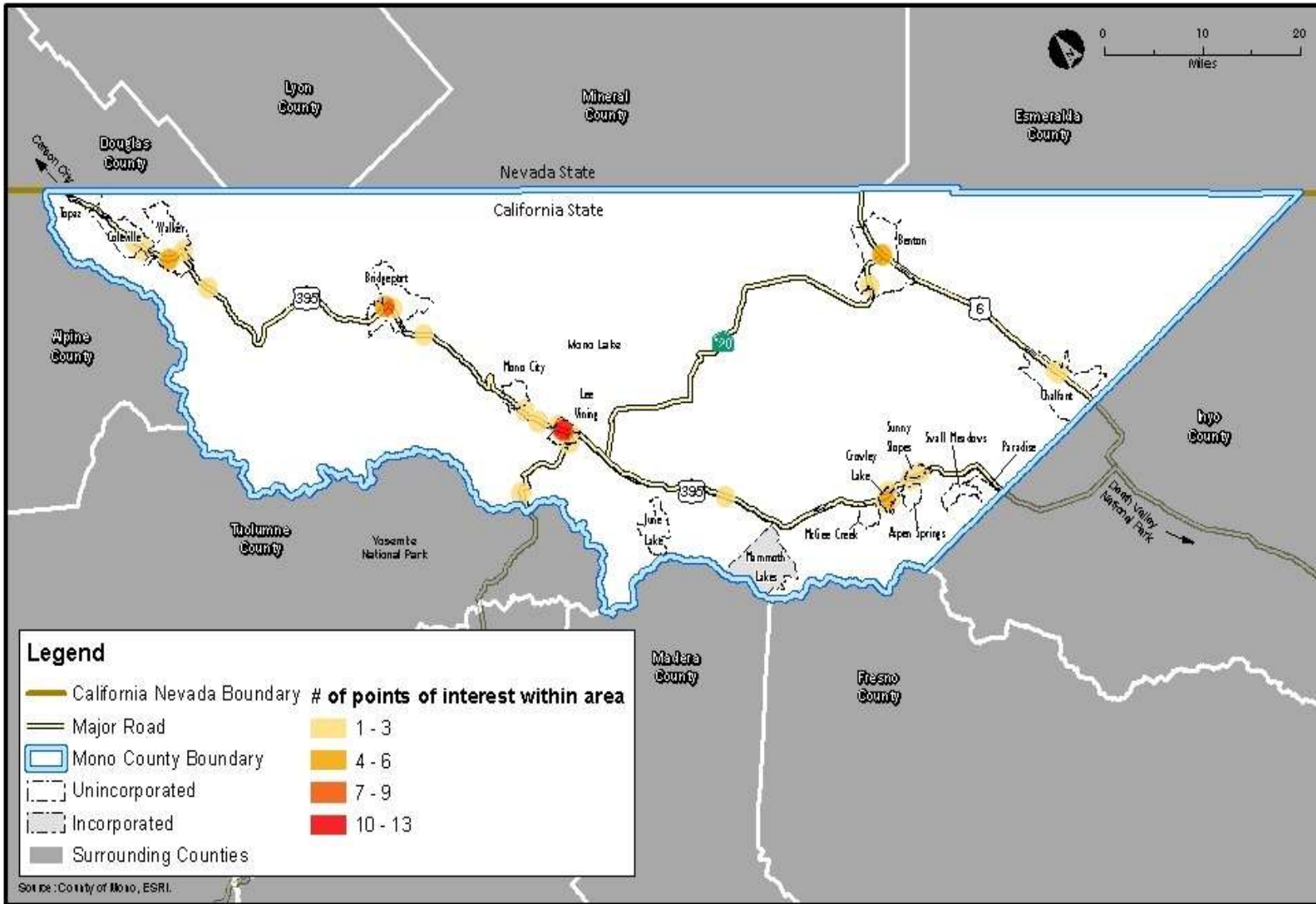
**AC Level 2:** This level of charging transfers up to 240-volts of electricity to vehicles and recharges faster than the AC Level 1. A PEV typically gains 10-20 miles of range for every hour of charge. Since it operates at a higher voltage, Level 2 chargers often require the purchase and installation of dedicated charging equipment. Level 2 chargers encompass most of the publicly available charging equipment across California. Many owners of PEVs, particularly BEVs, have installed Level 2 charging in their homes.

**DC Fast Charging:** This level of charging provides the fastest battery recharge available for PEVs. DC Fast charging transfers a high voltage amount, typically between 400 and 500-volts. These chargers are mostly found in publicly available locations near major transportation corridors to maximize the use of BEVs and to attract an adequate number of vehicles that can charge during a brief period.

#### Hydrogen Fueling Stations

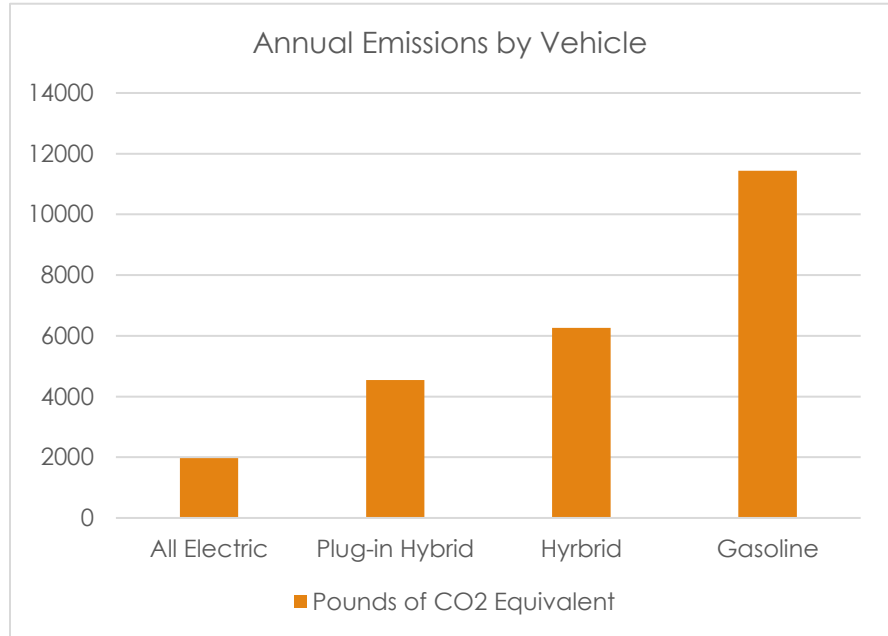
Hydrogen fueling stations operate similarly to traditional fueling stations. Hydrogen dispensers at a retail gasoline station appear similar to gasoline dispensers with a slightly different nozzle. A hydrogen fueling station consists of equipment for storing, compression, and dispensing hydrogen.

### 3.3 POINTS OF INTEREST WITHIN MONO COUNTY



## 4 BENEFITS OF ZERO-EMISSION VEHICLES

ZEVs benefit California cities, towns, counties, and rural communities. ZEVs provide new vehicle choices, fun and smooth electric driving, reduced noise, and lower the total cost of car ownership. Significant potential savings can result for ZEV drivers through lower costs to charge/fuel the vehicle and less required maintenance over time. ZEVs benefit communities by reducing local pollution from vehicle tailpipes, help local governments meet goals and combat climate change, and enable residents to transform their lifestyles using recent technologies.



2016 Clean Cities Alternative Fuel Vehicle Inventory

### 4.1 SPECIFIC COMMUNITY BENEFITS OF ZEVs

The following provide more detail on the specific community benefits of Electric Vehicles:

1. Increasing the number of ZEVs on the road reduce tailpipe pollution and its harmful effects on local residents. The ZEVs quieter engines also reduce localized noise pollution.
2. With zero tailpipe emissions, the carbon footprint of a ZEV is significantly less than a conventionally powered vehicle. While climate change is a global issue, the impact is often felt in local communities.
3. Installing public charging equipment and hydrogen fueling stations ensures that local communities are an attractive place for ZEV drivers to live, shop, and do business. Locating public charging equipment near retail business, can attract drivers to shop there.
4. Many potential drivers are uncertain whether infrastructure of other ZEV services are available in their communities. By providing infrastructure and other local support and by publicly promoting such services, communities expand consumer choice and encourage residents that want to make this transition.

5. The use of electricity and hydrogen to power vehicles supports domestically produced sources of energy. This can reduce reliance on imported energy sources and uncertainty over fuel costs. As “vehicle-to-grid” technologies develop, they will enable car batteries and fuel cells to provide electricity back to the grid, allowing ZEVs to become an important source of distributed energy storage in communities.
6. ZEVs offer new, clean, and economical fuel choices to local residents and businesses. PEVs enable to convenience of charging at home over night.
7. Adding ZEVs into fleets can bring forth potential cost savings, environmental benefits, and further establish electrifying communities.

The following table outlines community benefits based on the electric vehicle type:

<b>Benefits of Electric Vehicles</b>			
<b>Benefit</b>	Hybrid Electric	Plug-in Electric	All-Electric
<b>Fuel Economy</b>	Better than similar conventional vehicles. Most mid-size HEVs achieve combined fuel economy ratings higher than 40 mpg	Better than similar HEVs and conventional vehicles. Most PHEVs achieve combined fuel economy ratings higher than 90 mpge.	Better than similar HEVs, PHEVs, and conventional vehicles. Most EVs achieve fuel economy ratings higher than 100 mpge.
<b>Emissions Reductions</b>	Lower emissions than similar conventional vehicles. HEV emissions vary by vehicle and type of hybrid power system. HEVs are often used to meet local air quality improvement strategies and federal requirements.	Lower emissions than HEVs and similar conventional vehicles. PHEVs produce no tailpipe emissions when in electric-only mode. Life cycle emissions depend on the sources of electricity, which vary region to region.	Zero tailpipe emissions. EVs produce no tailpipe emissions. Life cycle emissions depend on the sources of electricity, which vary from region to region. Emissions reductions are substantial in most regions of the US.
<b>Fuel Cost Savings</b>	Less expensive to run than a conventional vehicle. HEV fuel cost savings vary by vehicle model and type of hybrid power system. For many HEV models, fuel costs are approximately 8 cents per mile.	Less expensive to run than an HEV or conventional vehicle in electric-only mode, PHEV electricity costs range about 2-4 cents per mile. On gasoline only, fuel costs range about 5-10 cents per mile.	Less expensive than an HEV or conventional vehicle. EVs run on electricity only. Electricity costs for a typical EV range 2-4 cents per mile.
<b>Fueling Flexibility</b>	Can fuel at gas stations.	Can fuel at gas stations; can charge at home; public charging stations, and some workplaces	Can charge at home, public charging stations, and some workplaces.

2016 Clean Cities Coalition



## 5 PROGRAMS AND INCENTIVES

---

### 5.1 STATE POLICY

The state legislature passed Assembly Bill (AB) 1236 in 2015, with the goal of making the use of ZEVs more feasible and accessible for drivers in California and facilitating the development of infrastructure to support these vehicles. AB 1236 requires local governments to adopt an ordinance creating a streamlined and expedited permitting process for electric vehicle (EV) charging stations, and to publish a checklist of criteria that EV charging stations must comply with for a permit to be issued.

### 5.2 REGIONAL PROGRAMS

Mono County developed a draft EV charging station permitting ordinance and checklist. You can view the checklist here:

[Placeholder for Checklist]

#### **Liberty Utilities-Walker/Coleville**

##### *Electric Vehicle Program*

Liberty Utilities offers time-of-use (TOU) rates to residential and small commercial customers who wish to charge their electric vehicles during off-peak periods. Upon approval from the California Public Utilities Commission (CPUC), Liberty will offer incentives to eligible customers who install EV charging stations in their home or small business: \$1,500 for residential customers and \$2,500 for small commercial customers. The program also includes plans to install innovative technology EV chargers throughout our service territory enabling customers to extend their EV driving range.

Additionally, Liberty has a grant program for the installation of DC fast chargers that includes oversight, full funding of installation and any infrastructure improvements, and 50% of cost of charger.

#### **Southern California Edison (SCE)-Bridgeport, Lee Vining, and South County**

##### *Charge Ready Home Installation Rebate Program*

For a limited time, Southern California Edison (SCE) is offering a rebate program to help electric vehicle (EV) drivers offset the cost of installing and permitting the necessary electric infrastructure for certain types of home EV charging.

Through the Charge Ready Home Installation Rebate Program, residential customers can receive a rebate of up to \$1,500 toward their out-of-pocket costs for the electrical upgrades and permitting fees necessary to allow installation of a Level 2 (240-volt) EV charging station. The rebate does not cover the cost of the charging stations, but it will help cover the cost of installing and permitting the charging station. The electrical

upgrades eligible for the rebate may include a new 240-volt circuit and socket, new or upgraded panel, new meter socket, and permit fees. In order to receive the rebate, the applicant must be a customer of SCE and enroll in an eligible SCE Time-Of-Use (TOU) rate. TOU rates are based on the time of day and the season when electricity is used, and these rate plans can help customers manage their energy costs by taking advantage of lower rates during off-peak and super-off-peak periods.

#### *Charge Ready Program*

The program supports the deployment of a minimum of 10 charging stations (Type 1 or Type 2) per site. The number of charging stations approved through the program will be determined based on several criteria, including current and near term EV adoption and the number of parking spaces available at your site. A limited number of sites with significant deployment costs, based on estimates, may not be eligible to participate in the program. All charging stations must be installed on a new dedicated circuit deployed by SCE. The program covers all electric infrastructure costs related to the new circuit. SCE also offers a rebate to offset some or all of the costs for the charging stations and their installation.

### **5.3 INCENTIVES OFFERED**

#### **National**

- [Federal Tax Credit for Plug-in Vehicles](#)
  - Plug-in electric vehicles purchased in or after 2010 may be eligible for a federal income tax credit of up to \$7,500. The credit amount will vary based on the capacity of the battery used to fuel the vehicle.
- [Federal Tax Credit for Fuel Cell Vehicles](#)
  - A federal tax credit of up to \$8,000 is available for the purchase of qualified light-duty fuel cell vehicles, depending on the vehicle's fuel economy. Tax credits are also available for medium- and heavy-duty fuel cell vehicles; credit amounts are based on vehicle weight.

#### **Statewide**

- [The California Access Program \(CalCAP\)](#)
  - Loans enrolled in the Electric Vehicle Charging Station Financing Program can be used for the design, development, purchase, and installation of electric vehicle charging stations at small business locations in California. Funded by the California Energy Commission, the California Capital Access Program (CalCAP) may provide up to 100% coverage to lenders on certain loan defaults. Borrowers may be eligible to receive a rebate of 10-15% of the enrolled loan amount.
- [Property-Assessed Clean Energy \(PACE\)](#)

- Property-Assessed Clean Energy (PACE) financing allows property owners to borrow funds to pay for energy improvements, including purchasing and installing EVSE. The borrower repays over a defined period of time through a special assessment on the property. Local governments in California are authorized to establish PACE programs. Property owners must agree to a contractual assessment on the property tax bill, have a clean property title, and be current on property taxes and mortgage
- [The Clean Vehicle Assistance Program](#)
  - The Clean Vehicle Assistance Program provides grants and affordable financing to help low-income Californians purchase a new or used hybrid or electric vehicle. Our goal is to make clean vehicles accessible and affordable to all who qualify
- [Clean Vehicle Rebate](#)
  - In addition to the standard rebate amount provided through the CVRP of up to \$5,000, qualifying low income households may receive an additional \$2,000 CVRP rebate. This increased rebate amount is for consumers with household incomes less than or equal to 300 percent of the federal poverty level. Increased rebate amounts are available for fuel-cell EVs, battery EVs and plug-in hybrid EVs.
- [Consumer Assistance Program \(CAP\)](#)
  - The Consumer Assistance Program (CAP) is administered by the Bureau of Automotive Repair (BAR) and is designed to help improve California's air quality. A consumer may retire a qualified vehicle and receive \$1000. Consumers meeting low income eligibility requirements may receive \$1500. In addition, CAP provides qualified consumers who own a vehicle that cannot pass its biennial (every other year) Smog Check inspection up to \$500 in financial assistance toward emissions-related repairs.

## 6 FUNDING AND COSTS

---

Electric vehicles are generally more expensive than their conventional counterparts. However, lower fueling and maintenance costs can make them a competitive option. As battery technology improves, the cost of electric vehicles is expected to continue to drop.

### 6.1 VEHICLE COSTS

Fuel costs for HEVs, PHEVs, and EVs are lower than for similar conventional vehicles. Electric drivetrains are mechanically more efficient than internal combustion engines; EVs convert about 59%–62% of the electric energy from the grid to power at the wheels, while conventional gasoline vehicles only convert about 17%–21% of the energy stored in gasoline to power at the wheels. HEVs and PHEVs use significantly less gasoline or diesel fuel than their conventional counterparts, and the more electricity a PHEV uses, the lower its fuel costs. Additionally, electricity prices are less volatile than gasoline and diesel fuel prices, so drivers can forecast their fueling expenses over longer periods of time. Over the life of the vehicle, electric-drive vehicle owners can expect to save thousands of dollars in fuel costs, relative to the average new vehicle.

The fuel efficiency of an all-electric vehicle may be measured in kilowatt-hours (kWh) per 100 miles. To calculate the cost per mile of an all-electric vehicle, the cost of electricity (in dollars per kWh) and the efficiency of the vehicle (how much electricity is used to travel 100 miles) must be known. If electricity costs \$0.11 per kWh and the vehicle consumes 34 kWh to travel 100 miles, the cost per mile is about \$0.04. If electricity costs \$0.11 per kilowatt-hour, charging an all-electric vehicle with a 70-mile range (assuming a fully depleted 24 kWh battery) will cost about \$2.64 to reach a full charge. This cost is about the same as operating an average central air conditioner for about 6 hours. General Motors estimates the annual energy use of the Chevy Volt is about 2,520 kilowatt-hours, which is less energy than what is required to power a typical water heater or central air conditioning.

### 6.2 CHARGER COSTS

The cost of a single port Electric Vehicle Charging Station (EVSE) unit ranges from \$300-\$1,500 for Level 1, \$400-\$6,500 for Level 2, and \$10,000-\$40,000 for DC fast charging (shown below). Installation costs vary greatly from site to site with a ballpark cost range of \$0-\$3,000 for Level 1, \$600-\$12,700 for Level 2, and \$4,000-\$51,000 for DC fast charging.

There is an industry consensus that the cost of EVSE units is trending downwards and will continue to decrease. However, installation costs are highly variable and there is no consensus among industry stakeholders about the direction of future installation costs. In addition, state and local incentives in many places encourage EVSE installation through funding and technical assistance. For the cost to charge your electric vehicle, there are three primary approaches: 1) pay-as-you-go, 2) monthly subscriptions, and 3) free.

Maintenance of charging stations can range and vary depending on charger manufacturer. Most agencies create a maintenance agreement with the charger manufacturer that renews annually. Maintenance agreements may cost between \$500 and \$1,500.

<b>Charging Options</b>						
<b>Type</b>	Amperage	Voltage	Power Output	Typical Charging Timeline	Primary Use	Unit Cost Range*
<b>AC Level 1</b>	12-16 amps	120 V	1.3-1.9 kW	2 to 5 miles of range per hour of charging	Residential and workplace charging	\$300-\$1,500
<b>AC Level 2</b>	Up to 80 amps	208 V or 240 V	Up to 19.2 kW, typically for residential applications	10 to 20 miles of range per hour of charging	Residential, workplace, and public charging	\$400 to \$6,500
<b>DC Fast</b>	Up to 200 amps	208 to 600 V	25-150 kW	50 to 70 miles of range in less than 20 minutes	Public charging	\$10,000 to over \$40,000

\*2015 Data from Alternative Fuels Data Center

DRAFT

## 7 GOALS, OBJECTIVES, AND POLICIES

---

### 7.1 GOAL

Promote US 395, US 6, and SR 120 in Mono County as alternative fueling station corridors.

### 7.2 Objectives

1. Facilitate the provision of ZEV fueling and charging infrastructure along US 395, US 6, and SR 120 to
  - Encourage ZEV drivers to visit Mono County communities and patronize local businesses;
  - Protect the environment and promote clean air;
  - And comply with federal and state clean energy and greenhouse gas reduction requirements.

### 7.3 Policies and Actions

#### *Policy A General Guidelines*

#### *Action A.1 Establish guidelines for siting of EV charging stations.*

Identify and prioritize communities targeted for installation of charging stations, based on population, location/distribution along the highways, and number of visitor points of interest.

#### 1st Tier Priority Communities:

- Bridgeport
- Lee Vining
- Benton
- Crowley Lake

#### 2nd Tier Priority Communities:

- Walker
- Mono City
- Chalfant

#### 3rd Tier Priority Communities

- Coleville
- Sunny Slopes

The charging stations in the communities, focusing on the following criteria:

- Proximity to local businesses providing services to visitors (cafes, grocery stores, shops, Wi-Fi hotspots, restrooms, etc.)
- Proximity to visitor amenities (visitor centers, parks, community centers)
- Availability at hotels, campgrounds, recreational vehicle (RV) parks

The locations will identify the desired number of charging stations by community, as well as by charging station type:

- Level 2 pedestal chargers (220V AC)
- Level 3 super charging stations (480V DC)
- Tesla Superchargers

*Action A.2 Determine cost to charge for public use of charging stations.*

Conduct research and outreach to determine the optimal rate and method for charging customers for the use of EV charging stations (e.g., by the hour, by the kilowatt-hour [kWh], or by the charging session). A different method and/or rate may be appropriate for several types/levels and locations of charging stations.

*Action A.3 Install EV charging stations at County-owned sites.*

Install EV charging stations at County-owned sites. Public locations that may accommodate EV chargers include:

- Parks
- Libraries
- Community centers
- County courthouses and administration buildings
- Schools

*Action A.4 Develop sign guidelines and standards for EV charging and alternative fueling stations.*

Develop guidelines and design standards for signage along highways and within communities directing drivers to EV charging stations and alternative fuel stations. The guidelines are to be consistent with standards in the California Manual on Uniform Traffic Control Devices.

Install directional signage for EV charging stations and alternative fuel stations along the designated highways and within the central Main Street areas of communities with visitor points of interest.

*Policy B Permitting and Processing*

*Action B.1 Amend the Zoning Ordinance to support provision of EV charging stations.*

Enact the following amendments to Mono County Code Title 19 – Zoning:

Consistent with the goals and requirements of AB 1236, adopt an ordinance creating an expedited and streamlined permitting process for EV charging stations.

Adopt a subsequent ordinance specifying EV charging stations as a permitted accessory use in all residential and commercial zones. In the case of a proposal for EV charging as the primary use of a property, a conditional use permit would be required (in certain commercial zones only, as determined to be appropriate).

Establish incentives for new commercial developments to provide EV charging stations.

Allow for a reduction in overall parking requirements for new commercial buildings in exchange for provision of one or more charging station(s), as follows:

For buildings requiring five to nine parking spaces, allow for a 20 percent reduction in the overall parking requirement for a space providing a Level 2 EV charger. The maximum parking reduction allowed is 40 percent in exchange for two Level 2 EV chargers.

For buildings requiring 10 or more parking spaces, allow for a 10 percent reduction in the overall parking requirement for each space providing a Level 2 EV charger, and a 20 percent reduction for each space providing a Level 3 EV charger or Tesla Supercharger. The maximum parking reduction allowed is 30% in exchange for up to three EV chargers.

Applies to new developments located within one-half mile of US 395, US 6, or SR 120.

Ensure that standards for parking spaces and EV charging stations are consistent with the California Building Code Title 24 and Americans with Disabilities Act.

Establish incentives for providing EV charging stations as part of expansions of existing commercial buildings.

Allow for a reduction in the number of additional parking spaces required for expansions of existing commercial buildings in exchange for provision of one or more charging station(s), as follows:

For expansion projects triggering a requirement for two to four additional parking spaces, allow for a 50 percent reduction in the additional parking requirement for each space providing a Level 2 EV charger. The requirement for additional parking may be eliminated entirely in exchange for the provision of the corresponding number of chargers.

For expansion projects triggering a requirement for five or more additional parking spaces, allow for a 20 percent reduction in the additional parking requirement for each space providing a Level 2 EV charger, and a 50 percent reduction in the additional parking requirement for each space requiring a Level 3 EV charger or Tesla Supercharger. The requirement for additional parking may be eliminated entirely in exchange for the provision of the corresponding number of chargers.

Applies to new developments located within one-half mile of US 395, US 6, or SR 120.

Ensure that standards for parking spaces and EV charging stations are consistent with the California Building Code Title 24 and Americans with Disabilities Act.

### *Policy C Marketing and Development*

#### *Action C.1 Perform outreach and collaborate with other groups.*

Conduct outreach to business organizations, business owners, and property owners to inform them of the policy and encourage them to install EV charging stations. Potential groups for targeting outreach may include, but are not limited to, the following:

- Chambers of Commerce (Bridgeport, Lee Vining, and Northern Mono)
- Business owners/property owners of key EV charger sites



- Public lands and visitor sites (e.g., Mono Basin National Forest Scenic Area Visitor Center)

Seek to establish interagency partnerships between the Planning Division and the Economic Development, Tourism & Film Commission, to promote EV charging and alternative fueling stations in tourist information and materials. Work with Economic Development to create an informational guide and supporting presentation for businesses/property owners summarizing:

- The benefits of installing EV chargers (attracting customers)
- Equipment and energy supply needs
- Installation costs
- Installation and permitting procedures
- Optimal cost to charge public users for EV charging (for various charger types)

Assist business owners and property owners in accessing information about state and federal grants, loans, tax credits, and other incentives supporting installation of EV charging infrastructure.

*Action C.2 Promote the availability and locations of EV charging and alternative fueling stations through visitor/tourist materials.*

Promote US 395, US 6, and SR 120 in Mono County as alternative fueling station corridors through visitor information, including but not limited to visitor guides, brochures, maps, and other printed materials, and the County tourism website. These information sources should include references and/or links to websites or mobile apps that support locating EV charging and alternative fueling stations (e.g., PlugShare, ChargePoint, NextCharge, Alternative Fuels Data Center).

#### *Policy D Financing and Incentives*

*Action D.1 Provide procedural incentives for provision of EV charging stations for renovations of existing buildings and facilities.*

Consider offering incentives such as waived or reduced permit fees for property renovation projects that include installation of EV charging stations. These incentives would apply to projects located within one-half mile of US 395, US 6, or SR 120.

*Action D.2 Identify potential sources of funding and share information with property owners.*

Conduct research to identify available sources of funding for installation of EV charging and alternative fueling infrastructure, including state and federal grants, loans, tax credits, and other incentives. Potential sources include, but are not limited to:

- California Energy Commission – Alternative and Renewable Fuel and Vehicle Technology Program
- US Department of Energy – Energy Efficiency & Renewable Energy Program
- Federal Alternative Fueling Infrastructure Tax Credit
- Utility incentive and rebate programs

*Action D.3 Provide EV charging and alternative fueling infrastructure information and assistance to business owners and property owners.*

Make information about financing and incentives available to property owners and business owners, in conjunction with outreach, to encourage installation of EV charging and alternative fueling infrastructure. The County will also offer resources and/or technical assistance in applying for funds to property owners and business owners wishing to install EV charging or alternative fueling stations for public use.

DRAFT

## 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

February 11, 2019

**FROM:** Hailey Lang, Planning Analyst

**SUBJECT:** Support Letters on behalf of Kern County and Inyo County for their Infrastructure For Rebuilding America (INFRA) grant applications

#### **RECOMMENDATION**

Letters of Support as required by Caltrans District 9. Action to authorize Co-Executive Director to sign. Provide any direction to staff.

#### **FISCAL IMPLICATIONS**

Not applicable

#### **ENVIRONMENTAL COMPLIANCE**

Not applicable

#### **RTP/RTIP CONSISTENCY**

Not applicable

#### **DISCUSSION**

The LTC wrote a letter of support for Kern County's application for the INFRA grant. The grant is for the Freeman Gulch Widening #2 Project. The project area consists of a 4.8-mile segment of State Route 14 (SR-14) near Ridgecrest, California. The segment is the second of three project segments that make up the whole Freeman Gulch Widening Project. The proposed Project would upgrade the current two-lane conventional highway into a four-lane expressway. The expressway would accommodate passing, improve safety, and increase freight efficiency throughout the region. Kern County is requesting 60% of the total project cost, equaling \$44,435,000.

The LTC also wrote a letter of support for Inyo County's application for the INFRA grant. The grant is for the Olancha-Cartago Four-Lane Project. This project will upgrade a portion of U.S. Highway 395 from a two-lane undivided conventional highway to a four-lane divided expressway and is anticipated to be ready for construction in the summer of 2020. This project has been jointly funded by the ICLTC, MCLTC, Caltrans, and the Kern Council of Governments.

#### **ATTACHMENT**

- Support letter from LTC on behalf of Kern County
- Support letter from LTC on behalf of Inyo County

## Mono County Local Transportation Commission

---

PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800 phone, 924.1801 fax  
commdev@mono.ca.gov

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

February 11, 2019

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

Re: Letter of Support on behalf of Kern County for Infrastructure For Rebuilding America (INFRA) grant

Dear Secretary Elaine L Chao,

The Mono County Local Transportation Commission (MCLTC) supports the application of the County of Kern to the United States Department of Transportation's Infrastructure for Rebuilding America (INFRA) competitive grant program for the Freeman Gulch Widening# 2 Project (Project).

This Project area consists of a 4.8-mile segment of State Route 14 (SR-14) near Ridgecrest, California. The segment is the second of three project segments that make up the whole *Freeman Gulch Widening Project*. The proposed Project would upgrade the current two-lane conventional highway into a four-lane expressway. The expressway would accommodate passing, improve safety, and increase freight efficiency throughout the region. Kern County requests **INFRA** funding for 60 percent of the total project cost, equaling \$44,435,000. The remaining 40 percent would be fulfilled through the existing Memorandum of Understanding (MOU) between Caltrans (District 9) and the counties of Inyo, Mono, and Kern. The MOU calls for a 40-percent contribution by Kern County, 40 percent from Caltrans, and 10 percent from both Inyo and Mono counties. INFRA funding is an integral part of completing this upgrade on an important interregional route.

The SR-14 is essential for the development and growth of the Eastern Sierra and for California. The Project is recognized as regionally significant through the MOU among the counties of Kern, Inyo, and Mono. Caltrans also supports this Project as one with significant economic, safety, and efficiency benefits.

Sincerely,

Gerry Le Francois  
Co-Executive Director

## Mono County Local Transportation Commission

---

PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800 phone, 924.1801 fax  
commdev@mono.ca.gov

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

February 11, 2019

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

Re: Letter of Support on behalf of Inyo County for Infrastructure For Rebuilding America (INFRA) grant

Dear Secretary Elaine L Chao,

The goal of this letter is to express the Mono County Local Transportation Commission's (MCLTC) support of Inyo County Local Transportation Commission's (ICLTC) grant application for the Olancho-Cartago Four-Lane Project under the Infrastructure For Rebuilding America (INFRA) grant program.

This project will upgrade a portion of U.S. Highway 395 from a two-lane undivided conventional highway to a four-lane divided expressway. The proposed project embodies several of the grant criteria, as it supports regional economic vitality, can meet project readiness requirements, and involves innovative project funding.

The economy of Inyo and Mono Counties heavily rely upon recreational tourism (domestic and international). Most trips are generated in southern California, with surface transportation via this U.S. 395 section being the most feasible travel options. By providing continuous passing opportunities, this proposed project would curtail the problem of the speed differentials among trucks, RVs, and passenger vehicles, thereby improving the travelers' safety and experience.

The project is anticipated to be ready for construction in the summer of 2020. Since the environmental documentation and preliminary (30%) plans have been completed, the project can be reasonably expected to meet the project delivery requirements of the INFRA program.

This project is a Memorandum of Understanding project that has been jointly funded by the ICLTC, Caltrans, MCLTC, and the Kern Council of Governments. Each transportation agency recognizes the value and importance of this project which provides lifeline accessibility for rural communities where there are no alternative routes to access goods and services.

Sincerely,

Gerry Le Francois  
Co-Executive Director



# DEPARTMENT OF FINANCE COUNTY OF MONO

P.O. BOX 556, BRIDGEPORT, CALIFORNIA 93517  
(760) 932-5490 • FAX (760) 932-5491

*Janet Dutcher, CPA, CGFM*  
Finance Director

*Stephanie M. Butters*  
Assistant Finance Director  
Auditor-Controller

February 5, 2019

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

Assuming there are no unallocated funds as of June 30, 2019, the monies available for allocation by the Local Transportation Commission during Fiscal Year 2019-2020 are estimated to be \$638,805.

Please contact me if you require any additional information.

Sincerely,

A handwritten signature in blue ink that reads "Janet Dutcher".

Janet Dutcher, CPA, CGFM  
Director of Finance  
Mono County, CA

Cc: Wendy Sugimura  
Megan Mahaffey

LTF Allocations

267-00-000-17010

	<u>FY 09-10</u>	<u>FY 10-11</u>	<u>FY 11-12</u>	<u>FY 12-13</u>	<u>FY 13-14</u>	<u>FY 14-15</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>	<u>FY 18-19</u>	<u>FY 19-20</u>	ROLLING		
												10 Year Average	% of total	Cum %
July	\$ 31,700.00	\$ 29,200.00	\$ 30,300.00	\$ 34,900.00	\$ 38,700.00	\$ 39,000.00	\$ 37,300.00	\$ 36,900.00	\$ 37,400.00	\$ 58,239.35	\$37,364	\$37,364	5.85%	5.85%
August	\$ 37,500.00	\$ 38,900.00	\$ 40,400.00	\$ 46,500.00	\$ 51,600.00	\$ 52,000.00	\$ 49,700.00	\$ 49,200.00	\$ 49,900.00	\$ 40,410.38	\$45,611	\$45,611	7.14%	12.99%
September	\$ 52,438.20	\$ 48,259.74	\$ 67,356.29	\$ 69,720.18	\$ 58,333.34	\$ 54,319.28	\$ 62,366.24	\$ 80,307.33	\$ 90,265.15	\$ 82,864.50	\$66,623	\$66,623	10.43%	23.42%
October	\$ 45,300.00	\$ 40,700.00	\$ 45,500.00	\$ 50,900.00	\$ 50,500.00	\$ 51,400.00	\$ 54,200.00	\$ 53,100.00	\$ 55,500.00	\$ 40,410.38	\$48,751	\$48,751	7.63%	31.05%
November	\$ 51,300.00	\$ 54,200.00	\$ 60,600.00	\$ 67,800.00	\$ 67,300.00	\$ 68,600.00	\$ 72,200.00	\$ 70,800.00	\$ 74,000.00	\$ 116,753.69	\$70,355	\$70,355	11.01%	42.06%
December	\$ 44,741.37	\$ 64,014.70	\$ 59,606.15	\$ 42,976.29	\$ 49,973.29	\$ 60,479.30	\$ 48,447.09	\$ 68,007.61	\$ 84,447.00	\$ 43,397.79	\$56,609	\$56,609	8.86%	50.93%
January	\$ 36,100.00	\$ 31,200.00	\$ 36,100.00	\$ 38,900.00	\$ 37,800.00	\$ 41,200.00	\$ 39,700.00	\$ 43,800.00	\$ 44,500.00	\$ 56,705.23	\$40,601	\$40,601	6.36%	57.28%
February	\$ 48,200.00	\$ 41,600.00	\$ 48,100.00	\$ 51,800.00	\$ 50,400.00	\$ 54,900.00	\$ 53,000.00	\$ 58,400.00	\$ 59,300.00	\$ 67,019.42	\$53,272	\$53,272	8.34%	65.62%
March	\$ 24,821.57	\$ 64,440.36	\$ 58,082.44	\$ 42,235.58	\$ 62,547.00	\$ 48,387.15	\$ 66,239.89	\$ 59,886.26	\$ 78,780.47	\$ 69,333.37	\$57,475	\$57,475	9.00%	74.62%
April	\$ 35,100.00	\$ 43,000.00	\$ 41,300.00	\$ 40,400.00	\$ 43,200.00	\$ 46,100.00	\$ 32,800.00	\$ 43,400.00	\$ 57,000.00	\$ 50,200.00	\$43,250	\$43,250	6.77%	81.39%
May	\$ 51,300.00	\$ 63,100.00	\$ 55,000.00	\$ 53,900.00	\$ 57,600.00	\$ 61,500.00	\$ 43,700.00	\$ 57,800.00	\$ 76,962.58	\$ 67,381.29	\$58,824	\$58,824	9.21%	90.60%
June	\$ 67,027.06	\$ 27,264.49	\$ 41,344.72	\$ 57,346.87	\$ 61,092.02	\$ 938.94	\$ 114,400.33	\$ 99,792.95	\$ 54,389.89	\$ 77,091.42	\$60,069	\$60,069	9.40%	###
<b>Total</b>	\$ 525,528.20	\$ 545,879.29	\$ 583,689.60	\$ 597,378.92	\$ 629,045.65	\$ 578,824.67	\$ 674,053.55	\$ 721,394.15	\$ 762,445.09	\$ 769,806.82	\$ 638,804.59	\$638,805	100.00%	
<i>Estimates</i>	\$ 580,000.00	\$ 580,000.00	\$ 497,000.00	\$ 560,000.00	\$ 575,000.00	\$ 592,235.00	\$ 622,812.00	\$ 607,787.41	\$ 604,264.00	\$ 617,258.93				

## 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

February 11, 2019

**TO:** Mono County Local Transportation Commission  
**FROM:** Gerry Le Francois, Co-Executive Director  
**SUBJECT:** Overview of MOU history on SR 14 / US 395 Corridor

**RECOMMENDATIONS:** Discuss and provide any desired direction to staff regarding the 14/395 corridor MOUs

**FISCAL IMPLICATIONS:** Requires continued significant funding through the Regional Transportation Improvement Program (RTIP)

**ENVIRONMENTAL COMPLIANCE:** Not applicable

**RTP/RTIP CONSISTENCY:** This project is consistent with the Regional Transportation Plan and requires future programming in Regional Transportation Improvement Programs.

**DISCUSSION:** Overview of MOU history and current status of projects.

#### ATTACHMENTS

- MOU PowerPoint
- Revised three-county MOU for SR14/US 395



## 395/14 MOU Projects Success and Challenges

- Need and Partnerships
- MOU history
- Progress
- Challenges
- Agencies involved



1

## Need and Partnerships

Policy direction from the Mono County Regional Transportation Plan

*“Plan and implement a transportation and circulation system that is responsive to the County’s economic needs and fiscal constraints and that maintains the economic integrity of the county’s communities.”*

- SB 45 approved (98) – Regional Transportation Planning Agencies (RTPAs) approve Regional Transportation Improvement Programs (RTIPs) and may recommend improvements to State Highway System
- Staff working with District 9, Inyo County LTC, and Kern COG recognize that the 395/14 corridor is very important to residents, visitors, and our tourism based economy (mid 90’s)
- A way to maximize funding for the region
- Projects too large for one agency to fund

2

## Early Partnership Projects

### Early projects

- Informal agreements to fund projects on the 395 corridor in Inyo County
- Concept was Interregional Improvement Program (ITIP) funds a project & RTPAs would use RTIP funds on a future project
- Black Rock project – 14 mile expressway **constructed 2009**
- Independence / Manzanar - 12 mile expressway **constructed 2010**

3

## MOUs Signed

### First MOU signed (99) by three counties

- Memorializes the 40, 40, 10, 10 funding
- Olancho/Cartago 4 lane Inyo (US 395)
- North Mojave 4 lane Kern (SR 14)
- Highpoint Project Mono (US 395)



### Second MOU signed (01) by three counties

- Freeman Gulch 4 lane Kern (3 segments)
- Inyokern 4 lane Kern

4

## MOUs Signed

### Third MOU signed (02) by four counties

- US 395 in San Bernardino for Planning and Environmental  
Funded by \$4m ITIP, \$4m SBCTA, \$2m Kern/Inyo/Mono  
(defunded 2016 STIP)

MOUs revised (13/14) affirming continued progress and a future project in Mono County

5

## MOU Progress

- Olancho/Cartago 4 lane Inyo – target 2021/22
- North Mojave 4 lane Kern - constructed
- Highpoint Project Mono – moved to SHOPP & constructed
- Freeman Gulch 4 lane Kern - constructed
- Inyokern 4 lane – hold Freeman Gulch higher priority
- Freeman Gulch 4 lane Kern – segments 2 & 3 a work in progress
- US 395 in San Bernardino - defunded 2016 STIP
- Future project(s) in Mono – North Conway

6

# MOU Progress

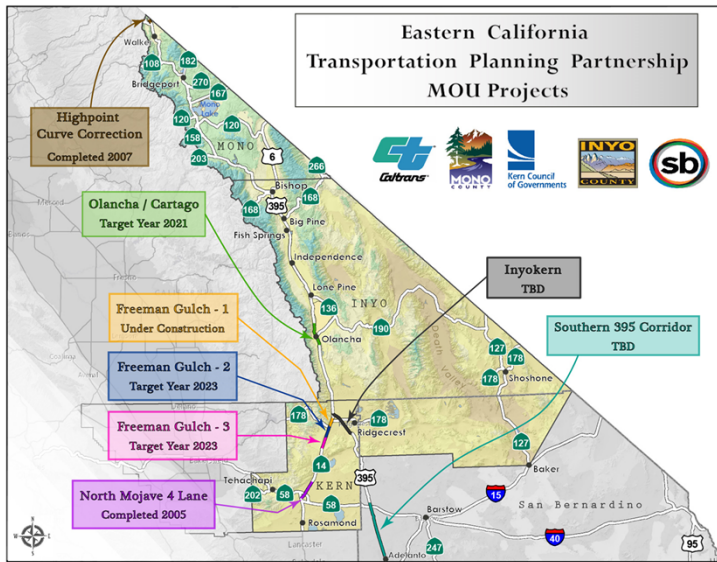


Freeman Gulch 4 lane



7

# MOU Progress



8

# Challenges

- Balance 395/14 corridor, agency, and local needs
- Fiscal constraints – these are large capital projects too large for any one agency
- How do we keep moving forward
- Other



9

# Agency Involvement

## Basic premise

- Limited or no project(s) without state and regional partnerships
- We accomplish more together than individual agencies

District 9	Kern COG
Caltrans Headquarters	San Bernardino County Transportation Authority (SBCTA)
CTC commission and staff	District 8
Inyo County LTC	Eastern California Transportation Planning Partnership (ECTPP)
Mono County LTC	Federal Land Managers and Resource Agencies

10

**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.

37  
**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.

38

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

**Kern Council of Governments**

Harold W. Hanson, Chairman      Date  
*Harold W. Hanson*

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

Ahron Hakimi, Executive Director      Date  
*Ahron Hakimi*

**Inyo County Local Transportation Commission**

Robert Kimball, Chairman      Date  
*Robert Kimball*

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

Clint Quilter, Executive Director      Date  
*Clint Quilter 10/16/13*

**Mono County Local Transportation Commission**

Kathleen Cage, Chairperson      Date  
*Kathleen Cage 11/3/14*

Marshall Rudolph, County Counsel      Date  
*Marshall Rudolph 11/3/14*

Scott Burns, Executive Director      Date  
*Scott Burns 11/3/14*

**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

  
\_\_\_\_\_  
Bart Bohn, District Director  
Caltrans, District 06

1/7/99  
Date

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:

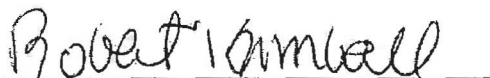
  
Philip Smith  
Chairperson


  
Kirk Perkins  
Deputy County Counsel

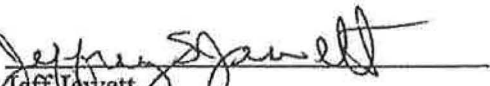
  
Ronald E. Brummett  
Executive Director

**Inyo County Local Transportation Commission**

Approved as to form:

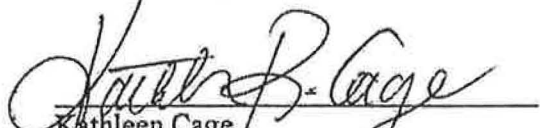
  
Robert Kimball  
Chairman


  
Paul Bruce  
County Counsel


  
Jeff Veyett  
Executive Director

**Mono County Local Transportation Commission**

Approved as to form:

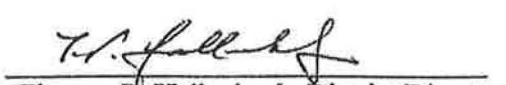
  
Kathleen Cage  
Chairperson


  
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) Olanca 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
<b>Total :</b>		<b>\$137,846</b>	<b>\$69,743</b>	<b>\$100,596</b>	<b>\$33,387</b>	<b>\$341,572</b>	
		<b>IIP</b>	<b>Inyo</b>	<b>Kern</b>	<b>Mono</b>		<b>County Total</b>
<b>Inyo</b>		<b>\$49,071</b>	<b>\$49,071</b>	<b>\$12,268</b>	<b>\$12,268</b>		<b>\$122,678</b>
<b>Kern</b>		<b>\$88,178</b>	<b>\$20,522</b>	<b>\$88,178</b>	<b>\$20,522</b>		<b>\$217,400</b>
<b>Mono</b>		<b>\$597</b>	<b>\$150</b>	<b>\$150</b>	<b>\$597</b>		<b>\$1,494</b>
<b>Total By Agency</b>		<b>\$137,846</b>	<b>\$69,743</b>	<b>\$100,596</b>	<b>\$33,387</b>		<b>\$341,572</b>
<b>Agency</b>		<b>Outside County</b>		<b>Received in County</b>		<b>Total Expended by County</b>	
<b>Inyo</b>		\$ 20,672	\$	122,678	\$	69,743	
<b>Kern</b>		\$ 12,418	\$	217,400	\$	100,596	
<b>Mono</b>		\$ 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.



**GOVERNOR’S PROPOSED BUDGET FOR 2019-20  
JANUARY 10, 2019**

**TO:** CSAC Board of Directors  
County Administrative Officers

**FROM:** Graham Knaus, CSAC Executive Director  
Darby Kernan, CSAC Deputy Executive Director of Legislative Services

**RE:** **Governor’s January Budget Proposal for 2019-20**

---

Governor Newsom strengthened his reputation for bold action with his first January budget proposal and accompanying press conference. While he emphasized the prudent aspects of his proposal—like the historic contributions to the state’s various rainy day funds and pension systems and the large percent of one-time spending commitments—he also outlined several ambitious proposals that will affect not only the state budget, but also counties, county programs, and the daily lives of many Californians.

For counties, the most notable components of the Governor’s proposal would:

- Ease the funding burden on counties for In-Home Supportive Services (IHSS),
- Revamp regional housing goals and link production to local transportation funding,
- Build on last year’s investments for housing and homelessness programs, and
- Provide funding and other resources for disaster response, recovery, and prevention.

For IHSS more specifically, the Governor is proposing changes to the MOE that would increase state funding for IHSS by an estimated \$241.7 million in 2019-20, growing to \$547.3 million in 2022-23. These increases would reduce county funding requirements for IHSS, providing welcome relief for counties. CSAC is grateful for these proposed increased state resources to address county costs for IHSS. Further context and full details about the IHSS proposal are covered in the Health and Human Services (HHS) section of this document, starting on page 15.

Governor Newsom, who made housing production a hallmark of his campaign, today proposed revamping regional housing goals and providing \$250 million to counties and cities to help “jump-start” housing production, with a further \$500 million held out as incentives for local agencies that meet related goals. However, he also proposes withholding transportation funding from local agencies in areas where housing production has not met planning targets.

The budget proposal increases funding for homelessness by \$500 million for siting emergency shelters, navigation centers, and supportive housing. The Governor also proposes to expand a pilot program allowing Caltrans to lease unused state property for emergency shelters and to expedite No Place Like Home funds to build permanent supportive housing for those living with severe mental illness.

For emergency preparedness and response, the budget proposal provides property tax backfills for the affected counties, including longer term backfills for Butte and Lake Counties, as well as a waiver for the local share of debris removal costs. The Governor also proposes to fund improvements to the 9-1-1 system, earthquake early warning, mutual aid, public safety radios, and, importantly, fuels reduction, prescribed burns, and other wildfire prevention programs pursuant to last year's SB 901.

All of these proposals are still a long way from becoming law, as the Legislature also has ideas for how to spend the historic surplus. Negotiations between the Legislature and the Governor's Office over the 2019-20 budget will give some indications as to how the new dynamic in Sacramento will unfold over the course of his term.

Details are not available for all of the new Governor's ideas, but as these proposals are fleshed out in the coming months, CSAC will continue to communicate their substance and impact to counties and advocate for county interests.

### **Statewide Issues**

At his press conference, Governor Newsom announced that the state will enjoy an estimated surplus of \$24.1 billion going into 2019-20. He is proposing to allocate over 86 percent of those funds to one-time spending, including \$4 billion to eliminate budget debts and end long-time deferrals, \$4.8 billion to build reserves, and another \$4.8 billion to address pension and other post-employment benefit liabilities. The Rainy Day Fund would total \$19.4 billion by 2022-23 and the Safety Net Reserve, created by last year's budget, would rise to \$900 million.

Aside from these efforts to create budget resilience, the Governor's biggest focus is on education, especially for young children. He is putting down a marker for six months of paid family leave, provided through the existing State Disability Insurance system, though many of the details are not yet final. He also includes funding for a three-year effort to achieve universal preschool for income-eligible four-year-olds, which would include new revenue, new child care infrastructure, and investments in child care workforce education.

While counties do not provide K-14 or university education, those two categories account for over half of the state's General Fund spending. Governor Newsom proposes to dedicate \$3 billion to CalSTRS on behalf of school districts to provide them financial relief, in addition to increasing K-12 school funding by 3.46 percent. Included in the increased funding are \$576

million for special education and \$750 million to address barriers to full-day kindergarten. He also proposes over a billion of increased funding for the state's higher education systems.

Finally, the Governor is proposing to significantly expand the Earned Income Tax Credit, from \$400 million to \$1 billion, and rename it the "Working Families Tax Credit". The revamped tax credit would provide \$500 for low-income families with young children and would reach full-time workers making up to \$15 per hour. He indicated the Administration would explore options for providing the money monthly, giving stability for hourly workers whose wages can vary considerably from month to month.

The following pages provide statewide revenue and expenditure summary charts as well as specific budget proposals by policy area. For more detail on these and other items of importance, see the following policy sections below or contact CSAC legislative staff.

***If you would like to receive the Budget Action Bulletin electronically, please e-mail Karen Schmelzer, CSAC Legislative Assistant at [kschmelzer@counties.org](mailto:kschmelzer@counties.org).***

**ACTION**

CALIFORNIA STATE ASSOCIATION OF COUNTIES

**2019-20 Governor's Budget**  
**General Fund Budget Summary**  
(\$ in millions)

	2018-19	2019-20
<b>Prior Year Balance</b>	\$12,377	\$5,240
Revenues and Transfers	\$136,945	\$142,618
<b>Total Resources Available</b>	<b>\$149,322</b>	<b>\$147,858</b>
Non-Proposition 98 Expenditures	\$90,054	\$88,896
Proposition 98 Expenditures	\$54,028	\$55,295
<b>Total Expenditures</b>	<b>\$144,082</b>	<b>\$144,191</b>
<b>Fund Balance</b>	<b>\$5,240</b>	<b>\$3,667</b>
Reserve For Liquidation of Encumbrances	\$1,385	\$1,385
Special Fund for Economic Uncertainties	\$3,855	\$2,283
<b>Safety Net Reserve</b>	<b>\$900</b>	<b>\$900</b>
<b>Budget Stabilization Account/Rainy Day Fund</b>	<b>\$13,535</b>	<b>\$15,302</b>

**General Fund Revenue Sources**  
(\$ in millions)

	2018-19	2019-20	\$ Change	% Change
Personal Income Tax	\$97,720	\$100,547	\$2,827	2.9%
Sales and Use Tax	\$26,244	\$27,424	\$1,180	4.5%
Corporation Tax	\$12,330	\$13,125	\$795	6.4%
Insurance Tax	\$2,606	\$2,830	\$224	8.6%
Alcoholic Beverage Taxes and Fees	\$382	\$389	\$7	1.8%
Cigarette Tax	\$65	\$63	-\$2	-3.1%
Motor Vehicle Fees	\$31	\$33	\$2	6.5%
Other	\$304	-\$26	-\$330	-108.6%
<b>Subtotal</b>	<b>\$139,682</b>	<b>\$144,385</b>	<b>\$4,703</b>	<b>3.4%</b>
Transfer to the Budget Stabilization / Rainy Day Fund	-\$2,737	-\$1,767	\$970	-35.4%
<b>Total</b>	<b>\$136,945</b>	<b>\$142,618</b>	<b>\$5,673</b>	<b>4.1%</b>

**Long-Term Revenue Forecast – Three Largest Sources**  
(General Fund Revenue - \$ in billions)

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Average Yearly Growth
Personal Income Tax	\$94.3	\$97.7	\$100.5	\$103.1	\$106.0	\$109.4	3.0%
Sales and Use Tax	\$25.0	\$26.2	\$27.4	\$28.2	\$29.0	\$29.8	3.5%
Corporation Tax	\$12.2	\$12.3	\$13.1	\$13.6	\$14.0	\$14.5	3.5%
<b>Total</b>	<b>\$131.4</b>	<b>\$136.3</b>	<b>\$141.1</b>	<b>\$145.0</b>	<b>\$149.0</b>	<b>\$153.6</b>	<b>3.2%</b>
Growth							

**General Fund Expenditures by Agency**  
(\$ in millions)

	2018-19	2019-20	\$ Change	% Change
Legislative, Judicial, Executive	\$4,643	\$4,559	-\$84	-1.8%
Business, Consumer Services & Housing	\$449	\$1,693	\$1,244	277.1%
Transportation	\$214	\$296	\$82	38.3%
Natural Resources	\$3,909	\$3,509	-\$400	-10.2%
Environmental Protection	\$358	\$123	-\$235	-65.6%
Health and Human Services	\$37,098	\$40,302	\$3,204	8.6%
Corrections and Rehabilitation	\$12,495	\$12,482	-\$13	-0.1%
K-12 Education	\$57,861	\$58,746	\$885	1.5%
Higher Education	\$16,348	\$17,180	\$832	5.1%
Labor and Workforce Development	\$159	\$125	-\$34	-21.4%
Government Operations	\$4,876	\$1,253	-\$3,623	-74.3%
General Government:				
Non-Agency Departments	\$1,145	\$821	-\$324	-28.3%
Tax Relief/Local Government	\$472	\$461	-\$11	-2.3%
Statewide Expenditures	\$4,055	\$2,641	-\$1,414	-34.9%
<b>Total</b>	<b>\$144,082</b>	<b>\$144,191</b>	<b>\$109</b>	<b>0.1%</b>

**ACTION**

## Emergency Preparedness and Response

### Disaster Recovery & Local Assistance

The Governor's January budget proposal recognizes the devastating wildfires and resulting disasters that occurred last year and that continue to impact communities in both Northern and Southern California. The budget proposal also recognizes consecutive years of catastrophic wildfire and the particularly devastating November 2018 Camp Fire, which has prompted the Administration to make additional and greater investments in recovery efforts, resiliency, and increased response capabilities. The following outlines the Governor's January budget proposal for emergency preparedness and response activities.

#### *Property Tax Backfill*

The budget proposal includes \$31.3 million General Fund to backfill wildfire-related property tax revenue losses for local governments. In addition, the proposal includes a longer term backfill for Butte and Lake counties. The proposal cites the particular magnitude of fires in these counties, and the need to provide additional time and resources to reconstruct impacted properties.

- **Butte, Lake, Los Angeles, Orange, Riverside, Shasta and Siskiyou counties:** \$11.5 million to backfill county entities for losses estimated to be incurred in 2019-20 as a result of the 2018 wildfires.
- **Butte County:** \$16.1 million to backfill entities in Butte County for losses estimated to be incurred in 2020-21 and 2021-22 due to the 2018 Camp Fire.
- **Lake County:** \$3.6 million to backfill entities in Lake County for losses estimated to be incurred in 2019-20, 2020-21, and 2021-22 resulting from the wildfires in 2015, 2016, and 2017.

In addition, the budget proposal includes funding for property tax losses incurred by K-14 schools. This is done through the Proposition 98 mechanism.

#### *Waiver of Local Share for Debris Removal*

The Governor's January budget proposal assumes the state will waive the local share of debris removal costs for the November 2018 wildfires. Generally, local entities are responsible for 25 percent of the non-federal share of debris removal costs.

### California Disaster Assistance Act Reauthorization

The California Disaster Assistance Act (CDAA) authorizes the Director of the California Governor's Office of Emergency Services (Cal OES) to administer a disaster assistance program that provides financial assistance from the State for costs incurred by local governments as a result of a disaster. CDAA authority sunset on January 1, 2019. The Director of Finance

accessed approximately \$2.9 billion before its authority expired, and thus no delays are assumed as a result of this lapse in authority. However, the Administration is seeking immediate legislative action to reauthorize and change statutory requirements to permanently authorize the Director of Finance's authority to immediately access funds for the purposes of disaster response. FEMA generally covers 75 percent of California's eligible costs for response and recovery. However, given the scope of the disasters, the Administration will continue to seek a 100-percent cost share from FEMA. A similar request for the 2017 disasters resulted in a 90-percent cost share by FEMA. The Governor's January budget proposal assumes that the state will be responsible for 25 percent of eligible costs, resulting in increased General Fund expenditures of \$923.1 million.

The budget proposal also includes \$20 million General Fund for a one-time allocation to increase the amount of funding available through CDAA, which is used to repair, restore, or replace public real property damaged or destroyed by a disaster, and to reimburse local government costs associated with certain emergency activities undertaken in response to a state of emergency.

### **Public Safety & Emergency Communications**

#### *9-1-1 Proposal*

The Governor's January budget proposal includes a one-time investment of \$60 million General Fund to continue to implement improvements to the state's 9-1-1 system (State Emergency Telephone Number Account, or SETNA). When the existing 9-1-1 fee structure was established, Californians only had landlines since neither cell phones nor the concept of communicating primarily through text/data existed. Because of these technological advancements, in recent years there has been a steady decrease in the revenues collected and deposited into the SETNA Account that funds California's 9-1-1 system. The \$60 million initial state investment would partially reduce the state's reliance on the SETNA fee during the build-out of 9-1-1 enhancements, but is contingent upon legislation to modernize the fee structure. The budget proposal assumes that the new fee structure will be implemented on January 1, 2020, generating approximately \$170 million annually during the build-out, but will be adjusted annually based on actual costs. The budget proposal also includes \$1 million from SETNA to support the implementation and ongoing workload associated with emergency communications coordination and First Responder Network Authority broadband network services.

#### *Earthquake Early Warning System*

The Governor's January budget proposal includes \$16.3 million General Fund in a one-time set-aside to finish the build-out of the California Earthquake Early Warning System.

# ACTION



*Mutual Aid*

The Governor's January budget proposal includes \$25 million General Fund in ongoing funding for the repositioning of existing OES and local government resources that are part of the statewide mutual aid system. Repositioning occurs in areas of identified potential fire threat, which is determined through various means such as weather modeling, high wind zones, low humidity, and dense fire load.

*Public Education*

The Governor's January budget proposal includes \$50 million General Fund in a one-time allocation to immediately begin a comprehensive, statewide education campaign on disaster preparedness and safety. This effort will focus on community engagement and public education in high-risk areas with an emphasis on public health and safety and will make local grants available to address local and regional needs.

*Public Safety Radios*

The Governor's January budget proposal includes funding to help upgrade California's antiquated conventional radio system. The existing system makes it difficult for a first responder on one system to communicate with a first responder on another system. As a result, when a responder on one system needs to coordinate with another, they typically must relay messages through a dispatcher, a slow and inefficient process. The Governor's January budget proposal includes \$59.5 million General Fund over five years for OES to develop and implement the California Interoperable Public Safety Radio System, which would allow various agencies the ability to communicate with each other seamlessly, improve radio coverage to clients whose radio systems are geographically limited, and leverage and link to existing state and regional digital radio systems.

**Forest Management, Resiliency & Fire Response***SB 901 Wildfire Prevention & Recovery Legislation & Fire Prevention*

The Governor's January budget proposal includes \$213 million pursuant to SB 901 (Chapters 626, 2018), the wildfire prevention and recovery legislation. These funds would be used for fuels reduction, prescribed burns, illegal fireworks disposal, and to streamline regulatory barriers for fuels reduction project. This is the first investment out of a total of \$1 billion over the next five years for fire prevention and forest management activities.

The budget proposal also includes additional resources to implement SB 901, including \$9.2 million to the Public Utilities Commissions to address workload issues and to resources to the Public Advocates Office for the purposes of implementing SB 901; \$3.4 million from the Greenhouse Gas Reduction Fund (GGRF) to enhance the California Air Resources Board's (CARB) air quality and smoke monitoring efforts and support to local air district public education

efforts; and, \$7.9 million to the State Water Resources Control Board (SWRCB) to review timber harvest plan exemptions.

### *Firefighting Capability & Equipment*

The Governor’s January budget proposal includes a significant investment to expand the state’s firefighting capacity and response. Proposed funding includes: \$120 million for enhanced aviation resources; \$64.4 million for additional year-round fire engines, heavy equipment staffing and additional California Conservation Corp crews; and, \$9.7 million for 100 additional fire detection cameras and staffing.

## **Homelessness**

### *Regional Homelessness Coordination*

Governor Newsom acknowledges the significant state investments in combatting homelessness in the current year budget, and proposes an additional \$500 million in one-time General Fund for siting emergency shelters, navigation centers, and supportive housing. Entities that apply for this funding must establish joint regional plans to address homelessness that include cities and counties, and report all funding used for homelessness services.

The proposal would direct \$200 million of that funding to local Continuums of Care, \$100 million to the state’s 11 largest cities, and the remaining \$200 million for “meeting milestones” grants to local jurisdictions that show progress toward developing housing and shelters.

### *No Place Like Home Program*

As mentioned in the Health and Human Services section, the Governor wants to expedite the allocation of No Place Like Home (NPLH) grant allocations to counties to build permanent supportive housing for those who are homeless or at risk of homelessness and who are living with a severe mental illness. It is unclear how these funds would be expedited, but voters overwhelmingly passed Proposition 2 authorizing the NPLH program last November. CSAC will engage the Administration on this proposal while seeking to protect existing county Mental Health Services Act allocations.

### *Airspace for Emergency Shelters*

The Governor proposes to expand on a pilot program authorizing Caltrans to lease unused state property around state highways, commonly called airspace, to local jurisdictions for emergency shelters. Please see the Housing, Land Use, and Transportation section starting on page 24 for more information on the Governor’s affordable housing and CEQA streamlining proposals.

# ACTION

## Administration of Justice

### 2011 Realignment

The Governor’s January budget proposal updates revenue assumptions for 2011 Realignment programs. For the Community Corrections Subaccount (AB 109) the 2018-19 statewide base remains \$1.311 billion, with growth funding estimated at \$102.3 million. This is a \$30 million increase in growth funding from 2017-18. The 2011 Realignment estimates will be revisited and revised in the Governor’s May Revision, then finalized in the fall. For more information, please see the appendix. CSAC will provide individual county projections in the coming weeks.

### Incompetent to Stand Trial (IST)

The Department of State Hospitals (DSH) continues to experience a significant number of IST commitments—the number of ISTs pending placement into the state hospital was more than 800 individuals in December 2018. The budget proposal includes funding to expand DSH beds, but also includes \$12.3 million to allow DSH to contract up to 74 additional jail-based competency restoration treatment beds through the county jail treatment programs.

### Judicial Branch

The Governor’s January budget proposal provides \$4.1 billion for the judicial branch, of which \$2.4 billion is provided to support trial court operations. This amount also includes \$75 million for pretrial pilot projects.

In 2014, the Judicial Council began allocating funding to 12 trial courts for pretrial decision-making projects, including the use of risk assessment tools. The Governor’s January budget proposal states that “these programs are worthy of continuation and replication to support the goals of enhancing public safety, ensuring the rights of defendants and victims, and supporting the efficient, consistent and fair administration of justice.” Given this, the January budget proposal includes \$75 million General Fund to be allocated over a two-year period by the Judicial Council to fund the implementation, operation, or evaluation of programs or efforts in eight to ten courts related to pretrial decision-making.

### Law Enforcement Training

The Governor’s January budget proposal includes \$14.9 million General Fund to restore Peace Officer Standards and Training (POST) to its historical budget level prior to the decline in fine and fee revenue. The Governor’s January budget proposal also includes \$20 million General Fund to make a permanent one-time augmentation in the 2018 Budget Act for training on use of force and de-escalation and engaging with individuals experiencing a mental health crisis.

### Proposition 47

Proposition 47 was passed by the voters in November 2014 and requires misdemeanor rather than felony sentencing for certain property and drug crimes. It also permitted inmates previously sentenced for these reclassified crimes to petition for resentencing. Based on Fall projections, the Department of Finance currently estimates a net savings of \$78.5 million when comparing 2018-19 to 2013-14, an

increase of \$13.8 million over the estimated 2017-18 savings. These funds will be allocated according to the formula outlined in the initiative.

### **SB 678 Funding**

The Governor's January budget proposal assumes sustained funding for SB 678 (Chapter 608, Statutes of 2009), reflecting counties' ongoing success under the 2009 performance-based probation funding program. The proposal would allocate \$116.4 million based on the revised formula established in 2015-16.

### **Post Release Community Supervision (PRCS)**

The Governor's January budget proposal includes \$11.8 million General Fund for county probation departments to supervise the temporary increase in the average daily population of offenders on PRCS as a result of the implementation of court-ordered measures and Proposition 57.

### **California Department of Corrections and Rehabilitation (CDCR)**

In the Governor's January budget proposal, CDCR is funded at approximately \$12.6 billion. The proposal prioritizes inmate literacy and reentry, as well as continuing to invest in the prisons' aging infrastructure and inmate mental health and medical care.

The Governor also proposes moving the Division of Juvenile Justice (DJJ) from CDCR to a new department under the Health and Human Services Agency.

### **Department of Justice (DOJ): Forensic Services**

The Governor's January budget proposal includes \$25 million to enable DOJ to continue processing forensic evidence for counties.

### **Organized Retail Threat Task Forces**

The Governor's January budget proposal includes \$5.8 million General Fund on a limited-term basis for the California Highway Patrol to coordinate with DOJ in the creation of regional task forces aimed at reducing organized retail theft activities.

### **Human Trafficking Programs**

The Governor's January budget proposal includes \$10 million ongoing General Fund for the Office of Emergency Services to continue funding for the Human Trafficking Victim Assistance Program. Grant recipients provide comprehensive safety and supportive services, including a 24-hour crisis hotline, emergency shelter, temporary housing, emergency food and clothing, counseling, transportation, legal assistance, and referrals to existing local resources. The Office of Emergency Services, through a competitive grant process, currently funds 21 projects with \$10 million to assist trafficking victims in recovering from the trauma they experience.

## Agriculture, Environment and Natural Resources

### Safe and Affordable Drinking Water Fund

The Governor's January budget proposal revives the concept of a Safe and Affordable Drinking Water Fund. The proposal, which died in the Legislature last year, would create new charges on drinking water customers and certain agricultural entities to generate revenue to implement a new financial assistance program to address unsafe drinking water systems, with a focus on disadvantaged communities. This proposal is consistent with Senator Bill Monning's SB 623 from the 2018-19 legislative session. The CSAC AENR committee voted to support SB 623 at last year's 2018 Legislative Conference in Sacramento. The AENR Committee supported this proposal, in part, because it would address a critical funding gap for operations and maintenance costs of drinking water systems, in addition to providing support for other measures that will help improve drinking water conditions around the state.

### Cannabis

The Governor's January budget proposal includes \$200 million from the Cannabis Tax Fund and Cannabis Control Fund and \$2.9 million for the California Department of Tax and Fee Administration for a cannabis tax enforcement program to help with cannabis tax compliance. Proposition 64 levies excise taxes on the cultivation and retail sale of both recreational and medical cannabis. As California's cannabis markets continue to grow, the excise tax is expected to generate \$355 million in 2018-19 and \$514 in 2019-20. These excise taxes are used to fund different programs as required under Proposition 64. These programs include community reinvestment, funding for studies, youth cannabis use prevention, environmental protection, and funding for law enforcement. The Administration has noted that it will hold off on proposing specific allocations until the May Revision of the budget when more up-to-date revenue data will be available.

### Cap & Trade Expenditure Plan

The Governor's January budget proposal expends \$1 billion from the Greenhouse Gas Reduction Fund (GGRF) for 2019-20. This is roughly \$400 million less overall than last year's cap and trade expenditure plan, which was adopted in June of 2018.

Despite the decrease in the proposed allocation, funding levels largely remain the same for key programs including:

- \$407 million for the purchase of zero-emission vehicles, trucks, and freight equipment;
- \$230 million to fund and implement AB 617 Community Air Protection Programs;
- \$40 million for the Transformative Climate Communities (TCC) program; and
- \$25 million proposed for CAL Recycle waste diversion programs to help reduce short lived climate pollutants, such as methane emissions, from landfills. This is significant for local governments given that Cal Recycle's SB 1383 Organic Waste Diversion regulations are expected to be adopted this year and will increase organic waste diversion requirements.

Increasing funding levels for both the TCC program and waste diversion were top priorities for the CSAC AENR team during last year's negotiation of the state's cap and trade expenditure plan. In addition, this

year’s proposal includes \$200 million for Cal Fire for forest resiliency efforts as required by SB 901 (Dodd Chapters 626, 2018). See Emergency Preparedness & Response section on page 6 for more information.

In addition, the cap and trade proposal includes an increased investment in the healthy soils program for a total of \$18 million to the California Department of Food and Agriculture, and \$27 million to the Workforce Development Board to increase job training and apprenticeship opportunities – directed towards disadvantaged communities – to support the state’s transition to a low carbon economy.

See appendix for specific details on cap and trade.

## Government Finance and Administration

### Property Tax Backfill for Fire-Impacted Counties

The Governor’s January budget proposal sets aside \$31.3 million General Fund to backfill wildfire-related property tax revenue losses for local governments. This includes one year of backfill funding for most impacted counties and three years for Lake County and Butte County given the magnitude of fire damage in those counties. To ensure \$31.3 million captures the entire picture, impacted counties are strongly encouraged to [report their estimated property tax loss to CSAC staff](#), especially if there are any adjustments between now and May. Further details on property tax backfill and recovery funds are available in the “Emergency Preparedness and Response” section on page 6.

### Mandate Reimbursement

The Governor’s January budget proposal includes \$15.1 million General Fund to pay off the principal and interest on debt owed to cities, counties, and special districts for four expired or repealed state mandates. They are Binding Arbitration (01-TC-07), Fire Safety Inspections of Care Facilities (01-TC-16) and (13-MR-01), Backgrounds screening (01-TC-11) and (12-MR-02), and Racial Profiling – Law Enforcement Training (01-TC-01). County claims amount to a little over \$3 million, not including interest, for these four mandates.

### Economic Development Tools

The Governor’s January budget proposal seeks to improve existing economic development tools, namely Enhancing Infrastructure Financing Districts (EIFDs), and make them a more viable option for local agencies. To that end, the Governor’s January budget proposal removes the 55 percent voter approval requirement for an EIFD to issue debt, which the Administration hopes will spur interest and encourage longer-term infrastructure commitments.

Additionally, the Governor’s January budget proposal contemplates augmenting the federal Opportunity Zones programs with additional state incentives, including deferred and reduced state-level taxes on capital gains for investments in green technology or affordable housing in Opportunity Zones. CSAC will share further details as soon as they become available.

# ACTION

CALIFORNIA STATE ASSOCIATION OF COUNTIES

### **2020 U.S. Census**

The Governor's January budget proposal includes an additional \$50 million for statewide outreach efforts related to ensuring an accurate and complete count in the upcoming decennial census. This builds on \$90.3 million provided in the 2018 Budget Act and the state's overall commitment to this critical initiative. Further details on the extra \$50 million will be released in upcoming report by the Census 2020 California Complete Count Committee expected on January 11.

### **Paid Family Leave Expansion**

The Governor's budget proposal loosely outlined a long-term strategy to expand the Paid Family Leave program by providing up to six months of paid parental leave. As part of that strategy, over the upcoming budget year, the Administration will convene a task force to consider different options to phase-in the expansion. While details are scant at this time, the proposal did identify a funding stream through the State Disability Insurance Program that should help alleviate employer costs

### **Paying Down State Pension Funding Liability**

The Governor's January budget proposal makes it a top priority to pay down the state's retirement liabilities, and while this does not alleviate the pension liability of local agencies, it could effectually improve the system-wide funded status. Overall, the Governor's January budget proposal includes a one-time \$3 billion supplemental payment from the General Fund to CalPERS. Similarly, the budget proposal commits \$2.9 billion from the General Fund to CalSTRS over the next four years.

### **Economic Outlook**

The Governor's January budget proposal relies on continued growth in the economy with General Fund revenues expected to be \$137 billion in 2018-19 and \$143 billion in 2019-20. This is due largely to an improved outlook for personal income tax, fueled by strong wage withholding and capital gains. However, this positive outlook could easily flip the other way, given the volatility of the personal income tax, which is the state's largest revenue source. Specific risk factors include a sharp fall in the stock market, the effects of a continued trade war, policy divergences with the federal government, an aging population, and a lack of housing.

#### *Sales and Use Tax Revenue Projections*

The Governor's January budget proposal adjusted the forecast for sales and use tax revenues downward. This is largely because the expected surge in business investment from the federal tax credit changes did not materialize in 2018.

According to the Governor's January budget proposal, sales and use tax generated General Fund revenue of \$25.0 billion in 2017-18 and is expected to generate \$26.2 billion in 2018-19 and \$27.4 billion in 2019-20. These revised estimates reflect a reduction of \$378 million in 2017-18, \$430 million in 2018-19, and \$565 million in 2019-20.

#### *Property Tax Revenue Projections*

Even though property taxes are a local revenue source, a property tax forecast is included in the state budget due to the allocation for K-14 schools offsetting General Fund expenditures.

Although sales volumes declined slightly from 2017 to 2018, the budget anticipates continued solid growth in property tax revenues. Statewide, property tax revenues are estimated to increase 6 percent in 2018-19 and 6.8 percent in 2019-20.

## Health and Human Services

### HUMAN SERVICES

#### In-Home Supportive Services

The In-Home Supportive Services (IHSS) program provides assistance and services to eligible older or disabled individuals to help them remain safely in their homes. For 2019-20, the Governor's January budget proposal includes \$12.7 billion for IHSS, of which \$4.3 billion is from the General Fund. This is a 15.2 percent increase in General Fund costs over the 2018-19 costs. The budget proposal estimates that average monthly caseload will increase by 4.5 percent over the prior year projection to a total of 564,000 recipients in 2019-20.

#### *IHSS Reopener Report*

As part of the 2017-18 budget trailer bill SB 90 (Chapter 25, Statutes of 2017) that established the new IHSS maintenance of effort (MOE), CSAC advocated for a provision that required the Department of Finance to reexamine the IHSS fiscal structure during the development of the 2019-20 budget. Specifically, the Department of Finance was required to submit findings and recommendations to the Legislature by January 10, 2019 on four specific elements:

1. The extent to which revenues available for 1991 Realignment are sufficient to meet program costs that were realigned.
2. Whether the IHSS program and administrative costs are growing by a rate that is higher, lower, or approximately the same as the MOE, including the inflation factor.
3. The fiscal and programmatic impacts of the IHSS MOE on the funding available for the Health Subaccount, the Mental Health Subaccount, the County Medical Services Program Subaccount, and other social services programs included in 1991 Realignment.
4. The status of collective bargaining for the IHSS program in each county.

The Department of Finance has completed the [Senate Bill 90: 1991 Realignment Report](#), which is now available on their website. Through an IHSS Working Group, CSAC, counties, and county affiliates dedicated significant time in 2018 to engaging with the Department of Finance about the impacts of the new IHSS MOE as part of this reopener report requirement. Counties appreciate the Department of Finance's partnership on these efforts.

# ACTION



Overall, counties were advocating for three critical points to be acknowledged in the report:

1. There is a significant and growing gap between the IHSS program costs that counties are responsible for and the available revenues.
2. There will be negative impacts on other Realignment programs, including public health and behavioral health programs, due to the IHSS cost pressures.
3. Additional revenues will be needed to ensure the sustainability of IHSS and other critical services that counties administer on behalf of the state.

The Department of Finance report contains specific recommendations to adjust the IHSS MOE and dedicate increased State General Fund for IHSS, which are covered in the next section. CSAC is pleased that the Governor is proposing to address the projected gap between IHSS costs and available revenues that counties are facing.

#### *IHSS MOE Revisions*

The Governor's January budget proposal contains revisions to the county IHSS MOE that was established in 2017. The end result of these revisions is estimated to increase State General Fund costs for IHSS, starting at \$241.7 million in 2019-20 and growing to \$547.3 million in 2022-23. The Department of Finance estimates that there would not be a Realignment shortfall until 2021-22 and it would be a minor shortfall of \$9.5 million. This is positive news for counties as prior estimates under the existing structure showed shortfalls of several hundred million dollars in the coming years. CSAC is grateful for these proposed increased state resources for IHSS, which will provide welcome relief for counties.

The specific IHSS MOE revisions that are being proposed by the Governor would:

- Rebase the IHSS MOE downward starting in 2019-20 to \$1.56 billion.
- Apply a four percent inflation factor to the MOE beginning in 2020-21, reduced from the seven percent inflation factor in 2019-20.
- Eliminate the State General Fund mitigation beginning in 2019-20.
- The rebased IHSS MOE in 2019-20 will be for IHSS Services, with a State General Fund Allocation provided for IHSS administrative costs.
- Stop the redirection of 1991 Realignment VLF Growth from the Health and Mental Health subaccounts to the Social Services subaccounts beginning in 2019-20.
- Eliminate accelerated caseload growth for IHSS and return to the original method for calculating IHSS caseload.

There is also a significant change proposed to collective bargaining for IHSS wages and benefits. Once state-wide minimum wage reaches \$15 per hour on January 1, 2022, the Governor's January budget proposal specifies that the state sharing in the cost of locally negotiated increases would be reduced to 35 percent of the non-federal share of cost and the county share

increased to 65 percent of the non-federal share of costs. Currently, the state participates in 65 percent of the non-federal share of costs up to the state participation cap, with a mechanism for counties to obtain additional state participation above that cap.

For overall 1991 Realignment, this report outlines changes that are proposed by the Budget. The proposal would eliminate the general growth schedule for 1991 Realignment as it indicates it is no longer needed since enactment of AB 85. Instead, the Budget proposes to set the general growth percentages at 37.4333 for Mental Health, 44.1122 for Child Poverty and Supplemental Family Support, and keep it at 18.4545 for Health. In addition, starting in 2019-20, the Budget proposes to eliminate growth allocations for the County Medical Services Program Board until the Board's operating reserves fall below three months of operating costs.

CSAC will work to gather additional details and language on all of these proposed changes so that we can comprehensively review the IHSS MOE and Realignment revisions.

#### *IHSS Administration*

The Governor's January budget proposal provides an ongoing increase of \$15.4 million General Fund for county IHSS administration, for a total of \$326 million General Fund. The budget summary notes that this increase reflects revised benefit rate assumptions. The 2017-18 Budget included a provision that required the Department of Finance to work with counties to develop a new methodology for calculating IHSS administration costs. CSAC, the County Welfare Directors Association, and the California Association of Public Authorities dedicated significant time to working with the Department of Finance and Department of Social Services on this revised budgeting methodology.

#### *IHSS Hours Restoration*

The Governor's January budget proposal provides \$342.3 million in State General Fund to permanently restore a seven percent cut in IHSS services hours that would occur on July 1, 2019 absent an extension of the managed care organization (MCO) tax. While the budget proposes to restore the reduction in hours, it does not assume that the MCO tax will be extended.

#### *Electronic Visit Verification*

States must implement an electronic visit verification system by January 1, 2020 for personal care services, including IHSS, in order to comply with federal law or face increasing penalties. The Governor's January Budget proposal includes \$34.9 million (\$5.3 million General Fund) to implement EVV and enhance the Case Management, Information and Payrolling System.

### **Continuum of Care Reform**

The Continuum of Care Reform (CCR) enacted significant changes in the child welfare program that are intended to reduce the use of group homes, increase the availability of trauma-informed services and improve outcomes for foster youth. The January budget proposal includes \$416.9 million (\$301.7 million General Fund) to continue implementation of CCR. The funding reflects ongoing support for child and family teams, approval of resource families and family care placements with supportive services.

### **Child Support Programs**

The Governor's January budget proposal includes an increase of \$56 million (\$19.1 million General Fund and \$36.9 million federal funds) for local child support agencies (LCSAs). The additional funding is proposed to be allocated to 21 counties that have relatively lower funding levels. This follows up on a \$3 million increase in the 2018-19 budget and direction in AB 1811 (Chapter 35, Statutes of 2018) that requires the Director of the Department of Child Support Services to work with the Child Support Directors Association to identify refinements to the child support budgeting methodology and to identify programmatic operational efficiencies.

### **CalWORKs**

The California Work Opportunity and Responsibility to Kids program is California's version of the federal Temporary Assistance for Needy Families (TANF) program, which provides temporary cash assistance to low-income families with children to meet basic needs as well as welfare-to-work services to help families become self-sufficient. The average monthly caseload is expected to decline by 8.9 percent in 2019-20.

#### *CalWORKs Grant Increase*

The Governor's January budget proposal includes \$347.6 million General Fund to increase CalWORKs grants to 50 percent of the 2019 federal poverty level (FPL). The 2018-19 budget agreement had included a 10 percent increase to grants effective April 1, 2019, and this budget proposal will increase grant levels by 13.1 percent, effective October 1, 2019.

#### *CalWORKs Home Visiting*

The Governor's January budget proposal provides \$78.9 million in funding for home visiting services for parents in the CalWORKs program with children under the age of two. The Home Visiting program will leverage existing evidence-based program models to help young families improve engagement, the healthy development of young children and employment stability. The Department of Social Services will continue working with counties to ensure positive outcomes.

#### *CalWORKs Single Allocation*

The Governor's January budget proposal includes a one-time augmentation of \$93.6 million for the CalWORKs single allocation, which is what the state provides to counties to administer the

CalWORKs program. This augmentation addresses a decrease in the Single Allocation that would occur due to the projected caseload decline. Counties will continue to work with the Administration on revising the methodology to insulate counties and beneficiaries from experiencing huge swings in year-to-year funding levels for the single allocation. The conversations about the revised methodology are ongoing.

#### *CalWORKs Stage 2 and 3 Child Care*

The Governor's January budget proposal includes a significant investment in early education and affordable child care. In addition to proposals for an increase in access for universal full-day kindergarten, universal preschool and subsidized child care, the budget included an increase of \$119.4 million General Fund for the CalWORKs Stage 2 and 3 Child Care programs. CalWORKs Stage 2 and Stage 3 programs provide child care assistance for current and former CalWORKs families. The 2019-20 budget increase reflects the increase in child care costs and caseloads throughout the state.

#### *Safety Net Reserve Increase*

AB 1830 (Chapter 42, Statutes 2018), the Budget Deficit Savings Account trailer bill created the Safety Net Reserve Fund at the state level to provide additional reserves in the case of an economic downturn. During an economic downturn there are fewer opportunities and an increased need for basic services. The Safety Net Fund established Medi-Cal and CalWORKs subaccounts within this reserve fund. The Governor's January budget proposal will bring the reserve amount to \$900 million by increasing the Safety Net Reserve Fund by \$700 million.

#### *California Statewide Automated Welfare System (CalSAWS)*

California currently has three separate systems used at the local level to determine cash, food and medical assistance eligibility, benefit computation, benefit delivery, case management and information management. A federal funding provision requires California to have one single SAWS system by 2023. The Governor's January budget proposal includes \$148.2 million in 2019-20 for design, development and implementation of a single CalSAWS. The California Department of Social Services is working with counties through the development phase.

#### **Supplemental Security Income (SSI)/State Supplementary Payment (SSP)**

The federal Social Security Department administers monthly supplemental security income (SSI) payments to eligible aged, blind and disabled persons. California has augmented SSI payments with a state supplementary payment (SSP) payment. The state also provides state-only funded monthly payments to the aged, blind and disabled legal immigrants who do not qualify for SSI/SSP, through the Cash Assistance Program for Immigrants (CAPI). The Governor's January budget proposal includes \$2.75 billion General Fund for SSI/SSP programs, a decrease of 0.5

# ACTION

percent from the 2018-19 budget. The decrease in funding reflects a continuous decline in recipients statewide. Despite the decrease in overall funding, SSI/SSP recipients will see an increase of approximately \$19 and \$29 to the maximum grant levels for individuals and couples effective January 2020.

#### *Elimination of SSI Cash-Out Policy*

The SSI cash-out policy was eliminated in the 2018-19 budget agreement. The SSI cash-out was a way to provide SSI/SSP recipients with an increased cash benefit that was equivalent to the food benefit amount. SSI/SSP recipients under the cash-out policy were not eligible for CalFresh benefits. The elimination of the policy extended CalFresh eligibility to SSI recipients. To offset any grant reduction due to the policy change, the Governor's January budget includes a \$86.7 million General Fund to support any beneficiaries who would see a reduction to their food benefits.

## **PUBLIC HEALTH**

### **Alzheimer's Grants**

The Governor's Budget includes \$3 million General Fund to support research grants and a Governor's Taskforce for the Alzheimer's Disease Program and brain health. The Alzheimer's Disease Program research grant will focus on the prevalence of this disease in women and communities of color.

### **Sexually Transmitted Diseases Prevention**

The Budget includes \$2 million General Fund for local health departments intended to support sexually transmitted disease prevention efforts.

## **HEALTH**

### **Health Care Expansion for Middle Class and Undocumented Young Adults, AB 85 Changes**

Governor Newsom reiterates his announcement Tuesday of his plan to increase health care coverage for middle class individuals through Covered California and expand Medi-Cal coverage to undocumented young adults aged 19 to 25.

The first plank of the plan is to enact a state-only health care coverage mandate, similar to the one that was included in the ACA, but recently struck down in court. This state-only mandate to purchase health care coverage would also include penalties for noncompliance.

The revenue generated from those penalties would then be leveraged to provide additional health care subsidies to individuals with incomes between 250 and 400 percent of the Federal Poverty Level (FPL) and new subsidies to those between 400 and 600 percent FPL.

The mandate and subsidies are expected to decrease the uninsured rate and reduce uncompensated care and residual county indigent care costs.

The possibility of reduced county care costs is not wasted by the Governor, however. He proposes also expanding full-scope Medi-Cal coverage to about 138,000 undocumented young adults aged 19 to 25, and anticipates additional local cost savings as a result. Thus, starting in 2019-20, he wants to change the AB 85 redirection amounts for the County Medical Services Program Board (not individual CMSP counties) and increase the 60/40 redirection ratio to 75/25. Counties that elected the formula option are not included in his proposed changes. CSAC will work with county affiliates and others to gain a better understanding of these proposed changes, including how the proposed increase in redirections is tied to the coverage expansion and the local needs of public health departments.

### **AB 85**

Besides the proposed changes to local AB 85 redirections, the Governor estimates \$617.7 million in AB 85 redirections from counties in 2019-20. This funding is statutorily required to offset state CalWORKs costs. While this is \$155.5 million lower than last year, the Governor estimates that the state will gain \$315 million from the 2016-17 AB 85 True Up. Please see the AB 85 estimate chart in the Appendix; CSAC will continue to work with the new administration to ensure these estimates are accurate.

### **Prescription Drug Reform**

One of Governor Newsom's priorities is reducing prescription drug costs and increasing access to needed medications. He announced on Tuesday an effort to transition all Medi-Cal pharmacy services from a managed care benefit – meaning provided by the managed care plans – to a standardized fee-for-service benefit. This transition would allow the state to bargain directly with pharmaceutical manufacturers on behalf of all Medi-Cal enrollees and would streamline any drug rebate savings.

The Governor also wants to strengthen the California Pharmaceutical Collaborative, which would allow the state to partner with private enterprise to bargain on drug prices and create new bulk purchasing agreements for both public and private payers. The Governor refers to this effort as “single payer for prescription drugs.” County public hospitals and county health systems could benefit from these proposals, but more detail is needed to assess the potential county opportunities and impacts.

# ACTION

## **Medi-Cal**

For the first time in nearly a decade, the Governor estimates a decrease in Medi-Cal costs of about \$2.3 billion for the Budget Year. This is largely due to the Hospital Quality Assurance Fee, as well as some drug rebates. The Administration is also going to improve how the state estimates Medi-Cal costs to decrease the volatility of budget estimates in the future.

As noted above, Governor Newsom also intends to expand Medi-Cal coverage to young undocumented adults aged 19 to 25.

### *Medi-Cal County Administration*

The Governor's January budget proposal provides an increase of \$53 million for Medi-Cal county administration over the 2018-19 funding level. Total funding is \$2.1 billion (\$723.6 million General Fund). This increase results from an adjustment based on the growth (2.63 percent) in the California Consumer Price Index. The 2018-19 budget established the new Medi-Cal County Administration methodology that includes this annual adjustment based on the California Consumer Price Index.

### *Adverse Childhood Experiences Screening*

The Governor proposes using \$22.5 million in Proposition 56 (2016 tobacco tax) funding to provide Adverse Childhood Experiences (ACES) screenings once every three years to Medi-Cal beneficiaries under age 65. The cost of the screenings is federally reimbursable, so the total cost for the screening is estimated to be \$45 million. The Department of Health Care Services would operationalize the screenings, including working with stakeholders to continue development of an ACES screening tool for children. The screenings can begin no sooner than January 1, 2020.

## **BEHAVIORAL HEALTH**

Please see the IHSS Section to review the Governor's proposal to restore 1991 Realignment growth redirections from mental health and public health that were enacted under the 2017 IHSS MOE deal. Growth for mental health and public health would be restored in the budget year (starting July 1, 2019). Counties wish to thank the Governor for recognizing the critical need for mental health and public health growth funding at the local level.

### *No Place Like Home Program*

The Governor wants to expedite the allocation of No Place Like Home (NPLH) grant allocations to counties to build permanent supportive housing for those who are homeless or at risk of homelessness, and those who are living with a severe mental illness. It is unclear how these funds would be expedited, but voters overwhelmingly passed Proposition 2 authorizing the NPLH program last November. CSAC will engage the Administration on this proposal while

seeking to protect existing county Mental Health Services Act allocations. Please see the Homelessness Section for more information on homelessness funding.

#### *Whole Person Care*

The Governor touts the innovation and effectiveness of the county Whole Person Care (WPC) pilot projects, and proposes to inject \$100 million in General Fund to help provide housing options for WPC participants with mental illness. Counties welcome this state infusion of funding on the most critical element of the project: housing. This funding would need to be expended by June 30, 2025. Please see the Homelessness Section for more information on homelessness funding.

#### *Mental Health Workforce Funding*

Governor includes \$50 million General Fund to increase mental health training and workforce program administered by the Office of Statewide Planning and Development. Governor Newsom proposes allocating \$5.3 million ongoing General Fund to hire additional mental health clinicians for higher education students. It is not clear if this funding is available only to California's university campuses or the state university and community college systems as well.

#### *Early Psychosis Grants*

Governor Newsom proposes to fund grants for the early treatment of psychosis with \$25 million in one-time General Fund grants. He may intend this funding to filter through the new Early Psychosis program created under last year's AB 3115 (Mullin), which created the framework for such a program at the Mental Health Services Oversight and Accountability Commission, but did not identify a funding source.

## **Housing, Land Use and Transportation**

### **Transportation Funding**

The Governor's January budget proposal includes \$4.8 billion in SB 1 (Beall, 2017) funding in 2019-20. \$1.2 billion in funding from Road Maintenance and Rehabilitation Account (RMRA) will be split evenly between cities and counties, with another \$1.2 billion dedicated to the repair and maintenance of the state highway system. An additional \$400 million is available to repair and maintain the state's bridges and culverts, \$307 million is available to improve trade corridors, and \$250 million is available for congested commute corridor projects. The budget proposal also reflects \$458 million for local transit operations and \$386 million for capital improvements for transit, commuter, and intercity rail. Counties and cities will also receive the final \$75 million loan repayment authorized by SB 1.

# ACTION

CALIFORNIA STATE ASSOCIATION OF COUNTIES



In addition to SB 1 funding, cities and counties will share \$567 million in price-based excise tax revenue, up from \$235 million in 2018-19. Recall that SB 1 eliminated the “true-up” process and resets the price-based excise tax rate at 17.3 cents per gallon in 2019-20 with future inflationary adjustments. An additional \$1.1 billion in Highway User Tax Account (HUTA) revenue will be allocated to counties and cities by formula.

CSAC staff will prepare county-by-county estimates for all RMRA and HUTA formula funds, which will be available soon.

### **Linking Transportation Funding with Housing Production**

The budget proposal includes a statement that “the state will strongly encourage jurisdictions to contribute to their fair share of the state’s housing supply by linking housing production to certain transportation funds and other applicable sources, if any.” At the press conference, the Governor initially indicated his desire to link local government allocations of SB 1 funds with the production of housing as compared to established planning goals, although he slightly softened the statement when questioned. CSAC has consistently opposed similar proposals in the past and will strongly advocate within the Administration and Legislature to ensure that county transportation funding is not withheld based on factors beyond local government control.

### **Housing Planning and Incentives**

In addition to \$500 million in one-time funding for local efforts to address homelessness (for additional details, see the “Homelessness” section), the Governor proposes \$750 million in funding for revamping regional housing planning, setting new short- and long-term targets for housing production, and to provide incentive funding for local governments that successfully encourage housing production. The funding would be split between \$250 million for planning and target-setting grants and technical assistance to local governments, with \$500 million allocated to local government housing production incentives. While details were sparse, representatives of the Department of Finance and the Business, Consumer Services, and Housing Agency indicated that they plan to work closely with stakeholders, including local government, to develop the new programs.

### **Subsidies, Land, and CEQA Streamlining**

The Governor’s January budget proposal expands California’s affordable housing tax credit program in 2019-20 up to \$500 million, and up to \$500 million annually thereafter upon an appropriation, with \$300 million allocated to the existing tax credit program and \$200 million allocated to housing development for households with incomes between 60 to 80 percent of Area Median Income. An additional \$500 million in one-time funding is included for moderate-income housing through the California Housing Finance Agency’s Mixed-Income Loan Program.

The proposal also includes a goal of increasing housing development on state-owned lands, including through land swaps with local agencies, and a proposal to accelerate the construction of homeless shelters, navigation centers and new supportive housing units by allowing for a streamlined CEQA process with accelerated judicial review of challenges to an Environmental Impact Report.

# ACTION

CALIFORNIA STATE ASSOCIATION OF COUNTIES

**1991 Realignment Estimated Revenues and Expenditures - 2019-20 Governor's Budget**  
(Dollars in Thousands)

<b>2017-18 State Fiscal Year</b>							
<b>Amount</b>	<b>CalWORKs MOE</b>	<b>Health</b>	<b>Social Services</b>	<b>Mental Health</b>	<b>Family Support</b>	<b>Child Poverty</b>	<b>Totals</b>
<b>Base Funding</b>							
Sales Tax Account	\$752,887	\$-	\$2,018,529	\$34,036	\$450,130	\$104,422	\$3,360,004
Vehicle License Fee Account	367,663	961,613	114,949	95,063	220,507	205,942	1,965,737
<b>Total Base</b>	<b>\$1,120,550</b>	<b>\$961,613</b>	<b>\$2,133,478</b>	<b>\$129,099</b>	<b>\$670,637</b>	<b>\$310,364</b>	<b>\$5,325,741</b>
<b>Growth Funding</b>							
Sales Tax Growth Account:	-	-	133,734	-	-	-	133,734
Caseload Subaccount	-	-	(133,734)	-	-	-	(133,734)
County Medical Services Growth Subaccount	-	-	-	-	-	-	-
General Growth Subaccount	-	-	-	-	-	-	-
Vehicle License Fee Growth Account	-	157	75,637	197	-	48,230	124,221
<b>Total Growth</b>	<b>\$-</b>	<b>\$157</b>	<b>\$209,371</b>	<b>\$197</b>	<b>\$-</b>	<b>\$48,230</b>	<b>\$257,955</b>
<b>Total Realignment 2017-18<sup>1/</sup></b>	<b>\$1,120,550</b>	<b>\$961,770</b>	<b>\$2,342,849</b>	<b>\$129,296</b>	<b>\$670,637</b>	<b>\$358,594</b>	<b>\$5,583,696</b>
<b>2018-19 State Fiscal Year</b>							
<b>Base Funding</b>							
Sales Tax Account	\$752,887	\$-	\$2,152,263	\$34,036	\$450,130	\$104,422	\$3,493,738
Vehicle License Fee Account	367,663	876,923	172,864	95,260	323,076	254,172	2,089,958
<b>Total Base</b>	<b>\$1,120,550</b>	<b>\$876,923</b>	<b>\$2,325,127</b>	<b>\$129,296</b>	<b>\$773,206</b>	<b>\$358,594</b>	<b>\$5,583,696</b>
<b>Growth Funding</b>							
Sales Tax Growth Account:	-	-	209,482	-	-	-	209,482
Caseload Subaccount	-	-	(209,482)	-	-	-	(209,482)
County Medical Services Growth Subaccount	-	-	-	-	-	-	-
General Growth Subaccount	-	-	-	-	-	-	-
Vehicle License Fee Growth Account	-	95	45,898	119	-	29,266	75,378
<b>Total Growth</b>	<b>\$-</b>	<b>\$95</b>	<b>\$255,380</b>	<b>\$119</b>	<b>\$-</b>	<b>\$29,266</b>	<b>\$284,860</b>
<b>Total Realignment 2018-19<sup>1/</sup></b>	<b>\$1,120,550</b>	<b>\$877,018</b>	<b>\$2,580,507</b>	<b>\$129,415</b>	<b>\$773,206</b>	<b>\$387,860</b>	<b>\$5,868,556</b>
<b>2019-20 State Fiscal Year</b>							
<b>Base Funding</b>							
Sales Tax Account	\$752,887	\$-	\$2,361,745	\$34,036	\$450,130	\$104,422	\$3,703,220
Vehicle License Fee Account	367,664	1,042,954	208,325	95,379	167,576	283,438	2,165,336
<b>Total Base</b>	<b>\$1,120,551</b>	<b>\$1,042,954</b>	<b>\$2,570,070</b>	<b>\$129,415</b>	<b>\$617,706</b>	<b>\$387,860</b>	<b>\$5,868,556</b>
<b>Growth Funding</b>							
Sales Tax Growth Account:	-	25,760	32,202	52,253	-	61,575	171,790
Caseload Subaccount	-	-	(32,202)	-	-	-	(32,202)
County Medical Services Growth Subaccount	-	-	-	-	-	-	-
General Growth Subaccount	-	(25,760)	-	(52,253)	-	(61,575)	(139,588)
Vehicle License Fee Growth Account	-	15,864	-	32,178	-	37,919	85,961
<b>Total Growth</b>	<b>\$-</b>	<b>\$41,624</b>	<b>\$32,202</b>	<b>\$84,431</b>	<b>\$-</b>	<b>\$99,494</b>	<b>\$257,751</b>
<b>Total Realignment 2019-20<sup>1/</sup></b>	<b>\$1,120,551</b>	<b>\$1,084,578</b>	<b>\$2,602,272</b>	<b>\$213,846</b>	<b>\$617,706</b>	<b>\$487,354</b>	<b>\$6,126,307</b>

<sup>1/</sup> Excludes \$14 million in Vehicle License Collection Account moneys not derived from realignment revenue sources.

2011 Realignment Estimate<sup>1</sup> - at 2019-20 Governor's Budget

	2017-18	2017-18 Growth	2018-19	2018-19 Growth	2019-20	2019-20 Growth
<b>Law Enforcement Services</b>	<b>\$2,467.2</b>		<b>\$2,560.8</b>		<b>\$2,697.1</b>	
Trial Court Security Subaccount	550.3	9.4	559.7	13.6	573.3	12.5
Enhancing Law Enforcement Activities Subaccount <sup>2</sup>	489.9	192.8	489.9	228.1	489.9	241.4
Community Corrections Subaccount	1,241.1	70.1	1,311.2	102.3	1,413.5	93.6
District Attorney and Public Defender Subaccount	33.2	4.7	37.9	6.8	44.7	6.2
Juvenile Justice Subaccount	152.7	9.4	162.1	13.6	175.7	12.5
<i>Youthful Offender Block Grant Special Account</i>	<i>(144.3)</i>	<i>(8.9)</i>	<i>(153.1)</i>	<i>(12.8)</i>	<i>(166.0)</i>	<i>(11.8)</i>
<i>Juvenile Reentry Grant Special Account</i>	<i>(8.4)</i>	<i>(0.5)</i>	<i>(8.9)</i>	<i>(0.8)</i>	<i>(9.7)</i>	<i>(0.7)</i>
<b>Growth, Law Enforcement Services</b>		<b>286.4</b>		<b>364.4</b>		<b>366.2</b>
<b>Mental Health<sup>3</sup></b>	<b>1,120.6</b>	8.7	<b>1,120.6</b>	12.7	<b>1,120.6</b>	11.6
<b>Support Services</b>	<b>3,591.7</b>		<b>3,756.7</b>		<b>3,997.5</b>	
Protective Services Subaccount	2,258.0	78.1	2,336.2	114.0	2,450.2	104.3
Behavioral Health Subaccount	1,333.7	86.8	1,420.5	126.7	1,547.3	115.9
<i>Women and Children's Residential Treatment Services</i>	<i>(5.1)</i>	-	<i>(5.1)</i>	-	<i>(5.1)</i>	-
<b>Growth, Support Services</b>		<b>173.6</b>		<b>253.4</b>		<b>231.8</b>
<b>Account Total and Growth</b>	<b>\$7,639.5</b>		<b>\$8,055.9</b>		<b>\$8,413.2</b>	
<b>Revenue</b>						
1.0625% Sales Tax	6,956.8		7,337.9		7,681.9	
Motor Vehicle License Fee	682.7		718.0		731.3	
<b>Revenue Total</b>	<b>\$7,639.5</b>		<b>\$8,055.9</b>		<b>\$8,413.2</b>	

This chart reflects estimates of the 2011 Realignment subaccount and growth allocations based on current revenue forecasts and in accordance with the formulas outlined in Chapter 40, Statutes of 2012 (SB 1020).

<sup>1</sup> Dollars in millions.

<sup>2</sup> Base Allocation is capped at \$489.9 million. Growth does not add to the base.

<sup>3</sup> Base Allocation is capped at \$1,120.6 million. Growth does not add to the base.

FY 2016-17 Reconciliation Summary				
CMSP	Interim Redirected	Calculated Redirection		Reconciliation Due from County
Alpine	\$ 13,150.00	\$ 13,150.00		\$ -
Amador	\$ 620,264.00	\$ 620,264.00		\$ -
Butte	\$ 5,950,593.00	\$ 5,950,593.00		\$ -
Calaveras	\$ 913,959.00	\$ 913,959.00		\$ -
Colusa	\$ 799,988.00	\$ 799,988.00		\$ -
Del Norte	\$ 781,358.00	\$ 781,358.00		\$ -
El Dorado	\$ 3,535,288.00	\$ 3,535,288.00		\$ -
Glenn	\$ 787,933.00	\$ 787,933.00		\$ -
Humboldt	\$ 6,883,182.00	\$ 6,883,182.00		\$ -
Imperial	\$ 6,394,422.00	\$ 6,394,422.00		\$ -
Inyo	\$ 1,100,257.00	\$ 1,100,257.00		\$ -
Kings	\$ 2,832,833.00	\$ 2,832,833.00		\$ -
Lake	\$ 1,022,963.00	\$ 1,022,963.00		\$ -
Lassen	\$ 687,113.00	\$ 687,113.00		\$ -
Madera	\$ 2,882,147.00	\$ 2,882,147.00		\$ -
Marin	\$ 7,725,909.00	\$ 7,725,909.00		\$ -
Mariposa	\$ 435,062.00	\$ 435,062.00		\$ -
Mendocino	\$ 1,654,999.00	\$ 1,654,999.00		\$ -
Modoc	\$ 469,034.00	\$ 469,034.00		\$ -
Mono	\$ 369,309.00	\$ 369,309.00		\$ -
Napa	\$ 3,062,967.00	\$ 3,062,967.00		\$ -
Nevada	\$ 1,860,793.00	\$ 1,860,793.00		\$ -
Plumas	\$ 905,192.00	\$ 905,192.00		\$ -
San Benito	\$ 1,086,011.00	\$ 1,086,011.00		\$ -
Shasta	\$ 5,361,013.00	\$ 5,361,013.00		\$ -
Sierra	\$ 135,888.00	\$ 135,888.00		\$ -
Siskiyou	\$ 1,372,034.00	\$ 1,372,034.00		\$ -
Solano	\$ 6,871,127.00	\$ 6,871,127.00		\$ -
Sonoma	\$ 13,183,359.00	\$ 13,183,359.00		\$ -
Sutter	\$ 2,996,118.00	\$ 2,996,118.00		\$ -
Tehama	\$ 1,912,299.00	\$ 1,912,299.00		\$ -
Trinity	\$ 611,497.00	\$ 611,497.00		\$ -
Tuolumne	\$ 1,455,320.00	\$ 1,455,320.00		\$ -
Yuba	\$ 2,395,580.00	\$ 2,395,580.00		\$ -
CMSP Board	\$ 179,230,258.94	\$ 179,230,258.94		\$ -
<b>SUBTOTAL</b>	<b>\$ 268,299,219.94</b>	<b>\$ 268,299,219.94</b>		<b>\$ -</b>
Article 13 60/40	Interim Redirected	Calculated Redirection		Reconciliation Due from County
Placer	\$ 3,291,700.25	\$ 3,291,700.25		\$ -
Sacramento	\$ 32,232,619.12	\$ 32,232,619.12		\$ -
Santa Barbara	\$ 8,221,195.17	\$ 8,221,195.17		\$ -
Stanislaus	\$ 11,030,087.99	\$ 11,030,087.99		\$ -
Yolo	\$ 3,559,537.85	\$ 3,559,537.85		\$ -
<b>SUBTOTAL</b>	<b>\$ 58,335,140.38</b>	<b>\$ 58,335,140.38</b>		<b>\$ -</b>
Article 13 Formula	Interim Redirected	Calculated Redirection		Reconciliation Due from County
Fresno	\$ 12,840,746.99	\$ 15,844,449.41	MAX	\$ 3,003,702.42
Merced	\$ 2,702,456.77	\$ 2,877,259.60		\$ 174,802.83
Orange	\$ 42,072,303.20	\$ 41,740,624.79	MAX	\$ (331,678.41)
San Diego	\$ 45,505,272.17	\$ 45,126,339.99	MAX	\$ (378,932.18)
San Luis Obispo	\$ 2,919,797.19	\$ 2,893,144.23	MAX	\$ (26,652.96)
Santa Cruz	\$ 3,798,436.12	\$ 3,765,102.78	MAX	\$ (33,333.34)
Tulare	\$ 6,447,018.03	\$ 6,164,021.70		\$ (282,996.33)
<b>SUBTOTAL</b>	<b>\$ 116,286,030.47</b>	<b>\$ 118,410,942.50</b>		<b>\$ 2,124,912.03</b>
DPH	Interim Redirected	Calculated Redirection		Reconciliation Due from County
Alameda	\$ 19,149,261.30	\$ 46,456,326.63	MAX	\$ 27,307,065.33
Contra Costa	\$ 21,088,581.71	\$ 23,326,385.17	MAX	\$ 2,237,803.46
Kern	\$ 13,931,654.69	\$ 16,083,027.92	MAX	\$ 2,151,373.23
Los Angeles	\$ 5,606,688.49	\$ 222,001,560.44		\$ 216,394,871.95
Monterey	\$ -	\$ 5,905,990.04	MAX	\$ 5,905,990.04
Riverside	\$ 25,228,639.59	\$ 38,513,040.82	MAX	\$ 13,284,401.23
San Bernardino	\$ 21,440,591.48	\$ 30,388,847.78	MAX	\$ 8,948,256.30
San Francisco	\$ -	\$ -		\$ -
San Joaquin	\$ -	\$ 11,905,024.97		\$ 11,905,024.97
San Mateo	\$ 14,748,707.78	\$ 7,998,596.07		\$ (6,750,111.71)
Santa Clara	\$ -	\$ 22,469,047.84		\$ 22,469,047.84
Ventura	\$ 13,831,742.84	\$ 15,041,123.87	MAX	\$ 1,209,381.03
<b>SUBTOTAL</b>	<b>\$ 135,025,867.88</b>	<b>\$ 440,088,971.57</b>		<b>\$ 305,063,103.69</b>
<b>Grand Total</b>	<b>\$ 577,946,258.67</b>	<b>\$ 885,134,274.38</b>		<b>\$ 307,188,015.71</b>

FY19/20 Interim Redirection Calculation							
CMSP	FY 19-20 Realignment		Maintenance of Effort	75% Realignment + 75% MOE	Jurisdictional Risk Limitation	Adjustment to CMSP Board	Redirection
	Sales Tax	VLF					
Alpine	\$ 44,807.88	\$ 117,386.75	\$ 21,465.00	\$ 137,744.72	\$ 13,150.00	\$ 124,594.72	\$ 13,150.00
Amador	\$ 619,998.97	\$ 1,601,173.87	\$ 278,460.00	\$ 1,874,724.63	\$ 620,264.00	\$ 1,254,460.63	\$ 620,264.00
Butte	\$ 4,362,744.16	\$ 10,699,737.77	\$ 724,304.00	\$ 11,840,089.45	\$ 5,950,593.00	\$ 5,889,496.45	\$ 5,950,593.00
Calaveras	\$ 670,425.40	\$ 1,696,585.98	\$ -	\$ 1,775,258.54	\$ 913,959.00	\$ 861,299.54	\$ 913,959.00
Colusa	\$ 536,452.71	\$ 1,358,104.58	\$ 237,754.00	\$ 1,599,233.47	\$ 799,988.00	\$ 799,245.47	\$ 799,988.00
Del Norte	\$ 617,229.07	\$ 1,576,869.15	\$ 44,324.00	\$ 1,678,816.67	\$ 781,358.00	\$ 897,458.67	\$ 781,358.00
El Dorado	\$ 2,458,763.31	\$ 6,196,273.83	\$ 704,192.00	\$ 7,019,421.86	\$ 3,535,288.00	\$ 3,484,133.86	\$ 3,535,288.00
Glenn	\$ 597,494.61	\$ 1,519,180.24	\$ 58,501.00	\$ 1,631,381.89	\$ 787,933.00	\$ 843,448.89	\$ 787,933.00
Humboldt	\$ 4,374,770.68	\$ 10,917,202.66	\$ 589,711.00	\$ 11,911,263.26	\$ 6,883,182.00	\$ 5,028,081.26	\$ 6,883,182.00
Imperial	\$ 4,369,445.06	\$ 10,751,050.08	\$ 772,088.00	\$ 11,919,437.36	\$ 6,394,422.00	\$ 5,525,015.36	\$ 6,394,422.00
Inyo	\$ 814,718.74	\$ 2,071,256.04	\$ 561,262.00	\$ 2,585,427.59	\$ 1,100,257.00	\$ 1,485,170.59	\$ 1,100,257.00
Kings	\$ 2,158,575.68	\$ 5,297,133.21	\$ 466,273.00	\$ 5,941,486.42	\$ 2,832,833.00	\$ 3,108,653.42	\$ 2,832,833.00
Lake	\$ 933,252.69	\$ 2,290,159.62	\$ 118,222.00	\$ 2,506,225.73	\$ 1,022,963.00	\$ 1,483,262.73	\$ 1,022,963.00
Lassen	\$ 633,066.59	\$ 1,629,508.13	\$ 119,938.00	\$ 1,786,884.54	\$ 687,113.00	\$ 1,099,771.54	\$ 687,113.00
Madera	\$ 2,155,595.64	\$ 5,237,613.56	\$ 81,788.00	\$ 5,606,247.90	\$ 2,882,147.00	\$ 2,724,100.90	\$ 2,882,147.00
Marin	\$ 4,960,835.37	\$ 12,537,052.10	\$ 1,196,515.00	\$ 14,020,801.85	\$ 7,725,909.00	\$ 6,294,892.85	\$ 7,725,909.00
Mariposa	\$ 345,239.16	\$ 880,617.38	\$ -	\$ 919,392.41	\$ 435,062.00	\$ 484,330.41	\$ 435,062.00
Mendocino	\$ 1,360,183.25	\$ 3,342,396.37	\$ 347,945.00	\$ 3,787,893.47	\$ 1,654,999.00	\$ 2,132,894.47	\$ 1,654,999.00
Modoc	\$ 380,996.17	\$ 969,265.55	\$ 70,462.00	\$ 1,065,542.79	\$ 469,034.00	\$ 596,508.79	\$ 469,034.00
Mono	\$ 511,492.30	\$ 1,329,929.22	\$ 409,928.00	\$ 1,688,512.14	\$ 369,309.00	\$ 1,319,203.14	\$ 369,309.00
Napa	\$ 2,091,005.28	\$ 5,253,153.32	\$ 546,957.00	\$ 5,918,336.70	\$ 3,062,967.00	\$ 2,855,369.70	\$ 3,062,967.00
Nevada	\$ 1,330,136.12	\$ 3,318,418.22	\$ 96,375.00	\$ 3,558,697.01	\$ 1,860,793.00	\$ 1,697,904.01	\$ 1,860,793.00
Plumas	\$ 574,511.95	\$ 1,427,396.78	\$ 66,295.00	\$ 1,551,152.80	\$ 905,192.00	\$ 645,960.80	\$ 905,192.00
San Benito	\$ 785,756.31	\$ 1,999,287.11	\$ -	\$ 2,088,782.57	\$ 1,086,011.00	\$ 1,002,771.57	\$ 1,086,011.00
Shasta	\$ 3,789,778.05	\$ 9,221,576.86	\$ 184,049.00	\$ 9,896,552.93	\$ 5,361,013.00	\$ 4,535,539.93	\$ 5,361,013.00
Sierra	\$ 125,541.06	\$ 317,338.95	\$ 7,330.00	\$ 337,657.51	\$ 135,888.00	\$ 201,769.51	\$ 135,888.00
Siskiyou	\$ 1,020,606.41	\$ 2,576,998.32	\$ 287,627.00	\$ 2,913,923.80	\$ 1,372,034.00	\$ 1,541,889.80	\$ 1,372,034.00
Solano	\$ 5,358,583.03	\$ 13,007,814.28	\$ 115,800.00	\$ 13,861,647.98	\$ 6,871,127.00	\$ 6,990,520.98	\$ 6,871,127.00
Sonoma	\$ 8,686,376.78	\$ 21,391,351.23	\$ 438,234.00	\$ 22,886,971.51	\$ 13,183,359.00	\$ 9,703,612.51	\$ 13,183,359.00
Sutter	\$ 2,023,348.85	\$ 5,132,990.04	\$ 674,240.00	\$ 5,872,934.17	\$ 2,996,118.00	\$ 2,876,816.17	\$ 2,996,118.00
Tehama	\$ 1,358,331.95	\$ 3,439,023.57	\$ 446,992.00	\$ 3,933,260.64	\$ 1,912,299.00	\$ 2,020,961.64	\$ 1,912,299.00
Trinity	\$ 554,849.28	\$ 1,419,081.25	\$ 292,662.00	\$ 1,699,944.40	\$ 611,497.00	\$ 1,088,447.40	\$ 611,497.00
Tuolumne	\$ 1,044,187.99	\$ 2,658,677.97	\$ 305,830.00	\$ 3,006,521.97	\$ 1,455,320.00	\$ 1,551,201.97	\$ 1,455,320.00
Yuba	\$ 1,729,252.94	\$ 4,189,963.88	\$ 187,701.00	\$ 4,580,188.37	\$ 2,395,580.00	\$ 2,184,608.37	\$ 2,395,580.00
CMSP Board	\$ 61,569,857.59	\$ 182,883,389.57	\$ -	\$ 183,339,935.37	NA	NA	\$ 267,673,333.35
CMSP Adjustment	\$ -	\$ -	\$ -	\$ -	NA	NA	\$ (23,220,086.19)
<b>SUBTOTAL</b>	<b>\$ 124,948,211.03</b>	<b>\$ 340,254,957.44</b>	<b>\$ 10,453,224.00</b>	<b>\$ 356,742,294.35</b>	<b>\$ 89,068,961.00</b>	<b>\$ 84,333,397.98</b>	<b>\$ 333,522,208.16</b>

Article 13 75/25	FY 19-20 Realignment		Maintenance of Effort	FY 10-11 Total Realignment		MOE Capped at 14.6% of 10-11 Realignment	Redirection
	Sales Tax	VLF		Sales Tax	VLF		
Placer	\$ 1,520,989.86	\$ 3,693,021.13	\$ 368,490.00	\$ 1,223,351.24	\$ 3,475,002.90	\$ 368,490.00	\$ 4,186,875.74
Sacramento	\$ 13,834,818.86	\$ 34,426,705.69	\$ 7,128,508.00	\$ 11,073,547.81	\$ 32,428,453.58	\$ 6,351,292.20	\$ 40,959,612.56
Santa Barbara	\$ 3,403,258.58	\$ 8,905,511.33	\$ 3,794,166.00	\$ 2,695,565.51	\$ 8,405,681.53	\$ 1,620,782.07	\$ 10,447,163.98
Stanislaus	\$ 4,701,501.59	\$ 11,813,350.23	\$ 3,510,803.00	\$ 3,756,009.76	\$ 11,132,596.16	\$ 2,173,736.46	\$ 14,016,441.21
Yolo	\$ 1,495,725.96	\$ 3,833,667.20	\$ 1,081,388.00	\$ 1,190,049.25	\$ 3,615,711.14	\$ 701,641.02	\$ 4,523,275.63
<b>SUBTOTAL</b>	<b>\$ 24,956,294.85</b>	<b>\$ 62,672,255.58</b>	<b>\$ 15,883,355.00</b>	<b>\$ 19,938,523.57</b>	<b>\$ 59,057,445.31</b>	<b>\$ 11,215,941.75</b>	<b>\$ 74,133,369.14</b>

Article 13 Formula	FY 19-20 Realignment		Health Realignment Indigent Care %	Total Revenue FY 19-20	Total Costs FY 19-20	Savings	Calculated Redirection
	Sales Tax	VLF					
Fresno*	\$ 10,261,829.66	\$ 26,111,779.91	44.38%				\$ 16,142,607.93
Merced*	\$ 2,502,776.57	\$ 5,909,650.87	43.41%				\$ 3,651,834.75
Orange*	\$ 25,381,720.21	\$ 57,017,950.06	52.02%				\$ 42,864,308.47
San Diego*	\$ 30,363,165.36	\$ 63,620,367.32	49.33%				\$ 46,362,076.67
San Luis Obispo*	\$ 1,860,133.39	\$ 4,832,257.85	44.45%				\$ 2,974,767.91
Santa Cruz*	\$ 2,267,615.53	\$ 6,035,251.41	46.61%				\$ 3,869,966.28
Tulare	\$ 4,456,970.42	\$ 10,547,441.64	47.88%	\$ 8,731,443.65	\$ 824,895.97	\$ 7,906,547.67	\$ 6,325,238.14
<b>SUBTOTAL</b>	<b>\$ 77,094,211.15</b>	<b>\$ 174,074,699.06</b>		<b>\$ 8,731,443.65</b>	<b>\$ 824,895.97</b>	<b>\$ 7,906,547.67</b>	<b>\$ 122,190,800.15</b>

\*Opted for Historical Percentage

DPH	FY 19-20 Realignment		Health Realignment Indigent Care %	Total Revenue FY 19-20	Total Costs FY 19-20	Savings	Calculated Redirection
	Sales Tax	VLF					
Alameda	\$ 15,907,722.94	\$ 42,046,414.63	81.68%	\$ 576,749,067.28	\$ 643,303,317.14	\$ (66,554,249.86)	\$ -
Contra Costa	\$ 8,164,510.93	\$ 21,358,391.85	80.50%	\$ 495,688,523.35	\$ 581,010,164.25	\$ (85,321,640.90)	\$ -
Kern	\$ 6,949,156.01	\$ 17,780,121.54	66.26%	\$ 267,744,206.63	\$ 242,546,387.39	\$ 25,197,819.23	\$ 16,385,619.30
Los Angeles	\$ 126,463,417.52	\$ 336,572,260.39	83.00%	\$ 4,657,028,754.36	\$ 5,075,115,600.00	\$ (418,086,845.64)	\$ -
Monterey	\$ 3,296,945.03	\$ 8,654,142.05	51.19%	\$ 193,597,107.02	\$ 185,788,169.56	\$ 7,808,937.46	\$ 6,117,761.48
Riverside	\$ 13,231,971.12	\$ 33,236,603.58	84.44%	\$ 416,766,779.66	\$ 406,424,040.92	\$ 10,342,738.74	\$ 8,274,190.99
San Bernardino	\$ 15,853,051.26	\$ 37,034,991.49	58.54%	\$ 466,019,720.23	\$ 421,505,797.32	\$ 44,513,922.91	\$ 30,960,660.23
San Francisco	\$ 24,124,449.50	\$ 64,191,856.29	57.36%	\$ 644,452,781.59	\$ 716,077,409.94	\$ (71,624,628.35)	\$ -
San Joaquin	\$ 6,092,027.75	\$ 14,563,944.70	96.74%	\$ 201,113,676.06	\$ 209,956,273.92	\$ (8,842,597.86)	\$ -
San Mateo	\$ 5,674,966.82	\$ 14,906,483.04	80.82%	\$ 188,809,322.16	\$ 200,232,860.46	\$ (11,423,538.30)	\$ -
Santa Clara	\$ 13,751,592.03	\$ 35,843,845.37	85.00%	\$ 996,095,192.11	\$ 982,918,616.58	\$ 13,176,575.54	\$ 10,541,260.43
Ventura	\$ 5,397,255.15	\$ 13,928,188.16	80.62%	\$ 327,891,829.61	\$ 298,242,840.81	\$ 29,648,988.80	\$ 15,580,172.40
<b>SUBTOTAL</b>	<b>\$ 244,907,066.06</b>	<b>\$ 640,117,243.09</b>		<b>\$ 9,431,956,960.06</b>	<b>\$ 9,963,121,478.29</b>	<b>\$ (531,164,518.23)</b>	<b>\$ 87,859,664.82</b>

<b>FY 19-20 Interim Redirection</b>							<b>\$ 617,706,042.27</b>
-------------------------------------	--	--	--	--	--	--	--------------------------

## 2019-20 Cap & Trade Expenditure Fund Chart

Investment Category	Department	Program	Amount (millions)
Air Toxic and Criteria Air Pollutants	Air Resources Board	AB 617 – Community Air Protection	\$200
		AB 617 – Local Air District Implementation (\$50 million total, including other funds)	\$20
		Technical Assistance to Community Groups	\$10
Low Carbon Transportation	Air Resources Board	Clean Vehicle Rebate Project	\$200
		Clean Trucks, Buses, & Off-Road Freight Equipment	\$132
		Enhanced Fleet Modernization Program, School Buses & Transportation Equity Projects	\$50
		Agriculture Diesel Engine Replacement & Upgrades	\$25
Climate Smart Agriculture	Department of Food and Agriculture	Healthy Soils Program	\$18
		Methane Reduction	\$25
Healthy Forests	CAL FIRE	Healthy & Resilient Forests (SB 901)	\$165
		Prescribed Burns and Fuel Reduction Projects (SB 901)	\$35
Short-Lived Climate Pollutants	CalRecycle	Waste Diversion	\$25
Integrated Climate Action: Mitigation & Resilience	Strategic Growth Council	Transformative Climate Communities	\$40
	Coastal Commission & SF Bay Conservation and Development Commission	Coastal Resilience	\$3
	Community Services & Development	Low-Income Weatherization	\$10
	California Conservation Corps	Energy Corps	\$6
Workforce Training	Workforce Development Board	Apprenticeships for a Green Economy	\$27
Climate and Clean Energy Research	Strategic Growth Council	Climate Change Research	\$10
<b>TOTAL:</b>			<b>\$1 Billion</b>

## Mono County Local Transportation Commission

---

PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800 phone, 924.1801 fax  
commdev@mono.ca.gov

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

February 11, 2019

LADWP  
300 Mandich St.  
Bishop, CA 93514

Attn: Clarence Martin

Re: Letter Regarding Wildlife Crossings Along U.S. 395

Dear Mr. Martin,

This letter is to express Mono County Local Transportation Commission's (LTC) support for interagency coordination for development and implementation of wildlife crossings along U.S. 395 and to reduce vehicle/wildlife collisions. The LTC is committed to working with Caltrans, Bureau of Land Management, California Department of Fish and Wildlife, and LADWP in creating a resolution that benefits both wildlife and vehicular traffic.

Caltrans District 9 completed a Feasibility Study Report for Wildlife/Vehicle Collision Reduction in the District and presented this information with California Department of Fish and Wildlife on possible concepts and locations for wildlife crossings. The Feasibility Study Report confirmed that wildlife/vehicle collisions are significantly high in Mono County, particularly for deer populations. Due to the environment and geography of Mono County, more deer are killed by vehicle than in the other District 9 counties. These collisions are costly to the traveling public, and wildlife crossings can be very effective in reducing wildlife/vehicle collisions.

The Mono County LTC recognizes LADWP as a valuable partner and land owner in this effort to reduce wildlife/vehicle collisions along various portions of the 395 corridor. We would encourage LADWP to become involved with the Eastern Sierra Wildlife Stewardship Committee as this potential project moves forward. Comments or questions can be directed to, Gerry Le Francois Co-Executive Director of the LTC at 760.924.1810 or [glefrancois@mono.ca.gov](mailto:glefrancois@mono.ca.gov).

Sincerely,

Fred Stump  
Chair



**From:** Taylor, Timothy@Wildlife <[Timothy.Taylor@wildlife.ca.gov](mailto:Timothy.Taylor@wildlife.ca.gov)>  
**Sent:** Thursday, January 24, 2019 9:25 AM  
**To:** Fred Stump  
**Subject:** LTC Wildlife Crossing letter

Hi Fred,

I appreciate the letter from the Mono Local Transportation Committee in support of wildlife crossings along the Hwy 395 corridor. Having the support of the LTC will be very beneficial when it comes to applying for funding for the Mammoth Wildlife Crossing and for other potential crossing projects in Mono County.

Sincerely,

Tim

Timothy Taylor  
Environmental Scientist-Wildlife Biologist  
California Department of Fish and Wildlife  
P.O. Box 497, Bridgeport, CA 93517  
Office: (760) 932-5749  
Cell: (760) 937-2226