

# Mono County Local Transportation Commission

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## MEETING AGENDA

August 9, 2021 – 9:00 A.M.

### TELECONFERENCE INFORMATION

The meeting will be held in person and via teleconferencing, as authorized by Governor Newsom's Executive Order, N-29-20, dated March 17, 2020, with members from the Commission attending from separate remote locations. This hybrid format recognizes that the state is moving beyond the Blueprint for a Safer Economy beginning June 15, 2021.

Members of the public may participate in person in Suite Z above the Vons Starbucks, or via the Zoom Webinar, including listening to the meeting and providing public comment, by following the instructions below.

#### 1. Joining via Zoom

You may participate in the Zoom Webinar, including listening to the meeting and providing public comment, by following the instructions below.

##### To join the meeting by computer

Visit: <https://monocounty.zoom.us/j/94320542322>

Or visit <https://www.zoom.us/> and click on "Join A Meeting." **Use Zoom Meeting ID:** 943 2054 2322

To provide public comment (at appropriate times) during the meeting, press the "Raise Hand" hand button on your screen and wait to be acknowledged by the Chair or staff.

##### To join the meeting by telephone

Dial (669) 900-6833, then enter **Webinar ID:** 943 2054 2322

To provide public comment (at appropriate times) during the meeting, press \*9 to raise your hand and wait to be acknowledged by the Chair or staff.

#### 2. Viewing the Live Stream

You may also view the live stream of the meeting without the ability to comment **by visiting:**

[http://monocounty.granicus.com/MediaPlayer.php?publish\\_id=f6c32234-69e4-4ba3-a467-279d9394eb43](http://monocounty.granicus.com/MediaPlayer.php?publish_id=f6c32234-69e4-4ba3-a467-279d9394eb43)

#### 1. CALL TO ORDER & PLEDGE OF ALLEGIANCE

2. **PUBLIC COMMENT:** Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.

#### 3. MINUTES

A. Approval of minutes June 14, 2021 (pg 1)

### COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Jennifer Burrows

4. **LOCAL TRANSPORTATION**
  - A. Update on the 2022 Regional Transportation Improvement Program (RTIP) funding levels (pg 4)
  - B. Discussion on current Memorandum of Understanding (MOU) projects on State Route 14 and US 395 and possible successor agreement to current MOUs (pg 4)
  - C. Authorize Chair's signature AB 43 (Friedman) traffic safety (pg 20)
5. **CALTRANS**
  - A. Activities in Mono County & pertinent statewide information
6. **TRANSIT**
  - A. ESTA Update (*Phil Moores*)
    1. Quarterly report (pg 51)
    2. State of Good repair Resolution (pg 73)
  - B. YARTS Update (*Christine Chavez*)
7. **ADMINISTRATION**
  - A. Consider adding a consent agenda item for future meetings
8. **QUARTERLY UPDATES**
  - A. TOML quarterly report (*Haislip Hayes- verbal update*)
  - B. Mono County quarterly report (pg 78)
  - C. Caltrans quarterly report
9. **CORRESPONDENCE**

No Item
10. **COMMISSIONER REPORTS**
11. **INFORMATIONAL**
  - A. Press release from California State Transportation Agency California regarding sustainable transportation funding
  - B. LTC staff submittal of Wildlife Crossing Project under the Innovative Concepts call for projects
12. **UPCOMING AGENDA ITEMS**
  - A. 2022 RTIP update
  - B. Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) update
13. **ADJOURN TO** September 13th

**\*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

**COMMISSIONERS**

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encourages public attendance and participation.

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

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## Draft Minutes

June 14<sup>th</sup>, 2021 – 9:00 A.M.

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**COUNTY COMMISSIONERS:** Jennifer Kreitz, John Peters, Rhonda Duggan

**TOWN COMMISSIONERS:** Jennifer Burrows, Dan Holler

**COUNTY STAFF:** Gerry LeFrancois, Wendy Sugimura, Megan Mahaffey, Michael Draper, Chad Senior, Heidi Willson,

**TOWN STAFF:** Haislip Hayes

**CALTRANS:** Dennee Alcalé, Jacob Burkholder, Mark Heckman

**ESTA:** Phil Moores

**YARTS:** Christine Chavez

**Inyo County LTC:**

**Public:** (760)709-1831

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1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE** Chair Kreitz called the meeting to order at 9:06 a.m. Commissioner Duggan led the pledge of allegiance.
2. **PUBLIC COMMENT:** Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.
  - **No public Comment**
3. **MINUTES**
  - Approval of minutes from May 10<sup>th</sup>, 2021  
*Peters motioned; Duggan seconded*  
*Ayes: Duggan, Peters, Holler, Kreitz Motion passes 4-0*
4. **LOCAL TRANSPORTATION**
  - Review analysis, take any public comments on Unmet Transit Needs, and adopt Resolution 21-04
    - Michael presented and answered questions.  
*Holler motioned; Peters seconded*  
*Ayes: Duggan, Burrows, Peters, Holler, Kreitz Motion passes 5-0*
5. **CALTRANS**

### COMMISSIONERS

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- Activities in Mono County & pertinent statewide information
  - Dennee presented and answered question from the commission

**6. TRANSIT**

- ESTA Update (*Phil Moores*)
  - Phil presented and answered questions from the commission
- YARTS Update (*Christine Chavez*)
  - Christine presented and answered questions from the commission

**7. ADMINISTRATION**

**A.** State Transit Assistance (STA) allocation consideration and approval by Resolution 21-05

- Megan presented and answered questions from the commission

*Holler motioned; Duggan seconded*

*Ayes: Duggan, Burrows, Peters, Holler, Kreitz Motion passes 5-0*

**B.** Local Transportation Funds (LTF) allocation consideration and approval by Resolution 21-06

- Megan presented and answered questions from the commission

*Peters motioned; Holler seconded*

*Ayes: Duggan, Burrows, Peters, Holler, Kreitz Motion passes 5-0*

**C.** Audit Engagement Letter for fiscal year ending on June 30, 2021, authorize Chair to sign

- Megan presented. No questions were raised

*Peters motioned; Burrows seconded*

*Ayes: Duggan, Burrows, Peters, Holler, Kreitz Motion passes 5-0*

**D.** Consider a Memorandum of Understanding (MOU) to exchange Highway Improvement Program (HIP) funds to State Transportation Improvement Program (STIP) funds between Sacramento Area Council of Governments and the LTC

- Gerry presented and answered questions from the commission

*Peters motioned; Holler seconded*

*Ayes: Duggan, Burrows, Peters, Holler, Kreitz Motion passes 5-0*

**E.** Review and adopt the 2021/22 Overall Work Program by Minute Order (MO) 21-04

- Gerry presented and answered questions from the commission

*Holler motioned; Peters seconded*

*Ayes: Duggan, Burrows, Peters, Holler, Kreitz Motion passes 5-0*

**F.** Consideration of LTC comment letter regarding proposed State Board of Forestry and Fire Protection Minimum Fire Safe Regulations

- Wendy presented and answered questions from the commission

*Peters motioned; Holler seconded*

*Ayes: Duggan, Burrows, Peters, Holler, Kreitz Motion passes 5-0*

**8. QUARTERLY UPDATES**

No Item

**9. CORRESPONDENCE**

No item

**COMMISSIONERS**

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Jennifer Burrows

**10. COMMISSIONER REPORTS**

- Commissioner Duggan: Long Valley RPAC will be meeting every other month
- Commissioner Holler: new bus shelters will be constructed soon.
- Commissioner Peters: Twin lakes road and Virginia lakes project has started this week
- Commissioner Burrows: no report
- Commissioner Kreitz: Airport Road reconstruction has started this week. Where will we be meeting in person for the upcoming meetings?

**11. INFORMATIONAL**

- CAPTI letter dated May 19, 2021. No additional information added.

**12. UPCOMING AGENDA ITEMS**

- Estimate of 2022 Regional Transportation Improvement Program (RTIP) funding

**13. ADJOURN**

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## LTC Staff Report – Items 4A & B

**TO:** Mono County Local Transportation Commission

**DATE:** August 9, 2021

**FROM:** Gerry Le Francois, Co-Executive Director  
Bentley Regehr, Planning Analyst  
Caltrans Staff

**SUBJECT:** 2022 Regional Transportation Improvement Program (RTIP) fund estimate and MOU projects on SR 14/395

### RECOMMENDATION

- A. Provide any desired direction to staff on the 2022 RTIP / State Transportation Improvement Program (STIP)
- B. Status update on MOU projects on SR 14 / US 395 and provide any desired direction to staff

### FISCAL IMPLICATIONS

The RTIP and STIP fund local and regional transportation projects in Mono County

### ENVIRONMENTAL COMPLIANCE

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

### RTP/RTIP CONSISTENCY

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

### DISCUSSION

#### A. 2022 RTIP/STIP

The STIP cycle occurs every two-years and is a new five-year funding cycle for transportation projects in Mono County. The 2022 RTIP/STIP schedule is below:

CTC adopts Fund Estimate & Guidelines	August 18-19, 2021
Caltrans identifies State highway needs	September 15, 2021
Regions submit RTIPs	December 15, 2021
Caltrans submits final RTIP	December 15, 2021
CTC STIP hearing, North	January 27, 2022
CTC STIP hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC adopts STIP	March 23-24, 2022

For the upcoming 2022 RTIP/STIP cycle, Mono County shares are for the upcoming 5-year programming cycle reflected in Table 1. This is the projected programming capacity from fiscal year 2022/23 through 2026/27. Caltrans, Town of Mammoth Lakes and Mono County are eligible to program projects with these funds.

**Table 1 2022 RTIP/STIP programming shares**

	<b>Amount in \$1,000's</b>
STIP shares estimate	\$4,664
HIP funds traded for STIP shares from SCAG	\$105
<b>Total for programming</b>	<b>\$4,769</b>

Commission discussion and questions of staff regarding the 2022 RTIP/STIP.

#### **B. Status of MOU projects on SR 14/395**

In addition, staff recently met with the Eastern California Transportation Planning Partnership (ECTPP) to discuss the limited availability of STIP/Interregional Transportation Improvement Program (ITIP) funds for existing Memorandum of Understanding (MOU) projects on the SR 14/US 395 corridor. The Eastern California Transportation Planning Partnership is made up of Inyo County LTC, Kern COG, Mono County LTC, and District 9. The funding mechanism for the MOU projects are:

- 40% by County RTIP where the project is located,
- 40% by State Interregional Transportation Improvement Program (ITIP),
- 10% each by the two remaining County RTIPs.

The MOUs started in 1999 and amended most recently in 2014. Staff is working on a successor agreement to complete the list of projects that have been identified in these MOUs. Table 2 is a list of these projects. Three projects have been completed and Olancha Cartago is close to starting construction.

<b>Projects</b>	<b>County</b>	<b>Status</b>
Olancha Cartago	Inyo	Construction allocation approved
North Mojave	Kern	Completed
Mono Co project – High Point Curve	Mono	Completed via SHOPP
InyoKern	Kern	shelved
Freeman Gulch 1	Kern	Completed
Freeman Gulch 2	Kern	Planning & Environmental
Freeman Gulch 3	Kern	Planning & Environmental
North Conway Truck Climbing Lane	Mono	Planning Initiation Document

Finally, there is a four party MOU (Mono, Inyo, Kern COG, & SBCTA) to improve US 395 from Adelanto to SR 58. The funding was deprogrammed in 2016 due to lack of STIP and ITIP funds. Discussion have not taken place to reactivate that project. SBCTA and Caltrans has been making some improvements on this corridor.

Commission discussion and provide direction to staff regarding a successor agreement to the current MOU projects.

#### **ATTACHMENT**

- STIP Fund estimates and tables for Mono County
- Map of MOU projects
- Photo Freeman Gulch 1



**Table 3 - Calculation of New Programming Targets and Shares - Total Target**  
(\$ in thousands)

County	Net Carryover		2022 STIP Share through 2026-27			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2019-20 & 2020-21	Net Share (Total Target)	Net Advance
Alameda	0	0	19,818	0	19,818	0
Alpine	0	(673)	593	0	0	(80)
Amador	4,997	0	1,344	0	6,341	0
Butte	6,484	0	3,960	0	10,444	0
Calaveras	510	0	1,607	0	2,117	0
Colusa	3,283	0	1,064	0	4,347	0
Contra Costa	31,090	0	13,597	14,800	59,487	0
Del Norte	0	(6,714)	989	0	0	(5,725)
El Dorado LTC	2,256	0	2,754	0	5,010	0
Fresno	5,750	0	14,993	0	20,743	0
Glenn	962	0	1,114	105	2,181	0
Humboldt	482	0	3,996	0	4,478	0
Imperial	1,401	0	7,086	0	8,487	0
Inyo	0	(15,443)	5,534	0	0	(9,909)
Kern	0	(8,573)	20,193	0	11,620	0
Kings	0	(9,093)	2,965	0	0	(6,128)
Lake	81	0	1,739	0	1,820	0
Lassen	454	0	2,547	0	3,001	0
Los Angeles	0	(132,895)	120,223	0	0	(12,672)
Madera	0	(6,559)	2,758	0	0	(3,801)
Marin	0	(22,406)	3,715	0	0	(18,691)
Mariposa	4,499	0	1,042	0	5,541	0
Mendocino	1,099	0	3,770	0	4,869	0
Merced	496	0	4,921	0	5,417	0
Modoc	0	(688)	1,360	35	707	0
Mono	118	0	4,111	435	4,664	0
Monterey	0	0	7,081	1,100	8,181	0
Napa	0	(19,683)	2,450	0	0	(17,233)
Nevada	840	0	2,107	0	2,947	0
Orange	0	(16,600)	37,050	0	20,450	0
Placer TPA	0	(21,476)	5,132	0	0	(16,344)
Plumas	34	0	1,515	0	1,549	0
Riverside	0	0	32,349	0	32,349	0
Sacramento	0	(3,752)	18,814	0	15,062	0
San Benito	0	(6,779)	1,305	0	0	(5,474)
San Bernardino	0	(2,890)	37,623	0	34,733	0
San Diego	10,014	0	42,535	0	52,549	0
San Francisco	1,548	0	10,075	0	11,623	0
San Joaquin	0	(7,652)	10,218	0	2,566	0
San Luis Obispo	0	0	7,502	0	7,502	0
San Mateo	3,612	0	10,267	300	14,179	0
Santa Barbara	0	(2,220)	8,431	0	6,211	0
Santa Clara	3,632	0	23,530	2,300	29,462	0
Santa Cruz	0	0	4,067	0	4,067	0
Shasta	0	0	4,337	0	4,337	0
Sierra	4,216	0	722	0	4,938	0
Siskiyou	0	(600)	2,992	0	2,392	0
Solano	0	(29,263)	6,164	0	0	(23,099)
Sonoma	231	0	7,576	0	7,807	0
Stanislaus	0	0	7,549	0	7,549	0
Sutter	9,149	0	1,737	0	10,886	0
Tahoe RPA	0	(1,592)	860	0	0	(732)
Tehama	751	0	2,216	0	2,967	0
Trinity	742	0	1,573	0	2,315	0
Tulare	0	(8,409)	9,339	0	930	0
Tuolumne	0	(110)	1,735	0	1,625	0
Ventura	67,789	0	12,485	0	80,274	0
Yolo	4,545	0	3,640	0	8,185	0
Yuba	10,919	0	1,333	0	12,252	0
Statewide Regional	181,984	(324,070)	574,102	19,075	570,979	(119,888)
Interregional	0	(39,222)	191,367	4,637	156,782	0
<b>TOTAL</b>	<b>181,984</b>	<b>(363,292)</b>	<b>765,469</b>	<b>23,712</b>	<b>727,761</b>	<b>(119,888)</b>
<b>Statewide SHA Capacity</b>					<b>1,285,146</b>	
<b>Statewide PTA Capacity</b>					<b>(557,385)</b>	
<b>Total</b>					<b>727,761</b>	

**2022 STIP FUND ESTIMATE**  
**STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS**  
(\$ millions)

	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$1,669							\$1,669
Fuel Excise Taxes (Base)	\$1,935	\$2,004	\$2,046	\$2,081	\$2,121	\$2,179	\$10,432	\$12,367
Fuel Excise Taxes (Incremental)	1,924	1,998	2,042	2,090	2,141	2,184	10,455	12,380
Net Weight Fees	0	0	0	0	0	0	0	
Misc. Revenues	455	460	458	459	458	458	2,292	2,748
Transportation Loans	0	0	0	0	0	0	0	
Net Transfers - Others	(185)	(190)	(188)	(189)	(188)	(188)	(942)	(1,127)
Expenditures - Other Departmental	(613)	(632)	(633)	(628)	(634)	(634)	(3,161)	(3,774)
<b>Total State Resources</b>	<b>\$5,185</b>	<b>\$3,640</b>	<b>\$3,726</b>	<b>\$3,813</b>	<b>\$3,898</b>	<b>\$3,999</b>	<b>\$19,077</b>	<b>\$24,262</b>
Obligation Authority (OA)	\$3,736	\$3,836	\$3,939	\$4,045	\$4,154	\$4,266	\$20,240	\$23,976
August Redistribution	261	261	261	261	261	261	1,307	1,568
Other Federal Resources	(310)	(310)	(310)	(310)	(310)	(310)	(1,552)	(1,862)
<b>Total Federal Resources</b>	<b>\$3,687</b>	<b>\$3,787</b>	<b>\$3,890</b>	<b>\$3,996</b>	<b>\$4,105</b>	<b>\$4,217</b>	<b>\$19,995</b>	<b>\$23,682</b>
<b>TOTAL STATE &amp; FED RESOURCES</b>	<b>\$8,872</b>	<b>\$7,427</b>	<b>\$7,616</b>	<b>\$7,809</b>	<b>\$8,003</b>	<b>\$8,216</b>	<b>\$39,072</b>	<b>\$47,944</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>	<b>(\$1,031)</b>	<b>(\$1,069)</b>	<b>(\$1,108)</b>	<b>(\$1,147)</b>	<b>(\$1,187)</b>	<b>(\$1,229)</b>	<b>(\$5,740)</b>	<b>(\$6,771)</b>
<b>MAINTENANCE</b>	<b>(\$1,499)</b>	<b>(\$1,540)</b>	<b>(\$1,581)</b>	<b>(\$1,624)</b>	<b>(\$1,668)</b>	<b>(\$1,713)</b>	<b>(\$8,126)</b>	<b>(\$9,625)</b>
<b>LOCAL ASSISTANCE (LA)</b>								
Oversight (Partnership)	(\$170)	(\$166)	(\$162)	(\$160)	(\$155)	(\$151)	(\$794)	(\$965)
State & Federal LA	(1,697)	(1,656)	(1,631)	(1,674)	(1,719)	(1,761)	(8,442)	(10,139)
<b>TOTAL LA</b>	<b>(\$1,868)</b>	<b>(\$1,822)</b>	<b>(\$1,792)</b>	<b>(\$1,835)</b>	<b>(\$1,874)</b>	<b>(\$1,912)</b>	<b>(\$9,236)</b>	<b>(\$11,104)</b>
<b>SHOPP CAPITAL OUTLAY SUPPORT (COS)</b>								
SHOPP Major	(\$887)	(\$731)	(\$558)	(\$453)	(\$291)	(\$154)	(\$2,187)	(\$3,074)
SHOPP Minor	(105)	(108)	(111)	(114)	(118)	(121)	(572)	(676)
Stormwater	(57)	(57)	(57)	(57)	(57)	(57)	(287)	(344)
<b>TOTAL SHOPP COS</b>	<b>(\$1,049)</b>	<b>(\$896)</b>	<b>(\$726)</b>	<b>(\$625)</b>	<b>(\$466)</b>	<b>(\$332)</b>	<b>(\$3,046)</b>	<b>(\$4,095)</b>
<b>SHOPP CAPITAL OUTLAY</b>								
Major capital	(\$2,391)	(\$388)	(\$240)	(\$90)	(\$23)	\$0	(\$741)	(\$3,132)
Minor capital	(81)	(99)	(138)	(139)	(139)	(139)	(654)	(736)
R/W Project Delivery	(152)	(132)	(132)	(35)	(17)	(5)	(321)	(473)
Unprogrammed R/W	(19)	(22)	(12)	(7)	(2)	0	(43)	(62)
<b>TOTAL SHOPP CAPITAL OUTLAY</b>	<b>(\$2,643)</b>	<b>(\$641)</b>	<b>(\$522)</b>	<b>(\$271)</b>	<b>(\$181)</b>	<b>(\$144)</b>	<b>(\$1,759)</b>	<b>(\$4,403)</b>
<b>TOTAL NON-STIP COMMITMENTS</b>	<b>(\$8,091)</b>	<b>(\$5,968)</b>	<b>(\$5,730)</b>	<b>(\$5,502)</b>	<b>(\$5,377)</b>	<b>(\$5,330)</b>	<b>(\$27,907)</b>	<b>(\$35,998)</b>
<b>STIP LA</b>								
STIP Off-System	(\$61)	(\$41)	(\$18)	(\$9)	(\$6)	(\$3)	(\$77)	(\$138)
Oversight (Partnership)	(17)	(17)	(17)	(16)	(16)	(15)	(81)	(99)
<b>TOTAL STIP LA</b>	<b>(\$79)</b>	<b>(\$58)</b>	<b>(\$35)</b>	<b>(\$26)</b>	<b>(\$22)</b>	<b>(\$19)</b>	<b>(\$158)</b>	<b>(\$237)</b>
<b>STIP COS</b>								
<b>STIP COS</b>	<b>(\$113)</b>	<b>(\$101)</b>	<b>(\$103)</b>	<b>(\$99)</b>	<b>(\$88)</b>	<b>(\$81)</b>	<b>(\$472)</b>	<b>(\$585)</b>
<b>STIP CAPITAL OUTLAY</b>								
STIP On-System	(\$449)	(\$299)	(\$233)	(\$147)	(\$40)	\$0	(\$719)	(\$1,168)
R/W Project Delivery	(30)	(23)	(57)	(13)	(6)	(35)	(134)	(164)
Unprogrammed R/W	(10)	(9)	(7)	0	0	0	(16)	(26)
<b>TOTAL STIP CAPITAL OUTLAY</b>	<b>(\$489)</b>	<b>(\$331)</b>	<b>(\$297)</b>	<b>(\$160)</b>	<b>(\$46)</b>	<b>(\$35)</b>	<b>(\$869)</b>	<b>(\$1,358)</b>
<b>TOTAL STIP COMMITMENTS</b>	<b>(\$681)</b>	<b>(\$490)</b>	<b>(\$435)</b>	<b>(\$285)</b>	<b>(\$156)</b>	<b>(\$135)</b>	<b>(\$1,500)</b>	<b>(\$2,180)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$101</b>	<b>\$970</b>	<b>\$1,452</b>	<b>\$2,023</b>	<b>\$2,470</b>	<b>\$2,751</b>	<b>\$9,665</b>	<b>\$9,766</b>
<b>SHOPP TARGET CAPACITY</b>	<b>\$2,700</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,600</b>	<b>\$2,700</b>	<b>\$12,800</b>	<b>\$15,500</b>
<b>STIP TARGET CAPACITY</b>	<b>\$695</b>	<b>\$700</b>	<b>\$300</b>	<b>\$300</b>	<b>\$325</b>	<b>\$350</b>	<b>\$1,975</b>	<b>\$2,670</b>

Notes:

Individual numbers may not add to total due to independent rounding.  
Balance does not include pre-paid debt service that will be transferred to the Transportation Debt Service Fund.

**2022 STIP FUND ESTIMATE  
ROAD MAINTENANCE & REHABILITATION ACCOUNT  
(\$ millions)**

	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$1,842							\$1,842
Bridges & Culverts	\$400	\$400	\$400	\$400	\$400	\$400	\$2,000	\$2,400
Maintenance & SHOPP	1,280	1,339	1,392	1,442	1,500	1,554	7,226	8,506
SMIF Interest	45	45	45	45	45	45	225	270
<b>TOTAL RESOURCES</b>	<b>\$3,567</b>	<b>\$1,784</b>	<b>\$1,837</b>	<b>\$1,887</b>	<b>\$1,945</b>	<b>\$1,999</b>	<b>\$9,451</b>	<b>\$13,017</b>
<b>COMMITMENTS</b>								
Program Development	(\$10)	(\$10)	(\$10)	(\$10)	(\$11)	(\$11)	(\$52)	(\$61)
Statewide Planning	(14)	(15)	(15)	(16)	(16)	(16)	(78)	(92)
Maintenance	(291)	(299)	(307)	(315)	(323)	(332)	(1,576)	(1,866)
Capital Outlay Support	(425)	(65)	(55)	(48)	(41)	(37)	(245)	(670)
Capital Outlay	(1,203)	(1,079)	(716)	(348)	(131)	(66)	(2,339)	(3,542)
<b>TOTAL COMMITMENTS</b>	<b>(\$1,942)</b>	<b>(\$1,467)</b>	<b>(\$1,103)</b>	<b>(\$736)</b>	<b>(\$523)</b>	<b>(\$462)</b>	<b>(\$4,290)</b>	<b>(\$6,232)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$1,624</b>	<b>\$317</b>	<b>\$734</b>	<b>\$1,150</b>	<b>\$1,422</b>	<b>\$1,537</b>	<b>\$5,161</b>	<b>\$6,785</b>
<b>RMRA TARGET CAPACITY</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$8,000</b>	<b>\$9,600</b>

Note:

Individual numbers may not add to total due to independent rounding.

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**2022 STIP FUND ESTIMATE  
PUBLIC TRANSPORTATION ACCOUNT  
(\$ in thousands)**

	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$1,605,846							\$1,605,846
Adjustment for STA Transfer Timing	(174,038)							(174,038)
TIRCP Set-Aside	(1,189,039)							(1,189,039)
Sales Tax on Diesel	\$928,219	\$909,973	\$883,253	\$915,827	\$935,472	\$955,117	\$4,599,642	\$5,527,861
SMIF Interest Earned	13,510	10,965	8,218	8,214	6,106	8,521	42,024	55,534
Transfer from Aeronautics Account	30	30	30	30	30	30	150	180
Transfer from SHA (S&HC 194)	25,046	25,046	25,046	25,046	25,046	25,046	125,230	150,276
Transportation Improvement Fee	391,629	403,378	415,479	427,943	440,782	453,620	2,141,201	2,532,830
<b>TOTAL RESOURCES</b>	<b>\$1,601,202</b>	<b>\$1,349,391</b>	<b>\$1,332,026</b>	<b>\$1,377,060</b>	<b>\$1,407,436</b>	<b>\$1,442,335</b>	<b>\$6,908,247</b>	<b>\$8,509,450</b>
State Transit Assistance (STA)	(\$674,064)	(\$660,814)	(\$641,410)	(\$665,065)	(\$679,331)	(\$693,597)	(\$3,340,217)	(\$4,014,280)
State Rail Assistance (SRA) Set-Aside	(44,201)	(43,332)	(42,060)	(43,611)	(44,546)	(45,482)	(219,031)	(263,231)
<b>SUBTOTAL AVAILABLE RESOURCES</b>	<b>\$882,938</b>	<b>\$645,245</b>	<b>\$648,556</b>	<b>\$668,384</b>	<b>\$683,558</b>	<b>\$703,256</b>	<b>\$3,349,000</b>	<b>\$4,231,938</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>								
Rail and Mass Transportation Support	(\$33,833)	(\$34,746)	(\$35,685)	(\$36,648)	(\$37,637)	(\$38,654)	(\$183,370)	(\$217,203)
Planning Staff and Support	(25,167)	(25,847)	(26,544)	(27,261)	(27,997)	(28,753)	(136,402)	(161,569)
California Transportation Commission	(3,940)	(4,042)	(3,564)	(3,660)	(3,759)	(3,860)	(18,884)	(22,824)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(8,431)	(8,659)	(8,892)	(9,133)	(9,379)	(9,632)	(45,695)	(54,126)
State Controller's Office	(19)	(20)	(20)	(21)	(21)	(22)	(103)	(122)
Secretary for Transportation Agency	(1,257)	(684)	(702)	(721)	(741)	(761)	(3,610)	(4,867)
Supplemental Pension Payments	(1,963)	(1,963)	(1,963)	(1,963)	(1,963)	(1,963)	(9,815)	(11,778)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$75,590)</b>	<b>(\$76,940)</b>	<b>(\$78,350)</b>	<b>(\$80,386)</b>	<b>(\$82,477)</b>	<b>(\$84,625)</b>	<b>(\$402,779)</b>	<b>(\$478,369)</b>
<b>INTERCITY RAIL</b>								
Intercity Rail and Bus Operations	(\$130,800)	(\$130,800)	(\$130,800)	(\$130,800)	(\$130,800)	(\$130,800)	(\$654,000)	(\$784,800)
Heavy Equipment Maintenance and Acquisition	(12,828)	(12,828)	(12,828)	(12,828)	(12,828)	(12,828)	(64,141)	(76,969)
Fleet Modernization	(20,889)	(20,889)	(20,889)	(20,889)	(20,889)	(20,889)	(104,447)	(125,336)
<b>TOTAL INTERCITY RAIL</b>	<b>(\$143,628)</b>	<b>(\$143,628)</b>	<b>(\$143,628)</b>	<b>(\$143,628)</b>	<b>(\$143,628)</b>	<b>(\$143,628)</b>	<b>(\$718,141)</b>	<b>(\$861,769)</b>
<b>LOCAL ASSISTANCE</b>								
Transportation Improvement Fee to TIRCP	(\$274,140)	(\$282,364)	(\$290,835)	(\$299,560)	(\$308,547)	(\$317,534)	(\$1,498,841)	(\$1,772,981)
Transportation Improvement Fee to STA	(117,489)	(121,013)	(124,644)	(128,383)	(132,234)	(136,086)	(642,360)	(759,849)
Climate Change Adaptation Planning	(1,118)	(1,118)	(1,118)	(1,118)	(1,118)	(1,118)	(5,590)	(6,708)
Bay Area Ferry Operations/Waterborne	(3,409)	(3,443)	(3,477)	(3,477)	(3,477)	(3,477)	(17,351)	(20,760)
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$396,156)</b>	<b>(\$407,938)</b>	<b>(\$420,074)</b>	<b>(\$432,538)</b>	<b>(\$445,376)</b>	<b>(\$458,215)</b>	<b>(\$2,164,142)</b>	<b>(\$2,560,297)</b>
<b>CAPITAL PROJECTS</b>								
STIP - Mass Transportation*	(\$13,511)	(\$78,358)	(\$53,251)	(\$44,906)	(\$7,149)	(\$931)	(\$184,595)	(\$198,106)
STIP - Rail*	(28,300)	(107,084)	(62,522)	(52,276)	(45,304)	(25,662)	(292,848)	(321,148)
<b>TOTAL CAPITAL PROJECTS</b>	<b>(\$41,811)</b>	<b>(\$185,442)</b>	<b>(\$115,773)</b>	<b>(\$97,182)</b>	<b>(\$52,453)</b>	<b>(\$26,593)</b>	<b>(\$477,443)</b>	<b>(\$519,254)</b>
<b>CASH AVAILABLE FOR PROGRAMMING</b>	<b>\$225,753</b>	<b>(\$168,704)</b>	<b>(\$109,268)</b>	<b>(\$85,350)</b>	<b>(\$40,376)</b>	<b>(\$9,805)</b>	<b>(\$413,504)</b>	<b>(\$187,751)</b>
<b>PTA STIP TARGET CAPACITY</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>

## Notes:

Individual numbers may not add to total due to independent rounding.  
Cash flow adjusted for unliquidated encumbrances.

## County and Interregional Share Estimates

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP).

The 2022 STIP Fund Estimate (FE) indicates that there is negative program capacity for the Public Transportation Account (PTA). This means that transit projects currently programmed or proposed for programming in the STIP must be eligible for State Highway Account (SHA) funds or federal funds.

The following tables display STIP county and interregional shares and targets for the 2022 STIP.

### Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the 2022 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA and SHA capacity. The table is based on Commission actions through June 30, 2021.

### Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2021 Commission meeting, as well as new statewide STIP capacity. For each county and the interregional share, the table identifies the following target amounts:

- Total Target: This target is determined by calculating the STIP formula share of all new capacity through 2026-27. The calculation of this target is shown in Table 3.
- Maximum: This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2027-28. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The calculation of this target is shown in Table 4.

### Table 3. Calculation of New Programming Targets and Shares - Total Target

This table displays factors in the calculation of the Total Target.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2021 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2022 STIP Target Through 2026-27: This section calculates the total target. The total target is the formula distribution of new capacity available through 2026-27 adjusted for carryover balances and lapses.
  - Formula Distribution: This is the 2022 STIP share through 2026-27. It is the formula distribution of program capacity available through 2026-27. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.

- Add Back 2019-20 & 2020-21 Lapses: This identifies the amount for projects lapsed in 2019-20 and 2020-21. These amounts are credited back in the 2022 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2024-25.
- Net Share (Total Target): This is the 2022 STIP target through 2026-27. The Net Share (Total Target) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
- Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2026-27) is insufficient to cover prior advances.

**Table 4. Calculation of New Programming Targets and Shares – Maximum**

This table calculates the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2021 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2022 STIP Share Through 2027-28: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2027-28 adjusted for carryover balances and lapses.
  - Formula Distribution: This column estimates the STIP share of the estimated new capacity through the county share period ending in 2027-28. It is the formula distribution of estimated program capacity available through the county share period ending in 2027-28. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back 2019-20 & 2020-21 Lapses: This identifies the amount for projects lapsed in 2019-20 and 2020-21. These amounts are credited back in the 2022 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2024-25.
  - Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 2027-28. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The Net Share (Maximum) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.

- Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2027-28) is insufficient to cover prior advances.

**Table 5. Planning, Programming, and Monitoring (PPM) Limitations**

State law provides that up to 5% of a county share may be expended for planning, programming, and monitoring (PPM). This limitation is applied separately to each four-year county share period.

- Total: This section identifies the shares for the 2024-25 through 2026-27 share period based upon the 2020 and 2022 Fund Estimates. These are the amounts against which the 5% is applied.
- 5% PPM Limitation: These are the PPM limitations for the 2024-25 through 2026-27 share period.

**DRAFT 2022 STIP FUND ESTIMATE**  
**Table 1 - Reconciliation to County and Interregional Shares**  
(\$ in millions)

	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
<b>Public Transportation Account (PTA)</b>								
2022 FE PTA Target Capacity	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$10
<b>Total 2022 STIP FE PTA Capacity</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10</b>
<b>2020 STIP Program <sup>1</sup></b>	<b>\$106</b>	<b>\$261</b>	<b>\$61</b>	<b>\$66</b>	<b>\$0</b>	<b>\$0</b>	<b>\$388</b>	<b>\$493</b>
Extensions	\$12	\$63	\$0	\$0	\$0	\$0	\$63	\$74
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Net PTA STIP Program</b>	<b>\$117</b>	<b>\$324</b>	<b>\$61</b>	<b>\$66</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450</b>	<b>\$567</b>
<b>PTA Capacity for County Shares</b>	<b>(\$107)</b>	<b>(\$324)</b>	<b>(\$61)</b>	<b>(\$66)</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$450)</b>	<b>(\$557)</b>
<b>Cumulative</b>	<b>(\$107)</b>	<b>(\$431)</b>	<b>(\$492)</b>	<b>(\$557)</b>	<b>(\$557)</b>	<b>(\$557)</b>		
<b>State Highway Account (SHA)</b>								
2022 FE SHA Target Capacity	\$695	\$700	\$300	\$300	\$325	\$350	\$1,975	\$2,670
2022 FE TFA Available Capacity <sup>2</sup>	\$6	\$52	\$0	\$0	\$0	\$0	\$52	\$58
<b>Total 2022 STIP FE SHA Capacity</b>	<b>\$701</b>	<b>\$752</b>	<b>\$300</b>	<b>\$300</b>	<b>\$325</b>	<b>\$350</b>	<b>\$2,027</b>	<b>\$2,728</b>
<b>2020 STIP Program <sup>1</sup></b>	<b>\$507</b>	<b>\$434</b>	<b>\$208</b>	<b>\$212</b>	<b>\$0</b>	<b>\$0</b>	<b>\$854</b>	<b>\$1,361</b>
Extensions	\$257	\$37	\$0	\$0	\$0	\$0	\$37	\$293
Advances	(\$170)	(\$41)	\$0	\$0	\$0	\$0	(\$41)	(\$211)
<b>Net SHA STIP Program</b>	<b>\$594</b>	<b>\$429</b>	<b>\$208</b>	<b>\$212</b>	<b>\$0</b>	<b>\$0</b>	<b>\$849</b>	<b>\$1,443</b>
<b>SHA Capacity for County Shares</b>	<b>\$107</b>	<b>\$323</b>	<b>\$92</b>	<b>\$88</b>	<b>\$325</b>	<b>\$350</b>	<b>\$1,178</b>	<b>\$1,285</b>
<b>Cumulative</b>	<b>\$107</b>	<b>\$430</b>	<b>\$522</b>	<b>\$610</b>	<b>\$935</b>	<b>\$1,285</b>		
<b>Total Capacity</b>	<b>\$0</b>	<b>(\$1)</b>	<b>\$31</b>	<b>\$23</b>	<b>\$325</b>	<b>\$350</b>	<b>\$727</b>	<b>\$728</b>

**Notes:**

General note: Numbers may not add due to rounding.

<sup>1</sup> 2022 STIP as of June 30, 2021 (2021 Orange Book)

<sup>2</sup> TFA capacity represents unallocated, closeout savings available for STIP projects.



**Table 2 - Summary of Targets and Shares**  
(\$ in thousands)

County	2022 STIP Programming	
	Total Target	Maximum
	Share through 2026-27	Estimated Share through 2027-28
Alameda	19,818	29,617
Alpine	0	213
Amador	6,341	7,006
Butte	10,444	12,402
Calaveras	2,117	2,912
Colusa	4,347	4,873
Contra Costa	59,487	66,211
Del Norte	0	0
El Dorado LTC	5,010	6,371
Fresno	20,743	28,157
Glenn	2,181	2,732
Humboldt	4,478	6,454
Imperial	8,487	11,991
Inyo	0	0
Kern	11,620	21,605
Kings	0	0
Lake	1,820	2,680
Lassen	3,001	4,260
Los Angeles	0	46,776
Madera	0	0
Marin	0	0
Mariposa	5,541	6,056
Mendocino	4,869	6,732
Merced	5,417	7,850
Modoc	707	1,380
Mono	4,664	6,697
Monterey	8,181	11,683
Napa	0	0
Nevada	2,947	3,989
Orange	20,450	38,771
Placer TPA	0	0
Plumas	1,549	2,299
Riverside	32,349	48,345
Sacramento	15,062	24,365
San Benito	0	0
San Bernardino	34,733	53,338
San Diego	52,549	73,582
San Francisco	11,623	16,604
San Joaquin	2,566	7,619
San Luis Obispo	7,502	11,212
San Mateo	14,179	19,255
Santa Barbara	6,211	10,379
Santa Clara	29,462	41,097
Santa Cruz	4,067	6,078
Shasta	4,337	6,482
Sierra	4,938	5,295
Siskiyou	2,392	3,872
Solano	0	0
Sonoma	7,807	11,553
Stanislaus	7,549	11,282
Sutter	10,886	11,745
Tahoe RPA	0	0
Tehama	2,967	4,063
Trinity	2,315	3,093
Tulare	930	5,548
Tuolumne	1,625	2,483
Ventura	80,274	86,448
Yolo	8,185	9,985
Yuba	12,252	12,912
Statewide Regional	570,979	826,352
Interregional	156,782	251,409
<b>TOTAL</b>	<b>727,761</b>	<b>1,077,761</b>

	New Capacity
Statewide SHA Capacity	1,285,146
Statewide PTA Capacity	(557,385)
<b>Total STIP Capacity</b>	<b>727,761</b>

**Table 4 - Calculation of Targets and Shares - Maximum**  
(\$ in thousands)

County	Net Carryover		2022 STIP Estimated Share through 2027-28			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2019-20 & 2020-21	Net Share (Maximum)	Net Advance
Alameda	0	0	29,617	0	29,617	0
Alpine	0	(673)	886	0	213	0
Amador	4,997	0	2,009	0	7,006	0
Butte	6,484	0	5,918	0	12,402	0
Calaveras	510	0	2,402	0	2,912	0
Colusa	3,283	0	1,590	0	4,873	0
Contra Costa	31,090	0	20,321	14,800	66,211	0
Del Norte	0	(6,714)	1,477	0	0	(5,237)
El Dorado LTC	2,256	0	4,115	0	6,371	0
Fresno	5,750	0	22,407	0	28,157	0
Glenn	962	0	1,665	105	2,732	0
Humboldt	482	0	5,972	0	6,454	0
Imperial	1,401	0	10,590	0	11,991	0
Inyo	0	(15,443)	8,270	0	0	(7,173)
Kern	0	(8,573)	30,178	0	21,605	0
Kings	0	(9,093)	4,430	0	0	(4,663)
Lake	81	0	2,599	0	2,680	0
Lassen	454	0	3,806	0	4,260	0
Los Angeles	0	(132,895)	179,671	0	46,776	0
Madera	0	(6,559)	4,122	0	0	(2,437)
Marin	0	(22,406)	5,552	0	0	(16,854)
Mariposa	4,499	0	1,557	0	6,056	0
Mendocino	1,099	0	5,633	0	6,732	0
Merced	496	0	7,354	0	7,850	0
Modoc	0	(688)	2,033	35	1,380	0
Mono	118	0	6,144	435	6,697	0
Monterey	0	0	10,583	1,100	11,683	0
Napa	0	(19,683)	3,661	0	0	(16,022)
Nevada	840	0	3,149	0	3,989	0
Orange	0	(16,600)	55,371	0	38,771	0
Placer TPA	0	(21,476)	7,669	0	0	(13,807)
Plumas	34	0	2,265	0	2,299	0
Riverside	0	0	48,345	0	48,345	0
Sacramento	0	(3,752)	28,117	0	24,365	0
San Benito	0	(6,779)	1,950	0	0	(4,829)
San Bernardino	0	(2,890)	56,228	0	53,338	0
San Diego	10,014	0	63,568	0	73,582	0
San Francisco	1,548	0	15,056	0	16,604	0
San Joaquin	0	(7,652)	15,271	0	7,619	0
San Luis Obispo	0	0	11,212	0	11,212	0
San Mateo	3,612	0	15,343	300	19,255	0
Santa Barbara	0	(2,220)	12,599	0	10,379	0
Santa Clara	3,632	0	35,165	2,300	41,097	0
Santa Cruz	0	0	6,078	0	6,078	0
Shasta	0	0	6,482	0	6,482	0
Sierra	4,216	0	1,079	0	5,295	0
Siskiyou	0	(600)	4,472	0	3,872	0
Solano	0	(29,263)	9,213	0	0	(20,050)
Sonoma	231	0	11,322	0	11,553	0
Stanislaus	0	0	11,282	0	11,282	0
Sutter	9,149	0	2,596	0	11,745	0
Tahoe RPA	0	(1,592)	1,285	0	0	(307)
Tehama	751	0	3,312	0	4,063	0
Trinity	742	0	2,351	0	3,093	0
Tulare	0	(8,409)	13,957	0	5,548	0
Tuolumne	0	(110)	2,593	0	2,483	0
Ventura	67,789	0	18,659	0	86,448	0
Yolo	4,545	0	5,440	0	9,985	0
Yuba	10,919	0	1,993	0	12,912	0
Statewide Regional	181,984	(324,070)	857,984	19,075	826,352	(91,379)
Interregional	0	(39,222)	285,994	4,637	251,409	0
<b>TOTAL</b>	<b>181,984</b>	<b>(363,292)</b>	<b>1,143,978</b>	<b>23,712</b>	<b>1,077,761</b>	<b>(91,379)</b>
<b>Statewide SHA Capacity</b>					<b>1,635,146</b>	
<b>Statewide PTA Capacity</b>					<b>(557,385)</b>	
<b>Total</b>					<b>1,077,761</b>	

**DRAFT 2022 STIP FUND ESTIMATE**  
**Table 5 - Planning, Programming, and Monitoring (PPM) Limitations**  
(\$ in thousands)

County	2020 STIP FY 2024-25	2022 STIP 2024-25 through 2026-27	Total 2024-25 through 2026-27	5% PPM Limitation 2024-25 through 2026-27
Alameda	11,315	19,818	31,133	1,557
Alpine	337	593	930	47
Amador	765	1,344	2,109	105
Butte	2,264	3,960	6,224	311
Calaveras	915	1,607	2,522	126
Colusa	606	1,064	1,670	84
Contra Costa	7,747	13,597	21,344	1,067
Del Norte	565	989	1,554	78
El Dorado LTC	1,568	2,754	4,322	216
Fresno	8,540	14,993	23,533	1,177
Glenn	635	1,114	1,749	87
Humboldt	2,280	3,996	6,276	314
Imperial	4,036	7,086	11,122	556
Inyo	3,152	5,534	8,686	434
Kern	11,506	20,193	31,699	1,585
Kings	1,687	2,965	4,652	233
Lake	990	1,739	2,729	136
Lassen	1,449	2,547	3,996	200
Los Angeles	68,508	120,223	188,731	9,437
Madera	1,570	2,758	4,328	216
Marin	2,119	3,715	5,834	292
Mariposa	593	1,042	1,635	82
Mendocino	2,150	3,770	5,920	296
Merced	2,802	4,921	7,723	386
Modoc	774	1,360	2,134	107
Mono	2,342	4,111	6,453	323
Monterey	4,032	7,081	11,113	556
Napa	1,395	2,450	3,845	192
Nevada	1,199	2,107	3,306	165
Orange	21,115	37,050	58,165	2,908
Placer TPA	2,928	5,132	8,060	403
Plumas	865	1,515	2,380	119
Riverside	18,432	32,349	50,781	2,539
Sacramento	10,720	18,814	29,534	1,477
San Benito	743	1,305	2,048	102
San Bernardino	21,436	37,623	59,059	2,953
San Diego	24,241	42,535	66,776	3,339
San Francisco	5,747	10,075	15,822	791
San Joaquin	5,820	10,218	16,038	802
San Luis Obispo	4,274	7,502	11,776	589
San Mateo	5,848	10,267	16,115	806
Santa Barbara	4,804	8,431	13,235	662
Santa Clara	13,406	23,530	36,936	1,847
Santa Cruz	2,317	4,067	6,384	319
Shasta	2,476	4,337	6,813	341
Sierra	411	722	1,133	57
Siskiyou	1,702	2,992	4,694	235
Solano	3,511	6,164	9,675	484
Sonoma	4,314	7,576	11,890	595
Stanislaus	4,302	7,549	11,851	593
Sutter	989	1,737	2,726	136
Tahoe RPA	490	860	1,350	68
Tehama	1,261	2,216	3,477	174
Trinity	895	1,573	2,468	123
Tulare	5,331	9,339	14,670	734
Tuolumne	987	1,735	2,722	136
Ventura	7,114	12,485	19,599	980
Yolo	2,073	3,640	5,713	286
Yuba	759	1,333	2,092	105
<b>Statewide</b>	<b>327,152</b>	<b>574,102</b>	<b>901,254</b>	<b>45,063</b>

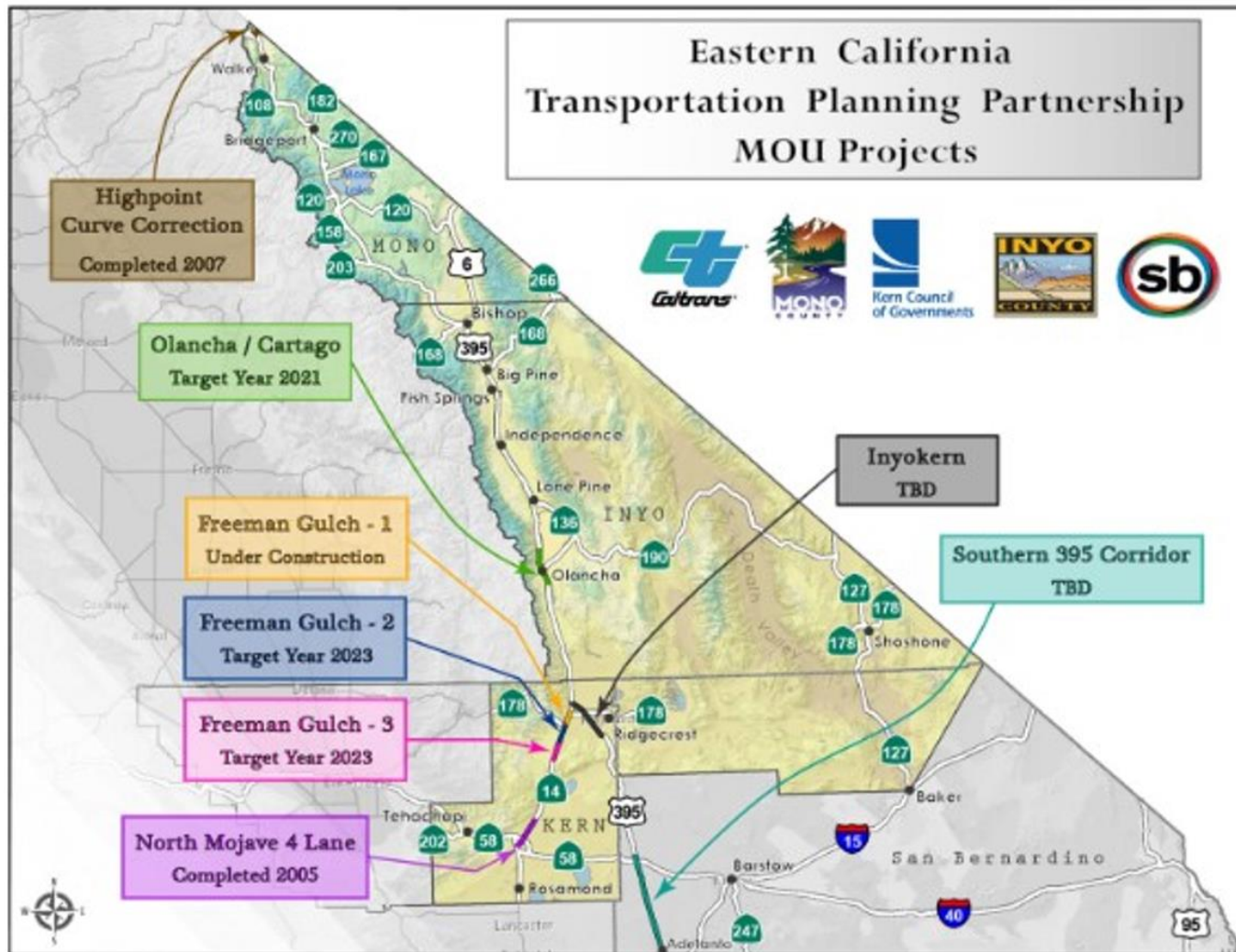
Note: Limitation amounts include amounts already programmed.

**2022 FUND ESTIMATE  
AERONAUTICS ACCOUNT  
(\$ in thousands)**

	2021-22	2022-23	2023-24	2024-25	2025-26	4-Year Total	5-Year Total
<b>RESOURCES</b>							
Beginning Balance	\$9,467						
Adjustment for Prior Commitments <sup>1</sup>	(6,917)						
<b>ADJUSTED BEGINNING BALANCE</b>	<b>\$2,550</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Aviation Gas Excise Tax <sup>2</sup>	\$2,848	\$2,942	\$2,915	\$2,843	\$2,754	\$11,454	\$14,302
Jet Fuel Excise Tax <sup>2</sup>	3,161	3,127	3,093	3,093	3,093	12,406	15,567
Interest (SMIF)	84	104	123	131	128	487	571
Federal Trust Funds	457	469	482	495	508	1,955	2,412
Sale of Documents	0	0	0	0	0	0	0
Transfer to Public Transportation Account	(30)	(30)	(30)	(30)	(30)	(120)	(150)
Transfers from Local Airport Loan Account <sup>3</sup>	2,500	2,500	2,500	0	0	5,000	7,500
<b>TOTAL RESOURCES</b>	<b>\$11,570</b>	<b>\$9,112</b>	<b>\$9,083</b>	<b>\$6,532</b>	<b>\$6,454</b>	<b>\$31,182</b>	<b>\$40,202</b>
<b>STATE OPERATIONS</b>							
State Operations	(\$4,818)	(\$4,948)	(\$5,082)	(\$5,219)	(\$5,360)	(\$20,609)	(\$25,427)
State Controller (0840)	(1)	(1)	(1)	(1)	(1)	(4)	(5)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$4,819)</b>	<b>(\$4,949)</b>	<b>(\$5,083)</b>	<b>(\$5,220)</b>	<b>(\$5,361)</b>	<b>(\$20,613)</b>	<b>(\$25,432)</b>
<b>LOCAL ASSISTANCE</b>							
Grants to Local Agencies (Annual Credit Program)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$5,960)	(\$7,450)
Airport Improvement Program (AIP) Match	0	0	0	0	0	0	0
Acquisition & Development (A&D)	0	0	0	0	0	0	0
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$1,490)</b>	<b>(\$1,490)</b>	<b>(\$1,490)</b>	<b>(\$1,490)</b>	<b>(\$1,490)</b>	<b>(\$5,960)</b>	<b>(\$7,450)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$5,261</b>	<b>\$2,673</b>	<b>\$2,511</b>	<b>(\$178)</b>	<b>(\$397)</b>	<b>\$4,609</b>	<b>\$9,870</b>
<b>TARGET CAPACITY</b>	<b>\$3,500</b>	<b>\$3,000</b>	<b>\$3,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000</b>	<b>\$9,500</b>

Note: Individual numbers may not add to total due to independent rounding.

# MOU Progress



CTC Town Hall, Partnerships in the Eastern Sierra, September 13 & 14

# Freeman Gulch Segment 1 Ribbon Cutting – Summer 2018



# Mono County Local Transportation Commission

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## LTC Staff Report

August 9, 2021

**TO:** Mono County Local Transportation Commission

**FROM:** Gerry Le Francois, Co-Executive Director

**SUBJECT:** Assembly Bill 43 Friedman Traffic Safety

### RECOMMENDATION

Discuss AB 43 Friedman, provide any desired direction to staff and authorize Chair's signature on letter of support.

### FISCAL IMPLICATIONS

See Discussion below

### ENVIRONMENTAL COMPLIANCE

NA

### RTP / RTIP CONSISTENCY

Goal 8, Policy 8A and Objective 8.A.5

### DISCUSSION

*From Senate Analysis on AB 43:*

Setting Speed Limits. Speed limits are currently set, a practice known as the 85th percentile: a) Drivers play an important role in how posted speed limits are set. Many U.S. states and California rely on a long-standing and widespread methodology known as the 85th percentile speed to establish speed limits. As its name implies, the 85th percentile speed is the velocity at which 85% of vehicles drive at or below on any given road. This approach was developed in the U.S. in the mid-20th century and is still the dominant factor in how speed limits are set in the U.S. today. The 85th percentile methodology assumes that most drivers will drive at a safe and reasonable speed based on the road conditions. It is also based on the idea that speed limits are safest when they conform to the natural speed driven by most drivers and that uniform vehicle speeds increase safety and reduce the risks for crashes.

Author's Statement. Speed limit reform is far overdue in California. Speed limits are based on the speed driver's feel comfortable driving at, not safety. The 85th percentile is outdated and has led locals to increase speed limits at the same time traffic fatalities continue to increase. Implementation of AB 43 at the local level has the potential to save hundreds of lives. This bill is the culmination of the Zero Traffic Fatalities Task Force recommendations on speed setting, verified and contributed to by experts across the state.

The Regional Transportation Plan has goals, policies and objectives that support greater flexibility in setting speed limits, such as:

**GOAL 8. PLAN AND IMPLEMENT A TRANSPORTATION AND CIRCULATION SYSTEM THAT PROVIDES FOR LIVABLE COMMUNITIES, WHILE MAINTAINING EFFICIENT TRAFFIC FLOW, REDUCING VEHICLE MILES TRAVLED AND ALTERNATIVE TRANSPORTATION MODES TO THE AUTOMOBILE.**

**Policy 8.A.** Design or modify roadways to keep speeds low within community areas in order to provide a safe and comfortable environment through communities for all users, including bicyclists and pedestrians.

**Objective 8.A.5.** Pursue changes in state legislation or other methods to provide the flexibility to set speed limits based on special local conditions, circumstances, data, and scientifically proven best practices.

#### **ATTACHMENTS**

- Draft letter of support for AB 43 Friedman
- AB 43
- Senate Committee on Transportation analysis
- Streetsblog article dated April 19, 2021



## Mono County Local Transportation Commission

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The Honorable Laura Friedman,  
Chair Assembly Committee on  
Transportation State Capitol  
Building  
Sacramento, CA 95814

**SUBJECT: Support for Assembly Bill 43 (Friedman) – Traffic Safety**

Dear Assemblymember Friedman:

The Mono County Local Transportation Commission supports the concept of AB 43 to allow flexibility on setting lower speed limits in local jurisdictions.

The economy Mono County is heavily dependent on recreational tourism (domestic and international). Prior to the coronavirus pandemic, the Inyo National Forest hosted approximately 4 million visitors per year with many visitors using state highways to arrive here.

These state highways also function as Main Streets and Business Districts within our communities. The Mono County Regional Transportation Plan (RTP) is a multi-modal planning document that considers all transportation modes and future improvements. Examples of these modes include bicycle and pedestrian use, complete streets, transit service, vehicle traffic both residents and visitors, and goods movements. The ability of local jurisdictions considering additional factors in determining speed limits is long overdue in designing and implementing complete streets in Mono County.

The Mono County Local Transportation Commission thanks you for sponsoring this legislation.

Sincerely,

Jennifer Kreitz, Chair Mono County Local Transportation Commission

Cc: 8<sup>th</sup> Senate District, Senator Andreas Borgeas  
5<sup>th</sup> Assembly District, Assemblyman Frank Bigelow

AMENDED IN SENATE JULY 14, 2021

AMENDED IN SENATE JULY 6, 2021

AMENDED IN SENATE JUNE 25, 2021

AMENDED IN ASSEMBLY MARCH 22, 2021

CALIFORNIA LEGISLATURE—2021–22 REGULAR SESSION

## ASSEMBLY BILL

**No. 43**

**Introduced by Assembly Members Friedman, Gipson, Ting, Chiu,  
and Quirk  
(Principal coauthor: Assembly Member Boerner Horvath)  
(Coauthors: Assembly Members Gabriel, Medina, Nazarian, Ward,  
and Wicks)**

December 7, 2020

An act to amend Sections 627, 21400, 22352, 22354, 22358, ~~22358.4~~, 22359, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the Vehicle Code, relating to traffic safety.

### LEGISLATIVE COUNSEL'S DIGEST

AB 43, as amended, Friedman. Traffic safety.

(1) Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Existing law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety.

This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.

(2) Existing law establishes a prima facie speed limit of 25 miles per hour on any highway, other than a state highway, located in any business or residence district, as defined. Existing law authorizes a local authority to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

This bill would establish a prima facie speed limit of 25 miles per hour on state highways located in any business or residence district and would authorize the Department of Transportation (Caltrans) to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

(3) Existing law establishes a speed limit of 65 miles per hour on state highways, as specified. Existing law authorizes Caltrans to declare a speed limit on any such highway, as prescribed, of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, including erecting signs to give notice thereof. Existing law also authorizes a local authority, on a section of highway, other than a state highway, where the speed limit is 65 miles per hour to declare a lower speed limit, as specified.

This bill would additionally authorize Caltrans and a local authority to declare a speed limit of 20 or 15 miles per hour, as specified, on these highways.

(4) Existing law authorizes a local authority, without an engineering and traffic survey, to declare a lowered speed limit on portions of highway, as specified, approaching a school building or school grounds. Existing law limits this authority to sections of highway meeting specified requirements relating to the number of lanes and the speed limit of the highway before the school zone.

~~This bill would change certain of these requirements related to the declaration of these lowered speed limits. The~~

*This* bill would similarly authorize a lowered speed limit on a section of highway contiguous to a business activity district, as defined.

(5) Existing law requires Caltrans, by regulation, to provide for the rounding up or down to the nearest 5 miles per hour increment of the 85th percentile speed of free-flowing traffic on a portion of highway as determined by a traffic and engineering survey.

This bill would authorize a local authority to further reduce the speed limit, as specified, and require Caltrans to accordingly revise the California Manual on Uniform Traffic Control Devices, as specified.

(6) Existing law defines a speed trap and prohibits evidence of a driver's speed obtained through a speed trap from being admissible in court in any prosecution against a driver for a speed-related offense. Existing law deems a road where the speed limit is not justified by a traffic and engineering survey conducted within the previous 7 years to be a speed trap, unless the roadway has been evaluated by a registered engineer, as specified, in which case the speed limit remains enforceable for a period of 10 years. Existing law exempts a school zone, as defined, from certain provisions relating to defining a speed trap.

This bill would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

This bill would also exempt a senior zone and business activity district, as defined, from those provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 627 of the Vehicle Code is amended to  
2 read:

3 627. (a) "Engineering and traffic survey," as used in this code,  
4 means a survey of highway and traffic conditions in accordance  
5 with methods determined by the Department of Transportation for  
6 use by state and local authorities.

7 (b) An engineering and traffic survey shall include, among other  
8 requirements deemed necessary by the department, consideration  
9 of all of the following:

10 (1) Prevailing speeds as determined by traffic engineering  
11 measurements.

12 (2) Accident records.

13 (3) Highway, traffic, and roadside conditions not readily  
14 apparent to the driver.

15 (c) When conducting an engineering and traffic survey, local  
16 authorities, in addition to the factors set forth in paragraphs (1) to  
17 (3), inclusive, of subdivision (b) may consider all of the following:

18 (1) Residential density, if any of the following conditions exist  
19 on the particular portion of highway and the property contiguous  
20 thereto, other than a business district:

1 (A) Upon one side of the highway, within a distance of a quarter  
2 of a mile, the contiguous property fronting thereon is occupied by  
3 13 or more separate dwelling houses or business structures.

4 (B) Upon both sides of the highway, collectively, within a  
5 distance of a quarter of a mile, the contiguous property fronting  
6 thereon is occupied by 16 or more separate dwelling houses or  
7 business structures.

8 (C) The portion of highway is longer than one-quarter of a mile  
9 but has the ratio of separate dwelling houses or business structures  
10 to the length of the highway described in either subparagraph (A)  
11 or (B).

12 (2) Safety of bicyclists and pedestrians, with increased  
13 consideration for vulnerable pedestrian groups including children,  
14 seniors, persons with disabilities, users of personal assistive  
15 mobility devices, and the unhoused.

16 SEC. 2. Section 21400 of the Vehicle Code is amended to read:

17 21400. (a) The Department of Transportation shall, after  
18 consultation with local agencies and public hearings, adopt rules  
19 and regulations prescribing uniform standards and specifications  
20 for all official traffic control devices placed pursuant to this code,  
21 including, but not limited to, stop signs, yield right-of-way signs,  
22 speed restriction signs, railroad warning approach signs, street  
23 name signs, lines and markings on the roadway, and stock crossing  
24 signs placed pursuant to Section 21364.

25 (b) The Department of Transportation shall, after notice and  
26 public hearing, determine and publicize the specifications for  
27 uniform types of warning signs, lights, and devices to be placed  
28 upon a highway by a person engaged in performing work that  
29 interferes with or endangers the safe movement of traffic upon  
30 that highway.

31 (c) Only those signs, lights, and devices as are provided for in  
32 this section shall be placed upon a highway to warn traffic of work  
33 that is being performed on the highway.

34 (d) Control devices or markings installed upon traffic barriers  
35 on or after January 1, 1984, shall conform to the uniform standards  
36 and specifications required by this section.

37 SEC. 3. Section 22352 of the Vehicle Code is amended to read:

38 22352. The prima facie limits are as follows and shall be  
39 applicable unless changed as authorized in this code and, if so  
40 changed, only when signs have been erected giving notice thereof:

1 (a) Fifteen miles per hour:

2 (1) When traversing a railway grade crossing, if during the last  
3 100 feet of the approach to the crossing the driver does not have  
4 a clear and unobstructed view of the crossing and of any traffic on  
5 the railway for a distance of 400 feet in both directions along the  
6 railway. This subdivision does not apply in the case of any railway  
7 grade crossing where a human flagperson is on duty or a clearly  
8 visible electrical or mechanical railway crossing signal device is  
9 installed but does not then indicate the immediate approach of a  
10 railway train or car.

11 (2) When traversing any intersection of highways if during the  
12 last 100 feet of the driver's approach to the intersection the driver  
13 does not have a clear and unobstructed view of the intersection  
14 and of any traffic upon all of the highways entering the intersection  
15 for a distance of 100 feet along all those highways, except at an  
16 intersection protected by stop signs or yield right-of-way signs or  
17 controlled by official traffic control signals.

18 (3) On any alley.

19 (b) Twenty-five miles per hour:

20 (1) On any highway, in any business or residence district unless  
21 a different speed is determined by local authority or the Department  
22 of Transportation under procedures set forth in this code.

23 (2) When approaching or passing a school building or the  
24 grounds thereof, contiguous to a highway and posted with a  
25 standard "SCHOOL" warning sign, while children are going to or  
26 leaving the school either during school hours or during the noon  
27 recess period. The prima facie limit shall also apply when  
28 approaching or passing any school grounds which are not separated  
29 from the highway by a fence, gate, or other physical barrier while  
30 the grounds are in use by children and the highway is posted with  
31 a standard "SCHOOL" warning sign. For purposes of this  
32 subparagraph, standard "SCHOOL" warning signs may be placed  
33 at any distance up to 500 feet away from school grounds.

34 (3) When passing a senior center or other facility primarily used  
35 by senior citizens, contiguous to a street other than a state highway  
36 and posted with a standard "SENIOR" warning sign. A local  
37 authority may erect a sign pursuant to this paragraph when the  
38 local agency makes a determination that the proposed signing  
39 should be implemented. A local authority may request grant  
40 funding from the Active Transportation Program pursuant to

1 Chapter 8 (commencing with Section 2380) of Division 3 of the  
 2 Streets and Highways Code, or any other grant funding available  
 3 to it, and use that grant funding to pay for the erection of those  
 4 signs, or may utilize any other funds available to it to pay for the  
 5 erection of those signs, including, but not limited to, donations  
 6 from private sources.

7 SEC. 4. Section 22354 of the Vehicle Code is amended to read:

8 22354. (a) Whenever the Department of Transportation  
 9 determines upon the basis of an engineering and traffic survey that  
 10 the limit of 65 miles per hour is more than is reasonable or safe  
 11 upon any portion of a state highway where the limit of 65 miles  
 12 is applicable, the department may determine and declare a prima  
 13 facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles  
 14 per hour, whichever is found most appropriate to facilitate the  
 15 orderly movement of traffic and is reasonable and safe, which  
 16 declared prima facie speed limit shall be effective when appropriate  
 17 signs giving notice thereof are erected upon the highway.

18 (b) This section shall become operative on the date specified in  
 19 subdivision (c) of Section 22366.

20 SEC. 5. Section 22358 of the Vehicle Code is amended to read:

21 22358. (a) Whenever a local authority determines upon the  
 22 basis of an engineering and traffic survey that the limit of 65 miles  
 23 per hour is more than is reasonable or safe upon any portion of  
 24 any street other than a state highway where the limit of 65 miles  
 25 per hour is applicable, the local authority may by ordinance  
 26 determine and declare a prima facie speed limit of 60, 55, 50, 45,  
 27 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most  
 28 appropriate to facilitate the orderly movement of traffic and is  
 29 reasonable and safe, which declared prima facie limit shall be  
 30 effective when appropriate signs giving notice thereof are erected  
 31 upon the street.

32 (b) This section shall become operative on the date specified in  
 33 subdivision (c) of Section 22366.

34 ~~SEC. 6. Section 22358.4 of the Vehicle Code is amended to~~  
 35 ~~read:~~

36 ~~22358.4. (a) (1) Whenever a local authority determines upon~~  
 37 ~~the basis of an engineering and traffic survey that the prima facie~~  
 38 ~~speed limit of 25 miles per hour established by subdivision (b) of~~  
 39 ~~Section 22352 is more than is reasonable or safe, the local authority~~  
 40 ~~may, by ordinance or resolution, determine and declare a prima~~

1   ~~facie speed limit of 20 or 15 miles per hour, whichever is justified~~  
2   ~~as the appropriate speed limit by that survey.~~

3   ~~(2) An ordinance or resolution adopted under paragraph (1)~~  
4   ~~shall not be effective until appropriate signs giving notice of the~~  
5   ~~speed limit are erected upon the highway and, in the case of a state~~  
6   ~~highway, until the ordinance is approved by the Department of~~  
7   ~~Transportation and the appropriate signs are erected upon the~~  
8   ~~highway.~~

9   ~~(b) (1) Notwithstanding subdivision (a) or any other provision~~  
10   ~~of law, a local authority may, by ordinance or resolution, determine~~  
11   ~~and declare prima facie speed limits as follows:~~

12   ~~(A) A 15 miles per hour prima facie limit in a residencee district,~~  
13   ~~on a highway with a posted speed limit of 35 miles per hour or~~  
14   ~~slower, when approaching, at a distance of less than 500 feet from,~~  
15   ~~or passing, a school building or the grounds of a school building,~~  
16   ~~contiguous to a highway and posted with a school warning sign~~  
17   ~~that indicates a speed limit of 15 miles per hour, while children~~  
18   ~~are going to or leaving the school, either during school hours or~~  
19   ~~during the noon recess period. The prima facie limit shall also~~  
20   ~~apply when approaching, at a distance of less than 500 feet from,~~  
21   ~~or passing, school grounds that are not separated from the highway~~  
22   ~~by a fence, gate, or other physical barrier while the grounds are in~~  
23   ~~use by children and the highway is posted with a school warning~~  
24   ~~sign that indicates a speed limit of 15 miles per hour.~~

25   ~~(B) A 25 miles per hour prima facie limit in a residencee district,~~  
26   ~~on a highway with a posted speed limit of 35 miles per hour or~~  
27   ~~slower, when approaching, at a distance of 500 to 1,000 feet from,~~  
28   ~~a school building or the grounds thereof, contiguous to a highway~~  
29   ~~and posted with a school warning sign that indicates a speed limit~~  
30   ~~of 25 miles per hour, while children are going to or leaving the~~  
31   ~~school, either during school hours or during the noon recess period.~~  
32   ~~The prima facie limit shall also apply when approaching, at a~~  
33   ~~distance of 500 to 1,000 feet from, school grounds that are not~~  
34   ~~separated from the highway by a fence, gate, or other physical~~  
35   ~~barrier while the grounds are in use by children and the highway~~  
36   ~~is posted with a school warning sign that indicates a speed limit~~  
37   ~~of 25 miles per hour.~~

38   ~~(2) The prima facie limits established under paragraph (1) apply~~  
39   ~~only to highways that meet all of the following conditions:~~

40   ~~(A) A maximum of four traffic lanes.~~



1 ~~(B) A maximum posted 35 miles per hour prima facie speed~~  
 2 ~~limit immediately prior to and after the school zone.~~

3 ~~(3) The prima facie limits established under paragraph (1) apply~~  
 4 ~~to all lanes of an affected highway, in both directions of travel.~~

5 ~~(4) When determining the need to lower the prima facie speed~~  
 6 ~~limit, the local authority shall take the provisions of Section 627~~  
 7 ~~into consideration.~~

8 ~~(5) (A) An ordinance or resolution adopted under paragraph~~  
 9 ~~(1) shall not be effective until appropriate signs giving notice of~~  
 10 ~~the speed limit are erected upon the highway and, in the case of a~~  
 11 ~~state highway, until the ordinance is approved by the Department~~  
 12 ~~of Transportation and the appropriate signs are erected upon the~~  
 13 ~~highway.~~

14 ~~(B) For purposes of subparagraph (A) of paragraph (1), school~~  
 15 ~~warning signs indicating a speed limit of 15 miles per hour may~~  
 16 ~~be placed at a distance up to 500 feet away from school grounds.~~

17 ~~(C) For purposes of subparagraph (B) of paragraph (1), school~~  
 18 ~~warning signs indicating a speed limit of 25 miles per hour may~~  
 19 ~~be placed at any distance between 500 and 1,000 feet away from~~  
 20 ~~the school grounds.~~

21 ~~(D) A local authority shall reimburse the Department of~~  
 22 ~~Transportation for all costs incurred by the department under this~~  
 23 ~~subdivision.~~

24 ~~SEC. 7.~~

25 *SEC. 6.* Section 22358.6 is added to the Vehicle Code, to read:

26 22358.6. The Department of Transportation shall, in the next  
 27 scheduled revision, revise and thereafter maintain the California  
 28 Manual on Uniform Traffic Control Devices to require the  
 29 Department of Transportation or a local authority to round speed  
 30 limits to the nearest five miles per hour of the 85th percentile of  
 31 the free-flowing traffic. However, in cases in which the speed limit  
 32 needs to be rounded up to the nearest five miles per hour increment  
 33 of the 85th-percentile speed, the Department of Transportation or  
 34 a local authority may decide to instead round down the speed limit  
 35 to the lower five miles per hour increment. A local authority may  
 36 additionally lower the speed limit as provided in Sections 22358.7  
 37 and 22358.8.

38 ~~SEC. 8.~~

39 *SEC. 7.* Section 22358.7 is added to the Vehicle Code, to read:

1 22358.7. (a) If a local authority, after completing an  
 2 engineering and traffic survey, finds that the speed limit is still  
 3 more than is reasonable or safe, the local authority may, by  
 4 ordinance, determine and declare a prima facie speed limit that  
 5 has been reduced an additional five miles per hour for either of  
 6 the following reasons:

7 (1) The portion of highway has been designated as a high-injury  
 8 street. A local authority shall not deem more than one-fifth of their  
 9 streets as high-injury streets.

10 (2) The portion of highway is adjacent to any land or facility  
 11 that generates high concentrations of bicyclists or pedestrians,  
 12 especially those from vulnerable groups such as children, seniors,  
 13 persons with disabilities, and the unhoused.

14 (b) (1) As used in this section, “high-injury street” shall be  
 15 defined by the Department of Transportation in the next revision  
 16 of the California Manual on Uniform Traffic Control Devices. In  
 17 making this determination, the department shall consider highways  
 18 that have the highest number of serious injuries and fatalities based  
 19 on collision data that may be derived from the Statewide Integrated  
 20 Traffic Records System, Transportation Injury Mapping System,  
 21 or a jurisdiction’s established database.

22 (2) *The Department of Transportation shall, in the next revision*  
 23 *of the California Manual on Uniform Traffic Control Devices,*  
 24 *determine what constitutes land or facilities that generate high*  
 25 *concentrations of bicyclists and pedestrians, as used in paragraph*  
 26 *(2) of subdivision (a). In making this determination, the department*  
 27 *shall consider density, road use type, and bicycle and pedestrian*  
 28 *infrastructure present on a section of highway.*

29 ~~SEC. 9.~~

30 *SEC. 8.* Section 22358.8 is added to the Vehicle Code, to read:

31 22358.8. (a) If a local authority, after completing an  
 32 engineering and traffic survey, finds that the speed limit is still  
 33 more than is reasonable or safe, the local authority may, by  
 34 ordinance, retain the current speed limit or restore the immediately  
 35 prior speed limit if that speed limit was established with an  
 36 engineering and traffic survey and if a registered engineer has  
 37 evaluated the section of highway and determined that no significant  
 38 design changes, with the specific intent of increasing the safe  
 39 operating speed, have been made *additional general purpose lanes*

1 *have been added* to the roadway since completion of the traffic  
 2 survey that established the prior speed limit.

3 *(b) This section does not authorize a speed limit to be reduced*  
 4 *by any more than five miles per hour from the current speed limit*  
 5 *nor below the immediately prior speed limit.*

6 ~~SEC. 10.~~

7 *SEC. 9.* Section 22358.9 is added to the Vehicle Code, to read:

8 22358.9. (a) (1) Notwithstanding any other law, a local  
 9 authority may, by ordinance, determine and declare a 25 or 20  
 10 miles per hour prima facie speed limit on a highway contiguous  
 11 to a business activity district when posted with a sign that indicates  
 12 a speed limit of 25 or 20 miles per hour.

13 (2) The prima facie limits established under paragraph (1) apply  
 14 only to highways that meet all of the following conditions:

15 (A) A maximum of four traffic lanes.

16 (B) A maximum posted 30 miles per hour prima facie speed  
 17 limit immediately prior to and after the business activity district,  
 18 if establishing a 25 miles per hour speed limit.

19 (C) A maximum posted 25 miles per hour prima facie speed  
 20 limit immediately prior to and after the business activity district,  
 21 if establishing a 20 miles per hour speed limit.

22 (b) As used in this section, a “business activity district” is that  
 23 portion of a highway and the property contiguous thereto that  
 24 includes central or neighborhood downtowns, urban villages, or  
 25 zoning designations that prioritize commercial land uses at the  
 26 downtown or neighborhood scale and meets at least three of the  
 27 following requirements in paragraphs (1) to (4), ~~inclusive, and one~~  
 28 ~~of the subparagraphs of paragraph (5):~~ *inclusive:*

29 (1) ~~Retail~~ *No less than 50 percent of the contiguous property*  
 30 *fronting the highway consists of retail or dining commercial uses,*  
 31 including outdoor dining, that open directly onto sidewalks adjacent  
 32 to the highway.

33 (2) Parking, including parallel, diagonal, or perpendicular spaces  
 34 located alongside the highway.

35 (3) Traffic control signals or stop signs regulating traffic flow  
 36 on the highway, located at intervals of no more than 600 feet.

37 (4) Marked crosswalks not controlled by a traffic control device.

38 (5) ~~A high concentration of bicycles or pedestrians as determined~~  
 39 ~~by either of the following:~~

1 ~~(A) Pedestrian volume of greater than 10 pedestrians in one~~  
 2 ~~hour at least every 1,200 feet of sidewalk through the length of~~  
 3 ~~the proposed section of highway.~~

4 ~~(B) Bicycle volume of 20 or more bicycles in one hour operating~~  
 5 ~~along the street at least every 1,200 feet through the section of~~  
 6 ~~highway.~~

7 (c) A local authority shall not declare a prima facie speed limit  
 8 under this section on a portion of a highway where the local  
 9 authority has already lowered the speed limit as permitted under  
 10 Sections 22358.7 and 22358.8.

11 ~~SEC. 11.~~

12 *SEC. 10.* Section 22359 of the Vehicle Code is amended to  
 13 read:

14 22359. With respect to boundary line streets and highways  
 15 where portions thereof are within different jurisdictions, an  
 16 ordinance adopted under Sections 22357 and 22358 shall not be  
 17 effective as to any portion until all authorities having jurisdiction  
 18 of the portions of the street concerned have approved the same.  
 19 This section shall not apply in the case of boundary line streets  
 20 consisting of separate roadways within different jurisdictions.

21 ~~SEC. 12.~~

22 *SEC. 11.* Section 40802 of the Vehicle Code is amended to  
 23 read:

24 40802. (a) A “speed trap” is either of the following:

25 (1) A particular section of a highway measured as to distance  
 26 and with boundaries marked, designated, or otherwise determined  
 27 in order that the speed of a vehicle may be calculated by securing  
 28 the time it takes the vehicle to travel the known distance.

29 (2) A particular section of a highway with a prima facie speed  
 30 limit that is provided by this code or by local ordinance under  
 31 paragraph (1) of subdivision (b) of Section 22352, or established  
 32 under Section 22354, 22357, 22358, or 22358.3, if that prima facie  
 33 speed limit is not justified by an engineering and traffic survey  
 34 conducted within five years prior to the date of the alleged  
 35 violation, and enforcement of the speed limit involves the use of  
 36 radar or any other electronic device that measures the speed of  
 37 moving objects. This paragraph does not apply to a local street,  
 38 road, school zone, senior zone, or business activity district.

39 (b) (1) For purposes of this section, a local street or road is one  
 40 that is functionally classified as “local” on the “California Road

1 System Maps,” that are approved by the Federal Highway  
2 Administration and maintained by the Department of  
3 Transportation. It may also be defined as a “local street or road”  
4 if it primarily provides access to abutting residential property and  
5 meets the following three conditions:

6 (A) Roadway width of not more than 40 feet.

7 (B) Not more than one-half of a mile of uninterrupted length.  
8 Interruptions shall include official traffic control signals as defined  
9 in Section 445.

10 (C) Not more than one traffic lane in each direction.

11 (2) For purposes of this section, “school zone” means that area  
12 approaching or passing a school building or the grounds thereof  
13 that is contiguous to a highway and on which is posted a standard  
14 “SCHOOL” warning sign, while children are going to or leaving  
15 the school either during school hours or during the noon recess  
16 period. “School zone” also includes the area approaching or passing  
17 any school grounds that are not separated from the highway by a  
18 fence, gate, or other physical barrier while the grounds are in use  
19 by children if that highway is posted with a standard “SCHOOL”  
20 warning sign.

21 (3) For purposes of this section, “senior zone” means that area  
22 approaching or passing a senior center building or other facility  
23 primarily used by senior citizens, or the grounds thereof that is  
24 contiguous to a highway and on which is posted a standard  
25 “SENIOR” warning sign, pursuant to Section 22352.

26 (4) For purposes of this section, “business activity district”  
27 means a section of highway described in subdivision (b) of Section  
28 22358.9 in which a standard 25 miles per hour or 20 miles per  
29 hour speed limit sign has been posted pursuant to paragraph (1)  
30 of subdivision (a) of that section.

31 (c) (1) When all of the following criteria are met, paragraph  
32 (2) of this subdivision shall be applicable and subdivision (a) shall  
33 not be applicable:

34 (A) When radar is used, the arresting officer has successfully  
35 completed a radar operator course of not less than 24 hours on the  
36 use of police traffic radar, and the course was approved and  
37 certified by the Commission on Peace Officer Standards and  
38 Training.

39 (B) When laser or any other electronic device is used to measure  
40 the speed of moving objects, the arresting officer has successfully

1 completed the training required in subparagraph (A) and an  
2 additional training course of not less than two hours approved and  
3 certified by the Commission on Peace Officer Standards and  
4 Training.

5 (C) (i) The prosecution proved that the arresting officer  
6 complied with subparagraphs (A) and (B) and that an engineering  
7 and traffic survey has been conducted in accordance with  
8 subparagraph (B) of paragraph (2). The prosecution proved that,  
9 prior to the officer issuing the notice to appear, the arresting officer  
10 established that the radar, laser, or other electronic device  
11 conformed to the requirements of subparagraph (D).

12 (ii) The prosecution proved the speed of the accused was unsafe  
13 for the conditions present at the time of alleged violation unless  
14 the citation was for a violation of Section 22349, 22356, or 22406.

15 (D) The radar, laser, or other electronic device used to measure  
16 the speed of the accused meets or exceeds the minimal operational  
17 standards of the National Highway Traffic Safety Administration,  
18 and has been calibrated within the three years prior to the date of  
19 the alleged violation by an independent certified laser or radar  
20 repair and testing or calibration facility.

21 (2) A “speed trap” is either of the following:

22 (A) A particular section of a highway measured as to distance  
23 and with boundaries marked, designated, or otherwise determined  
24 in order that the speed of a vehicle may be calculated by securing  
25 the time it takes the vehicle to travel the known distance.

26 (B) (i) A particular section of a highway or state highway with  
27 a prima facie speed limit that is provided by this code or by local  
28 ordinance under paragraph (1) of subdivision (b) of Section 22352,  
29 or established under Section 22354, 22357, 22358, or 22358.3, if  
30 that prima facie speed limit is not justified by an engineering and  
31 traffic survey conducted within one of the following time periods,  
32 prior to the date of the alleged violation, and enforcement of the  
33 speed limit involves the use of radar or any other electronic device  
34 that measures the speed of moving objects:

35 (I) Except as specified in subclause (II), seven years.

36 (II) If an engineering and traffic survey was conducted more  
37 than seven years prior to the date of the alleged violation, and a  
38 registered engineer evaluates the section of the highway and  
39 determines that no significant changes in roadway or traffic  
40 conditions have occurred, including, but not limited to, changes

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— 14 —

- 1 in adjoining property or land use, roadway width, or traffic volume,
- 2 14 years.
- 3 (ii) This subparagraph does not apply to a local street, road, or
- 4 school zone, senior zone, or business activity district.

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**SENATE COMMITTEE ON TRANSPORTATION**  
**Senator Lena Gonzalez, Chair**  
**2021 - 2022 Regular**

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<b>Bill No:</b>	AB 43	<b>Hearing Date:</b>	07/13/2021
<b>Author:</b>	Friedman		
<b>Version:</b>	07/06/2021		
<b>Urgency:</b>	No	<b>Fiscal:</b>	Yes
<b>Consultant:</b>	Randy Chinn		

**SUBJECT:** Traffic safety

**DIGEST:** This bill provides Caltrans and local authorities greater flexibility in setting speed limits based on recommendations the Zero Traffic Fatality Task Force made in January 2020.

**ANALYSIS:**

*Existing law:*

- 1) Prohibits driving at a speed greater than is reasonable or prudent having due regard for weather, visibility, traffic, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property. This is known as California's Basic Speed Law.
- 2) Establishes a maximum speed of 65 mph under most circumstances and allows for lower speed limits under numerous specified conditions.
- 3) Defines "engineering and traffic survey" (ETS) as a survey of highway and traffic conditions in accordance with methods determined by Caltrans for use by state and local authorities. An ETS must consider prevailing speeds, accident records, and conditions not readily apparent to the driver. An ETS may consider residential density and bicycle and pedestrian safety.
- 4) Authorizes Caltrans and local authorities to establish a speed limit on most streets of between 60 mph to 25 mph in 5 mph increments on the basis of an ETS.
- 5) Establishes prima facie speed limits, or speed limits that apply when no other speed limit is posted, of 15 mph when traversing railroad crossings, in specified intersections, and in alleys, and of 25 mph in any business or residence district,



as defined, near schools and near senior centers. These speed limits do not need to be justified by an ETS.

- 6) Authorizes a local authority to set a speed limit of 20 mph or 15 mph as justified by an ETS on a street where there is a prima facie speed limit of 25 mph. Speed limits as low as 25 mph and 15 mph are authorized on streets with posted speed limits of 30 mph during school hours around schools under specified conditions provided the highway is posted with a school warning sign indicating when the lower limit is in effect.
- 7) Prohibits the use of speed traps, as defined, in arresting or prosecuting any violation of the Vehicle Code including speeding.

**This bill:**

- 1) Authorizes local authorities, when performing an engineering and traffic survey, to consider the safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups.
- 2) Authorizes Caltrans and local authorities, on streets where a 65 mph limit is applicable, to lower the speed limit to as low as 15 mph pursuant to an ETS. Current law permits the speed limit to be as low as 25 mph.
- 3) Authorizes a local authority to establish a 15 mph speed limit when adjacent to school zones on highways with posted limits of 35 mph and up to four lanes during hours when children are present. Current law limits this provision to highways with posted speed limits of 30 mph and up to two lanes.
- 4) Authorizes a local authority to establish a 25 mph speed limit when approaching school zones on highways with posted limits of 35 mph and up to four lanes during hours when children are present. Current law limits this provision to highways with posted speed limits of 30 mph and up to two lanes.
- 5) Authorizes a local authority who, after completing an ETS, finds that the speed limit is more than reasonable or safe, to reduce the speed limit by 5 mph by ordinance if the highway is designated as a high-injury street, as defined by Caltrans, or the portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians.

- 6) Authorizes a local authority who, after completing an ETS, finds that the speed limit is more than is reasonable or safe, to retain the current speed limit or restore the immediately prior speed limit.
- 7) Defines a business activity district as a central or neighborhood downtown, urban village or zoning designation that prioritizes commercial land uses at the downtown or neighborhood scale and meets the following tests:
  - a) Three of the following four conditions:
    - i. Retail or dining uses
    - ii. Street parking
    - iii. Traffic control signals no more than 600 feet apart
    - iv. Marked crosswalks not controlled by a traffic control device
  - b) And either of the following two conditions:
    - v. Pedestrian volume of greater than 10 pedestrians in one hour
    - vi. Bicycle volumes of 20 or more per hour
- 8) Authorizes a local authority by ordinance to declare a 25 mph or 20 mph speed limit in a business activity district when the highway has a maximum of four traffic lanes, a maximum posted speed limit of 30 mph if establishing a 25 mph speed limit, and a maximum posted speed limit of 25 mph if establishing a 20 mph speed limit.

## BACKGROUND

- 1) *Zero Fatalities Task Force*. In 2018 AB 2363 (Friedman; Chapter 650) required the Secretary of the State Transportation Agency to convene a task force to develop policies for reducing traffic fatalities to zero. The task force commissioned research on speed setting from the UC Institute of Transportation Studies (UC ITS) and issued a report on its findings based on that research in January 2020 entitled “CalSTA Report of Findings; AB 2363 Zero Traffic Fatalities Task Force” (Task Force Report).
- 2) *Setting Speed Limits*. The Task Force Report describes how speed limits are currently set, a practice known as the 85<sup>th</sup> percentile:
  - a) Drivers play an important role in how posted speed limits are set. Many U.S. states and California rely on a long-standing and widespread

methodology known as the 85<sup>th</sup> percentile speed to establish speed limits. As its name implies, the 85<sup>th</sup> percentile speed is the velocity at which 85% of vehicles drive at or below on any given road. This approach was developed in the U.S. in the mid-20<sup>th</sup> century and is still the dominant factor in how speed limits are set in the U.S today. The 85<sup>th</sup> percentile methodology assumes that most drivers will drive at a safe and reasonable speed based on the road conditions. It is also based on the idea that speed limits are safest when they conform to the natural speed driven by most drivers and that uniform vehicle speeds increase safety and reduce the risks for crashes.<sup>1</sup>

- 3) Over the last several years, the conventional wisdom supporting the 85<sup>th</sup> percentile methodology has been criticized. The UC ITS report finds that the 85<sup>th</sup> percentile speed was intended to only be a starting point for setting speed limits, with subsequent adjustments made to account for safety concerns. The Task Force Report criticizes the 85<sup>th</sup> percentile methodology as privileging driver behavior, not requiring consideration of other road users such as pedestrians and bicyclists, and assuming that drivers will choose reasonable speeds, among other things.
- 4) *How Safe Are We?* California has many traffic fatalities and injuries: nearly 3,600 people die each year in traffic crashes and more than 13,000 are severely injured.<sup>2</sup> However, the trend has been relatively steady over the near term -- traffic fatalities decreased 5.1% from 2018 to 2019<sup>3</sup> -- and declining over the long term. Pedestrian fatalities have also been relatively steady; the CHP notes that statewide pedestrian fatalities increased only slightly, from 947 in 2016 to 1021 in 2019. Excess speed is only one of many factors that can cause these fatalities, including alcohol, drugs and distracted driving. CalSTA reports that about one-third of driving fatalities are due to speeding.
- 5) *What Determines How Fast We Actually Drive?* Driver speed is in part based on the driver perception of circumstances, such as width of the road, road geometry, surrounding environment, and smoothness of the road. As cars have become more powerful, handle better, and quieter, the perception of a safe speed has increased, leading to higher actual speeds. Some researchers contend that drivers tend to be poor judges of safe speeds.

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<sup>1</sup> CalSTA Report of Findings, AB 2363 Zero Traffic Fatalities Task Force; January 2020.

<sup>2</sup> California Office of Traffic Safety, California Highway Safety Plan (2019), 5.

<sup>3</sup> California Office of Traffic Safety, Quick Statistics website, June 29, 2021.

**COMMENTS:**

- 1) *Author's Statement.* Speed limit reform is far overdue in California. Speed limits are based on the speed driver's feel comfortable driving at, not safety. The 85<sup>th</sup> percentile is outdated, and has led locals to increase speed limits at the same time traffic fatalities continue to increase. Implementation of AB 43 at the local level has the potential to save hundreds of lives. This bill is the culmination of the Zero Traffic Fatalities Task Force recommendations on speed setting, verified and contributed to by experts across the state.
  
- 2) *Lower Speed Limits = Lower Speeds?* The goal of this bill is to lower speeds. But lowering speed limits doesn't by itself slow drivers much. The Federal Highway Administration notes that simply lowering speed limits has little impact on driver behavior.<sup>4</sup> While the UC Institute of Transportation Studies concludes that reducing speed limits almost universally reduce speeds, "the absolute magnitude of speed changes from speed limits alone is quite small."<sup>5</sup>

Bill supporters note that 1/3 of traffic fatalities are speed related. They believe reducing speed limits will reduce speed, reducing fatalities and injuries.

Lowering speed limits too much carries its own risks. The Task Force Report notes that "artificially low speed limits can lead to poor compliance as well as large variations in speed within the traffic stream. Increased speed variance can also create more conflicts and passing maneuvers."

- 3) *Using All the Tools.* The most effective way to reduce speeds is through a combination of signage, street engineering and enforcement. As noted by the UC Institute of Transportation Studies, speed limits are a mechanism that can be used to control speed, but most studies suggest that effectively controlling speed relies on numerous other factors including enforcement, features of the road, land use, and traffic control devices.<sup>6</sup>

Perhaps the most important factor in reducing speeds is the street engineering, which describes the physical character of the streets and the surrounding environment. The Task Force Report acknowledges this:

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<sup>4</sup> FHWA; Effects of Raising and Lowering Speed Limits on Selected Roadway Sections (No. FHWA RD-97-084); p.24.

<sup>5</sup> UC Institute of Transportation Studies: Research Synthesis for AB 2363 Zero Traffic Fatalities Task Force; December 31, 2019; p21.

<sup>6</sup> *ibid*

“Many studies find that engineering changes are the most effective interventions at reducing pedestrian injury and fatality rates.”

“Task Force members overwhelmingly agree that changing a road’s infrastructure is the most important factor to reduce vehicle operating speeds.”

The Task Force Report identifies many potential street engineering changes, which they call engineering countermeasures, such as curb extensions, median islands, raised crosswalks, roundabouts, and speed bumps. Despite noting the effectiveness of engineering countermeasures, the Task Force Report recommendations state that these measures can be costly and time-consuming to implement, only recommending that they be reviewed and considered. Instead the Task Force Report supports automated speed enforcement (e.g. speed cameras), a more punitive and surveillance-heavy approach.

- 4) *Supporters Arguments:* The bill provides flexibility to lower speed limits which will make streets safer for all road users, as 1/3 of traffic fatalities are speed related, and will help cities prevent and reverse speed creep. Speed limits should account for all road users, not just cars. Reducing speed even a little will reduce deaths and injuries substantially.
- 5) *Opponent Arguments:* Studies demonstrate that lowering speed limits by itself won’t reduce speed. It will criminalize normal behavior and won’t make streets safer.
- 6) *Proposed Committee Amendments.* The following amendments are recommended by the committee to clarify sections of the bill and make its provisions more workable. With the proposed committee amendments the bill provides the opportunity for local governments to incrementally reduce speed limits to improve safety through a public process in specific circumstances as well as prevent and reverse speed creep. While the speed reductions resulting from this bill will not be as significant as if the bill required engineering countermeasures, any reduction in speed will improve public safety.
  - In Section 22358.7 (a)(1) which describes where a local government may reduce speed limits by 5 mph, the application to “any land or facility that generates high concentrations of bicyclists or pedestrians” is very general and includes any street with a bike shop or shoe store. This should be refined, narrowed and made more specific to deal with areas that generate a

safety concern by having Caltrans convene a group of experts in the next revision to the California Manual on Uniform Traffic Control Devices.

- In Section 22358.4 which expands where lower schoolzone speed limits can be set, the signage for when children are present is vague and difficult to understand. This section should be revised to instead require a flashing beacon when the school zone speed limit is being enforced or the section should be removed from the bill.
- In Section 22358.8 which is a general provision dealing with speed creep, the requirement for a finding of specific intent seems hard to demonstrate. Replacing that with no general purpose lanes having been added is much easier to demonstrate and achieves the same outcome. This section should also be clarified that the speed limit cannot be reduced more than 5 mph or below the immediately prior speed limit.
- In Section 22358.9 which establishes business activity districts, the definition should be simplified and made a bit more restrictive. Requiring that a majority of the highway consist of business or dining uses, rather than a single instance, seems like a more reasonable definition. This also makes the second test for a business activity district, a specified concentration of bicyclists or pedestrians, seem redundant.

#### **RELATED LEGISLATION:**

**AB 550 (Chiu, 2021)** — Authorizes a pilot program for automated speed enforcement. That bill is pending before the Assembly Appropriations Committee.

**SB 735 (Rubio, 2021)** — Authorizes a pilot program for the use of automated speed enforcement in school zones. That bill is pending before Senate Transportation Committee.

**AB 2363 (Friedman, Chapter 650, Statutes, 2018)** — Created the Zero Traffic Fatalities Task Force.

**AB 529 (Gatto, Chapter 528, Statutes, 2011)** — Allowed, in instances where Caltrans or the local authority should round up to reach the nearest 5 mph, that Caltrans or the local authority may instead round down but then may not reduce the posted speed limit by a 5 mph increment for a safety-related factor.

**FISCAL EFFECT:** Appropriation: No    Fiscal Com.: Yes    Local: Yes

From the Assembly Appropriations Committee

These requirements of this bill would lead to Caltrans needing to update the California Manual on Uniform Traffic Devices. Caltrans regularly updates this manual and reports it could absorb the work required by this bill within existing resources.

In addition, because the bill extends the longevity of Caltrans surveys where highway conditions have not changed, and because the bill will result in more roadways with set speed limits, Caltrans expects this bill to reduce its need to conduct engineering and traffic surveys by about 20%, which the department estimates will save approximately \$250,000 a year (special funds).

**POSITIONS: (Communicated to the committee before 9am on Thursday, July 8, 2021.)**

**SUPPORT:**

Alameda County Board of Supervisors  
 Alameda County Transportation Commission  
 Alameda-contra Costa Transit District (ac Transit)  
 Association of Bay Area Governments (ABAG)  
 Bay Area Council  
 Berkeley; City of  
 California Bicycle Coalition  
 California City Transportation Initiative  
 California State Association of Counties  
 Circulate San Diego  
 City and County of San Francisco  
 City of Alameda  
 City of Chula Vista, Mayor Casillas Salas  
 City of Glendale  
 City of Los Angeles  
 City of Novato  
 City of Oakland Bicyclist and Pedestrian Advisory Commission  
 City/county Association of Governments of San Mateo County  
 County of Santa Clara  
 Independent Hospitality Coalition  
 Los Angeles County Bicycle Coalition  
 Los Angeles County Metropolitan Transportation Authority

Metropolitan Transportation Commission  
 Napa County Transportation and Planning Agency/napa Valley Transportation  
 Authority  
 National Safety Council  
 Oakland; City of  
 Sacramento Area Council of Governments  
 San Diego Association of Governments  
 San Francisco Bay Area Families for Safe Streets  
 San Francisco County Transportation Authority  
 San Francisco Municipal Transportation Agency (SFMTA)  
 San Jose; City of  
 Silicon Valley Leadership Group  
 South Bay Bicycle Coalition  
 Southern California Association of Governments  
 Spur  
 The League of American Bicyclists  
 Thousand Oaks; City of  
 Vision Zero Network  
 Walk Oakland Bike Oakland  
 Walk San Francisco

**OPPOSITION:**

California Association of Highway Patrolmen  
 California Traffic Defense Bar Association, a California Not for Profit  
 Peace Officers Research Association of California (PORAC)

ACLU California Action  
 Auto Club of Southern California (AAA)  
 Safer Streets LA  
 Western Center on Law & Poverty

-- END --



## Legislative Update: Long-awaited Speed Limit Flexibility Bill Moves Forward

By Melanie Curry | Apr 19, 2021 | 17 COMMENTS

THIS POST IS SUPPORTED BY GJEL ACCIDENT ATTORNEYS



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Under current rules, California cities have very limited say in the speed limit on their streets. [Municipalities have to base it on how fast people currently drive, regardless of whether most of them are speeding or not.](#) It's known as the "85th percentile rule" because planners must set the speed limit at whatever speed the 85th driver is going.



[It has caused a lot of problems](#), among them [steadily increasing speed limits over time](#).

These rules are not based on science, nor on safety. Professor Brian Taylor, director of UCLA's Institute of Transportation Studies, says the rule was created in the 1930s as a starting point, meant to be revisited when more evidence and experience would be available to help formulate a better method. Instead, it became a hard and fast rule, he told the Assembly Transportation Committee during its hearing on [Assemblymember Laura Friedman's bill, A.B. 43](#).

That bill is a first step towards changing this wackadoodle method. It passed the committee on a 15-0 vote, with no spoken opposition.

This is [in sharp contrast to three years ago](#), when Friedman first brought a bill on the topic to this committee. Opposition from law enforcement and car clubs was stiff, and then-chair Assemblymember Jim Frazier (D-Oakley) pushed instead for a task force on the topic.

That turned out to be a good thing, said Friedman. "We [convened a task force with stakeholders from all across California](#). We had representatives from AAA, from law enforcement, from safe streets advocates, from rural and urban areas. And what we discovered was that cities all over the state have for years been asking for some flexibility on setting speed limits."

[The task force recommended that the state change the way it sets speed limits.](#)

A.B. 43 keeps a narrow focus. "It doesn't get rid of the 85th percentile rule," said Assemblymember Friedman. "It takes a balanced approach." It gives local authorities more choices when it comes to setting limits, including allowing them to apply similar rules used for setting speed limits around schools in business districts. It would also require them to consider other factors besides a speed survey – such as pedestrian and bicycle safety, particularly the safety of vulnerable pedestrians.

Assemblymember Friedman said that last year, during the pandemic, the U.S. saw a thirteen percent drop in miles driven, but a 24 percent increase in its per-mile death rate. "That's the highest increase in 96 years," she said.

## ESTA STAFF REPORT

Presented by: Phil Moores, Executive Director

### Administration and Recruitment

A new Bishop dispatcher, Denise Estrada, started. She is bilingual and shows great promise as a customer service professional. Being shorthanded in the office has put us behind on projects.

### Ridership

Unsurprisingly, overall ridership increased in April compared to last year. This is very encouraging, but we are still 58% down from 2019 pre-Covid numbers. Of Course, 2019 was a stellar year for snow.

<b>April Ridership Report</b>						
<b>Route</b>	<b>Pre-Covid April 2019</b>	<b>Covid 2020</b>	<b>Current 2021</b>	<b>Change Current vs. Last year</b>	<b>Change Current vs Pre-Covid</b>	<b>% Change Current vs Pre-Covid</b>
BEN	22	2	24	22	0	9.09%
BISDAR	3,693	1,354	2,551	1,197	-2,496	-30.92%
BISFR	0	0	0	0	0	0.00%
BPTCAR	19	20	2	-18	-37	-89.47%
JUNE	54	0	0	0	-54	-100.00%
LANC	487	73	237	164	-323	-51.33%
LP/BIS	213	106	220	114	-99	3.29%
LPDAR	396	299	429	130	-266	8.33%
MAMFR	19,018	2,942	7,942	5,000	-14,018	-58.24%
MDAR	498	28	213	185	-313	-57.23%
MEASU	0	0	0	0	0	0.00%
MMSA	63,132	0	24,578	24,578	-38,554	-61.07%
MULE	0	0	0	0	0	0.00%
MXP	380	96	195	99	-281	-48.68%
NRIDER	309	57	178	121	-188	-42.39%
OTR	0	0	0	0	0	0.00%
REDS	0	0	0	0	0	0.00%
RENO	545	84	467	383	-162	-14.31%
WLK	117	25	10	-15	-132	-91.45%
<b>Total</b>	<b>88,883</b>	<b>5,086</b>	<b>37,046</b>	<b>31,960</b>	<b>-56,923</b>	<b>-58.32%</b>

### Bishop Facility

There is no progress to report on the lease for the new building. The temporary mobile office was delivered July 7th. The new offices will be larger than the current space and will mark the return of Karie and I to the office. Inyo County, with the help of Mike Errante, is donating used furniture to ESTA for the new mobile office, which is much appreciated. We expect to move in next month.

## Fleet

Five buses were sold to make room for new vehicles being ordered. Slowly but surely, we are replacing the fleet. New trolleys and cutaways are steadily coming in, and the heavy-duty buses in Mammoth are the next big target. These buses are reaching the end of their FTA defined useful life in 2024, even though they are requiring major overhauls today. They represent the largest portion of the increasing maintenance budget.

The Fleet Electrification Plan grant was awarded to ESTA, and the project is expected to begin this winter. I will bring a recommendation to the ESTA Board for ESTA's first electric vehicle soon. The target service for the new EV is Bishop DAR.

## Service

Passenger loads are no longer restricted, and standees are permitted on ESTA buses. ESTA offices are now open to the public. Masks are still required on public transit and in transit offices, except for open-air trolleys, such as Lakes Basin. Time and funds were spent to prepare for a restricted-load summer on Reds Meadow. It is too late to revise all the brochures which include 5-hour passes instead of day passes, and temporarily increased pricing. MMSA developed a reservation system to help control crowding and provide a prepaid ticket sales opportunity for visitors. While the lifted restrictions allow standees, the reservation system will remain in place as a pilot program this summer.

## Marketing

The need for a new bus stop sign and marketing was initiated by our move the Centennial Plaza Transit Center in Sparks, NV. ESTA does not have a consistent bus stop sign throughout the service area. The Town of Mammoth Lakes has indicated that a new ESTA sign would be welcomed. From a branding standpoint, a regular and easily recognizable bus stop sign is essential. The new sign design is attached at the end of this report as Attachment A.

## Strategic Business Plan

In August 2020, the ESTA Board approved a Strategic Business Plan for the agency. The document is scheduled for review in 2023. The Plan refreshed the organizations mission, vision, and performance goals.

Several goals are under development, such as a formal succession plan, zero emissions plan, on-time performance measurement, and Bishop facility project. Training has fallen behind due to COVID-19 challenges, but virtual training has been conducted and the recording will be used.

Comments are not meeting goals, however, the goal may not be realistic. We received a total of just 16 comments from over 162,000 boardings. This may be a goal we revisit.

Productivity is down for obvious reasons, but it is on the rise.

Attached is the current ESTA performance dashboard and full Strategic Business Plan as Attachment B.

### Finance

The FY21-22 Budget approval was postponed to the July 9<sup>th</sup> ESTA Board meeting. A balanced budget was submitted.

The year-to-date roll-up, fund balance reports and year-end forecast for the 2020/21 fiscal year are included on the following pages. Reports are as of June 21, 2021.

COVID Relief funds exceed budget estimates. It is anticipated that this funding will cover this year's budget shortfall with some funds left over for next year's budget as well. The funds are available on reimbursement basis.

Overall, the fuel cost per gallon is running at around 21% below budget. The low actual expense on the financial reports for fuel and maintenance is primarily a result of not yet being in receipt of invoices from the Town of Mammoth Lakes for the months of March through June.

The year-end forecast of ESTA's capital revenue and expenditures has been updated. Of the ten buses ESTA expected to purchase this year, only one was received. Two buses are set to arrive in August 2021 and seven are still awaiting contracts. These expenses will be included in the FY 2021-22 budget.

The Administration Building will not incur expenses this fiscal year.

Attachment C below details the year-to-date revenue and expenses by budget line item and includes a year-end forecast.

# SIERRA

# EASTERN



# TRANSIT

# BUS STOP

(760) 872-1901 [estransit.com](http://estransit.com)

## ATTACHMENT B

Category	Standard	Reporting Cycle	Target	Current	YTD	GOAL
SAFETY	Accidents	Quarterly	1.00 per 100k miles	0.51	0.74	
	Safety Hazards	Quarterly	Address All	yes	yes	
	Injuries	Quarterly	3-lost work, 3-med only	0,1	0,1	
	Customer Perception	Annual	90%	95.2%		
SERVICE QUALITY AND EFFICIENCY	Productivity	Quarterly	FR-17, IFR-2, DAR-3, LL-4	16.1,1,2,.4	11.9,1.2,2.4,.4	
	Service Delivery	Quarterly	99%	99.09%		
	On Time Performance	Quarterly	DAR-90%, IFR-80%,FR-90%	under	construction	
	New Service	Annual	Research New Ideas	yes	yes	
	Comments	Quarterly	0.075	0.099	0.101	
REVENUE AND RESOURCES	Constrained Budget	Monthly	At or Under Budget	yes	yes	
	Audit Findings	Annual	No Findings	0	0	
	Capital Purchase	Annual	Subjective	yes	yes	
HUMAN RESOURCES	Recruiting	Biannual	Subjective	yes	yes	
	Training	Annual	Annual Hours	no	no	
	Performance	Annual	Evaluations*	yes		
	Internal Policies	Annual	Address All	ongoing		
	Succession Plan	Annual	Address All	under construction		
FLEET AND FACILITY	Vehicle Replacement	Annual	Active Fleet-75%	89%		
	Road Calls	Quarterly	3 per 100,000 miles	2.5	2.8	
	Attractiveness	Annual	90%			
	Maintenance	Quarterly	various	87%	87%	
	Optimal Fleet Size	Annual	Dispose of Excess	yes		
INNOVATION AND DESIGN	IT Program	Annual	Subjective	yes	yes	
	Bishop Building	Quarterly	Facility Completed	under construction		
	Zero Emissions	Quarterly	Plan Completion	under construction		
LEADERSHIP	Funding Partners	Annual	ED Evaluation	yes	yes	
	Stakeholders	Annual	ED Evaluation	yes	yes	
	SBP Communication	Annual	ED Evaluation	yes	yes	

## Eastern Sierra Transit Authority FY2021-23 STRATEGIC BUSINESS PLAN

### Executive Summary

This Eastern Sierra Transit Authority (ESTA) FY2021-23 Strategic Business Plan is a guiding document intended to define goals and objectives, and to measure and track ESTA's performance. It is a three fiscal year Plan incorporating both new and revised standards. It is anticipated that this Plan will be reviewed and revised again (as necessary) in mid-2023 to reflect changing conditions.

### Background

In February 2020, members of the ESTA Board and ESTA staff held a workshop to craft the elements of the first ESTA Strategic Business Plan. The major components of the Plan are the ESTA *Vision Statement*, *Mission Statement*, *Business Direction*, and *Goals and Objectives*. Staff uses the *Standards of Excellence* in the Plan to help guide the organization toward meeting goals and objectives through measurable *Key Performance Indicators*. The goals and objectives are premised on the following components:

#### Vision Statement

ESTA is providing high quality regional transportation to the residents and visitors while creating the most enjoyable and productive employment experience possible. All this is accomplished while providing good stewardship of public funds and demonstrating a deep respect for those we serve.

### Mission Statement

The Mission of ESTA is to provide safe, reliable, and customer friendly transportation services to the Eastern Sierra Region. This improves and enhances the quality of life for the residents and visitors of the area by reducing greenhouse gases, reducing traffic congestion, providing much needed mobility, supporting the economy, and helping the environment.



## **Business Conditions**

COVID-19, Employee attraction and retention, vehicle maintenance and replacement, and sustainable revenue define the challenges of the current business environment for ESTA in the coming years.

Creating housing for residents and employees has become a critical challenge for community leaders as home prices have risen and available land decreases. Attracting and retaining ESTA employees is directly connected to the scarcity and high cost of housing.

ESTA vehicles are aging at an alarming rate. The majority of our vehicles are beyond their useful life. This means the costs of repair and maintenance will rise, making the accumulation of reserves for vehicle purchasing difficult. Compounding this challenge is California's Innovative Clean Transit (ICT) Rule which requires ESTA to purchase 25% zero emissions vehicles in 2026, and 100% zero emissions vehicles in 2029. Currently, the ICT limits the requirement to vehicles over 14,000 lbs. Only the smallest vans and cutaways are less than 14,000 lbs.

The transit revenue landscape is ever changing and uncertain. Each political administration brings its own values and priorities to the highest office of the nation and the state. Gasoline fuel tax revenues are dropping as vehicles become more efficient and technology introduces new fuel sources to the market. A vehicle miles tax, based on individual road usage, is being discussed as an alternative to inject life back into the much-needed transportation revenue stream. How transit benefits from this new revenue source will be an important mission for transit leaders and voters.

The Bishop Airport commercialization is a big unknown with many leaders in both counties discussing the best plan. Rental cars, rideshare, luxury buses, and shuttles will evolve into a mix of services determined by price and passenger choices. ESTA's role in providing air passengers with ground transportation will need to be considered carefully.

Finally, the outbreak of the COVID-19 virus has decimated transit ridership and it is unknown when the full return of passengers to public transit will occur. New measures to keep vehicles and passengers safe is playing a part in building public confidence. Ultimately, a vaccine would have the greatest positive effect on ridership.

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## **Business Direction**

### **1. Safety**

"Safety First" is more than a cliché. Our most valuable asset is our personnel. Second are our investments including vehicles, office

equipment, software, security systems, and structures. The preservation of all this is our most important goal.

## **2. Ridership**

Without our passengers we have no business. We will approach our customer service with an attitude of dignity and respect toward all we serve. We will look for opportunities to increase ridership and better serve all the communities within our service area.

## **3. Image and Partnership**

ESTA's image and reputation is a hard-earned commodity that pays dividends in employment and credibility. This, in turn, supports our partnerships which enable us to conduct our business. Our riders and partners depend on us to deliver services with integrity and respect. Communication is another key aspect of good image and partnership.

## **4. Finance**

Financial responsibility is necessary to achieve all of ESTA's business goals. Good stewardship of the public funds includes transparency and honesty in every transaction.

## **5. Fleet and Facility**

We will operate and maintain a modern and clean fleet and facilities that will be pleasing to our customers and a source of pride for our employees and our communities.

## **6. Innovation and Design**

Exploring new technologies and accepting new methods of conducting business is critical to growth and being competitive.

## **7. Human Resources**

Employees are the heart and soul of ESTA. Professional development, communication, and adherence to laws and policies is critical to maintaining an excellent workplace.

## **Focused 2021-23 Strategic Business Plan Goals and Objectives**

### **Goal 1: Safety**

Objective:

1. Protect ESTA's employees, customers, and assets through careful and safe delivery of services.

### **Goal 2: Increase Ridership**

Objectives:

1. Ensure that persons with disabilities, low income, and seniors have adequate mobility.
2. Implement service alternative recommendations from ESTA's Short Range Transit Plan, the Regional Transportation Plan and other technical studies completed in each region in the Counties.
3. Continue to explore alternative transit routes and modes using emerging technologies to address underperforming and rural needs.
4. Evaluate route scheduling to maximize the convenience of transfers between the various transit services in the region.

### **Goal 3: Improve Image and Partnership**

Objectives:

1. Build ESTA's reputation as a premier employer.
2. Develop a well-executed image-building campaign with a recognizable brand for public transportation.
3. Continue successful partnerships with communities, cities and counties, other public agencies, businesses and schools.
4. Complete an annual Community Survey to address current and potential customer needs.
5. Complete an annual Employee Survey to address workplace needs.

6. Improve public communications and information about ESTA services, and seek input through public outreach.

#### **Goal 4: Ensure Financial Success**

##### Objectives:

1. Oversee the budget with a constrained and sustainable approach, while maintaining healthy reserves.
2. Secure reliable funding.
3. Secure capital improvements such as facilities and vehicles to insure the long-term viability of ESTA.
4. Ensure fair compensation for employees and communicate ESTA's employment benefits clearly.

#### **Goal 5: Conduct Planning and Improve Efficiency**

##### Objectives:

1. Consolidate and streamline operations and administrative policies to improve efficiency and effectiveness of public transportation throughout the region.
2. Promote public transportation as part of the lifestyle evolution needed to confront climate change.
3. Develop a Short Range Transit Plan that covers the region and addresses transportation issues.
4. Develop a Coordinated Human Services Plan targeting people with disabilities, older adults, and people with low incomes that addresses any gaps in service or underserved populations.
5. Meet or exceed KPIs that include the following Standards Categories: Service Quality and Efficiency, Resources and Revenue, Safety, Human Resources, Fleet and Facilities, Leadership.
6. Begin the engineering and design phase for a long-term operations facility in Bishop. Secure grant funding and other financing to construct the facility by the Fall of 2021.

## **Goal 6: Explore Innovation and Design**

### Objectives:

1. Sustain and continue to improve the Intelligent Transportation Systems (ITS) program to improve service quality and provide efficiencies.
2. Begin planning for a zero emissions fleet at Mammoth, Bishop, Walker, and Lone Pine Bus Yards. Develop site infrastructure plans in coordination with The Town of Mammoth Lakes, Inyo and Mono Counties, and The City of Bishop.
3. Identify and secure funding to sustain and expand the ITS Program.
4. Track and manage zero emission vehicle maintenance, expenses, performance, and replacement.

## **Goal 7: Improve Operations and Measurement**

### Objectives:

1. Achieve ESTA Key Performance Indicators (KPIs) to improve existing service (On Time Performance, Customer Comments, Service Interruptions, Vehicle Collision Rate, etc.).
2. Continue to analyze data to improve service efficiencies and effectiveness.

## Focused 2021-23 Strategic Business Plan

### Standards of Excellence

#### Section 1: Safety

We recognize the tremendous importance of safety in the operation of ESTA service to our customers and communities. Therefore, the safety of our customers and employees will be an organizational priority and we will be proactive in promoting system safety.

**Standard 1:** Rate of preventable vehicle collisions will not exceed 1.0 per 100,000 miles.

*Measurement:* Objective.

- Rate shall be tracked monthly and reported quarterly to the ESTA Board.

**Standard 2:** Address all safety hazards identified by the Safety Committee.

*Measurement:* Objective.

- List shall be compiled with action items and timelines and reported quarterly by the Executive Director to the Board.

**Standard 3:** Preventable workers compensation lost-time claims will not exceed 3 annually, and preventable medical-only claims will not exceed 3 annually.

*Measurement:* Objective.

- All work comp claims shall be duly investigated and immediately reported by the Administration Manager to our carrier. Measured and reported quarterly by the Executive Director to the Board.

**Standard 4:** Customer and community perception of system safety will be at least 90%.

*Measurement:* Objective.

- As measured in an annual Community Perception Survey and reported by the Executive Director to the Board.

#### Section 2: Service Quality and Efficiency

We will deliver dependable, customer focused and efficient transit services to the communities that we serve. Further, we will look for opportunities to deploy innovative new service within budgetary constraints.

**Standard 1:** The Productivity (passengers per vehicle service hour) standards are presented below for regularly-scheduled services:

- A. Regional intercity fixed-route services shall be 2.0 or greater.
  - 395 Reno
  - 395 Lancaster
  - Mammoth Express
  - Lone Pine Express
- B. Local fixed-route shall be 17.0 or greater.
  - Mammoth Lakes fixed routes (Summer and Winter)
- C. Dial-a-Ride services will be 3.0 or greater.
- D. Life-Line services will be 4.0 or greater.
  - Tecopa
  - Bridgeport to Carson City
  - Benton to Bishop
  - Walker to Mammoth
- E. Market Development routes will be assessed on a three-year schedule.
  - Year one is to be considered a marketing year with efforts to communicate the existence and purpose of the service.
  - Year two will indicate the potential of the service with ridership either increasing or decreasing from year one.
  - Year three will be the final year of the pilot designation of the service. This year may not be delivered if year two experiences declines in ridership without obvious and significant reasons for the decline.

*Measurement:* Objective.

- Reviewed monthly and reported quarterly by Executive Director to the Board.

**Standard 2:** The Service Delivery rate for all regularly-scheduled services shall be 99% or greater.

*Measurement:* Objective.

- Reviewed monthly and reported quarterly by Executive Director to the Board.



**Standard 3:** On-Time Performance (OTP) – Where technology is not available for measuring OTP, manual observations may be conducted. “On Time” for Fixed Route (Intercity 395 Routes and Express Routes) is defined as less than one minute early and no later than 6 minutes after any published time.

- Dial-a-Ride services shall be 90% or greater with trips less than 30-minute wait time.
- Express and Intercity Regional Fixed Route services shall be 80% or better.
- Local fixed route services shall be 90% or better.

*Measurement:* Objective.

- Reviewed monthly and reported quarterly by Executive Director to the Board.

**Standard 4:** ESTA will make consistent efforts to explore new service and service delivery options as well as work with regional efficiencies in the delivery of transportation to the jurisdictions.

*Measurement:* Subjective.

- Reported annually by the Executive Director to the Board.

**Standard 5:** ESTA will measure customer comments taken by phone, email, and verbal report. Compliments will not be included in the ratio, but will be reported separately. The standard is .075 comments per 1,000 boardings.

*Measurement:* Objective.

- Reviewed monthly and reported quarterly by the Executive Director to the Board.

### **Section 3: Revenue and Resources**

While providing excellent service to our customers and communities, we will do so within the financial resources available to us. The financial health of the organization will not be compromised, and we will work to deliver good value for the taxpayers’ investment in ESTA.

**Standard 1:** The annual operating budget will be based upon projected revenue and the total operating cost will not exceed the budget adopted by the Board.

*Measurement:* Objective.

- Tracked monthly in financial statements and reported monthly by the

Administrative Manager to the Board.

**Standard 2:** No significant annual fiscal and compliance audit findings.

*Measurement:* Objective.

- Administrative Manager will report any negative audit findings to the ESTA Board as they occur and take measures to correct them.

**Standard 3:** Ensure that all capital procurements provide good value to our customers and our employees.

*Measurement:* Subjective.

- Evaluated through annual Community Perception Survey, feedback from communities and review of the 5-year capital program by the ESTA Board.

#### **Section 4: Human Resources**

Our employees are the foundation of the organization. We will support our employees in achieving excellence through training and development, teamwork, and continuous efforts at effective communication while treating each with integrity and dignity.

**Standard 1:** Recruit, promote and retain highly qualified employees to achieve our service standards.

*Measurement:* Subjective.

- Biannual assessment by Administrative Clerk and reported to the Board.

**Standard 2:** Provide continuous development of skills and capabilities through ongoing training and development programs that foster personal and professional growth. Training plans are developed as part of annual budget-making process, according the following minimum standards:

- Utility: 8 Hours per Utility person annually.
- Operations Supervisors: 24 Hours annually.
- Bus Operators: 8 Hours Annually.
- Administration: 24 Hours per employee annually.

*Measurement:* Objective.

- Supervisor evaluates annually for achievement of training objectives and reporting to the Board.

**Standard 3:** Support employees through creating a work environment which promotes professional development and encourages performance.

*Measurement:* Objective.

- Provide annual performance evaluations to administrative staff.  
Conduct annual Employee Survey and report to the Board.

**Standard 4:** Continue to develop ESTA policies, contracts, and procedures.

*Measurement:* Objective.

- Measured by completion and development of policies, contracts, and procedures. Reported annually by the Executive Director to the Board.

**Standard 5:** Develop Succession Plan to smooth staff changes and provide cross training for more efficient operations.

*Measurement:* Objective.

- Measured by development and progress of a Succession Plan.  
Reported annually by the Executive Director to the Board.

## **Section 5: Fleet and Facility**

We will operate and maintain a modern and clean fleet and facilities that will be pleasing to our customers and a source of pride for our employees and our communities.

**Standard 1:** If funding permits, ESTA will replace revenue vehicles when they reach the useful life minimums in terms of service years or miles. We will strive for 75% of the active fleet within their useful life years. Maintain a Five-year Capital Replacement Plan and Transit Asset Management Plan.

*Measurement:* Objective.

- Measured annually by the Executive Director and reported to the Board.

**Standard 2:** Road calls will not exceed 3 per 100,000 revenue service miles. A road call is defined as all mechanical or other vehicle-related failures that affect the completion of a scheduled revenue trip or the start of the next scheduled revenue trip, including failures during deadheading and layover.

*Measurement:* Objective.

- Measured monthly and reported quarterly by the Executive Director to the Board.

**Standard 3:** Maintain a clean, attractive fleet. Maintain our facilities so that they are safe and appealing to customers and employees.

*Measurement:* Subjective.

- Measured annually by Employee and Customer Perception Surveys. Reported annually by the Executive Director to the Board

**Standard 4:** Achieve all federal and state-mandated maintenance minimums, as well as vendor recommended maintenance schedules, for our fleet and facilities. The following standards apply:

- A. No negative CHP Annual Terminal Inspection or TDA Triennial Performance Audit findings.
- B. Preventative maintenance schedules for all equipment shall be done on a timely basis
  - 3,000-mile intervals or 45 days for GPPV vehicles
  - 5,000-mile/60-day intervals for Mammoth fleet and Bishop Cutaways.

*Measurement:* Objective.

- As tracked by the Operations Supervisors, and reported quarterly by the Executive Director to the Board.

**Standard 5:** Optimize fleet size by disposing of excess vehicles as new vehicles are obtained.

*Measurement:* Objective.

- Reported annually by the Executive Director to the Board.

## **Section 6: Innovation and Design**

**Standard 1:** Sustain and continue to improve the Intelligent Transportation Systems (ITS) program to improve service quality and provide efficiencies.

*Measurement:* Subjective.

- Measured by efforts to explore new technologies. Reported annually by the Executive Director to the Board.

**Standard 2:** Construct a new administration facility in Bishop by fall of 2021.

*Measurement:* Objective.

- Measured by the completion of the facility. Progress reported quarterly by Executive Director to the Board.

**Standard 3:** Begin planning for a zero emissions fleet at Mammoth, Bishop, Walker, and Lone Pine Bus Yards. Develop site infrastructure plans in coordination with The Town of Mammoth Lakes, Inyo and Mono Counties, and The City of Bishop.

Measurement: Objective.

- Measured by the completion of the Zero Emissions Plan.

## **Section 7: Leadership**

We will strive to be one of the nation’s leading small transit operators. We will work to maintain collaborative relationships within the industry, within our community, and with our stakeholders. We will develop future leaders from within our organization.

**Standard 1:** Maintain cooperative relationships with federal, state and local funding agencies.

*Measurement:* Subjective.

- Will be reviewed by staff and ESTA Board through Executive Director’s evaluation.

**Standard 2:** Develop partnerships with stakeholders, community leaders and decision makers, while keeping them well informed of the integral role of ESTA and contributions to the communities that we serve.

*Measurement:* Subjective.

- Will be reviewed by staff and ESTA Board through Executive Director’s evaluation.

**Standard 3:** Promote effective internal communications and promote the vision, mission, and values of the organization.

*Measurement:* Subjective.

- Will be reviewed by staff and ESTA Board through Executive Director’s evaluation.

## **RECOMMENDATION**

The Board is requested to accept the Strategic Business Plan report as information only.

Financial information as of: 6/21/2021 % of Fiscal Year: 98%

153299 - EASTERN SIERRA TRANSIT - ROLL UP

OPERATING Revenue		FY20/21 Budget	YTD Actual	Balance	% of Budget	Year End Forecast	YE Forecast Variance	Comments
4061	LOCAL TRANSPORTATION TAX	985,757	897,141	88,616	91%	985,757		
4065	STATE TRANSIT ASST	321,219	230,770	90,449	72%	266,067	(55,152)	August Estimate came it at \$55,152 less than budgeted.
4301	INTEREST FROM TREASURY	12,000	30,996	(18,996)	258%	30,996	18,996	
4498	STATE GRANTS	44,520	44,520	-	100%	44,520	-	Paid in advance.
4499	STATE OTHER	73,910	54,977	18,933	74%	76,569	2,659	August estimate came in a bit higher than the January estimate.
4555	FEDERAL GRANTS	1,269,256	15,258	1,253,998	1%	1,549,824	280,568	Some funds have been invoiced, staff shortages are affecting our ability to invoice promptly.
4599	OTHER AGENCIES	1,044,268	749,907	294,361	72%	1,002,668	(41,600)	\$41,600 of budget is Capital for Trolley Match which will not be purchased this year.
4747	INSURANCE PAYMENTS	-	21,702	(21,702)		21,702	21,702	Insurance payments
4819	SERVICES & FEES	1,385,410	1,296,121	89,289	94%	1,385,410	-	
4959	MISCELLANEOUS REVENUE	12,000	13,547	(1,547)	113%	12,000	-	
4999	PRIOR YEARS REIMBURSEMENTS	-	304	(304)		304	304	
	<b>Revenue Total:</b>	<b>5,148,340</b>	<b>3,355,243</b>	<b>1,793,097</b>	<b>65%</b>	<b>5,375,817</b>	<b>227,477</b>	<b>Relief funds should balance the budget this year</b>

Operating Expenditure:		FY20/21 Budget	YTD Actual	Balance	% of Budget	Year End Forecast	YE Forecast Variance	Comments
5001	SALARIED EMPLOYEES	1,467,779	1,198,533	269,246	82%			
5003	OVERTIME	65,684	52,881	12,803	81%			
5005	HOLIDAY OVERTIME	124,696	90,627	34,069	73%			
5012	PART TIME EMPLOYEES	455,497	377,435	78,062	83%			
	<b>Wages subtotal</b>	<b>2,113,656</b>	<b>1,719,476</b>	<b>394,180</b>	<b>81%</b>	<b>2,113,656</b>	<b>-</b>	Service reductions=less payroll
5021	RETIREMENT & SOCIAL SECURITY	54,088	35,860	18,228	66%	54,088	-	
5022	PERS RETIREMENT	260,870	166,379	94,491	64%	260,870	-	May expenses not reflected
5031	MEDICAL INSURANCE	249,640	172,580	77,060	69%	249,640	-	May expenses not reflected
5043	OTHER BENEFITS	33,351	28,455	4,896	85%	33,351	-	
5045	COMPENSATED ABSENCE EXPENSE	189,999	120,222	69,777	63%	189,999	-	
5047	EMPLOYEE INCENTIVES	2,250	5,085	(2,835)	226%	2,250	-	Error in OneSolution, Auditors are fixing. Budget is fine.
5111	CLOTHING	1,000	339	661	34%	1,000	-	
5152	WORKERS COMPENSATION	120,220	120,000	220	100%	120,220	220	Insurance is prepaid for the year.

Operating Expenditure:		FY20/21 Budget	YTD Actual	Balance	% of Budget	Year End Forecast	YE Forecast Variance	Comments
5154	UNEMPLOYMENT INSURANCE	75,000	29,233	45,767	39%	75,000	-	
5158	INSURANCE PREMIUM	219,580	206,124	13,456	94%	219,580	13,456	Insurance is prepaid. Property insurance less than estimated.
5171	MAINTENANCE OF EQUIPMENT	611,000	461,380	177,943	76%	611,000	-	TOML bills for March-June have not been received. \$28K rebuild shown in the capital section under "vehicle" has been manually added here as it was paid for with operating funds and this budget.
5173	MAINTENANCE OF EQUIPMENT-MATER	18,400	3,412	14,988	19%	18,400	-	
5191	MAINTENANCE OF STRUCTURES	5,000	294	4,706	6%	5,000	-	
5211	MEMBERSHIPS	1,300	1,035	265	80%	1,300	-	
5232	OFFICE & OTHER EQUIP < \$5,000	12,050	5,879	6,171	49%	12,050	-	
5238	OFFICE SUPPLIES	7,000	5,367	1,633	77%	7,000	-	
5253	ACCOUNTING & AUDITING SERVICE	49,400	39,375	10,025	80%	49,400	-	
5260	HEALTH - EMPLOYEE PHYSICALS	5,890	4,518	1,372	77%	5,890	-	
5263	ADVERTISING	34,000	30,354	3,646	89%	34,000	-	
5265	PROFESSIONAL & SPECIAL SERVICE	219,694	43,469	176,225	20%	219,694	-	Includes funds for SRTP & CHSP
5291	OFFICE, SPACE & SITE RENTAL	174,844	148,001	26,843	85%	174,844	-	
5311	GENERAL OPERATING EXPENSE	82,680	55,127	27,553	67%	82,680	-	
5326	LATE FEES & FINANCE CHARGES	-	105	(105)	0%	(105)	(105)	Will add budget next year.
5331	TRAVEL EXPENSE	3,225	755	2,470	23%	3,225	-	
5332	MILEAGE REIMBURSEMENT	29,355	13,939	15,416	47%	29,355	-	
5351	UTILITIES	60,000	55,695	4,305	93%	60,000	-	
5352	FUEL & OIL	474,307	289,819	184,488	61%	474,307	-	Have not received TOML bills for January- March
5539	OTHER AGENCY CONTRIBUTIONS	52,332	43,413	8,919	83%	52,332	-	\$9K for 2021 Reds and \$43K OPEB Trust
5901	CONTINGENCIES	50,700	-	50,700	0%	50,700	-	
	<b>Expenditure Total:</b>	<b>5,210,831</b>	<b>3,805,691</b>	<b>1,433,463</b>	<b>73%</b>	<b>5,210,726</b>		Includes \$28K rebuild from below.

TRANSFERS Expenditure		FY20/21 Budget	YTD Actual	Balance	% of Budget	Year End Forecast	YE Forecast Variance	Comments
5798	CAPITAL REPLACEMENT	123,490	123,490	-	1	123,490	-	This transfer has been made.
	<b>Expenditure Total:</b>	<b>123,490</b>	<b>123,490</b>	<b>-</b>	<b>1</b>	<b>123,490</b>	<b>-</b>	
NET	TRANSFERS		246,980					

Projected Revenue less Projected Expenses & Capital Replacement Transfers:

0 Budget was approved with a \$269,191 deficit.  
Relief funds will likely balance the budget.

CAPITAL ACCOUNT		FY20/21			% of	Year End	YE Forecast	
Revenue		Budget	YTD Actual	Balance	Budget	Forecast	Variance	Comments
4066	PTMISEA	90,319	-	90,319	0%	-	(90,319)	Reprogramming for a bus, will include in FY 21/22 budget
4067	STATE TRANSIT ASST-CAPITAL	355,378	-	355,378	0%	-	(355,378)	Vehicle matching funds
4495	STATE GRANTS - CAPITAL	52,959	52,959	-	100%	52,959	-	LCTOP Electric Vehicle
4557	FEDERAL GRANTS - CAPITAL	2,084,555	235,761	1,848,794	11%	235,761	(1,848,794)	Building (5339b) and vehicles(5310, 5339a)
<b>Revenue Total:</b>		<b>2,583,211</b>	<b>288,720</b>	<b>2,294,491</b>	<b>11%</b>	<b>288,720</b>	<b>(2,294,491)</b>	

#### Capital Expenditures

5640	STRUCTURES & IMPROVEMENTS	704,593	-	704,593	0%	-	704,593	Bishop Admin Building
5650	EQUIPMENT	-	-	-	0%	-	-	
5655	VEHICLES	1,961,828	305,689	1,656,139	0%	305,689	1,656,139	New Vehicles (5310, 5339(a)/savings) and \$28,323 engine rebuild, this will be paid for with operating revenue
<b>Expenditure Total:</b>		<b>2,666,421</b>	<b>305,689</b>	<b>2,360,732</b>	<b>11%</b>	<b>305,689</b>	<b>2,360,732</b>	

Projected Capital Revenue Less Projected Expenses :

52,954

These are funds for future LCTOP E-Vehicle



**COUNTY OF INYO**  
**Budget to Actuals with Encumbrances by Key/Obj**

Ledger: GL

As of 6/21/2021

Object	Description	Budget	Actual	Encumbrance	Balance	%
<b>Key: 153298 - ESTA - BUDGET</b>						
<b>OPERATING</b>						
Revenue						
Expenditure						
<b>NET OPERATING</b>		0.00	0.00	0.00	0.00	
<b>CAPITAL ACCOUNT</b>						
Revenue						
<b>NET CAPITAL ACCOUNT</b>		0.00	0.00	0.00	0.00	
<b>Key: 153299 - EASTERN SIERRA TRANSIT</b>						
<b>OPERATING</b>						
Revenue						
4061	LOCAL TRANSPORTATION TAX	985,757.00	897,140.92	0.00	88,616.08	91.01
4065	STATE TRANSIT ASST	321,219.00	230,770.00	0.00	90,449.00	71.84
4301	INTEREST FROM TREASURY	12,000.00	30,995.72	0.00	(18,995.72)	258.29
4498	STATE GRANTS	44,520.00	44,520.00	0.00	0.00	100.00
4499	STATE OTHER	73,910.00	54,977.32	0.00	18,932.68	74.38
4555	FEDERAL GRANTS	1,269,256.00	15,258.13	0.00	1,253,997.87	1.20
4599	OTHER AGENCIES	1,044,268.00	749,907.13	0.00	294,360.87	71.81
4747	INSURANCE PAYMENTS	0.00	21,702.47	0.00	(21,702.47)	0.00
4819	SERVICES & FEES	1,385,410.00	1,296,120.67	0.00	89,289.33	93.55
4959	MISCELLANEOUS REVENUE	12,000.00	13,547.03	0.00	(1,547.03)	112.89
4999	PRIOR YEARS REIMBURSEMENTS	0.00	303.89	0.00	(303.89)	0.00
<b>Revenue Total:</b>		5,148,340.00	3,355,243.28	0.00	1,793,096.72	65.17
Expenditure						
5001	SALARIED EMPLOYEES	1,467,779.00	1,198,533.22	0.00	269,245.78	81.65
5003	OVERTIME	65,684.00	52,881.13	0.00	12,802.87	80.50
5005	HOLIDAY OVERTIME	124,696.00	90,627.24	0.00	34,068.76	72.67
5012	PART TIME EMPLOYEES	455,497.00	377,434.89	0.00	78,062.11	82.86
5021	RETIREMENT & SOCIAL SECURITY	54,088.00	35,860.40	0.00	18,227.60	66.30
5022	PERS RETIREMENT	260,870.00	166,378.55	0.00	94,491.45	63.77
5031	MEDICAL INSURANCE	249,640.00	172,580.05	0.00	77,059.95	69.13
5043	OTHER BENEFITS	33,351.00	28,455.35	0.00	4,895.65	85.32
5045	COMPENSATED ABSENCE EXPENSE	189,999.00	120,221.87	0.00	69,777.13	63.27
5047	EMPLOYEE INCENTIVES	2,250.00	5,085.11	0.00	(2,835.11)	226.00
5111	CLOTHING	1,000.00	339.03	0.00	660.97	33.90
5152	WORKERS COMPENSATION	120,220.00	120,000.00	0.00	220.00	99.81
5154	UNEMPLOYMENT INSURANCE	75,000.00	29,233.16	0.00	45,766.84	38.97
5158	INSURANCE PREMIUM	219,580.00	206,124.00	0.00	13,456.00	93.87
5171	MAINTENANCE OF EQUIPMENT	611,000.00	433,056.77	0.00	177,943.23	70.87
5173	MAINTENANCE OF EQUIPMENT-	18,400.00	3,411.65	0.00	14,988.35	18.54
5191	MAINTENANCE OF STRUCTURES	5,000.00	293.96	0.00	4,706.04	5.87
5211	MEMBERSHIPS	1,300.00	1,035.00	0.00	265.00	79.61
5232	OFFICE & OTHER EQUIP < \$5,000	12,050.00	5,879.31	0.00	6,170.69	48.79
5238	OFFICE SUPPLIES	7,000.00	5,366.54	0.00	1,633.46	76.66
5253	ACCOUNTING & AUDITING SERVICE	49,400.00	39,375.00	0.00	10,025.00	79.70
5260	HEALTH - EMPLOYEE PHYSICALS	5,890.00	4,518.00	0.00	1,372.00	76.70
5263	ADVERTISING	34,000.00	30,354.09	0.00	3,645.91	89.27
5265	PROFESSIONAL & SPECIAL SERVICE	219,694.00	43,469.14	0.02	176,224.84	19.78
5291	OFFICE, SPACE & SITE RENTAL	174,844.00	148,000.84	0.00	26,843.16	84.64

User: DVIDAL - Dawn Vidal

Page

Date: 06/21/2021

Report: GL8006: Fin Stmt Budget to Actual with Encumbrance

C-4

Time: 10:44:24

**COUNTY OF INYO**  
**Budget to Actuals with Encumbrances by Key/Obj**

Ledger: GL

As of 6/21/2021

Object	Description	Budget	Actual	Encumbrance	Balance	%
5311	GENERAL OPERATING EXPENSE	82,680.00	55,127.04	0.00	27,552.96	66.67
5326	LATE FEES & FINANCE CHARGES	0.00	104.74	0.00	(104.74)	0.00
5331	TRAVEL EXPENSE	3,225.00	755.46	0.00	2,469.54	23.42
5332	MILEAGE REIMBURSEMENT	29,355.00	13,939.19	0.00	15,415.81	47.48
5351	UTILITIES	60,000.00	55,694.82	0.00	4,305.18	92.82
5352	FUEL & OIL	474,307.00	289,819.23	0.00	184,487.77	61.10
5539	OTHER AGENCY CONTRIBUTIONS	52,332.00	43,413.00	0.00	8,919.00	82.95
5901	CONTINGENCIES	50,700.00	0.00	0.00	50,700.00	0.00
<b>Expenditure Total:</b>		<u>5,210,831.00</u>	<u>3,777,367.78</u>	<u>0.02</u>	<u>1,433,463.20</u>	<u>72.49</u>
<b>NET OPERATING</b>		<u>(62,491.00)</u>	<u>(422,124.50)</u>	<u>(0.02)</u>	<u>359,633.52</u>	
<b>NON-OPERATING</b>						
<b>Revenue</b>						
<b>NET NON-OPERATING</b>		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	
<b>CAPITAL ACCOUNT</b>						
<b>Revenue</b>						
4066	PTMISEA	90,319.00	0.00	0.00	90,319.00	0.00
4067	STATE TRANSIT ASST-CAPITAL	355,378.00	0.00	0.00	355,378.00	0.00
4495	STATE GRANTS - CAPITAL	52,959.00	52,959.00	0.00	0.00	100.00
4557	FEDERAL GRANTS - CAPITAL	2,084,555.00	235,761.38	0.00	1,848,793.62	11.30
<b>Revenue Total:</b>		<u>2,583,211.00</u>	<u>288,720.38</u>	<u>0.00</u>	<u>2,294,490.62</u>	<u>11.17</u>
<b>Expenditure</b>						
5640	STRUCTURES & IMPROVEMENTS	704,593.00	0.00	0.00	704,593.00	0.00
5655	VEHICLES	1,961,828.00	305,689.16	0.00	1,656,138.84	15.58
<b>Expenditure Total:</b>		<u>2,666,421.00</u>	<u>305,689.16</u>	<u>0.00</u>	<u>2,360,731.84</u>	<u>11.46</u>
<b>NET CAPITAL ACCOUNT</b>		<u>(83,210.00)</u>	<u>(16,968.78)</u>	<u>0.00</u>	<u>(66,241.22)</u>	
<b>TRANSFERS</b>						
<b>Revenue</b>						
4798	CAPITAL REPLACEMENT	0.00	123,490.00	0.00	(123,490.00)	0.00
<b>Revenue Total:</b>		<u>0.00</u>	<u>123,490.00</u>	<u>0.00</u>	<u>(123,490.00)</u>	<u>0.00</u>
<b>Expenditure</b>						
5798	CAPITAL REPLACEMENT	123,490.00	123,490.00	0.00	0.00	100.00
<b>Expenditure Total:</b>		<u>123,490.00</u>	<u>123,490.00</u>	<u>0.00</u>	<u>0.00</u>	<u>100.00</u>
<b>NET TRANSFERS</b>		<u>0.00</u>	<u>123,490.00</u>	<u>0.00</u>	<u>(123,490.00)</u>	
<b>153299 Total:</b>		<u>(269,191.00)</u>	<u>(439,093.28)</u>	<u>(0.02)</u>	<u>169,902.30</u>	

**COUNTY OF INYO  
UNDESIGNATED FUND BALANCES**

AS OF 06/30/2021

	Claim on Cash 1000	Accounts Receivable 1100,1105,1160	Loans Receivable 1140	Prepaid Expenses 1200	Accounts Payable 2000	Loans Payable 2140	Deferred Revenue 2200	Computed Fund Balance	Encumbrances	Fund Balance Undesignated
<b>ESTA - EASTERN SIERRA TRANSIT AUTHORI</b>										
1532 EASTERN SIERRA TRANSIT	2,589,312		16,491	287,866	34,527			2,859,142		2,859,142
1533 ESTA ACCUMULATED	1,522,844							1,522,844		1,522,844
1534 ESTA GENERAL RESERVE	534,125							534,125		534,125
1535 ESTA BUDGET STAB	213,648							213,648		213,648
1536 REDS MEADOW ROAD	112,644							112,644		112,644
6820 NON-EMERGENCY TRAN REIM	6,303					11,041		(4,738)		(4,738)
6821 BISHOP YARD-ESTA	22					4,950		(4,928)		(4,928)
6822 LCTOP-ELECTRIC VEHICLE	143,658							143,658		143,658
6824 ESTA-LCTOP	8,113			2,299		500		9,912		9,912
6825 BISHOP ADMIN BUILDING	70,908							70,908		70,908
<b>ESTA Totals</b>	<b>5,201,577</b>		<b>16,491</b>	<b>290,165</b>	<b>34,527</b>	<b>16,491</b>		<b>5,457,215</b>		<b>5,457,215</b>
<b>Grand Totals</b>	<b>5,201,577</b>		<b>16,491</b>	<b>290,165</b>	<b>34,527</b>	<b>16,491</b>		<b>5,457,215</b>		<b>5,457,215</b>

August 9, 2021

## STAFF REPORT

Subject: State of Good Repair Program: 2021-22 Project List

Initiated by: Phil Moores, Executive Director – Eastern Sierra Transit

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### **BACKGROUND:**

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

### **ANALYSIS/DISCUSSION:**

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

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

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

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

- Replacement or rehabilitation of:
  - Rolling stock

- Passenger stations and terminals
- Security equipment and systems
- Maintenance facilities and equipment
- Ferry vessels
- Rail
- Transit Preventative Maintenance
  - Preventative maintenance is only to maintain existing infrastructure and vehicles in a state of good repair, essentially repair and rehabilitation. Normal maintenance such as oil changes and other regularly scheduled vehicle maintenance are to be covered under normal operating costs and are not eligible for State of Good Repair funding.
  - Public and Staff Safety
    - New maintenance facilities or maintenance equipment if needed to maintain the existing transit service

The January 28, 2021, estimate of available Mono County SGR funds for FY 2020/21 identifies a total of \$ 49,007 in available SGR funding. Of this total, \$ 19,882 is PUC 99313 funds and \$29,125 PUC 99314. Of this amount, 30% or \$8,737.50 is due to Inyo County under the funding split provided under PUC 99314. The SGR funding will be used for Repair and Rehabilitation projects.

The initial Project List due date is September 1, 2021. In order to be able to receive funding for Fiscal Year 2021-22, eligible operators must submit an approved Project List to their Eligible Regional Entity by September 1, 2021. This Project, along with supporting documentation has been uploaded to CalSMART for Mono County LTC to submit to Caltrans upon approval. A resolution documenting this approval is also included.

## **RECOMMENDATION**

The Commission is requested to approve Resolution R21-05, approving the State of GoodRepair program Project List submitted by Eastern Sierra Transit Authority for FY2021-22.

**RESOLUTION #R21-05**  
**AUTHORIZATION FOR THE EXECUTION and APPROVING THE PROJECT**  
**LIST FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM**

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

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

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

**WHEREAS**, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible recipients (local agencies); and

**WHEREAS**, the Mono County Local Transportation Commission approves the project list for the PUC 99313 apportionment; and

**WHEREAS**, the Mono County Local Transportation Commission concurs and approves the project list from Eastern Sierra Transit Authority for the PUC 99314 apportionment.

**NOW, THEREFORE, BE IT RESOLVED** that the Mono County Local Transportation Commission approves the region’s State of Good Repair project list for **FY 21/22**.

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

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

By the following vote:

Ayes:

Noes:

Abstain:

Absent:

\_\_\_\_\_  
Jennifer Kreitz, Chairperson,  
Mono County Local Transportation Commission, Chair

Attest: \_\_\_\_\_  
Heidi Willson, Commission Secretary

# Submittal Report

**SGR-C12-FY21/22-0725-001**

**FY 21/22**

## Submittal Details

<b>Program</b> State of Good Repair Program	<b>Agency</b> Eastern Sierra Transit Authority	<b>Date Created</b> 07/19/2021	<b>Date Submitted</b>	<b>Date Approved</b>
<b>Address</b> 565 Airport Road	<b>City</b> Bishop	<b>State</b> CA	<b>Zip Code</b> 93514	
<b>Contact</b> Karie Bentley		<b>Contact Title</b> Administration Manager		
<b>Contact Phone</b> (760) 872-1901		<b>Contact Email</b> kbentley@estransit.com		
<b>Support Documentation</b> Inyo, Mono and ESTA resolutions		<b>Additional Information</b> Draft resolutions will be replaced with signed versions once available.		

# Project Details

Title	Description	Asset Type	Project Category	Est. Useful Life	Est. Project Start Date	Est. Project Completion Date	Est. 99313 Costs	Est. 99314 Costs
Mono- Repair and	Repair and Rehabilitation of Eastern Sierra Transit Authority's revenue	Rolling Stock/Fleet	Repair	3	07/01/2021	06/30/2022	\$19,882	\$29,125
Inyo - Repair and	Repair and Rehabilitation of Eastern Sierra Transit Authority's revenue	Rolling Stock/Fleet	Repair	3	07/01/2021	06/30/2022	\$27,442	\$0



# Mono County Local Transportation Commission

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

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

## LTC Staff Report

**TO:** Mono County Local Transportation Commission

**DATE:** August 9, 2021

**FROM:** Chad Senior, Associate Engineer

**SUBJECT:** Update on Mono County Transportation Projects

**RECOMMENDATIONS:** Receive quarterly update from Mono County regarding status of transportation projects.

**FISCAL IMPLICATIONS:** n/a

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

**RTP / RTIP CONSISTENCY:** These projects are programmed in previous STIP cycles and under Mono County's 5-year Capital Improvement Program. Consistency with the RTP/RTIP was established at time of programming.

### **DISCUSSION:**

Status of current projects.

## Projects Underway

<b>PROJECT</b>	<b>DESIGN FEATURES</b>	<b>STATUS</b>
<b>Airport Road Rehabilitation Project</b> (STIP – Federal Funding)	This project rehabilitated pavement on Airport Road and a portion of Hot Creek Hatchery Road providing access to the Mammoth Yosemite Airport. Roads were widened to provide paved bike lanes. Culverts were replaced.	Construction was completed in June. The project is in closeout phase.
<b>Twin Lakes Road Maintenance Project</b> (RMRA Funding)	This project slurry sealed Twin Lakes Road and restored paint striping.	Construction was completed in June. The project is in closeout phase.
<b>Virginia Lakes Road Maintenance Project</b> (RMRA Funding)	This project slurry sealed Virginia Lake Road and restored paint striping.	Construction was completed in June. The project is in closeout phase.
<b>Long Valley Streets Project</b> (STIP – State-Only Funding)	This project will rehabilitate existing pavement on the following roads: Substation Road, Meadow View Drive, Lake Manor Place, Aspen Terrace, Delta Drive, Hilton Creek Drive, Hilton Creek Place, Crowley Lake Circle, Elderberry Lane, Placer Road (portion), Pearson Road (portion), Wildrose Drive, Sierra Springs Road, Sunny Slopes Road, Wheeler View Drive / Montana Road, Foothill Road, and the westerly portion of Mountain View Drive.	Funds for construction were authorized by the California Transportation Commission on June 23, 2021. The project was put out to bid in July. Bidding closed on August 4, 2021.  Project Award and Construction schedule to be determined.
<b>Upper Rock Creek Road Drainage Repairs</b> (RMRA Funding and possibly RSTP)	Repair damaged pavement due to roadside drainage issues. Install drainage corrective measures.	Preliminary engineering in progress by County engineering staff. Construction possibly in fall of 2021 or summer 2022.
<b>Mono County Road Standards Update</b> (LTC RPA)	This project will update Mono County's Road Standards and associated construction details.	Draft Road Standards have been completed. Finalizing document for adoption by Board of Supervisors

<b>PROJECT</b>	<b>DESIGN FEATURES</b>	<b>STATUS</b>
<b>Swall Meadows Road Drainage Repairs</b> (RMRA Funding)	Roadside drainage repairs on the westerly portion of Mountain View Drive. Installation of Road shoulder backing and cobble swales.	Construction in-progress by Road Department.
<b>Crowley Lake Drive / McGee Creek Road Intersection Safety Improvements</b> (RMRA Funding)	Safety improvements on Crowley Lake Drive near the McGee Creek Inn. Additional warning signs, paint markings, and Stop Sign.	PS&E in progress by County engineering staff. Installation of safety improvements fall 2021.
<b>County-Wide Crack Sealing</b> (RMRA Funding and possibly RSTP)	Road Department annual maintenance of County roads. Targeting roads in District 1 and 3 this fall.	Ongoing. Work by the Road Department will begin again in the fall of 2021.
<b>County-Wide Traffic Data Collection</b> (LTC RPA and PPM)	Preliminary data collected on Benton Crossing Rd, Lower Rock Creek Rd, Crowley Lake Dr, Bruce St, Granite St, Knoll Ave, Twin Lakes Rd, Saddlebag Rd, and White Mountain Estates Rd	On-going on Mono County maintained roads.
<b>2022 Pavement Preservation Project</b> (RMRA Funding)	Pavement preservation treatment on Upper Rock Creek Rd, Convict Lake Rd, Mt Morrison Rd, Aspen Springs Ranch Rd, Gregory Lane, Larkspur Ln, Shanna Cr, Camp Antelope Rd, Patricia Ln, and possibly others	Preliminary Engineering in progress. Construction to begin summer of 2022.

### Upcoming Projects

<b>PROJECT</b>	<b>DESIGN FEATURES</b>	<b>Proposed Timeframe</b>
<b>Mono County Systemic Safety Curve Signage Project</b> (HSIP)	Installation / upgrade of curve warning signs throughout the county. Installation of curve chevron signs at relevant curve locations. Upgrade existing sign reflectivity. Roads include Lower Rock Creek Rd, Benton Crossing Rd, Convict Lake Rd, Twin Lakes Rd, and Lundy Lake Rd.	Funding for this project was awarded to Mono County in Cycle 10 of Highway Safety Improvement Program (HSIP).  Allocation of construction funds permitted after March 1, 2022.

<b>PROJECT</b>	<b>DESIGN FEATURES</b>	<b>Proposed Timeframe</b>
<b>Mono County Guardrail Replacement Project Phase 1</b> (HSIP)	Upgrade of existing guardrail at select locations throughout the county including portions of Benton Crossing Rd, Lower Rock Creek Rd, Twin Lakes Rd, Virginia Lakes Rd, and Gull Lake Rd.	Funding for this project was awarded to Mono County in Cycle 10 of Highway Safety Improvement Program (HSIP).  Allocation of PS&E funds required by Dec 31, 2021. Allocation of construction funds permitted after March 1, 2022.
<b>Mono County Right-Edgeline Project</b> (HSIP)	Restore right-edgeline paint striping on the northerly portion of Lower Rock Creek Road, easterly portion of Benton Crossing Road, North Shore Dr, Topaz Lane, and Eastside Lane (south of Larson lane).	Funding for this project was awarded to Mono County in Cycle 10 of Highway Safety Improvement Program (HSIP). Allocation of construction funds permitted after March 1, 2022.
<b>Local Road Safety Plan (LRSP)</b> (LTC RPA)	Plan to create the framework to systematically identify and analyze safety problems and recommend safety improvements. Facilitates the development of local agency partnerships and collaboration to address Mono County road safety issues.	LRSP will be required for obtaining HSIP funding in 2022 (Cycle 11).  To be completed in FY 2021-22.
<b>June Lake Village Pedestrian Safety Project</b> (RMRA Funding)	Apply traffic safety / calming measures within the June Lake Village to provide for pedestrian and traffic safety.	Anticipated construction in summer of 2022.

### **Potential Future Projects (Not Included in the Current 5-Year CIP)**

<b>POTENTIAL PROJECT</b>	<b>DESIGN FEATURES</b>	<b>STATUS / POTENTIAL FUNDING OPPORTUNITIES</b>
<b>Mono County Federal Lands Access Program (FLAP) Project</b> (FLAP with required local match)	Rehabilitation / Restoration / Construction / Reconstruction of road, bridge, trail or transit system providing access to or within public lands.	Application submitted for improvement / reconstruction of Saddlebag Road. Status to be determined.



**NEWS RELEASE  
FOR IMMEDIATE RELEASE**

July 12, 2021

**Contact:** Garin Casaleggio - (916) 323-5400

Twitter: @ca\_trans\_agency

**Gavin Newsom**  
Governor

**David S. Kim**  
Secretary

**California adopts plan for sustainable transportation funding**  
*State will prioritize investments that combat climate change, support equity*

**SACRAMENTO** – California will prioritize sustainable transportation projects in funding decisions as part of a new climate action strategy adopted today by the California State Transportation Agency.

In adopting the [Climate Action Plan for Transportation Infrastructure](#), the state commits to investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. The plan builds on executive orders signed by Governor Gavin Newsom in [2019](#) and [2020](#) targeted at reducing greenhouse gas emissions in transportation – which account for more than 40 percent of all emissions – to reach the state’s ambitious climate goals.

“The climate crisis is upon us, and transportation must be part of the solution immediately to stave off its worst effects,” said California State Transportation Agency Secretary David S. Kim. “California has long been a leader in the fight to reduce harmful emissions, and we are leading again with a new funding framework for transportation that fully embraces our state’s values. From increased investments to support zero-emission transit, freight and rail as well as projects that vastly expand safe access to walking, biking and transit, we will develop a transportation system that is safer, more sustainable, more equitable and benefits all Californians – particularly those who have historically been left behind.”

State transportation funds – including revenue collected under Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017 – must be used solely on transportation. As outlined in SB 1, California will continue the “fix-it-first” approach to maintaining the state’s highways, roads and bridges. Under the new strategy adopted today, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health and social equity goals.

To steer those investments, the plan has 10 guiding principles:

- Building toward an integrated, statewide rail and transit network
- Investing in networks of safe and accessible bicycle and pedestrian infrastructure
- Advancing investments in light-, medium- and heavy-duty zero-emission vehicle infrastructure
- Strengthening the commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits
- Making safety improvements to reduce fatalities and severe injuries of all users toward zero

Page 2

- Assessing physical climate risk for transportation infrastructure projects
- Promoting projects that do not substantially increase passenger vehicle travel
- Promoting compact infill development while protecting residents and businesses from displacement
- Developing a zero-emission freight transportation system
- Protecting natural and working lands.

CAPTI was developed through collaboration with many different state agencies along with extensive outreach and engagement with hundreds of stakeholders during the past 18 months. The California State Transportation Agency unveiled the draft plan on March 10 and updated the document based on feedback received during the ensuing 10-week public review period. A summary of the comments received and how they were addressed in the final plan is [available here](#).

###

**From:** [Smartsheet Forms](#)  
**To:** [Bentley Regehr](#)  
**Subject:** Confirmation - Innovative Concepts Proposal  
**Date:** Thursday, July 8, 2021 2:06:31 PM

You don't often get email from forms@app.smartsheet.com. [Learn why this is important](#)

**[EXTERNAL EMAIL]**



Thank you for submitting your Innovative Concepts proposal. A copy of your completed proposal has been included below for your records.

For questions, comments, and or concerns please contact:  
 Ryan.Carrillo-Kovach@dot.ca.gov

## Innovative Concepts Proposal

**Submission Date** 07/08/2021

**First Name** Bentley

**Last Name** Regehr

**Contact Email** bregehr@mono.ca.gov

**Agency Type** Partner

**Partner Agency** Mono County

**Innovative Concept Solution** Planning, environmental compliance and design of a wildlife crossing corridor consisting of overcrossings, undercrossing, and exclusion fencing to reduce Wildlife Vehicle Collisions (WVCs) on United States Route 395 and State Route 203 in Mono County, California. This project is a collaboration between many state, federal, local, and non-profit groups and agencies.

The project proposes to construct several wildlife crossing structures and wildlife fencing along US Route 395 from Post Mile (PM) 16.61-27.12 and State Route (SR) 203 from PM 6.06-8.67, in Mono County, California. Caltrans and its partners are seeking grant funding to complete the next two crucial phases for the project; environmental compliance and finalization of design.

In October 2016, Caltrans District 9 published a Feasibility

Study Report (FSR) for Wildlife/Vehicle Collision (WVC) Reduction in Caltrans District 9 which covers Inyo, Mono, and Eastern Kern counties. Collisions were inferred based on the number of animal carcasses removed from State Highways between 2002 and 2015. The study identified a stretch of United States Route (US) 395, between South Landing Road/Crowley Lake Drive Bridge and the junction of State Route (SR) 203, as a WVC hot spot for having the highest concentration of collisions, primarily involving mule deer, in the District. There were six concepts developed in the FSR, based on a full-build concept (Concept 1). Concept 1 includes 18 miles of wildlife exclusion fencing, improvements to one existing and three new under crossings, two overcrossings, jump outs, cattle guards, and Intelligent Transportation Systems elements (i.e. flashing beacons).

California Department of Fish and Wildlife (CDFW) identified this mule deer migration corridor project as a priority in the California State Action Plan that was developed in response to Secretarial Order 3362 (USDI S.O. 3362). The BLM and National Fish and Wildlife Foundation have also identified this corridor project as a high priority in support of the CA State Action Plan and S.O. 3362. The Bishop office of CDFW has already received some funding from S.O. 3362 to purchase GPS collars to collect additional data on the two mule deer herds in the project area to find temporal and spatial patterns in movement across the highway. The BLM Bishop Field Office is currently pursuing funding for this project also under S.O. 3362. The project location is also surrounded by Natural Landscape Blocks as identified in the CA Essential Habitat Connectivity (CEHC) mapping and documents.

**Innovative  
Concept  
Summary**

Installing the proposed crossing structures along US 395 and SR 203 combined with exclusion fencing, will guide mule deer and other wildlife safely across the highway without the risk of mortality or disrupting migration, and thus increasing the safety for travelling motorists. Without the installation of these structures and fencing, vehicle collision-caused mortality will continue to have negative impacts to mule deer migration and result in declines in the local mule deer population.

**Links**

Project Study Report provided below.

**Excluding  
costs, are  
there  
potential  
known  
barriers to  
your**

No



**concepts  
delivery?**

**Concept  
Scope  
Criteria** Deliverable Project

**Process in  
place** Yes

**Concept  
Theme** New Technology

## File Attachments



**09-38160 Long Valley Wildlife Crossing PSR-PDS\_Final\_with  
attachments\_06.23.20.pdf** (7901k)