

Mono County Local Transportation Commission

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AGENDA

April 11, 2016 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes
Teleconference at CAO Conference Room, Bridgeport

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES:** Approve minutes of March 14, 2016 – **p. 1**
4. **PUBLIC HEARING: Unmet Transit Needs.** Receive public and Social Services Transportation Advisory Council input and testimony, provide feedback to staff about the evaluation of unmet needs, & provide any other desired direction to staff (*Wendy Sugimura*) – **p. 5**
5. **COMMISSIONER REPORTS**
6. **LOCAL TRANSPORTATION**
 - A. Adopt Resolution R16-09 approving FY 2015-16 Cal-OES Transit Security Grant Program project (*Wendy Sugimura*) – **p. 15**
 - B. 2016 Regional Transportation Improvement Program (RTIP) status (*verbal update*)
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA)
 1. Program by Resolution R16-05 the federal fiscal year 2016 Section 5311 Program of Projects (POP) with ESTA as subrecipient of \$75,862 in federal funds & authorize LTC executive director to sign certifications & assurances for operating assistance for general public transit services in Mono County – **p. 18**
 2. Authorize by Resolution R16-06 the executive director to sign certification & assurances for Federal Transit Administration Section 5311(f) operating assistance for expanded 395 interregional bus route – **p. 26**
 3. Authorize by Resolution R16-07 the LTC executive director to sign the certification and assurances for the Federal Transit Administration Section 5311(f) Capital Funding for the purchase of a bus for the Expanded 395 inter-regional bus route – **p. 31**
 4. Authorize by Resolution R16-08 the executive director to sign the certifications and assurances for the Federal Transit Administration Section 5311(f) continued funding for operating assistance for the 395 inter-regional bus route – **p. 36**
 - B. Yosemite Area Regional Transportation System (YARTS)
8. **CALTRANS**
 - A. Presentation of Mountain Pass opening process (*Brent Green*)
 - B. Transportation Concept Report: SR 182 (*Jacob Mathew*)
 - C. Report activities in Mono County & provide pertinent statewide information

More on back...

9. **INFORMATIONAL**

10. **UPCOMING AGENDA ITEMS**

11. **ADJOURN** to May 9, 2016

***NOTE:** Although the LTC generally strives to follow the agenda sequence, it reserves the right to take any agenda item – other than a noticed public hearing – in any order, and at any time after its meeting starts. The Local Transportation Commission encourages public attendance and participation.

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

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DRAFT MINUTES

March 14, 2016

COUNTY COMMISSIONERS: Larry Johnston, Fred Stump

TOWN COMMISSIONERS: Dan Holler for Sandy Hogan, Shields Richardson, John Wentworth

COUNTY STAFF: Scott Burns, Jeff Walters, Garrett Higerd, Gerry Le Francois, Megan Mahaffey, Wendy Sugimura, CD Ritter

TOWN STAFF: Grady Dutton

CALTRANS: Brent Green, Ryan Dermody, Bryan Winzenread

ESTA: John Helm & Jill Batchelder

GUEST: Tamara Scholten, USFS/Inyo

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

2. **PUBLIC COMMENT:** No items

3. MINUTES

MOTION: Approve minutes of Feb. 8, 2016, as amended: 1) p. 4, item 9: Stump ~~asked if~~ ~~How say~~ ~~that when~~ CDBG qualified communities **helped with this grant application.** 2) (Stump/Wentworth. Ayes: 5-0. Absent: Fesko.)

4. **COMMISSIONER REPORTS:** **Stump, Johnston & Holler:** No items. **Wentworth:** Happy to see USFS here on Reds Meadow Road. Mike Schlafmann, USFS staffer now in Pacific Northwest, wants to post on websites transit connections to access public lands. ESTA, YARTS into web application. **Richardson:** icy roads, sparks flying when removing ice. Restriping needed due to snow removal.

5. ADMINISTRATION

A. **Overall Work Program (OWP):** Megan Mahaffey stated first draft due to Caltrans tomorrow, back to LTC in May to approve, formally submit for adoption. Approved OWP back in June.

Stump asked how Caltrans could respond to draft not finalized. Dermody replied Caltrans would look at it, give feedback.

Mahaffey described OWP as the overarching transportation document. **PPC is contingent on STIP.** Wentworth inquired about STIP updates. Burns noted information from staff, Caltrans or ESTA (implementation study out of ESTA's short-range transit plan). Wentworth questioned possible conflict with Caltrans advising LTC. Green stated Caltrans gives neutral info, can't lobby. Wentworth recalled ESCOG (Eastern Sierra Council of Governments) discussed economic analysis of benefit of reliable air service to this region; not yet part of OWP. Mahaffey noted work element already exists, so could incorporate.

Johnston asked what PSRs (Project Study Reports) are listed. What were they? Where did money go?

Burns cited Project Initiation Document (PID) at June Lake on Down Canyon trail. USFS changed comfort with this document, which is broader, placeholder for both jurisdictions. Attempt to get projects ready if grant appears; no shovel-ready projects.

Stump thought June Lake trails work would be reflected in amount and specificity later. Higerd stated that with no new projects into STIP, some money is on table. Maybe PSRs are not ready.

Johnston contended title stating PSRs is really not what doing; instead, PIDs. Green stated both PSRs and PIDs are planning docs. Dermody further clarified that PID = umbrella for PSRs.

Burns noted PSR level of detail is needed to apply for funding. PID ready to do that.

Johnston asked about \$20,000? Wants something done.

Richardson pointed out that dollar amounts don't compute p.17, and p. 51 says next update due "2015."

Le Francois reported State funding to update ALUP (Airport Land Use Plan) from 1986.

B. Regional Transportation Improvement Program (RTIP): Gerry Le Francois cited cash crunch at State level. Freeman Gulch (FG) taken on by Inyo and Mono on their own, without State or Kern COG (Council of Governments) funding. FG section 2 deprogrammed. Tried to delay Olancho/Cartago (O/C), which did not fit in five-year timeline. Headquarters wants project ready, but State says deprogram, not delay. If move highway off Edwards air force base, project goes away, \$600,000 comes back. CTC still could make some cuts. Local projects pushed to back of line. CTC continues to allocate PPM funds. Huge exercise to reshuffle projects to make up \$750,000 shortfall.

Le Francois: Asked for money, but CTC did not allocate. Money goes back and forth between PPM dollars and funding **projects**. Is \$1 million more than "technical change"? Kern COG has taken all FG money for west side. Mono is picking up part of tab. Kern wants to honor MOU, but focus is on SR 46, centennial freeway which has congressional earmarks, using dollars outside STIP process.

Green reported at Kern COG meeting, complimentary on MOU success on SR 14/US 395 corridor. Rescinded funds to keep west side projects. FG ready for construction, O/C still in environmental phase. Not stopping work. Future is uncertain, but always seem to work through it.

Le Francois noted Inyo is picking up 40% of FG, Mono 10%. Courtney Smith and Le Francois will attend CTC meeting Thursday. Some counties did not cut. Inyo and Mono trying to leverage, have positive balance even with negative money. Still need to cut \$66 million. Sent letters with BOS to legislators. Can't lobby. Letters also sent from CSAC (California State Association of Counties) and RCTF (Rural Counties Task Force). No lobbyists, but some metropolitan organizations have legislative analysts.

Stump stated only Inyo and Mono fully cut. Le Francois cited strategizing with Caltrans to keep one project moving forward. Winzenread indicated staff didn't care how [it occurred] as long target was met.

Stump noted Mono's assemblyman also represents Madera and Mariposa counties.

Green stated intention of adopting STIP in June. Two items in governor's proposal.

Johnston noted Inyo and Mono are being good guys, but other counties not even coming up to targets.

Richardson requested agenda item: who to send to mid-May CTC session. Le Francois recommended discussion of Town projects preceding preventive maintenance.

Le Francois wanted to keep Kern on hook so when things return to somewhat normal, pay back would occur. No guarantee, but historically it's been working.

C. Social Services Transportation Advisory Council (SSTAC): Wendy Sugimura appointed members for underrepresented elements: John Helm and Jill Batchelder from ESTA, and Molly DesBaillets.

MOTION: Approve appointment of John Helm, Jill Batchelder and Molly DesBaillets to SSTAC. (*Johnston/Stump. Ayes: 5-0. Absent: Fesko.*)

6. LOCAL TRANSPORTATION

A. Reds Meadow Road (*requested by Commissioner Wentworth*): Tamara Scholten, USFS/Inyo, mentioned that at three stakeholder meetings, some wanted rustic character, others wanted bike lane or uphill passing lanes on upper area, and some wanted curve correction on lower 5.8 mi. Purpose is to improve deteriorating road condition and improving traffic safety. Five action alternatives: 1) no change on lower, widen upper; 2) repave existing footprint; 3) widen upper 2.5 mi; 4) not build lower, two-lane upper; and 5) upper and lower changes. Depending on funding this summer, hope to complete all studies. Annual funding: \$17 million nationally (in contract, NPS gets \$280 million), enough money to study, but not to implement; \$1.5 million to local region via FLAP (Federal Lands Access Program). Partner could be entity other than county. Madera seemed interested in talking with Mono.

Stump reminded that historic Madera level of interest = subzero. Ask if Madera would be willing to sign JPA or MOU to allow oversight but not directly involved. Sell it as something beneficial to Madera, not lobbying. See if local jurisdictions would be willing to provide support.

Scholten suggested Mono and Town needed for discussions with Madera.

Who would do project if Madera does not want to? Scholten replied a county or a municipality.

Why doesn't USFS provide 20-yr life of road maintenance? Scholten cited no money for capital improvement project. Currently maintain part but not all of road. Road could eventually close.

Stump stated County could not take on further maintenance responsibilities; unwilling to divert moneys.

Scholten indicated TIGER as another possibility, but FLAP as better alternative. Wanted Yosemite and DEPO to get money. Dutton noted disparity between USFS and NPS, which has much larger infrastructure.

At Sacramento conference Garrett Higerd had Madera powwow, showed map, talked issues. Already heard from planning director, so some communication now. Madera is becoming aware, but does not understand traffic volume to DEPO.

Wentworth noted Mono is involved in FLAP projects already. Federal government is retreating from maintenance obligations. Town has sustainable recreation as goal. Explore acquiring revenue to maintain. Opportunities exist. DEPO wants involvement with Town. Propose subcommittee to monitor, coordinate information, Madera communication, lobbying legislative representative.

Stump wanted Town and Mono staffs to meet on time availability. Mono staff is pretty stretched, not drop current priorities to do this. Johnston wanted it in OWP in place of something else. Until Madera cooperates, not commit Mono.

Richardson suggested staff come back with recommendations.

7. TRANSIT

A. Eastern Sierra Transit Authority (ESTA)

1. **Short-Range Transit Plan:** John Helm presented overview of draft plan. Five-year program to guide development, move to funding. Service reviewed for baseline. More than 50% of service is in Mammoth area. Compares to ridership proportion, productivity. Services fundamentally different. 50 passengers/hr = solid performance anywhere; have that in ML. Farebox: Free routes in Mammoth are paid by TOT and other means. Reds Meadow started early in drought year. Excess funds set aside to buffer down years. Peer review: Regional, local, Dial.A.Ride give good insight into uniqueness of ESTA routes. Local routes are ahead of peer average. Service alternatives analysis: Add highway routes all weekdays, summer Saturday service, and outdoor recreation shuttle. Rock Creek trailhead has challenge of nine-mile stretch with no easy solution. Mammoth fixed routes: extend service hours, modify Meridian evening service after 6 p.m. Capital alternatives identified: vehicle replacement; bus stop improvement; and transit hub. Management and financial alternatives: Establish performance standards. Reno/Lancaster maybe passenger mi/vehicle hour. Surveys less often than annual. Suggestions: Reno/Lancaster weekdays; summer Saturdays; midday Lone Pine to Bishop; evening service to Meridian corridor; expand Bishop Dial.A.Ride in school year; and outdoor recreation program.

Wentworth asked if USFS transit recreation study is available. Yes, Scholten said: "Turn off this application & go outside." Transit lights? Helm noted separate State grant. Some lights were unsuccessful, but now 18 solar lights are effective.

--- Break: 10:20 - 10:26 a.m. ---

2. **LCTOP (Low-Carbon Transit Operations Program) grant application:** Jill Batchelder presented projects in January. Caltrans requested additional resolution to identify projects, no changes.

MOTION: Adopt Resolution R16-04 approving \$58,037 of FY 2015-16 LCTOP funds for the following projects: expansion of Mammoth Express fixed-route service, pass fare reduction, & expansion of Lone Pine Express fixed-route service (*Stump/Wentworth. Ayes: 5-0. Absent: Fesko.*)

B. **Yosemite Area Regional Transportation System (YARTS):** Scott Burns noted AAC (Authority Authorizing Committee) will meet April 6. Dick Whittington reported record Yosemite visitation, nearly 4.3 million (6.5% increase). Earlier resistance to transit, but big push now for alternative access [bus], especially gateway communities. Increased numbers even in winter. Last summer decrease in SR 120, as concessionaire offered free hiker buses. This year, a lone hiker bus will be fee-based.

8. CALTRANS

A. **California Road Charge Pilot Program:** Garrett Higerd showed flier, citing not as much participation in rural areas. Get word out so more here sign up to be represented in data. Looking for 5,000 for entire state. Doing OK in urban areas, but not rural.

--- Alternate Commissioner Holler left at 11 a.m. ---

B. **2016 construction map:** Ryan Dermody mentioned possible project delays.

Wentworth stated may have significant project on Old Mammoth Road. Tamara Scholten mentioned construction on the Inyo by Deb Schweizer.

Johnston reiterated that chip seal = bane of cyclists, wrecking great riding experience. Never smooths out like roadway. Winzenread cited extra rolling and smaller chips. Johnston saw bike-compatible chip seal as an oxymoron. Inconsistent justification. Must be better way to seal road to last longer.

Garrett Higerd reported UC Davis did study with vibration sensors on road bikes to determine threshold of discomfort. Analyzed coarseness of chip seal in recent study. It's an issue around the state.

Wentworth suggested standardizing chip seal that would work. Winzenread confirmed chip seal is effective maintenance treatment.

Johnston cited chip seal as top complaint on wrecking new pavement. Green will look into it.

C. Average Annual Daily Traffic Count: Ryan Dermody saw uptick in traffic counts overall.

Wentworth noted ESCOG (Eastern Sierra Council of Governments) predicted significant increase in truck traffic over time. Dermody hoped to fund consultant study next year. Could do overlay for weather.

D. California Transportation Plan 2040: Ryan Dermody noted big changes in overall policy document: GHG (Greenhouse Gas) and multi-modal. Caltrans is lead agency on the five-year plan. Open again for comment. Scott Burns confirmed consistency with RTP (Regional Transportation Plan).

E. Consider TIGER (Transportation Invest Generating Economic Recovery): Ryan Dermody noted Caltrans can submit three applications statewide. Strategy is for Inyo LTC to apply for Freeman Gulch segment 1 and Olancho/Cartago (O/C), with focus on O/C. Mono and Kern could be joint applicants.

MOTION: Authorize executive director to provide letter of support for MOU project(s).
(Johnston/Wentworth. Ayes: 4-0. Absent: Holler & Fesko.)

MOTION: Freight grant application. (Johnston/Wentworth. Ayes: 4-0. Absent: Holler & Fesko.)

F. Activities in Mono County & pertinent statewide information: Green noted virtually all interest groups were represented at Legislature, yet no action plan emerged to address shortfall.

Stump mentioned road funding diverted years ago was never replaced. In essence, took from citizens for infrastructure. Time to repay, help make up for shortfall.

9. QUARTERLY REPORT

A. Town of Mammoth Lakes: Grady Dutton reviewed Main Street sidewalk plans and new bus shelter.

B. Mono County: Garrett Higerd presented an oral report recognizing USFS for partnering on projects at Rock Creek, Convict Lake, and June Lake streets/parking lots. Constituents don't understand division of responsibilities among entities. Tighten utilities ordinance when cutting new roads. Economic controls would provide greater leverage. General Plan has "dig once" policy. Outreach local and also larger utility districts as soon as possible. Mono historically works with utilities. County ordinance would impact investment in road infrastructure. Stock Drive project at Bryant Field funded by FAA starts this summer

Burns announced that concurrent with RTP was USFS/BLM sage grouse Bi-State national award to Mono County. BLM's Steve Nelson stated no other county was recognized. Wendy Sugimura will travel to Pittsburgh, PA, for the award presentation.

Higerd thanked LTC for support letter on transportation funding. Stump asked if RCRC sent support letter. Johnston responded yes, but not representing all rurals; many individual rurals did not send letters.

C. Caltrans activities in Mono County: Bryan Winzenread announced 10' shoulders from top of Sherwin Grade to Tom's Place. Lighting will be set up at chain-up areas during events.

Johnston requested lights off in summer, reminding of Mono's Dark Sky regulations. Winzenread cited shoulder improvements throughout Mono and resumption of Lee Vining rockfall project at southern end. Dermody mentioned a feasibility study on deer/wildlife. Engineers will present data to LTC in June.

Stump commended continued work on culverts and fences on/along US 6.

10. **INFORMATIONAL:** No items

11. **UPCOMING AGENDA ITEMS:** 1) Unmet needs; 2) pass openings; 3) chip seal

12. **ADJOURN** at 11:47 a.m. to April 11, 2016

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Staff Report

April 11, 2016

TO: Mono County Local Transportation Commission

FROM: Wendy Sugimura, Mono County Community Development Analyst
John Helm and Jill Batchelder, ESTA/CTSA

SUBJECT: 2016-17 Unmet Needs Public Hearing

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

FISCAL IMPLICATIONS: To be determined.

ENVIRONMENTAL COMPLIANCE: N/A

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

DISCUSSION:

Background

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

To meet the public hearing requirement for both the Citizen Participation Process and unmet transit needs, and facilitate public input on transit needs, the LTC scheduled this public hearing for April 11, 2016, at 9:00 a.m. in Mammoth Lakes with videoconferencing in Bridgeport. Public notices of these hearings have been published in accordance with state law in local newspapers, and flyers printed in both Spanish and English were posted in County offices.

An additional requirement of the Citizen Participation Process and unmet transit needs process is the LTC must consult with the Social Services Transportation Advisory Council (SSTAC) on transit needs in Mono County. SSTAC members are appointed by the LTC to ensure a broad representation of social service and transit providers representing the elderly, the handicapped,

and persons of limited means (see Attachment #1). The SSTAC is jointly hosting this public hearing in order to provide direct input to the Commission.

Before August 2016, the LTC must adopt, by resolution, a finding that there are no unmet transit needs, there are no unmet transit needs that are reasonable to meet, or there are unmet transit needs, including needs that are reasonable to meet. If the LTC finds that there are unmet transit needs, including needs that are reasonable to meet, then the unmet needs shall be funded before any allocation is made for streets and roads. It should be noted that the law specifically prohibits comparing unmet transit needs with the need for streets and roads. It should also be noted that the LTC has not allocated any funds to streets and roads for at least several years.

LTC Resolution 98-01 (Attachment #2) defines "unmet transit needs" and "reasonable to meet" transit needs as follows:

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

Public Outreach and Comments

The Eastern Sierra Transit Authority, in its role as the Consolidated Transportation Services Agency (CTSA) for Mono County and with some assistance from LTC/County staff, attended Regional Planning Advisory Committee (RPAC) or community meetings in Bridgeport Valley, June Lake, Mono Basin, Long Valley, Chalfant, and Benton/Hammil to solicit public input. Input from Antelope Valley will be received on April 7, and an update may be provided at the Commission's public hearing. ESTA also attended public workshops with the Town of Mammoth Lakes' Planning and Economic Development Commission to receive input.

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

Staff recommends the Commission receive further public input at the public hearing, provide feedback to staff about the evaluation of unmet transit needs in this staff report, and provide any other direction to staff regarding unmet needs or transit services. A resolution finding unmet needs and reasonable-to-meet needs is anticipated to be considered at the May LTC meeting.

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

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

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

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

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

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

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

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

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

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

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

ATTACHMENTS

1. Public Utilities Code §99238, Social Services Transportation Advisory Council
2. LTC Resolution 98-01 defining “unmet transit needs” and “reasonable to meet”
3. Summary and analysis of public transit requests for fiscal year 2015-16

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL 99238.

Each transportation planning agency shall provide for the establishment of a social services transportation advisory council for each county, or counties operating under a joint powers agreement, which is not subject to the apportionment restriction established in Section 99232.

(a) The social services transportation advisory council shall consist of the following members:

- (1) One representative of potential transit users who is 60 years of age or older.
- (2) One representative of potential transit users who is handicapped.
- (3) Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
- (4) Two representatives of local social service providers for the handicapped, including one representative of a social service transportation provider, if one exists.
- (5) One representative of a local social service provider for persons of limited means.
- (6) Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.
- (7) The transportation-planning agency may appoint additional members in accordance with the procedure prescribed in subdivision (b).

(b) Members of the social services transportation advisory council shall be appointed by the transportation planning agency which shall recruit candidates for appointment from a broad representation of social service and transit providers representing the elderly, the handicapped, and persons of limited means. In appointing council members, the transportation-planning agency shall strive to attain geographic and minority representation among council members. Of the initial appointments to the council, one-third of them shall be for a one-year term, one-third shall be for a two-year term, and one-third shall be for a three-year term. Subsequent to the initial appointment, the term of appointment shall be for three years, which may be renewed for an additional three-year term. The transportation planning agency may, at its discretion, delegate its responsibilities for appointment pursuant to this subdivision to the board of supervisors.

(c) The social services transportation advisory council shall have the following responsibilities:

- (1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

(2) Annually review and recommend action by the transportation-planning agency for the area within the jurisdiction of the council, which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.

(3) Advise the transportation-planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

(d) It is the intent of the Legislature that duplicative advisory councils shall not be established where transit advisory councils currently exist and that those existing advisory councils shall, instead, become part of the social services transportation advisory council and shall assume any new responsibilities pursuant to this section.

2016-2017 Social Services Transportation Advisory Council Roster

Name	Term Exp.
Debbie Diaz, Emergency Preparedness Facilitator, Mono County Public Health	2017
Kathy Copeland/Laurel Martin, Executive Director, Disabled Sports, Eastern Sierra	2017
Carolyn Balliet, Mono County Health Department and Seniors	2017
Rick Franz, Transportation Planner, Caltrans	2017
Mammoth Mountain Ski Area Transportation, Designee	2018
Beth Himelhoch, Liaison to Kern Regional Center, and Executive Director Inyo-Mono Association for the Handicapped, Inc.	2018
IMACA	2018
Megan Foster, Mono County Social Services	2018
Molly DesBaillets, Mono County First 5	2019
Jill Batchelder, ESTA, CTSA	2019
John Helm, ESTA, CTSA	2019

RESOLUTION 98-01

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

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

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

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

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

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

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

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

Noes:

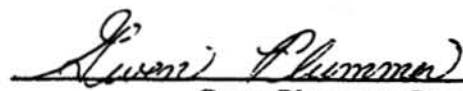
Absent:

Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2016-17

QUALIFYING UNMET NEEDS				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
1.	Provide commuter service between Chalfant and Bishop for job access purposes, although the route could also serve other purposes.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The current Benton-Chalfant-Bishop route runs two days/week. The route demonstrated a fare-box ratio of 17 in FY 2013/14, but is falling short of the minimum required 10% mark this year, yielding 8.3% through March. Results of the 2013 Chalfant Area Transportation Survey, reviewed with the LTC in January 2014, indicate only two people would use the service on a regular basis. In the 2015 outreach, only one potential rider was identified. The data indicate a service expansion would not be cost effective.	A rough cost for this service is \$40,000. This cost accounts for an anticipated \$4,500 in fare revenue. Total operating cost would be \$45,000.
2.	Provide transportation to Benton from Bishop in the late afternoon/early evening to enable students to participate in sports and other after school activities.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The current Benton-Chalfant-Bishop route runs two days/week and demonstrates a fare-box ratio of 10%, just meeting the 10% minimum in FY 2013/14. The data indicate a service expansion would not be cost effective.	A rough cost for this service operating on 180 school days per year would be \$19,500. The route is not expected to realize the minimum 10% fare recovery.
3.	Provide transportation to/from Reno Monday through Friday (e.g., add a Wednesday service) to access various services.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	ESTA has implemented a Non-Emergency Medical Transportation program that provides for driver reimbursement and augments the Reno route by potentially providing medical transport 7-days/week. This service addition is also recommended in ESTA's Short Range Transit Plan update.	The estimated required matching funds to add service on Wednesdays would be \$20,000/year.

4.	Provide a trailhead/hiker shuttle from National Forest lands (e.g., Sonora Pass) to Bridgeport, which would service hikers. In addition, consider installing a bus stop sign or shelter with a posted schedule for hikers.	This is a request for a service that does not currently exist, and could be for obtaining necessities of life. It could qualify as an unmet need.	Anticipated spotty and low ridership would likely make this route economically infeasible and unable to demonstrate cost effectiveness. Routes are currently being considered for highly impacted trailheads, such as Rock Creek (Mosquito Flat) and Mt. Whitney, and could provide an indication of ridership for trailheads with lower use.	The 395 route currently picks up hikers on US 395; private entrepreneur(s) currently fill this role, and local Bridgeport businesses could coordinate or be encouraged to provide a pick-up service.
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
5.	Provide a commuter route from Crowley/Mammoth to Bishop for an 8-5 work day in Bishop.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	A commuter van could begin immediately. If demand does not exist to fill a vanpool, the likelihood is low ridership on a new route would not demonstrate cost effectiveness.	The vanpool fare would cover the operating costs of the Vanpool Service.
6.	Provide a local service within the community to transport people to/from June Mountain Ski Area throughout the day in the winter.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	Anticipated ridership is uncertain; the summer service being initiated this year during the highest visitation period (summer) would be a good test to gauge how well local transit may be utilized during the winter.	If desired, a cost estimate could be provided for the May LTC meeting.
NOT CONSIDERED TO BE AN UNMET NEED				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
7.	June Lake: Questions were asked regarding the need for transit to Cerro Coso in Mammoth, and whether an advanced call was required for the bus to stop at June Lake Junction (yes).	These were questions, not requests for services, and therefore are not unmet needs.	NA	NA
8.	The June Lake summer pilot route was described, and input on stops was offered. The suggestions and impact to route/cost were discussed.	This was feedback on a planned route, and therefore not an unmet need.	NA	NA, although it is worthwhile to note this route request was identified as an unmet need last year. Funds have become available to provide this service.

9.	A comment was received that ESTA should accept credit cards for fares on the Mammoth-Bishop route.	Payment type does not affect transit routes and therefore does not qualify as an unmet need.	Due to the credit card fees charged to ESTA, credit cards are not accepted for fares less than \$10. (Mammoth-Bishop is \$7.)	NA
10.	Possible future transportation connections to the snow-play area along Mammoth Scenic Loop Road and barrow-pit at base of Sherwins was discussed as potential recreational needs.	This was for discussion purposes only; a need has not been clearly identified.	NA	These suggestions should be noted for potential future consideration.

Mono County Local Transportation Commission

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

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

STAFF REPORT

Subject: Adopt Resolution R16-09 approving FY 15-16 Cal-OES Transit Security Grant Program project

Initiated by: Wendy Sugimura, Mono County

Date: April 11, 2016

RECOMMENDATION

Approve Resolution R16-09 for the FY 2015-16 Transit System Safety, Security and Disaster Response Account Program, allocating \$14,188 to an on-board camera system for Eastern Sierra Transit Authority (ESTA) rolling stock and authorizing the LTC executive director to sign assurances and other necessary grant documents.

FISCAL IMPLICATIONS

Security and Disaster Response Account Program provides 100% funding for capital facility project related to transit security. Once funding is approved by Cal-OES, funds must be expended within three years (March 31, 2019).

ANALYSIS/DISCUSSION

The California Transit Security Grant Program (CTSGP) funds capital projects that increase protection against security and safety threats, and that develop a disaster response transportation system. The program is funded by Prop 1B bond sales. The FY 2015-16 allocation for the Mono County LTC is \$14,188, pending future State bond sales. ESTA proposes purchasing and installing on-board video cameras on its vehicles, with the highest priority being the night trolleys in the town of Mammoth Lakes.

The proposed project will enhance the safety of passengers, drivers and motoring public. An on-board video system would serve multiple purposes, including driver monitoring; identification and remediation of risky driving behaviors such as distracted driving and drowsiness; passenger monitoring especially to address vandalism, theft, passenger disturbances and general security; enhanced collision review and analysis; and providing a means of increasing security and limiting liability from false liability claims and suits.

The installation of on-board video cameras is consistent with the goals of transit security funding and will provide for the safety and security of transit passengers, resulting in a significant positive long-term impact on the region.

ATTACHMENTS

1. Resolution R16-09
2. Cal-OES Notification of Project Eligibility

RESOLUTION R16-09

**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
FOR THE FY 2015-16 TRANSIT SYSTEM SAFETY, SECURITY AND DISASTER RESPONSE
ACCOUNT PROGRAM ALLOCATING \$14,188 TO AN ON-BOARD SECURITY CAMERA SYSTEM AND
AUTHORIZING THE LTC EXECUTIVE DIRECTOR TO SIGN NECESSARY GRANT DOCUMENTS**

WHEREAS, the Mono County Local Transportation Commission (MCLTC) is the eligible entity for \$14,188 of FY 2015-16 funds from the Transit System, Security and Disaster Response Account [GC 8879058(a)(2) and (a)(3)], and

WHEREAS, these funds must be expended by March 31, 2019; and

WHEREAS, these funds are administered through the California Transit Security Grant Program (CTSGP) – California Transit Assistance Fund (CTAF) under the California Governor’s Office of Emergency Services (CalOES); and

WHEREAS, the Eastern Sierra Transit Authority (ESTA) is a public transit operator in Mono County that is eligible to receive (a)(2) and (a)(3) transit funds; and

WHEREAS, an on-board camera system for ESTA vehicles is desirable to improve safety; and

WHEREAS, CalOES has approved funding for the project above;

NOW, THEREFORE, BE IT RESOLVED the MCLTC allocates \$14,188 of FY 2015-16 CTSGP-CTAF funds to an on-board camera system for ESTA vehicles.

BE IT FURTHER RESOLVED that the MCLTC executive director and/or his designee is authorized to execute and file all assurances and other necessary documentation for the purpose of obtaining CTSGP-CTAF funds for this project.

PASSED AND ADOPTED this 11th day of April 2016, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Shields Richardson, Chair
Mono County Local Transportation Commission

ATTEST:

CD Ritter, Secretary



RECEIVED
APR 04 2016
MONO COUNTY
Community Development

March 28, 2016

Scott Burns
Executive Director
Eastern Sierra Transit Authority
P.O. Box 347
Mammoth Lakes, CA 93546

Subject: NOTIFICATION OF PROJECT ELIGIBILITY
FY 2015-16 California Transit Security Grant Program (CTSGP)
California Transit Assistance Fund (CTAF)
Grant # 6861-0002, FIPS # 051-91005
Project Performance Period Ends March 31, 2019

Dear Mr. Burns:

After review of the Investment Justification, California Governor's Office of Emergency Services (Cal OES) determined that the Eastern Sierra Transit Authority meets program guidelines and is eligible to receive Prop1B funding in the total amount of \$14,188, for On-Board Camera System.

Although this project meets the pertinent eligibility criteria, your project is subject to available bond funding. Currently, there are no state funds available to support this project or reimburse your organization for eligible expenditures. However, Cal OES will update you when new information becomes available. In order to ensure an expedient process once funding is available, please submit the following documents within six weeks from the date of this letter:

- Governing Body Resolution
- Authorized Agent Form
- Assurances
- Financial Management Forms Workbook

For further assistance, please contact your Program Representative, Amber Lane, at (916) 845-8660 or amber.lane@caloes.ca.gov.

Sincerely,

MARK S. GHILARDUCCI
Director



Date: April 11, 2016

STAFF REPORT

Subject: FTA Section 5311 Regional Program of Projects and Certification and Assurances

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

It is recommended that the Commission program by Resolution R16-05 the Federal Fiscal Year 2016 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority (ESTA) as the subrecipient of the \$75,862 in federal funds and authorize the LTC executive director to sign the certification and assurances for operating assistance for general public transit services in Mono County.

BACKGROUND

Federal Transit Administration Section 5311 funds are apportioned annually to each county to be used only for public transportation projects in non-urbanized areas. Section 5311 funds may be used for capital, operating or administrative assistance to state or local agencies that are operators of public transportation services. For the Federal Fiscal Year 2016, Mono County was apportioned \$75,862.

It is the responsibility of the local transportation planning agency to program projects for these funds and submit a program of projects (POP) to their Caltrans District Transit Representative (DTR) prior to April 15, 2016. The POP identifies the subrecipient that will apply for the 5311 funds and carry out the identified projects.

Historically, these funds have been programmed to ESTA to assist in the operational costs of the overall Mono County transit system. FTA Section 5311 funds will be incorporated into ESTA's 2016-17 budget.

ESTA is seeking approval by Resolution R16-05 for the Federal Fiscal Year 2016 Section 5311 Program of Projects (POP) with ESTA as the subrecipient of \$75,862 in federal funds and authorize the LTC executive director to sign the certification and assurances for operating assistance for general public transit services in Mono County.

RESOLUTION R16-05

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION, STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE SUBMISSION OF 2016 FEDERAL TRANSIT ADMINISTRATION SECTION 5311 APPORTIONMENT GRANT WITH EASTERN SIERRA TRANSIT AUTHORITY AS THE SUBRECIPIENT OF THE \$75,862 AND AUTHORIZE THE LOCAL TRANSPORTATION COMMISSION'S EXECUTIVE DIRECTOR TO SIGN ALL REQUIRED CERTIFICATIONS AND ASSURANCES

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1); and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus; and

WHEREAS, Eastern Sierra Transit Authority (ESTA) is the recognized public transportation operator in Mono County and therefore receives state and federal funds to operate and provide public transportation services in and for Mono County; and

WHEREAS, ESTA desires to apply for said financial assistance to permit operation of service in Mono County; and

WHEREAS, ESTA as the CTSA (Consolidated Transportation Services Agency) has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED & ORDERED that the Mono County Local Transportation Commission does hereby authorize ESTA to file and execute applications on behalf Mono County with the Department to aid in the operation of public transit in Mono County pursuant to Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1), as amended:

- That ESTA is authorized to execute and file all certification and assurances, contracts or agreements or any other document required by the Department; and
- That ESTA is authorized to provide additional information as the Department may require in connection with the application for the Section 5311 projects; and
- That ESTA is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 operating assistance for public transit in Mono County in the amount of \$75,862.

PASSED AND ADOPTED this 11th day of April 2016, by the following vote:

Ayes:
Noes:
Abstain:
Absent:

Shields Richardson,
Mono County LTC Chair

Attest: _____
CD Ritter, Secretary



**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DIVISION OF RAIL & MASS TRANSPORTATION
Rural Transit and Intercity Bus Branch**

**FEDERAL TRANSIT ADMINISTRATION (FTA)
SECTION 5311 REGIONAL PROGRAM OF PROJECTS (POP)**

FEDERAL FISCAL YEAR 2016



All Section 5311 Applications and POP are due to Caltrans District Transit Representatives (DTR) by May 8th, 2016. However, if there are issues meeting the deadlines, please notify your DTR as soon as possible.

All Congestion Mitigation and Air Quality (CMAQ) Applications and POP are due to Caltrans District Transit Representatives (DTR) by April 30, 2016.

FEDERAL FISCAL YEAR 2016

Section 5311 Program of Projects (POP)

Regular 5311 JARC 5311 CMAQ

(A) Available Funding:

	Carryover: (+) <u>0</u>
<i>Estimated</i> Apportionment [FFY 2015]:	(+ <u>75,862</u>)
(A) TOTAL FUNDS AVAILABLE:	= <u>75,862</u>

(B) Programming (POP): Complete Parts I and II

	<i>Federal Share</i>
Part I. Operating Assistance - Total:	(+ <u>75,862</u>)
Part II. Capital - Total:	(+ <u>0</u>)
(B) Total [Programmed]:	(= <u>75,862</u>)

(C) Balance

	<i>Federal Share</i>
(A) Total Funds Available:	(+ <u>75,862</u>)
(B) Total [Programmed]:	(- <u>75,862</u>)
* Balance:	(= <u>0</u>)

***BALANCE – Regional Apportionment Funds ONLY:**

- Please Note -
 - funds must be programmed in subsequent year
 - final approval to be determined by the Department
- Request/Letter to carryover funds should include -
 - justification for programming postponement
 - purpose and project plan
 - letter of support from local Transportation Planning Agency

(D) Flexible Funds (CMAQ, STP or Federalized STIP): Complete Part III (For reference only).

Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. Division of Rail & Mass Transportation will receive a conformation once the transfer is completed.

	<i>Federal Share</i>
(D) Part III. Flex Fund - Total:	<u> </u>

FUNDING SUMMARY

	<i>Federal Share</i>
(B) Regional Apportioned - Total [Programmed]:	(+ <u>75,862</u>)
(D) Flex Fund - Total:	(+ <u>0</u>)
GRAND TOTAL [Programmed]:	(= <u>75,862</u>)

Contact Person/Title: Jill BatchelderDate: 4/11/2016Phone Number: 760-872-1901 ext. 11

Statewide Transportation Improvement Program (STIP) –

All federal funds to be used for transit projects must be included in a federally approved STIP. A Transportation Planning Agency (TPA) must ensure that Section 5311 projects are included in the Department of Transportation’s (Department) Statewide Transportation Federal Improvement Program (FSTIP), which is jointly approved by the Federal Highway Administration (FHWA) and FTA.

A copy of the federally approved STIP Page must be attached for all projects to be programmed through the Section 5311 program. The project description and associated dollar amounts must be consistent with the federally approved STIP information.

Metropolitan Planning Organizations (MPOs) are responsible for programming projects within their jurisdiction. Upon receiving the POPs from the Districts, Rural Transit & Procurement staff will submit **Non-MPO / Rural Transportation** organizations projects directly to the Department’s Division of Transportation Programming for inclusion into the FSTIP.

For further guidance see the Department’s Division of Transportation Programming website:

<http://www.dot.ca.gov/hq/transprog/fedpgm.htm>

PART I. Regional Apportionment - Operating Assistance

For all Operating Projects - a complete application MUST be submitted with this POP.

Subrecipient	Project Description	Federal Share (2016 Funds)	Carryover Funds Utilized	Local Share (Excluding Toll Credit)	Toll Credit Amount	Net Project Cost	PROGRAM OF PROJECTS DOC YR	PROGRAMMED DATE OR AMENDMENT #
Eastern Sierra Transit Authority	Operating Assistance	75,862		517,184		593,046		
	Operating Assistance Funds Total	75,862		517,184		593,046		



**Certifications and Assurances of the Regional Agency/Transportation Planning Agency
State of California - FTA Section 5311 and Rural CMAQ Transit**

Regional Agency/TPA: Mono County Local Transportation Commission

Contact Person: Scott Burns

Contact Email: sburns@mono.ca.gov

Contact Phone: 760-924-1807

Name of Subrecipient: Eastern Sierra Transit Authority

Project Description: Mono County Operating Assistance

Project Amount and Fund Type

<i>Regional Apportionment 5311*</i>	<i>Toll Credit**</i>	<i>Local Match</i>	<i>Local Match Source/s</i>
\$75,862	\$	\$	

* Includes Section 5311 JARC eligible projects

** Prior approval by Caltrans required

Federal Transportation Improvement Program - Metropolitan Planning Organizations/Regional Transportation Planning Agency

Document (or Amendment) Number	Document (or Amendment) Year	FHWA/FTA Federally Approved TIP (Date)

Check all that apply:

- Some combination of state, local, or private funding sources have been or will be committed to provide the required local share.
- The subrecipient has coordinated with other transportation providers and users in the region, including social service agencies capable of purchasing service.
- The amount requested does not exceed the Federal funds provided to this agency in the approved Federal TIP/Federal Statewide TIP(FSTIP)
- The regional agency/TPA has approved, by resolution, the programming of funds for this Project and Project has met all Statewide Transportation Improvement Program (STIP) requirements.

Certifying Representative:

By signing below, I have read and acknowledge that my agency is in compliance with certifications and assurances as stated above.

Name: Scott Burns

Title: Executive Director

Signature: _____ Date: 4/11/2016

Signature in BLUE ink



Date: April 11, 2016

STAFF REPORT

Subject: FTA Section 5311(f) Intercity Bus Program operating assistance funding for the 395 Inter-Regional Bus Route certification and assurances

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

It is recommended that the Commission authorize by Resolution R16-06 the executive director to sign the certification and assurances for the Federal Transit Administration Section 5311(f) Operating Assistance for the Expanded 395 Inter-Regional Bus Route.

BACKGROUND

The Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Program in California is designed to address the “intercity bus transportation needs of the entire state” by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. The purpose of the Section 5311(f) funding is to provide supplemental financial support to transit operators and to facilitate the most efficient and effective use of available federal funds in support of providing rural intercity transportation services. Funding under the Operating Assistance category is competitive. If successful, this grant will provide 55.33% federal funding and also has toll-credits available to provide the matching funds.

Eastern Sierra Transit Authority (ESTA) is seeking funding to expand the 395 North and South Route to five days per week (Monday – Friday) and on 11 Saturdays during the peak utilization period from late June through early September.

The 395 Route provides meaningful connections from the rural communities in Inyo and Mono counties to the urban destinations of Reno, NV, and Lancaster, CA, where passengers can connect with Greyhound, Reno-Tahoe International Airport, Amtrak, and Metrolink trains. Additionally, local residents utilize the service to access medical services, employment, education, shopping and recreation, while visitors to the Eastern Sierra utilize the service to access the many recreation opportunities that the region offers. The expansion of the 395 Routes is a recommendation in ESTA’s Short-Range Transit Plan.

This grant application is seeking \$292,109 in FTA funds. If the application is successful, ESTA would receive 55.33% federal funds and 44.67% toll credits resulting in 100% funding in FY 2016-17.

Resolution R16-06 certifies that there will be sufficient funds to operate the vehicles, or facility, or equipment purchased under this project, as applicable and has coordinated with other transportation providers and users in the region, including social service agencies.

Historically, Local Transportation Funds have been use in combination with the grant funding for the operation of the 395 Route. Based on the funding estimates for FY 2016-17, there will be sufficient funds for the operation of these routes. ESTA as the CTSA (Consolidated Transportation Service Agency) for Inyo County has coordinated with other transportation providers and social services agencies in the region.

Additionally, the resolution certifies the programming of funds for this project has met all State Transportation Improvement Program (STIP) requirements and that some combination of state, local, or private funding sources has been applied at the rate of 44.67% or more to match the federal share of 55.33%.

The 395 Route and the FTA Section 5311(f) funding have met the STIP requirements. The local matching funds are to be split equally between Mono and Inyo Local Transportation Commissions. These funds will be requested with ESTA FY 2016-17 budget.

ESTA is seeking approval by Resolution R16-06 for the executive director to sign the certification and assurances for the Federal Transit Administration Section 5311(f) continued funding for operating assistance for the 395 Inter-Regional Bus Route.

RESOLUTION R16-06

**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION,
STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE EXECUTIVE DIRECTOR
TO SIGN ALL REQUIRED CERTIFICATIONS AND ASSURANCES FOR THE FEDERAL
TRANSIT ADMINISTRATION SECTION 5311(F) OPERATING ASSISTANCE FUNDING
FOR THE EXPANSION OF 395 INTER-REGIONAL BUS ROUTE**

WHEREAS, Eastern Sierra Transit Authority (ESTA) is the recognized public transportation operator in Mono County and therefore receives state and federal funds to operate and provide public transportation services in and for Mono County; and

WHEREAS, sufficient funds to operate the vehicles, or facility, or equipment purchased under this project, as applicable and has coordinated with other transportation providers and users in the region, including social services agencies; and

WHEREAS, the programming of funds for this project has met all State Transportation Improvement Program (STIP) requirements. Some combination of state, local, or private funding sources has been applied at the rate of 44.67% or more to match the federal share of 55.33%.

NOW, THEREFORE, BE IT RESOLVED & ORDERED that the Mono County Local Transportation Commission hereby approves and authorizes the Mono County LTC executive director to sign all required certifications and assurances.

PASSED AND ADOPTED this 11th day of April 2016, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Shields Richardson, Chair
Mono County Local Transportation Commission

Attest:

CD Ritter, Secretary

**REGIONAL TRANSPORTATION PLANNING AGENCY
CERTIFICATIONS AND ASSURANCES
STATE OF CALIFORNIA
FY2016 FTA SECTION 5311(f) INTERCITY BUS PROGRAM**

1. The transportation planning agency (TPA) has approved, by resolution, the programming of Section 5311(f) Intercity Bus Program funds in one or more of the following categories:

Category 1: Operating Assistance	\$292,109.00
Category 2: Bus Purchase/Bus Related Equipment	\$
Category 3: Transit Infrastructure	\$
Category 4: Planning and Marketing Studies	\$
Total	\$292,109.00

2. Subsequent to award of the project, the Transportation Improvement Plan (TIP) will be amended to include this project. Yes No
3. A combination of state, local, or private funding sources have been or will be committed to provide the required local share. Yes No
4. The applicant has, or will have sufficient funds to complete this project as designated in Parts IV (Description) and V (Budget), having the vehicles and/or equipment to do so.
 Yes No
5. The applicant has coordinated with other transportation providers and users in the region, including social service agencies capable of purchasing service. Yes No

Certifying Representative:

By signing below, I have read and acknowledge that my agency is in compliance with certifications and assurances as stated above.

(Please Print)

Name: Scott Burns Title: Executive Director

Signature: _____ Date: _____

(Blue Ink)



Date: April 11, 2016

STAFF REPORT

Subject: FTA Section 5311(f) Intercity Bus Program Capital Funding for the purchase of a bus for the 395 Inter-Regional Bus Route Certifications and Assurances

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

It is recommended that the Commission authorize by Resolution R16-07 the LTC executive director to sign the certification and assurances for the Federal Transit Administration Section 5311(f) Capital Funding for the purchase of a bus for the Expanded 395 Inter-Regional Bus Route.

BACKGROUND

The Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Program in California is designed to address the “intercity bus transportation needs of the entire state” by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. The purpose of the Section 5311(f) funding is to provide supplemental financial support to transit operators and to facilitate the most efficient and effective use of available Federal funds in support of providing rural intercity transportation services. Funding under the Capital category is competitive. If successful this grant will provide 88.53% federal funding.

In order to support the expanded 395 Route north-bound between Lone Pine, CA and Reno, NV, and south-bound between Mammoth Lakes and Lancaster, CA, Eastern Sierra Transit will need to purchase an additional vehicle. The new vehicle is necessary to maintain the average miles per vehicle per year within a reasonable level. Currently, the 395 Route service operates 192,000 annual vehicle miles with five buses resulting in an average of 38,375 miles per vehicle per year. Including the service expansion, annual vehicle miles will increase to 284,000 which, including the additional bus requested through this grant application, will result in an increase to the average annual miles per bus of 23% to 47,313. Without the additional bus, the average miles per bus would increase nearly 50% to 56,776 per year, which is unrealistic for reliable service. The additional bus will help reduce vehicle maintenance and running costs of the route and increase system reliability. The additional vehicle will increase the spare vehicle ratio, minimizing the potential of missed runs caused by breakdowns due to the increased mileage per bus per year.

ESTA anticipates purchasing the vehicle through the CalAct MBTA Purchasing Cooperative. The expected lead time for the purchase is nine months. A delivery date of July 2017 will coordinate perfectly with ESTA’s SRTP Implementation Plan for FY 2017-18. The vehicle ESTA is seeking to purchase is a Class-E (Freightliner) Champion diesel bus with a seating capacity of 24 and two wheelchair positions. This fully ADA-accessible vehicle will also have a rear luggage compartment and automatic snow chains. The purchase price of the vehicle is \$167,149.53, of which \$147,977.48 federally funded and \$19,172.05 included in ESTA’s capital budget for FY 2016-17.

Resolution R16-07 certifies that there will be sufficient funds to operate the vehicles, or facility, or equipment purchased under this project, as applicable and has coordinated with other transportation providers and users in the region, including social services agencies.

Additionally, the resolution certifies the programming of funds for this project, and project has met all Statewide Transportation Improvement Program (STIP) requirements and that some combination of state, local, or private funding sources have been applied at the rate of 11.47% or more to match the federal share of 88.53%.

The 395 Route and the FTA Section 5311(f) funding have met the STIP requirements. The local matching funds are to be split equally between Mono and Inyo Local Transportation Commissions. These funds will be requested with ESTA FY 2016-17 budget.

ESTA is seeking approval by Resolution R16-07 for approval for the executive director to sign certification and assurances for the Federal Transit Administration Section 5311(f) Continued Funding for Operating Assistance for the 395 Inter-Regional Bus Route.

RESOLUTION R16-07

**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION,
STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE EXECUTIVE DIRECTOR
TO SIGN REQUIRED CERTIFICATIONS AND ASSURANCES FOR THE FEDERAL
TRANSIT ADMINISTRATION SECTION 5311(F) CAPITAL FUNDING FOR PURCHASE OF
ONE BUS FOR THE EXPANSION OF 395 INTER-REGIONAL BUS ROUTE**

WHEREAS, Eastern Sierra Transit Authority (ESTA) is the recognized public transportation operator in Mono County and therefore receives state and federal funds to operate and provide public transportation services in and for Mono County; and

WHEREAS, sufficient funds to operate the vehicles, or facility, or equipment purchased under this project, as applicable and has coordinated with other transportation providers and users in the region, including social services agencies; and

WHEREAS, the programming of funds for this project has met all State Transportation Improvement Program (STIP) requirements. Some combination of state, local, or private funding sources has been applied at the rate of 11.47% or more to match the federal share of 88.53%.

NOW, THEREFORE, BE IT RESOLVED & ORDERED that the Mono County Local Transportation Commission hereby approves and authorizes the Mono County LTC executive director to sign all required certifications and assurances.

PASSED AND ADOPTED this 11th day of April 2016, by the following vote:

Ayes:
Noes:
Abstain:
Absent:

Shields Richardson, Chair
Mono County Local Transportation Commission

Attest:

CD Ritter, Secretary

**REGIONAL TRANSPORTATION PLANNING AGENCY
CERTIFICATIONS AND ASSURANCES
STATE OF CALIFORNIA
FY2016 FTA SECTION 5311(f) INTERCITY BUS PROGRAM**

1. The transportation planning agency (TPA) has approved, by resolution, the programming of Section 5311(f) Intercity Bus Program funds in one or more of the following categories:

Category 1: Operating Assistance	\$
Category 2: Bus Purchase/Bus Related Equipment	\$167,149.53
Category 3: Transit Infrastructure	\$
Category 4: Planning and Marketing Studies	\$
Total	\$167,149.53

2. Subsequent to award of the project, the Transportation Improvement Plan (TIP) will be amended to include this project. Yes No
3. A combination of state, local, or private funding sources have been or will be committed to provide the required local share. Yes No
4. The applicant has, or will have sufficient funds to complete this project as designated in Parts IV (Description) and V (Budget), having the vehicles and/or equipment to do so.
 Yes No
5. The applicant has coordinated with other transportation providers and users in the region, including social service agencies capable of purchasing service. Yes No

Certifying Representative:

By signing below, I have read and acknowledge that my agency is in compliance with certifications and assurances as stated above.

(Please Print)

Name: _____ Scott Burns _____ Title: _____ Executive Director _____

Signature: _____ Date: _____



Date: April 11, 2016

STAFF REPORT

Subject: FTA Section 5311(f) Intercity Bus Program continued funding for operating assistance for the 395 inter-regional bus route certification and assurances

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

It is recommended that the Commission authorize by Resolution R16-08 the executive director to sign the certification and assurances for the Federal Transit Administration Section 5311(f) continued funding for operating assistance for the 395 inter-regional bus route.

BACKGROUND

The Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Program in California is designed to address the “intercity bus transportation needs of the entire state” by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. The purpose of the Section 5311(f) funding is to provide supplemental financial support to transit operators and to facilitate the most efficient and effective use of available Federal funds in support of providing rural intercity transportation services.

Eastern Sierra Transit (ESTA) operates the 395 Route-North four days per week between Lone Pine and Reno making connections with Greyhound and Reno-Tahoe International Airport. The 395 Route-South is operated three days per week between Mammoth and Lancaster connecting with the Metrolink train. These routes have been supported by FTA Section 5311(f) since the inception of the routes. This grant application is seeking \$244,877 in FTA funds for the continuation of the 395 Routes.

Resolution R16-08 certifies that there will be sufficient funds to operate the vehicles, or facility, or equipment purchased under this project, as applicable and has coordinated with other transportation providers and users in the region, including social services agencies.

Historically, Local Transportation Funds have been used in combination with the grant funding for the operation of the 395 Route. Based on the funding estimates for FY 2016-17, there will be sufficient funds for the operation of these routes. ESTA as the CTSA (Consolidated Transportation Services Agency) for Inyo County has coordinated with other transportation providers and social services agencies in the region.

Additionally, Resolution R16-08 certifies the programming of funds for this project and project has met all State Transportation Improvement Program (STIP) requirements and that some combination of state, local, or private funding sources have been applied at the rate of 44.67% or more to match the federal share of 55.33%.

The 395 Route and the FTA Section 5311(f) funding have met the STIP requirements. The local matching funds are to be split equally between Mono and Inyo Local Transportation Commissions. These funds will be requested with Eastern Sierra Transit FY 2016-17 budget.

ESTA is seeking approval by Resolution R16-08 for the approval for the executive director to sign the certification and assurances for the Federal Transit Administration Section 5311(f) continued funding for operating assistance for the 395 inter-regional bus route.

RESOLUTION R16-08

**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION,
STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE EXECUTIVE
DIRECTOR TO SIGN ALL REQUIRED CERTIFICATIONS AND ASSURANCES FOR THE
FEDERAL TRANSIT ADMINISTRATION SECTION 5311(F)
CONTINUED FUNDING FOR OPERATING ASSISTANCE FOR THE
395 INTER-REGIONAL BUS ROUTE.**

WHEREAS, Eastern Sierra Transit Authority (ESTA) is the recognized public transportation operator in Mono County and therefore receives state and federal funds to operate and provide public transportation services in and for Mono County; and

WHEREAS, sufficient funds to operate the vehicles, or facility, or equipment purchased under this project, as applicable and has coordinated with other transportation providers and users in the region, including social service agencies; and

WHEREAS, the programming of funds for this project has met all State Transportation Improvement Program (STIP) requirements. Some combination of state, local, or private funding sources has been applied at the rate of 44.67% or more to match the federal share of 55.33%.

NOW, THEREFORE, BE IT RESOLVED & ORDERED that the Mono County Local Transportation Commission hereby approves and authorizes the Mono County LTC executive director to sign all required certifications and assurances.

PASSED AND ADOPTED this 11th day of April 2016, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Shields Richardson, Chair
Mono County Local Transportation Commission

Attest:

CD Ritter, Secretary

**REGIONAL TRANSPORTATION PLANNING AGENCY
CERTIFICATIONS AND ASSURANCES
STATE OF CALIFORNIA
FY 2016-17 FTA SECTION 5311(f) INTERCITY BUS PROGRAM**

1. The transportation planning agency (TPA) has approved, by resolution, the programming of Section 5311(f) Intercity Bus Program funds in one or more of the following categories:

Category 1: Operating Assistance	\$244,877.00
Category 2: Bus Purchase/Bus Related Equipment	\$
Category 3: Transit Infrastructure	\$
Category 4: Planning and Marketing Studies	\$
Total	\$244,877.00

2. Subsequent to award of the project, the Transportation Improvement Plan (TIP) will be amended to include this project Yes No
3. A combination of state, local, or private funding sources have been or will be committed to provide the required local share. Yes No
4. The applicant has, or will have sufficient funds to complete this project as designated in Parts IV (Description) and V (Budget), having the vehicles and/or equipment to do so.
 Yes No
5. The applicant has coordinated with other transportation providers and users in the region, including social service agencies capable of purchasing service. Yes No

Certifying Representative:

By signing below, I have read and acknowledge that my agency is in compliance with certifications and assurances as stated above.

(Please Print)

Name: _____ Scott Burns _____ Title: _____ Executive Director _____

Signature: _____ Date: _____

(Blue Ink)