

Mono County Local Transportation Commission

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AGENDA

June 12, 2017 – 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 May 8, 2017 – **p. 1**
4. **COMMISSIONER REPORTS**
5. **ADMINISTRATION**
 - A. Adopt Resolution R17-05 regarding Unmet Transit Needs & provide any desired direction to staff (*Michael Draper*) – **p. 5**
 - B. TDA (Transportation Development Act) allocations (*Megan Mahaffey*)
 1. Approve Resolution R17-06 LTF (Local Transportation Fund) regarding allocation & apportionment – **p. 13**
 2. Approve Resolution R17-07 STA (State Transit Assistance) regarding allocation & apportionment – **p. 19**
 - C. Approve Minute Order M17-02 adopting final OWP (Overall Work Program) (*Gerry Le Francois*) – **p. 32**
6. **LOCAL TRANSPORTATION**
 - A. Schedule end-of-winter debrief
 - B. Establish CTC (California Transportation Commission) subcommittee
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA)
 1. Approve Resolution R17-09 for 5311 for 2017 fund apportionment – **p. 83**
 2. Approve Resolution R17-10 for 5311 for 2018 fund apportionment – **p. 90**
 3. Approve Resolution R17-11 for 5311f fund for US 395 intercity bus route – **p. 97**
 4. Approve Resolution R17-12 for FY 2016-17 Transit System Safety, Security & Disaster Response Account Program allocation of \$11,350 to solar real-time route information signs – **p. 101**
 - B. Yosemite Area Regional Transportation System (YARTS)
8. **CALTRANS**
 - A. Activities in Mono County & pertinent statewide information
9. **INFORMATIONAL**
10. **UPCOMING AGENDA ITEMS**

More on back...

COMMISSIONERS

Sandy Hogan Larry Johnston John Peters, chair Shields Richardson Fred Stump John Wentworth, vice-chair

11. **ADJOURN** to July 10, 2017

***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

May 8, 2017

COUNTY COMMISSIONERS: John Peters, Fred Stump. **ABSENT:** Larry Johnston

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

COUNTY STAFF: Scott Burns, Jeff Walters, Michael Draper, Garrett Higerd, Wendy Sugimura, CD Ritter

TOWN STAFF: Grady Dutton

CALTRANS: Brent Green, Mark Heckman

ESTA: Jill Batchelder

SSTAC: Rick Franz, Jill Batchelder, Beth Himelhoch, Molly DesBaillets, Megan Foster, Pat Espinosa

GUEST: Mike Bodine, *The Sheet*

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair John Peters called the meeting to order at 9:03 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance to the flag.

2. **PUBLIC COMMENT:** No items.

3. MINUTES

MOTION: Approve minutes of April 20, 2017, as amended: Item 4, graph 2, line 2: LTC has ~~never allocated funds not dedicated this funding~~ to streets and roads in recent years. (Hogan/Stump. Ayes: 4-0. Abstain due to absence: Holler. Absent: Johnston.)

4. **COMMISSIONER REPORTS:** **Stump:** Rock Creek Road opened after fishing opener, commended road staff. **Wentworth:** Shady Rest brought up at CPT, needs multi-agency cooperation to address chaos and confusion. Don't assume Town will plow Sawmill Road. 10-12' snow in Lakes Basin. Looking at front country improvements. Work with Mono and LTC agencies. Inyo Craters & Shady Rest in Peters' district. **Holler:** None. **Hogan:** Harsh winter. During 1996-97 flood, road damage to Reds Meadow Road. USFS (US Forest Service) engineers said couldn't open till July 4. Town stepped up, organized volunteers, opened two to three weeks earlier. Important to get road open. What was discovered underneath was massive damage. Holler set up Reds Meadow and Lakes Basin opening meeting, Stump cited one of problems this year is lost institutional memory. Wise to listen to people who were around then. Peters noted different leadership. Humboldt/Toiyabe indicated two USFS road crew visits to address issues. Flood mediation, directing runoff. **Peters:** Amazed at level of communication and collaboration of agencies. Photos, Facebook posts show gravity of situation. Immense amount of work appreciated. Wentworth suggested Town/USFS articulate, go to marketing agencies to get message out to visitors on what expectations should be. Have tourism entities get messaging together. Peters had concerns with month of June reservations at higher-elevation resorts. Maybe expose to new recreational opportunities. Hogan noted impact on PCT (Pacific Crest Trail) hikers and pack stations.

5. ADMINISTRATION

A. **PUBLIC HEARING:** Unmet Transit Needs (*continued from April 10, 2017*): Michael Draper described this annual hearing designed to ensure broad community participation. No needs added in April, but a few others since then. SSTAC meeting called to order: Thanked Town for disabled transit.

Beth Himelhoch commended ESTA on routes to Mammoth Lakes.

COMMISSIONERS

Sandy Hogan Larry Johnston John Peters, chair Shields Richardson Fred Stump John Wentworth, vice-chair

OPEN PUBLIC HEARING Molly DesBaillets mentioned evening DAR (Dial-A-Ride) for Mammoth families without transportation. Heard requests for market, DIY (Do It Yourself) center.

Jill Batchelder reported no calls or requests for ESTA service in six months, so discontinued. DAR (Dial-A-Ride) goes into evening, and people can apply for ADA (American Disabilities Act) if functionally unable to ride fixed route. Trolley runs evenings/nighttime.

When locals used taxi service, was DAR dialed back? Batchelder indicated a few years since evening DAR. Operating costs, passengers served led toward fixed route. Items on matrix came from RPACs.

Megan Foster noted Walker DAR runs only Monday through Thursday. Increase in seniors to community center for lunch, socialization. Maybe again on Friday? Batchelder would see if funding exists to add Friday service. DesBaillets suggested updated matrix, new resolution.

Maybe ESTA could pursue cost analysis to support additional day? Batchelder stated ESTA will pursue cost analysis on feasibility.

How do transit requests flow from matrix? Burns indicated matrix shows if reasonable to meet. Draft resolution identified four unmet needs, none reasonable to meet. Hearing is annual process, but does not prohibit adjustment to services throughout year. Peters recalled Walker concern not mentioned at RPAC.

DesBaillets suggested needs listed be communicated back to group that gathered. She brought up last year the Mammoth evening DAR. Batchelder indicated it was considered unmet need by definition, another step to see if it qualifies as reasonable to meet. Hogan wanted feedback from ESTA on use of route.

Mike Bodine asked about Bridgeport to June Lake route now that clinic is closed. Peters noted it was listed as request under recreation. He commended ESTA on great presentations in Bridgeport and Antelope Valley, and Behavioral Health launched kids programs. **CLOSE BOTH HEARINGS.**

B. Resolution R17-05: Continue Resolution to June 12 meeting.

C. OWP (Overall Work Program) amendment 2016-17, final adjustments: Wendy Sugimura presented adjusted budget. Keep money for administration/management. Money from training into regional trails: \$21,200. Stump indicated restroom needed along trail between Paradise/Tom's Place. Part of trail planning initiation.

Sugimura noted funding moved from airport to elsewhere. Ordinance is needed. Full range of options. Lots money into ATP (Active Transportation Program). Community emergency access funding out, moved to hazard mitigation plan.

Dutton noted Mahaffey and Hayes worked out details. Spend money before it goes away.

Debrief of winter funds? Burns indicated it depends on timing, delay till full extent available. Could tap under flexible work elements.

Inyo Craters/Shady Rest? Burns noted RTP (Regional Transportation Plan) adjust in December has funding, but Housing Element does not. Mammoth Vicinity policy needs high-level work to clarify policies.

Wentworth thought initiatives would coincide, work well for economic development, recreation. Town/County work together. He suggested agencies coordinate messaging to avoid ongoing problems.

MOTION: M17-01: Approve budget adjustment.

D. Walk/Bike/Ride: John Wentworth presented PowerPoint on an effort started in September 2016. Recreation is economy/lifeblood of region. Town looking beyond municipal boundary. Consultant provided actions and tools. Devise models of transit hubs/trail connections. Main Street proposal. Integrate state highway into town in meaningful, functional way. Bike share program. Car share/ride share. Integrate Digital 395 technology. Transit frequencies. Snow management that supports pedestrian mobility. Mobility partnership. E-bikes: National policy says illegal on trails, but visitors unlikely to ride four miles to lakes. Wayfinding signage. Financing. Start on 1.0 right away. State/federal funding interface. Bring up at CTC (California Transportation Commission).

How to take advantage of Digital 395? Peters saw tech components as huge.

Caltrans plan? Mark Heckman mentioned update of ITS plan for Inyo, Mono. Closed-circuit cameras on CMS (Changeable Message Signs). Back from Bay Area. Talked about complete streets. Door-to-door service. Delivery locations for groceries online removed. How deliver stuff? Some subdivisions get drone delivery, retail going bye-bye. Delivery last 50' a "train wreck."

No broadband or phone at Tamarack. How put in infrastructure? Heckman went for \$250,000, see what happens. If ITS grant not approved, keep reapplying.

Peters suggested Complete Streets as future topic (IT component).

--- Break: 10:30 – 10:38 am ---

E. CTC (California Transportation Commission): Burns reviewed letter, sought ideas.

Brent Green noted CTC staff has format, but commissioners don't dictate their agenda. Emphasized that Caltrans would attend, but not in lead role. In past, local stakeholders had passionate people speak to sell message.

Peters suggested Walk/Bike/Ride, YARTS, field trip. Wentworth wanted to invite USFS for specific perspective and suggested working group to include interface and tech issues.

Stump noted area of coverage is entire Eastern Sierra. Important to have brief PowerPoint on area. Real rural portions, even to Death Valley, up US 6, seasonal interconnectivity interrupted at times, lack of other alternatives. CTC needs to understand we're functioning in limited capacity. Projects we support are regional, we're a team. Divvy up time frames for things to happen. Do this toward beginning.

Green recalled other counties show county map, highlighting particular projects.

Bay Area commissioners taking Amtrak to Reno, public transit to Mammoth would show how distant we are. So Cal could travel through Inyo on ESTA from Lancaster, highlighting elements of joint MOU projects.

Peters noted Mono relies heavily on state highway system.

Other entities to invite: Inyo LTC, Kern/Inyo; YARTS; NPS (National Park Service), Kathleen Morse especially; Jeremy Marshall, MWTC (Mountain Warfare Training Center).

Set up subcommittee June 12.

6. LOCAL TRANSPORTATION

A. Reds Meadow Road federal grant

1. **Support letter:** Grady Dutton indicated 8.3 mi to DEPO (Devils Postpile National Monument). The 2.5 mi at top is in dire need of help. Serious issues after thaw. Submit two-part project: upper two-lane, exclude uphill bike lane, reconstruct lower 5.8 mi. Extra \$2 million hurts chance for grant. Include as much as possible for cyclists. Maintenance costs: ESTA adopted \$1 surcharge on shuttle: \$60,000/yr for 25 yr. Start next June to build war chest prior to construction. Take toll credits for federal projects. NPS willing to provide \$500,000 with commitment from Inyo National Forest/Town to solve issues. Concerns about upper portion. Town Council voted to accept NPS offer. USFS offered same. Already \$750,000 for design/environmental work for Minaret Vista and other related items like trailheads. True regional project. For LTC: Letter of support and financial participation. Local match would require resolution. LTC helped get Upper Main Street under way. Apply funds toward maintenance. Start 2021, finish 2022. Would be 10-12 years before any money needed. Request today: sharing maintenance of road. ESTA funding for 25 years. Asked LTC to commit first 25 years as well. Not recommend an amount. Overmatch or maintenance.

Spending Mono money in Madera? *Dutton indicated it's a Town highway.* Burns will research further.

Stump mentioned comments on 1996-97. Drainage on low section included? *Dutton noted FHWA design is done all over the place. Very good job, especially on drainage.*

MOTION: Authorize LTC support letter on Reds Meadow Road reconstruction project
(*Hogan/Stump. Ayes: 5-0. Absent: Johnston.*)

Dutton wanted to formalize LTC commitment. Consensus: LTC would assist maintenance funding.

Potential STIP project in 2026 cycle that should come to fruition by 2028? *Dutton thought it could be appropriate.*

DEPO excluded? *Only Reds Meadow Road.*

Higerd thought it a reasonable request; i.e., Rock Creek, Convict Lake. Understanding that as part of road system, LTC could participate in maintenance of FLAP projects. This road is not currently in Town's maintained mileage.

MOTION: LTC considered adding mileage identified thru FLAP grant to Town's road inventory
(*Wentworth/Hogan. Ayes: 5-0. Absent: Johnston.*)

2. **County boundary change:** Scott Burns indicated not LAFCO role. Governor-appointed commission. If counties agree, send conditions, adopt resolution, and forward to Secretary of State.

Stump noted no election needed. Small area transfer, no inhabitants yet major [impact].

Burns will research minor vs. major. Wanted to go for grant now, work Madera in.

Wentworth saw it inappropriate with FLAP application. Benefits to Mono. Keep conversation going.

Dan Holler talked to Assemblyman Bigelow several years ago, but reached standstill, dropped.

B. US Bicycle Route: Johnston saw risk biking through Yosemite. Garrett Higerd cited increased bike traffic in Yosemite where no shoulders exist, may violate other Park planning. E-bike component? *Defer to Park on e-bike.* LTC could authorize letter for chair's signature. If LTC approves, forward to BOS

7. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): Jill Batchelder presented operating statistics. \$73,000 in passenger fares, use up. Farebox ratios for Mammoth up very high. Fare promotion on 10-punch pass attracted snow shovelers. Gray Line discontinued, but ridership increased on trolley and Red Line. Passengers/hour met and exceeded. Long-distance routes: Goal = 100 passengers/service hour.

B. YARTS (Yosemite Area Regional Transportation System): Michael Draper spoke with Dick Whittington, who talked with Supervisors Corless and Gardner about reservations, which have been halted temporarily. Total of 73 exist Memorial Day to June 24. YARTS contacted riders to offer refunds. Disappointed, but appreciated contact. Stopping completely for now. Mono has been most successful in reservations. Justin Nalder's Facebook and social media blasts contributed. May 15 summer kickoff on west side. Two issues: Rush Creek Lodge east of Groveland. Parking lot built improperly, so try again. Hwy 41 in Coarsegold has no bus stop, as former site no longer wants it. Stump suggested Investigating bus stop at large Cal Fire station in Coarsegold.

8. CALTRANS

A. Activities in Mono County & Statewide information: Brent Green noted Commissioner John Peters spoke at annual fallen workers memorial. Install charging station in Bishop and Crestview.

Green indicated preventive projects may be 20 years instead of five. Fix for long term. SB 1 money allocated for poor or fair.

LTC was invited to attend press event on Tioga Road next Monday. Requires vests/hard hats/shovels. Helicopter footage showed heavily snow-covered road up to entry gate. NPS/Caltrans project is a week or so ahead, but no projected opening now. Mono County's side is usually done first. Jeff Walters stated NPS is averaging half-mile/day in 10-12' of snow, now to White Wolf.

B: Highway 168 TCR (Transportation Concept Report): Mark Heckman noted emphasis on West Line Street to lakes. Mono has Oasis segment only. Stump suggested agricultural equipment in "purpose."

9. QUARTERLY REPORTS

A. Town of Mammoth Lakes: Grady Dutton noted sidewalk from Mountain Boulevard to Minaret Road starts May 15. SCE removing last of poles, so no street lights on north side of Main Street till done. Airport RFQ: Discussing Bishop airport. Showed how Lakes Basin was severely impacted. Lots in shadow, more like glacier, heavy, wet, solid. Horseshoe restrooms totally buried. Some power lines down in snow. Cabin use prohibited till sewer fixed. Will coordinate for half marathon. Not this much water in 45 years, not snowbanks, drifts. Look up 1970s. 1982-83 = 546" snow. No prior years come close to this year. Have to fell a lot of trees. Peters thought photos truly captivating. Wentworth lauded MCWD's snowcats.

B. Mono County: Garrett Higerd stated North Shore Drive pavement project is out to bid. February gully washes on Lower Rock Creek Road need emergency repairs. Permanent repairs estimated \$0.5 million to \$1 million. Stump recalled that when CHP closed US 395, traffic used Lower Rock Creek.

Higerd is monitoring emergency declarations. Potential bike lanes in future. Erosion underneath edges, pavement compromised. Other projects in queue. SB 1 provides additional funds. Maybe expedite pavement protection. Proposed project list by mid-June.

--- Wentworth departed at 12:10 pm ---

Stump indicated Orange County has initiated a ballot measure to repeal SB 1.

C. Caltrans: Brent Green q three sidewalk projects that may not be consistent with Town's long-term plans. Walker CAPM (Capital Maintenance Project) date? *Two-season job starts this summer.*

10. **INFORMATIONAL:** No items.

11. **UPCOMING AGENDA ITEMS:** 1) Unmet transit needs R17-05; 2) TDA allocations; 3) final OWP; 4) CTC subcommittee; and 5) end-of-winter debrief.

12. **ADJOURN** at 12:13 p.m. to June 12 2017

Prepared by CD Ritter, LTC secretary

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Staff Report

June 12, 2017

TO: Mono County Local Transportation Commission

FROM: Michael Draper, Community Development Analyst
John Helm and Jill Batchelder, ESTA/CTSA

SUBJECT: Unmet Transit Needs Determination

RECOMMENDATION: Adopt Resolution R17-05 making findings that there are no unmet transit needs that are reasonable to meet.

FISCAL IMPLICATIONS: None.

ENVIRONMENTAL COMPLIANCE: N/A

POLICY CONSISTENCY: Consistent with State law requirements for the unmet transit needs process (PUC §99401.5) and the annual public hearing for the citizen participation (PUC §99238).

DISCUSSION:

The Mono County LTC and the Social Services Transportation Advisory Council (SSTAC) held a joint public hearing at the LTC's regular meetings April 10 and May 8, 2017, at 9 a.m. as required by State law to meet the Citizen Participation Process and the unmet needs process. Public notices of these hearings were published in accordance with state law in local newspapers, and flyers printed in both Spanish and English were posted in Mono County offices.

The public hearing was 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. This public hearing was 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, and to solicit comments on the 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.

The Eastern Sierra Transit Authority, in its role as the Consolidated Transportation Services Agency (CTSA) for Mono County and with some assistance from LTC and County staff, attended Regional Planning Advisory Committee (RPAC) or community meetings in Antelope Valley, Benton/Hammil, Bridgeport, Chalfant, June Lake, Mono Basin, and Long Valley to solicit public input throughout March and April 2017 and noticed town of Mammoth Lakes residents to the public meetings held in Mammoth Lakes.

Public comments received through ESTA's outreach, at the public hearing, and LTC and SSTAC discussion points are summarized in Attachment #2 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 all concerns raised.

ATTACHMENTS

- LTC Resolution 98-01 defining "unmet transit needs" and "reasonable to meet"
- Summary and analysis of public transit requests for fiscal year 2017-18
- Resolution R17-05

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

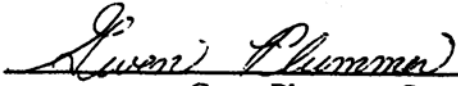
NOW, THEREFORE, BE IT RESOLVED that the herein contained definition and findings are consistent with the Mono County Regional Transportation Plan, 1998 Update.

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 2017-18

QUALIFYING UNMET NEEDS				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
1.	Provide transportation between Mammoth and June.	This is a request for a service expansion, 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.	An existing route between Reno, NV, and Lone Pine, CA, makes stops in both Mammoth and at June Lake Junction. The route runs on Monday, Tuesday, Thursday, and Friday. An employee shuttle that operates between Mammoth and June Lake during the winter months is available to the public.
2.	Provide transportation to intermediate points such as Convict Lake, McGee Creek.	This is a request for a service expansion, 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.	The Mammoth Express route stop in Crowley Lake could be utilized. In addition with advance notice or request to the driver, the route will stop at the intersection of 395 and Convict Lake Road and McGee Creek Road. There are private services (e.g., taxis) in the area that can provide further service.
3.	Provide transportation from Bridgeport and Lee Vining to Mammoth Lakes for youth to recreate.	This is a request for a service expansion, 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.	Monitor transit demand and needs within the communities of Bridgeport and Lee Vining through annual RPAC meeting outreach.
4.	Provide transportation services on Fridays in Walker, CA, for seniors to attend the community lunch and social	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	Overall the Walker service is not reasonable to meet as it does not meet the 10% farebox requirement. If the service is to continue there are two possible options for adding Friday service: Option 1 – add eight hours of Dial-A-Ride service on Fridays. Option 2 - reducing Dial-A-Ride service from eight hours per day Monday-Thursday to seven hours per day and add seven hours of service on Friday.	Option 1: The cost of adding eight (8) hours for Dial-A-Ride service on Fridays would be \$18,000 for FY 17/18. Option 2 would be to reduce the Dial-A-Ride hours to seven hours per day Monday through Friday. This would net three hours of additional service per week at a cost of \$9,000 for the year.
5.	Provide transportation between Bishop and Mammoth on weekends.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	When Saturday service between Bishop and Mammoth was eliminated several years ago, it was not economically effective due to low ridership.	A rough cost estimate to add two round trips per day on Saturday and Sunday between Bishop and Mammoth would be \$47,000/year, estimating that the farebox would be 16% (same as weekday service).

NOT CONSIDERED TO BE AN UNMET NEED				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
6.	A comment was received that there is concern over having to raise a total of \$2,500 to cover 10% of operating cost plus \$400 of expected fare revenue of the Summer Shuttle service	This was a concern, not requests for services, and therefore are not unmet needs.	NA	Supervisor Gardner was present at the meeting and offered his service in approaching the June Lake Chamber of Commerce and Women's Club for financial assistance. The Summer Shuttle was run last year but ridership and fares did not warrant continuation of the route. A proposal was put to the community for operating the service in 2017 if the community would provide 10% of the operating cost plus \$400 for expected fare, since the service is free. The goal is to reduce the total subsidy such that ESTA could operate the service as a free shuttle to truly gauge demand.
7.	A question was asked whether paper schedules and information was available in town. Staff indicated that paper schedules were discouraged by the public in the past when the stop moved from the General Store to the park.	This was a question on a route information, and therefore not an unmet need.	NA	Although it is worthwhile to note paper copies of transit information is posted in Bridgeport businesses.
8.	A question was asked if the local (June Lake) Dial-A-Ride functioned well.	This was a question of an established service, and therefore not an unmet need.	NA	Staff indicated that it was on par with other like systems, averaged 1.6 passenger trips per hour, and the service subsidy per hour is greater than the minimum goal.
9.	A request was made to expand services in Mammoth Lakes into the evenings to provide transportation to those without vehicles.	This is not considered an unmet need.	NA	This service had been offered in the past and received no use. Mammoth Lakes' free trolley service already provides evening service. Eastern Sierra Transit Authority will continue its outreach to educate the general public on existing services.
10.	Some of the issue (i.e.. Mammoth to June) is education, if more people had better awareness of the existing services, they would express less of an "unmet need."	This comment does not affect the availability of transit; therefore, this is not considered an unmet need.	NA	Staff continually makes an effort to provide information to the public with fliers, radio broadcasts, schedule postings, and updates to relevant websites.

RESOLUTION R17-05
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
MAKING FINDINGS REGARDING "REASONABLE TO MEET"
AND "UNMET TRANSIT NEEDS"

WHEREAS, the Mono County Local Transportation (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

WHEREAS, the MCLTC held an unmet needs hearing, and in keeping with Public Utilities Code Section 99401.5, the MCLTC has considered the size and location of identifiable groups likely to be dependent upon public or transit disadvantaged, has analyzed the adequacy of existing public transportation services, and potential alternative transportation services that would meet all or part of the transit demand; and

WHEREAS, MCLTC has received and considered public testimony on "whether or not there are unmet needs in Mono County" at April 10 and May 8, 2017, public hearings in Mono County jointly held with the Social Services Transit Advisory Council; and

WHEREAS, the MCLTC has previously defined the terms "unmet transit needs" and "reasonable to meet" by resolution; and

WHEREAS, the following table summarizes the commission's determinations regarding conformance of unmet need transit requests with MCLTC definitions of unmet transit needs and reasonable to meet:

Transit Request	Unmet Need	Reasonable to Meet
Provide transportation between Mammoth and June.	Yes	No
Provide transportation to intermediate points such as Convict Lake, McGee Creek.	Yes	No
Provide transportation from Bridgeport and Lee Vining to Mammoth Lakes for youth to recreate.	Yes	No
Provide transportation between Bishop and Mammoth on weekends.	Yes	No
Provide transportation services on Fridays in Walker, CA, for seniors to attend social events and a community lunch.	Yes	No

NOW, THEREFORE, BE IT RESOLVED, the MCLTC finds there are unmet needs that are reasonable to meet in Mono County, and that these needs shall be funded before any allocation is made for streets and roads within the jurisdiction.

PASSED AND ADOPTED this 12th day of June 2017, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

John Peters, Chair
Local Transportation Commission

ATTEST:

CD Ritter, LTC Secretary

Mono County Local Transportation Commission

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June 12, 2017

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, LTC Accountant

RE: FY 2017-18 Local Transportation Fund (LTF) Apportionment and Allocation

RECOMMENDATION

Approve Resolution R17-06 approving the Local Transportation Fund 2017-18 fiscal year allocation.

FINANCIAL IMPLICATIONS

The 2017-18 estimate from the Mono County Auditor/Controller Office for LTF funding is \$604,264. Allocation of these funds is guided by the Transportation Development Act. This is \$3,523.41 below the 2016-17 estimate.

DISCUSSION

The Mono County Local Transportation Commission is the Regional Transportation Planning Agency (RTPA) responsible for apportioning and administering the Local Transportation Fund in accordance with the Transportation Development Act. The Local Transportation fund is comprised of 0.25% of local sales and use tax distributed by the State Board of Equalization monthly based on sales tax collected in each county. Annually the Mono County director of finance provides the Local Transportation Commission with estimates for the Local Transportation Fund revenue for the upcoming fiscal year. The Mono County Assistant Finance Director LTF 2017-18 estimate was for \$604,264. Mono LTC staff estimates the rollover from the LTF reserve to be \$105,449. The total available balance for 2016-17 allocation is \$784,713. The Mono County LTC received claimant letters from Eastern Sierra Transit Authority (ESTA), Yosemite Area Regional Transportation System (YARTS), and Mono County Social Services.

Each year, the LTC must adopt a resolution establishing how these funds will be allocated. Based on the Local Transportation Act, Auditor's 2017-18 estimate, the submitted claimant letters and direction from the Commission, LTC staff proposes the attached Resolution R17-06.

If there are any questions regarding this item, please contact Megan Mahaffey at 760.924.1836.

ATTACHMENTS

- 2017-18 actuals and estimates
- 2017-18 proposed LTF allocation
- Resolution R17-06

LTF Allocations

267-00-000-17010

	<u>FY 07-08</u>	<u>FY 08-09</u>	<u>FY 09-10</u>	<u>FY 10-11</u>	<u>FY 11-12</u>	<u>FY 12-13</u>	<u>FY 13-14</u>	<u>FY 14-15</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>	ROLLING		
												10 Year Average	% of total	Cum %
July	\$ 46,700.00	\$ 39,100.00	\$ 31,700.00	\$ 29,200.00	\$ 30,300.00	\$ 34,900.00	\$ 38,700.00	\$ 39,000.00	\$ 37,300.00	\$ 36,900.00	\$ 36,380.00	\$36,380	5.99%	5.99%
August	\$ 62,300.00	\$ 52,200.00	\$ 37,500.00	\$ 38,900.00	\$ 40,400.00	\$ 46,500.00	\$ 51,600.00	\$ 52,000.00	\$ 49,700.00	\$ 49,200.00	\$ 48,030.00	\$48,030	7.91%	13.89%
September	\$ 41,932.66	\$ 59,991.00	\$ 52,438.20	\$ 48,259.74	\$ 67,356.29	\$ 69,720.18	\$ 58,333.34	\$ 54,319.28	\$ 62,366.24	\$ 80,307.33	\$ 59,502.00	\$59,502	9.79%	23.69%
October	\$ 55,300.00	\$ 53,400.00	\$ 45,300.00	\$ 40,700.00	\$ 45,500.00	\$ 50,900.00	\$ 50,500.00	\$ 51,400.00	\$ 54,200.00	\$ 53,100.00	\$ 50,030.00	\$50,030	8.23%	31.92%
November	\$ 73,700.00	\$ 71,200.00	\$ 51,300.00	\$ 54,200.00	\$ 60,600.00	\$ 67,800.00	\$ 67,300.00	\$ 68,600.00	\$ 72,200.00	\$ 70,800.00	\$ 65,770.00	\$65,770	10.83%	42.75%
December	\$ 57,837.16	\$ 54,560.37	\$ 44,741.37	\$ 64,014.70	\$ 59,606.15	\$ 42,976.29	\$ 49,973.29	\$ 60,479.30	\$ 48,447.09	\$ 68,007.61	\$ 53,710.00	\$55,064	9.06%	51.81%
January	\$ 48,700.00	\$ 43,100.00	\$ 36,100.00	\$ 31,200.00	\$ 36,100.00	\$ 38,900.00	\$ 37,800.00	\$ 41,200.00	\$ 39,700.00	\$ 43,800.00	\$ 39,325.00	\$39,660	6.53%	58.34%
February	\$ 64,900.00	\$ 47,300.00	\$ 48,200.00	\$ 41,600.00	\$ 48,100.00	\$ 51,800.00	\$ 50,400.00	\$ 54,900.00	\$ 53,000.00	\$ 58,400.00	\$ 51,415.00	\$51,860	8.54%	66.87%
March	\$ 46,389.17	\$ 52,099.01	\$ 24,821.57	\$ 64,440.36	\$ 58,082.44	\$ 42,235.58	\$ 62,547.00	\$ 48,387.15	\$ 66,239.89	\$ 59,886.26	\$ 52,256.00	\$52,513	8.64%	75.52%
April	\$ 48,900.00	\$ 44,800.00	\$ 35,100.00	\$ 43,000.00	\$ 41,300.00	\$ 40,400.00	\$ 43,200.00	\$ 46,100.00	\$ 32,800.00	\$ 43,400.00	\$ 41,505.00	\$41,900	6.90%	82.41%
May	\$ 65,200.00	\$ 48,100.00	\$ 51,300.00	\$ 63,100.00	\$ 55,000.00	\$ 53,900.00	\$ 57,600.00	\$ 61,500.00	\$ 43,700.00	\$ 57,800.00	\$ 55,200.00	\$55,720	9.17%	91.58%
June	\$ 55,315.44	\$ 29,006.27	\$ 67,027.06	\$ 27,264.49	\$ 41,344.72	\$ 57,346.87	\$ 61,092.02	\$ 938.94	\$ 114,400.33	\$ 57,669.64	\$ 51,141.00	\$51,141	8.42%	###
Total	\$ 667,174.43	\$ 594,856.65	\$ 525,528.20	\$ 545,879.29	\$ 583,689.60	\$ 597,378.92	\$ 629,045.65	\$ 578,824.67	\$ 674,053.55	\$ 679,270.84	\$ 604,264.00	\$607,570	100.00%	
<i>Estimates</i>	\$ 670,000.00	\$ 630,000.00	\$ 580,000.00	\$ 580,000.00	\$ 497,000.00	\$ 560,000.00	\$ 575,000.00	\$ 592,235.00	\$ 622,812.00	\$ 607,787.41	\$ 604,264.00			

2017/18

LTF ALLOCATION

		Budget	
Reserve forward + unbudgeted revenue	\$	105,449	
Rollover			
Estimated 2017/18 revenue	\$	604,264	
Estimated Total Revenue	\$	709,713	
Specific Allocations			
Reserve -15%	\$	106,457	
Administration	\$	10,000	
Annual Audit	\$	10,000	
Planning and Programming	\$	10,000	3 Year maximum allocation
Bike Path-2% of balance	\$	11,465	201718 = Mono year 1
ESTA-CTSA <5% of bal	\$	20,700	
Senior Services	\$	30,000	
YARTS	\$	35,000	
ESTA 395 Routes allocation	\$	114,740	
Remaining Balance			
	\$	361,351	
ESTA - Town of Mammoth Lakes 58%	\$	209,584	
ESTA - Mono County 42%	\$	151,767	

75811

RESOLUTION R17-06
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
ALLOCATING LOCAL TRANSPORTATION FUNDS FOR FISCAL YEAR 2017-18

WHEREAS, the Mono County Local Transportation Commission (MCLTC) is the designated transportation planning agency pursuant to Government Code Section 29535 and by action of the Secretary of Business, Transportation and Housing, and, as such, has the responsibility to apportion and allocate Local Transportation Funds (LTF); and

WHEREAS, the County auditor has estimated that **\$604,264** of MCLTC moneys will be available for apportionment in fiscal year **2017-18**. Staff estimates that an additional **\$105,449** of prior-year reserve and unallocated revenue for a total apportionment of **\$709,713**; and

WHEREAS, in accordance with the adopted MCLTC Handbook, a reserve of 15% of the budgeted allocation will be established, totaling **\$106,457**; and

WHEREAS, pursuant to the Transportation Development Act, the following funds are allocated and apportioned under priority 1:

- In accordance with the adopted MCLTC Handbook, **\$10,000** of LTF has been committed to LTF auditing and **\$10,000** to administration per 99233.1; and

WHEREAS, pursuant to the Transportation Development Act, the following funds are allocated and apportioned under priority 2:

- In accordance to the adopted MCLTC Handbook, **\$10,000** of LTF has been committed to LTF planning and programming per 99233.2; and

WHEREAS, pursuant to the Transportation Development Act, the following funds are allocated and apportioned under priority 3:

- Based upon prior action of the MCLTC, and in accordance with 99233.3 of the Transportation Development Act, 2% of the remaining LTF, or **\$11,465**, will be “set aside” for bike path construction. The **2017-18** apportionment and allocation is the **first year** of a three-year allocation to Mono County; and

WHEREAS, pursuant to the Transportation Development Act, the following funds are allocated and apportioned under priority 6:

- In accordance with 99233.7 of the Transportation Development Act, **\$20,700** (less than 5% of the remaining LTF), is available for administration for ESTA serving as the Mono County Consolidated Transportation Service Agency (CTSA); and

WHEREAS, pursuant to the Transportation Development Act, the following funds are allocated and apportioned under priority 7:

- **\$30,000** of LTF will be allocated and apportioned to the Mono County Senior Program for medical escort service for seniors and other transit dependent adults,
- **\$35,000** of LTF will be allocated and apportioned to YARTS for operating costs; and
- **\$114,740** will be allocated and apportioned for the 395 Routes Service (TDA Section 99262); and

WHEREAS, the MCLTC has accepted the pending ESTA-proposed Mono County and Town of Mammoth Lakes transit system budget of **\$361,351** for FY **2017-18**; and

WHEREAS, the remaining available LTF moneys, **\$361,351**, will be split 58% for the Town of Mammoth Lakes and 42% for Mono County; and

WHEREAS, if revenues still exceed projections, the following allocations and apportionments will apply:

- 15% to be placed in reserve
- 49.3% (58% of balance) to the Town of Mammoth Lakes
- 35.7% (42% of balance) to Mono County.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission does hereby allocates **2017-18** LTF moneys as follows:

1. **\$106,449** into reserve
2. **\$10,000** for LTC annual audit costs for the LTF, Public Utilities Code 99233.1
3. **\$10,000** for LTC administration for the LTF, Public Utilities Code 99233.1
4. **\$10,000** for LTC planning and programming, Public Utilities Code 99233.2
5. **\$11,465** or 2% of remaining LTF moneys for bicycle path “set-aside” to TOML.
6. **\$20,700** (included in the ESTA budget) is apportioned and allocated to Eastern Sierra Transit Authority for CTSA administration, Public Utilities Code 99233.7.
7. **\$30,000** of remaining LTF to the Mono County Senior Program for medical escort service for seniors and other transit dependent adults.
8. **\$35,000** is apportioned and allocated to YARTS for FY **2015-16** for operating costs.
9. **\$114,740** is apportioned and allocated to ESTA for the CREST service (TDA Section 99262).
10. **\$361,351** of remaining LTF, Public Utilities Code 99400 (c) apportioned and allocated to Mono County and the Town of Mammoth Lakes for system operations (**Town \$209,584; County \$151,767**).

BE IT FURTHER RESOLVED that the Mono County Local Transportation Commission does hereby apportion and allocate **2017-18** LTF moneys in excess of budget projections as follows:

1. The following split will be used:
 - a. 15% to be placed in reserve
 - b. 49.3% (58% of balance) to the Town of Mammoth Lakes
 - c. 35.7% (42% of balance) to Mono County

BE IT FURTHER RESOLVED that this action is taken in conformance with the Mono County Regional Transportation Plan (RTP) and with the Commission’s earlier action defining current “Unmet Transit Needs” and that are “Reasonable to Meet.”

PASSED AND ADOPTED this 12th day of June 2017, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

John Peters, Chair
Local Transportation Commission

ATTEST:

CD Ritter, LTC Secretary

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

June 12, 2017

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, LTC Fiscal Analyst

RE: FY 2017-18 State Transit Assistance Fund (STA) apportionment and allocation

RECOMMENDATION

Approve Resolution R17-06 approving the State Transit Assistance 2017-18 fiscal year apportionment and allocation.

FINANCIAL IMPLICATIONS

The 2017-18 estimate, as provided by the State Controller's Office for STA funding, is \$152,445. Allocation of these funds is guided by the Transportation Development Act. This is \$1,832 above the 2016-17 STA estimate.

DISCUSSION

The State Controller has estimated that Mono County's share of the STA 2016-17 allocation is \$152,445 as per the attached, with \$51,344 from PUC 99313 and \$101,101 from PUC 99314. The allocation is based on the Public Utilities Code sections 99313 and 99314. It should be noted that the Section 99314 allocation is based on the Annual Report of Financial Transactions of Transit Operators, as submitted by ESTA. Reporting requirements result in ESTA's submitting one report for all services in Inyo and Mono counties. Therefore, the Section 99314 allocation actually reflects the regional allocation for both counties. Note that 30% of the 99314 funds will be directed to Inyo County (\$30,330). Staff has a claimant letter on file for these funds, as required by the Transportation Development Act and State Law (Public Utilities Code Section 99313 and 99314). The attached resolution R17-06 allocates these funds to ESTA for transit operations.

If there are any questions regarding this item, please contact Megan Mahaffey at 760.924.1836.

ATTACHMENTS

- State Controller Allocation FY 2017-18
- Resolution R17-06



BETTY T. YEE
California State Controller

January 30, 2017

County Auditors Responsible for State Transit Assistance Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Fiscal Year 2017-18 State Transit Assistance Allocation Preliminary Estimate

Pursuant to Public Utilities Code (PUC) section 99312.7(a), the State Controller is required to provide a preliminary estimate of the amount of State Transit Assistance (STA) funds to be allocated to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of PUC sections 99313 and 99314.

The estimated amount of STA funds budgeted, according to the fiscal year (FY) 2017-18 proposed California Budget, is \$293,792,000. We anticipate that the first quarter's allocation will be paid in November 2017.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. Chapter 339, Statutes of 2016, requires the FY 2017-18 revenue portion pursuant to PUC section 99314.8 to be allocated using the revenue basis figures from the revised FY 2014-15 fourth-quarter STA allocation. Pursuant to PUC section 99314.3, each TPA is required to allocate funds to the transit operators in the area of its jurisdiction.

Enclosed is a summary of FY 2017-18 STA estimates and detail for PUC section 99314.8 allocations. Remaining adjustments from prior years are also provided for your information.

If you have questions or require additional information, please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov.

Sincerely,

(Original Signed)

JIM REISINGER
Manager

Enclosures

STATE CONTROLLER'S OFFICE
2017-18 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE

SUMMARY
JANUARY 30, 2017

<u>Regional Entity</u>	PUC 99313 Fiscal Year 2017-18 Estimate	PUC 99314.8 Fiscal Year 2017-18 Estimate	Total Fiscal Year 2017-18 Estimate
	A	B	C= (A + B)
MTC	\$ 28,624,767	\$ 81,827,767	\$ 110,452,534
SACOG	7,040,615	3,365,020	10,405,635
San Diego MTS	9,246,748	5,146,665	14,393,413
SANDAG	3,059,278	1,540,869	4,600,147
TRPA	375,545	29,453	404,998
Alpine	4,363	297	4,660
Amador	141,100	8,278	149,378
Butte	840,460	53,429	893,889
Calaveras	169,165	0	169,165
Colusa	82,130	3,843	85,973
Del Norte	100,327	7,996	108,323
El Dorado	605,038	64,659	669,697
Fresno	3,684,165	452,116	4,136,281
Glenn	107,276	0	107,276
Humboldt	505,606	90,822	596,428
Imperial	695,382	62,415	757,797
Inyo	69,789	0	69,789
Kern	3,317,320	282,837	3,600,157
Kings	562,698	29,897	592,595
Lake	240,634	20,563	261,197
Lassen	115,179	8,314	123,493
Los Angeles	38,323,202	42,500,214	80,823,416
Madera	581,318	0	581,318
Mariposa	67,951	225	68,176
Mendocino	330,712	24,621	355,333
Merced	1,016,252	52,195	1,068,447
Modoc	36,066	0	36,066
Mono	51,344	101,101	152,445
Monterey	1,635,925	264,464	1,900,389
Nevada	367,073	14,929	382,002
Orange	11,910,867	4,106,072	16,016,939
Placer	1,105,761	196,533	1,302,294
Plumas	74,387	0	74,387
Riverside	8,785,601	1,683,368	10,468,969
San Benito	211,978	0	211,978
San Bernardino	8,006,297	1,785,419	9,791,716
San Joaquin	2,744,328	630,532	3,374,860
San Luis Obispo	1,040,193	100,326	1,140,519
Santa Barbara	1,671,621	579,520	2,251,141
Santa Cruz	1,032,429	1,032,004	2,064,433
Shasta	668,293	56,648	724,941
Sierra	11,986	0	11,986
Siskiyou	167,414	11,559	178,973
Stanislaus	2,021,487	149,350	2,170,837
Tehama	239,242	0	239,242
Trinity	51,142	3,257	54,399
Tulare	1,745,046	204,361	1,949,407
Tuolumne	205,436	0	205,436
Ventura	3,205,064	404,062	3,609,126
State Totals	\$ 146,896,000	\$ 146,896,000	\$ 293,792,000

STATE CONTROLLER'S OFFICE
2017-18 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314.8 ALLOCATION DETAIL
JANUARY 30, 2017

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis¹</u>	<u>PUC 99314.8 Fiscal Year 2017-18 Estimate</u>
Altamont Corridor Express (ACE)*		
Alameda County Congestion Management Agency	\$ NA	\$ 205,020
Santa Clara Valley Transportation Authority	NA	219,474
San Joaquin Regional Rail Commission	NA	176,598
Regional Entity Totals	0	601,092
	0	(601,092)
MTC		
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**	1,423,910,829	57,116,298
Central Contra Costa Transit Authority	12,019,260	482,120
City of Dixon	93,249	3,740
Eastern Contra Costa Transit Authority	5,566,485	223,284
City of Fairfield	2,348,818	94,216
Golden Gate Bridge Highway and Transportation District	94,134,652	3,775,955
City of Healdsburg	9,859	395
Livermore-Amador Valley Transit Authority	4,858,325	194,878
Marin County Transit District	17,532,740	703,278
Napa County Transportation and Planning Agency	1,214,077	48,699
Peninsula Corridor Joint Powers Board	106,342,764	4,265,651
City of Petaluma	272,671	10,937
City of Rio Vista	21,444	860
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	25,874,414	1,037,881
San Mateo County Transit District	65,399,995	2,623,342
Santa Clara Valley Transportation Authority	251,622,009	10,093,131
City of Santa Rosa	2,669,412	107,076
Solano County Transit (SOLTRANS)	5,483,742	219,965
County of Sonoma	2,890,269	115,935
City of Union City	821,901	32,968
Western Contra Costa Transit Authority	6,298,928	252,664
Regional Entity Subtotals	2,029,385,843	81,403,273
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	205,020
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	219,474
Regional Entity Totals	2,029,385,843	81,827,767

* The amounts allocated to the member agencies of Altamont Corridor Express (ACE) are included with their corresponding transportation planning agency.

** The amounts for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco are combined.

¹ From the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation.

STATE CONTROLLER'S OFFICE
2017-18 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314.8 ALLOCATION DETAIL
JANUARY 30, 2017

Regional Entity and Operator(s)	Revenue Basis ¹	PUC 99314.8 Fiscal Year 2017-18 Estimate
SACOG		
City of Davis	2,735,100	109,711
City of Elk Grove	1,651,977	66,265
City of Folsom	449,780	18,042
Sacramento Regional Transit System	73,413,234	2,944,771
Yolo County Transportation District	4,191,387	168,126
Yuba Sutter Transit Authority	1,448,569	58,105
Regional Entity Totals	83,890,047	3,365,020
San Diego MTS		
City of Chula Vista	2,858,823	114,674
San Diego MTS	30,321,046	1,216,246
San Diego Transit Corporation	48,683,328	1,952,799
San Diego Trolley, Inc.	46,443,308	1,862,946
Regional Entity Totals	128,306,505	5,146,665
SANDAG		
North San Diego County Transit District	38,413,916	1,540,869
Southern California Regional Rail Authority***		
Los Angeles County Metropolitan Transportation Authority	NA	4,057,563
Orange County Transportation Authority	NA	1,992,785
Riverside County Transportation Commission	NA	602,667
San Bernardino Associated Governments	NA	1,070,341
Ventura County Transportation Commission	NA	244,640
Regional Entity Totals	0	7,967,996
	0	(7,967,996)

 *** The amounts allocated to the member agencies of Southern California Regional Rail Authority (SCRRA) are included with their corresponding transportation planning agency.

¹ From the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation.

STATE CONTROLLER'S OFFICE
2017-18 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314.8 ALLOCATION DETAIL
JANUARY 30, 2017

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis¹</u>	<u>PUC 99314.8 Fiscal Year 2017-18 Estimate</u>
TRPA Tahoe Transportation District	734,260	29,453
Alpine County of Alpine	7,412	297
Amador Amador Regional Transit System	206,370	8,278
Butte Butte Regional Transit	1,331,994	53,429
Calaveras	None	None
Colusa County of Colusa	95,802	3,843
Del Norte Redwood Coast Transit Authority	199,346	7,996
El Dorado El Dorado County Transit Authority	1,611,946	64,659
Fresno City of Clovis	991,774	39,782
City of Fresno	9,099,469	365,000
Fresno County Rural Transit Agency	1,180,046	47,334
Regional Entity Totals	11,271,289	452,116
Glenn	None	None

¹ From the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation.

STATE CONTROLLER'S OFFICE
2017-18 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314.8 ALLOCATION DETAIL
JANUARY 30, 2017

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis¹</u>	<u>PUC 99314.8 Fiscal Year 2017-18 Estimate</u>
Humboldt		
City of Arcata	218,708	8,773
City of Eureka	520,348	20,872
City of Fortuna	12,167	488
Humboldt Transit Authority	1,512,987	60,689
Regional Entity Totals	2,264,210	90,822
Imperial		
City of Imperial	12,261	492
Imperial County Transportation Commission (ICTC)	1,448,802	58,115
Imperial County Transportation Commission (ICTC)-Specialized Service	94,946	3,808
Regional Entity Totals	1,556,009	62,415
Inyo		
	None	None
Kern		
City of Arvin	82,801	3,321
City of California City	25,921	1,040
City of Delano	127,153	5,100
Golden Empire Transit District	5,180,220	207,790
County of Kern	956,498	38,367
City of Ridgecrest	273,697	10,979
City of Shafter	52,932	2,123
City of Taft	320,284	12,847
City of Tehachapi	4,964	199
City of Wasco	26,695	1,071
Regional Entity Totals	7,051,165	282,837
Kings		
City of Corcoran	83,022	3,330
Kings County Area Public Transit Agency	662,327	26,567
Regional Entity Totals	745,349	29,897

¹ From the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation.

STATE CONTROLLER'S OFFICE
2017-18 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314.8 ALLOCATION DETAIL
JANUARY 30, 2017

Regional Entity and Operator(s)	Revenue Basis ¹	PUC 99314.8 Fiscal Year 2017-18 Estimate
Lake		
Lake Transit Authority	512,637	20,563
Lassen		
County of Lassen	207,265	8,314
Los Angeles		
Antelope Valley Transit Authority	11,600,259	465,313
City of Arcadia	1,488,267	59,698
City of Claremont	528,137	21,185
City of Commerce	3,037,657	121,847
City of Culver City	5,546,896	222,499
Foothill Transit Zone	50,067,995	2,008,341
City of Gardena	10,886,212	436,671
City of La Mirada	794,404	31,865
Long Beach Public Transportation Company	50,054,148	2,007,785
City of Los Angeles	64,833,533	2,600,620
Los Angeles County Metropolitan Transportation Authority	684,229,820	27,446,012
City of Montebello	17,462,075	700,443
City of Norwalk	5,000,279	200,573
City of Redondo Beach	1,957,575	78,523
City of Redondo Beach - Specialized Service	496,898	19,932
City of Santa Monica	37,806,957	1,516,523
Southern California Regional Rail Authority***	198,642,344	NA
City of Torrance	12,585,207	504,821
Regional Entity Subtotals	1,157,018,663	38,442,651
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRA***	NA	4,057,563
Regional Entity Totals	1,157,018,663	42,500,214
Madera	None	None
Mariposa		
County of Mariposa	5,605	225

 *** The amounts allocated to the member agencies of Southern California Regional Rail Authority (SCRRA) are included with their corresponding transportation planning agency.

¹ From the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation.

STATE CONTROLLER'S OFFICE
2017-18 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314.8 ALLOCATION DETAIL
JANUARY 30, 2017

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis¹</u>	<u>PUC 99314.8 Fiscal Year 2017-18 Estimate</u>
Mendocino	613,796	24,621
Merced		
Transit Joint Powers Authority of Merced County	957,565	38,410
Transit Joint Powers Authority of Merced County - Specialized Service	343,651	13,785
Regional Entity Totals	1,301,216	52,195
Modoc	None	None
Mono		
Eastern Sierra Transit Authority	2,520,455	101,101
Monterey		
Monterey-Salinas Transit	6,593,103	264,464
Nevada		
County of Nevada	372,189	14,929
Orange		
City of Laguna Beach	837,317	33,587
Orange County Transportation Authority	51,846,969	2,079,700
Regional Entity Subtotals	52,684,286	2,113,287
Orange County Transportation Authority - Corresponding to SCRRRA***	NA	1,992,785
Regional Entity Totals	52,684,286	4,106,072
Placer		
City of Auburn	30,773	1,234
City of Lincoln	47,819	1,918
County of Placer	3,817,667	153,135
City of Roseville	1,003,328	40,246
Regional Entity Totals	4,899,587	196,533
Plumas	None	None

 *** The amounts allocated to the member agencies of Southern California Regional Rail Authority (SCRRRA) are included with their corresponding transportation planning agency.

¹ From the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation.

STATE CONTROLLER'S OFFICE
2017-18 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314.8 ALLOCATION DETAIL
JANUARY 30, 2017

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis¹</u>	<u>PUC 99314.8 Fiscal Year 2017-18 Estimate</u>
Riverside		
City of Banning	166,401	6,675
City of Beaumont	217,527	8,726
City of Corona	410,562	16,469
Palo Verde Valley Transit Agency	102,483	4,111
City of Riverside	413,473	16,585
Riverside Transit Agency	15,363,406	616,261
Sunline Transit Agency	10,268,040	411,874
Regional Entity Subtotals	26,941,892	1,080,701
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	602,667
Regional Entity Totals	26,941,892	1,683,368
San Benito		
	None	None
San Bernardino		
Morongo Basin Transit Authority	358,711	14,389
Mountain Area Regional Transit Authority	310,345	12,449
Omnitrans	14,772,716	592,567
Victor Valley Transit Service Authority	2,385,135	95,673
Regional Entity Subtotals	17,826,907	715,078
San Bernardino Associated Governments - Corresponding to SCRRA***	NA	1,070,341
Regional Entity Totals	17,826,907	1,785,419
San Joaquin		
Altamont Corridor Express (ACE)*	14,985,239	NA
City of Lodi	642,458	25,770
City of Ripon	3,682	148
San Joaquin Regional Transit District	10,670,445	428,016
Regional Entity Subtotals	26,301,824	453,934
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	176,598
Regional Entity Totals	26,301,824	630,532

* The amounts allocated to the member agencies of Altamont Corridor Express (ACE) are included with their corresponding transportation planning agency.

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority (SCRRA) are included with their corresponding transportation planning agency.

¹ From the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation.

STATE CONTROLLER'S OFFICE
2017-18 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314.8 ALLOCATION DETAIL
JANUARY 30, 2017

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis¹</u>	<u>PUC 99314.8 Fiscal Year 2017-18 Estimate</u>
San Luis Obispo		
City of Atascadero	79,555	3,191
City of Morro Bay	41,060	1,647
City of San Luis Obispo	694,712	27,866
San Luis Obispo Regional Transit Authority****	1,537,144	61,658
South County Area Transit	148,678	5,964
Regional Entity Totals	2,501,149	100,326
Santa Barbara		
City of Guadalupe	98,569	3,954
City of Lompoc	1,310,330	52,560
County of Santa Barbara	120,242	4,823
Santa Barbara Metropolitan Transit District	11,854,760	475,521
City of Santa Maria	957,312	38,400
City of Solvang	106,247	4,262
Regional Entity Totals	14,447,460	579,520
Santa Cruz		
Santa Cruz Metropolitan Transit District	25,727,890	1,032,004
Shasta		
Redding Area Bus Authority	1,412,224	56,648
Sierra		
	None	None
Siskiyou		
County of Siskiyou	288,176	11,559

**** After the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation, the City of Paso Robles Transit is merged with San Luis Obispo Regional Transit Authority.

¹ From the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation.

STATE CONTROLLER'S OFFICE
2017-18 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314.8 ALLOCATION DETAIL
JANUARY 30, 2017

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis¹</u>	<u>PUC 99314.8 Fiscal Year 2017-18 Estimate</u>
Stanislaus		
City of Modesto	3,054,372	122,518
County of Stanislaus	514,307	20,630
City of Turlock	154,612	6,202
Regional Entity Totals	<u>3,723,291</u>	<u>149,350</u>
Tehama	None	None
Trinity		
County of Trinity	81,201	3,257
Tulare		
City of Exeter	12,722	510
City of Porterville	744,031	29,845
City of Tulare	538,259	21,591
County of Tulare	459,363	18,426
City of Visalia	3,340,351	133,989
Regional Entity Totals	<u>5,094,726</u>	<u>204,361</u>
Tuolumne	None	None
Ventura		
Gold Coast Transit	3,974,399	159,422
Regional Entity Subtotals	<u>3,974,399</u>	<u>159,422</u>
Ventura County Transportation Commission - Corresponding to SCRRA***	NA	244,640
Regional Entity Totals	<u>3,974,399</u>	<u>404,062</u>
 STATE TOTALS	 <u><u>\$ 3,662,121,404</u></u>	 <u><u>\$ 146,896,000</u></u>

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority (SCRRA) are included with their corresponding transportation planning agency.

¹ From the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation.

RESOLUTION R17-07
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
ALLOCATING STATE TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 2017-18

WHEREAS, the Mono County Local Transportation Commission (MCLTC) is the designated transportation planning agency pursuant to Government Code Section 29535 and by action of the Secretary of Business, Transportation and Housing, and, as such, has the responsibility to apportion State Transit Assistance (STA) funds; and

WHEREAS, the State Controller has allocated **\$152,445** of State Transit Assistance funds for public transportation to the Mono County LTC for fiscal year 2017-18; and

WHEREAS, the MCLTC has received a request from the Eastern Sierra Transit Authority to allocate the STA funds for transit operations in Mono County.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission does hereby allocate FY 2017-18 STA funds in the amount of \$152,445 to the Eastern Sierra Transit Authority. If additional funds are received, they will also be allocated to Eastern Sierra Transit Authority, upon receipt of an amended claimant letter.

BE IT FURTHER RESOLVED that this action is taken in conformance with the Mono County Regional Transportation Plan (RTP); with the Commission's earlier action defining current "Unmet Transit Needs" and those that are "Reasonable to Meet"; and in conformance with requirements of Public Utilities Code Sections 99313 and 99314.

PASSED AND ADOPTED this 12th day of June 2017 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

John Peters, Chair
 Local Transportation Commission

Attest:

CD Ritter, LTC Secretary

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

June 12, 2017

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner
Megan Mahaffey, Financial Analyst

SUBJECT: Mono County Overall Work Program (OWP) 2017-18

RECOMMENDATIONS

Adopt Mono County 2017-18 Overall Work Program for submission to Caltrans headquarters and approve execution of OWPA (Overall Work Program Agreement).

FISCAL IMPLICATIONS

None at this time

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The Mono County Overall Work Program 2017-18 was initially drafted through consultation with Mono County and Town of Mammoth Lakes staff, reviewed by the LTC, and submitted to Caltrans for review. The attached OWP includes revisions in response to LTC review, as well as Caltrans comments and suggestions.

The Mono County OWP is a joint work effort, with work elements projected to be active from July 1, 2017, to June 30, 2018. The final approved and adopted OWP and fully executed OWPA are due to Office of Regional & Interagency Planning (ORIP) June 30. Adoption today will allow the Mono County LTC to meet the deadlines in the Caltrans Regional Planning Handbook. Approval of the execution of the OWPA will allow complete setup of the OWP for next fiscal year.

ATTACHMENTS

- Mono County 2017- 2018 Overall Work Program

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
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MINUTE ORDER M17-02

Adopt the 2017-18 Overall Work Program

At the Mono County LTC meeting of June 12, 2017, it was moved by Commissioner _____ and seconded by Commissioner _____ to adopt the 2017-18 Overall Work Program (OWP) and approve signing by executive director for execution of OWPA.

AYES:

NOES:

ABSTAIN:

ABSENT:

Attest:

CD Ritter, LTC Secretary

cc: Caltrans

Mono County Overall Work Program 2017-2018

**2017/18 OWP
6/12/2017**

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OVERALL WORK PROGRAM

INTRODUCTION

Mono County is a rural county located on the eastern side of the Sierra Nevada mountains. The county has an area of 3,103 square miles and a total population of 14,202 (2010 US Census). The county's one incorporated area, the town of Mammoth Lakes, contains approximately 58% of the county population. During periods of heavy recreational usage, the town of Mammoth Lakes' population approaches 35,000.

Approximately 94% of Mono County is public land administered by the U.S. Forest Service, the Bureau of Land Management, the State of California, and the Los Angeles Department of Water and Power. The scenic and recreational attributes of this public land help support tourism and recreation as the major industry in the county. Approximately 80% of all employment is directly, or indirectly, associated with this industry. Annually, more than 6 million visitor-days of use occur on public lands in Mono County. The majority of these visitors travel to and through the county on the state highway system. Major attractions include Mammoth and June Mountain ski areas, Yosemite National Park, Mono Lake, Devils Postpile National Monument, Bodie State Historic Park, and the many lakes, streams and backcountry attractions accessed through Mono County communities.

Communities in the unincorporated area of the county are dispersed throughout the region, primarily along US Highways 395 and 6. Communities along US 395 include Topaz, Coleville, Walker, Bridgeport, Mono City, Lee Vining, June Lake, and the Crowley communities of Long Valley, McGee Creek, Crowley Lake, Aspen Springs, and Sunny Slopes. These communities are generally small, rural in character and oriented primarily to serving recreational and tourist traffic. Walker, Topaz, Coleville, Bridgeport, and Lee Vining share US 395 as their main street for commerce and community activities. The Mono Local Transportation Commission has been working with Caltrans to develop plans for US 395 that meet community and interregional traveler needs. Similarly, planning efforts have also been pursued for SR 158, which serves as the main street for June Lake, and Hwy 6, which serves as main street for Benton and Chalfant. It is expected that Hwy 6 will see an increase in truck traffic due to recent technology industry development in Nevada. This will continue to be a concern as both Benton and Chalfant have safety concerns with Hwy 6 being used for goods movement and community main streets.

Several Mono County communities are experiencing modest growth. The Long Valley, Paradise and Wheeler Crest communities have experienced development pressures in the past due in part to the increasing development in the Town of Mammoth Lakes, which is developing into a year-round destination resort. The Wheeler Crest Community experienced a tragic wildfire event last year, the Round Fire, and is in the process of rebuilding and recovery. The June Lake Community has also experienced past resort development pressure across SR 158 from the base of June Mountain. As the gateway to Yosemite, Lee Vining is sharing in the strong seasonal visitation numbers of Yosemite as well as the development influence of the Mammoth-June area. The Antelope Valley communities of Topaz, Coleville, and Walker have been influenced by development pressures from the Gardnerville/Carson City area in Nevada. While the recession has resulted in less pressure from development, an economic recovery is anticipated, and needs to be considered in long-term planning efforts.

Benton, Hammil, and Chalfant, located along US 6 in the Tri-Valley area, have been influenced by the bedroom communities of Inyo County and, to a lesser degree, from the Town of Mammoth Lakes. These communities, which are situated in agricultural valleys, experience less recreational and tourist traffic than the rest of the county, but are experiencing increasing levels of truck traffic. SR 120 out of Benton, together with the Benton Crossing Road, provides interregional access to Yosemite and Mammoth for Las Vegas, Nevada and other origins east of California.

TRANSPORTATION GOALS AND ISSUES

The goal of the Mono County Regional Transportation Plan (RTP) is to provide and maintain a transportation system that provides for the safe, efficient, and environmentally sound movement of people, goods and services, and which is consistent with the socioeconomic and land use needs of Mono County. The primary transportation mode is the existing highway and local road system. The bikeway/trail component of the transportation system has become an

increasingly important mode of circulation, particularly in Mammoth Lakes. Several communities are planning improvements to the pedestrian/livable nature of their communities, particularly on Main Street.

An increase in air travel has triggered substantial improvements in past years at Mammoth Yosemite Airport. Winter air service from Mammoth Yosemite Airport includes nonstop flights to Los Angeles, San Francisco, San Diego, and Las Vegas, Nevada. Year-round air service is available to Los Angeles.

An increase in population and recreational use, particularly in Mammoth Lakes, may contribute more to air pollution problems, primarily related to wood smoke and cinder/dust. Mammoth Lakes is classified as a nonattainment area for state ozone standards, and for state and federal PM-10 standards. Mammoth Lakes has placed a greater emphasis on transit and trail improvements, rather than road improvements, to address the impact of vehicle traffic on air quality problems.

The rural, sparsely populated nature of Mono County makes it difficult to provide equitable transit services to the various communities. The Eastern Sierra Transit Authority (ESTA), which was established through a joint powers agreement between Inyo County, Mono County, Bishop and Mammoth Lakes in 2006, is the transit provider in Mono County. ESTA assumed summer shuttle service to the Reds Meadow / Devils Postpile and winter transit service from Mammoth Mountain within Mammoth Lakes several years ago. Fixed route and public Dial-A-Ride service has been established within the town of Mammoth Lakes, and public transit by ESTA extends in some form to most unincorporated communities. The Mono County LTC is a founding member of the Yosemite Area Regional Transportation System, which provides interregional transit to Yosemite National Park. The Mono County LTC is also a founding member of the Eastern California Transportation Planning Partnership, and has been collaborating with Kern, Inyo and San Bernardino counties to improve the Hwy 14/395 Corridor and transit service to the south. Interregional transit service is provided between Carson-Reno and Lancaster via ESTA. Through transit planning processes, the three counties are examining short-term and long-term methods of retaining and enhancing interregional transit services to the Eastern Sierra.

PUBLIC PARTICIPATION

The LTC utilizes the extensive public participation network of Mono County and the Town of Mammoth Lakes in seeking continual public input in transportation and land use planning. The County, in addition to its Planning Commission and Land Development Technical Advisory Committee, uses standing Regional Planning Advisory Committees (RPACs), Citizen Advisory Committees and community meetings for input and comment from community members. The LTC also relies on its Social Services Transportation Advisory Council and extensive community outreach to provide for public participation on transit-related issues.

The Town's Planning and Economic Development Commission actively reviews and seeks public participation in transportation and airport planning activities, including issues regarding transit service, development review, capital projects, and transportation support infrastructure, policies, and programs.

TRIBAL CONSULTATION

Native American participation includes contact with representatives of the two Tribal Governments; the Bridgeport Indian Colony and Utu Utu Gwaitu Paiute tribe of the Benton Reservation. Tribal governments also participate in the Mono County Collaborative Planning Team, which meets quarterly to collaborate on regional planning issues with state, federal and local agencies, such as Caltrans, BLM, USFS, the Town of Mammoth Lakes, and Mono County. Tribal representatives also occasionally participate at RPAC meetings. Staff continues efforts to outreach and call for projects to both tribal governments on transportation issues and opportunities such as the Regional Transportation Plan, and the Regional Transportation Improvement Program.

ORGANIZATION OF THE MONO COUNTY LTC

The LTC is the designated Regional Transportation Planning Agency for Mono County. Its membership includes two members of the Mammoth Lakes Town Council, one member of the public appointed by the Mammoth Lakes Town

Council and three members of the Mono County Board of Supervisors. The Mono County LTC acts as an autonomous agency in filling the mandates of the Transportation Development Act (TDA).

The primary duties of the LTC consist of the following:

- Every four years, prepare, adopt and submit a Regional Transportation Plan (RTP), and, every two years, a Regional Transportation Improvement Program (RTIP) to the Department of Transportation (Caltrans) and the California Transportation Commission;
- Annually, review and comment on the Transportation Improvement Plan contained in the State Transportation Improvement Program (STIP);
- Provide ongoing administration of the Transportation Development Act funds; and
- Annually, prepare and submit the Overall Work Program.

The Town of Mammoth Lakes and the County of Mono have entered into a multi-year Memorandum of Understanding for planning, staff and administrative support services to the Mono LTC. Staff services focus on fulfilling the requirements of the California Transportation Development Act, administering the functions of the Mono County Local Transportation Commission, executing the Regional Transportation Plan and implementing the annual Overall Work Program.

PLANNING EMPHASIS AREAS FAST ACT

The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The ten planning factors for a rural RTPA addressed in the 2017-18 OWP where applicable, and are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

WORK ELEMENT 100-12-0**AGENCY ADMINISTRATION AND MANAGEMENT****OBJECTIVE**

To provide management and administration of the Overall Work Program, conduct the day-to-day operations of the agency, and provide support to the Commission and its committees.

DISCUSSION

This element provides for the development and management of the Commission's Overall Work Program, coordination, preparation of the Commission's meeting agendas, and support for the agency's personnel management and operational needs.

PREVIOUS WORK

This Work Element was primarily devoted to developing the Overall Work Program for the next fiscal year. This is an annual and ongoing work element.

WORK ACTIVITY

		Responsible	Estimated Completion
1.	Review status of current OWP activities and deliverables	County & Town	Quarterly
2.	Develop priorities for new OWP	County & Town	Jan – Mar 2018
3.	Prepare draft and final 2017-18 Overall Work Program: work program amendments, agreements, and staff reports	County & Town	As needed
4.	Day-to-day transportation planning duties, accounting and evaluation of regional transportation and multi-modal planning issues as directed by MLTC	County & Town	As needed
5.	Prepare agendas and staff reports for advisory committees and the Commission	County	Monthly
6.	Prepare invoicing for Caltrans	County	Quarterly

END PRODUCTS

- FY 2017/2018 Overall Work Program Quarterly Reports, budget, and financial statements. Quarterly
- FY 2017/2018 Overall Work Program Amendments. As needed
- FY 2018/2019 Overall Work Program. March 2018 (draft) June 2018 (final)
- Publish hearing notices. As needed
- Staff reports and agenda packets. As needed

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA	10,000	20,000	30,000
PPM FUNDING			
TOTAL FUNDING			30,000

WORK ELEMENT 200-12-0
REGIONAL TRANSPORTATION PLAN

OBJECTIVE

The purpose of this Work Element is to monitor and amend as needed, and submit the Regional Transportation Plan (RTP) to Caltrans and the California Transportation Commission. This task is performed cooperatively by Mono County and Town of Mammoth Lakes staff.

DISCUSSION

The objectives of the RTP are to:

- Establish transportation goals, policies, and actions on a regional and local basis
- Comply with the state Regional Transportation Plan Guidelines, including Complete Streets Program, existing conditions assessment requirements, estimate future transportation needs, identify needed transportation improvements, and establish performance measures
- Reflect Sustainable Communities directives to the extent possible, coordinating with the land use, housing and other general plan elements of the Town and County
- Address Active Transportation needs and increase mobility as a part of the update
- Address Americans with Disability Act needs and increase mobility and access throughout the region to public buildings and facilities as part of the update
- Comply with the California Environmental Quality Act, including Greenhouse Gas analysis requirements

PREVIOUS WORK

A fully updated RTP, with certified Environmental Impact Report was adopted on Dec. 14, 2015. The RTP includes performance measures to better provide decision makers with quantitative measures/priorities versus qualitative measures (MAP-21/FAST ACT performance measures). Town staff has been working to develop the Town's Capital Improvement Program, which was incorporated into the RTP. County staff has outreached to Regional Planning Advisory Committees (RPACs), completed review of community policy sections, and with the assistance of a consultant, integrated feedback and recommendations into a RTP Draft. An updated Financial Element, Chapter 6, which includes revised commission priorities (short term and long term), financial tables, and revenue sources under MAP-21/FAST ACT was adopted December 2013 and will be further adjusted as needed. The Commission has held a number of review sessions on the working draft.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Continue to conduct community transportation planning efforts including; Bikeway Plan, Main Street Projects (Bridgeport, Lee Vining, June Lake), trails planning, Corridor Management Plan, etc.	County & Town	2020
2.	Incorporate Digital 395/last-mile provider guidance & other communication & infrastructure policies	County	2020
3.	Implement evaluate & revise policy, including identification of future transportation needs/improvements, items required by the RTP guidelines/checklist, Complete Streets requirements, any planning statute requirements for the RTP to also serve as the Circulation	County & Town	2017 - 2020

	Element of the General Plan & summary of TOML Mobility Element policies		
4.	Review draft RTP with Caltrans, Town commissions, RPACs, & conduct workshops with commissions & Board, & make any changes	County	2020
5.	Coordinate with General Plan to emphasize sustainable community components, housing element timing consistency	County/Town	Dec 2017
6.	Integration of environmental preservation and natural resource mitigation measures from EIR, including Greenhouse Gas analysis	County	2020
7.	Integrate bike, pedestrian & other applicable non-motorized policies into an ATP format as a part of RTP	County	2020
8.	Conduct supplemental RTP level environmental review if necessary	County	2020
9.	Notice & conduct public hearing for adoption with Commissions & Board if necessary	County	2020
10.	Certify environmental document & adopt revised RTP/Circulation Element as needed	County	2020
11.	File Notice of Determination	County LTC	2020

END PRODUCTS

The Regional Transportation Plan is required to be updated every four years, but there is a considerable amount of work to be done in the four-year cycle to ensure that the current RTP is being implemented across all agencies and that there is consistency between all related plans. As RTP work continues, minor amendments will be conducted as necessary and incorporated into the RTP as needed. RTP minor amendments will be considered as necessary to incorporate.

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA	14,000	10,000	24,000
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 201-12-1**REGIONAL TRAILS****OBJECTIVE**

The goal of this Work Element is to develop trail alignments for Project Study Reports (PSR) or Project Initiation Documents (PID) equivalent documents for trails projects.

DISCUSSION

This work element will allow for the collection of GIS mapping and community level trail alignments to develop data for Project Study Reports (PSR) or Project Initiation Documents (PID) for trails projects. The trails will be incorporated into GIS base mapping, for the development and maintenance of a Web Application for the trails system. No Project Study Reports (PSRs) or Project Initiation Documents (PIDs) will be paid for with this activity. Implementation of a study or plan is an ineligible use of transportation planning funds.

PREVIOUS WORK

This work element was created because we recognized a need for regional planning for trails specifically for incorporation into the Regional Transportation Plan. Collaborative working relationships have been created between agencies and departments. Community level trail planning. Preliminary work on the Down Canyon trail was started and will continue in support of a PID. No alignments have been made at this time.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Agency collaboration for trails planning and multi-modal accessibility	County/Town	Ongoing
2.	Develop trails plans/concepts for trail system components county – wide.	County/Town	Ongoing
3.	Parking data collection and analysis	County/Town	Ongoing
4.	Investigate and identify funding sources for Trail projects	County/Town	Ongoing
5.	GIS Base mapping - inclusion of trails	County/Town	Ongoing
6.	Web Application Development for trails system	County/Town	Ongoing
7.	Trail Counter Data Management	County/Town	Ongoing
8.	Evaluate Sidewalk segments for completion, curb extensions & ped-activated flashing lights for crosswalks for priority communities	County/Town	Ongoing
9.	Interregional trail coordination. Work with BLM, USFS & other agencies to ensure cohesive trail planning	County/Town	Ongoing
10.	Development/refinement of Regional Trails plan	County/Town	Ongoing

END PRODUCTS

- Trail alignments for future Project Study Reports and Project Initiation Documents

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA	5,000	5,000	10,000
PPM FUNDING	5,000	3,000	8,000
TOTAL FUNDING			13,000

WORK ELEMENT 202-16-1**REGIONAL TRANSPORTATION PLAN IMPLEMENTATION****OBJECTIVE**

This work element allows for tracking current legislation, ongoing evaluation of local transportation conditions/issues as well as consistently monitoring all regional transportation planning to ensure consistency with the most recently adopted Regional Transportation Plan.

DISCUSSION

Regional transportation is a changing environment that must be monitored to remain up to date on legislation, funding opportunities and current planning efforts. The purpose of this Work Element is to stay current on legislation and potential funding sources for implementation as well as review plans and environmental documents for impacts to and consistency with the Regional Transportation Plan, including Inyo Forest Plan Update, Federal Highways Long-Range Transportation Plan and the Bi-State Action Plan (sage grouse conservation plan).

PREVIOUS WORK

This is a new work element that has been separated out to highlight legislation tracking and planning document review to ensure consistency in all planning efforts with the adopted Regional Transportation Plan.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review plan's and initiatives of other agencies related to transportation	County/Town	Ongoing
2.	Track transportation legislation and California Transportation Commission policy changes	County/Town	Ongoing
3.	Review Caltrans plans, procedure updates and Bulletins	County/Town	Ongoing
4.	Review FHWA updates, initiatives and Bulletins	County/Town	Ongoing
5.	Transportation related public meetings	County/Town	Ongoing
6.	RTP integrating of TOML Mobility Element update	County/Town	Ongoing
7.	RTP / Housing Element coordination – RTP goes to a 4 year adoption cycle	County/Town	Ongoing

END PRODUCTS

- Consistency amongst regional plans and RTP
- Updated RTP – 4 year update cycle
- ESTA short range transit plan incorporation into RTP

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA		15,000	15,000
PPM FUNDING			
TOTAL FUNDING			15,000

WORK ELEMENT 300-12-0**REGIONAL TRANSIT PLANNING AND COORDINATION****OBJECTIVE**

The purpose of this Work Element is to support and integrate the recent and ongoing planning efforts by ESTA and YARTS with the RTP and Mono County and Town planning processes. To review, plan for, and coordinate transit system capital improvements, including transit stops, vehicles, signage or other informational material as needed.

DISCUSSION

The Short-Range Transit Plan of ESTA that is under consideration provides an opportunity to update the transit policies of the RTP and ensure internal compatibility with other components of the local and regional transportation system. Efforts are also underway to update the Short-Range Transit Plan of YARTS. Significant coordination between these two plans will ensure transit is enhanced and efficiently meeting local and regional transit needs. This includes holding public transit workshops to identify transit issues, unmet needs and to plan for transit route, scheduling and signage improvements.

PREVIOUS WORK

This is an ongoing annual work element that helps identify areas that have unmet transit needs as well as ensure effectiveness of the regional transit system. Annual Seasonal Transit maps analysis, schedule and signage.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review of Short-Range Transit Plans	County, Town, LTC	7/31/2017
2.	Seasonal transit workshop	County, Town, LTC	7/31/2017 & 2/28/2018
3.	Identify & analyze winter route, and complete schedule & signage changes (if any) for winter season	County, Town, LTC	9/31/2017
4.	Identify & analyze summer route, schedule & signage changes (if any) for summer transit map	County, Town, LTC	4/31/2018
5.	Collect transit needs for community	County, Town, LTC	6/30/2017
6.	Intelligent Transportation System Plan	ESTA, County	6/30/2017

END PRODUCTS

- Identify unmet transit needs for annual Local Transportation Fund allocation in June
- Winter and summer transit map analysis and schedule development

ONGOING TASK

This is an ongoing RTP development work item.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA		2,500	2,500
PPM FUNDING			
TOTAL FUNDING			2,500

WORK ELEMENT 501-15-0**AIRPORT PLANNING****OBJECTIVE**

The purpose of this work element is to incorporate ground access to airports and other related issues into local transportation planning efforts.

DISCUSSION

This work element will also be used to support development of airport land use compatibility plans, traffic management and capital improvement documents for ground access to and from airport. This work element will include technical studies to support development of plans and supporting environmental planning documents as needed.

PREVIOUS WORK

The Town and County have recently completed an Airport Layout Plan (ALP). There is a need to update access and compatibility plans for the area surrounding airports. The Town and County have begun working with FAA (Federal Aviation Administration) on the Airport Capital Improvement Program documents, which includes, among other things, a new three-gate terminal and additional aircraft parking apron for the Mammoth Yosemite airport. The FAA is currently reviewing conceptual project description and is determining whether the project will require a NEPA Environmental Assessment or an Environmental Impact Statement. All RPA funds will focus on land use and transportation planning at airport facilities.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Technical studies and environmental planning leading to traffic management plan	Town, County	6/30/2018
2.	Airport Capital Improvement Program documents	Town, County	6/30/2018
3.	Airport Land Use Compatibility Plans	County	6/30/2018

END PRODUCTS

- Airport planning documents for airport facilities

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA	2,500	4,000	6,500
PPM FUNDING	2,500	2,500	5,000
TOTAL FUNDING			11,500

WORK ELEMENT 600-12-0
REGIONAL TRANSPORTATION FUNDING

OBJECTIVE

The purpose of this Work Element is to research funding sources for regional transportation efforts and gain grant funding for transportation planning and capital projects, including researching and applying for grants.

DISCUSSION

This Work Element supports efforts to gain grant funding for transportation planning and capital projects, including researching and applying for grants. These grant funds can be effectively leveraged to support more-detailed transportation planning efforts intended to support the construction of new facilities that enhance the circulation network.

PREVIOUS WORK

This work element has included pursuing a range of local, state and federal funding opportunities including:

- Community Based Transportation Planning Grant for district transportation planning;
- Local Measures U and R to support transportation planning for capital improvements and programming; and

Administer and implement awarded grants as needed.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	PPM grant applications – project specific	Town, County & LTC	Ongoing
2.	Research state, federal and local funding opportunities	Town, County & LTC	Ongoing
3.	Number of grants and applications	Town, County & LTC	Yearly

END PRODUCTS

- Identification of funding sources for Transportation related projects and planning
- Grant applications as appropriate

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA		10,000	10,000
PPM FUNDING			
TOTAL FUNDING			10,000

WORK ELEMENT 601-11-0
395 CORRIDOR MANAGEMENT PLAN

OBJECTIVE

The goal of this Work Element is for the County and the Town to develop and update a Corridor Management Plan for US 395.

DISCUSSION

This work effort started with the award of federal aid funding to develop a scenic byway corridor management plan along the US 395 corridor as part of the (now discontinued) National Scenic Byways Program. The Corridor Management Plan is required to seek designation of the highway as a National Scenic Byway. The primary objectives of Corridor Management Plan are to maintain the scenic, historical, recreational, cultural, natural, and archaeological characteristics of a byway corridor while providing for accommodation of increased tourism and development of related amenities. Included in the Corridor Management plan are the 395/6 Corridor Wi-Fi Plan and an alternative fueling station policy. In addition to promoting creation of Digital 395 capacities by Mono County residents, the 395/6 Wi-Fi plan develops and maintains digital infrastructure for convenient traveler use at key locations and enhance traveler safety, services, community facilities and interpretive information. The alternative fueling station policy guides and promotes Zero Emission Vehicles (ZEV) charging/fueling infrastructure.

PREVIOUS WORK

Past studies contributing to this plan include the Digital 395 project and environmental studies, Mono County Draft Communications Policy, Eastern Sierra Corridor Enhancement Program, Bridgeport Main Street Plan, Scenic Byway design studies, Coalition for Unified Recreation in the Eastern Sierra information kiosk plans, applicable Caltrans Intelligent Transportation System policies and studies, and plans of land management agencies.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review scenic byway inventory, Caltrans studies, USFS & BLM data for existing infrastructure & improvements, including rest stops, turnouts, community centers & Main Street opportunities	County	Ongoing
2.	Review Digital 395 infrastructure, & other applicable service infrastructure for Corridor Management Plan updates to existing CMP	County	Ongoing
3.	Identify interpretive opportunities via research & outreach to agencies, entities & interested parties including coordination with the concurrent SR 120 Scenic Byway Effort	County	Summer 2017
4.	Investigate technology applications for digital kiosks	County	Fall 2017
5.	Conduct community outreach (RPACs) on opportunities, issues & constraints	County	Ongoing
6.	Develop alternative scenarios for siting Wi-Fi hot	County	Fall 2017

	spots & digital kiosks along the US 395 & 6 corridors		
7.	Review scenarios with communities & applicable agencies (USFS, BLM, Caltrans, ESIA)	County	Winter 2017
8.	Develop preferred alternative & supporting policies into final report	County	Winter 2017
9.	Present recommendations to PC, BOS & LTC	County	Winter 2017
10.	Integrate policies into RTP, scenic byway plan & general plan	County	Winter 2017

END PRODUCTS

- CMP Document
- US 395/6 Corridor Wi-Fi Plan
- Alternative Fueling station policy

ONGOING TASKS

This is an ongoing RTP development work activity.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA		15,000	15,000
PPM FUNDING			
TOTAL FUNDING			15,000

WORK ELEMENT 614-15-2
ALTERNATIVE FUELING STATION CORRIDOR POLICY

OBJECTIVE

To establish policies to guide and promote siting of Zero Emission Vehicle (ZEV) charging/fueling infrastructure to support regional and interregional use of alternative fuel vehicles.

DISCUSSION

The Town has installed Tesla charging stations at the Mammoth Park and Ride site. This has encouraged evaluation of installations in other areas of Mono County.

PREVIOUS WORK

This is a new work element. Guidance for this effort has been established by local commission interest and state policy, including 2013 ZEV Action Plan: A Roadmap toward 1.5 Million Zero-emission Vehicles on California Roadways.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1	Review adjacent County & agency policies & facilities and research potential fuel type characteristics & related infrastructure requirements	County	June 2018
2.	Identify issues, opportunities & constraints pertaining to ZEV facilities within communities & along major highway corridors and regional attractions including Yosemite.	County	June 2018
3.	Inventory & assess potential sites suitable for ZEV facilities	County	July 2018
4.	Review California Building Codes & Cal Green for ZEV-ready standards. Consider special circumstances/needs related to regional attractions, such as Yosemite	County	July 2018
5.	Identify permit streamlining & funding strategies for ZEV infrastructure. Review California Building Codes & Cal Green for ZEV-ready standards	County	Sept 2018
6.	Review draft policies with LDTAC, applicable RPACs & Planning Commission	County	Nov 2018
7.	Present final report for adoption by Board of Supervisors & acceptance by LTC, Revise draft & conduct applicable environmental planning review	County	Winter 2018-19

END PRODUCTS

- List of opportunities & constraints

- Inventory of potential sites for ZEV
- Draft goals, policy and standards
- Applicable document review

ONGOING TASKS

This will get rolled into Corridor Management plan once complete.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA		5,000	5,000
PPM FUNDING			
TOTAL FUNDING			5,000

WORK ELEMENT 615-15-0**ACTIVE TRANSPORTATION PROGRAM (ATP)****OBJECTIVE**

To refine and reformat applicable policies in the Regional Transportation Plan into an Active Transportation Plan to enhance local efforts to qualify for funding under the Active Transportation Program.

DISCUSSION

This is a work element built upon work of the Regional Transportation Plan update. Since funding under the Active Transportation Program is limited for rural counties, a concise and tailored ATP will serve to enhance future efforts to qualify for funding. The RTP update policies cover the required elements of an ATP, but with new guidelines recently issued for the next funding cycle, policies can be adjusted and focused to improve future funding potential. All grant applications for planning specific projects will be paid for with RPA and all project specific will be paid for with PPM funding.

PREVIOUS WORK

Grant applications

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Review existing ATP guidelines & application requirements	County		Summer 2017
2.	Review existing ATP policies in RTP	County		Summer 2017
3.	Identify additional issues, opportunities & constraints related to ATP, in accordance with AB 1358, Complete Streets Act	County	List of issues, opportunities & constraints	Summer 2017
4.	Draft updates to RTP goals & policies, in accordance with ATP Guidelines	County	Draft update	Summer 2017
5.	Review draft policies with LDTAC, applicable RPACs & Planning Commission	County		Fall 2017
6.	Identify & prioritize project concepts & details/data to evaluate competitiveness	County	Priorities list	Fall 2017
7.	Research data & performance measures to increase competitiveness of projects	County		Fall 2017
8.	Present final report for adoption by Board of Supervisors & acceptance by LTC	County	Final report	Spring 2018

END PRODUCTS

Once the plan is developed ongoing work will fall under work element 600-12-0 Regional Transportation Funding.

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA		4,500	4,500
PPM FUNDING		5,000	5,000
TOTAL FUNDING			
			9,500

WORK ELEMENT 616-15-0 A & B**A - COMMUNITY EMERGENCY ACCESS ROUTE ASSESSMENT****OBJECTIVE**

To systematically assess emergency access needs and identify potential routes to accommodate these needs for unincorporated communities.

DISCUSSION

There is an ongoing need to systematically assess emergency access needs in communities in Mono County. With the ongoing drought conditions, there is an increased need for hazard mitigation and to identify potential routes to accommodate these needs for unincorporated communities.

PREVIOUS WORK

This is a new work element that builds upon previous work of the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state and local agencies, Cal Fire policies, land management agency plans, and master plans for fire protection districts.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research existing fire plans & policies regarding community access, including the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state & local agencies, & master plans for fire protection districts	County	Summer 2017
2.	Review new access requirements of Cal Fire	County	Summer 2017
3.	Inventory existing travel routes to & through communities, including existing roads & trails on adjacent federal, state & LADWP lands	County	Summer 2017
4.	Consult with Caltrans, Cal Fire, fire protection districts, & land management agencies on access issues & assess potential alignments of any additional access routes needed; coordinate efforts with the update of the CWPP.	County	Summer 2017
5.	Review alternatives & locations with communities (RPACs & CAC) & identify issues, opportunities & constraints regarding emergency access. With respect to the community of Swall Meadows, work with the Wheeler Crest Fire Safe Council and Fire Protection District to conduct public outreach and formalize proposed FSC-identified preferred	County	Fall 2017

	access route for engineering and permitting.		
6.	Draft goals, policies & standards for community emergency access	County	Winter 2017
7.	Review draft policies with LDTAC, applicable RPACs, & Planning Commission	County	Winter 2017
8.	Revise draft & conduct applicable CEQA review	County	Spring 2018
9.	Present final report for adoption by Board of Supervisors, acceptance by LTC & post to website	County	Spring 2018

END PRODUCTS

- Inventory of existing routes to and through communities, including existing roads and trails on adjacent federal, state & LADWP lands. With respect to the community of Swall Meadows, create formal proposal materials for FSC-identified emergency access route.
- Issues, opportunities and constraints for alternatives from RPAC outreach
- Draft policies and standards for community emergency access
- Present final report for adoption by Board of Supervisors & acceptance by LTC

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA		4,500	4,500
PPM FUNDING			
TOTAL FUNDING			4,500

B - REGIONAL WINTER RESPONSE / FUTURE NEEDS ASSESSMENT

OBJECTIVE

To systematically assess winter needs and damage, identify shortfalls, and agency improvements (lessons learned) from extreme winter weather events of 2016/17.

DISCUSSION

There is a need to systematically assess extreme winter events in the eastern sierra based on the winter of 2017/18. This will be a coordinated effort with various agencies on what went right and what needs improvement from extreme weather events.

PREVIOUS WORK

This is a new sub element that builds upon previous work of the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state and local agencies, Office of Emergency Services, Caltrans, local police and fire protection, and TOML / Mono County coordination for major weather events.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Discuss & review with local agencies on future needs and agency coordination during extreme weather events	County/Town and others	Summer/Fall 2017
2.	Debrief with agencies on what worked and did not work during the winter of 2017/2018	Agencies	Summer/Fall 2017
3.	Review outcomes and alternatives to better manage extreme weather events (including road closures due to avalanche)	Agencies	Fall/Winter 2017
4.	Review any identified needs with policy makers and regional agencies	Agencies	Winter 2017
5.	Update emergency response plans or other policy documents as needed	Agencies	Winter 2017/18

END PRODUCTS

- Assessment / Needs review on what worked and did not work during extreme weather events of 2017/18

ONGOING TASK

This is a one-time work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA	1,000	1,000	2,000
PPM FUNDING			
TOTAL FUNDING			2,000

WORK ELEMENT 617-15-0
COMMUNITY WAY-FINDING DESIGN STANDARDS

OBJECTIVE

To develop community municipal way-finding standards for unincorporated communities to enhance safety, promote economic development and tourism, and support community trails and scenic byway initiatives.

DISCUSSION

A complete system is desired for unincorporated communities to enhance safety, promote economic development and tourism and support community trails and scenic byway initiatives. The Town of Mammoth Lakes has a way-finding program that provides consistency in trails as well as a record locator system for improved safety. This work element includes exploring cost effective ways to implement similar design standards across the region.

PREVIOUS WORK

Past contributing efforts include Highway 395 Corridor Enhancement Plan, Bridgeport Main Street Plan, Scenic Byway design studies, Mammoth Lakes way-finding studies, Caltrans Complete Streets Policies and Standards, and community trails plans.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research past studies (Corridor Plan, Idea Book, Design Guidelines, Mammoth way-finding)	County	Summer 2017
2.	Review community policies (area plans & RTP)	County	Summer 2017
3.	Review agency sign standards (Caltrans, National Forest, BLM)	County	Summer 2017
4.	Develop alternative sign concepts & locations, with applicable hierarchy of sizes/purposes	County	Fall 2017
5.	Review sign alternatives & locations with communities (RPACs & CAC)	County	Winter 2017-18
6.	Compile in draft document	County	Winter 2017-18
7.	Review draft with community & revise as appropriate	County	Spring 2018
8.	Present final to PC, BOS & LTC	County	Spring 2018

END PRODUCTS

- Alternative Concepts
- Draft document
- Final report

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA	5,000	1,000	6,000
PPM FUNDING			
TOTAL FUNDING			1,000

WORK ELEMENT 700-12-0
REGIONAL PROJECT STUDY REPORTS

OBJECTIVE

The purpose of this Work Element is to develop Project Initiation Documents (PID), as a vehicle for determining the type and scope of project that will be developed to address deficiencies in the RTP.

DISCUSSION

Project Initiation Documents are planning documents used to determine the type and scope of a project. Project Study Reports are a type of PID document that include engineering reports that the scope, schedule, and estimated cost of a project so that the project can be considered for inclusion in a future programming document such as the RTIP/STIP. A PSR is a project initiation document which is used to program the project development support for State Transportation Improvement Program (STIP) candidates.

The primary objectives of a PSR are to:

- Determine and evaluate need and purpose of the project;
- Evaluate and analyze the project alternatives;
- Coordinate with statewide, regional, and local planning agencies;
- Identify potential environmental issues and anticipated environmental review;
- Identify the potential or proposed sources of funding and project funding eligibility;
- Develop a project schedule; and
- Generate an engineer's estimate of probable costs.

PREVIOUS WORK

Project Study Reports performed under this work element include:
 Main Street Phase I through III, Lee Vining Airport, and Bryan Field

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Maintenance of project workflow document	Town, County	Updated workflow	ongoing
2.	Outreach as appropriate to determine needs & potential projects via RPACs, LDTAC, Planning Commission & Board of Supervisors	Town, County	Project list of priorities	ongoing
3.	Complete PSR	Town, County	PSRs	ongoing

END PRODUCTS

- Project Study Reports for projects to move into STIP cycle and other funding opportunities.

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA			
PPM FUNDING	10,000	25,000	35,000
TOTAL FUNDING			35,000

WORK ELEMENT 701-12-1
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) UPDATE

OBJECTIVE

The purpose of this Work Element is to keep an updated Regional Transportation Improvement Program.

DISCUSSION

The RTIP is a five-year planning and programming document that is adopted every two years (odd years) and commits transportation funds to road, transit, bike and pedestrian projects. Funding comes from a variety of federal, state and local sources. Regional and local projects cannot be programmed or allocated by the California Transportation Commission (CTC) without a current RTIP.

The primary objectives of this work element are to:

- Coordinate with statewide, regional, and local planning agencies for future projects,
- Coordinate with MOU partners on funding under FAST ACT and revise MOU's when necessary,
- Develop programming needs and/or projects for the 2018 RTIP consistent with CTC STIP Guidelines
- Begin draft a 2018 RTIP and submit approved RTIP to CTC for adoption
- Monitor 2016 RTIP
- Work on updating rural performance measures to maximize federal funding under MAP-21/FAST ACT

PREVIOUS WORK

- Adoption of the 2016 RTIP,
- Consistency determination of the 2016 RTIP to the Regional Transportation Plan, and
- Consistency determination of the 2016 RTIP with CTC guidelines.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Conduct quarterly reviews with LTC; amend RTIP if current projects change in scope, cost &/or delivery	LTC	quarterly
2.	Discuss with Caltrans staff and CTC staff possible amendments to issues or concerns prior to proceeding with amendments & discuss priorities for 2018 RTIP	LTC/Caltrans	as needed
3.	Monitor regional projects (MOU) for any necessary changes	LTC	as needed
4.	Coordinate future programming needs (or projects) for Dist. 9, Town, &/or Mono County	LTC	ongoing
5.	Work with Town, County, Caltrans & CTC staff on development of 2018 RTIP; present draft to LTC for approval & submit to CTC for adoption	LTC	12/18/17

END PRODUCTS

- 2018 RTIP

ONGOING TASK

This is an ongoing project and applies to development of any amendments needed to the 2016 RTIP and preparation and submittal of the 2018 RTIP.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA			
PPM FUNDING		3,000	3,000
TOTAL FUNDING			3,000

WORK ELEMENT 800-12-1**INTERREGIONAL TRANSPORTATION PLANNING****OBJECTIVE**

The purpose of this Work Element is to improve multi-modal access between the Eastern Sierra and other regions, such as Nevada, Southern and Central California, which includes continued participation in the interagency transit system for the Yosemite region, and, in concert with Kern, SANBAG and Inyo RTPAs, ongoing Eastern California transportation planning efforts. This also includes access to national parks and national forests.

DISCUSSION

This work element includes coordinating with Kern Council of Governments, San Bernardino Associated Governments, and Inyo County Local Transportation Commission on current and possible future MOU projects and funding opportunities. Interregional Transportation Planning includes:

- Attending meetings once a quarter or as needed;
- Updating MOUs as necessary;
- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21/FAST ACT concerns related to funding and specific needs in rural counties;
- Attend RCTF meetings once a quarter & phone conferences as available;
- Participate with YARTS, including development of Short-Range Transit Plan support to the Advisory Committee and Governing Board and consideration of annual funding of YARTS; and
- Collaborative work with Inyo National Forest and Park Service for Reds Meadow Road.

PREVIOUS WORK

This work has included attendance and participation in Eastern California Transportation Planning Partnership, YARTS, and the Rural Counties Task Force to help maintain a coordinated RTIP, Title VI Plan, Transit Plan, and RTP. This Work Element ensures a continued regional approach to transportation planning in Mono County.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Chair/member of Eastern California Transportation Planning Partnership; Monitor MOU projects between SANBAG, Inyo & Kern COG & make/review any necessary changes to existing MOU's	County, LTC	Agendas; Revised MOU	Ongoing
2.	Participate on the Yosemite Area Regional Transit System (YARTS), including the Technical Committee & YARTS/Mono Working Group; & outreach to applicable communities & interest groups	County, LTC	Agendas, planning documents	Ongoing
3.	Preparation and Preparation for Rural Counties Task Force (RCTF)	County, LTC	Agendas	Ongoing
4.	Public, agency & tribal engagement in transportation & transit-related issues	County, IT, Town	Agendas, informational notices, minutes	as needed
5.	Coordinate with staff and partner agencies for the California Transportation Commission visit in September	County, LTC, Town	Itinerary/tour for CTC & staff, overview of	Fall of 2017

END PRODUCT

- Attending meetings once a quarter
- Updating MOUs as necessary
- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21/FAST ACT concerns related to funding and specific needs in rural counties
- Attend Rural Counties Task Force meetings once a quarter and phone conferences as available
- Participate with YARTS, including support to the Authority Advisory Committee and Governing Board and consideration of annual funding of YARTS
- Tour / itinerary with CTC & staff on successful regional projects and unique challenges in the eastern sierra;

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA		4,000	4,000
PPM FUNDING		2,000	2,000
TOTAL FUNDING			6,000

WORK ELEMENT 803-13-1**MAMMOTH LAKES AIR QUALITY MONITORING AND PLANNING****OBJECTIVE**

The purpose of this work element is to offset a portion of the cost for the daily monitoring and collection of air pollution data in Mammoth Lakes associated with particulate matter created by vehicle use (cinders and tire wear) and other emissions in Mammoth Lakes.

DISCUSSION

The data is utilized to monitor the effects of Vehicle Miles Traveled on air pollution and measure the effects of proposed or implemented transportation infrastructure improvements and maintenance policies. The work effort supports the policies and programs of the Great Basin Unified Air Pollution Control District, who coordinates regional air quality monitoring and improvement programs.

PRIOR WORK

Annual daily air pollution data and recording.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Ongoing daily monitoring of air pollution	Town	6/30/2018

END PRODUCT

- Daily air pollution data and recording

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA			
PPM FUNDING	500		500
TOTAL FUNDING			500

WORK ELEMENT 804-15-1**COMMUNITY TRAFFIC CALMING AND COMPLETE STREETS DESIGN STANDARDS****OBJECTIVE**

To supplement Mono County Road Standards with standards for complete streets and traffic-calming measures for application in neighborhoods and community areas.

DISCUSSION

Adopted standards for complete streets and traffic-calming measures for application to neighborhoods and community areas would increase safety and livability of Mono County communities.

PRIOR WORK

Mono County Road Standards

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Conduct review of Bridgeport Main Street Revitalization Report, Caltrans complete streets standards/policies, AASHTO standards & other authoritative sources for traffic calming design directives	County	Summer 2017
2.	Assess neighborhood & community issues, opportunities & constraints in the unincorporated area, with a focus on County roads. Update community traffic calming goals & objectives for each applicable community	County	Summer 2017
3.	Develop a menu of traffic calming treatments for application to a variety of neighborhood & community circumstances based upon authoritative sources, Integrate where feasible with County road standards and Provide design guidance to supplement draft standards where flexibility is appropriate	County	Fall 2017-18
4.	Compile draft standards, Conduct workshops to review draft with LDTAC, applicable RPACs, & Planning Commission, & revise draft	County	Winter 2017-18
5.	Examine priorities & funding sources for traffic calming improvements	County	Winter 2017-18
6.	Present final report for adoption by Board of Supervisors & acceptance by LTC	County	Spring 2018

END PRODUCTS

- Community issues, opportunities & constraints
- Draft goals, menu, guidelines, standards, and workshop agendas

- Final Reports

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA		1,000	1,000
PPM FUNDING			
TOTAL FUNDING			1,000

WORK ELEMENT 900-12-0**PLANNING, MONITORING, AND TRAFFIC MANAGEMENT ISSUES****OBJECTIVE**

The purpose of this Work Element is to provide for the planning review and monitoring of various transportation improvements and traffic management issues that support local and regional transportation.

DISCUSSION

The Town evaluates a number of transportation locations and facilities on an annual basis, collecting data and performing analysis to monitor issues and progress toward transportation objectives. These reports are used to plan and evaluate future transportation projects, including safety, multimodal infrastructure, vehicle use, etc. These reports can also be used to evaluate the effectiveness of a completed project. Traffic monitoring data is used to support transportation programs. The County reviews plans of various entities/agencies for compliance with existing plans and policies, including possible alternatives/modifications.

The primary objectives of this work element are to:

- Perform traffic volume, speed studies, turning movement studies, sight distance studies;
- Pedestrian and trail user counts;
- Evaluate and analyze regulatory and warning sign issues; and
- Assess planned improvements impacting transportation facilities for planning consistency

PREVIOUS WORK

Previous recommendations and studies include:

- Town Biannual Traffic Study
- Town Annual Traffic Report

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Schedule applicable transportation-related items on agendas of the Collaborative Planning Team, Planning Commission, Regional Planning Advisory Committees & other applicable boards/committees	LTC, County & Town	Ongoing
2.	Provide oral/written comments or other correspondence on applicable plans & environmental documents	LTC, County & Town	Ongoing
4.	Conduct applicable reviews, such as analysis of non-motorized features	LTC, County	Ongoing
5.	Develop Recommendation, or Policy/Procedure for including in RTP & CA Transportation plan	LTC, County	Ongoing
6.	Demand studies in & OMR (multi-modal) Needs assessment / alternatives	Town	6/30/18
7.	Street parking management studies.	Town	6/30/18
8.	Transit user needs assessment & implementation plans. Plan will identify & prioritize transit user needs at departure points including shelters, next bus notifications, Way-finding, trash/recycle facilities.	Town	6/30/18

END PRODUCTS

- Draft Recommendations, Policy/Procedure for including RTP and CA Transportation plan

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA		5,000	5,000
PPM FUNDING	10,000	5,000	15,000
TOTAL FUNDING			20,000

WORK ELEMENT 902-12-2**REGIONAL TRANSPORTATION DATA COLLECTION EQUIPMENT****OBJECTIVE**

The purpose of this Work Element is to purchase equipment for counting vehicles and pedestrians, including associated software, to support current monitoring and transportation planning activities.

PURPOSE

Data collected through purchased equipment will be used to analyze the use (number, patterns, and trends) of various transportation facilities, including sidewalks, bike trails, and roadways and will be used to aid in planning future transportation policies, programs, and capital projects to improve safety and reduce vehicle use at the local (and thereby regional) level.

PREVIOUS WORK

Annual purchase of equipment to replace old and/or damaged items.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Purchase equipment	Town, County	6/30/18
2.	Final Deliverable(s)	Town, County	6/30/18

END PRODUCT

- Permanent traffic counters equipment, infrared pedestrian/trail counters; Jamar vehicle counters and/or count tubes
- Three Traffix trail counters; two Jamar intersection counters; one maintenance/parts.
- Complete counter kit is maintained through replacement or maintenance
- County to start collecting data in spring/summer 2017

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA			
PPM FUNDING	5,000	2,500	7,500
TOTAL FUNDING			7,500

WORK ELEMENT 903-12-1

REGIONAL PAVEMENT AND ASSET MANAGEMENT SYSTEM

OBJECTIVE

The purpose of this Work Element is to develop and maintain a GIS-based Pavement and Asset Management Program and associated data sets for County- and Town-maintained roads.

DISCUSSION

This work element covers staff time necessary to continually develop and maintain an inventory of Right-of-Way, encroachments, and current assets in order to have the best possible data for current and future projects. Data from the program will be used to prioritize projects for Project Study Report development and programming in future STIPs. An effort will be made to include traffic accident reports for car collisions as well as wildlife collisions. The primary objectives of the PMS are to:

- Catalog and report current pavement condition information,
- Provide data for development and maintenance of long-range road maintenance/upgrade plan
- Analyze effectiveness and longevity of pavement maintenance techniques,
- Provide reports to plan future maintenance in a cost effective matter,
- Provide reports that allow for most cost effective use of rehab dollars, and
- Integrate finding into existing plans such as the five-year Capital Improvement Plan and the Transportation Asset Management Plan

MAP-21/FAST ACT performance measures for rurals are optional now – but consider the points below.

PREVIOUS WORK

In FY 2013 Mono County developed a GIS-based Pavement Management System to help inventory and track pavement conditions across all County-maintained roads and help prioritize future treatment measures. TOML is now in monitoring mode. Mono County is still in planning stage.

WORK ACTIVITY

- Consider adding data sources like Statewide Integrated Traffic Records System (SWITRS) to County road management
- Work with Mono County Sheriff's office to track local traffic collisions/property damage that may not be reported by law enforcement
- Continue to develop data collection and management frameworks which support multi-year field surveys and the associated long-term need for management of data

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Develop & maintain GIS inventory of Right-of-Way for County & Town roads	County, Town	Ongoing
2.	Develop & maintain pavement condition index data	County, Town	Ongoing
3.	Develop & maintain transportation asset data	County, Town	Ongoing
4.	Data collection & maintenance program	County, Town	Ongoing
5.	Data collection of accident reports	County, Town	Ongoing

END PRODUCT

- ROW & road centerline inventory
- Pavement condition information & reports
- Up-to-date assessment of transportation assets; reports
- Data; field collection program
- Data & reports

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA	10,000	55,000	65,000
PPM FUNDING	32,500	17,500	50,000
TOTAL FUNDING			125,000

WORK ELEMENT 908-14-1
REGIONAL MAINTENANCE MOU

PURPOSE

The purpose of this work element is to create a Memorandum of Understanding between Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for maintenance services and operations for roads with shared interests, such as sections of state highways that also serve as community main streets. The lack of a clear partnership agreement for managing and maintaining new improvements has caused past delay and apprehension in pursuing positive multi-modal improvements consistent with the RTP and the mission of Caltrans. Recent successes such as the Bridgeport Main Street Project highlight the potential available through such collaboration and partnerships. This MOU will serve as a basis for updating existing maintenance agreements among Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for applicable improvements. The MOU will address infrastructure and operations, such as transit shelters, signals, signage, streetscape improvements and snow management.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, & opportunities;	Town, County & Caltrans	Meetings with Caltrans staff	2018
2.	Develop Draft Maintenance Agreement (administrative review)	Town, County & Caltrans	Draft Maintenance Agreement (administrative review)	10/1/2018
3.	Prepare & present Draft Maintenance Agreement	Town, County & Caltrans	Draft Maintenance Agreement	2/1/2018
4.	Final Updated Maintenance Agreement	Town, County & Caltrans	Final Updated Maintenance Agreement	5/1/2018
5.	Final deliverable(s)	LTC		6/1/2018

PREVIOUS WORK

This is a Work Element created with the 2014-15 OWP.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA			
PPM FUNDING	2,000	2,000	4,000
TOTAL FUNDING			4,000

WORK ELEMENT 1000-12-0**TRANSPORTATION TRAINING AND DEVELOPMENT****OBJECTIVE**

The purpose of this Work Element is to provide training and professional growth opportunities related to transportation planning for staff involved in LTC projects.

DISCUSSION

In order to plan future projects staff must be up to date on the most current state and federal laws, policies, and regulations related to transportation; and best practices related to multimodal transportation planning, policies, and programs.

The primary objectives are to:

- Provide training on new and updated state and federal laws (e.g., MAP-21/FAST ACT), policies, and regulations,
- Provide training on Manual Traffic Control Requirements(MUTCD), Local Assistance Procedures Manual (LAPM), Federal Highway Administration (FHWA), Caltrans requirements, and
- Investigate new techniques, best practices, programs, and equipment to be adapted and incorporated into future transportation projects.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Identify & attend training opportunities available relating to transportation planning, projects & programs	County, LTC	Ongoing
2.	MAP-21/FAST ACT training & implementation	County, LTC	Ongoing
3.	Receive training on new & updated state & federal laws, policies, & regulations	County, Town, LTC	6/30/2018
4.	Receive training on new & updated transportation principles & practices	County, Town, LTC	6/30/2018
5.	Receive training on MUTCD, LAPM, FHWA, Caltrans requirements	County, Town, LTC	6/30/2018
6.	Investigate new techniques & equipment to be adapted & incorporated into future projects	County, Town, LTC	6/30/2018

END PRODUCTS

- Training documentation

ONGOING TASK

This is an ongoing project. Scope and deliverables will be amended as new opportunities and training needs are identified.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA	10,000	10,000	20,000
PPM FUNDING			
TOTAL FUNDING			20,000

17/18 Budget Work Element - RPA funds	Town	County	Total
100-12-0: OWP Administration and Management	\$ 10,000.00	\$ 20,000.00	\$ 30,000.00
200-12-0: Regional Transportation Plan	\$ 14,000.00	\$ 10,000.00	\$ 24,000.00
201-12-1: Regional Trails	\$ 5,000.00	\$ 5,000.00	\$ 10,000.00
202-16-1: Regional Transportation Plan Implementation		\$ 15,000.00	\$ 15,000.00
300-12-0: Regional Transit Planning and Coordination		\$ 2,500.00	\$ 2,500.00
501-15-0: Airport Planning	\$ 2,500.00	\$ 4,000.00	\$ 6,500.00
600-12-0: Regional Transportation Funding		\$ 10,000.00	\$ 10,000.00
601-11-0: 395 Corridor Management Plan		\$ 15,000.00	\$ 15,000.00
614 -15-0: Alternative Fueling Station Corridor Policy		\$ 5,000.00	\$ 5,000.00
615-15-0: Active Transportation Program (ATP)		\$ 4,500.00	\$ 4,500.00
616-15-0: (A) Community Emergency Access Route Assessment		\$ 4,500.00	\$ 4,500.00
(B) Regional Winter Response / Future Needs Assessment	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00
617-15-0: Community Way-Finding Design Standards	\$ 5,000.00	\$ 1,000.00	\$ 6,000.00
800-12-1: Interregional Transportation Planning		\$ 4,000.00	\$ 4,000.00
804-15-1: Community Traffic Calming & Complete Streets Design Standards		\$ 1,000.00	\$ 1,000.00
900-12-0: Planning, Monitoring & Traffic Issues		\$ 5,000.00	\$ 5,000.00
903-12-1: Regional Pavement & Asset Management System	\$ 10,000.00	\$ 55,000.00	\$ 65,000.00
1000-12-0: Transportation Training & Development	\$ 10,000.00	\$ 10,000.00	\$ 20,000.00
TOTALS	\$ 57,500.00	\$ 172,500.00	\$ 230,000.00

\$

230,000.00

17/18 Budget Work Element - PPM funds	Town	County	Total
201-12-1: Regional Trails	\$5,000	\$3,000	\$8,000
501-15-0: Airport Planning	\$2,500	\$2,500	\$5,000
615-15-0: Active Transportation Program (ATP)		\$5,000	\$5,000
700-12-0: Regional Project Study Reports	\$10,000	\$25,000	\$35,000
701-12-1: Regional Transportation Improvement Program(RTIP)		\$3,000	\$3,000
800-12-1: Interregional Transportation Planning		\$2,000	\$2,000
803-13-1: Mammoth Lakes Air Quality monitoring and planning	\$500		\$500
900-12-0: Planning, Monitoring & Traffic Issue/ Policy Creation	\$10,000	\$5,000	\$15,000
902-12-2: Regional Transportation Data Collection	\$5,000	\$2,500	\$7,500
903-12-1: Regional Pavement & Asset Management System	\$32,500	\$17,500	\$50,000
908-14-1: Regional Maintenance MOU	\$2,000	\$2,000	\$4,000
TOTALS	\$ 67,500.00	\$67,500	\$ 135,000.00

APPENDIX C
LIST OF PLANS WITH DATES FOR UPDATE

Plan Name	Entity Responsible	Last Updated	Frequency of Updates	Next Update Due
Airport Emergency Plan	Town	2013	5 - 10 years	2018
Airport Land Use Plans (ALUPs)				
Bryant Field (Bridgeport)	County	2006		
Lee Vining Field	County	2006		
Mammoth Yosemite Airport (Awaiting State Funding)	County	1986		
Airport Safety Management System Plan	Town	New	As necessary	2018
ESTA Short-Range Transit Plan	ESTA	2016	5 years	2021
Inyo-Mono Counties Consolidated Public Transit-Human Services Plan	ESTA	2015	5 years	2019
Regional Transportation Improvement Plan (RTIP)	LTC	2015	2 years	2017 December
Regional Transportation Plan (RTP)/revised & coordinated with Housing Element update	LTC	2015	4 years	2017 December

DEPARTMENT OF TRANSPORTATION

DISTRICT 9
 500 SOUTH MAIN STREET
 BISHOP, CA 93514
 PHONE (760) 872-1398
 FAX (760) 872-5225
 TTY 711
 www.dot.ca.gov



*Make Conservation a
 California Way of Life.*

April 17, 2017

Scott Burns, Executive Director
 Mono County Local Transportation Commission
 PO Box 347
 Mammoth Lakes, CA 93546

Dear Mr. Burns,

Mono County Local Transportation Commission Draft 2017/2018 Overall Work Program

Thank you for the opportunity to review the Mono County Local Transportation Commission's (MCLTC) draft Overall Work Program for fiscal year 2017-2018. Based on our review, Caltrans offers the following comments for your consideration:

- **Introduction:** Page 5, paragraph 5 – Please reword “...have been influenced by development pressures of Bishop...” to “...have been influenced by the bedroom communities of...”
 - Page 6, paragraph 1 – Please reword “Air travel to and from the Eastern Sierra has made substantial improvements...” to “An increase in air travel has triggered substantial improvements...”
 - Page 6, paragraph 3 – The word “county” is misspelled – “...is the transit provider in Mono Count. ESTA...”
 - Page 7, Planning Emphasis Areas FAST Act – “*The eight* planning factors...” to “*The ten* planning factors...”
- **Work Element 100-12-0:** Page 8, table – Please capitalize the word “quarterly” under “Estimated Completion” header.
 - Page 8, table – “Responsible” header column to be completed.
 - Page 8 – Please revise the title to match the Table of Contents and the Work Element activities, which do not mention “training and development.”
- **Work Element 200-12-0:** Page 11, #8 in table – Please add “*Conduct supplemental Regional Transportation Plan (RTP) level environmental review if necessary.*”

Mr. Burns
 April 17, 2017
 Page 2

- **Work Element 201-12-1:** Page 12, table – Please insert estimated completion dates for this Work Element.
- **Work Element 300-12-0:** Page 15 – Maybe incorporate the ITS Plan with Transit (pg. 15) and 395 Corridor Management Plan (Work Element 601-11-0) as an end product?
 - Page 15, Discussion – purchase of transit signage or printing of maps and schedules is not RPA reimbursable. (pg.15)
- **Work Element 501-15-0:** Page 17, Previous Work – “*All RPA funds will focus on land use and transportation planning at airport facilities.*” Please specify this is only for ground access to and from airports and not land use planning at airport facilities.
- **Work Element 600-12-0:** Page 18, table – Items 2 and 3 are ineligible work activities – they can be identified elsewhere but should be removed from the table.
 - Page 18, table item 5 – please clarify what the final deliverable will be.
- **Work Element 601-11-0:** Pages 19, – Please add “... *as part of the (now discontinued) National Scenic Byways...*” under Discussion.
 - Page 20, table item 10 – Please remove “*Conduct applicable environmental planning...*” as this is in ineligible activity, or move to another Work Element that is non-RPA funded. If this activity remains within the current Work Element, Mono CLTC’s accounting system needs to have the ability to itemize and track staff time by task within the Work Element for accurate invoicing.
- **Work Element 614-15-2:** Table item 6 – Please remove “*& conduct applicable environmental planning*” as this is an ineligible activity, or move to another Work Element that is non-RPA funded. If this activity remains within the current Work Element, Mono CLTC’s accounting system needs to have the ability to itemize and track staff time by task within the Work Element for accurate invoicing.
- **Work Element 615-15-0:** Page 23, table item 8 – Please remove “*& conduct applicable environmental planning*” as this is in ineligible activity.
 - Page 23 – Please clarify if this Work Element will produce a plan or a program; a Plan seems like it would be more appropriate, but the Work Element title refers to a “Program.”
- **Work Element 616-15-0 B:** Page 26, second to last paragraph – Please correct the dates “... *(lessons learned) from extreme weather events of 2017/2018...*” to 2016/2017.

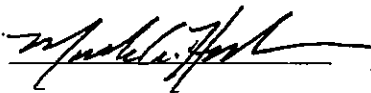
Mr. Burns
 April 17, 2017
 Page 3

- **Work Element 701-12-1:** Page 31, third paragraph – Please correct: “*The primary objectives of this work element is to...*” to “are to...”
- **Work Element 800-12-1:** Page 33, first paragraph – Please correct: “*This also includes improves access to national park and national forest.*” to “*This also includes improved access to national parks and national forests.*”
 - Page 33, third paragraph – Please omit “*This work also included ~~include~~ attendance...*”
- **Work Element 804-15-1:** Page 36, first paragraph – Please correct “...for complete streets and traffic-calming measures for application...”
 - Page 36, table item 4 – Please remove “...& conduct applicable CEQA review...” as this is an ineligible activity, or move to another Work Element that is non-RPA funded. If this activity remains within the current Work Element, Mono CLTC’s accounting system needs to have the ability to itemize and track staff time by task within the Work Element for accurate invoicing.
 - Please clarify how this activity ties to regional transportation planning. This clear nexus is required to be eligible for RPA reimbursement. Otherwise, please use another fund source for this activity.
- **Work Element 903-12-1:** Page 41, second paragraph – Please correct “...and assets contained within ~~in~~ order to have the best...” to “...and assets within an order...”

In addition to these comments, we ask that the RPA’s plan on invoices for both RPA and PPM be sent to us quarterly to ensure consistency. These invoices can be sent to Forest Becket at forest.becket@dot.ca.gov.

We value our cooperative working relationship with Mono County, the Town of Mammoth Lakes, and the Local Transportation Commission. If you have any questions, please contact Cort Hitchens at (760) 872-6799 or cort.hitchens@dot.ca.gov.

Sincerely,



MARK HECKMAN
 District 9 Branch Supervisor
 Transportation Planning



Date: June 12, 2017

STAFF REPORT

Subject: FFY 2017 FTA Section 5311 Regional Program of Projects and Certifications and Assurances

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

It is recommended that the Commission program by Resolution R17-09 the Federal Fiscal Year 2017 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$76,622.00 in federal funds and authorize the Local Transportation Commission, Executive Director to sign the Certifications 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 2017, Mono County was apportioned \$76,622.00.

It is the responsibility of the local transportation planning agency to program projects for these funds. 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 Eastern Sierra Transit Authority to assist in the operational costs of the overall Mono County transit system. FTA Section 5311 funds will be incorporated into ESTA's 2017-18 budget.

Eastern Sierra Transit Authority is seeking approval by Resolution for the Federal Fiscal Year 2017 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$76,622.00 in federal funds and authorization for the Local Transportation Commission, Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Mono County.



**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 2017



All Section 5311, 5311(f), and Rural CMAQ Transit Applications and POPs are due May 24th, 2017. However, if there are issues meeting the deadlines, please notify your HQ Liaison as soon as possible.

FEDERAL FISCAL YEAR 2017
Section 5311 Program of Projects (POP)

Regular 5311 JARC 5311 CMAQ

(A) Available Funding:

	Carryover: (+)	0
<i>Estimated</i> Apportionment [FFY 2017]:	(+)	76,622
(A) TOTAL FUNDS AVAILABLE:	=	76,622

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

	<i>Federal Share</i>
Part I. Operating Assistance - Total: (+)	76,622
Part II. Capital - Total: (+)	_____
(B) Total [Programmed]: (=)	76,622

(C) Balance

	<i>Federal Share</i>
(A) Total Funds Available: (+)	76,622
(B) Total [Programmed]: (-)	76,622
* Balance: (=)	0

***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:	_____

FUNDING SUMMARY

	<i>Federal Share</i>
(B) Regional Apportioned - Total [Programmed]: (+)	76,622
(D) Flex Fund - Total: (+)	_____
GRAND TOTAL [Programmed]: (=)	76,622

Contact Person/Title: Jill Batchelder, Transit Analyst
 Phone Number: 760-872-1901

Date: 6/12/2017

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 (2017 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	Mono County Operating Assistance	76,622		1,066,727		2,177,494		
	Operating Assistance Funds Total	76,622		1,066,727		2,177,494		



**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](tel: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 or CMAQ*</i>	<i>Toll Credits**</i>	<i>Local Match</i>	<i>Total Project Cost</i>	<i>Local Match Source/s</i>
\$76,622	\$	\$1,066,727	\$2,254,116	LTF, STA, Fares, other agencies

* 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:

Signature in **BLUE** ink

Date: 6/12/2017

RESOLUTION R17-09

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION, STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE SUBMISSION OF 2017 FEDERAL TRANSIT ADMINISTRATION SECTION 5311 APPORTIONMENT GRANT WITH EASTERN SIERRA TRANSIT AUTHORITY AS THE SUBRECIPIENT OF \$76,622; AND AUTHORIZE THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION 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 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, Eastern Sierra Transit Authority desires to apply for said financial assistance to permit operation of service in Mono County; and

WHEREAS, Eastern Sierra Transit Authority as the CTSA 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 AND ORDERED that the Mono County Local Transportation Commission does hereby Authorize Eastern Sierra Transit Authority, 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 Mono County Local Transportation Commission executive director is authorized to sign the certification of assurances required by the Department.

That Eastern Sierra Transit Authority is authorized to execute and file all contracts or agreements or any other document required by the Department.

That Eastern Sierra Transit Authority is authorized to provide additional information as the Department may require in connection with the application for the Section 5311 projects.

That Eastern Sierra Transit Authority 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 \$76,622.

PASSED AND ADOPTED this 12th day of June 2017 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

John Peters, Chair
Local Transportation Commission

Attest: _____
CD Ritter, LTC Secretary



Date: June 12, 2017

STAFF REPORT

Subject: FFY 2018 FTA Section 5311 Regional Program of Projects and Certifications and Assurances

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

It is recommended that the Commission program by Resolution R17-10 the Federal Fiscal Year 2018 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$78,372.00 in federal funds and authorize the Local Transportation Commission executive director to sign the Certifications 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 2018, Mono County was apportioned \$78,372.

It is the responsibility of the local transportation planning agency to program projects for these funds. 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 Eastern Sierra Transit Authority to assist in the operational costs of the overall Mono County transit system. FTA Section 5311 funds will be incorporated into ESTA's 2018-19 budget.

Eastern Sierra Transit Authority is seeking approval by Resolution for the Federal Fiscal Year 2018 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$78,372 in federal funds and authorization for the Local Transportation Commission executive director to sign the Certifications and Assurances for operating assistance for general public transit services in Mono County.



**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 2018



All Section 5311, 5311(f), and Rural CMAQ Transit Applications and POPs are due May 24th, 2017. However, if there are issues meeting the deadlines, please notify your HQ Liaison as soon as possible.

County/Region: <u> Mono County </u>	District: <u> 9 </u>
Original Submission Date: <u> 6/12/2017 </u>	Revision No. <u> </u> Revision Submission Date: <u> </u>

FEDERAL FISCAL YEAR 2018

Section 5311 Program of Projects (POP)

Regular 5311 JARC 5311 CMAQ

(A) Available Funding:

	Carryover: (+)	0
<i>Estimated</i> Apportionment [FFY 2018]:	(+)	78,372
(A) TOTAL FUNDS AVAILABLE:	=	78,372

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

		<i>Federal Share</i>
Part I. Operating Assistance - Total:	(+)	78,372
Part II. Capital - Total:	(+)	
(B) Total [Programmed]:	(=)	78,372

(C) Balance

		<i>Federal Share</i>
(A) Total Funds Available:	(+)	78,372
(B) Total [Programmed]:	(-)	78,372
* Balance:	(=)	0

***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:		

FUNDING SUMMARY

		<i>Federal Share</i>
(B) Regional Apportioned - Total [Programmed]:	(+)	78,372
(D) Flex Fund - Total:	(+)	
GRAND TOTAL [Programmed]:	(=)	78,372

Contact Person/Title: Jill Batchelder
 Phone Number: 760-872-1901

Date: 6/12/2017

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	Mono County Operating Assistance	78,372		1,046,302		1,124,674		
		78,372		1,046,302		1,124,674		
	Operating Assistance Funds Total							



**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 or CMAQ*</i>	<i>Toll Credits**</i>	<i>Local Match</i>	<i>Total Project Cost</i>	<i>Local Match Source/s</i>
\$78,372	\$	\$1,046,302	\$2,257,655	LTF, STA, Fares, other agencies

* 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: 6/12/2017

Signature in BLUE ink

RESOLUTION R17-10

**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION,
STATE OF CALIFORNIA, APPROVING AND AUTHORIZING SUBMISSION OF 2018
FEDERAL TRANSIT ADMINISTRATION SECTION 5311 APPORTIONMENT GRANT WITH
EASTERN SIERRA TRANSIT AUTHORITY AS THE SUBRECIPIENT OF \$78,372; AND
AUTHORIZE THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION 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 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, Eastern Sierra Transit Authority desires to apply for said financial assistance to permit operation of service in Mono County; and

WHEREAS, Eastern Sierra Transit Authority as the CTSA 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 AND ORDERED that the Mono County Local Transportation Commission does hereby authorize Eastern Sierra Transit Authority 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 Mono County Local Transportation Commission executive director is authorized to sign the certification of assurances required by the Department;

That Eastern Sierra Transit Authority is authorized to execute and file all contracts or agreements or any other document required by the Department;

That Eastern Sierra Transit Authority is authorized to provide additional information as the Department may require in connection with the application for the Section 5311 projects; and

That Eastern Sierra Transit Authority 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 \$78,372.

PASSED AND ADOPTED this 12th day of June 2017, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

John Peters, Chair
Local Transportation Commission

Attest: _____
CD Ritter, LTC Secretary



Date: June 12, 2017

STAFF REPORT

Subject: FTA Section 5311(f) Intercity Bus Program Continued Funding for Operating Assistance 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 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 in the amount of \$226,559.88.

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 operates the 395 Route-North between Lone Pine and Reno making connections with Greyhound and Reno-Tahoe International Airport. The 395 Route-South is operated between Mammoth and Lancaster connecting with the Metrolink train. These Routes have been supported by FTA Section 5311(f) since the inception of the route.

The Resolution 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 2017/18, there will be sufficient fund for the operation of these routes. Eastern Sierra Transit as the CTSA for Inyo County has coordinated with other transportation providers and social service agencies in the region.

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 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 total \$181,436 and are to be split equally between Mono and Inyo County's Local Transportation Commissions. Mono County's portion of matching fund (\$90,718) will be requested with Eastern Sierra Transit's FY 2017/18 budget.

Eastern Sierra Transit Authority is seeking approval by Resolution for the the Mono County Local Transportation Commission, 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.

**REGIONAL TRANSPORTATION PLANNING AGENCY
CERTIFICATIONS AND ASSURANCES
STATE OF CALIFORNIA
FY2017-18 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 the following category:

Operating Assistance Continued Funding	\$226,559.88
Total	\$226,559.88

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: June 12, 2017

(Blue Ink)

RESOLUTION R17-11
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 FEDERAL TRANSIT
ADMINISTRATION SECTION 5311(F) CONTINUED FUNDING FOR OPERATING
ASSISTANCE FOR THE 395 INTER-REGIONAL BUS ROUTE

WHEREAS, Eastern Sierra Transit Authority 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 Statewide 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 AND ORDERED that the Mono County Local Transportation Commission hereby approves and authorizes the executive director to sign all required Certifications and Assurances.

PASSED AND ADOPTED this 12th day of June 2017, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

 John Peters, LTC Chair

Attest: _____
 CD Ritter, LTC Secretary



Date: June 12, 2017

STAFF REPORT

Subject: FY 16-17 Cal-OES Security Grant Program Project Approval

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

Approve Resolution R17-12 for the FY 2016-17 Transit System Safety, Security and Disaster Response Account Program, allocating \$11,350 to solar real-time route information signs for Eastern Sierra Transit bus stops within the Town of Mammoth Lakes 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.

ENVIRONMENTAL COMPLIANCE

This project will be in accordance with all Town ordinances

ANALYSIS/DISCUSSION

The California Transit Security Grant Program (CTSGP) funds capital projects that increase protection against security and safety threats, and develop a disaster response transportation system. The program is funded by Prop 1B bond sales. The FY 2016-17 allocation for the Mono County LTC is \$11,350, pending future State bond sales. Eastern Sierra Transit proposes allocating these funds to purchase and install to solar real-time route information signs at high volume bus stops within the town of Mammoth Lakes.

This renovation project is designed to enhance the safety and security of passengers waiting at the public transit stops in the town of Mammoth Lakes. ESTA's fixed route provided 405,893 passenger trips in FY 2015-16 in this resort community. Having the ability to provide real-time route and emergency alerts to guests who may not know what to do in the event of a local emergency. Additionally, having accurate real-time information will improve rider satisfaction and reduce passenger anxiety, making crowd control less of an issue during high passenger-volume times. The proposed project would enhance the safety of passengers by providing real-time information on the transit service and emergency alerts in multiple languages as well as an ADA complaint annunciator. The solar real-time route information signs would provide timely information on the bus arrival times. Eastern Sierra Transit would have the ability to communicate weather delays, road closures, route detours of the transit system and community emergency alerts. This is of particular importance to reduce exposure risks when there are severe snow, ice and wind conditions in this mountain community.

Authorized Agent Signature Authority

AS THE

_____ Chairman _____

— (Chief Executive Officer / Director / President / Secretary)

OF THE _____ Mono County Local Transportation Commission _____
(Name of State Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named state organization, any actions necessary for the purpose of obtaining state financial assistance provided by the California Governor's Office of Emergency Services.

_____ Scott Burns, Executive Director _____, OR
(Name or Title of Authorized Agent)

_____ ,
OR
(Name or Title of Authorized Agent)

_____ ,
(Name or Title of Authorized Agent)

Signed and approved this _____ 12th _____ day of __ June _____,
2017 _____

(Signature)

**California Transit Security Grant Program
California Transit Assistance Fund**

Name of Applicant: Mono County Local Transportation Commission

Grant Cycle: 2016-17 Grant Number: 051-91005

Address: PO Box 347

City: Mammoth Lakes State: CA Zip Code: 93546

Telephone Number: (760) 924-1805

E-Mail Address: sburns@mono.ca.gov

As the duly authorized representative of the applicant, I certify that the applicant named above:

1. Has the legal authority to apply for Transit System Safety, Security, and Disaster Response Account funds, and has the institutional, managerial and financial capability to ensure proper planning, management and completion of the grant provided by the State of California and administered by the California Governor's Office Emergency Services (Cal OES);
2. Will assure that grant funds are used only for allowable, fair, and reasonable costs;
3. Will give the State of California generally and Cal OES in particular, through any authorized representative, access to and the right to examine all paper or electronic records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or Cal OES directives;
4. Will provide progress reports and other information as may be required by Cal OES;
5. Will initiate and complete the work within the applicable timeframe after receipt of Cal OES approval; and
6. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain for themselves or others, particularly those with whom they have family, business or other ties.
7. Will comply with all California and federal statutes relating to nondiscrimination. These include but are not limited to:
 - a. Title VI of the Civil Rights Act of 1964 (P.L. 88-352), as amended, which prohibits discrimination on the basis of race, color or national origin;
 - b. Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex;
 - c. Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §§ 794) which prohibits discrimination on the basis of handicaps;
 - d. The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107) which prohibits discrimination on the basis of age;
 - e. The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255) as amended, relating to nondiscrimination on the basis of drug abuse;

- f. The Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - g. Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290dd-2), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - h. Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing;
 - i. Any other nondiscrimination provisions in the specific statute(s) under which application for federal assistance is being made; and
 - j. The requirements on any other nondiscrimination statute(s) which may apply to the application.
8. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234), which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
9. Will comply with applicable environmental standards which may be prescribed pursuant to California or federal law. These may include, but are not limited to, the following:
 - a. California Environmental Quality Act. California Public Resources Code Sections 21080-21098. California Code of Regulations, Title 14, Chapter 3 Sections 15000-15007;
 - b. Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO)11514;
 - c. Notification of violating facilities pursuant to EO 11738;
 - d. Protection of wetlands pursuant to EO 11990;
 - e. Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - f. Assurance of project consistency with the approved state management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - g. Conformity of federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - h. Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended, (P.L. 93-523); and
 - i. Protection of endangered species under the Endangered Species Act of 1973, as amended, (P.L. 93-205).
10. Will comply, if applicable, with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
11. Will assist Cal OES, as appropriate, in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §§ 470), EO 11593 (identification and preservation of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq).
12. Will comply with Standardized Emergency Management System requirements as stated in the California Emergency Services Act, Gov Code §§ 8607 et seq. and CCR Title 19, Sections 2445, 2446, 2447 and 2448.
13. Will:
 - a. Promptly return to the State of California all funds received which exceed the approved, actual expenditures as accepted by Cal OES;
 - b. In the event the approved amount of the grant is reduced, the reimbursement

applicable to the amount of the reduction will be promptly refunded to the State of California; and

- c. CTSGP-CTAF funds must be kept in a separate interest bearing account. Any interest that is accrued must be accounted for and used towards the approved Prop1B project approved by Cal OES.
14. Will comply, if applicable, with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
 15. Agrees that equipment acquired or obtained with grant funds:
 - a. Will be made available under the California Disaster and Civil Defense Master Mutual Aid Agreement in consultation with representatives of the various fire, emergency medical, hazardous materials response services, and law enforcement agencies within the jurisdiction of the applicant; and
 - b. Will be made available pursuant to applicable terms of the California Disaster and Civil Defense Master Mutual Aid Agreement and deployed with personnel trained in the use of such equipment in a manner consistent with the California Law Enforcement Mutual Aid Plan or the California Fire Services and Rescue Mutual Aid Plan.
 16. Will comply, if applicable, with Subtitle A, Title II of the Americans with Disabilities Act (ADA) 1990.
 17. Will comply with all applicable requirements, and all other California and federal laws, executive orders, regulations, program and administrative requirements, policies and any other requirements governing this program.
 18. Understands that failure to comply with any of the above assurances may result in suspension, termination or reduction of grant funds.
 - a. The applicant certifies that it and its principals:
 1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, sentenced to a denial of federal benefits by a state or federal court, or voluntarily excluded from covered transactions by any federal department or agency;
 2. Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property; and
 3. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and (d) have not within a three-year period preceding this application had one or more public transactions (federal, state, or local) terminated for cause or default; and where the applicant is unable to certify to any of the statements in this certification, he or she shall attach an explanation to this application.
 19. Will retain records for thirty-five years after notification of grant closeout by the State.

20. Will comply with the audit requirements set forth in the Office of Management and Budget (OMB) Circular A-133, "Audit of States, Local Governments and Non-Profit Organizations."
21. Grantees and subgrantees will use their own procurement procedures which reflect applicable state and local laws and regulations.
22. Grantees and subgrantees will comply with their own contracting procedures or with the California Public Contract Code, whichever is more restrictive.
23. Grantees and subgrantees will maintain procedures to minimize the time elapsing between the award of funds and the disbursement of funds.

As the duly authorized representative of the applicant, I hereby certify that the applicant will comply with the above certifications.

The undersigned represents that he/she is authorized by the above named applicant to enter into this agreement for and on behalf of the said applicant.

Signature of Authorized Agent: _____

Printed Name of Authorized Agent: Scott Burns

Title: Executive Director

Date: 6/12/2017

RESOLUTION R17-12
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION
COMMISSION FOR THE FY 2016-17 TRANSIT SYSTEM SAFETY,
SECURITY AND DISASTER RESPONSE ACCOUNT PROGRAM ALLOCATION
\$11,350 TO SOLAR REAL-TIME ROUTE INFORMATION SIGNS AND
AUTHORIZING THE LTC EXECUTIVE DIRECTOR TO SIGN
NECESSARY GRANT DOCUMENTS

WHEREAS, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of general obligation bonds for specified purposes, including, but not limited to, funding made available for capital projects that provide increased protection against security and safety threats, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems; and

WHEREAS, the California Governor's Office of Emergency Services (Cal OES) administers such funds deposited in the Transit System Safety, Security, and Disaster Response Account under the California Transit Security Grant Program (CTSGP); and

WHEREAS, the Mono County Local Transportation Commission is eligible to receive CTSGP funds; and

WHEREAS, the Mono County Local Transportation Commission will apply for FY 2016-17 CTSGP funds in an amount up to \$11,350 for purchase and installation of solar real-time route information signs will provide additional safety and security for the transit passenger providing a signification positive long-term impact on the region and is keeping with the goals of the funding; and

WHEREAS, Mono County Local Transportation Commission recognizes that it is responsible for compliance with all Cal OES CTSGP grant assurances, and state and federal laws, including, but not limited to, laws governing the use of bond funds; and

WHEREAS, Cal OES requires Mono County Local Transportation Commission to complete and submit a Governing Body Resolution for the purposes of identifying agent(s) authorized to act on behalf of Eastern Sierra Transit Authority to execute actions necessary to obtain CTSGP funds from Cal OES and ensure continued compliance with Cal OES CTSGP assurances, and state and federal laws.

THEREFORE, IT IS HEREBY RESOLVED by the Mono County Local Transportation Commission that the Mono County LTC executive director and/or designee is hereby authorized to execute for and on behalf of Eastern Sierra Transit Authority, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining financial assistance provided by the California Governor's Office of Emergency Services under the CTSGP.

PASSED AND ADOPTED this 12th day of June, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

John Peters, Chair
Local Transportation Commission

ATTEST:

CD Ritter, LTC Secretary