

Mono County Local Transportation Commission

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PO Box 8
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AGENDA

May 12, 2014 – 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 April 14, 2014 – **p. 1**
4. **ACTION ITEMS:**
 - A. Review analysis & adopt Resolution R14-06 on Unmet Transit Needs (*Wendy Sugimura*) – **p. 5**
 - B. Adopt 2013-14 Overall Work Program (OWP) budget amendment (*Megan Mahaffey*) – **p. 14**
 - C. Adopt Resolution R14-07 approving FY 13-14 Cal-OES Transit Security Grant Program project (*Wendy Sugimura*) – **p. 16**
 - D. Adopt Resolution R14-08 approving the Inyo-Mono Counties Coordinated Public Transit Human Services Transportation Plan Update (*Jill Batchelder*) – **p. 19**
5. **COMMISSIONER REPORTS**
6. **ADMINISTRATION**
 - A. Receive legal opinion on LTC composition (*Stacey Simon*) – **p. 191**
 - B. Consider amendment to LTC Handbook to clarify Caltrans participation with the commission (*Scott Burns*) – **p. 102**
7. **LOCAL TRANSPORTATION:** No items
8. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA) update
 - B. Yosemite Area Regional Transportation System (YARTS) update
9. **CALTRANS**
 - A. Select potential Memorandum of Understanding (MOU) project & provide any desired direction to LTC staff
 - B. Discuss Statewide Integrated Traffic Records System (SWITRS) & provide any desired direction to LTC staff
 - C. Review Caltrans policy for special events & provide any desired direction to LTC staff (*requested by Commissioner Johnston*)
 - D. Report activities in Mono County & provide pertinent statewide information

More on back...

10. **QUARTERLY REPORTS** (*question/answer format*)
 - A. Town of Mammoth Lakes – **p. 103**
 - B. Mono County – **p. 109**
 - C. Caltrans – **p. 113**
11. **INFORMATIONAL**
12. **UPCOMING AGENDA ITEMS**
13. **ADJOURN** to June 9, 2014

***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

April 14, 2014

COUNTY COMMISSIONERS: Tim Fesko (by videoconference), Larry Johnston, Fred Stump
TOWN COMMISSIONERS: Jo Bacon, Sandy Hogan **ABSENT:** Matthew Lehman
COUNTY STAFF: Scott Burns, Stacey Simon, Gerry Le Francois, Wendy Sugimura, Garrett Higerd, Megan Mahaffey, C.D. Ritter
TOWN STAFF: Peter Bernasconi
CALTRANS: Ryan Dermody, Tom Hallenbeck
ESTA: John Helm
SSTAC: Beth Himelhoch, Megan Foster, Rick Franz, Debbie Diaz, John Helm, Laurel Martin
GUESTS: Chris Lizza, Kelly Garcia

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Jo Bacon called the meeting to order at 9:03 a.m., and attendees recited the pledge of allegiance.
2. **PUBLIC COMMENT:** None
3. **MINUTES:**

MOTION: Approve minutes of March 10, 2014, as submitted. (*Stump/Hogan. Ayes: 5. Absent: Lehman.*)
4. **ACTION ITEMS:**
 - A. **PUBLIC HEARING: Unmet Transit Needs.** The SSTAC members introduced themselves. Wendy Sugimura stressed importance of this annual hearing that complies with two state laws. Unmet transit needs: elderly, disabled, low-income, youth and other transit-dependent persons. Reasonable to meet: operationally feasible, community accepted, available to public, economical and meet fare box revenue within two years. Public forums for community input were held at RPACs, with ESTA doing most of the outreach. **OPEN PUBLIC HEARING:** 1) Developmentally disabled/disabled Bishop/Mammoth on weekends. 2) Locating special-needs population in a disaster (where to find them by address, longitude/latitude or landmark, pets, gate locks, O₂-dependent transport, etc.) in event of evacuation. During a fire, Inyo went door-to-door with sheriff's department. Office of Emergency Services (OES) would be in charge (sheriffs). Paramedics likely know locations from callouts. Maybe have agreement with ESTA so it's prepared. 3) Bishop/Mammoth and points in between major centers of region, especially in summer. 4) Transitional services for young adults 18-22 to live independently. 5) Getting Crowley students to ride public transit to Mammoth, not school bus. 6) Wrong timing Bishop-Mammoth bus – people can't get to work on time. Didn't want to join vanpool, just occasional need. 7) Traffic jam at school in mornings. Maybe not "unmet need," but needs fixing. (Commissioner Bacon noted plans under way next month.) 8) Website link to transportation service providers. (Helm: Ultimately, contact ESTA to see if it meets need. ESTA continues to inform policy makers that it's the resource to contact. Sugimura noted County is more visible, but defers to ESTA.)
 - Unmet transit needs will come back to LTC for analysis/adoption next month. Procedure for special circumstances on who to contact, where to go, how to access info? Sugimura stated ESTA is always available by website or phone. CDD is first line of contact, providing RPAC forums. Annual process elevates visibility, but info is always available at County.
 - Sugimura will take input for her and Helm to integrate into table. Resolution will be adopted prior to budget process. **CLOSE PUBLIC HEARING.**

B. Mono County OWP (Overall Work Program) 2014-15: Megan Mahaffey incorporated suggested changes. Dates on p. 48-50 are off by a year. Title on p. 48 should be "Deliverables." Triple-check dates.

MOTION: Adopt Mono County OWP 2014-15 for submission to Caltrans with date corrections. (Stump/Hogan. Ayes: 5-0. Absent: Lehman.)

DISCUSSION: \$500,000 for five people working full time on projects? *Full-time equivalents.* Developing work programs to develop work programs? *Required by grants; need in place to apply. Developing costly plans has to be done right. Everyone checks carefully.* Chair: This complaint is not supported by commission.

C. TIGER 2014 grant program: Bernasconi: Parking garage for YARTS, ESTA, and overnight buses to park in secure setting. Grant for actual construction, Caltrans is partner. Part of development agreement with Intrawest is for roundabout (< \$10 million). Plan and map later. Page 59: Doable, not lovable.

MOTION: Adopt Resolution R14-04 approving application for "TIGER 2014 grant program" with typo correction. (Johnston/Fesko. Ayes: 5-0. Absent: Lehman.)

DISCUSSION: Stump: Not a roundabout fan, especially in snow country. Johnston: It's safer.

D. Regional Transportation Improvement Program (RTIP): Megan Mahaffey and Gerry Le Francois compiled. Why can't Chair sign it? *Looked at past contracts, now wanted a resolution.*

MOTION: Approve Resolution R14-05 authorizing executive director or designee to execute Regional Transportation Improvement Program (RTIP). (Hogan/Stump. Ayes: 5-0. Absent: Lehman.)

5. COMMISSIONER REPORTS: Hogan: YARTS Authority Authorizing Committee held workshop last week. Fresno is considering YARTS, Tuolumne County has pilot program, and move onto JPA agenda soon. Hire consultant to update one chapter of short-range transit plan. Business plan also. Complex arrangement among counties. Fresno on hold, looking at logical bus stops. Madera opposes, but residents want bus to stop in Oakhurst. Sequoia/Kings wants two-year pilot program. Whittington is setting up MOU as educational tool, doing footwork that Fresno would fund. YARTS would be connector to Sequoia/Kings. **Stump:** Accident reporting system has very few vehicle-animal collision reports. CHP gets entered, but not sheriffs. Need data for State Highway Operation & Protection Program (SHOPP) projects. CHP/Bishop in Mono County and MLPD data not captured. Statewide Integrated Traffic Records System (SWITRS)? Important to have accurate data. Counter reports at CHP not usually entered into SWITRS system. (Hallenbeck: SWITRS has backlog. Caltrans needs closer to real-time entries. Dermody: Many hit deer go unreported. Caltrans maps database when deer are retrieved.) **Fesko:** Thanks to Caltrans for road matters. **Johnston:** Property-assessed clean energy (PACE) realm may be ready by fall. **Bacon:** Council considering funding Lakes Basin trolley earlier and later.

In another report, Caltrans District 9 Director Tom Hallenbeck mentioned the adopted 2014 STIP, including Olancho-Cartago after 15 years due to MOU partnerships. Philosophy change at Caltrans means another four-lane project is unlikely. More flexibility for locals, especially bikes and cars coexisting.

6. ADMINISTRATION

A. Regional Transportation Plan (RTP) Yosemite policies: Scott Burns noted AAC input was incorporated. Focus was on communities as multiple gateways. Increased parking spots from 340 to 562. New trail connecting visitor center to activity centers. Bike trail impacts wetlands, but foot trails OK. Maybe insert Heritage Highway into Objective B, Policy 1. Two daily routes from Mammoth to Tuolumne. Day trips by horse discontinued at Tuolumne. Objective A, Policy 3 mentions only the pass – should say "and the park." Caltrans, Mono and Yellowstone incorporated cyclists into systems, but not Yosemite.

B. Four-year RTP update cycle: Scott Burns noted if LTC chooses, could align RTP update cycle with Town and Mono housing elements, for which funding is not reimbursed. Old housing element was overly aggressive. LTC could choose to consider switching cycle to integrate transportation and land use housing plan. Housing Element updates are out of sync with Census. If update RTP every four years, would get funding, but not for housing elements. Commission concurred with four-year, as did Town.

C. Caltrans ex-officio role on the LTC: Tom Hallenbeck requested a seat at table and nameplate. Burns: Law doesn't allow Caltrans to sit on commission unless officially appointed by Town or County as a member. Handbook item is vaguely worded.

Simon: Law sets membership – three by Mono Supervisors, three by town council, three transit district (nonexistent). Either Mono or Town could appoint Caltrans representative. Issues perhaps regard dual role, sitting on RTPA. Hallenbeck: More than half RTPAs in state have ex officio. Dueling opinions to resolve in court. Simon: Will follow up with other RTPAs. Ex officio = full-fledged board member. Means position, not person. Voting or non-voting. Cannot have someone that statute doesn't call out by name or office. By virtue of office, automatically on commission. Could set title.

Johnston: Why does statute exclude Caltrans? Simon: Issues under other laws (funding flow, appointment authority, supervision). Could do analysis.

Bacon: Partner in discussion, sitting at table. Change of Town rep in July when Lehman is replaced.

Fesko: Meetings let anyone in on discussion. Why special spot? Hallenbeck: Not just able to speak in public comment. Simon: LTC hears from anyone at any time, whether sitting or standing. Problem is putting member as title. How about "agency representative?"

Suggestions: Clean up handbook, consider seventh member, and get legal opinion. Stump: Treat major partner as partner sitting at table. No reason for partner to sit in audience. Important to resolve, would like Caltrans at table regularly. Simon: "Agency partner" is OK. Bacon: Consensus is for Hallenbeck to sit at table while resolving.

7. LOCAL TRANSPORTATION

A. Tioga Road spring opening: Walters: Snowpack 27%-30% of normal along road, looking for authorization from Mono Supervisors for Mono to participate. Johnston: No snow now, so could open sooner than Memorial Day. Park Service fatality at Olmsted Point makes park cautious. Hallenbeck: SR 120W will open by fishing opener. Bikes-only event possible.

8. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): Helm: Ridership decreased 11% due to decline in MMSA contracted routes, down 24,000 riders due to reduced visitation. Mammoth Express declined. Gains: June Lake route daily. Benton: New family using route. Gray Line: Covered Green Line. Total productivity was flat. Farebox ratio increased 31% to 37% for routes that charge. Stump: Why tally quarter over quarter? Helm: Operating practice. Only requirement is annual. Hogan: Use quarter to quarter to see causes. Johnston: React to differences, change routes.

B. Yosemite Area Regional Transportation System (YARTS): Burns: Budget approved, governing body meets this afternoon, Tuolumne shuttle approved at same funding level.

9. CALTRANS

A. Safety data & potential MOU project(s) in Mono County: Dermody: Caltrans needs choice among three projects. Bacon: Calling them "passing lanes" even though four lanes. Hallenbeck: Improvements to 395 designated from Lee Vining south. Support more four-laning in Mono for safety reasons. Not have same traffic and collisions in Inyo.

Dermody: Breaking ground 2023-24, so time for selection. Caltrans recommends Conway Ranch passing lane. Stump: Wind is major factor, uncontrollable. Can control N. Conway passing lane. Johnston: Looking at tourism and trucks, biggest problem is two-lane up out of BP. Potential closures due to narrowness, snow removal. Fesko: Talked N. Conway before, still short bottleneck. Bridgeport Valley needs passing lanes in 18-mi section, needed year-round. Hogan: Bridgeport is long, long stretch. Impressed by snow removal on N. Conway, but held up only briefly. More bang for buck for Bridgeport passing lanes. Fesko: N. Conway at 2002 dollars will rise more than BP at 2009 dollars. Takes away anxiety of passing, maybe stop in Bridgeport. Bacon: No decision today. Mono's share 40%? Yes. Stump: Could do Conway Ranch *and* Bridgeport for cost of N. Conway. Hallenbeck: Would eat into overall pie available for local projects. Lots of money, big impact.

B. Activities in Mono County & pertinent statewide information: Hallenbeck: Efforts to keep pavement in good condition – sealing cracks, pulling up shoulders on SR 120E. Caltrans learned of chip seal problems. Crestview maintenance? Demolish, construct new maintenance station, new truck shed. Tear down oldest part first (red-tagged for asbestos, Hantavirus). Crestview rest area was open all winter due to no snow.

Stump: One bus stop in Chalfant serves two school districts. Half of community lives across US 6, yet no warning about kids crossing road, speed drops from 65 mph to 60 mph. Safe Routes to Schools includes access to bus stops. Overlooked many years, needs to be addressed, more than just discussion – identify as a need. No high school in Tri-Valley, so BUHS also uses bus stop. Hallenbeck: Discussed with school district. Higerd: Chalfant streets rehab project is working with Caltrans for encroachment permits, maybe look into it as part of that process.

Feedback on brine sprayed on roadway? Instead of rock salt and cinders, lets snow melt and uses much less salt. Last, colder storm did test, saw noticeable difference. Brine on quicker, stayed on longer.

C. Expanded mission and vision statements: Hallenbeck: Good to review every five years, not modernized last 10 years. Improve mobility in California. Stump: Innate suspicion that state has one size fits all. Fine to talk about modes of transportation if accommodate areas that don't have modes. Hallenbeck: Tailor to Eastern Sierra, different from cities.

10. **QUARTERLY REPORTS** (*Continue to next meeting as Q/A, not read reports*)

A. Town of Mammoth Lakes: Waterford Gap? Bernasconi: Two segments of bridge, short of funding to connect new project to existing bike path. Four bridges in environmentally sensitive area. Portion not funded. 14' bike path, also emergency access. Lakes Basin road to open by fishing opener.

B. Mono County: Higerd: Surveyors laying out realignment of Rock Creek Road. Complete drainage improvements this year, pave four to five miles from top this year and remainder next year. Supporting USFS to get project going. Stump: Blowback on confusion from verbal communication. Get things in writing from other agencies.

C. Caltrans: (*Next meeting.*)

11. **INFORMATIONAL**

A. Convict Road comment letter

B. Caltrans promotes Becket

C. Tuolumne Wild & Scenic River

12. **UPCOMING AGENDA ITEMS:** 1) Statewide Integrated Traffic Records System (SWITRS); 2) unmet transit needs; 3) OWP adoption; 4) commission composition, legal memo; 5) MOU project choice; 6) quarterly Q/A

13. **ADJOURN** at 12:06 p.m. to May 12, 2014.

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Staff Report

May 12, 2014

TO: Mono County Local Transportation Commission

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

SUBJECT: Review analysis and adopt resolution on Unmet Transit Needs

RECOMMENDATION: Adopt Resolution R14-06 making findings that there are no unmet transit needs that are reasonable to meet for FY 2014-15.

FISCAL IMPLICATIONS: None.

ENVIRONMENTAL COMPLIANCE: N/A

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

DISCUSSION:

The Mono County LTC and the Social Services Transportation Advisory Council (SSTAC) held a joint public hearing at the LTC's regular meeting on April 14, 2014, 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 at 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/Paradise/Wheeler Crest to solicit public input throughout March and April 2014.

Public comments received through ESTA's outreach, at the public hearing, and LTC and SSTAC discussion points are summarized in Attachment #1 to evaluate whether they are unmet

needs, and whether they are reasonable to meet. Because this process also collects general comments on transit, the last column in the matrix offers actions and/or solutions to address input not considered to be an unmet need.

The LTC and SSTAC identified the following two unmet needs in Attachment #2 for consideration in the budget allocation process:

1. Provide transit from Crowley to Mammoth for young adults in the MUSD Transitional Services program learning to live more independently.
2. Provide transportation for the disabled/disadvantaged population in the event of a disaster.

These needs can be met through existing services, coordination, and agreements. No additional funding is required in the budget process.

The other identified unmet needs, as evaluated in the matrix in Attachment #2, are considered not reasonable to meet.

ATTACHMENTS

- LTC Resolution 98-01 defining “unmet transit needs” and “reasonable to meet”
- Summary and analysis of public transit requests for fiscal year 2014-15
- Resolution R14-06

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:

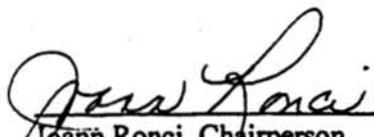
- a. can be proven operationally feasible;
- b. can demonstrate community acceptance;
- c. would be available to the general public;
- d. can be proven to be economical; and
- e. can demonstrate cost effectiveness by meeting current fare box revenue requirements of the Mono LTC within two years

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

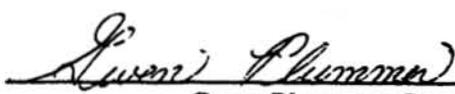
PASSED, AND ADOPTED this 1st day of June, 1998 by the following Commission:

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 2014-15

UNMET NEEDS THAT MAY BE REASONABLE TO MEET

	Request	Unmet Need	Reasonable to Meet	Actions/Solutions
1.	Provide transit from Crowley to Mammoth for young adults in the MUSD Transitional Services program learning to live more independently.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	This request may be reasonable to meet with existing services.	ESTA will follow up with interested parties.
2.	Provide transportation for the disabled/disadvantaged population in the event of a disaster.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	This request is reasonable to meet through resource coordination and agreements.	ESTA is included in the update of the Mono County Emergency Operation Plan. A chain of command has been established and available personnel and vehicle resources have been communicated for the utilization of ESTA in the event of an emergency. Members from ESTA's staff regularly attend the County Unified command meetings and are involved in preparedness drills.

UNMET NEEDS THAT ARE NOT REASONABLE TO MEET

3.	Provide midweek (Monday-Friday) transit service from Chalfant into Bishop for job and school access purposes, and for other recreational purposes. Potentially expand service into Benton (without too many stops). Consider other stops for recreational opportunities.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The current Benton-Chalfant-Bishop route runs two days/week and demonstrates a fare-box ratio of 11%, just over the 10% minimum. Results of the 2013 Chalfant Area Transportation Survey, reviewed with the LTC in January 2014, indicate only two people would use the service on a regular basis. Other less-frequent riders could utilize the existing Benton-to-Bishop route. The data indicate the service would not be cost effective.	A very rough estimate anticipates this service could be provided if the LTC allocates an additional \$40,000. This cost accounts for an anticipated \$4,500 in fare revenue. Total operating cost would be \$45,000. In consideration of the public input, the LTC should direct additional outreach if desired, and the method(s).
4.	Provide transportation between June Lake and Mammoth for shopping, recreation, health and other services, and commuters.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The previous year-round route, which serviced both employees and visitors, was not cost effective.	If the LTC allocated additional funding, ESTA could provide year-round service. Based on previous usage of this route, the funding allocation should anticipate a very nominal fare-box recovery ratio (<10%). Last year, the LTC suggested a vanpool could be a potential solution for commuters.

	Request	Unmet Need	Reasonable to Meet	Actions/Solutions
5.	Provide Bishop-Mammoth (and points in between) transportation on weekends and more frequently during the week for the disabled population and general public to engage in social/recreational activities and education.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The previous year-round route, which serviced both employees and visitors, was not cost effective.	If the LTC allocated additional funding, ESTA could provide year-round service. Estimated annual cost would be approximately \$19,000 per weekend day. Based on previous usage of this route, the funding allocation should anticipate a very nominal fare-box recovery ratio (<10%).
6.	Provide same-day service from Benton to Mammoth for daily business, and provide a storage location to keep items (such as groceries) while waiting for the bus.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The previous year-round route, which serviced these areas, was not cost effective	If the LTC allocated additional funding, ESTA could provide year-round service. Based on previous usage of this route, the funding allocation should anticipate a very nominal fare-box recovery ratio (<10%).
7.	Coordinate ESTA and YARTS routes and timing to allow for direct connections to Lee Vining and Yosemite from Bridgeport for recreational purposes, and/or consider providing an additional morning run.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The 395 route to Reno is timed to allow for same-day travel from all points between Lone Pine and Reno. Therefore, the return run southbound from Bridgeport to Lee Vining is late in the day. Providing an earlier connection to Lee Vining and YARTS would require a new route. The economic viability and cost effectiveness of such a route is unknown at this time. It is likely that this route would not be economically reasonable to meet.	If the LTC allocated additional funding, ESTA could provide the service. Discussion by ESTA and the LTC anticipates the ridership would be too low and not economically feasible. Therefore, this request is not reasonable to meet.
8.	Provide medical transportation to Reno so passengers could travel to medical appointments and return in the same day. Expand service to weekends and/or 7 days a week.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	State law limits the maximum number of hours a driver may be on the road, which limits the layover time in Reno of the current route. To make the return time later, a second driver would need to be added to the route, which would drive up the price and/or not be cost effective. This route is also designed to provide same-day travel from Lone Pine to Reno and back, and allowing for a longer layover means the route would need to begin earlier than 6:15 am or end after 7:30 pm, which is not operationally reasonable. Therefore, this is not reasonable to meet.	ESTA is implementing a new volunteer driver program to assist with these types of trips which is through a 5317 New Freedom grant. Drivers providing out-of-area transit needs would be reimbursed for mileage. Funding is not currently available to expand the existing Reno route service to the weekends.

	Request	Unmet Need	Reasonable to Meet	Actions/Solutions
9.	Provide a trailhead/hiker shuttle from National Forest lands (e.g., Sonora Pass) to Bridgeport, which would service hikers. In addition, consider installing a bus stop sign or shelter with a posted schedule for hikers.	This is a request for a service that does not currently exist, and could be for obtaining necessities of life. It could qualify as an unmet need.	Anticipated spotty and low ridership would likely make this route economically infeasible and unable to demonstrate cost effectiveness.	The 395 route currently picks up hikers on US 395; local Bridgeport businesses could be encouraged to provide a pickup service; and/or if a trailhead transit service is implemented in the Inyo National Forest, the model could be evaluated for expansion to the Humboldt-Toiyabe NF.
10.	Provide public transit from Mammoth Lakes to the Mammoth Yosemite Airport.	This is a request for a service that does not currently exist, and could be for obtaining necessities of life. It could qualify as an unmet need.	The Town of Mammoth Lakes, ESTA, major lodging properties, and shuttle/taxi service providers discussed public transit in the past, and it was decided that the lodging properties and shuttle/taxi services were the preferred providers.	None.
NOT CONSIDERED TO BE AN UNMET NEED				
11.	Provide bus service for transportation in the event flights are cancelled at Mammoth Yosemite Airport.	Public transit agencies are prohibited from providing charter bus services. Therefore, this is not a public transit request and is not considered an unmet need.	NA	The issue and potential solutions are under discussion by the Mammoth Planning and Economic Development Commission.
12.	Chalfant Valley Fire Department may need transportation for a fundraiser later this year.	This request is not for obtaining the necessities of life; therefore, this is not considered an unmet need.	NA	Contact information was exchanged between ESTA and the Fire Department to review details at a later date.
13.	Provide a means for people to commute from Mono City to jobs (Lee Vining, June Lake, Mammoth, Bridgeport).	A vanpool program exists to meet this need; therefore, this is not considered an unmet need.	NA	A Mono City commuter van could begin immediately. If demand does not exist to fill a vanpool, the likelihood is low ridership on a new route would not demonstrate cost effectiveness.
14.	Incorporate bike lanes into regional and local roads in Bridgeport; e.g., on Hwy 182 and Twin Lakes Road. A pedestrian/bike lane is anticipated to be included on County roads during the Bridgeport Streets project.	Bike lanes do not affect the availability of transit and therefore does not qualify as an unmet need.	NA	Bike lanes on Hwy 182 and Twin Lakes Road are listed as potential future projects in Chapter 6 of the Regional Transportation Plan.

	Request	Unmet Need	Reasonable to Meet	Actions/Solutions
15.	<p>The timing of the Mammoth Express does not provide for people to commute to Mammoth for work.</p> <p>The Mammoth Express and Reno routes were merged in fall 2011 to eliminate two buses traveling between Bishop and Mammoth only 30 minutes apart, and the current route timing is necessary in order to coordinate with the origin of the route in Lone Pine, starting at 6:15am, with Reno connections.</p>	A vanpool program exists to meet this need; therefore, this is not considered an unmet need.	NA	<p>A Long Valley/Crowley commuter van could begin immediately. If demand does not exist to fill a vanpool, the likelihood is that low ridership on a new route would not demonstrate cost effectiveness.</p> <p>Affected commuters should contact ESTA for vanpool arrangements. The current Bishop-Mammoth vanpool would be willing to stop in Crowley Lake for additional riders.</p>
16.	Seek to encourage a regional, recreational bicycling network between communities and major attractions by providing bike lanes, rest areas, signage, etc.	Bicycling infrastructure does not affect the availability of transit and therefore does not qualify as an unmet need.	NA	This concept is in the Bikeway Master Plan and Regional Transportation Plan updates. Any missing segments should be specifically communicated to staff.
17.	Solutions are needed for the morning school traffic jam.	No new transit service is being requested, and fixed routes currently serve the schools. Therefore, this does not qualify as an unmet need.	NA	The Town is considering strategies to mitigate the traffic jam and will provide an update to the LTC at a future meeting.
18.	Better coordinate route schedules to link with other service providers and transportation lines.	No new transit service is being requested, and ESTA addresses these coordination needs regularly.	NA	ESTA will continue to consider coordination of routes in service planning.
19.	Provide large dog kennels for transporting dogs.	This service would not provide a necessity of life for the target populations, and therefore is not considered an unmet need.	NA	None.

RESOLUTION R14-06
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 an April 14, 2014, public hearing 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 transit from Crowley to Mammoth for young adults in the MUSD Transitional Services program learning to live more independently.	Yes	Yes
Provide transportation for the disabled/disadvantaged population in the event of a disaster.	Yes	Yes
Provide midweek (Monday-Friday) transit service from Chalfant into Bishop for job and school access purposes, and for other recreational purposes. Potentially expand service into Benton (without too many stops). Consider other stops for recreational opportunities.	Yes	No
Provide transportation between June Lake and Mammoth for shopping, recreation, health and other services, and commuters.	Yes	No
Provide Bishop-Mammoth (and points in between) transportation on weekends and more frequently during the week for the disabled population and general public to engage in social/ recreational activities and education.	Yes	No
Provide same-day service from Benton to Mammoth for daily business, and provide a storage location to keep items (such as groceries) while waiting for the bus.	Yes	No
Coordinate ESTA and YARTS routes and timing to allow for direct connections to Lee Vining and Yosemite from Bridgeport for recreational purposes, and/or consider providing an additional morning run.	Yes	No
Provide medical transportation to Reno so passengers could travel to medical appointments and return in the same day. Expand service to weekends and/or daily.	Yes	No

Provide a trailhead/hiker shuttle from National Forest lands (e.g., Sonora Pass) to Bridgeport, which would service hikers. In addition, consider installing a bus stop sign or shelter with a posted schedule for hikers.	Yes	No
Provide public transit from Mammoth Lakes to the Mammoth Yosemite Airport.	Yes	No

WHEREAS, the two unmet needs that are reasonable to meet can be provided through existing services, coordination, and agreements.

NOW, THEREFORE, BE IT RESOLVED the MCLTC finds the two unmet needs that are reasonable to meet can be provided for through existing resources, and there are no unmet needs requiring funding that are reasonable to meet in Mono County.

PASSED AND ADOPTED this 12th day of May 2014, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Jo Bacon, Chair
Mono County Local Transportation Commission

ATTEST:

C.D. Ritter, 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

LTC Staff Report

May 12, 2014

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, Financial Analyst

SUBJECT: OWP 2013-14 third-quarter budget adjustment

RECOMMENDATIONS:

Adopt Minute Order M14-03 for a third-quarter budget adjustment for the Mono County Overall Work Program 2013-14.

FISCAL IMPLICATIONS:

Minute Order M14-03 will adjust the Mono County Overall Work Program 2013-14 Work Element budget allocations. No additional funding is programmed.

ENVIRONMENTAL COMPLIANCE:

N/A

DISCUSSION:

The current OWP was approved by the Local Transportation Commission on May 13, 2013. The LTC staff would like to adjust the OWP budget to accommodate programs moving forward at different rates than projected. The third-quarter budget adjustment is to account for unforeseen circumstances and increase budgets for projects that are moving forward faster than predicted and decrease budgets for projects that are moving forward slower than anticipated. Requested Rural Planning Assistance (RPA) and Planning, Programming & Monitoring (PPM) budget changes attached.

FY 2013/14 OWP Preliminary Budget \$ 216,000.00 \$ 91,800.00 \$ 124,200.00
 Budget Adjustment LTC 11/15/13 \$ 54,000.00 \$ 54,000.00
Current Budget \$ 270,000.00 \$ 91,800.00 \$ 178,200.00

	RPA			Billing to Date			Remaining Budget			3rd Quarter Budget Adjustment		Adjusted Budget			Remaining Budget		
	Total	Town	County	Total	Town	County	Total	Town	County	Town	County	Total	Town	County	Total	Town	County
Total	\$ 270,000.00	\$ 88,199.73	\$ 181,800.27	\$ 200,711.41	\$ 33,287.56	\$ 167,423.85	\$ 69,288.59	\$ 54,912.17	\$ 14,376.42			\$ 270,000.00	\$ 70,073.76	\$ 199,926.24	\$ 69,288.59	\$ 36,786.20	\$ 32,502.39
100-13-0 2014/15 OWP Development and Approval	\$ 11,983.98	\$ 2,983.98	\$ 9,000.00	\$ 5,417.99	\$ 1,052.06	\$ 4,365.93	\$ 6,565.99	\$ 1,931.92	\$ 4,634.07	\$ (1,500.00)	\$ (3,000.00)	\$ 7,483.98	\$ 1,483.98	\$ 6,000.00	\$ 2,065.99	\$ 431.92	\$ 1,634.07
101-13-0 2012/13 & 2013/14 OWP Admin	\$ 28,300.27	\$ 10,000.00	\$ 18,300.27	\$ 26,242.77	\$ 7,183.68	\$ 19,059.09	\$ 2,057.50	\$ 2,816.32	\$ (758.82)		\$ 4,500.00	\$ 32,800.27	\$ 10,000.00	\$ 22,800.27	\$ 6,557.50	\$ 2,816.32	\$ 3,741.18
103-13-0 Local Transportation Commission Staff Support	\$ 25,000.00		\$ 25,000.00	\$ 22,624.32	\$ -	\$ 22,624.32	\$ 2,375.68	\$ -	\$ 2,375.68		\$ 1,000.00	\$ 26,000.00	\$ -	\$ 26,000.00	\$ 3,375.68	\$ -	\$ 3,375.68
200-13-0 Regional Transportation Plan	\$ 94,965.75	\$ 2,215.75	\$ 92,750.00	\$ 94,965.75	\$ 2,215.75	\$ 92,750.00	\$ -	\$ -	\$ -		\$ 23,133.35	\$ 118,099.10	\$ 2,215.75	\$ 115,883.35	\$ 23,133.35	\$ -	\$ 23,133.35
201-13-1 Trails	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
300-13-0 Transit Planning	\$ 18,000.00	\$ 18,000.00	\$ -	\$ 13,028.30	\$ 13,028.30	\$ -	\$ 4,971.70	\$ 4,971.70	\$ -			\$ 18,000.00	\$ 18,000.00	\$ -	\$ 4,971.70	\$ 4,971.70	\$ -
302-12-4 ESTA Update of Inyo-Mono Coord. Public Transit-Human Services Trans. Plan	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ 10,486.14	\$ 1,414.97	\$ 9,071.17	\$ (486.14)	\$ 3,585.03	\$ (4,071.17)	\$ (3,585.03)	\$ 4,071.17	\$ 10,486.14	\$ 1,414.97	\$ 9,071.17	\$ -	\$ -	\$ -
403-13-0 Pavement Management System	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
600-13-0 Transportation Grant Applications	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 4,854.44	\$ 4,854.44	\$ -	\$ 5,145.56	\$ 5,145.56	\$ -			\$ 10,000.00	\$ 10,000.00	\$ -	\$ 5,145.56	\$ 5,145.56	\$ -
601-11-0 395 Corridor Management Plan	\$ 1,235.25		\$ 1,235.25	\$ 1,235.25	\$ -	\$ 1,235.25	\$ -	\$ -	\$ -			\$ 1,235.25	\$ -	\$ 1,235.25	\$ -	\$ -	\$ -
603-11-1 Main Street Revitalization Plan for US 395 through Bridgeport	\$ 14,514.75		\$ 14,514.75	\$ 3,322.41	\$ -	\$ 3,322.41	\$ 11,192.34	\$ -	\$ 11,192.34		\$ (11,192.34)	\$ 3,322.41	\$ -	\$ 3,322.41	\$ -	\$ -	\$ -
607-13-2 ML Draft Mobility Element Level of Service Analysis & Mitigation Identification	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
608-13-2 Parking District and Pricing Study	\$ 21,500.00	\$ 21,500.00	\$ -	\$ 1,035.97	\$ 1,035.97	\$ -	\$ 20,464.03	\$ 20,464.03	\$ -			\$ 21,500.00	\$ 21,500.00	\$ -	\$ 20,464.03	\$ 20,464.03	\$ -
800-13-1 Interregional Transportation Planning	\$ 10,000.00	\$ 2,000.00	\$ 8,000.00	\$ 4,381.89	\$ -	\$ 4,381.89	\$ 5,618.11	\$ 2,000.00	\$ 3,618.11	\$ (2,000.00)	\$ (3,000.00)	\$ 5,000.00	\$ -	\$ 5,000.00	\$ 618.11	\$ -	\$ 618.11
803-13-2 Mammoth Lakes Air Quality monitoring and planning	\$ 4,000.00	\$ 4,000.00	\$ -	\$ 459.06	\$ 459.06	\$ -	\$ 3,540.94	\$ 3,540.94	\$ -	\$ (3,540.94)		\$ 459.06	\$ 459.06	\$ -	\$ -	\$ -	\$ -
908-13-2 Caltrans/Town of ML Maintenance Agreement	\$ 7,500.00	\$ 7,500.00	\$ -	\$ -	\$ -	\$ -	\$ 7,500.00	\$ 7,500.00	\$ -	\$ (7,500.00)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1000-13-0 Training and Development	\$ 13,000.00	\$ 5,000.00	\$ 8,000.00	\$ 12,657.12	\$ 2,043.33	\$ 10,613.79	\$ 342.88	\$ 2,956.67	\$ (2,613.79)		\$ 2,613.79	\$ 15,613.79	\$ 5,000.00	\$ 10,613.79	\$ 2,956.67	\$ 2,956.67	\$ -

Total RPA Budgeted
\$ 270,000.00

\$ 67,500.00 Max Admin
 \$ 65,284.25 current Admin
 \$ 66,284.25 Adjusted Admin

FY 2013/14 OWP Preliminary Budget \$ 320,000.00 \$ 98,839.52 \$ 221,160.48
 Budget Adjustment
PPM Current Budget \$ 320,000.00 \$ 98,839.52 \$ 221,160.48

	PPM Budget			Billing to Date			Remaining Budget			3rd Quarter Budget Adjustment		Adjusted Budget			Remaining Budget		
	Total	Town	County	Total	Town	County	Total	Town	County	Town	County	Total	Town	County	Total	Town	County
Total	\$ 320,000.00	\$ 98,839.52	\$ 221,160.48	\$ 145,401.74	\$ 47,740.94	\$ 97,660.80	\$ 174,598.26	\$ 51,098.58	\$ 123,499.68	\$ 11,600.00	\$ (11,600.00)	\$ 320,000.00	\$ 110,439.52	\$ 209,560.48	\$ 174,598.26	\$ 62,698.58	\$ 111,899.68
200-13-0 Regional Transportation Plan	\$ 109,160.48	\$ 7,500.00	\$ 101,660.48	\$ 14,634.72	\$ 3,619.84	\$ 11,014.88	\$ 94,525.76	\$ 3,880.16	\$ 90,645.60		\$ (26,076.76)	\$ 83,083.72	\$ 7,500.00	\$ 75,583.72	\$ 68,449.00	\$ 3,880.16	\$ 64,568.84
201-13-1 Trails	\$ 12,000.00		\$ 12,000.00	\$ 8,496.62	\$ -	\$ 8,496.62	\$ 3,503.38	\$ -	\$ 3,503.38			\$ 12,000.00	\$ -	\$ 12,000.00	\$ 3,503.38	\$ -	\$ 3,503.38
403-13-0 Pavement Management System	\$ 6,500.00	\$ 6,500.00	\$ -	\$ 3,066.35	\$ 3,066.35	\$ -	\$ 3,433.65	\$ 3,433.65	\$ -			\$ 6,500.00	\$ 6,500.00	\$ -	\$ 3,433.65	\$ 3,433.65	\$ -
600-13-0 Transportation Grant Applications	\$ 5,000.00		\$ 5,000.00	\$ 5,219.95	\$ -	\$ 5,219.95	\$ (219.95)	\$ -	\$ (219.95)	\$ 500.00		\$ 5,500.00	\$ -	\$ 5,500.00	\$ 280.05	\$ -	\$ 280.05
601-11-0 395 Corridor Management Plan	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
602-11-2 Main Street Transportation Facilities Implementation and Financing Plan	\$ 11,000.00	\$ 11,000.00	\$ -	\$ 11,153.87	\$ 11,153.87	\$ -	\$ (153.87)	\$ (153.87)	\$ -	\$ 500.00		\$ 11,500.00	\$ 11,500.00	\$ -	\$ 346.13	\$ 346.13	\$ -
605-12-2 Mammoth Lakes Stormwater Management Plan	\$ 2,054.00	\$ 2,054.00	\$ -	\$ 2,053.38	\$ 2,053.38	\$ -	\$ 0.62	\$ 0.62	\$ -			\$ 2,054.00	\$ 2,054.00	\$ -	\$ 0.62	\$ 0.62	\$ -
607-13-2 ML Draft Mobility Element Level of Service Analysis & Mitigation Identification	\$ 10,000.00	\$ 10,000.00	\$ -	\$ -	\$ -	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ (10,000.00)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
608-13-2 Parking District and Pricing Study	\$ 30,000.00	\$ 30,000.00	\$ -	\$ -	\$ -	\$ -	\$ 30,000.00	\$ 30,000.00	\$ -	\$ (10,000.00)		\$ 20,000.00	\$ 20,000.00	\$ -	\$ 20,000.00	\$ 20,000.00	\$ -
609-13-2 Sidewalk Master Plan	\$ 12,500.00	\$ 12,500.00	\$ -	\$ 12,186.90	\$ 12,186.90	\$ -	\$ 313.10	\$ 313.10	\$ -	\$ 4,500.00		\$ 17,000.00	\$ 17,000.00	\$ -	\$ 4,813.10	\$ 4,813.10	\$ -
610-13-2 Streetscape Standards Plan	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
700-13-0 Project Study Reports	\$ 15,800.00	\$ 800.00	\$ 15,000.00	\$ 6,855.91	\$ -	\$ 6,855.91	\$ 8,944.09	\$ 800.00	\$ 8,144.09	\$ 17,000.00	\$ 7,000.00	\$ 39,800.00	\$ 17,800.00	\$ 22,000.00	\$ 32,944.09	\$ 17,800.00	\$ 15,144.09
701-13-1 Regional Transportation Improvement Plan Maintenance	\$ 5,500.00		\$ 5,500.00	\$ 8,976.76	\$ -	\$ 8,976.76	\$ (3,476.76)	\$ -	\$ (3,476.76)		\$ 3,476.76	\$ 8,976.76	\$ -	\$ 8,976.76	\$ -	\$ -	\$ -
900-13-0 Current Planning and Monitoring and Traffic Management Issues	\$ 16,378.31	\$ 11,378.31	\$ 5,000.00	\$ 18,451.62	\$ 13,292.44	\$ 5,159.18	\$ (2,073.31)	\$ (1,914.13)	\$ (159.18)	\$ 9,100.00	\$ 500.00	\$ 25,978.31	\$ 20,478.31	\$ 5,500.00	\$ 7,526.69	\$ 7,185.87	\$ 340.82
902-12-2 Purchase Transportation Data Collection	\$ 5,000.00	\$ 5,000.00	\$ -	\$ 260.95	\$ 260.95	\$ -	\$ 4,739.05	\$ 4,739.05	\$ -	\$ 500.00		\$ 5,500.00	\$ 5,500.00	\$ -	\$ 5,239.05	\$ 5,239.05	\$ -
903-12-1 Mono County Asset Management Plan	\$ 75,000.00		\$ 75,000.00	\$ 49,937.50	\$ -	\$ 49,937.50	\$ 25,062.50	\$ -	\$ 25,062.50			\$ 75,000.00	\$ -	\$ 75,000.00	\$ 25,062.50	\$ -	\$ 25,062.50
906-13-2 Speed Survey Study	\$ 2,107.21	\$ 2,107.21	\$ -	\$ 2,107.21	\$ 2,107.21	\$ -	\$ -	\$ -	\$ -			\$ 2,107.21	\$ 2,107.21	\$ -	\$ -	\$ -	\$ -
1000-13-0 Training and Development	\$ 2,000.00		\$ 2,000.00	\$ 2,000.00	\$ -	\$ 2,000.00	\$ -	\$ -	\$ -	\$ 3,000.00		\$ 5,000.00	\$ -	\$ 5,000.00	\$ 3,000.00	\$ -	\$ 3,000.00

Total PPM Budgeted
\$ 320,000.00



Date: May 12, 2014

STAFF REPORT

Subject: Adopt Resolution R14-07 approving FY 13-14 Cal-OES Transit Security Grant Program project

Initiated by: Jill Batchelder, Transit Analyst
Wendy Sugimura, Mono County

RECOMMENDATION:

Approve Resolution R14-07 for the FY 2013-14 Transit System Safety, Security and Disaster Response Account Program, allocating \$14,188 to solar bus stop lighting for Eastern Sierra Transit bus stops in 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 (March 31, 2017).

ENVIRONMENTAL COMPLIANCE:

This project will comply with all Town ordinances including dark sky.

ANALYSIS/DISCUSSION:

The California Transit Security Grant Program (CTSGP) funds capital projects that increase protection against security and safety threats and that develop a disaster response transportation system. The program is funded by Prop 1B bond sales. The FY 2013-14 allocation for the Mono County LTC is \$14,188, pending future State bond sales. Eastern Sierra Transit proposes purchasing and installing solar lighting at bus stops within the Town of Mammoth Lakes.

The proposed project would enhance the current bus stops providing additional safety and security to transit passengers while waiting for the bus in evening hours. This project is required to address safety concerns of passengers while waiting for the fixed route buses at night. The solar lighting will provide improved visibility of the transit passenger for the motoring public and provide additional light for the bus driver when approaching the bus stop. The lighting will help identify the bus stop location at night and improve the passenger comfort level with the transit system. Additionally, the solar lighting will deter vandalism of the bus stops.

ATTACHMENTS:

- Resolution R14-07.
- Cal-OES Notification of Project Eligibility

RESOLUTION R14-07
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION
COMMISSION FOR THE FY 2013-14 TRANSIT SYSTEM SAFETY,
SECURITY AND DISASTER RESPONSE ACCOUNT PROGRAM ALLOCATION
OF \$14,188 TO SOLAR BUS STOP LIGHTING AND AUTHORIZING THE LTC
EXECUTIVE DIRECTOR TO SIGN NECESSARY GRANT DOCUMENTS

WHEREAS, the Mono County Local Transportation Commission (MCLTC) is the eligible entity for \$14,188 of FY 2013-14 funds from the Transit System, Security and Disaster Response Account [GC 8879058(a)(2) and (a)(3)]; and

WHEREAS, these funds are administered through the California Transit Security Grant Program (CTSGP) under the California Governor's Office of Emergency Services (Cal OES); and

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

WHEREAS, solar bus stop lighting is desirable to increase the safety of transit passengers and the operation of the transit system,

NOW, THEREFORE, BE IT RESOLVED the MCLTC allocates \$14,188 of 2013-14 CTSGP funds to solar bus stop lighting at ESTA's bus stops in the town of Mammoth Lakes;

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

PASSED AND ADOPTED this 12th day of May 2014 by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Jo Bacon, Chair
Mono County Local Transportation Commission

ATTEST:

C.D. Ritter, Secretary



RECEIVED
APR 18 2014
MONO COUNTY
Community Development

April 1, 2014

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

Subject: NOTIFICATION OF PROJECT ELIGIBILITY
FY 2013-14 California Transit Security Grant Program (CTSGP)
California Transit Assistance Fund (CTAF)
Grant # 6661-0002, FIPS # 051-91005
Project Performance Period Ends March 31, 2017

Dear Mr. Burns:

The California Governor's Office of Emergency Services (Cal OES) has approved funding under the CTSGP-CTAF, as referenced above. After review, Cal OES has determined that the project submitted by the Eastern Sierra Transit Authority meets the program guidelines and is eligible for Prop1B funding in the total amount of \$14,188. The project funding is broken down as follows:

- Solar Lighting for Bus Stops - \$14,188

For the application to be finalized you must complete and submit the Governing Body Resolution, Authorized Agent Form, Assurances, and Financial Management Forms Workbook to the address below within six weeks from the date on this notice.

The sole purpose of this notification is to advise you that this project meets the pertinent eligibility criteria but your project will be subject to available bond funding. As you were previously notified, there are no state funds currently available to support this project or reimburse your organization for eligible expenditures incurred. Cal OES will update you with new information as conditions warrant.

For further assistance, please contact your Program Representatives, Laurie Ballard, at (916) 845-8127 or laurie.ballard@caloes.ca.gov and Amber Lane, at (916) 845-8660 or amber.lane@caloes.ca.gov.

Sincerely,


BRENDAN A. MURPHY
Deputy Director



Date: May 12, 2014

STAFF REPORT

Subject: Adopt Resolution R14-08 approving the Inyo-Mono Counties Coordinated Public Transit Human Services Transportation Plan Update

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

Adopt Resolution 14-08 approving the Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan Update. Approval of the Plan by both Mono and Inyo County Local Transportation Commissions is required in order for local human service transit agencies to receive certain types of federal grant funding.

BACKGROUND

The Coordinated Public Transit-Human Services Transportation Plan for Inyo and Mono Counties was funded 50% by the Mono County LTC and 50% by the Inyo County LTC. ESTA contracted with LSC Transportation Consultants to complete this plan. The first Inyo-Mono Counties Coordinated Plan was completed and then certified by the Mono County LTC in October 2008. The plan is required to be updated every five years. Public and stakeholder input was encouraged in the development of the plan. As described further in the report, federal planning requirements specify that designated recipients of certain sources of funds administered by the Federal Transit Administration (FTA) must certify that projects funded with those federal dollars are derived from a coordinated plan. Caltrans serves as the designated recipient in non-urbanized areas of California for funds subject to this plan. Potential projects are intended to improve the mobility of individuals who are disabled, elderly, or of low-income status. This plan focuses on identifying needs specific to those population groups as well as identifying strategies to meet their needs. MAP-21 (Moving Ahead for Progress in the 21st Century), signed into law on July 6, 2012, is the nation's key surface transportation program, replacing SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). With the passage of SAFETEA-LU, agencies receiving funding from any of the three Federal Transit Administration (FTA) human-

services transportation programs, Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC; Section 5316), and New Freedom (Section 5317), must certify that the projects to be funded have been selected in the context of a locally developed, coordinated public transit/human-services transportation plan. Under MAP-21, such projects still must meet that requirement in order to be funded. The structure of programs under MAP-21, however, is different. While JARC no longer exists as a separate program, funding for JARC types of activities is available under FTA's urban and rural formula programs. Another change is that the New Freedom program was merged with the Elderly Individuals and Individuals with Disabilities program as FTA Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities). This updated plan adheres to FTA guidance and will ensure that local programs and services in Inyo and Mono Counties remain eligible for FTA grant funding.

REGIONAL TRANSPORTATION PLAN CONSISTENCY

The Coordinated Plan Update furthers essentially all of the goals, policies, and objectives set forth in the 2009 Regional Transportation Plan. The goals, policies, and objectives set forth in the Regional Transportation Plan are as follows:

- Goal I: Assist with the development and maintenance of transit systems as a component of multi-modal transportation systems in Mono County.
- Policy I: In association with other regional and local agencies, provide transit services that are responsive to the future needs of commuters and transit dependent persons (e.g., senior citizens, disabled persons, youth, persons without cars).
- Objective 1.1: Maintain and improve transit services for transit dependent citizens in Mono County, including the continuation and improvement of social service transportation services. Ensure that transit services comply with the requirements of the Americans with Disabilities Act (ADA).
- Objective 1.3: Continuously survey transit use to determine the effectiveness of existing service and to identify possible needed changes in response to changes in land use, travel patterns, and demographics. Expand services to new areas when density is sufficient to support public transit. When

and where feasible, promote provision of year-round schedule transit services to link the communities of Mono County with recreational sites and with business and employment centers.

Objective 1.4: Pursue all available funding for the provision of transit services and facilities, including state and federal funding and public/private partnerships

Policy 2: Promote the development of an inter-modal transportation system in Mono County that coordinates the design and implementation of transit systems with parking facilities, trail systems and airport facilities.

Objective 2.2: Encourages paratransit services in community areas. Promote efficiency and cost effectiveness in paratransit service such as use joint maintenance and other facilities.

Policy 3: Pursue funding for transit related capital improvements.

Objective 3.1: Establish a transit replacement program that includes funding through the STIP.

Objective 3.2: Pursue funding for capital improvements such as bus shelters, transportation hubs, office space for administration, dispatch centers, vehicle maintenance facilities, etc.

Policy 4: Promote the development of improved inter-regional transit service.

RESOLUTION R14-08
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION
COMMISSION ADOPTING THE INYO-MONO COUNTIES
COORDINATED PUBLIC TRANSIT – HUMAN SERVICES
TRANSPORTATION PLAN UPDATE

WHEREAS, the Mono County Local Transportation Commission (hereinafter identified as the MCLTC) is the designated transportation planning agency for Mono County pursuant to Section 29535 of the Government Code and Action of the Secretary to Business, Transportation and Housing; and

WHEREAS, transportation legislation *Moving Ahead for Progress in the 21st Century* (MAP-21) requires that projects funded through the Enhanced Mobility of Seniors and Individuals with Disabilities Program be derived from a locally developed coordinated plan; and

WHEREAS, the California Legislature enacted the Social Service Transportation Improvement Act (Chapter 1120, Statutes of 1979) with the intent to improve transportation service required by social service recipients; and

WHEREAS, the Eastern Sierra Transit Authority (ESTA) has dedicated significant resources toward planning efforts that focus on the transportation needs of low-income, seniors, and disabled residents in Inyo and Mono counties and included public and stakeholder input in the development of this Coordinated Plan Update; and

WHEREAS, ESTA, as the primary public transit provider and Coordinated Transportation Services Agency in Inyo and Mono counties, has completed the Coordinated Plan Update on behalf of both counties transportation planning agencies; and

WHEREAS, the Inyo-Mono Counties Coordinated Public Transit – Human Services Transportation Plan Update revises the prior coordinated plan to include updated transportation funding information, new demographic data, summarizes progress made since 2008, identifies current service gaps, unmet transit needs, and provides an implementation plan for the prioritized recommended strategies and projects; and

WHEREAS, the Coordinated Plan Update is consistent with and further the policies set forth in the Mono County Regional Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED, the MCLTC hereby approves the Inyo-Mono Counties Coordinated Public Transit – Human Services Transportation Plan Update for Mono County and authorizes the Coordinated Plan Update to be forwarded to the Federal Transit Administration and such agencies as may be appropriate.

Passed, approved and adopted this 12th day of May 2014, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Jo Bacon, Chair
Mono County Local Transportation Commission

ATTEST:

C.D. Ritter, Secretary

Inyo-Mono Counties Coordinated Public Transit - Human Services Transportation Plan Update



Final Plan

Prepared for the
Eastern Sierra Transit Authority

Prepared by



LSC Transportation Consultants, Inc.

**Inyo-Mono Counties
Coordinated Public Transit – Human Services
Transportation Plan Update**

Final Plan

Prepared for the

Eastern Sierra Transit Authority
703 Airport Road
Bishop, California 93514
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Prepared by

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April 4, 2014

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PURPOSE

Inyo and Mono Counties are served by a variety of geographically dispersed human service organizations, senior centers, tribal services and public transit operators. Transit funding is limited at both the state and federal level. Therefore, it is important for these small organizations to coordinate transportation services in order to maximize mobility for residents and eliminate duplication of services.

Transit planning is particularly challenging in Inyo and Mono Counties, as the two counties encompass a total of over 13,000 square miles. The travel corridor along US 395 spans a distance of nearly 250 miles between Topaz Lake in northern Mono County and Pearsonville in southern Inyo County. Within this stretch lie multiple communities, ranging in population from 300 to 8,000 people. While the majority of medical and social services are located in Bishop and Mammoth Lakes, some residents require services as far north as Reno, Nevada or in Southern California.

The primary focus of this project is to develop and refine existing implementable strategies that increase mobility for individuals with disabilities, older adults, and people with low incomes through public and stakeholder input for the period of 2014 to 2019. The strategies update the current Coordinated Public Transit-Human Services Transportation Plan and involve the public transit operator (ESTA), private transportation providers, non-profit transportation providers or tribal transportation providers.

Federal Grant Eligibility

MAP-21 (Moving Ahead for Progress in the 21st Century), signed into law on July 6, 2012, is the nation's key surface transportation program, replacing SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). With the passage of SAFETEA-LU, agencies receiving funding from any of the three Federal Transit Administration (FTA) human-services transportation programs, Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC; Section 5316), and New Freedom (Section 5317), must certify that the projects to be funded have been selected in the context of a locally developed, coordinated public transit/human-services transportation plan. Under MAP-21, such projects still must meet that requirement in order to be funded. The structure of programs under MAP-21, however, is different. While JARC no longer exists as a separate program, funding for JARC types of activities is available under FTA's urban and rural formula programs. Another change is that the New Freedom program was merged with the Elderly Individuals and Individuals with Disabilities program as FTA Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities). This updated plan will adhere to FTA guidance, to ensure that local programs and services in Inyo and Mono Counties remain eligible for FTA grant funding.

The requirements of a Coordinated Plan are set forth in FTA circular 9070.1F, and include:

- ◆ An assessment of available services that identifies current transportation providers (public, private, and non-profit)
- ◆ An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes
- ◆ Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery
- ◆ Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified

These guidelines allow for the depth of the plan to be based on available resources.

History of Coordinated Planning and Consolidated Transportation Services Agencies (CTSAs)

The movement to coordinate social service agency resources and develop a plan to aid this process began in the 1970's with the Social Services Improvement Act. The Act required the development of an Action Plan, similar to the Coordinated Plan, and required the designation of a Consolidated Transportation Services Agency (CTSA). The idea behind a CTSA is to designate one agency to coordinate social services and carry out intents of the Act in order to reduce overall administrative staff time and limit duplication of services. The Eastern Sierra Transit Authority (ESTA) is the designated CTSA for Inyo and Mono Counties.

POTENTIAL FUNDING SOURCES FOR COORDINATED TRANSPORTATION

Public Transit Funding Sources

The Federal Transit Administration (FTA) administers a variety of public transit grant programs across the nation. The latest legislation for funding federal surface transportation programs is MAP-21, the Moving Ahead for Progress in the 21st Century Act, signed into law on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005 (which was extended ten times). MAP-21 is intended to create a streamlined and performance-based surface transportation program building on many of the highway, transit, bike, and pedestrian programs and policies established in 1991. Below is a description of the various grant programs, some of which are new, and some of which have been consolidated or changed from previous programs.

FTA Section 5311 Rural Area Formula Grants

This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service. The program remains largely unchanged with a few notable exceptions:

- ◆ Job access and reverse commute (JARC) activities eligible: Activities eligible under the former JARC program, which provided services to low-income individuals to access jobs, are now eligible under the Rural Area Formula program (5311). In addition, the formula now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities. JARC projects must be derived from a Coordinated Plan.
- ◆ Tribal Program: The Tribal program now consists of a \$25 million formula program and a \$5 million discretionary grant program. Formula factors include vehicle revenue miles and the number of low-income individuals residing on tribal lands.
- ◆ Other Programs: The set-aside for States for administration, planning, and technical assistance is reduced from 15 to 10 percent. The cost of the unsubsidized portion of privately provided intercity bus service that connects feeder service is now eligible as in-kind local match.

For the FTA 5311 program, a 16.43 percent local match is required for capital programs and a 47.77 percent match for operating expenditures. The bulk of the funds are apportioned directly to rural counties based on population levels. The remaining funds are distributed by Caltrans on a discretionary basis and are typically used for capital purposes.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each State's share of the targeted populations and are now apportioned to both non-urbanized (for all areas with population under 200,000) and large urbanized areas (over 200,000). The former New Freedom program (5317) is folded into this program. The New Freedom program provided grants for services for individuals with disabilities that went above and beyond the requirements of the Americans with Disabilities Act (ADA). Activities eligible under New Freedom are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program.

Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former section 5310 -- public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for: public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or, alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for operating expenses requires a 50 percent local match while using these funds for capital expenses (including acquisition of public transportation services) requires a 20 percent local match.

Toll Credit Funds in Lieu of Non-Federal Match Funds

Federal-aid highway and transit projects typically require the project sponsors to provide a certain amount of non-federal funds as match to the federal funds, as described above. Through the use of "Transportation Development Credits" (sometimes referred to as toll revenue credits), the non-federal share match requirement in California can be met by applying an equal amount of Transportation Development Credit and therefore allow a project to be funded with up to 100% federal funds for federally participating costs.

Caltrans has been granted permission by the FTA to utilize Toll Credits and in the past has made credits available for FTA Section 5310, 5311, 5316, and 5317 programs. At this time it is unclear whether or not Toll Credits will be made available as local match for FTA 5310 projects for the next funding cycle.

Transportation Development Act Local Transportation Fund Program

A mainstay of funding for transit programs in California is provided by the Transportation Development Act (TDA). The major portion of TDA funds are provided through the Local Transportation Fund (LTF). These funds are generated by a 1/4 cent statewide sales tax, returned to the county of origin. The returned funds must be spent for the following purposes:

- ◆ Two percent may be provided for bicycle facilities per TDA statutes. (Article 4 and 4.5)
- ◆ Up to five percent may be claimed by a CTSA for its operating costs, purchasing vehicles or purchase of communications and data processing equipment. (Article 4.5)
- ◆ The remaining funds must be spent for transit and paratransit purposes, unless a finding is made by the Transportation Commission that no unmet transit needs exist that can be reasonably met. (Article 4 or 8)
- ◆ If a finding of no unmet needs reasonable to meet is made, remaining funds can be spent on roadway construction and maintenance purposes. (Article 8)

State Transit Assistance (STA) Funds

In addition to LTF funding, the TDA includes a State Transit Assistance (STA) funding mechanism which is derived from the statewide sales tax on diesel fuel. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to operator revenues from the prior fiscal year.

Other Human Service Agency Funding Sources

There are a variety of federal and state grant programs for social service agencies. Each one has specific eligible uses. Common social service funding sources which can be used for transportation purposes are listed below.

Older Americans Act (1965)

The Older Americans Act (OAA) address senior's access to health care and their general well-being. The Act established the federal Administration on Aging which is charged with the duty of implementing a range of assistance programs aimed at seniors, especially those at risk of losing their independence. Providing access to nutrition, medical and other essential services are all goals of the Act. There is no specific portion of the funding dedicated to transportation; however, funding can be used for transportation under Title II (Support and Access Services, Title IV (Grants to American Indian Tribes), and the Home and Community-Based Services (HCBS) program.

Medi-Cal

Medi-Cal is California's health care program for children and adults with limited income and resources. Medi-Cal will pay transportation expenses for NEMT trips for individuals who require a wheelchair van, ambulance, litter van or simply a high level of care. However, the transportation provider must be licensed by Medi-Cal. There are no Medi-Cal licensed providers in Inyo and Mono County.

Regional Centers

Regional Centers are private non-profit companies which contract with the Department of Developmental Services (DDS) to provide or coordinate services and supports for individuals with developmental disabilities. The Kern Regional Center is the local office for Inyo and Mono County. DDS funding is funneled through the Kern Regional Center to local agencies such as Inyo Mono Association for the Handicapped (IMAH) who provide transportation to/from their day programs and other services.

Private Sources

Donations

Private donations play a large role in human service agency funding. The majority of transportation funding for Disabled Sports Eastern Sierra and the Salvation Army are derived from donations. Nearly 25 percent of IMAH's budget comes from donations and thrift store proceeds. It is not uncommon to request donations for trips on coordinated transportation services.

College Transportation Fee

Some colleges have implemented a transportation fee as part of student tuition. In exchange for the fee, students can ride the local public transit for free. Some type of transportation fee for Cerro Coso College could also be used to finance a shared ride service.

STUDY PROCESS

This 2013 update of the Inyo Mono Counties Coordinated Plan was conducted as follows:

- ◆ A kick-off conference call was conducted with ESTA staff at the end of August 2013. The 2008 Coordinated Plan was reviewed and the overall focus of the project was refined.
- ◆ In early September, surveys were emailed to a list of human service agency stakeholders to obtain input on current coordination efforts, client needs, and existing transportation resources. Follow-up phone calls were conducted on multiple occasions in October and November.
- ◆ Public workshops were held in Bishop and Mammoth on December 10th. Notices were placed in the Mammoth Times and the Inyo Register. A flyer advertising the workshops was distributed to all stakeholders contacted throughout the process including the Bishop Paiute Tribe. The consultant presented a review of existing demographics of the region and led a discussion on gaps in service for the transit dependent and overall transit needs. Draft coordinated strategies (crafted by the consultant based on the prior plan strategies) were presented to the group and attendees were asked to rank the strategies based on the Evaluation Criteria developed through the previous planning effort. Eight representatives of various public and non-profit human service agencies attended the workshop in Mammoth while six attended the workshop in Bishop.

The stakeholder contact list and workshop flyer is included as Appendix A.

DEMOGRAPHIC PROFILE

Background and Setting

Inyo County and Mono County are located in easternmost portion of central California (as shown in Figure 1) and generally span the eastern length of Sierra Nevada Mountains between Monitor Pass on the north and just north of Walker Pass on the south. Both counties are bordered to the east by the State of Nevada. The geography in the two counties range from low elevation desert to ski resort communities yet they share the same public transit operator. The areas served cover 13,170 square miles consisting of some of the most rural, isolated and varied terrain in California. Inyo County's landscape includes the low desert of Death Valley, the high desert of the Owens Valley and the rapid ascensions into the Eastern High Sierra including Mt. Whitney at an elevation of 14,495 feet. Mono County varies between high desert in the East and extreme mountainous terrain starting at Tom's Place extending thru Mammoth Lakes and into northwestern Nevada. This poses challenges to maintaining a vehicle fleet which can handle snow as well as long distance highway driving.

US 395 is the primary roadway which runs north to south connecting the counties with the urban areas of Reno, Nevada to the north and the greater Los Angeles area to the south. The only state highways in the study area which traverse the Sierras west to destinations in the California Central Valley (SR 89 over Monitor Pass, SR 108 over Sonora Pass and SR 120 over Tioga Pass) are only open seasonally. Other highways travelling east toward Nevada are SR 190, SR 168, US 6, SR 182, and SR 167.

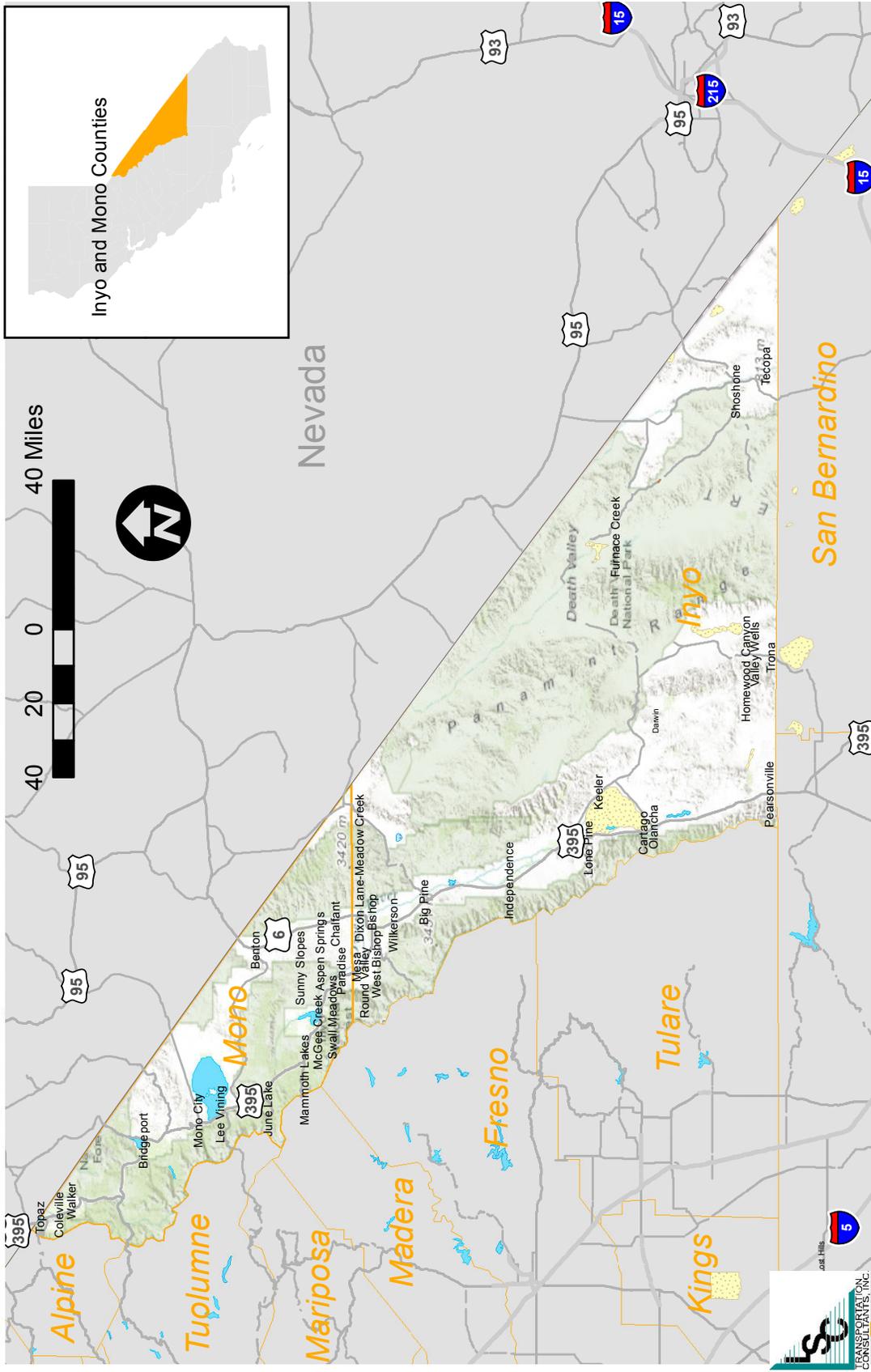
Both Inyo and Mono counties encompass large sections of land owned by federal land management agencies, such as the US Forest Service, National Park Service and the Bureau of Land Management. A significant amount of land is also owned by the Los Angeles Department of Water and Power. The study area also includes Mono Lake, the eastern entrance to Yosemite National Park, Death Valley National Park and the tallest mountain in the continental US (Mt. Whitney).

Limited by public lands and geography, the developed areas of the two counties consist largely of small communities along the US 395 corridor. There is one incorporated city in Inyo County (the City of Bishop) and one incorporated city in Mono County (the Town of Mammoth Lakes). Tourism and recreation is the major industry in the region. Approximately 3 million people visit the Eastern Sierra annually. Many visitors are retirees or disabled individuals who may require transportation during their stay. Although beautiful, the extensive natural areas and long travel distances create challenges when it comes to providing transportation and to connecting area residents with needed services.

Population

Nationwide, transit system ridership is drawn largely from various groups of persons who make up what is often called the "transit dependent" population. This category includes older adults,

Figure 1
Inyo And Mono Counties Site and Location



persons with disabilities, low-income persons, and members of households with no available vehicles. There is considerable overlap among these groups.

Table 1 presents the transit dependent population by Census Designated Place in Inyo and Mono Counties which includes older adults, disabled and low income persons, as well as households without access to a vehicle. All demographic data presented in this report were obtained from the US Census 2010 and American Community Survey (ACS). ACS is an ongoing statistical survey which represents a small sample of the population. As such, statistical errors can be quite high for some of the smaller communities in the region, higher than a 100 percent margin of error in some cases. Nevertheless, the American Community Survey has the most comprehensive data available which provides a picture of demographic conditions in Inyo and Mono counties. As presented in the table, the Inyo County population in 2010 was 18,457 and Mono County was 14,016 per Census data. Both Inyo and Mono counties have a relatively high number of census places with very low population. For example, only 32 people live in Darwin in Inyo County and 75 people live in Topaz in Mono County. The larger communities are the Bishop area (9,658) and Mammoth Lakes (8,081).

Geographically, the Bishop Area includes the Census Places: Bishop (city), Dixon-Lane Meadow Creek, and West Bishop. For reference the "Total Bishop Area" is listed in Table 1 in addition to the Census Designated Places.

There are an estimated 4,088 persons aged 65 or over residing in the study area (or 12.6 percent of the total study area population). Overall, Inyo County has a higher percentage of older adults (18.8 percent) than Mono County (9.0 percent). The Inyo County communities with the highest proportion of persons 65 and older are the small communities of Keeler (69.3 percent) and Tecopa (61.2 percent). In Mono County all 107 residents of McGee Creek are classified as older adults while 67.1 percent of Benton residents are over 65. In terms of number of people in Inyo County, the Total Bishop Area has the greatest number of residents over age 65 (637 in Bishop, 685 in West Bishop, 680 in Dixon Lane-Meadow Creek). Similarly, the greatest number of persons over age 65 in Mono County, lives in Mammoth Lakes (550). The study area population over 65 is presented graphically in Figure 2.

Both Inyo and Mono Counties have a low population density. In Inyo County, the greatest population density of older adults is found in the Total Bishop Area with 143 persons over age 65 per square mile. In Mono County, the McGee Creek area has the greatest older adult population density with 26.8 seniors per square mile.

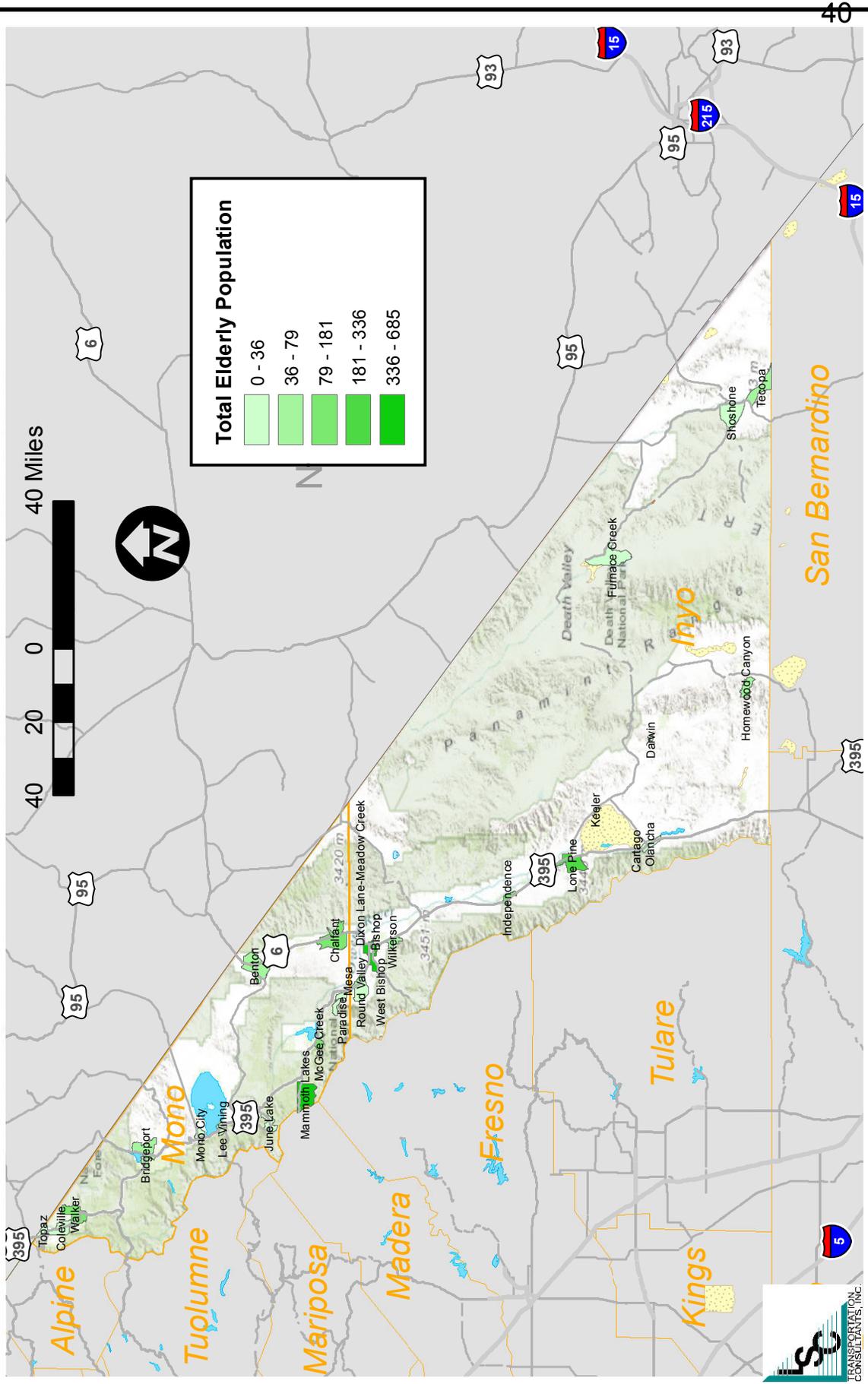
The number of low-income persons, another likely market for transit services, is measured by the number of persons living below the poverty level. An estimated 3,681 people live below the poverty level within the study area, representing 11.3 percent of the total population (compared with 14.5 percent statewide). The percentage of those persons living below poverty status is highest in Homewood Canyon in Inyo County (77.2 percent) and Benton in Mono County (56.6 percent). In terms of number of people Mammoth Lakes has the greatest number of persons living below the poverty level (1,058 people) in Mono County. As a ski resort town, Mammoth Lakes attracts a large number of seasonal workers. In Inyo County, Bishop (census place) has the greatest number of people below the poverty level (501 persons), followed by Lone Pine (389 persons). The areas with the greatest density of low income individuals are found in Bishop (250.5 per square mile), Lone Pine (20.5 per square mile), Mammoth Lakes (42.3 per

TABLE 1: Inyo/Mono Counties Transit Dependent Population by Place

Community	Total Population	Households	Land Area (sq.mi.)	Older Adults (age 65+)			Persons Living Below Poverty Status			Households by Number of Vehicles				Residents with Disabilities ⁽¹⁾	
				Total	Density	Percent of Community Population	Total	Density	Percent of Community Population	Zero	1	2	3 or more	Age 16 to 64	Percent of Community Population
Inyo County															
Total Bishop Area	9,658	4,218	14	2,002	143.0	20.7%	963	68.8	10.0%	376	1,364	1,597	599	986	10.2%
Bishop	3,839	1,876	2.0	637	318.5	16.6%	501	250.5	13.2%	313	746	592	144	331	13.6%
Dixon Lane-Meadow Creek	2,800	1,120	3.0	680	226.7	24.3%	223	74.3	8.1%	54	420	392	172	392	25.6%
West Bishop	3,019	1,222	9.0	685	76.1	22.7%	239	26.6	7.9%	9	198	613	283	262	13.8%
Carthage	84	55	1.0	18	18.0	21.4%	0	0.0	0.0%	0	12	29	14	6	12.7%
Darwin	32	44	1.0	13	13.0	40.6%	0	0.0	0.0%	5	20	11	8	9	45.7%
Furnace Creek	115	43	31.0	23	0.7	20.0%	17	0.5	14.8%	7	36	0	0	0	0.0%
Homewood Canyon	100	21	53.0	57	1.1	57.0%	61	1.2	77.2%	0	16	5	0	--	--
Independence	520	276	5.0	149	29.8	28.7%	45	9.0	8.9%	17	76	120	43	50	15.2%
Keeler	88	52	1.0	61	61.0	69.3%	0	0.0	0.0%	0	15	28	9	9	34.1%
Lone Pine	2,076	823	19.0	336	17.7	16.2%	389	20.5	19.8%	37	307	272	169	249	19.7%
Mesa	442	177	4.0	69	17.3	15.6%	30	7.5	6.8%	1	20	64	40	92	28.1%
Olancho	245	87	8.0	30	3.8	12.2%	0	0.0	0.0%	0	36	44	7	6	5.3%
Round Valley	396	159	14.0	13	0.9	3.3%	20	1.4	5.5%	0	26	51	47	56	17.7%
Shoshone	36	14	29.0	9	0.3	25.0%	0	0.0	0.0%	0	0	10	4	4	16.1%
Tecopa	98	70	19.0	60	3.2	61.2%	13	3.7	13.3%	6	20	8	10	13	35.4%
Wilkinson	484	224	6.0	79	13.2	16.3%	22	3.7	4.5%	3	21	65	62	36	10.7%
Balance of County	4,083	1,647	9975.0	551	0.1	13.5%	567	0.1	13.9%	61	546	689	877	32	0.8%
Subtotal Inyo County	18,457	7,910	10180.0	3,470	0.3	18.8%	2,127	0.2	11.5%	513	2,515	2,993	1,889	1,550	17.5%
Mono County															
Benton	76	66	29	51	1.8	67.1%	43	1.5	56.6%	5	50	11	0	--	--
Bridgeport	456	176	22	67	3.0	14.7%	55	2.5	13.1%	4	70	46	11	--	--
Challiant	749	339	28	131	4.7	17.5%	101	3.6	13.5%	0	77	104	104	--	--
Coleville	652	196	14	9	0.6	1.4%	0	0.0	0.0%	0	10	93	62	--	--
Crowley Lake	496	253	3	13	4.3	2.6%	79	26.3	15.9%	0	92	99	12	--	--
June Lake	406	230	9	0	0.0	0.0%	25	2.8	6.2%	53	106	71	0	--	--
Lee Vining	406	115	5	0	0.0	0.0%	0	0.0	0.0%	20	31	0	64	--	--
Mammoth Lakes	8,081	2807	25	550	22.0	6.8%	1,058	42.3	13.1%	75	1,303	1,064	288	743	12.9%
McGee Creek	107	58	4	107	26.8	100.0%	0	0.0	0.0%	0	0	0	58	--	--
Mono City	126	67	5	0	0.0	0.0%	0	0.0	0.0%	0	11	56	0	--	--
Paradise	383	149	4	36	9.0	9.4%	5	1.3	1.3%	0	20	58	51	--	--
Sunny Slopes	149	73	2	0	0.0	0.0%	0	0.0	0.0%	0	0	19	0	--	--
Swall Meadows	461	209	4	23	5.8	5.0%	0	0.0	0.0%	0	51	33	88	--	--
Topaz	75	41	4	0	0.0	0.0%	0	0.0	0.0%	0	41	0	0	--	--
Walker	750	319	18	181	10.1	24.1%	186	10.3	24.8%	43	85	90	60	--	--
Balance of County	643	318	2,872	94	0.1	14.6%	2	0.0	0.3%	18	34	121	554	--	--
Subtotal Mono County	14,016	2,291	155	1,261	8.1	9.0%	1,554	10.0	11.1%	125	644	680	510	1,463	14.6%
Total Study Area	32,473	10,201	10,335	4,731	0.5	14.6%	3,681	0.4	11.3%	638	3,159	3,673	2,399	3,013	9.3%

Note 1: Disability status by Census Place is not available for 2010 Census or American Community Survey. The proportion of residents with disabilities from the 2000 Census was applied to 2011 American Community Survey Data.

Figure 2
Inyo Mono Counties Elderly Population



square mile, and Crowley Lake (26.3 per square mile). See Figure 3 for low-income population details.

The number of households in the study area without access to a vehicle is estimated at 638, as presented in the Table 1. This represents 2.0 percent of the total households in the area (compared with 7.8 percent statewide). Over 300 of these zero vehicle households are located in Bishop, another 75 in Mammoth Lakes and 53 in June Lake. This is presented graphically in Figure 4.

No data is available from the 2010 census by place for the number of residents with any type of a disability. As part of the 2000 Census, the number of disabled residents was tallied by place. Therefore, in Table 1 the 2000 Census proportion of residents with disabilities for each community was applied to 2010 Census population data to produce the estimated study area population with disabilities. As shown roughly 9.3 percent or 3,013 residents with disabilities live in the study area. This is divided roughly half and half between Inyo and Mono County.

Employment

Major employers in Inyo County include the National Park Service, US Forest Service, health care facilities, school districts, county government, Los Angeles Water and Power, Caltrans and some larger retail stores. Employers with more than 200 employees include Crystal Geysers in Olancho, the County offices in Independence, Death Valley National Park, and Northern Inyo Hospital in Bishop. In Mono County, most jobs are within the tourism sector, related to the ski resort or in county government. Companies with greater than 200 employees include: Mammoth Hospital, Mammoth Mountain Ski Area, and County offices in Bridgeport. In 2012, roughly 8,500 Inyo County residents were employed and 7,430 Mono County residents were employed. The unemployment rate was 9.4 percent in Inyo County and 10.5 percent in Mono County in 2012. This is on par with the statewide unemployment rate of 10.5 percent.

Income and Public Assistance

American Community Survey data collected by the US Census shows that the mean household income in Inyo County is \$62,042. Roughly 4.2 percent of Inyo County households receive Supplemental Social Security Income, 2.7 percent receive cash public assistance, and 5.2 percent of households receive Food Stamps/SNAP benefits. In Mono County, the median household income is \$60,469. Around 2.4 percent of households receive Supplemental Social Security, 1.2 percent received cash public assistance and 4.3 percent receive Food Stamps/SNAP benefits.

Commute Patterns

Information on commute patterns for 2011 was obtained through the US Census Bureau Longitudinal Employer-Household Dynamics dataset and presented in Tables 2 and 3 and Figures 5 through 8. In reviewing this data, it is important to consider that it includes data for employees that do not necessarily report to work on a daily or consistent basis, and can include persons who have a permanent resident in one location, but stay elsewhere during their work week. Nevertheless, it provides the best available picture of commuting patterns.

Figure 3
Inyo Mono Counties Low-Income Population

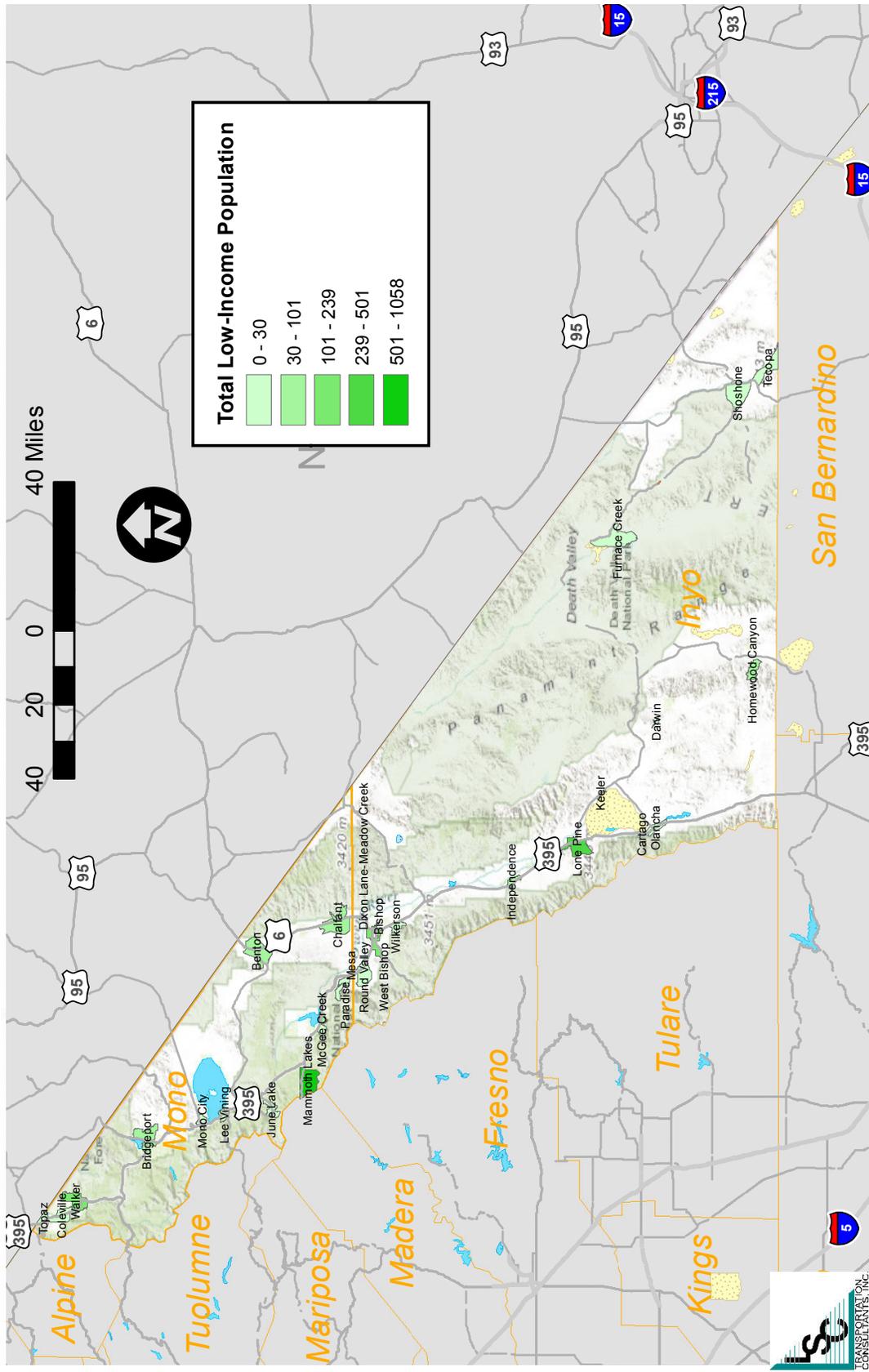


Figure 4
Inyo Mono Counties Total Zero-Vehicle Households

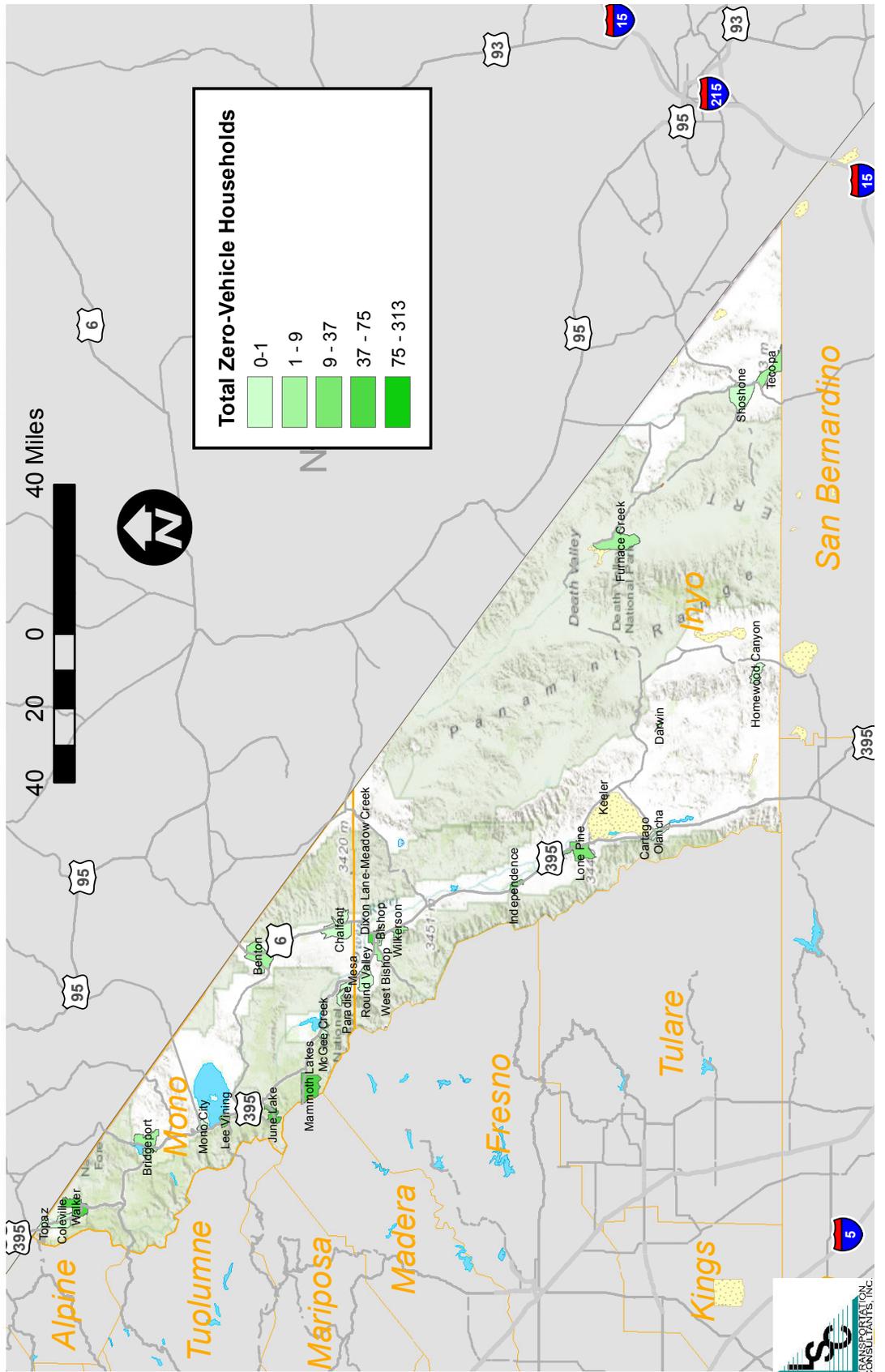


Table 2: Inyo County Commute Patterns - 2011

Where Inyo County Residents Work			Where Inyo County Workers Live		
Census Place	# of Jobs	% of Total	Census Place	# of Jobs	% of Total
Total Bishop Area ⁽¹⁾	2,749	37.2%	Total Bishop Area ⁽¹⁾	2,429	35.4%
Mammoth Lakes	449	6.1%	Big Pine	269	3.9%
Lone Pine	365	4.9%	Lone Pine	253	3.7%
Fresno	225	3.0%	Pahrump, NV	145	2.1%
Independence	161	2.2%	Wilkerson	136	2.0%
Big Pine	156	2.1%	Ridgecrest	133	1.9%
Crowley Lake	156	2.1%	Independence	112	1.6%
Sacramento	129	1.7%	Round Valley	90	1.3%
Bakersfield	127	1.7%	June Lake	83	1.2%
Ridgecrest	73	1.0%	Mammoth Lakes	81	1.2%
San Jose	72	1.0%	Chalfant	79	1.2%
Reno , NV	57	0.8%	Bakersfield	78	1.1%
Visalia	56	0.8%	Crowley Lake	75	1.1%
Stockton	49	0.7%	Fresno	62	0.9%
Bridgeport	45	0.6%	Mesa	46	0.7%
San Francisco	45	0.6%	Benton	40	0.6%
San Luis Obispo	40	0.5%	Santa Clarita	39	0.6%
Salinas	38	0.5%	Bridgeport	35	0.5%
Modesto	35	0.5%	Hesperia	34	0.5%
Clovis	34	0.5%	San Diego	34	0.5%
Porterville	28	0.4%	Walker	33	0.5%
Tulare	27	0.4%	Las Vegas , NV	32	0.5%
Madera	22	0.3%	Palmdale	30	0.4%
All Other Locations	2,249	30.4%	All Other Locations	2,508	36.6%
Total	7,387		Total	6,856	

Note 1: Includes City of Bishop, Dixon Lane-Meadow Creek, and West Bishop
Note: LEHD figures represent estimates of commute patterns, synthesized from several sources of US Census residential location, business location, and commute data. These figures exclude Federal, railroad and self-employed employees, and include trips that are not made each workday. As such, this data should be considered to only provide a general commuting Source:US Census LEHD OntheMap application, 2011 data.

At the County level, just over 700 Inyo County residents commute to Mono County while around 600 Mono County residents commute to Inyo County. More specifically out of roughly 7,400 employed Inyo County residents, 37.2 percent or 2,749 residents report that their work location is in the Bishop area. The next largest Census Place of work for Inyo County employed residents is Mammoth Lakes (449 workers or 6.1 percent), followed by Lone Pine (365 workers or 4.9 percent). In terms of commute flow into Inyo County, the largest groups of commuters come from within Inyo County (Bishop Area, Big Pine and Lone Pine). Other common inter-county commuter groups come from Pahrump, NV (145 workers or 2.1 percent) and Ridgecrest (133 workers or 1.9 percent). It should be noted that this data reflects all persons reporting their work location, regardless of how often they commute.

In Mono County (Table 3 and Figures 7-8), nearly 40 percent of Mono County employed residents or 2,027 people stay within the county and work in Mammoth Lakes. Another 622 or

Table 3: Mono County Commute Patterns - 2011

Where Mono County Residents Work			Where Mono County Workers Live		
Census Place	# of Jobs	% of Total	Census Place	# of Jobs	% of Total
Mammoth Lakes	2,027	36.9%	Mammoth Lakes	1,557	24.7%
Crowley Lake	622	11.3%	Total Bishop Area ⁽¹⁾	424	6.7%
Total Bishop Area ⁽¹⁾	385	7.0%	Crowley Lake	317	5.0%
Bridgeport	292	5.3%	Chalfant	230	3.7%
Fresno	88	1.6%	June Lake	206	3.3%
Sacramento	78	1.4%	Walker	135	2.1%
San Francisco	73	1.3%	Los Angeles	128	2.0%
Lone Pine	68	1.2%	Bridgeport	112	1.8%
San Jose	60	1.1%	Benton	100	1.6%
June Lake	50	0.9%	Coleville	90	1.4%
Independence	41	0.7%	Bakersfield	79	1.3%
Reno , NV	40	0.7%	Swall Meadows	75	1.2%
Ridgecrest	39	0.7%	Sunny Slopes	67	1.1%
Bakersfield	34	0.6%	Big Pine	61	1.0%
Big Pine	33	0.6%	Mono	50	0.8%
Oakland	28	0.5%	Paradise	42	0.7%
Benton	26	0.5%	Lee Vining	38	0.6%
Merced	25	0.5%	Fresno	36	0.6%
Stockton	24	0.4%	San Diego	33	0.5%
Visalia	22	0.4%	Newport Beach	32	0.5%
Walker	22	0.4%	Wilkerson	31	0.5%
Salinas	18	0.3%	Round Valley	30	0.5%
Clovis	17	0.3%	San Jose	29	0.5%
All Other Locations	1,386	25.2%	All Other Locations	2,396	38.0%
Total	5,498		Total	6,298	

Note: LEHD figures represent estimates of commute patterns, synthesized from several sources of US Census residential location, business location, and commute data. These figures exclude Federal, railroad and self-employed employees, and include trips that are not made each workday. As such, this data should be considered to only provide a general commuting pattern.

Source: US Census LEHD OntheMap application, 2011 data.

11.3 percent work in nearby Crowley Lake. Around 385 Mono County residents or 7.0 percent commute to the Bishop area in Inyo County and another 292 or 5.3 percent commute to Bridgeport, the County seat. Just under one-quarter of Mono County workers or 1,557 people live in Mammoth Lakes. Just fewer than seven percent or 424 workers commute from the Bishop area. Another 317 workers or 5.0 percent live in Crowley Lake.

A more detailed look at commute patterns between the major Inyo/Mono communities is displayed in Table 4. Just over half of Mammoth Lakes employed residents work in Mammoth Lakes. Almost three-quarters of Mammoth Lake's employees live outside of Mammoth. Common commuting patterns are from the Bishop Area (7.4 percent), Crowley Lake (4.3 percent),

Figure 5
Where Inyo County Workers Live

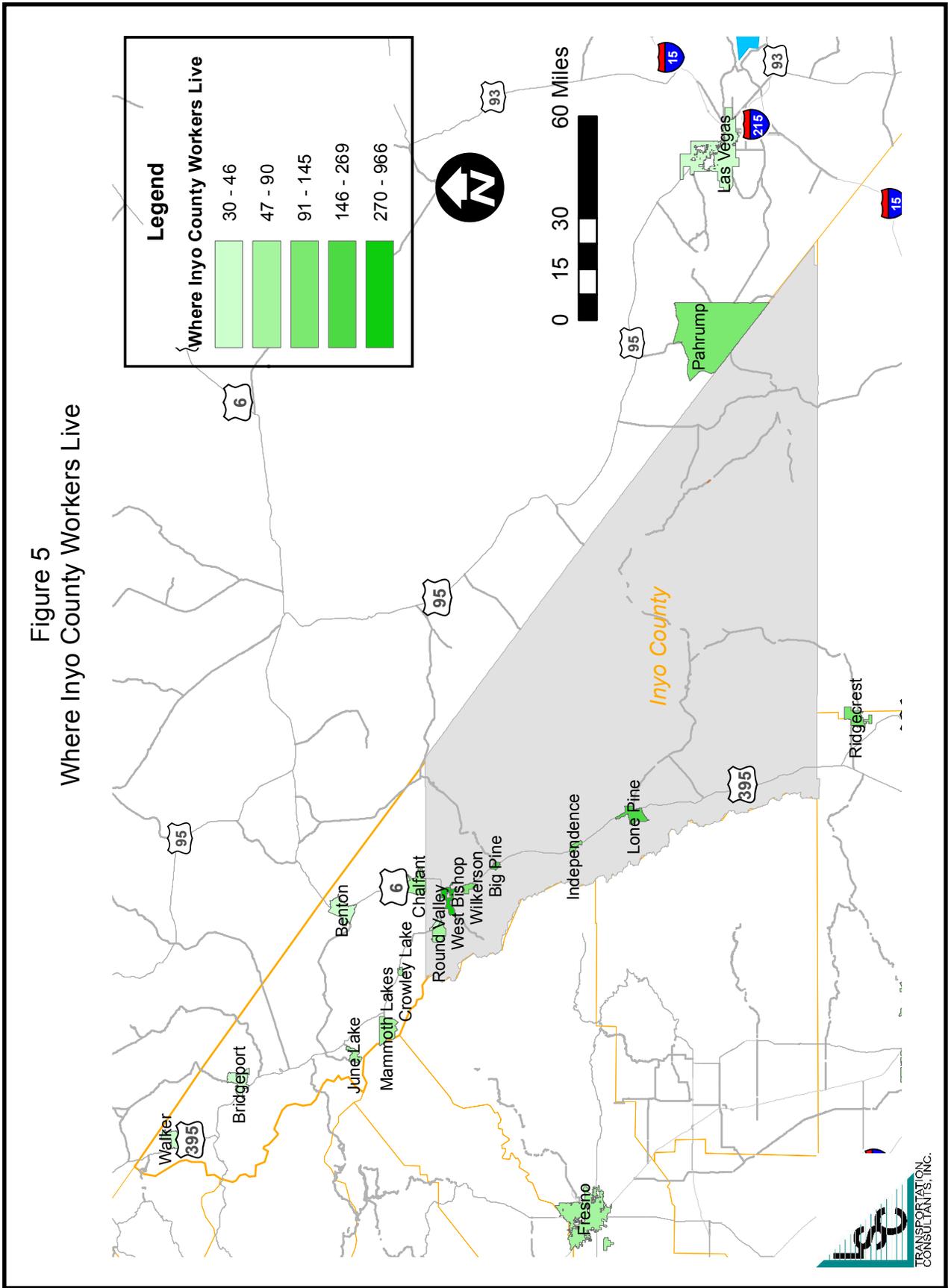


Figure 6
Where Inyo County Residents Work

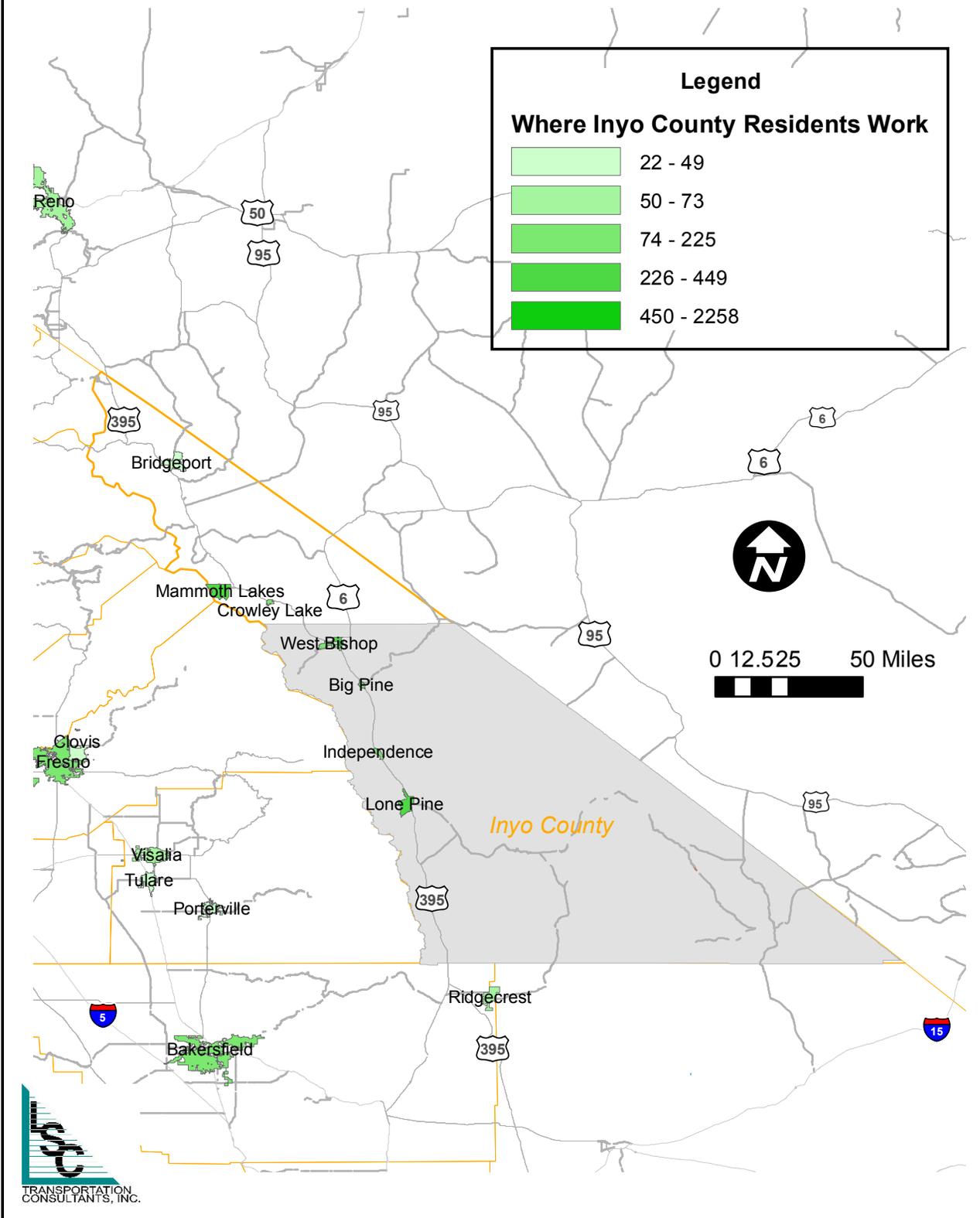


Figure 7
Where Mono County Residents Work

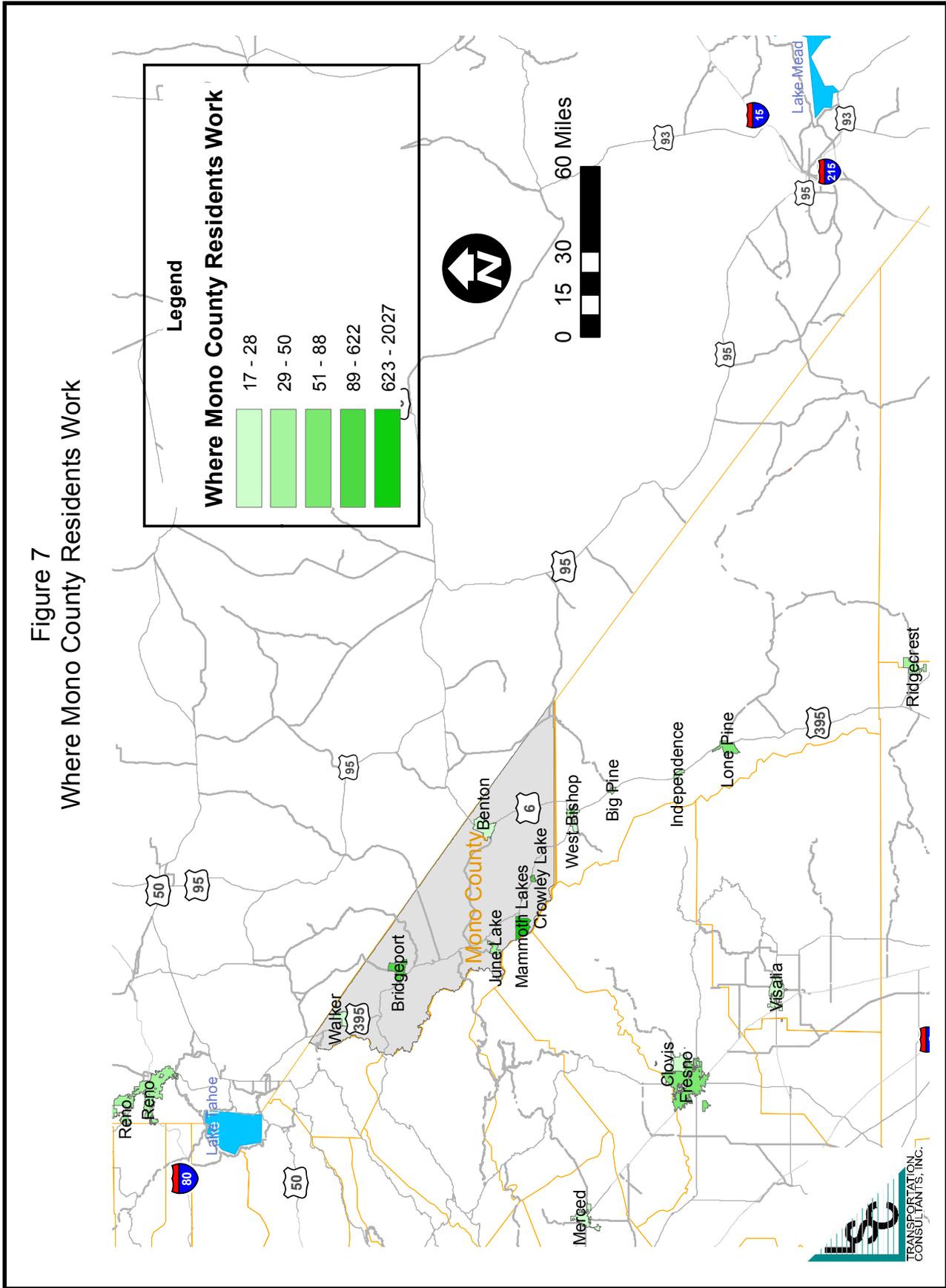


Figure 8
Where Mono County Workers Live

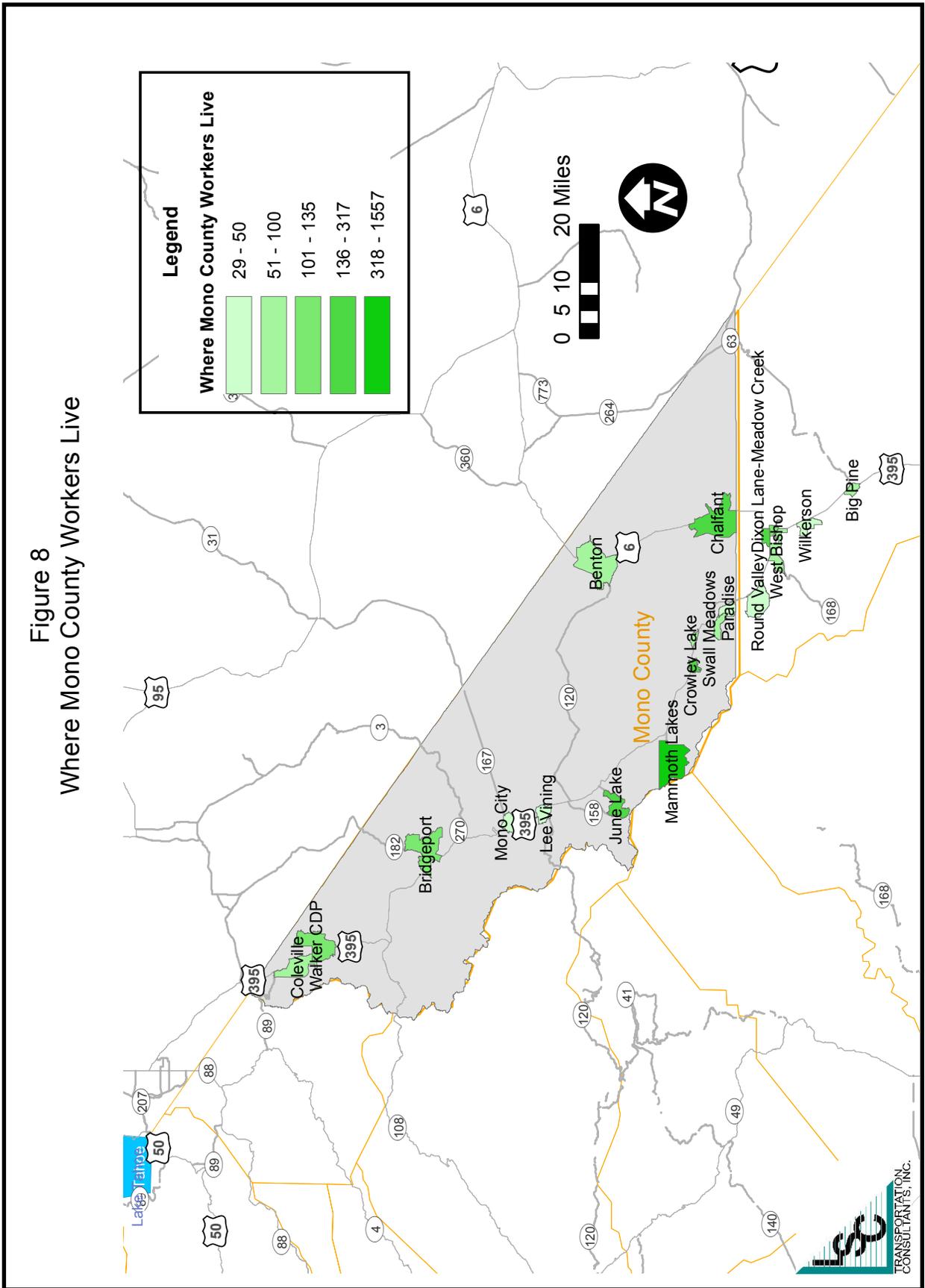


Table 4: Inyo/Mono Major Community Commute Patterns

Where Residents Work			Where Workers Live		
Census Place	# of Jobs	% of Total	Census Place	# of Jobs	% of Total
<u>Mammoth Lakes</u>			<u>Mammoth Lakes</u>		
Mammoth Lakes	1,144	52.1%	Mammoth Lakes	1,144	27.7%
Crowley Lake	293	13.3%	Bishop Area ⁽¹⁾	304	7.4%
Bishop	33	1.5%	Crowley Lake	176	4.3%
Bridgeport	33	1.5%	Chalfant	138	3.3%
San Francisco	32	1.5%	June Lake	124	3.0%
Lone Pine	25	1.1%	Los Angeles	86	2.1%
Ridgecrest	25	1.1%	Benton	61	1.5%
June Lake	24	1.1%	Bakersfield	56	1.4%
Fresno	21	1.0%	All Other Locations	2,039	49.4%
San Jose	20	0.9%	Total	4,128	100%
All Other Locations	545	24.8%			
Total	2,195	100%			
<u>Bishop Area⁽¹⁾</u>			<u>Bishop Area⁽¹⁾</u>		
Bishop Area	1,979	46.7%	Bishop	1,979	47.7%
Mammoth Lakes	304	7.2%	Big Pine	117	2.8%
Fresno	126	3.0%	Wilkerson	111	2.7%
Sacramento	72	1.7%	Round Valley	75	1.8%
Independence	70	1.7%	Bakersfield	55	1.3%
Bakersfield	69	1.6%	June Lake	55	1.3%
Crowley Lake	68	1.6%	Chalfant	54	1.3%
Lone Pine	55	1.3%	Crowley Lake	51	1.2%
All Other Locations	1,492	35.2%	All Other Locations	1,650	39.8%
Total	4,235	100%	Total	4,147	100%
<u>Lone Pine</u>			<u>Lone Pine</u>		
Lone Pine	157	34.9%	Lone Pine	157	15.8%
Independence	19	4.2%	Ridgecrest	102	10.3%
Bishop	16	3.6%	Pahrump, NV	68	6.8%
Crowley Lake	15	3.3%	Bishop Area ⁽¹⁾	46	4.6%
Ridgecrest	15	3.3%	Big Pine	26	2.6%
Fresno	12	2.7%	Mammoth Lakes	25	2.5%
Bakersfield	8	1.8%	Las Vegas , NV	20	2.0%
Sacramento	8	1.8%	Independence	17	1.7%
San Francisco	7	1.6%	Olanca	15	1.5%
Big Pine	6	1.3%	All Other Locations	518	52.1%
All Other Locations	187	41.6%	Total	994	100%
Total	450	100%			

Source:US Census LEHD OnTheMap application, 2011 data.

Note 1: Includes City of Bishop, West Bishop, and Dixon Lane-Meadow Creek CDP

Chalfant on Highway 6 (3.3 percent) and June Lake (3.0 percent). Over 50 percent of Bishop Area (including Dixon Lane-Meadow Creek and West Bishop) employed residents commute, of which the largest group travels to Mammoth Lakes (7.2 percent). Nearly half of Bishop Area workers live in the Bishop area. Others commute in from Big Pine, Wilkerson, and Round Valley. Roughly two-thirds of Lone Pine residents commute outside of the community. Top destinations are Independence (4.2 percent), Bishop (3.6 percent), Crowley Lake (3.3 percent) and Ridgecrest (3.3 percent). The greatest number of commuters into Lone Pine travel from Ridgecrest (102 workers or 10.3 percent), followed by Pahrump, NV (68 workers, 6.8 percent), and Bishop Area (46 workers, 4.6 percent). Only 15.8 percent of Lone Pine workers live in Lone Pine.

In summary, Mammoth Lakes and the Bishop Area have the largest employment centers and as such there is a relatively high level of commuting between the two areas. LEHD data backed up by stakeholder input demonstrate a greater number of commuters travelling from Bishop to Mammoth than the reverse. Common employment destinations for Bishop commuters are the ski area, hospital and Vons. Table 4 also demonstrates that there is a significant level of commuting to/from Lone Pine and the workers travel to/from a variety of destinations.

Projections and Trends

The California Department of Finance estimates that the study area population will grow by around 1,214 persons or 3.7 percent over the next five years. The population of Mono County is anticipated to grow slightly more (5.0 percent) than the Inyo County population (2.7 percent) (Table 5).

	2013	2014	2015	2016	2017	2018	Total Change	
							#	%
Inyo County	18,629	18,656	18,710	18,822	18,972	19,126	496	2.7%
Mono County	14,370	14,505	14,643	14,811	14,898	15,088	718	5.0%
Study Area	32,999	33,160	33,353	33,633	33,870	34,213	1,214	3.7%

Source: CA Department of Finance

As roughly 98 percent of land in Inyo County is owned by public agencies, therefore there is not a significant amount of developable land. Although 94 percent of Mono County also is owned by public agencies, the county includes the popular resort town of Mammoth Lakes which is more attractive to developers, resulting in higher home prices. The economies of both counties are largely based on recreation and tourism, as is reflected in some of ESTA's transit services. The California Employment Development Department projects that the industries with the greatest job growth over the period from 2008 to 2018 will be in the government sector, leisure and hospitality sector, and the education services, health care, and social assistance sector for Eastern Sierra Counties (including Inyo, Mono, and Alpine).

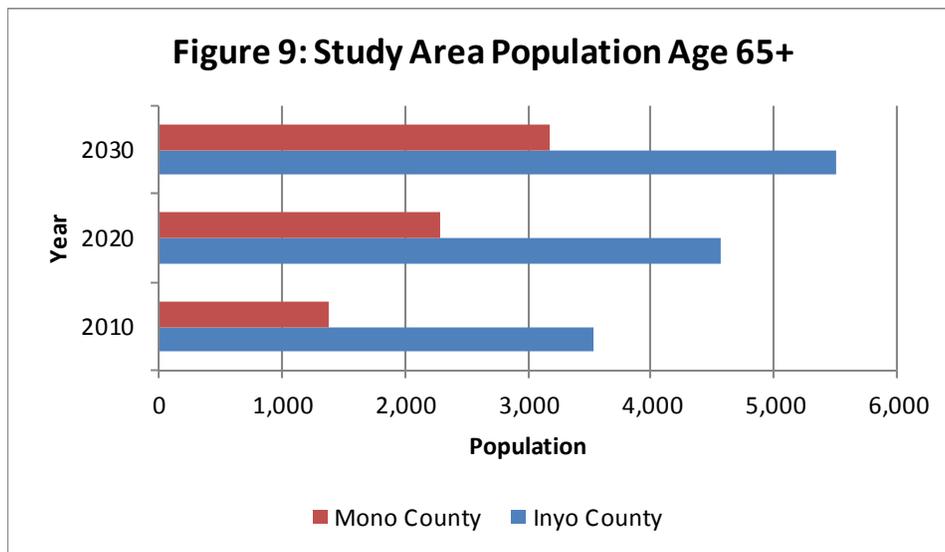
The California Demographic Research Unit prepares forecasts of countywide population by age group, which provides a useful picture of expected changes in population by age group. As

shown in Table 6 and Figure 9, these forecasts indicate a very significant growth in elderly population, in both Inyo and Mono Counties:

TABLE 6: Countywide Population Forecasts by Age

	Total (All ages)	Age Group							Total 65 or more years
		Preschool Age (0-4 years)	School Age (5-17 years)	College Age (18-24 years)	Working Age (25-64 years)	Young Retirees (65-74 years)	Mature Retirees (75-84 years)	Seniors (85 or more years)	
Inyo County									
2010	18,528	1,061	2,790	1,229	9,923	1,830	1,176	520	3,526
2020	19,350	967	2,581	1,448	9,783	2,720	1,293	559	4,571
2030	20,428	975	2,534	1,447	9,972	2,824	1,993	684	5,501
Change 2010-2020	822	-93	-209	219	-140	890	117	39	1,046
Change 2010-2030	1,900	-86	-256	217	49	995	817	164	1,975
% Change 2010-2020	4%	-9%	-7%	18%	-1%	49%	10%	7%	30%
% Change 2010-2030	10%	-8%	-9%	18%	0%	54%	69%	32%	56%
Mono County									
2010	14,240	880	2,119	1,428	8,430	930	373	79	1,382
2020	15,037	963	2,305	1,250	8,234	1,543	601	142	2,287
2030	16,261	1,007	2,625	1,424	8,027	1,759	1,120	299	3,177
Change 2010-2020	797	82	185	-178	-196	614	227	63	904
Change 2010-2030	2,021	127	506	-4	-403	830	746	219	1,795
% Change 2010-2020	6%	9%	9%	-12%	-2%	66%	61%	80%	65%
% Change 2010-2030	14%	14%	24%	0%	-5%	89%	200%	277%	130%

Source: California Demographic Research Unit, Table P-1



- ◆ In Inyo County, the number of persons age 65 and above is forecast to increase by 1,046 between 2010 and 2020, as compared to a drop in population of persons younger than 65 of 224 people. The older adult population is forecast to increase by 30 percent of this period, and by a full 56 percent by 2030.

- ◆ This pattern is similar in Mono County, where elderly population is forecast to increase by 904 between 2010 and 2020, while the population below age 65 will drop by 107. Senior population is forecast to increase by 65 percent between 2010 and 2020, and by 130 percent between 2010 and 2030. Particularly between 2020 and 2030, much of this population growth will be in older retirees age 75 and above. By 2030, the number of Mono County residents age 75 to 84 will be 200 percent greater than in 2010, while the number age 85 and above will be 277 percent greater than in 2010.

Overall, these forecasts indicate a very significant increase in older adult residents requiring access to transportation, medical and social services.

EXISTING TRANSPORTATION SERVICES

Ultimately there is one public transit operator which serves both Inyo and Mono Counties as well as provides connections to the national intercity bus network in Reno and Lancaster. Inyo and Mono counties also have a variety of human service agencies which provide transportation for clients. Appendix A presents the transportation provider inventory for Inyo and Mono Counties along with responses to the human service agency transportation needs survey.

PUBLIC TRANSIT SERVICES

Eastern Sierra Transit Authority (ESTA)

ESTA was formed through a Joint Powers Agreement (JPA) between Inyo County, Mono County, City of Bishop and Town of Mammoth Lakes in 2006. ESTA is a separate legal entity and acts as the CTSA for both counties. As a transit operator, ESTA provides a variety of demand-response, fixed route, deviated fixed route and intercity connections to multiple communities in both Inyo and Mono Counties. The service is operated out of facilities in Bishop, Mammoth Lakes, Lone Pine, Walker and Tecopa. Maintenance is contracted with outside vendors throughout the region. Initial and on-going driver training is provided internally by ESTA staff as is required drug and alcohol testing. The services are described below and displayed graphically in Figure 10.

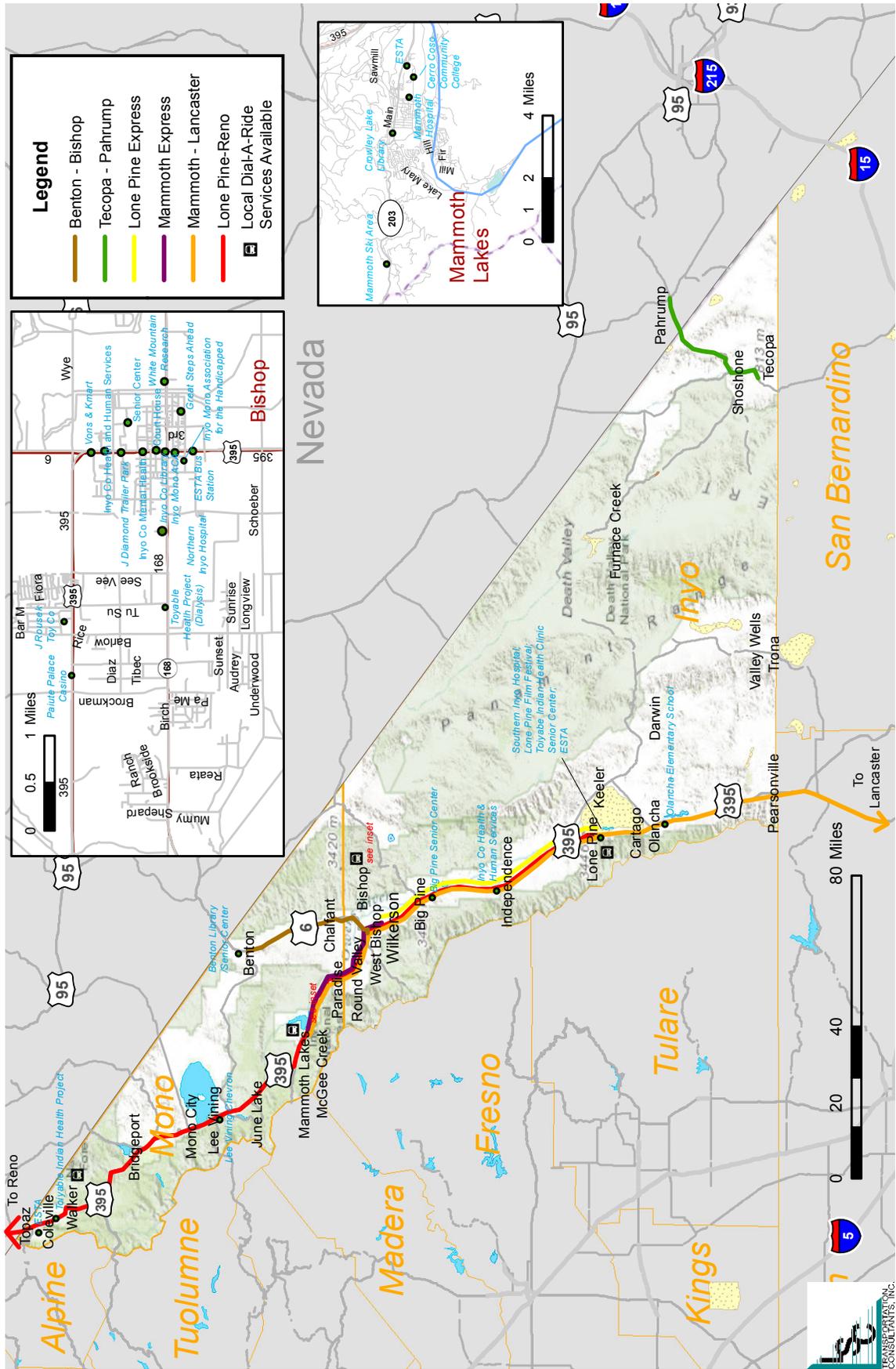
Intercity Routes

- ◆ **Lone Pine to Reno** – ESTA provides connections to the national intercity bus network and the international airport in Reno, Nevada with one round trip between Lone Pine and Reno, four days a week. Communities on US 395 served along the way include Independence, Big Pine, Bishop, Mammoth, Lee Vining, Bridgeport, Walker, Coleville, Topaz, Gardnerville and Carson City.
- ◆ **Mammoth Lakes to Lancaster** – Intercity connections to the Metrolink station in Lancaster are provided three days a week. This routes serves the communities of Mammoth Lakes, Crowley Lake, Tom's Place, Bishop, Big Pine, Independence, Lone Pine, Olancho, Coso Junction, Pearsonville, Inyokern , Mojave and Lancaster.

Town to Town Routes

- ◆ **Mammoth Express** – This route operates three round trips (morning, mid-day, and evening) between Bishop and Mammoth five days a week. Schedules are designed to accommodate commuters. Stops are also made in Tom's Place and Crowley Lake.
- ◆ **Lone Pine Express** – Also a commuter route, this service travels between Lone Pine and Bishop three times a day, five days a week. Schedules are designed to accommodate commuters living in Bishop and working at county offices in Independence as well as southern Inyo County residents working in Bishop. A mid-day run allows for additional flexibility for non-commuting passengers in need of social services, medical, shopping and life line services.

Figure 9
Inyo and Mono Counties Activity Centers and ESTA Regional Routes



- ♦ **Tecopa – Pahrump** – Lifeline service is provided between Tecopa and Pahrump, NV two Thursdays a month. The bus leaves the Senior Center in Tecopa at 8:00 AM, stops in Shoshone and arrives at the Walmart in Pahrump at 8:50 AM. The return trip departs at 11:00 AM.
- ♦ **Benton – Bishop** – Lifeline service is provided between Benton and Bishop along SR 6 on Tuesdays and Fridays with stops in Hamill Valley and Chalfant.

Mammoth Fixed Routes

ESTA operates fixed route service in the Town of Mammoth Lakes year round, seven days a week. Transit service is generally from 7:00 AM to 6:00 PM with an evening Trolley until 2:00 AM.

Dial-A-Ride Services

- ♦ **Lone Pine DAR** – Door to door service is provided in Lone Pine to the general public between 7:30 AM and 3:30 PM, Monday - Friday.
- ♦ **Walker DAR** – Door to door transit service is provided to residents of the Antelope Valley from Walker to Topaz from 8:00 AM to 4:30 PM, Monday, Tuesday, Wednesday and Thursday.
- ♦ **Mammoth DAR** – General Public DAR is offered in the Town of Mammoth Lakes from 8:00 AM to 6:00 PM, Monday - Friday. ADA complementary paratransit is available during the service hours of the fixed route when DAR is not available.
- ♦ **Bishop DAR** – General public DAR is available from 7:00 AM to 6:00 PM Monday through Thursday, 7:00 AM to 2:00 AM on Fridays, 8:30 AM to 2:00 AM on Saturday and 8:00 AM to 1:00 PM on Sunday. During the day time hours, boarding check points have been established at various locations and times. Passengers boarding at checkpoints receive a one dollar discount on the fare.

Seasonal

- ♦ **Reds Meadow Shuttle** - ESTA contracts with the US Forest Service to operate the Reds Meadow shuttle from Mammoth Lakes to Reds Meadow and Devils Postpile.
- ♦ **Mammoth – June Lake Winter Shuttle** – ESTA will resume operation of the Mammoth – June Lake Shuttle in winter season 2013-14. Two round trips per day will be operated seven days a week in an effort to transport June Lake employees living in Mammoth as well as visitors to June Lake traveling to Mammoth for the day. This route is fully funded through a fare guarantee with June Mountain Ski Area.
- ♦ **Mammoth Winter Routes** - ESTA took over the operation of fixed route service in the Town of Mammoth Lakes to Mammoth Mountain Ski Area (MMSA) in 2012. Winter service was previously operated by MMSA. Transit service is generally from 7:00 AM to 6:00 PM. These routes are fully funded by MMSA.

Vanpool

ESTA also administrates a vanpool program for commuters in the region. The existing vanpool commutes between Mammoth and Bishop. At least eight participants are needed to start a vanpool. ESTA encourages new vanpool routes.

Ridership

In total, all ESTA services (excluding vanpool) carried 1,131,490 one-way passenger trips in FY 2012-13. ESTA operated a total of 936,363 vehicle miles and 56,739 vehicle hours. The Mammoth fixed routes have the greatest ridership (374,434 trips) followed by the Reds Meadow Shuttle (148,413) and Bishop DAR (40,960).

OTHER REGIONAL TRANSIT SERVICES

Yosemite Area Regional Transit System (YARTS)

The YARTS bus service operates on both the east and west side of the Sierras. In Mono County, YARTS operates a route from Mammoth Lakes to Yosemite Valley along US 395 and SR 120, seasonally. During the summer months, YARTS provides three trips from Mammoth Lakes to Tuolumne Meadows (two of which are funded by the National Park Service) and one round trip from Mammoth Lakes to Yosemite Valley. The two vehicles and drivers stay in Mammoth Lakes overnight. The YARTS operating contractor has a vehicle maintenance facility in Merced where major repairs and preventative maintenance for YARTS vehicles are performed. YARTS and ESTA staff have discussed sharing and expanded ESTA vehicle maintenance facility that could handle small emergency repairs for YARTS vehicles. The over-the-road motor coaches are wheelchair accessible, however very few wheelchair boardings are made. YARTS service on the east side of the Sierra carried primarily tourists recreating in Yosemite National Park. Local fares and discounts to seniors are available. YARTS connects with ESTA in Mammoth Lakes in the morning. This would allow for a public transit trip from Lone Pine to Yosemite Valley. YARTS is an Amtrak Thruway contractor and provides Amtrak service to all the destinations that YARTS serves in Mono County. During the summer, it is possible to buy an Amtrak ticket from anywhere to Mono County and use the Thruway service out of Merced.

Greyhound

Greyhound no longer serves the US 395 corridor. Connections to Greyhound can be made via ESTA in Mojave and Reno.

Air Service

The Mammoth-Yosemite Airport in Mammoth Lakes is served year-round by passenger air service. Service is limited in the non-winter seasons to 1-2 round-trips per day to Los Angeles, expanding in winter to also include connections to San Francisco, San Diego, and Orange County. In addition, the Reno/Tahoe International Airport is directly served by the ESTA Lone Pine to Reno route.

OTHER TRANSPORTATION SERVICES

Inyo-Mono Association for the Handicapped (IMAH)

The Inyo-Mono Association for the Handicapped provides a group of programs and services for adults aged 18 and older who are developmentally disabled who live in Inyo and Mono Counties. The center is located at 371 S. Warren Street in Bishop. IMAH provides transportation for clients to and from programs as well as to work, using a fleet of six vehicles. Three of the vehicles were purchased with FTA 5310 grant funds and a majority of the vehicles are wheelchair accessible. Most IMAH clients live in Mammoth, Benton, and Lone pine and require transportation to the IMAH center in Bishop. Those clients who wish to participate in IMAH's Work Opportunities program are transported to their places of employment using FTA 5310 grant vehicles. IMAH operates roughly 600 miles per day for a total operating cost of around \$77,000 per year. The majority of funding is provided through the Kern Regional Center but a significant and important portion comes from donations and proceeds from the IMAH thrift store.

IMAH staff sees a need to provide more transportation on weekends between the communities of Mammoth, Bishop, Benton and Lone Pine. As Benton is only served two days a week by ESTA, five days a week service would be beneficial to IMAH clients. IMAH has been quite successful with FTA grant and is willing to assist or co-write grants with other human service agencies. Staff sees a need for greater coordination with the Bishop Paiute Tribe, particular with respect to transportation to their dialysis center. IMAH would also like to share a new maintenance facility with ESTA. IMAH is open to the idea of sharing vehicles with ESTA or other agencies.

Great Steps Ahead

Great Steps Ahead is a private non-profit organization which provides in home and on-site early intervention services for children age 0 to 3 with identified disabilities, developmental differences, and infants at risk for developmental delays. The agency is a service provider for the Kern Regional Center. Great Steps Ahead operates two centers: 186 Clarke Ave in Bishop and 960 Forest Trail in Mammoth Lakes. The agency spends roughly \$5,000 on bus passes for clients and will also transport clients between their homes and the center in an agency owned vehicle. Unfortunately due to insurance requirements and the nature of the program, the Great Steps Ahead vehicle cannot be used for other programs.

Bishop Paiute Tribe

The Bishop Paiute Tribe is a sovereign nation located in the middle of the community of Bishop. The tribe operates the Paiute Palace on US 395 in Bishop. Approximately 20 – 25 percent of ESTA's DAR trips in Bishop have an origin or destination on the Reservation. In 2011, the Bishop Paiute Tribe was awarded a FTA Tribal Transit Grant to supplement the planning and operation of DAR services on tribal lands. As a result of this grant award, there was a Transit Services Agreement between the Tribe and ESTA (Jan-Dec 2013) to support a portion of the operating cost (roughly \$12,000 per month) of Bishop dial-a-ride service. Also as part of the agreement (20) – 10 punch transit passes are provided monthly to the Indian Head Start Preschool.

In 2012, the Tribe applied for another FTA Tribal Transit Grant for the same purpose and was awarded \$195,316. The transportation agreement between ESTA and the Tribe is currently being updated.

Toiyabe Indian Health Project

The Toiyabe Indian Health Project is a consortium and seven federally recognized tribes and two Indian communities which provide a variety of health care services, including dialysis, preventative health, mental health, dental, etc. There are three clinics located in the region: Bishop Clinic at 52 Tu Su Lane, Lone Pine Clinic at 1150 Goodwin Road, and Camp Antelope at 73 Camp Antelope Rd in Coleville. Some transportation is provided for tribal members without access to a vehicle to medical appointments and dialysis.

Southern Inyo Health Care District

Southern Inyo Hospital is located at 501 East Locust Street in Lone Pine and provides emergency services, acute care, lab services, radiology, skilled nursing, physical therapy, and hospice services.

Disabled Sports Eastern Sierra

Disabled Sports Eastern Sierra is a volunteer-based nonprofit dedicated to changing the lives of children and adults with disabilities and their families by:

- Offering year-round outdoor sports and activities
- Creating inspiring challenges
- Providing expert instruction and adaptive equipment
- Rallying the community to comfortably accommodate people with disabilities

On occasion, this organization will use a Toyota Tundra to transport program participants to Mammoth Mountain Ski Area or the Whitmore Recreation Area, if the participant has no other means of transportation. This happens fewer than twenty times a year. Disabled Sports also transports Wounded Warriors between the airport and the ski area. If a large group arrives, Disabled Sports will coordinate with ESTA to provide a larger bus for the trip to the airport. Disabled Sports charter limits persons who can be transported by the vehicle to program participants. Other than existing coordination with ESTA, coordination with this agency is limited.

Inyo County Health and Human Services

Eastern Sierra Area Agency for the Aging (ESAAA)

The California Department of Aging (CDA) administers programs that serve older adults, adults with disabilities, family caregivers, and residents in long-term care facilities throughout the State. The Department administers funds allocated under the federal Older Americans Act and the Older Californians Act. CDA contracts with the network of Area Agencies on Aging, who directly manage a wide array of federal and state-funded services that help older adults to live

as independently as possible in the community; promote healthy aging and community involvement; and assist family members in their vital care giving role. The Area Agency on Aging in Inyo and Mono County is Eastern Sierra Area Agency for the Aging (ESAAA). ESAAA is governed by the Inyo County Board of Supervisors (BOS), who has designated the Department of Health and Human Services (HHS) to administer the ESAAA services. HHS oversees a contract with the County of Mono through which Mono County employees serve Mono County seniors. In Inyo County, HHS staff directly serve Inyo County seniors.

In Inyo County, ESAAA provides a variety of services including social services, services for the aging population, employment and eligibility, behavioral health services, public health services and prevention. ESAAA provides rides to individuals who are physically or logistically unable to use regular public transportation to obtain essential services such as medical appointments, grocery shopping, pharmacy and day care services. These individuals need transportation and assistance from the driver to find the out-of-town medical facility, purchase and carry groceries into the house, enter and exit the vehicle, etc. Based on individual needs, services are provided by Inyo County staff using program vehicles to residents through Inyo County. Staff provide short and long distance medical trips as far as Reno and Lancaster as well as regularly scheduled errand/shopping trips. ESAAA Site Coordinators assess individuals, plan trips and maintain records. In FY 12/13, through March, there were 20 unduplicated clients served for a total of 887 one way trips provided.

In addition to providing transportation, Inyo County HHS (ESAAA) spends roughly \$10,000 - \$12,000 in bus passes each year for clients. Clients mostly use the ESTA Bishop DAR service and Bishop to Lone Pine fixed route but some also use the Pahrump to Tecopa and Bishop to Reno route for work, school, shopping, and to access services. Inyo clients who commute on ESTA would benefit by weekend and evening service. In general, seniors need more curb to curb transportation as the timing and distance to the bus stops is a challenge. In the past ESTA has provided fixed route travel training for seniors. Annual transit training workshops would be beneficial to Inyo County ESSA clients.

Mono County Senior Program

The Mono County Senior Program provides transportation and purchases bus passes on ESTA for clients. In FY 2012-13, two vehicles were used to transport seniors from Benton to medical appointments and shopping in Bishop/Mammoth, as well as Walker residents to Gardnerville, Carson City, and Reno. Roughly 74 one-way trips were made that year. The program is short staffed and cannot meet all client transportation needs. Unfortunately, funding requirements would not permit the Mono County Senior Program from coordinating with organizations outside of other Mono County departments. On occasion the Senior Program has provided trips for Mono County Social Services.

Mono County Health Department

The Mono County Health Department provides transportation assistance for clients who participate in the California Children's Services (CCS) Program and HIV Care Program (HCP). CCS is a State program that assists families by providing medical specialists for children with chronic diseases, permanent health problems, and severe disabilities. After establishing medical and financial eligibility, families are able to access specialists throughout California. CCS can

provide travel assistance via limited funding at 23.5 cents per mile so that families can follow through with the recommended medical care. HCP (also known as Ryan White) is a program for low-income individuals diagnosed with HIV/AIDS, their partners, and their families. On a case by case basis, gas vouchers may be provided for clients who need to travel outside of Mono County for specialty HIV care and other related medical services.

Big Pine Education Center

The Big Pine Education Center provides support services for youth including: academic support for K-12 students; workshops on family formation and “out of wedlock” pregnancy; and transportation for youth sporting activities in Bishop. The program uses one 12 – 15 passenger van to transport students to Bishop Park and the Barlow Gym. The Big Pine Education Center is funded through tribal grants and would be unable to share the vehicle with non-Big Pine Paiute programs.

Kern Regional Center

The Kern Regional Center (KRC) is one of California’s 20 centers which receive funding through the State Department of Developmental Services to provide services and assistance to improve the quality of life for persons with developmental disabilities. KRC and its vendors provide life-long case management, prevention programs, parent support services and community resource development. KRC spends roughly \$33,000 each year on bus passes for consumers who require transportation to the Regional Center, work (many at Vons and IMAH), or medical appointments. ESTA services are generally sufficient for KRC consumers, although some clients would benefit from evening dial-a-ride service to accommodate work schedules.

Veterans Services Office

The Veteran’s Services Office for Inyo and Mono Counties is operated out of the Inyo County Sheriff’s Office. Gas vouchers are provided to veterans with financial disadvantages. Additionally, the Veterans Services Office purchases approximately \$1,000 in transit passes from ESTA for travel to Minden, Carson City and Reno. Typically veterans require transportation from their home to medical appointments. On occasion the Veteran’s Service Office will coordinate with American Legion or Veterans of Foreign Wars (VFW) to provide transportation to Reno. Destinations include the VA Medical Center, airport, and Greyhound.

Northern Inyo Hospital

Northern Inyo County Local Hospital District is located at 150 Pioneer Lane in Bishop and is a 25-bed critical access, not-for-profit hospital. The Northern Inyo Hospital operates the Rural Health Clinic in Bishop, which is the only medical facility in Bishop which offers immediate non-emergency medical assistance. The clinic is open Monday through Saturday 8:00 AM to 5:00 PM and the hospital is open 24 hours a day. The hospital purchases a significant amount of bus passes from ESTA for patients who require transportation home after medical services. There is a need to find safe transportation home for patients who are discharged in the evening or on weekends. Staff expressed interest in meeting with ESTA staff directly to address this need.

Inyo County Local Transportation Commission

Inyo County Local Transportation Commission (LTC) staff provided input for the coordinated planning effort. The largest transportation challenge for Inyo County residents seems to be transportation to specialized medical services such as cancer treatments. Residents travel as far as Loma Linda University Medical Center in San Bernadino, Reno, or Los Angeles. Coordination between ESTA and other human service agencies has been an issue in the past but there appears to be a good working relationship now. ESTA is available to provide transit training, DOT drug and alcohol training, driver training, wheelchair lift training and grant support

Mono County Local Transportation Commission

Mono County LTC staff also offered input. With respect to the low income population in the County, the community of June Lake has suffered economically since the ski resort shut down last winter. There is a need for transportation between the communities of Mammoth and June Lake. In Mono County, Mammoth is the location of many county services but the county seat of Bridgeport also provides services. There is also a need for the continuation vanpools between Bishop and Mammoth. The current vanpool program is being under-utilized. There have been requests for Non-Emergency Medical Transportation service to Reno, but limits on the number of hours a driver can work make this long trip difficult. A volunteer driver program would be beneficial for Mono County seniors, disabled and low income in the most rural areas of the county for life line and non-emergency medical transportation.

Mono County Rideshare AlterNetRides

Through the AlterNetRides website, Mono County residents can find a carpool match to various locations within the County as well as interregional destinations such as Reno or UC Davis Medical Center.

Taxi Service

Limited taxi and limousine services serve the region, operating out of Mammoth Lakes. Rates vary based on the destination. Reflecting the long travel distances, fares can be substantial. For instance the rate for a one-way taxi trip between Mammoth Lakes and Bishop is approximately \$90.

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Transportation Needs Assessment

Federal guidelines related to coordinated planning require an assessment of needs for residents with disabilities, older adults, and low-income individuals. The needs assessment for Inyo and Mono County was developed from input obtained through the review of existing services, the human service agency survey and the Transportation Workshops.

Key Origins, Destinations, and Travel Patterns

Based on the review of existing services and needs, as well as input received as part of this study, the following are key travel patterns and origin/destinations for human service transportation in the two counties:

Travel Patterns

- ◆ Bishop – Mammoth
- ◆ Benton – Bishop
- ◆ Chalfant - Bishop
- ◆ Lone Pine (Southern Inyo) – Bishop
- ◆ Northern Mono to Gardnerville/Carson City/Reno
- ◆ Inyo County - Lancaster, Ridgecrest
- ◆ Rural Western Nevada – Bishop
- ◆ Mammoth – Lancaster
- ◆ Lone Pine - Reno

Key Origin and Destination

Bishop (including but not limited to)

Agencies & Schools

IMAH
 ICHHS Facilities
 Kern Regional Center
 Great Steps Ahead
 Cerro Coso College

Shopping & Recreation

Vons/Kmart
 Josephs
 Rite Aid
 Dwayne's Friendly Pharmacy
 Paiute Palace Casino

Medical

Northern Inyo Hospital
 Rural Health Center

Toiyabe Indian Health/Dental
Toiyabe Dialysis

Senior Locations
Senior Center
Highlands Mobile Home Park
Sunrise Mobile Home Park

Lone Pine (including but not limited to)

Agencies & Schools
ICHHS Facilities
Indian Head Start

Shopping & Recreation
Senior Center
Josephs Market
McDonald's
Carl's Jr.
Post Office
Lone Pine Drug
Boulder Creek

Medical
Southern Inyo Hospital
Toiyabe Indian Health Project

Mammoth Lakes (including but not limited to)

Agencies & Schools
MCHHS Facilities
Kern Regional Center
Great Steps Ahead
Cerro Coso College

Shopping & Recreation
Vons
The Village
Rite Aid
Post Office
MMSA
Whitmore pool
June Lakes Ski Area

Medical
Mammoth Hospital
Sierra Park Clinic

Walker Area (including but not limited to)

Agencies & Schools
MCHHS Facilities

Shopping & Recreation
Senior Center
Walker General Store
McDonald's
Post Office
Topaz Lodge

Medical
Topaz Ranch Medical Clinic
Toiyabe Indian Health Project/Camp Antelope
Bridgeport Clinic

Out of County

Loma Linda medical facilities (San Bernardino)
Ridgecrest
Lancaster
Reno
Carson Valley Medical Center
VA Medical Center Minden, Carson City and Reno

EXISTING COORDINATION OF SERVICES

Coordination efforts are underway and continuing in Inyo and Mono Counties. The creation of ESTA is an example of the ability of the two counties to work together on critical issues. The public transit operator, ESTA, is also the CTSA for the region. Various human service providers offer services to both counties under one organizational umbrella. The Inyo Mono Area Agency on Aging (IMAAA) and Inyo Mono Association for the Handicapped (IMAH) are excellent examples of this type of collaboration. ESTA has coordinated with different human service agencies and other regional entities in the area in the following ways:

- ◆ The majority of agencies surveyed purchase ESTA bus passes for their clients.
- ◆ The various human service agency departments within the counties coordinate with each other in terms of transportation.
- ◆ ESTA provides training for seniors on how to use the transit system .
- ◆ ESTA has provided driver training for IMAH drivers

- ◆ Disabled Sports Eastern Sierra and ESTA coordinate to provide large Wounded Warrior groups transportation to the ski resort from the airport in a larger wheelchair accessible vehicle.

POTENTIAL COORDINATION OPPORTUNITIES

There are potential coordination opportunities for the multiple agencies in Inyo and Mono Counties including but not limited to shared vehicles, transit facilities, grant collaboration, travel training and driver training.

- ◆ As demonstrated in the transportation provider inventory table in Appendix A, multiple agencies have some type of a vehicle available to transport passengers. In many cases these vehicles are not shared with other agencies due to insurance requirements or other rule associated with the agency. However it is prudent to share vehicle and other resources to maximize the utilization and conserve resources. There is an opportunity to overcome these barriers by collaborating on FTA grant applications for program capital and operating and purchasing passes on other operator's transit services.
- ◆ Shared transit and maintenance facilities particularly in Bishop and Mammoth would be a beneficial capital investment that could be shared between various agencies to reduce overall vehicle storage and maintenance cost. Both YARTS and IMAH indicated an interest in sharing a new vehicle maintenance facility with ESTA.
- ◆ Grant collaboration is a strategy to bring additional capital and operating funds together to provide the needed resources in order to offer the transit services that are needed by the residents of the region.
- ◆ Multiple training coordination opportunities exists between the agencies, including but not limited to travel training, driver training, wheelchair lift operation, sensitivity training DOT drug and alcohol administration training.

MAJOR BARRIERS TO COORDINATION

Despite good intentions, there are multiple factors which limit the various transportation providers' ability to coordinate resources and trips. Major barriers to coordination were discussed at the Coordinated Planning Workshop and relayed through the human service agency survey:

- ◆ One of the more significant barriers to coordination in the Eastern Sierra is the distance between communities and out of county medical/social services. The length of Inyo and Mono County span roughly 240 miles of US 395. Most specialized medical services are another 25 to 75 miles beyond the counties' borders. Trips for the transit dependent population to Reno or Lancaster require a full day of travel and often an overnight stay. As such, it is difficult to coordinate human service agency transportation needs as there is a vast array of destinations combined with a relatively small population.
- ◆ Another geographical barrier is that the study area represents two separate counties. Although Inyo and Mono County have successfully coordinated to provide public

transportation in the region through ESTA, in terms of human service transportation, there are still two separate HHS departments with separate resources.

- ◆ Some County HHS clients require a high level of “hands on” assistance throughout the duration of the trip. A client with dementia is an example. Coordination efficiency is limited if door to door transportation is required, particularly for longer trips.
- ◆ As shown in Appendix A, multiple human service agencies have small vehicles available to transport passengers to appointments or other critical needs. Typically, vehicle insurance or agency/county/tribal/funding source rules prohibit the use of these vehicles by other entities. The use of these vehicles for client transportation purposes is also limited by staff time available.
- ◆ Although small, the fare for using public transit services can dissuade travel by low income college students.
- ◆ Some human service agencies are aware of the grant opportunities available to purchase vehicles for the purpose of transporting elderly and disabled clients. However, the regulations and reporting requirements attached to FTA funding vehicles and the lack of staff time to apply for a grant is a barrier to coordinating transportation.

The greatest barrier to coordination for all rural counties is lack of funding. There is simply not enough money available to meet all transportation needs for the target population through ESTA or human service agencies, particularly in light of the dispersed communities and long travel distance in Inyo/Mono Counties. As such, the various human service agencies piece meal together trips for the most critical needs. Lack of funding/resources contributes to the limited staff time available for all agencies to pursue further coordination efforts.

DUPLICATION OF SERVICES

The primary goal of coordination is to maximize limited transportation resources by eliminating duplication of the same type of transportation services. Examples of duplication of services may include:

- ◆ Multiple agency vans providing transportation along the same route at the same time.
- ◆ Multiple volunteer driver programs which, if combined, could maximize the use of volunteers as well as administrative staff time.
- ◆ Vehicles which lay idle for a good portion of the week.
- ◆ Multiple contracts for vehicle maintenance. Through economies of scale, several agencies could potentially obtain a lower rate for maintenance.
- ◆ Eligibility requirements for program services sometimes result in duplication of services. For example, grant funding for senior services may only be used to transport seniors even if the van stops near a “non-senior” activity center.

There is not significant duplication of services in Inyo and Mono County. For the most part, human service agencies refer transit dependent clients to ESTA when possible, and only provide transportation to/from destinations outside the public transit service area and hours. As insurance or other rules specific to the agencies limit vehicle sharing, there is likely some duplication of services among the agencies. The purchase of a shared vehicle for multiple agencies through FTA grant funding could eliminate the need for the use of some of the agency vehicles and staff time.

GAPS IN SERVICE

As with all rural counties, Inyo and Mono Counties are plagued with the problem of how to connect transit dependent residents living in remote outlying areas to services in the larger communities and out-of-county urbanized areas. Some of the communities in the region are extremely small. Several have less than 100 people in population. Many of these communities such as Benton or McGee Creek have a large percentage of persons who are likely transit dependent (older adults, low income, persons with disabilities etc.) It is not anticipated that the demographics of Inyo/Mono County will change significantly other than the population continuing to age in place. Therefore, there will always be a part of the transit dependent population who live far from the goods and services they require. Unfortunately, it is not anticipated that the level of public transit funding will increase to a point where ESTA can provide more frequent and convenient public transit service to and from all of these areas. Below is a discussion of specific transportation needs for the target population in Inyo/Mono Counties.

Unmet Needs

Although Transportation Development Act funds are not used to finance streets and roads projects in either Inyo or Mono County (and thus the Unmet Needs Hearings process is not required), the LTC's in both counties still conduct unmet transit needs hearings as a way to obtain input and evaluate the needs of Inyo/Mono county residents. The following outlines some of the unmet needs for older adults, low income and individuals with disabilities which have been discussed at recent unmet needs workshops/meetings.

Mono LTC

- ◆ Year-round transit service between June Lake and Mammoth Lakes that would meet needs of both visitors and workers
- ◆ Commuters between Bishop and Mammoth need to arrive in Mammoth by 8:00 AM
- ◆ Increase connections with YARTS – specifically in Lee Vining so that connections from Bridgeport to Yosemite can be made
- ◆ Specialized curb to curb transit service in Lee Vining
- ◆ Preservation of the Benton – Bishop route
- ◆ Chalfant – Bishop evening route
- ◆ Dial-A-Ride between Chalfant and Bishop

- ◆ Late evening service in Mammoth for those who have evening shift jobs
- ◆ More larger vehicles with multiple wheelchair accessibility
- ◆ Provide service between Chalfant and Bishop, five days a week, for work and school access
- ◆ Lifeline service between Benton and Mammoth – Potential for social services to provide limited services in Benton
- ◆ Non-Emergency Medical Transportation to Reno that allows for a longer layover in Reno – Potential for a volunteer driver program
- ◆ Serve commuters from Mono City to June Lake, Lee Vining, Mammoth, Bridgeport
- ◆ Commuter needs between Chalfant and Bishop
- ◆ Improve connectivity for Benton residents to Reno/Lancaster

Inyo LTC

- ◆ Insufficient room for ESTA vehicles to turn around in Northern Inyo Hospital Rural Health Clinic parking lot
- ◆ Potentially pursue FTA grant funding for transportation to Northern Inyo Hospital (particularly if Southern Inyo Hospital closes). Consider partnering with Bishop Paiute Tribe to pursue grant funding.
- ◆ Evening service to Cerro Coso College
- ◆ More frequent stops for seniors or an on-board restroom
- ◆ Lower fares for seniors travelling to senior center for lunch
- ◆ Difficult for ADA passengers to make round trip in one day between Big Pine and Mammoth
- ◆ There is an ongoing need to Loma Linda Hospital and Bakersfield for specialty medical appointments from Owens Valley communities.
- ◆ There is a need to make the connection to the VA hospital in Reno easier.
- ◆ There is a need for weekend service to Wilkerson.
- ◆ There is a need for public transit to Darwin and for additional transit options to Keeler and Cartago.
- ◆ The morning service from Bishop to Mammoth Lakes does not link with the service provided by IMAH.

Stakeholder Responses

As part of this process an in depth survey was distributed to a variety of human service agencies including both those who provide their own transportation and those purchase bus passes for clients. Results of the surveys provide a good overview of current gaps in public transportation service to meet the needs of human service agency clients and are summarized in Appendix A. All agencies surveyed were also invited to Transportation Workshops in Bishop

and Mammoth on December 10th. The discussion below outlines important transportation needs for the target population as identified by stakeholders.

Weekend/Evening Service – Late evening public transit service existing within the communities of Mammoth Lakes (seasonal) and Bishop (on weekends); however, year round and weekday DAR service and Town to Town routes are very limited. Employment options are reduced for transit dependent residents if there is no public transit available. Additionally, many non-traditional work hour jobs are filled by low income residents or persons with disabilities. As evidenced in the commute pattern data, many Inyo/Mono residents commute to different communities for work. Specifically, agencies indicated a need for weekend service for employment and other purposes between Big Pine – Bishop and Bishop – Mammoth. Northern Inyo Hospital has cited the need to transport patients home after care at all hours of the evening. Often these patients arrive by ambulance and have no resources or transportation home. Cerro Coso Community College indicated a need to transportation for evening classes.

Transportation for Commuters to Major Employment Centers – Mammoth Lakes and the Bishop Area are the largest employment centers and as such there is a relatively high level of commuting between the two areas. LEHD data backed up by stakeholder input demonstrate a greater number of commuters travelling from Bishop to Mammoth than the reverse. Table 4 also demonstrates that a relatively high proportion (nearly two-thirds) of Lone Pine residents travel outside the community for work. There is a need to continue to improve and develop commuter transportation options through traditional public transit and alternative forms and modes of transportation to assist the work force in the region.

More Frequent Service to/from Benton – The community of Benton is located 46 miles east of Mammoth on Highway 6, near the Nevada Border. Census data shows that roughly 67 percent of the community is age 65 and older and 56 percent of the community is living at or below poverty status. Agencies such as IMAH indicated a need for more frequent service to/from Benton to Bishop. Mono LTC staff also identified the need for additional transportation to Bishop for residents of Chalfant, which lies between Benton and Bishop on Highway 6.

Transportation Services for Rural Western Nevada Residents to Bishop – The Nye Regional Hospital in Beatty, NV is quite small. Therefore residents of the rural communities of Dyer, Fish Lake, Hawthorne, and Tonopah often travel to Northern Inyo Hospital in Bishop for health care services. Many of these residents do not have adequate transportation to/from Bishop.

Increase Public Awareness of ESTA Services – Several agencies cited a need to educate residents and visitors on the extent and benefits of public transportation available in Inyo and Mono counties. Disabled Sports Eastern Sierra brings in out of town athletes who may be unaware of the extent of accessible transportation available. Pointing out the convenience, reliability, economic and environmental benefits of public transit may increase ridership on all transit routes including alternative transportation such as vanpool programs.

Out of County Medical Transportation – Cancer treatments, veterans' medical services, and other specialized medical services are not available in Inyo or Mono County. These services are needed treatments for the target population. Reno, Carson City, Ridgecrest, Lancaster, Loma Linda and Los Angeles were identified as common out-of-county medical destinations.

Capital Needs –

Vehicles - To ensure safety and continued mobility for residents, CTSA and other agency vehicles should be replaced according to the FTA useful life guidelines. This is particularly important in Inyo/Mono County as vehicles travel long distances over a variety of extreme terrain from Death Valley to mountainous terrain in all weather conditions. Vehicles with automatic chains would further increase mobility for the target population in this region. As an example, IMAH's transports roughly 22 persons with disabilities to/from programs and support services. These vehicles have reached the end of their useful life. The wheelchair accessible van used by the Inyo County Senior Program is also due for replacement. Additional vehicles (possible shared vehicles) would increase overall resources available to agencies to provide more transportation to remote areas such as Benton, Chalfant, and June Lake.

Facilities – There is a need for expanded transit facilities in both Bishop and Mammoth Lakes to house and maintain transit vehicles for Eastern Sierra Transit Authority. This includes real property, physical structures and maintenance equipment. These facilities could be used as a shared resource for other operators in the region such as IMAH and YARTS.

Intelligent Transportation Systems (ITS) - ITS infrastructure and equipment to coordinate multiple transit routes and operators throughout the region to provide for a seamless transit system and provide senior, disabled, low income and the general public with additional resources to plan their trips.

Additional capital needs include but not limited to the acquisition of radios, computer hardware/software, and shared maintenance equipment that would further coordination goals.

Veteran's Needs – There is one staff member available to assist veterans in both Inyo Mono County with obtaining benefits and services. No medical services for veterans are offered in Inyo or Mono County. Many clients require transportation out of the region to areas such as Reno for the VA Sierra Nevada Hospital and Long Beach..

Hospital Needs – In Inyo and Mono County the primary health care facilities are Mammoth Hospital in Mammoth Lakes, Northern Inyo Hospital in Bishop and Southern Inyo Hospital in Lone Pine. The facility in Bishop offers more services and as such patients are often sent from Lone Pine to Bishop. Northern Inyo Hospital indicated a need to coordinate with the CTSA to find a creative solution to providing transportation home for discharged patients after public transit service hours.

Cerro Coso College Needs – Cerro Coso Community College includes campuses in both Mammoth Lakes and Bishop. The Mammoth Campus is served by the ESTA Mammoth fixed route until 6:00 PM but is a few blocks away from the Minaret Shopping Area which is served by the Night Trolley. The Bishop Campus is located three miles from downtown and served by Dial-A-Ride until 6:00 PM on weekdays.

College representatives expressed a need for later public transit service to/from the college. Classes on both campuses run as late as 10:00 PM. The Bishop campus has a large percentage of students that are low income and qualify for financial aid. Additionally many students are enrolled in Women Infant Children (WIC) or CalWORKS participants and attend night classes as an important part of their transition from training to full-time employment. Many students walk back to Town or the Bishop Paiute Reservation in the dark from night classes. The one-way cost of a DAR trip of \$4.20 is cost prohibitive for some students. Bishop campus surveys have indicated that some students do not enroll in college as the campus is outside of town. Some type of ride sharing program or extended DAR service when college is in session would increase low income students access to school and improve mobility for the target population.

Chapter 5 Coordinated Strategies

The final step in the coordinated planning process is to develop strategies to address the gaps in service and transportation needs, as identified in the previous chapters. The following coordinated strategies are based on the original coordinated strategies set forth in the 2008 Coordinated Plan, updated based on public input and current conditions to ensure that they meet current transportation needs for low income, older adults, and residents with disabilities. Although initially drafted by the consultant, these strategies were developed in close coordination with stakeholders, human service agencies, ESTA, and community members.

These coordinated strategies are intended to provide general guidance to the LTC's, ESTA, human service agencies and other local leaders. The primary goal of this document is to provide background information and demonstrate the need for transportation services that can be used for the purpose of securing grant funding and ensuring that such funding will be well used to address the specific needs of the region. Detailed cost or ridership estimates are not provided, as it is intended these specifics will be finalized at a later stage in the development of the individual transportation services. These coordinated strategies are intentionally broad, in order to allow for flexibility for implementation, as needs and funding sources may change over time.

EVALUATION CRITERIA

Through the previous coordinated planning effort, evaluation criteria were developed in order to rank proposed coordinated strategies. The criteria is listed below and was considered during the evaluation of the draft coordinated strategies at the public workshops. Three separate evaluation criteria were set forth and strategies were ranked in the following priority categories, according to how well each one met the evaluation criteria:

- High Priority — meets all or most of the criteria
- Medium Priority — meets some of the criteria
- Low Priority — meets few or none of the criteria

Criteria 1: Coordination

How would the strategy build upon existing services? The strategy should:

- ◆ Avoid duplication and promote coordination of services and programs
- ◆ Allow for and encourage participation of local human service and transportation stakeholders

Criteria 2: Meets Documented Need

How well does the strategy address transportation gaps or barriers identified through the Coordinated Public Transit-Human Services Plan? The strategy should:

- ◆ Provide service in a geographic area with limited transportation options
- ◆ Serve a geographic area where the greatest number of people need a service

- ◆ Improve the mobility of clientele that are the focus of state and federal funding programs (i.e. low-income, elderly, persons with disabilities)
- ◆ Provide a level of service not currently provided with existing resources
- ◆ Preserve and protect existing services

Criteria 3: Feasibility of Implementation

How likely is the strategy to be successfully implemented? The strategy should:

- ◆ Be eligible for MAP-21 other grant funding
- ◆ Result in efficient use of available resources
- ◆ Have a potential project sponsor or individual champion with the operational capacity to carry out the strategy

COORDINATED STRATEGIES

The strategies outlined below were developed from the previous coordinated plan and updated to address current gaps in transportation for persons with disabilities, low income, and older adults. At the public workshops, participants were asked to rank these strategies as: High Priority, Medium Priority, or Not a Need, based on how they met the Evaluation Criteria. The Consultant Team assigned numerical values to High, Medium and Low rankings of 3, 2, 1, respectively. Strategies which received an average ranking of 2.0 or better were categorized as "High Priority" while strategies receiving a ranking of 1.0 or better were categorized as "Medium Priority". All strategies scored a 1.0 or better. The coordinated strategies are listed below in order of priority based on public workshop input.

High Priority Strategies

Improve Mobility Options for Inyo and Mono Residents to Medical Appointments Outside of Regular Public Transit Hours

Stakeholders identify Non-Emergency Medical Transportation (NEMT) as a top priority. In rural and geographically dispersed areas, there is simply insufficient funding to meet all medical transportation needs with traditional public transportation. The region should pursue alternative forms and modes of transportation to meet this need including but not limited to mileage reimbursement or volunteer driver programs. An important part of the strategy in terms of coordination should be collaboration between the CTSA, hospitals, medical facilities, county agencies and local tribes. This type of program would serve seniors, disabled, and low income in the region and therefore eligible for both operating and capital funds through the FTA 5310 grant program. Human service agency grant funding could be used as local match to support this service.

Improve Transportation to Cerro Coso Community College

Cerro Coso Community College offers higher education, workforce training, and basic skills training for all residents. There are two campus locations in the study area, in Bishop and Mammoth Lakes. The Bishop campus is located three miles from downtown Bishop, making access difficult for many students. The majority of students are low income, take classes on

scholarship, and many live on the Bishop Paiute Reservation. Due to work or other obligations, many students take evening classes which end at 10:00 PM, well after the end of Bishop DAR weekday service. Surveys conducted by the College indicate that many students do not enroll in classes because of the fact that they do not have reliable transportation options. Providing these students with access to job training and higher education will benefit not only the students but the community as whole, as they will be less likely to become dependent on public support programs in the future.

Evening transportation options that would serve the needs of the college should be pursued. All avenues of transportation should be considered including but not limited to traditional public transit and alternative forms and modes of transportation.

This strategy could be funded through the JARC section of the FTA 5311 recurring grant programs and TDA funds. A potential transportation fee collected Cerro Coso College should be considered to help support college student transportation.

Through The CTSA, Continually Review and Seek Funding For Transportation-Related Technologies That Would Improve Mobility for Low Income, Elderly, and Persons With Disabilities

The intent of developing coordinated strategies is to encourage creative solutions to mobility issues for the target population. As the CTSA for the region, ESTA should continually review new transportation technologies which could meet one of the identified needs in this plan or increase ridership and thereby cost effectiveness of an existing service. Rideshare database websites and technologies are examples of simple tools which could serve older adults, low income and persons with disabilities. As another example the web-based "Next Bus" for commuters is a powerful marketing tool for public transit as it increases confidence and reliability of public transit.

As Funding Allows, Increase CTSA/ESTA Staff Resources to Allow for Additional Staff Time for CTSA Mobility Management Activities, such As Grant Writing For JARC, New Freedom, 5310 Grants, Outreach/Coordination With Human Service Agencies, Driver Training, Transit Ambassador Programs And Volunteer Driver Program

As noted in the human service agency survey, many agencies do not have sufficient available staff time to pursue additional coordination activities even though there may be opportunities to improve mobility for the target population. Typically, the CTSA has greater background knowledge and more resources to undertake important tasks, such as applying for FTA grants, instigating coordination and communication between all human service agencies in the two counties, administering a volunteer driver/mileage reimbursement program and assisting other human service agencies with driver training. All these efforts take staff time and may require the addition of a new part-time or full-time position which focuses on coordination activities and implementation of the coordination strategies in this plan.

Often, a CTSA will hire a "Mobility Manager" position. Mobility management can be defined as the promotion, enhancement, and facilitation of access to transportation services, including the integration of coordination of services for individuals with disabilities, older adults, and low-income individuals. The underlying idea is to provide a travel method specific to the individual's

needs as opposed to the transportation mode which is appropriate and cost efficient. In other words a "one stop shop" for transportation needs. One of the primary tasks of a Mobility Manager could be to implement and oversee the coordinated strategies.

Sustain and Enhance Transportation to Employment Opportunities in the Larger Communities for Low Income Residents through the Town To Town Routes

The need to provide commuter service to low income individuals in Inyo and Mono County has been identified by stakeholders as well as demonstrated in the existing conditions review portion of this document. The primary commute patterns for the target population are:

- Lone Pine and Bishop
- Bishop and Mammoth
- Benton and Bishop

In order to maintain existing frequency or expand service on the Lone Pine Express, Mammoth Express, Benton to Bishop routes, or new commuter routes (as demand warrants), FTA funding must be secured.. The routes would be eligible for FTA 5310 and 5311 grants.

Provide Transportation For Low Income Residents and Persons With Disabilities To Employment Opportunities With Non-Traditional Work Hours

There is a high priority need for public transportation in the evenings and on weekends. This would be particularly beneficial to low income and persons with disabilities. Employment opportunities are greatly increased if transportation is available outside the traditional 8:00 AM to 5:00 PM working hours. Both IMAH and the Kern Regional Center cited this as an important need. The following areas have the greatest need for weekend and evening transportation for the target population: Big Pine, Bishop, Mammoth Lakes, and Benton.

As this strategy will benefit a wide variety of transit dependent residents, both FTA 5310 and FTA 5311 funds could be applied for to partially support evening and weekend service. All options should be explored to find the most efficient way to provide weekend and evening transportation service . Some options to consider would be to expand the service hours of the ESTA dial-a-ride, fixed routes and Town to Town route. Alternative forms and modes of transportation such as mileage reimbursement or volunteer driver programs should also be considered.

Expand Public Transit Service And/or Improve Connections for Mono County Residents

This unmet transit needs hearings and discussions with Mono LTC staff (Chapter 4) underscored the need for additional transportation for Mono County residents, particularly communities of Lee Vining, June Lake, Bridgeport, and Benton. Some of these needs could be met through the following strategies:

- ♦ The NEMT mileage reimbursement/volunteer driver program would provide access for northern Mono County residents to medical appointments in Reno or other major urban destinations.

- ◆ Stakeholder input demonstrate that it is important to preserve the existing Benton to Bishop Route and potentially expand service to further meet the needs of elderly and disabled residents, as funding permits.
- ◆ Improving connections between YARTS and ESTA in Lee Vining would increase access for Bridgeport residents and visitors to Yosemite.
- ◆ As the June Lake area has been hit hard economically by the temporary shutdown of the ski resort, stakeholders feel that it is important to maintain public transit connections to the area.

Expand Alternative Forms and Modes of Transportation To Allow For Non-Medical Trip Purposes

As evidenced in human service agency survey responses, trip purposes for older residents and persons with disabilities exist beyond non-emergency medical needs. Access to work, shopping, and other community outings are essential to health and wellbeing for those who are transit dependent. Additionally, many seniors and disabled are unable to use the Town to Town routes as they require more personal assistance. Alternative forms and modes transportation or an expansion of the volunteer driver/mileage reimbursement program to all trip types would help meet these needs.

Continue to Develop and Maintain Support Services and Materials to Better Serve the Hispanic Population

Components of this strategy could include bilingual drivers and dispatchers, as well as marketing materials such as schedules, signs, brochures, web pages, public notices and translation service. T Recent American Community Survey Census data indicates that there are a relatively high proportion of Hispanic/Latino residents in the region: Inyo (19 percent), Mono (26 percent). This strategy will help fill the FTA Title VI and Language Assistance Plan requirements.

Continue to Promote Ridesharing Through Alternet Rides or Other Rideshare Programs

Rideshare databases are a very cost effective method of meeting non-medical transportation needs such as commuting or even conducting errands in the larger communities. In order for ridesharing to be effective, the CTSA should promote ridesharing as an option through typical marketing methods.

Develop Communication And Coordination Mechanism To Facilitate Shared Use Of Resources Among Human Services Agencies

The CTSA should take the lead in increasing communication among agencies, particularly if there are additional funds (staff time) available for mobility management purposes. This would be carried out by regularly contacting interested coordinating agencies, maintaining and

updating the transportation provider inventory and act as a resource for agencies when their transportation needs increase or change.

Expand Transportation Services For Veterans

The lack of services for Veterans has been a well-documented need throughout the past two coordinated planning processes. There are no medical services for Veterans available in either Mono or Inyo County. Veterans must travel to Reno, Long Beach or other out of the area facility and often require an overnight stay. Implementing and maintaining an alternative form or mode of transportation such as a NEMT mileage reimbursement/volunteer driver program along with coordination with service groups such as the Veterans of Foreign Wars (VFW) and American Legion will help fill this transportation gap.

Coordinate Arrangements for Purchase of Capital Equipment to Help Tap Available Funding and Consider Acquiring a Vehicle To Be Shared Among Human Service Agencies

To ensure safety and continued mobility for residents, CTSA and other agency vehicles should be replaced according to the FTA useful life guidelines. Vehicles used for transporting members of the public should be replaced as soon as the recommended life cycle limit is reached for both reasons of safety and financial efficiency. Operating costs increase significantly for vehicles that are operated beyond the recommended life span.

Most agencies cannot share their current vehicles due to insurance or other requirements; however, if a new vehicle is purchased through a joint grant, then the additional vehicle could be shared. The shared vehicle could be used as a primary or backup vehicle depending on the level of use. A shared vehicle would limit duplication of resources while meeting capital needs for the region. One agency would need to take the lead in writing a FTA 5310 grant and determining a schedule for use. Both IMAH and the Inyo County Senior Program are in need of replacement vehicles. IMAH would be a good candidate to prepare a joint or separate FTA 5310 grant application given their previous success with procuring vehicles through the grant program.

Construct a Shared Transit Operations and Maintenance Facility

Shared transit operations and maintenance facilities particularly in Bishop and Mammoth have been identified as beneficial capital investments that could be shared between various agencies to reduce overall vehicle storage and maintenance cost of the region's transit fleet. A shared transit facility will provide a safe and secure location for vehicle storage and staging and would provide an opportunity to increase efficiency by performing vehicle maintenance in house. Both YARTS and IMAH indicated an interest in sharing a new vehicle maintenance facility with ESTA.

Medium Priority Strategies

Establish Lower Cost Human Service Transportation Options to Rural Areas Rather Than Expanding Traditional Service

As shown in Table 1 and Figure 1, Inyo and Mono Counties are composed of many very small rural communities; many located a great distance from medical and social services. Given the current status of public transit funding, the most cost effective way to meet mobility needs for elderly, low income and persons with disabilities in these areas will be through non-traditional transportation such as rideshare programs and volunteer driver programs.

Use CTSA as a Mechanism to Minimize Transportation Needs Though Provision of Social Services to Remote Locations

As part of its outreach and coordinator role, the CTSA should work with agencies such as Social Security or the Department of Motor Vehicles and local communities to establish on-site service in outlying areas. This in turn would minimize overall transportation needs.

Improve Transportation Options for Residents of Rural Western Nevada Who Require Services in Inyo/Mono County

Medical services in rural Western Nevada are even more limited than in Inyo/Mono County. Therefore residents of the rural communities of Dyer, Fish Lake, Hawthorne, and Tonopah often travel to Northern Inyo Hospital in Bishop for health care services. Many of these residents do not have adequate transportation to/from Bishop. As overall health care costs increase if patient miss routine preventative appointments and then requires emergency services, it is in the best interest of agencies in Inyo/Mono County to explore creative transportation options for Western Nevada residents such as a gas voucher program.

Improve Transit Amenities

Improve bus stops and shelters throughout Mono and Inyo Counties to enhance system identification, service connectivity, and passenger comfort.

This strategy was carried over from the previous planning effort. Providing safe, accessible, and comfortable passenger amenities is a continuous need for public transit systems, particularly for elderly and persons with disabilities.

IMPLEMENTATION PLAN

The final requirement for a Coordinated Plan is to develop:

Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

A variety of funding sources which could be used to finance the Coordinated Strategies are identified in Chapter 1. Section FTA 5310 grants are competitive and therefore more challenging to obtain. FTA 5311 and TDA funds are recurring; however these sources are already being used to finance existing public transit services. Table 7 and 8 present the prioritized coordinated strategies along with a ballpark range of estimated costs and general implementation period for the five year time frame.

A crucial component to implementing these strategies is to have a “champion”. For the majority of the strategies the lead agency/champion will be the CTSA for Inyo and Mono Counties which is ESTA. The champion will be the leader for the strategy and see it through from beginning to end.

Overall, the coordinated strategies are intended to spur creative use of existing resources and cost effective procurement of additional resources to best meet mobility needs of older adults, low income individuals and persons with disabilities in Inyo and Mono County.

Table 7: Inyo Mono High Priority Coordinated Strategies

Coordinated Strategy		Lead Agency/ Champion	Implementation Period	Estimated Costs	Potential Funding Sources
Improve mobility options for Inyo and Mono residents to medical appointments outside of regular public transit hours.	CTSA, Agencies	Year 1 - 2	\$5,000 - \$50,000	FTA 5310, TDA, Agency funding	
Improve transportation to Cerro Coso Community College	CTSA, College	Year 1 - 2	\$1,000 - \$3,000 (Operating Costs)	FTA 5311, TDA, College	
Through the CTSA, continually review and seek funding for transportation-related technologies that would improve mobility for low income, elderly, and persons with disabilities.	CTSA	Continual	\$100 - \$1,000	FTA 5311, 5310	
As funding allows, increase CTSA/ESTA staff resources to allow for additional time to be spent on CTSA activities such as grant writing assistance, outreach/coordination with human service agencies, mobility training, volunteer driver program, and other support services for non-profit agencies.	CTSA	Continual	\$10,000 - \$50,000	FTA 5310	
Sustain and enhance transportation to employment opportunities through the ESTA Town to Town routes.	ESTA	Continual	\$200,000	FTA 5311 (JARC)	
Provide transportation for low income or persons with disabilities to jobs with non-traditional work hours (evenings/weekends).	ESTA	Year 3 - 5	\$25,000 - \$100,000	FTA 5311, 5310, TDA	
Expand public transit service and/or improve connections for northern Mono County residents	ESTA	Year 3 - 5	\$ 5,000 - \$50,000	FTA 5311, 5310, TDA	
Expand alternative forms and modes of transportation to allow for non-medical trip purposes.	CTSA	Year 3 - 5	\$5,000 - \$15,000	FTA 5311, 5310, TDA	
Continue to develop and maintain support services and materials to better serve the Hispanic population (bilingual drivers, dispatchers, marketing materials).	ESTA	Year 3 - 5	\$10,000 - \$25,000	FTA 5311, TDA	
Continue to promote ridesharing through AlterNet Rides or other rideshare programs	CTSA	Continual	\$3,000	FTA 5311, 5310, TDA	
Develop communication and coordination mechanism to facilitate shared use of resources among human service agencies.	CTSA	Continual	Minimal	FTA 5311, 5310, TDA	
Expand transportation services for veterans	CTSA	Year 3 - 5	Part of NEMT Reimbursement Costs	FTA 5311, 5310, TDA	
Consider acquiring a vehicle through federal grants to be shared among human service agencies.	CTSA/IMAH	Year 3 - 5	\$40,00 - \$60,000	FTA 5310	
Construct a shared transit operations and maintenance facility.	ESTA/CTSA	Year 3 - 5	\$100,00 - \$400,000	FTA 5311, 5310, TDA	

Table 8: Inyo Mono Medium Priority Coordinated Strategies

Coordinated Strategy	Lead Agency/ Champion	Implementation Period	Estimated Costs	Potential Funding Sources
Establish lower cost human service transportation options to rural areas rather than expanding traditional service	CTSA	Year 5	Varies	FTA 5310, 5311, TDA
Use CTSA as a mechanism to minimize transportation needs through provision of social services to remote locations.	CTSA	Continual	Minimal	--
Improve transportation options for residents of rural Western Nevada who require services in Inyo/Mono County	CTSA/ Hospitals	Year 5	Varies	FTA 5310, 5311, TDA
Improve transit amenities	ESTA	Continual	Varies	FTA 5310, 5311, TDA

Appendix A

Inyo Mono Counties Transportation Provider Inventory

Agency Name	Agency Type	Transportation Role				Program Purpose and Description	Transportation Funding Source	Annual Operating Cost	Area Served	Service Type	Clients	Pax Trips	Miles/Hours	Vehicles	Driver Training	Maintenance	Fuel	Insurance	Coordination Opportunities
		Public Transit	Operator	Funds for Subsidies	Volunteer or staff drivers														
Eastern Sierra Transit Authority (ESTA)	Public	x	x			Public transit for Inyo and Mono Counties	TDA, FTA, fares	\$ 3,792,400	US 395 Corridor from Reno to Lancaster	DAR, FR, Intercity	General Public	1,131,490	936,363/56,739	48	Internal	Contract	Internal	Yes	
Yosemite Area Regional Transit (YARTS)	Public	x	x			Seasonal public transit options to serve Yosemite National Park, Amtrak, Airport and Merced commuters	TDA, FTA, fares	NA	SR 140 corridor from Merced to Yosemite SR 120/395 corridor from Mammoth to Yosemite	FR, intercity	General Public	4 per day to 33 per day	NA	2 in Mono County	NA	Merced facility/ local shop	NA	NA	Potential to share vehicle maintenance in Mono County
Mono County Senior Program	Public			x	x	Transport seniors to medical appointments and grocery shopping	Federal, State, County Grants	\$ 22,134	Mono County to Reno	Demand response	Clients	74 trips per year	183 hours 5,133 miles	2	No	County Road Department	County	CSAC, Would not limit coordination	No
Disabled Sports Eastern Sierra	Non-Profit				x	Provide an opportunity for persons with disabilities to participate in athletic activities	Donations		Occasionally provide rides for athletes who can not get themselves to the mountain. Provide less than 20 rides per year plus wounded warrior transport to/from the airport					1	No	Local shop	Gas Station	State Farm	No
Salvation Army	Non-Profit				x	Provide emergency, food, shelter, medical, clothing, etc.	Donations		County - To church programs, community breakfasts	Demand response	Clients			1	Internal	Internal	Gas Station	Self Insured, would limit coordination	No
Great Steps Ahead	Non-Profit				x	Early intervention for children 0 - 3	Donations	NA	County	Demand response	Clients			1	Internal	Internal	Gas Station	Self Insured, would limit coordination	No
Big Pine Education Center	Tribal				x	Education support services	Grants	NA	Big Pine to Bishop			20-35 trips to sporting events	1,000 miles/100 hours	1	Internal/drivers	Local shop	Grants	NA	Can only share vehicles with another program within the Big Pine Paiute Tribe
Veteran's Services	Public			x		Provide vouchers for transportation to financially disadvantaged veterans	Federal funds	NA	Inyo/Mono Counties	Vouchers	Veterans								None identified
IMAH	Non-Profit				x	Programs and support for persons with developmental disabilities	Kern Regional Center (75%), donations and thrift store (25%), FTA grants for vehicles	\$ 77,000	Inyo/Mono Counties	Demand Response	Clients	1,200	156,000 miles/2,800 hours	6	Internal, ESTA assists with specialized WC training. One driver works for both ESTA and IMAH	Local shops	Gas Station	Would not limit coordination	Interested in sharing vehicle maintenance facility with ESTA/ continued coordination for driver training. Open to sharing vehicles or partnering on FTA grants.
ESAAA/ Inyo County Health and Human Services	Public			x	x	Provide trips to Senior Center and doctors appointments	Title III B Supportive Services	\$ 51,609	Inyo, Mono, Reno or Lancaster	Demand Response	Clients	1,290	Up to a 10-11 hour day for medical appointments	Several	Class C license only	Local vendors	County	County	Share vehicles with other departments. Unable to drive non-county agency clients in County vehicles but could share bus passes

Inyo/Mono Human Service Agency Survey Responses

Purchase bus passes?					Participant Needs			Coordination			
Agency	Cost	Type	Where?	Why?	O/D Patterns	Gaps	Other	Existing	Needs	Barriers	Suggestions
Mono County Senior Program	\$2,863		Benton - Bishop Walker - Gardnerville	shopping and errands shopping and errands	Benton to Bishop, maybe Mammoth Walker to Gardnerville, Carson City, Reno	Not enough staff to meet all transportation needs		Mono County Senior Program coordinates with Social Services		Limited staff	Need more staff
Disabled Sports Eastern Sierra	no		Town to Mountain Bishop to Mammoth		Town to MMSA or Whitmore Schools to MMSA in summer before bike shuttle Bishop to Mammoth Town/airport for wounded warriors	Public Transit in Mammoth has improved. Now more working lifts on shuttles to the mountain		When have large groups such as wounded warriors, hire ESTA. This has worked well.		Charter limits sharing of vehicle. Not really interested.	
Salvation Army	Yes		Reno		Home - Church - Home			No real coordination opportunities		Can only use Salvation Army vehicle for Salvation Army programs	
Great Steps Ahead	\$5,000				Home - GSA	None		No real coordination opportunities			
Big Pine Education Center	No				Big Pine to Bishop park, Barlow Gym						
Kern Regional Center	\$33,192		Big Pine, Bishop, Mammoth	Work, shopping, medical	Vons, IMAH	Service till 6 PM daily to accommodate work schedules	22 consumers use ESTA to travel to various locations.	All transportation provided is on ESTA.			
IMAH	Rarely: 7 -8 for clients with weekend needs		Provide transportation for clients		Clients live in Benton, Mammoth and Lone Pine. Need transportation to center in Bishop	Weekend transportation between communities: Big Pine - Bishop, Bishop - Mammoth; more frequent service to Benton; Transportation between Cerro Coso College, IMAH Center and Bishop	Roughly 24 clients	Driver training with ESTA	Need better coordination between tribe and ESTA, particularly transportation to their dialysis center		IMAH could assist other agencies with grant writing. Tribe could write a grant to increase transportation options. Share maintenance facility with ESTA. Could provide backup vehicles for each other.
ESSA/ Inyo County Health and Human Services	\$10,000-\$12,000	Fixed and DAR	Bishop Local and Bishop - Lone Pine (mostly); Also, Pahrump - Tecopa and Bishop - Reno	Work, school, shopping, access services. Most out of the area are for medical and access services	Transportation to medical appointments	Weekend and evening service for employees. Some need curb to curb type service Seniors often find the Lone Pine - Bishop fixed route difficult to use and time is difficult for return trip.		ESTA provides training for seniors on how to use the fixed routes	Refresher fixed route training for seniors		
Northern Inyo Hospital	Several books at a time	All	From hospital to home, local skilled nursing facility, assisted living, or out of area			Late night or weekend discharged patients need transportation					Increase coordination between ESTA and Northern Inyo Hospital through meetings with Case Manager/Discharge Team so as to figure out a way to provide safe transportation home for hospital patients
Veteran's Services					VA Medical Center, Reno Airport, Greyhound			Coordinate with American Legion, VWF for some short distance transportation			
Cerro Coso Community College - Bishop Campus					Bishop to College (4090 W. Line St.)	Not feasible for residents without reliable transportation to take evening courses					

INYO MONO COORDINATED PLAN STAKEHOLDERS AND KEY CONTACTS LOG

Agency	Contact Name	Title	E-mail	Phone	Returned Survey	Emailed Stakeholder Survey
ESTA	John Helm	Executive Director	jhelm@estransit.com	760-872-1901 ext 12	--	
ESTA	Jill Batchelder	Transit Analyst	jbatchelder@estransit.com	760-872-1901 ext 11	--	9/5/2013
Inyo Mono Association for the Handicapped (IMAH)	Beth Himmelhoch	Executive Director	inyomonah@earthlink.net	760-873-8668	Y	9/5/2013, sent request to access inbox
Eastern Sierra Area Agency for the Aging (ESAAA)/ Inyo County HHS	Jean Turner	Inyo Count HHS & ESAA Director	jturner@inyocounty.us	760-873-3305	Jean emailed survey for HHS	9/5/2013
Eastern Sierra Area Agency for the Aging (ESAAA)	Marilyn Mann	Program Director	mmanm@inyocounty.us	760-872-0941	same area as above?	9/5/2013
Inyo County Courts					no contact	
Mono County DSS	Kathy Peterson	Director	kpeterson@mono.ca.gov	760-924-1763	Y	9/5/2013
Inyo County HHS	Jean Turner	Inyo Count HHS & ESAA Director	jturner@inyocounty.us	760-873-3305	Y	9/5/2013
Salvation Army	Lt. Cathie McCulley		cathie.mcculley@usw.salvationarmy.org	760-872-2124 or 310-902-5764	Y	9/5/2013
Great Steps Ahead (GSA)	Sharon Moffett		info@greatstepsahead.com	(760) 872-2270	Y	9/5/2013
Southern Inyo Hospital	Lee Barron	Administrator	lbarron@sihd.org	760-876-5501	N	9/5/2013
Bishop Paiute Tribe	Anita OldBull-BigMan	Tribal Administrator	anita.bigman@bishoppaiute.org	760-873-3584 ext. 222	N	9/5/2013
Toiyabe Indian Health Project	Christie Marindale	Associate Director	christie.marindale@toyabe.us	760-873-8464	N	9/5/2013, 09/06/13
Big Pine Indian Education Center	Carlos Padilla	Director	c.padilla@bigpinepaiute.org	760-938-3125	Y	9/5/2013
YARTS	Dick Whittington	Admin Services Officer	Dick.Whittington@mcagov.org	209-723-3153 ext 311	Y	Spoke on 10/07, email draft
Disabled Sports Eastern Sierra	Kathy Copeland	Laurel Martin	kcopeland@disablesportseastsierra.org	760.934.0791	Y	9/5/2013
Kern Regional Center	Michael Bowers	Program Director	mbovers@kerncc.org	(760) 873-7411	Y	9/5/2013, 9/6/13
Inyo County LTC	Courtney Smith		csmith@inyocounty.us	760-878-0207	Y	9/5/2013
Mono County LTC	Scott Burns	Executive Director	sburns@mono.ca.gov	760-924-1807	Y	9/5/2013
Veteran Services	Saul Sanabria		ssanabria@inyocounty.us	760-873-7850	Y	9/5/2013
Northern Inyo Hospital	Dan David		dan.david@nih.org	760-873-5811	Y	10/8/2013
Town of Mammoth Lakes	Jessica Morris	Transportation Planner	jmorris@ci.mammoth-lakes.ca.us	760.934.8989	N	no longer there
Inyo Mono Advocates for Community Action	Jill Paydon	Executive Director	jpaydon@inca.net		N	Emailed flyer and survey on 11/08
Mono County Health Dept	Carolyn Balliet				N	Emailed flyer and survey on 11/08
Mono County Public Health	Debbie Diaz		look at SSTAC Roster		N	Emailed flyer and survey on 11/08

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Legal Assistant
Jenny Senior

To: Mono County Local Transportation Commission

From: Stacey Simon, Legal Counsel to the LTC

Date: May 12, 2014

Re: Composition of the LTC

Questions Presented

The Local Transportation Commission (hereinafter "Mono LTC" or "Commission") has asked for a legal opinion regarding the composition of the Commission and, in particular, whether the California Department of Transportation (hereinafter "Caltrans") District 9 Director may serve as a member (and, if so, whether as an ex officio member or whether voting or non-voting).

As a secondary question, an issue has arisen as to whether a "seventh" member should (or must) be appointed to the Commission to represent the interests of transit providers in the County.

Short Answers

The District 9 Director may serve on the Mono LTC if he or she is appointed to the Commission by the Board of Supervisors or the Town Council. Such appointment may be "ex officio" or not, depending on the preference of the appointing authority. No "non-voting" member is authorized by law to serve on the Mono LTC.

Applicable law regarding the appointment of a member to the Commission to represent the interests of transit providers is subject to two different, but both reasonable, interpretations. One interpretation would require such an appointment, the other would preclude it. Of the several LTCs subject to the same governing statutes as the Mono LTC which were informally surveyed by staff, most have interpreted the law in a way that would preclude the appointment of a seventh member.

Analysis

I. What is the legally mandated composition of the Mono LTC and may the Caltrans District Director serve as a member?

Each county which is not within the jurisdiction of a statutorily-created regional transportation planning agency (RTPA)¹ or a council of governments, is required by law to establish a local transportation commission. (*See Gov't Code § 29535.*) Section 29535 provides for the following membership on each local commission:

1. Three members appointed by the board of supervisors;
2. Three members appointed by the city council (if there is only one city, otherwise three appointed by the city selection committee);
3. Where applicable, three members appointed by a transit district and one member representing, collectively, the other transit operators in the county.

Consistent with Section 29535, the Mono County Board of Supervisors and the Mammoth Town Council have each appointed three members to the Mono LTC. At present, none of the appointed members are representatives of Caltrans District 9. However, either the Board of Supervisors or the Town Council² could designate a representative of Caltrans to serve as one of its three appointees if it so desired, unless a particular appointment were prohibited by the doctrine of incompatible offices, or other applicable law.

II. Does the doctrine of incompatible offices, or other applicable law, prevent the Caltrans District Director from serving as a member of the Mono LTC?

A. *Doctrine of incompatible offices*

California law prohibits public officers, including elected or appointed members of governmental boards, commissions, or committees, from simultaneously holding two public offices that are incompatible, unless simultaneous holding of the particular offices is compelled or expressly authorized by law. (*See Gov't Code § 1099.*)

¹ Statutorily-created RTPAs include: the Metropolitan Transportation Commission, the Tahoe Regional Planning Agency, the Placer County Transportation Planning Agency, the Nevada County Transportation Planning Agency, the Transportation Agency of Monterey County, the Santa Cruz County Regional Transportation Commission, the El Dorado County Transportation Planning Agency, and the San Diego Association of Governments. (*See Gov't Code § 29532.1.*)

² Because there is no transit district, a Caltrans representative could not be appointed as one of three members appointed by the transit district.

Here the appointment of the District 9 Director to the Mono LTC is neither compelled nor expressly authorized by law. In other words, the law does not *require* that the District Director sit on each local transportation commission, nor does it *expressly authorize* District Directors to serve as LTC members. As noted previously, it merely authorizes the Board of Supervisors and the Town Council to appoint whomever each chooses.

Because the simultaneous holding of the offices of District 9 Director and local transportation commission member is not required or explicitly authorized by law, one must look to the substantive law defining incompatible offices to determine whether there is any bar to such an appointment.

Offices are incompatible when any of the following circumstances are present:

- i. Either of the offices may audit, overrule, remove members of, dismiss employees of, or exercise supervisory powers over the other office or body.
- ii. Based on the powers and jurisdiction of the offices, there is a possibility of a significant clash of duties or loyalties between the offices.
- iii. Public policy considerations make it improper for one person to hold both offices. (*See Gov't Code § 1099.*)

Whether offices are incompatible is a fact-specific inquiry which depends on the circumstances of each individual situation. There is currently no case law or other legal guidance on the question of whether a Caltrans District Director may simultaneously serve as a member of a local transportation commission under the facts presented here. Accordingly, there is no “clear” answer to the question.³ But as discussed in section III of this memo, because Caltrans representatives have been appointed to other LTCs (and RTPAs) in the State, including in some instances by the Governor, there is a strong inference that the offices are not incompatible.⁴

And looking at the particular facts presented here, none of the circumstances indicating the existence of incompatible offices would appear to

³ The California Attorney General provides fact-specific opinions on the compatibility of public offices upon request of a county counsel or state legislator.

⁴ Provided with this opinion is a chart detailing the composition of these other entities, describing the laws applicable to them, and indicating whether a Caltrans representative has been appointed as a member.

be present.⁵ First, neither Caltrans nor any of its officers may audit, overrule, remove members of, dismiss employees of, or exercise supervisory powers over the Mono LTC. Second, since the Commission and Caltrans work collaboratively to implement transportation projects in the region, it is unlikely that there would be a significant clash of duties or loyalties between the offices. Finally, as noted previously, given that the Governor has appointed Caltrans representatives to several LTCs (and RTPAs), there is a presumption that public policy considerations do not make it improper for one person to hold both offices.⁶

B. Political Reform Act

The Political Reform Act (hereinafter the “Act”) (Gov’t Code §§ 18700 et seq.) prohibits public officials from making, participating in making, or attempting to influence a governmental decision if it is reasonably foreseeable that the decision will have a material financial effect on that public official’s economic interests.

However, the Act does not prohibit or prevent a person from holding any particular office, but merely requires that such person abstain from participating in actions that could result in a material financial effect. Accordingly, the Political Reform Act would not prevent the District 9 Director from serving on the Mono LTC, but *would* prevent the District 9 Director (or any other member of the LTC) from participating in, attempting to influence, or voting on a matter before the Commission in which he or she has a financial interest. Sources of income (e.g., salaries) are economic interests under the Act and, accordingly, if the District 9 Director were a member of the Commission, he would be required to abstain from any decision having a material financial effect on Caltrans.

C. Government Code Section 1090

Government Code section 1090 prohibits public officers and employees from being financially interested in any contract or grant made by them in their official capacity. Under section 1090, if a member of a board is financially interested in a contract or grant before that board, then the board itself may not vote on the matter. In other words, the entity itself is prohibited from entering into the transaction.

However, section 1091 creates an exception to the rule that the entity may not act in circumstances where the financial interest of the officer or employee is

⁵ This office is not aware of all of the factual circumstances surrounding the LTC’s relationship and interactions with Caltrans and, therefore, can only opine based on known facts.

⁶ But there are factual differences between those situations and the question posed here, accordingly, those situations cannot serve as “conclusive evidence” that the offices are compatible. If either the Board or Council is considering such an appointment, this office recommends that a further, more detailed, inquiry be performed.

a “remote interest.” Remote interests include those of public officers and employees in salary, reimbursement, or per diem from a public agency employer. In the case of a remote interest, the official must publicly disclose his or her interest and refrain from participating in the matter. However, the remaining board members may proceed with the transaction.

Here, if it is assumed that the only financial interest which a Caltrans District Director would have in a contract or grant entered into between the LTC and Caltrans is his or her income as a Caltrans official, then the potential conflict would have to be publicly disclosed and the District Director would be required to abstain from participation in any contract or grant proposed between the LTC and District 9.

However, as with the Political Reform Act, section 1090 does not prohibit a person who may have a financial interest in one or more contracts or grants made by a board from sitting on that board in the first instance.

III. Composition of other LTCs and RTPAs in California

As previously noted, there are a number of LTCs and RTPAs in California that have compositions different from that of the Mono LTC and are subject to different statutory authorities. In some of those cases, Caltrans representatives have been appointed as members. Please refer to the chart provided with this memo for more information.

IV. If the District Director were appointed to the Mono LTC, should that appointment be ex officio? Should it be voting or non-voting?

“Ex Officio” is a Latin term meaning “from office; by virtue of the office; without any other warrant or appointment other than that resulting from the holding of a particular office.” (Black’s Law Dictionary Online, 2d Edition.) When an appointment is “ex officio” it means that a position, rather than a person, fills the role.

For example, in Mono County, the Director of Social Services serves, ex officio, as the Public Conservator. Accordingly, the person who is hired to fill the position of Social Services Director assumes the role of Public Administrator upon commencing employment. If that individual leaves employment as Social Services Director, then he or she is no longer the Public Conservator. In contrast to this “ex officio” arrangement, most positions are filled by individuals (and not positions). This means that a particular person is hired, elected, or appointed to fill a position and remains in that position until they leave that position.

Government Code section 29535 authorizes the Board of Supervisors and the Town Council to appoint three members each to the Mono LTC. It does not

specify or require that these appointments be ex officio or not. Accordingly the Board or Council may appoint the “Caltrans District Director” as an ex officio member of the Commission -- or either may appoint “Tom Hallenbeck” as a member. In other words, either the Town Council or Board of Supervisors may make an ex officio appointment or a non-ex officio appointment to the Mono LTC, depending upon their individual preferences and desired outcome.

If the “District 9 Director” were appointed ex officio, then Tom Hallenbeck would automatically (i.e., by virtue of his office) become a member of the Commission. Likewise, if Mr. Hallenbeck ever left the position of District Director, then his appointment to the Commission would automatically terminate. In contrast, if the Board or Council appointed “Tom Hallenbeck” as a member of the Commission, then that appointment would continue, even if Mr. Hallenbeck ceased to serve as the District 9 Director.

Finally, as discussed at your meeting, whether a particular member is ex officio (or not) is unrelated to whether that member has voting authority. An ex officio member of a board or commission may be voting or non-voting. As indicated on the chart provided with this memo, in each instance where a Caltrans representative has been appointed to an LTC or RTPA pursuant to special statutory authority, the statute expressly characterizes the position as non-voting. This creates the legal authority for a Caltrans representative to serve as a non-voting member of those entities, if appointed.

In contrast, Government Code section 29535, which is applicable to the Mono LTC, does not authorize the appointment of a non-voting member and therefore no non-voting member (whether that member is a Caltrans representative or not) may be appointed.

- V. May (or must) there be a member appointed to the Commission to represent the interests of transit operators within Mono County that are not transit districts?

As previously discussed, Government Code section 29535 defines the membership of local transportation commissions that are not within the jurisdiction of a statutorily-created RTPA or a council of governments. That section provides that in addition to the three members appointed by the Board of Supervisors and three members appointed by the Town Council (or city selection committee), there are “where applicable, three members appointed by a transit district and one member representing, collectively, the other transit operators in the county.”

There are two different ways to interpret this provision. The first is that a member representing “other transit operators” is only to be appointed if there is a transit district within the County and, accordingly, three members appointed

to the Commission by that transit district. The second interpretation is that a member representing "other transit operators" is appointed to the Commission regardless of whether there is a transit district in the County.

Both of the above interpretations are reasonable readings of the language of the statute. Significantly, LTCs in different counties have interpreted the statute in both ways -- according to an informal survey conducted by staff. Of those surveyed, most have followed the first interpretation rather than the second. Staff intends to survey additional LTCs prior to the date of your meeting and any additional information obtained will be provided.

In summary, this office believes that either interpretation of the above-cited clause in section 29535 is reasonable, but favors the interpretation taken by the majority of other LTCs, for the reason that it is the most commonly utilized among those entities surveyed to date. It is also consistent with the Mono LTC's current structure. If further survey results reveal otherwise, then staff will inform the Commission at its meeting.

Closing

If you have any questions regarding this memo or its conclusions or analysis prior to your meeting, please feel free to contact me at 760-924-1704 (Mammoth Lakes) or 760-932-5418 (Bridgeport), ssimon@mono.ca.gov.

Encl:

Local Transportation Commissions governed by the same statutes as Mono County

LTC	Authorizing legislation	Statutory Composition	Caltrans member?
Mono County LTC	Government Code § 29535	1. Three members appointed by the BOS 2. Three members appointed by Town Council 3. Three members appointed by transit district 4. One member representing other transit operators	No
Inyo County LTC	Government Code § 29535	1. Three members appointed by the BOS 2. Three members appointed by Town Council 3. Three members appointed by transit district 4. One member representing other transit operators	No
Alpine County LTC	Government Code § 29535	1. Three members appointed by the BOS 2. Three members appointed by Town Council 3. Three members appointed by transit district 4. One member representing other transit operators	No
Plumas County LTC	Government Code § 29535	1. Three members appointed by the BOS 2. Three members appointed by Town Council 3. Three members appointed by transit district 4. One member representing other transit operators	No
Del Norte LTC	Government Code § 29535	1. Three members appointed by the BOS 2. Three members appointed by Town Council 3. Three members appointed by transit district 4. One member representing other transit operators	No (but policy committee includes representative from Caltrans)
Amador County LTC	Government Code § 29535	Same as above	Yes (Ex Officio member)
Madera County LTC	Government Code § 29535	Same as above	No

Local Transportation Commissions established pursuant to special legislation

LTC	Authorizing legislation	Statutory Composition	Caltrans member?
Ventura County Transportation Commission	Public Utilities Code § 130054.1	<ol style="list-style-type: none"> 1. Five members from Ventura County BOS 2. One member from each city (must be mayor or member of city council) 3. One citizen member appointed by BOS 4. One citizen member appointed by City Selection Committee 5. One nonvoting member appointed by Governor 	Yes, appointed by Governor
Riverside County Transportation Commission	Public Utilities Code § 130053	<ol style="list-style-type: none"> 1. Five members of the Riverside BOS 2. One member from each city 3. One nonvoting member appointed by Governor 	Yes, appointed by Governor
San Bernardino County Transportation Commission (SANBAG San Bernardino Associated Governments)	Public Utilities Code § 130054	<ol style="list-style-type: none"> 1. Five members of the San Bernardino County Board of Supervisors 2. The mayor of the City of San Bernardino 3. One member from each other city, who shall be a mayor or council member 4. One nonvoting member appointed by Governor 	Yes, appointed by Governor
Imperial County LTC	Public Utilities Code § 132801	<ol style="list-style-type: none"> 1. Two members of the BOS 2. One member from each city 3. One member of the board of IID 4. One nonvoting member appointed by Governor who shall represent the Dept. of Transportation 5. (Optional non-voting members representing Baja, Mexicali, Mexico, the consul of Mexico, and federally recognized tribe in Imperial County.) 	Yes, appointed by Governor

Regional Transportation Agencies established pursuant to special legislation

RTPA	Authorizing legislation	Statutory Composition	Caltrans member?
Santa Cruz County Regional Transportation Commission	Government Code § 67940	<ol style="list-style-type: none"> 1. All five members of the BOS 2. One member for each of the cities, appointed by each city 3. Three members appointed by the Metropolitan Transit District 	Yes, Ex Officio, non-voting member.
Transportation Agency of Monterey County	Government Code § 67930	<ol style="list-style-type: none"> 1. All members of the BOS 2. One member appointed by each city council 	Yes, Ex Officio, non-voting members representing both the Association of Monterey Bay Area Governments and Caltrans District 5.
Nevada County Transportation Planning Agency	Government Code § 67920	<ol style="list-style-type: none"> 1. Four members appointed by BOS 2. One member appointed by each city council 	No.
Placer County Transportation Planning Agency	Government Code § 67911	<ol style="list-style-type: none"> 1. Three members appointed by BOS 2. One member appointed by each city council 	No.
Metropolitan Transportation Commission	Government Code § 66503	<ol style="list-style-type: none"> 1. Two members from the City and County of SF 2. Two members from Contra Costa 3. Two members from San Mateo 4. Three members from Alameda 5. Three members from Santa Clara 6. One member each from Marin, Napa, Solano, and 	No.

		<p>Sonoma</p> <p>7. One representative each appointed by Assoc. of Bay Area Gov'ts and SF Bay Conservation and Dev. Comm'n</p> <p>8. One nonvoting member appointed by Secretary of Transportation</p> <p>9. One nonvoting representative each appointed by USDOT and HUD</p>	
El Dorado County Transportation Planning Agency	Government Code § 67951	<p>1. Four members appointed by BOS</p> <p>2. Two members appointed by each city council, unless only one city, in which case, that city shall have three appointed members</p>	Yes, Ex Officio, non-voting members representing both South Lake Tahoe (vacant) and Caltrans District 3.

Mono County Local Transportation Commission

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Staff Report

May 12, 2014

TO: Mono County Local Transportation Commission

FROM: Scott Burns

SUBJECT: LTC HANDBOOK AMENDMENT

RECOMMENDATION:

Approve amendment to LTC Handbook to clarify Caltrans' direct participation with the commission.

FISCAL IMPLICATIONS:

Not applicable.

DISCUSSION:

In response to the commission's recent discussion and legal clarification by commission counsel, an amendment to the LTC Handbook is proposed to clarify the manner in which Caltrans staff participates at the commission table during meetings. The following Handbook excerpt sets the context, and is followed by proposed replacement language.

Membership

Consistent with state law, the MCLTC consists of six commissioners – three commissioners appointed by the Town of Mammoth Lakes Town Council and three commissioners appointed by the Mono County Board of Supervisors. Each appointing authority may also select up to three alternative members to serve in the absence of their respective regular members. In most instances, the appointing authorities select commissioners that also serve as members of the Mammoth Lakes Town Council and Mono County Board of Supervisors.

CHANGE FROM:

The MCLTC historically has included the Caltrans District 9 Director as a non-voting ex-officio member. The ex-officio membership allows for participation by the District 9 Director or staff designee in commission discussions before and after public testimony, but without the ability to vote on commission matters.

TO:

In recognition of the strong partnership between the MCLTC and Caltrans, the District 9 Director or designee is invited to sit at the table with the MCLTC to facilitate Caltrans participation and advice on commission matters.

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LTC Staff Report

DATE: April 7, 2014

FROM: Peter Bernasconi PE, Senior Associate Civil Engineer

SUBJECT: Update on Town of Mammoth Lakes LTC Projects

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

FISCAL IMPLICATIONS: N/A

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

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

DISCUSSION:

PROJECT	Design Features	STATUS
Mammoth Lakes Trail System Wayfinding & Signage Phase 4 Local Measure R Funds	Multiuse Path Signage Interpretive Panes	This portion of the project is funded from Measure R funds. Design and messaging work of eight additional interpretive panels to be installed along the path that was completed in 2012. The Recreation Commission authorized construction of seven of these panels at the August 6, 2013, meeting. Construction is anticipated to be completed in spring/summer 2014. <i>The signs have been purchased and will be owner furnished to the construction contractor.</i>
<i>Safe Routes 2 School</i> Sierra Nevada Road Sidewalk Project <i>State Funds</i> <i>Local Funds Measure U</i>	<ul style="list-style-type: none"> • <i>Sierra Nevada Road from Laurel Mountain to Chaparral Road</i> • <i>Sidewalks</i> • <i>Bike lanes</i> • <i>Safety signage</i> 	Preliminary Engineering and Environmental is complete. Final PS&E is complete, fall 2012. Construction contract awarded July 2013. The project is complete and the closeout process under way is expected to be completed by January 2014. <i>Project is complete.</i>
<i>Safe Routes 2 School</i> Middle School Elementary School Connector Path <i>State Funds</i> <i>Local Funds</i>	<ul style="list-style-type: none"> • <i>Multiuse Path ADA accessible</i> • <i>Sidewalk Connection</i> 	Preliminary Engineering and Environmental consultant selection is in process. Final PS&E is expected to be completed summer 2014 and construction fall 2014 or summer 2015. <i>Staff is working with the School District on its driveway improvements and this project will be delayed until summer 2015.</i>

PROJECT	Design Features	STATUS
Lower Canyon Boulevard Rehab STIP Funds Federalized Funding	<ul style="list-style-type: none"> • Rehab two 11 foot lanes • 6-foot bike lanes • 7-foot sidewalk • Intersection safety lighting • Drainage 	Project will rehabilitate pavement, curb and gutter, install storm drain, and install sidewalk. CTC approved the project at the June Meeting. The allocation for PE was approved. The design is complete. Construction funding has been delayed until 20012/13 due to programming the STIP Augmentation for the Lake Mary Bike Path. Additional funds have been requested from the 2012 STIP for cost increase and minor scope increase. CTC adopted the 2012 STIP. A NEPA document has been completed, CTC authorized PS&E fund December 2012, Constructions funds were approved at the June 2013 CTC meeting. <i>We have received authorization to advertise for bids and will begin November 14, 2013. Construction will begin April 2014 and is expected to be completed by November 2014.</i>
Library College Connector Path BTA State Funds EEM Federal Funds Local Funds Measure R	<ul style="list-style-type: none"> • Class 1 Bike Path 	The Town was awarded BTA funds to construct a Class 1 Bike Path from the intersection of Sierra Park Road to Cerro Coso College and Student Housing. Preliminary engineering and environmental was completed prior to the grant application submittal. A design consultant was selected was complete December 2012. Project awarded at the May 5, 2013, Council Meeting and construction is underway. Construction of the bike path was completed before the July 4, 2013, weekend. Light pole and fixture and signage are expected to be completed by November 2013. <i>Construction Complete final closeout in process. Project Complete.</i>
<i>BTA Grant</i> Meadow Creek Mammoth Creek Park Connector Path <i>State and Local Measure R</i>	<ul style="list-style-type: none"> • 10 foot wide Class 1 Bike Path • Class 2 Bike Lanes 	This project will constructed a class 1 bike path from mammoth Creek Park to Meadow Lane, Class 2 bike lanes on Meadow Lane and a Class 1 bike path on the east side of Minaret Road to Mammoth Creek at the Town Loop. Design is complete summer 2012. The construction project was awarded at the July 2013 Council Meeting. Construction is complete and final closeout is in process. <i>Project Complete.</i>

<u>PROJECT</u>	<u>Design Features</u>	<u>STATUS</u>
<p>Waterford Gap</p> <p><i>BTA and Measure R Funds</i></p>	<p><i>Class 1 Bike Path (includes emergency access)</i></p>	<p>Construct Class 1 bike path between North Waterford and South Waterford Avenue. Project will include two 14 foot wide bridges for the 12 foot wide bike path.</p> <p>This project was program as a TE project. The Town received a BTA grant so the TE funds were reprogramed to the Minaret Gap Closure Project. Staff has requested preliminary engineering and environmental review funds for the August 2012 CTC meeting. Funds have been allocated for PE which will be completed this summer. <i>The plans are nearly complete and advertising will begin in Spring 2014 with construction expected to be completed by November 2014.</i></p>
<p><i>STIP TE Funds</i></p> <p>Minaret Road Gap Closure Project</p> <p><i>State and Federal Funds</i></p>	<p><i>Class 1 Bike Path</i></p>	<p>Construct Class 1 bike path and tunnel under Minaret Road at Mammoth Creek.</p> <p>Staff has requested the preliminary engineering and environmental review funds in August 2012 for the October 2012 CTC meeting. The CTC approved the funds at the January 2013 meeting. Staff has selected a consultant for design and environmental services. <i>Environmental and preliminary engineering is underway and is expected to be completed 2013-2014. Construction is not funded due to the elimination of the TE program. Funding may be available through the TAP. Staff is preparing an application for construction funding on this project.</i></p>
<p><i>STIP Funds</i></p> <p>Meridian Roundabout and Signal Relocation</p> <p><i>State Funds</i></p>	<p><i>Round a Bout Class 1 Bike Lanes</i></p>	<p><i>Construct a roundabout at the intersection of Meridian Boulevard and Minaret Road. Relocate the signal to Sierra Park Road and Meridian Boulevard.</i></p> <p><i>PE funds programed for the 2013/14 fiscal year. Staff has requested the PE funds that are anticipated to be approved at the next CTC meeting. Construction is programed for 2018.</i></p>

<u>Project</u>	<u>Design Features</u>	<u>Status</u>
<p>Lake George Connector Path</p> <p><i>Sarbanes Transit in Parks FTA Grant Program</i></p> <p><i>Federal Funds</i></p>	<p><i>Class 1 Bike Lane</i> <i>New Trolley</i> <i>New Bike Trailers</i></p>	<p>The Town received a \$1.3 million FTA grant which will construct a class 1 connector path from the Lakes Basin Path at Pokanobi Lodge to the Lake George Road. This project also includes the purchase on a new Trolley and additional bike trailers. Final grant agreements are being developed. The environmental and PS&E will be completed summer 2013 and construction 2014. FTA also providing funding to analyze alternatives for pedestrian and bike traffic around Lake Mary which will be completed at the same time. A USFS Cost Share Agreement will be before Council at the May 15, 2013 meeting. The USFS will prepare the NEPA document for the project. The Bike Trailers and one Trolley have been ordered. They will be delivered for use in summer 2014. Construction is planned for summer 2014 pending completion of the environmental work by the USFS. The USFS is working on the environmental studies.</p>
<p>Transit Yard Parking Improvements</p> <p><i>PTMISEA Funds</i></p>	<p>Paved parking lot, security fence, lighting for buses</p>	<p>The project was awarded September 2013 and is expected to be complete November 2013. Project is complete, final closeout in process. <i>Project Complete.</i></p>
<p>Meridian Boulevard Safe Routes To School Project</p> <p><i>Federal Funds</i></p>	<p>Sidewalk on the north side of Meridian Boulevard between Sierra Park Road and Apache Street. Bike Lanes</p>	<p>Preliminary Engineering and Environmental Engineering are underway. <i>PS&E is complete. Project is expected to be authorized to advertise in spring 2014.</i> <i>Construction is expected to completed summer 2014.</i></p>

Mammoth Yemenite Airport

<u>Project</u>	<u>Design Features</u>	<u>Status</u>
<i>Wildlife Hazard Assessment</i> <i>FAA and PFC Funds</i>	<i>Prepare wild life hazard assessment for airport and five mile radius.</i>	<i>Wildlife study under way is expected to be completed fall 2014.</i>
<i>Pavement Management System</i> <i>FAA and PFC Funds</i>	<i>Prepare pavement management system for the runway, taxiways, and tarmacs.</i>	<i>Initial pavement load testing was completed in October 2013. Report and management program is being prepared. Expected completion spring 2014.</i>

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LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: May 12, 2014

FROM: Garrett Higerd, Assistant Public Works Director

SUBJECT: Update on Mono County LTC Projects

RECOMMENDATIONS: Receive quarterly update from Mono County regarding current status of LTC projects.

FISCAL IMPLICATIONS: n/a

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

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

DISCUSSION: Status of current projects is as follows:

STIP PROJECTS	DESIGN FEATURES	STATUS
Bridgeport Local Streets Rehab (STIP)	Rehabilitation of local streets in the community of Bridgeport.	99% complete and final change order being negotiated.
June Lake Streets Rehab (STIP)	Rehabilitation of the local streets in the community of June Lake.	Engineering is in process and a request for construction funds has been submitted. Construction start is expected in late summer or early fall 2014.
Chalfant Streets Rehab (STIP)	Rehabilitation of the local streets in the community of Chalfant.	Plans are completed, construction funding (\$1,419k) has been allocated, and the project is out to bid. Construction start is expected between mid-May and early July.
Topaz Lane Bridge Repair	Rehabilitation of scour protection around bridge abutments and other repairs.	Preliminary engineering work is complete and the environmental phase is near completion.
Airport Road Rehab (STIP)	Rehabilitation of roads providing access to the Mammoth/Yosemite Airport including 1.3 miles of Airport Road and 0.3 miles of Hot Creek Hatchery Road. Addition of two four-foot wide bike lanes and a minor re-configuration of the intersection.	This project (\$1,273,000) is programmed for construction in FY 2018/19.
Convict Lake Road Rehab (11.47% STIP Match & FLAP)	Rehabilitation of 2.75 miles of Convict Lake Road and addition of a 4-foot wide bicycle climbing lane from Highway 395 to the trailhead on the east side of the lake. Replacement of retaining walls.	The total cost of this project is estimated at \$5,688,000. The 11.47% local match for this project is programmed in two payments. The first payment of \$79,000 is due in by the end of 2014 and the second payment of \$584,000 is due by August 1, 2015. The FHWA would like to fast-track this project (construction starting in 2015) if possible.
County-wide Preventative Maintenance Program	This project would utilize the updated 2013 Mono County Pavement Management System (PMS) and Best Management Practices (BMPs) to protect roads that were rehabilitated between five and fifteen years ago.	This project (\$1,150,000) is programmed for construction in FY 2017/18.

OTHER COUNTY PROJECTS	DESIGN FEATURES	STATUS
Rock Creek Road Rehab (Forest Highway Project)	Rehabilitation of 9.2 miles of Rock Creek Road and addition of a 4-foot wide bicycle climbing lane (8 miles in Mono County and 1.2 miles in Inyo County) from Highway 395 to the Hilton Lakes Trailhead.	Construction is underway and will continue into October. After a winter shut down, the project will start back up when weather allows in spring 2015 with completion in 2015.

POTENTIAL ATP PROJECTS	DESIGN FEATURES	STATUS
Safe Routes to School ATP Project	<p>Proposed Features for Bridgeport:</p> <ul style="list-style-type: none"> • Upgrade/complete sidewalk sections, Curb extensions at US 395 crosswalks, Add pedestrian-activated crossing light system at School Street, Add pedestrian-scale, pedestrian street lights, Wayfinding, Benches <p>Proposed Features for Lee Vining:</p> <ul style="list-style-type: none"> • Removable curb extensions at US 395 crosswalks, Add pedestrian-activated crossing light system and safe harbor at First Street, Add pedestrian street lights, 	A project study report and ATP grant application is being prepared.
June Lake Down Canyon Trail Project	<p>June Lake Down Canyon trail, could be segmented into:</p> <ul style="list-style-type: none"> • Gull Lake to June Mountain through campground • Lower part of Yost Lake trail through Double Eagle Resort to campground 	

POTENTIAL ATP PROJECTS	DESIGN FEATURES	STATUS
Safe Routes to School Projects	Proposed Features for Chalfant: <ul style="list-style-type: none"> • Add pedestrian activated crossing light system at Highway 6 Proposed Features for Crowley Lake: <ul style="list-style-type: none"> • Add crosswalks on South Landing Road. 	
Owens Gorge Road Bike Lane	Construct new class 1 bike lane connecting Owens Gorge Road to Benton Crossing Road.	

Mono County Projects

Project Name	Proj. Mgr.	Phase	County	Route	PM	Program	Construction Cost (\$ in millions, escalated)	Comments/Status
North Sherwin CAPM	McElwain	Construction	MNO	395	6.9/10.3	SHOPP	\$3.5	Programmed in the 2012 SHOPP. Cold in-place recycle pavement strategy. Construction 2014.
Crestview Maintenance Demo	McElwain	Construction	MNO	395	34.1	Minor	\$1.0	Demolish truck shed and construct minor grading and paving.
Conway CAPM	Zemitis	Construction	MNO	395	63.9/65.1	SHOPP	\$2.0	Cold in-place recycle pavement strategy. Construction 2014.
Oasis Curve Correction	McElwain	Construction	MNO	266	2.5	SHOPP	\$1.4	Realign 1/2 mile of highway to improve curve radius. Environmental work Complete. Construction summer 2014.
North White Mountain Shoulders	McElwain	Construction	MNO	6	2.4 / 4.0	Minor	\$1.0	Widen shoulders to 8 feet.
Lee Vining Rockfall	Zemitis	Design	MNO	395	52.1/53.7	SHOPP	\$6.0	Final Environmental Document complete July 2013; construction in 2015. Mono Basin RPAC presentation planned for May 14, 2014. Revegetation test plots minor project underway.
Poleline Right Turn Pocket	McElwain	Design	MNO	395	58.2	Minor	\$0.3	Construct a right turn pocket on US 395 at the junction with SR 167.
Bridgeport Culverts	Zemitis	Design	MNO	395	77.0/87.0	SHOPP	\$1.5	Replace or repair 40 (or so) culverts north and south of Bridgeport. Construction in 2016.
Inyo/Mono Bridge Transition Rail	Zemitis	Design	INY/MNO	var	Various	SHOPP	\$3.7	Upgrade barrier approach rail. Environmental complete Jan 2015 , construction 2017 .
Sheep Ranch Shoulders	Zemitis	Environmental Studies	MNO	395	80.5/84.3	SHOPP	\$4.4	Add 8 foot shoulders and treat 4 rockfall locations. Environmental work underway with construction expected in 2016.
Aspen-Fales Shoulder Widening	McElwain	Environmental Studies	MNO	395	88.4/91.6	SHOPP	\$5.9	Widen shoulders to 8 feet, install rumble strip, correct superelevation at one horizontal curve. Construction 2018.
Little Walker Shoulders	Zemitis	Environmental Studies	MNO	395	93.4/95.7	SHOPP	\$4.5	Widen shoulders from 2 feet to 8 feet, install rumble strip, correct superelevation of two horizontal curves. Construction 2019. Environmental Studies will start summer 2014.
Olancha/Cartago Four-Lane	Zemitis	Environmental Studies	INY	395	29.2/41.8	RIP, IIP	\$92.9 to \$128.4	Last 4-lane project in Inyo County. In June 2007, funded through design (incl. R/W capital); On June 29, 2011, District 9 Director Tom Hallenbeck chose the preferred alternative, a combination of Alternative 3 in the north and Alternative 4 in the south. Final Environmental Document expected in 2014, construction begins in 2018. Construction funding programmed in the 2014 STIP.
North Sherwin Shoulders	McElwain	Feasibility Study	MNO	395	6.8/9.9	SHOPP	\$10.0	Widen shoulders to 8 feet.
Green Lakes CAPM	Zemitis	Feasibility Study	MNO	395	69.8/76.0	SHOPP	\$4.0	Rehabilitate pavement.