

Mono County Local Transportation Commission

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AGENDA

February 11, 2013 – 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. **INTRODUCTION OF NEW COMMISSIONERS & ELECTION OF CHAIR & VICE-CHAIR**
4. **APPROVAL OF MINUTES:** December 10, 2012 (*no meeting January 14*) – **p. 1**
5. **COMMISSIONER REPORTS**
6. **ADMINISTRATION**
 - A. Proposed 2013-14 Overall Work Program (OWP) priority discussion (*Mary Booher*) – **p. 5**
 - B. Regional Transportation Improvement Program (RTIP): Consider Resolution R13-01 (originally R12-09) amending the 2012 RTIP to reallocate funding from the Waterford Gap project to the Mammoth Creek project (*Ray Jarvis*) – **p. 13**
 - C. MAP 21 update (*Gerry Le Francois*) – **p. 17**
 - D. 2014 RTIP considerations, including interregional MOU status (*Gerry Le Francois*) – **p. 43**
 - E. LTC priorities for 2013 (*requested by Commissioner Johnston*)
7. **LOCAL TRANSPORTATION ISSUE:** Signage on I-5 at Hesperia (*requested by Commissioner Lehman*)
8. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA)
 1. Fiscal Year 2012-13 Program of Projects (POP): Approve Resolution R13-02 programming \$93,323 in federal funds, adopting a POP with ESTA as subrecipient, and authorizing executive director to sign associated certifications and assurances for public transit services in Mono County (*Jill Batchelder*) – **p. 48**
 2. FY 2012-13 California Transit Security Grant Program (CTSGP) - California Transit Assistance Fund (CTAF): Approve Resolution R13-03 allocating \$14,188 for transit vehicle storage security fencing and authorizing executive director to sign necessary grant documents (*Wendy Sugimura*) – **p. 55**
 - B. Yosemite Area Regional Transportation System (YARTS) update
 - C. Consider submittal of letter stating that a Section 5310 grant application by the Inyo-Mono Association for the Handicapped (IMAH) to purchase a replacement vehicle to provide elderly and disabled specialized transit from the west of Benton to Bishop was derived from the

Coordinated Public Transit – Human Services Transportation Plan for Inyo and Mono counties
(Wendy Sugimura) – p. 58

9. **CALTRANS**

- A. Interregional Transportation Strategic Plan (ITSP) overview
- B. Proposed changes to the Caltrans Urban Boundary
- C. Report activities in Mono County and provide pertinent statewide information

10. **INFORMATIONAL:** High Point Curve Updates 13 & 14

11. **UPCOMING AGENDA ITEMS**

12. **ADJOURN** to March 11, 2013

***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

December 10, 2012

COUNTY COMMISSIONERS: Tim Hansen, Hap Hazard, Larry Johnston

TOWN COMMISSIONERS: Jo Bacon, Sandy Hogan, Matthew Lehman

COUNTY STAFF: Scott Burns, Gerry Le Francois, Jeff Walters, Garrett Higerd, Mary Booher, C.D. Ritter

TOWN STAFF: Peter Bernasconi, Jessica Morriss

CALTRANS: Forest Becket

ESTA: John Helm, Jill Batchelder, Brian Macklin

GUEST: Kelly Garcia

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Matthew Lehman called the meeting to order at 9 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and Commissioner Hazard led the pledge of allegiance.

PUBLIC COMMENT: Jeff Walters reported snow stakes installation on airport road and shoulder grading on Convict Road.

2. **APPROVAL OF MINUTES:**

MOTION: Adopt minutes of Special Meeting October 15, 2012, as submitted. (Bacon/Johnston. Ayes: 4. Abstain due to absence: Hazard, Hansen.)

3. **CERTIFICATES OF APPRECIATION:** Commissioner Lehman read aloud certificates of appreciation to departing Commissioner Hansen, who noted a tremendous amount of work even in a slow economy gave him high hopes for the future, and Commissioner Hazard, who cited numerous LTC and Caltrans accomplishments in Tri-Valley and more to do. Commissioner Bacon thanked Hazard for his efforts in securing highway signs honoring veterans, and Commissioner Lehman added that people were thankful to see the signs.

COMMISSIONER REPORTS: 1) Hogan: Mobility Commission meeting canceled due to lack of quorum. Transit workshop scheduled in January. MLTS coordinating committee receives \$300,000/yr from Measure R fund, 18 meetings since May. Looking at budget for various projects, some need environmental review by USFS. 2) Lehman: Received a call from Bill Cockroft regarding cutback on night transit due to budget cuts. Cockroft went to council, where John Helm addressed issues and found money from road maintenance fund. Make sure transit is available, and stay on airport road issues. Ambulance drivers consistently complain about that road. 3) Hazard: On sample ambulance ride, the road was the least of his concerns. Look for funding that doesn't impact other projects. Political sign enforcement by Caltrans: Significant cover-up and wagon-circling occurred. Sign issues were not resolved, and different operational standards existed. He urged LTC follow up to ensure equitable and equal enforcement throughout Mono. He will seek damages, has hired an attorney.

4. **ADMINISTRATION**

A. Amendment #1 to the 2012-13 Overall Work Program: Mary Booher said staff changes were not shown in red-line, but could be in January.

Commissioner Bacon questioned Work Element 200-12-0. *Scott Burns noted several efforts blend together with updates of Town and County Housing Elements. Sustainable communities grant also has that focus.*

Commissioner Hogan noted Appendix B was missing some headings.

Commissioner Johnston noted >\$1 million spent. Would 10 full-time people working on this be enough to get all work elements done? *Wendy Sugimura will take three-year project to BOS in January.*

Hogan mentioned importance keeping grants as priorities to avoid additional processes.

Johnston thought some completion dates might get pushed back. Put planners full time on it. They'd be hard pressed to get it done along with regular work. Is time frame realistic? *Booher noted hurdles are not always known or what other projects could come forward. She urged more thought into those dates.*

Booher noted deliverables list gives feel for accomplishments.

Could amendment be adopted today? *Rollover can't be claimed till this is approved.*

Forest Becket had no time to talk to Booher and get headquarters approval. Funds include other grants. Caltrans was looking only at Rural Planning Assistance (RPA).

Options: Bring back, approve now, or approve with non-substantial changes by Caltrans. Hogan wanted existing commissioners to vote on it.

MOTION: Approve 2012-13 Overall Work Program Amendment #1 subject to non-substantial changes by Caltrans. (Bacon/Hogan. Ayes: 6-0.) Commissioner Hazard asked why it hadn't gotten Caltrans review/approval. *Booher indicated not getting it to Caltrans in time.*

B. Non-motorized Transportation: Scott Burns indicated verbiage had been incorporated into LTC Handbook and a standard has been set. Program managers have taken non-motorized seriously. A unique situation exists because LTC commissioners are also on Town and County staff. Will be reflected in Regional Transportation Plan (RTP) update. The focus on complete streets includes non-motorized. Lots of main street pedestrian, trails emphasis.

At RPAC meetings Commissioner Hansen brought up continuing bike lane signage all the way to Buckeye Road, with another widening from Buckeye to sheep ranch, then north past Devils Gate. Work's been done, and he'd like to see it continue. Widen shoulders on Twin Lakes Road and create huge loop.

Scott Burns noted Bridgeport has the county's first designated in-town bike lane.

Commissioner Bacon asked if Mono Planning would look at Casa Diablo IV pipelines. Scott Burns recalled it did not come up in companion geothermal project, but Mono and Town will look at this issue.

Commissioner Johnston expressed concern with what happens when project comes in. How does review occur? He cited issues with chip seal on US 395 and no bike lanes at Meridian intersections (cyclists have only gutter or sidewalk). Nitty gritty is missed when preliminary plans are proposed, getting from broad perspective to implementation.

Peter Bernasconi indicated that Town staff does not prepare maintenance plans for striping projects. Reconfiguring will occur with Safe Routes to School. Johnston thought it would have been an easy fix, a last little step of modifying striping by foot or two in normal process. Bernasconi described 20-40 hr to do striping plan, Town does not have capacity. Johnston wanted input from user groups to tweak maintenance projects as well. Bacon recalled maintenance going to council, not LTC. Commissioner Lehman acknowledged a need to change at town level. Commissioner Hazard saw a whole new kettle of fish with maintenance. Johnston suggested calling Eastside Velo to ask for input. Integrate at levels where can with little projects as well as big projects. Non-motorized should be a routine step in process.

C. Regional Transportation Improvement Program (RTIP): Town requested this item be continued. Peter Bernasconi noted the grant didn't fund entire segment, need to refine cost estimates. A \$661,000 grant for Waterford has not been signed yet.

7. LOCAL TRANSPORTATION ISSUE: Meridian Boulevard School Sign with Flashing Lights.

Drivers find it irritating. Peter Bernasconi indicated operation from 7 a.m. to 3 p.m. school days, not holidays. Commissioner Lehman started looking at all signs on Meridian; maybe stop approving so many. Commissioner Hazard noticed chain control signs in town unreliably turned last several years, sometimes with days of dry road. Commissioner Johnston noted Coleville's flashing light for school zone is controlled by school district. Maybe it could happen here. Lehman confirmed flashing lights as a grant requirement. Scroll message sign at MHS? *Approved by planning commission.*

8. TRANSIT

A. Eastern Sierra Transit Authority (ESTA) update

1) **ESTA operation of Red Line buses:** John Helm introduced Brian Macklin, Mammoth's operations supervisor. ESTA is operating town routes with new buses via a grant funded by US Forest Service (USFS). Primary use was Reds Meadow shuttle, but now year-round to MMSA. Two diesel-powered bus models seat 37, have a low floor design, one step entry. Ramps replace wheel-chair lifts (cinders gum up hydraulics), with greater disabled accessibility.

Helm dispelled rumors about snow operation. Auto-chains work well in most conditions, buses also have hard chains. Ski racks? *Buses 102" wide, maximum allowable width. Ski design/snowboards would not fit in racks. Greater room in interior of bus, easier boarding.*

Macklin has driven all equipment for last seven years, has firsthand operation of MMSA and ESTA buses. He noted that during last storm, buses had outstanding traction from Canyon Lodge onto Lakeview, a very slick spot. Is loading gear onto bus a problem? *People need to become accustomed, comfortable bringing gear inside. Riders seem pleased. Taking boards to seats works well. Upholstery dampness? Super-intense Scotch guard fabric, 8" fans installed on dashboard.*

2) **Lakes Basin trolleys:** John Helm saw 50% increase in ridership since 2009-10 directly attributable to bike path. Bike trailer has 12-bike capacity, two on trolley front. When demand has exceeded capability, people wait for next 30-min trolley. He has coordinated with Town staff on need. Added bike transportation into grant, awarded money to purchase three-bike racks on bus. Trailer capacity increased from 12 to 18. Turn-around area does not allow larger trailer. Total of 21 bikes can be transported, up from 14.

Will this satisfy weekend need? *At absolute maximum demand times it may not. Increase trolley frequency. Town Council has funding constraint. Another trolley would change to 20-minute frequency. Commissioner Lehman suggested funding from elsewhere or charging bikes. Fare could be charged to everyone or just to bikes, but runs absolutely counter to what everyone wants to accomplish – cars off road. Are riders doing laps because they don't want to ride uphill? Riders Lots of families, multiple times are no longer transit. Larger trailer pulled by separate vehicle? Possibly. Could USFS discuss more trolleys? No operating funds from USFS. Commissioner Lehman saw a 50% increase now as great.*

3) **Transit Facility Improvements:** Jill Batchelder cited significant parking increase from previous impound yard. Large project will be phased in, with lighting work on building and initial parking lot. Fencing funds next year. Ultimate goal is 30,000-square foot paved area, covered parking, lighting, decreased omissions, wash bay to keep vehicles clean.

Covered bays? *Awaiting design, looking for 30 vehicles. Solar panels atop? ESTA has talked with Town about it. Commissioner Johnston recalled counties at annual conference noted no local cost on solar, handled by independent people. Whole facility could be powered with no energy costs if constructed strong enough. Commissioner Hazard suggested looking at Sierra Nevada breweries in Chico, where solar IS the roof, avoiding massive structure. Has PTMISEA been applied for? See how design part comes through. Smaller project with \$146,992. Funding for eight years has been allocated, so provide plan to develop facility at Mammoth Lakes.*

4) **Quarterly Operating Data Review:** Jill Batchelder cited passenger fare as \$.43, very low. Routes doing well include Mammoth Dial-A-Ride, Lakes Basin, Reno, and Lancaster. Mammoth Express ridership is down, but efficiency has increased. Why trolley decrease even with high visitation? *Reduced service hours due to funding.*

B. Yosemite Area Regional Transportation System (YARTS): Scott Burns noted Hogan and Hansen have been involved. YARTS met Nov. 5, last meeting of 2012. Overall YARTS ridership was down 2% due to hantavirus scare, low-water-year impact on waterfalls. East side increased, with Tuolumne service added. Stay course with Tuolumne service with info. Losing YARTS members from Eastside: Hansen and Bauer. Members don't have to be supervisors. Madera County not participate yet? *Less resistance. Fresno ultimately will join, Tuolumne doing study, Manteca interested.* Commissioner Hogan indicated a paranoid group in Madera harps on old Yosemite Valley plan to keep cars out of valley. Commissioner Hazard attended RCRC last week, where a new representative was present. A significant turnover in board suggests a fresh approach from Madera in offering to outreach and form partnerships.

9. **CALTRANS:** Caltrans is gearing up to offer newly elected officials a sit-down with Caltrans in January. Commissioner Bacon requested new councilman Raimondo be included.

10. QUARTERLY REPORTS:

A. **Town of Mammoth Lakes:** Peter Bernasconi reviewed projects under way and planned. Commissioner Johnston commended work, grants, and longtime projects.

B. **Mono County:** Garrett Higerd reviewed projects, highlighting Rock Creek Road rehab. A walk of the route from top down identified issues not visible from aerial photo (widen four culverts, bridge improvements, arch culverts). A 4' bike climbing lane is planned. Gerry Le Francois is working on the environmental process. Commissioner Hazard noted Rock Creek Road pedestrian bridge across creek in addition to existing structure. Developer agreed earlier on to do it faster, cheaper than agency. Private alternative to explore.

Commissioner Hansen suggested taking advantage of torn-up streets to lay conduit and create backbone distribution system.

A sum of \$750,000 was designated to rehab airport road. Commissioner Johnston wanted to fix cracks, fast forward as priority. Higerd noted a time frame to get projects through. Maybe STIP funding would take too long. LTC could determine source of funding and consider other funding options.

C. **Caltrans:** Forest Becket reported American Disabilities Act (ADA) access on June Lake sidewalks. High Point Curve is approaching final paving in January. In wintertime?! Tom Meyers is retiring, and McElroy and Zemitis will take his projects. Conway Summit: Retaining wall upgrades, flat work. Restroom facilities, new panel displays, shelters, more large-vehicle parking, and turn pockets are proposed. Commissioner Hansen noted demolitions of Crestview, but some structures will remain. Add new sheds later. Keep sand shed, housing, truck storage. Commissioner Johnston noted lighting has shielding, but some Caltrans facilities don't; i.e., Sonora Junction. Becket noted moving north on US 6 for 8' shoulders, also north of Bridgeport.

11. INFORMATIONAL

A. **MAP-21 (Moving Ahead for Progress in the 21st Century):** Gerry Le Francois noted new federal legislation: TE (Transportation Enhancements) became TA (Transportation Alternatives), and formulas changed. Southern counties do better in STIP process. Mono does poorly when population factor is involved. Maybe ask LTC to lobby.

B. High Point Curve Update #12

12. **UPCOMING AGENDA ITEMS:** 1) OWP (% completion?); 2) new commissioners; 3) future project discussion; 4) MAP-21 update; 5) RTIP continued

13. **ADJOURN** to January 14, 2013.

Prepared by C.D. Ritter, LTC secretary

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Staff Report

February 11, 2013

TO: Mono County Local Transportation Commission
FROM: Gerry Le Francois, Principal Planner
Mary Booher, Administrative Services Manager
SUBJECT: 2013-14 preliminary Overall Work Program (OWP) priorities

RECOMMENDATIONS:

Receive staff report regarding proposed projects for the 2013-14 Overall Work Program, and provide direction to staff.

FISCAL IMPLICATIONS:

The 2013-14 OWP allocations are estimated to be \$216,000 for RPA and \$130,000 for PPM. Rollover from 2012-13 will be available, but no estimates are available at this time. RPA rollover is limited to 25% of the annual allocation or \$54,000.

ENVIRONMENTAL COMPLIANCE: N/A

RTP / RTIP CONSISTENCY:

The OWP provides funding and support studies for the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). Some work items will be used for future RTP and/or RTIP projects.

DISCUSSION:

According to Caltrans guidelines, the first draft of the 2013-14 OWP is due to District 9 no later than March 1, 2013. This ensures that Caltrans staff will have sufficient time to review the projects and determine whether they are appropriate for OWP funding. Once staff has completed 3rd quarter invoicing, we will make estimates of available rollover, and be better able to determine how much money is available for rollover from the 2012-13 OWP. The final draft of the OWP will be approved by the commission in April, in order to be submitted to District 9 by the May 1 deadline. Compliance with this schedule ensures that we are approved for funding effective July 1, 2013.

Attached is a list of the status of current projects, and the proposed budget for these and the new projects proposed for the 2013-14 OWP. Also attached are project descriptions for the new proposed projects.

At this meeting, staff will be available to answer any questions from the commission and will be looking for and input from the commission. Staff recommends presenting all proposed Work Elements to

Caltrans for review, in order to ensure Caltrans approves the use of this funding for these projects prior to completing the final OWP.

MONO COUNTY LOCAL TRANSPORTATION COMMISSION
PROPOSED WORK ELEMENTS FOR 2013/14 OVERALL WORK PROGRAM

WE	Description	Type of WE	Budget Requests		ESTA
			Town	County	
100-12-0	2013/14 OWP Development and Approval	ongoing	\$ 6,000.00	\$ 8,000.00	
101-12-0	2011/12 & 2012/13 OWP Admin	ongoing	\$ 10,000.00	\$ 16,000.00	
102-12-2	Town Commission Support	completed	\$ -		
103-12-0	Local Transportation Commission Staff Support	ongoing	\$ -	\$ 12,000.00	
200-12-0	Regional Transportation Plan	ongoing-incorporating SGC Grant	\$ 7,500.00	\$ 80,000.00	
201-12-1	Trails			\$ 10,000.00	
300-12-0	Transit Planning	ongoing	\$ 20,000.00	\$ -	
301-12-4	ESTA Design Plan for Mammoth Transit Facility	will be completed	\$ -	\$ -	
302-12-4	ESTA Update of Inyo-Mono Co Coord. Public Transit-Human Services Trans. Plan	will be completed	\$ -	\$ -	
400-12-3	General GIS Services	ongoing	\$ -	\$ 25,000.00	
401-12-3	GIS Software Licensing and Hardware Procurement	ongoing	\$ 7,000.00	\$ 7,500.00	
402-12-3	County IT Infrastructure and Support Services	ongoing	\$ -	\$ 15,000.00	
403-12-0	Pavement Management System	ongoing/county moved to WE 903-12-1	\$ 4,000.00	\$ -	
500-11-1	Mammoth/Yosemite Airport Land Use Compatibility Plan (ALUCP)	moved to other funding	\$ -	\$ -	
600-12-0	Transportation Grant Applications	ongoing	\$ 10,000.00	\$ -	
601-11-0	395 Corridor Management Plan	due for completion 6/1/16	\$ 18,000.00	\$ 18,000.00	

MONO COUNTY LOCAL TRANSPORTATION COMMISSION
PROPOSED WORK ELEMENTS FOR 2013/14 OVERALL WORK PROGRAM

WE	Description	Type of WE	Budget Requests		ESTA
			Town	County	
602-11-2	Main Street Transportation Facilities Implementation and Financing Plan	due for completion 2/28/14	\$ 30,000.00	\$ -	
603-11-1	Main Street Revitalization Plan for US 395 through Bridgeport	due for completion 1/31/14	\$ -	\$ 2,000.00	
604-11-1	Livable Communities	completed	\$ -		
605-12-2	Mammoth Lakes Stormwater Management Plan	due for completion 9/30/14	\$ 15,000.00	\$ -	
606-12-1	Sustainable Communities Policy project	incorporated with 200-12-0	\$ -		
700-12-0	Project Study Reports	ongoing	\$ -	\$ 40,000.00	
701-12-1	Regional Transportation Improvement Plan Maintenance	ongoing	\$ -	\$ 7,500.00	
800-12-1	Interregional Transportation Planning	ongoing	\$ 4,000.00	\$ 8,000.00	
801-11-2	General Bikeway Plan Update	completed	\$ -	\$ -	
802-11-2	Municipal Wayfinding and Community Messaging Master Plan	completed	\$ -	\$ -	
900-12-0	Current Planning and Monitoring and Traffic Management Issues	ongoing	\$ 8,000.00	\$ 1,500.00	
901-11-2	Public Works Standards Update	completed	\$ -	\$ -	
902-12-2	Purchase Transportation Data Collection Equipment	ongoing	\$ 5,000.00	\$ -	
903-12-1	Long-range road maintenance/upgrade plan	ongoing	\$ -	\$ 60,000.00	
904-11-1	Vehicle Miles Traveled (VMT) Study	completed	\$ -	\$ -	
905-12-0	Mining Permit	moved to other funding	\$ -	\$ -	

MONO COUNTY LOCAL TRANSPORTATION COMMISSION
 PROPOSED WORK ELEMENTS FOR 2013/14 OVERALL WORK PROGRAM

WE	Description	Type of WE	Budget Requests		ESTA
			Town	County	
1000-12-0	Training and Development	ongoing	\$ 5,000.00	\$ 4,000.00	
New Proposed work elements					
	Mammoth Lakes Air Quality Monitoring and Planning	ongoing	\$ 4,000.00		
	Caltrans / Town Maintenance Agreement	6/30/2014	\$ 15,000.00		
	Asset Management Plan	6/30/2014	\$ 34,800.00		
	Draft Mobility Element Level of Service Analysis and Mitigation Identification	6/30/2014	\$ 30,000.00		
	Parking District and Pricing Study	6/30/2014	\$ 50,000.00		
	Sidewalk Master Plan	6/30/2014	\$ 10,000.00		
	Streetscape Standards Plan	6/30/2014	\$ 10,000.00		
	Speed Survey Study	6/30/2014	\$ 15,000.00		
	ESTA Short Range Transit Plan	6/30/2014	\$ -		\$ 50,000.00
			\$ 318,300.00	\$ 314,500.00	\$ 50,000.00
	TOTAL PROJECTED OWP FUNDING		\$ 682,800.00		

2013/14 Overall Work Program
Mammoth Lakes Air Quality Monitoring and Planning

Entity proposing project: TOWN OF MAMMOTH LAKES

Contact Name: Jessica Morriss

Contact Phone #: 760-934-8989 ext 225

Contact email address: jmorriss@ci.mammoth-lakes.ca.us

Purpose of proposed work element: The purpose of this work element is offset a portion of the cost for the daily monitoring and collection of air pollution data in Mammoth Lakes associated with particulate matter created by vehicle use (cinders and tire wear) and other emissions in Mammoth Lakes. The data is utilized to monitor the effects of Vehicle Miles Traveled on air pollution and measure the effects of proposed or implemented transportation infrastructure improvements and policies.

Proposed deliverables of work element: Daily air quality monitoring and data collection in partnership with the Great Basin Unified Air Pollution Control District; transportation policies;

Estimated OWP Funding requested: \$4,000

Estimated other funding (amount and description): As necessary, Town of Mammoth Lakes General Fund: Community Development and Public Works.

2013/14 Overall Work Program
Caltrans/Town Maintenance Agreement

Entity proposing project: TOWN OF MAMMOTH LAKES

Contact Name: Jessica Morriss

Contact Phone #: 760-934-8989 ext 225

Contact email address: jmorriss@ci.mammoth-lakes.ca.us

Purpose of proposed work element: The purpose of this work element is to update the Maintenance Agreement between the Town of Mammoth Lakes and the California Department of Transportation, District 9 for maintenance and operation of State Route 203. The Maintenance Agreement includes infrastructure and operations, such as transit shelters, signals, and snow management.

Proposed deliverables of work element: Meetings with Caltrans staff; updated State Highway 203 Maintenance Agreement.

Estimated OWP Funding requested: \$15,000

Estimated other funding (amount and description): No other funding is available.

2013/14 Overall Work Program
Mammoth Lakes Transportation Asset Management Plan

Entity proposing project: TOWN OF MAMMOTH LAKES

Contact Name: Jessica Morriss

Contact Phone #: (760) 934-8989 ext. 225

Contact email address: jmorriss@ci.mammoth-lakes.ca.us

Purpose of proposed work element: The purpose of this work element is to develop a comprehensive Transportation Asset Management Plan. The asset management plan will outline a process for resource allocation among transportation assets with the intent of supporting decision making based on expressed levels of service, life cycle costs, and funding. Development of this document will include the following:

- Asset inventory and condition assessment
- Maintenance needs
- Level of service & performance measures
- Risk assessment
- Lifecycle cost analysis
- Financial planning
- CIP planning
- Implementation strategies / decision rules on asset investments and management

Proposed deliverables of work element: Transportation Asset Management Plan

Estimated OWP Funding requested: \$34,800

Estimated other funding (amount and description): No additional funding has been identified.

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LTC Staff Report

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

DATE: February 11, 2013

FROM: Peter Bernasconi PE, Senior Associate Civil Engineer

SUBJECT: Amendment to the 2012 Regional Transportation Program (RTIP)

RECOMMENDATIONS: Discuss and approve Resolution R13-01 amending the 2012 RTIP. Allow staff to make necessary minor changes based on feedback from the California Transportation Commission or provide additional direction to staff.

FISCAL IMPLICATIONS: The State Transportation Improvement Program funds local and regional transportation projects in Mono County. This revision proposes to consolidate funding from two project to a single project and not allocate new funds.

ENVIRONMENTAL COMPLIANCE: All RTIP projects require environmental compliance as a condition of project planning. The amendment to the RTIP is a statutory exemption under the California Environmental Quality Act (CEQA guidelines 15276 (a)).

RTP / RTIP CONSISTENCY: All STIP projects are required to be consistent with the Regional Transportation Plan and these bicycle path projects are consistent with the RTP.

DISCUSSION:

The Town of Mammoth Lakes has identified alternative funding to complete the Waterford Gap project that was previously approved and funded through the TE program. The Town was awarded a BTA grant to complete this project. The Town would like to reallocate funding from the Waterford project to the Mammoth Creek Gap Closure project. The current funding level for the Mammoth Creek project only provides for the ROW acquisition and new path. It does provide funding for the undercrossing. The reallocated resources would provide sufficient funding to complete all phases of the project. Town staff has contacted Caltrans Local Assistance regarding the change. Local Assistance supports the change and will work with staff to modify the TE application and secure funding through the CTC. Exhibit A is a proposed programming sheet that shows what was previously approved and what is proposed through this amendment.

Attachments: Resolution
Exhibit A

RESOLUTION R13-01

**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
TO AMEND THE 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

WHEREAS, the Mono County Regional Transportation Improvement Program is a multi-modal listing of capital improvement projects for which the Mono County Local Transportation Commission has programmed as priority projects for our region; and

WHEREAS, the projects identified and programmed in the 2012 Regional Transportation Improvement Program have been developed in accordance with the guidelines established by the California Transportation Commission, including the performance and cost-effectiveness criteria of the Mono County Regional Transportation Plan; and

WHEREAS, it is necessary to reprogram the funding from the Waterford Gap project (PPNO 2596) to the Mammoth Creek Gap Closure project (PPNO 2597) as shown in Exhibit A;

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission hereby amends the 2012 Regional Transportation Improvement Program.

PASSED AND ADOPTED this 11th day of February, 2013, by the following vote:

Ayes:

Noes:

Abstains:

Absent:

Chair
Mono County Local Transportation Commission

Approved as to form:

Stacey Simon, Assistant County Counsel

ATTEST:

C.D. Ritter, LTC Secretary

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February 11, 2013

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

RE: Moving Ahead for Progress in the 21st Century (MAP-21)

RECOMMENDATION

Informational - Receive update and provide any desired direction to staff.

RTP / RTIP CONSISTENCY

N/A

DISCUSSION

In July 2012, Congress approved and the President signed into law the first long-term highway funding authorization enacted since 2005 (MAP-21). This is a two year transportation bill and many of the rules that could impact Mono County LTC are still to be written.

The attached letter from Rural County Representatives of California (RCRC) dated Jan. 7, 2013, provides a good summary of key issues Regional Transportation Planning Agencies (RTPAs) may have with MAP-21.

As is sometimes the case with new funding authorizations, this commission may need to act in an expeditious manner if proposed legislation negatively impacts transportation funding for rural RTPAs. A recent example of this was the America Recovery and Reinvestment Act of 2009 (ARRA) and state legislation (ABX3-20) that distributed funding based on population.

OVERVIEW:

The following summary of the main funding categories under MAP-21 is from the Rural Counties Task Force (November 2012).

National Highway Performance Program (NHPP)

- Makes up 52.5% of all federal highway aid apportioned to California,
- Unless state law is amended, all NHPP funding would be programmed in the State Highway Operation and Protection Program (SHOPP) for state highways and through the State Transportation Improvement Program (STIP) for local roads and transit projects

Surface Transportation Program (STP)

- Very flexible funding for highways, transit, and other projects,
- After off the top set a sides, distribution is population based as follows:

- 1) 50% to areas with population of greater than 200,000; population greater than 5,000 up to 200,000; and areas with a population of 5,000 or less; and
- 2) The remaining 50% to be used anywhere in the State.

Highway Safety Improvement Program (HSIP)

- Funding is increased by approximately 40%
- Emphasis on safety data/analysis and states required to provide targets to increase highway safety
- Unsure how this will impact RTPAs
- In the past, Mono County has not ranked very high for needed safety improvements (High Point an exception)

Transportation Alternatives Program (TAP)

- Replaces the prior Transportation Enhancement (TE) program
- Similar activities – trail facilities for nonmotorized transportation, safe routes for non-drivers, turnouts and viewing areas, community improvement activities, and environmental mitigation
- After set asides, distribution is:
 - 1) 50% of 24 sub allocations by population (includes one sub allocation to CA 22 urbanized areas >200,000 in population, one sub allocation for areas between 5,000 and 200,000 in population, and one sub allocation for the rural remainder of the state); and
 - 2) other 50% available for expenditure anywhere in state
 - a. depending on the ranking criteria, rural areas may have a hard time competing for this pot of funding

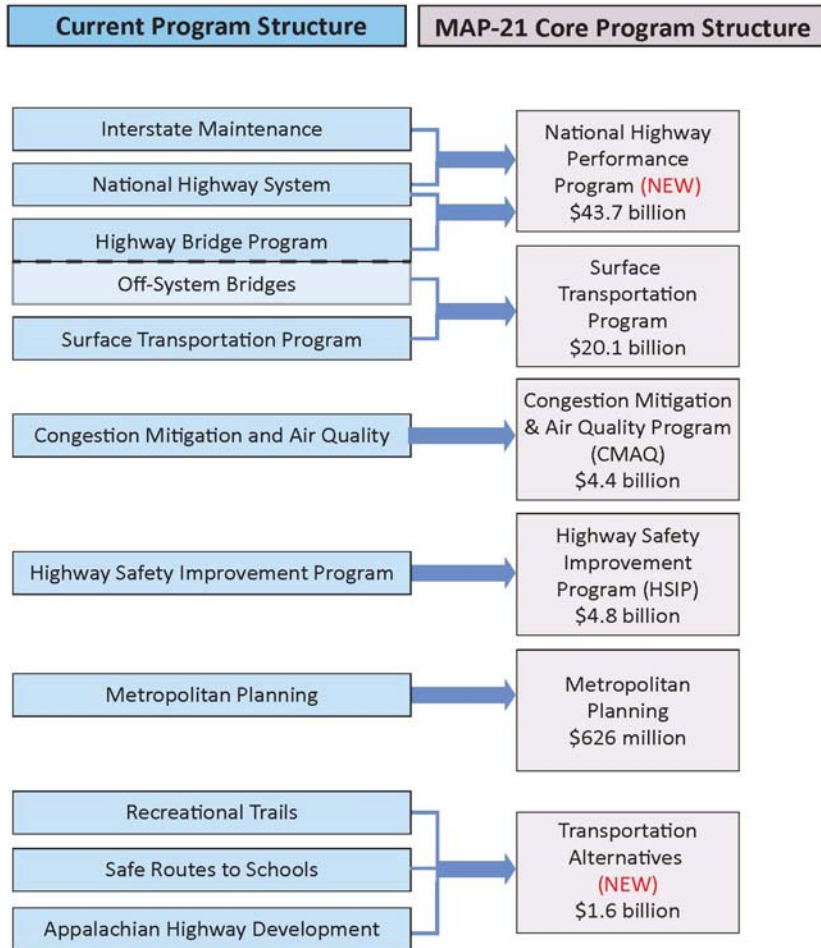
Other MAP-21 funding categories could include Federal Lands and Tribal Transportation Programs and, not directly applicable to Mono County, Congestion Mitigation and Air Quality Improvement Program (CMAQ). The attached summary from the RCTF includes an explanation of how the CMAQ category may apply to Mono County in the future.

As is sometimes the case with new funding authorizations, this commission may need to act in an expeditious manner if proposed legislation negatively impacts transportation funding for rural RTPAs. A recent example of this was the America Recovery and Reinvestment Act of 2009 (ARRA) and state legislation (ABX3-20) that distributed funding based on population. Staff will continue to track MAP-21 developments and report back as circumstances evolve.

Attachments:

- Consolidated Highway Program Structure flowchart
- RCRC letter dated January 7, 2013
- RCTF summary of MAP-21, dated November 2012

Consolidated Highway Program Structure



Source: Highlights MAP-21 AASHTO



Chair - Kevin Cann, Mariposa County
 First Vice Chair - Nate Beason, Nevada County
 Second Vice Chair - Lee Adams, Sierra County
 Past Chair - Kim Dolbow Vann, Colusa County

President and CEO - Greg Norton
 Executive Vice President - Patricia J. Megason
 Chief Financial Officer - Karl Dolk

January 7, 2013

The Honorable John A. Pérez
 Speaker, California State Assembly
 State Capitol, Room 219
 Sacramento, CA 95814

The Honorable Darrell Steinberg
 President Pro Tempore, California State
 Senate
 State Capitol, Room 205
 Sacramento, CA 95814

The Honorable Connie Conway
 Minority Leader, California State Assembly
 State Capitol, Room 3104
 Sacramento, CA 95814

The Honorable Bob Huff
 Minority Leader, California State Senate
 State Capitol, Room 305
 Sacramento, CA 95814

Dear Speaker Pérez, Senator Steinberg, Assembly Member Conway, and Senator Huff:

On behalf of the Rural County Representatives of California (RCRC), which represents thirty-two rural counties in California, we write to express our concerns regarding implementation of the federal surface transportation reauthorization program, known as the Moving Ahead for Progress Act in the 21st Century (MAP-21).

RCRC is an association of California counties and the RCRC Board of Directors is comprised of elected supervisors from our thirty-two member counties. Rural county supervisors are extensively involved in transportation-related issues on two primary fronts: 1) Boards of Supervisors oversee public works directors/departments and subsequently help maintain the road network of their respective county; and 2) many supervisors sit as members of local transportation planning agencies where determining and funding projects are prioritized and developed.

Interstate highways, state highways and county-maintained roads located in rural areas of the State provide many benefits to California's transportation system. This network serves as a connector to other states, supports the movement of agriculture, freight, energy, and other critical goods. The rural network of roads and highways also connects people to employment and provides access to California's tourist attractions. It should be noted, that in many rural areas, the state highway is the key link for residents to use for their daily transportation needs - including access to medical care, education and employment. As such, any impact to the State Department of Transportation's (CalTrans) State Highway Operation and Protection Program (SHOPP) is of importance to rural areas. We encourage the Legislature to consider these rural transportation system benefits as we begin to discuss MAP-21 implementation and surface transportation investments.

MAP-21 is a two-year federal transportation effort that includes \$109 billion to fund the nation's highways and transit systems. California is expected to receive \$3.54 billion in Fiscal Year (FY) 2013, with a slight increase to approximately \$3.57 billion in Fiscal Year 14. MAP-21

represents the first major shift in transportation funding in more than a decade. As we prepare for the upcoming legislative session, we anticipate a variety of legislative proposals to be introduced to reconstruct transportation funding. These proposals may include: 1) distribute MAP-21 funding based on population; 2) integrate MAP-21 funding with SB 375 (Steinberg - 2008) greenhouse gas reduction targets; 3) provide a direct funding stream for bridge repair/replacement; and, 4) reconstruct other various transportation funding streams. Simply put, we are very concerned about a number of these concepts and how they would impact rural areas.

Current funding distribution formulas reflect a carefully-crafted understanding of transportation network throughout the state. These formulas take into account population, lane miles, regional needs and the difficulty in some jurisdiction's ability to deliver much-needed projects that benefit all Californians. Thus, if California were to move to a formula dominated by population-based models, rural counties would be at a disadvantage. First, a population-based formula does not take into account the large amounts of road mileage that many rural agencies must maintain. Also, population-based formulas (as to be distributed beyond that specified by MAP-21) would not fund the highest project or program needs that the entire state values. While rural counties may not have the large population base, these areas covers roughly 50 percent of the state's landmass. Any transportation funding formula should provide funding protections or guarantees for California's rural transportation system and reflect that rural counties have no realistic means (sales tax, public private partnerships, etc.) to generate sufficient funding for larger projects that provide statewide benefits.

Also of note, the funding level for MAP-21 has remained substantially the same as the previous federal reauthorization measures. However, the Highway Safety Improvement Program (HSIP) has become proportionately higher. We believe the implementation of HISP should include equitable statewide criteria that would address an emphasis on safety.

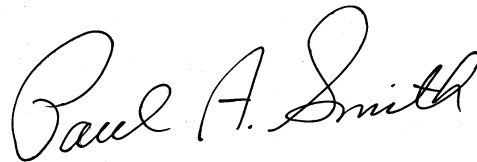
We understand that some members of the Legislature are contemplating MAP- 21 implementing legislation that contains extensive reference to SB 375 goals as a means to direct MAP-21 funding. SB 375 requires 18 Metropolitan Planning Organizations (MPO's) to identify a forecasted development pattern and transportation network that will meet greenhouse gas emission reduction targets through their Regional Transportation Plans (RTP) planning processes. However, SB 375 does not apply to the entire state and the requirements do not pertain to the 26 rural Regional Transportation Planning Agencies (RTPAs) that also prepare RTPs. We believe an SB 375 model for awarding funding is inappropriate because it could preclude rural RTPA's from accessing these funds and also runs counter to the flexibility granted in MAP-21. We recommend the continued statewide use of RTP's to guide transportation funding decision-making. The 2010 State RTP Guidelines update was prepared to incorporate new planning requirements as a result of SB 375. While the guidelines include both state and federal requirements, MPOs and RTPAs have the flexibility in selecting transportation planning options that best fit their regional needs.

A top priority for rural counties is to preserve a dedicated funding source for bridges. Counties and cities own and operate over 50 percent of the bridges statewide. Although MAP-21 retains the set aside requirement for funding "off-system" bridges (equal to 15% of the Highway Bridge Program (HBP) for FY 2009), the HBP was eliminated, meaning, there is no dedicated funding stream for "on-system" bridges. Furthermore, the list of "on system" bridges was greatly expanded. Under HBP, all eligible bridges in California were listed on a bridge inventory and a statewide committee prioritized projects for funding. This meant that bridge projects in rural areas could be repaired or replaced based purely on need.

With the elimination of HBP, the funding for bridges in both rural and non-rural areas are likely to originate from funding sources that have traditionally not been dedicated to bridges. In other words, bridge projects will be competing with all other types of projects in regional and state decision making. For rural areas, this becomes even more problematic and destabilizing since most rural regions lack the funds to complete a bridge project without outside assistance. Therefore, in implementing MAP- 21, RCRC will be advocating for long-term and stable funding solutions that reflect these challenges.

On a final note, we urge an overall level of caution in developing and enacting MAP-21 implementation. A key element of MAP-21 is that these funding streams along with the projects funded and delivered will now be evaluated by the Federal Highway Administration (FHWA); however, the evaluation tools and goals have yet to be finalized by FHWA. Directing monies and delivering products in a manner that does not conform to federal expectations and standards could have unforeseen consequences. As such, we should proceed with great care particularly when the FHWA evaluation criteria have yet to be fully constructed.

Sincerely,

A handwritten signature in black ink that reads "Paul A. Smith". The signature is written in a cursive, flowing style.

PAUL A. SMITH
Senior Legislative Advocate

cc: Members of the California Legislature
DeAnn Baker, Senior Legislative Representative of CSAC
Bimla Rhinehart, Executive Director of California Transportation Commission
Malcolm Dougherty, Director of California Department of Transportation
Brian Kelly, Secretary of Business, Transportation & Housing Agency
Brian Annis, Deputy Secretary of Business, Transportation & Housing Agency
Bill Higgins, Executive Director of CALCOG
Eric Thronson, Consultant to the Senate Transportation & Housing Committee
Erica Martinez, Consultant to the Office of the Speaker of the Assembly
Janet Dawson, Consultant to the Assembly Transportation Committee

November 14, 2012

DRAFT

for discussion purposes

MAP-21 Fact Sheet National Highway Performance Program (NHPP)

Summary

Under MAP-21, the National Highway Performance Program (NHPP) is the largest of the FHWA apportioned programs, constituting about 52.5% of all Federal aid highway apportionments to California. It replaces the former Interstate Maintenance (IM) and National Highway System (NHS) programs and a portion of the former Highway Bridge Program (HBP), yet it is broader in scope than all of those former programs combined. The NHPP is more than a funding program. It mandates performance and asset management programs for a highway system that is much broader than the old NHS. The new expanded NHS includes not only interstates and the former NHS network, but all principal arterials, both urban and rural, local roads as well as state highways. Program funding eligibility is extended to this broader arterial system, and the state is to be held accountable for performance and management of the entire system.

Existing State Law

Under general state programming law (Section 163, Streets and Highways Code), all IM and NHS funds were programmed through the State Highway Operation and Protection Program (SHOPP) and the State Transportation Improvement Program (STIP)—since 2006, exclusively through the SHOPP. A special state law, the Bridge Reconstruction and Replacement Act (Section 2400 et seq., Streets and Highways Code) authorizes the California Transportation Commission (CTC) to allocate and Caltrans to expend federal bridge funds received pursuant to US Code Section 144 for projects on county roads or city streets. The state law does not specify any division of funding between state and local projects. By resolution, the CTC has established a split of 45% for state bridges (programmed through the SHOPP) and 55% for local bridges (administered by Caltrans as Local Assistance).

Under SAFETEA-LU, Section 144 governed the former federal HBP. Under that program, at least 15% of the federal funds were required to be expended on “off-system” bridges, i.e., bridges not on the federal aid primary and secondary systems as they were defined in 1991. The remaining 85% could be expended on any public road bridge.

MAP-21 amended Section 144 to remove all provisions relating to funding and replaced them with mandates and standards for the inventory and inspection of bridges and tunnels. Thus, if the funding of local bridge reconstruction and replacement is to be continued, state law should be amended to make reference to the federal funding programs in MAP-21. In the interim, the Commission and Caltrans can rely only on a broad interpretation of legislative intent to continue the Bridge Local Assistance program using NHPP and Surface Transportation Program (STP) funding.

Unless state law is amended, all NHPP funding would otherwise be programmed through the SHOPP for state highways and through the STIP for state highway and local road and transit projects.

Eligible Costs, NHPP

Eligibility for NHPP funding extends to virtually any highway or transit fixed facility project (including a bus terminal) provided that it is located on an “eligible facility” and “supports progress toward the achievement of national performance goals for improving infrastructure condition.” This generally

means a project on the redefined national highway system, including principal arterials. It may also include a highway or transit project on a surface street near an NHS freeway if the project will improve traffic flow in the corridor and is more effective than a freeway improvement. Projects eligible for NHPP funding will also generally qualify for STP funding and may qualify for HSIP funding.

Performance Management Mandate

MAP-21 requires that the DOT Secretary establish a regulation no later than April 1, 2014 that defines:

- Minimum standards for states to use in developing and operating bridge and pavement management systems.
- Performance measures for Interstate and NHS pavement condition, NHS bridge condition, and Interstate and NHS performance standards.
- Minimum conditions for Interstate pavements.
- Data elements necessary to collect and maintain standardized data to carry out a performance-based approach.

Within one year after adoption of these rules, the state must establish targets for these measures. The state must then report to the USDOT on its progress in achieving its targets by October 1, 2016 and every two years thereafter. MPOs must report to USDOT on progress in their Metropolitan Transportation Plan updates (i.e., every four years).

These standards and measures would apply to all roads in the expanded NHS, including local road principal arterials.

Asset Management Mandate

MAP-21 also requires that the DOT Secretary establish a regulation no later than April 1, 2014 that defines the process for states to use in developing a risk-based, performance-based asset management plan for preserving and improving the condition of the NHS. The plan must include the following:

- A summary listing, including condition, of NHS pavements and bridges.
- Asset management objectives and measures.
- Performance gap identification.
- Lifecycle cost and risk management analysis.
- A financial plan.
- Investment strategies.

Each state's process must be recertified every 4 years. If denied, a state has 90 days to cure deficiencies. If a state has not developed and implemented an asset management plan by October 1, 2016, then the federal share for all NHPP projects in that state would be reduced to 65%.

Interstate Standards and Sanctions

If a state's interstate pavement conditions fall below the standard set by the Secretary during 2 consecutive report periods, then the state would be required to devote at least the following to interstate maintenance until the standards are met:

- An amount of NHPP funds equal to the state's 2009 IM apportionment, increased by 2% per year after FY 2013. The base amount would be about \$464 million for California.

- An amount of STP funds transferred to NHPP that is equal to 10% of the state 2009 STP apportionment. This would be about \$73 million for California.

Together, these amounts would equal about 29% of California's annual NHPP apportionment.

Bridge Standards and Sanctions

In accordance with the NHS bridge condition standards set under MAP-21, if more than 10% of the total deck area of NHS bridges is on structurally-deficient bridges for 3 consecutive years, then the state would be required to devote NHPP funds equal to 50% of the state 2009 Highway Bridge Program apportionment to improve bridge conditions until the standards are met. This would be about \$250 million for California, or about 13.5% of the state's annual NHPP apportionment.

Options for NHS Bridge Funding

The elimination of the separate Highway Bridge Program and the call for new NHS bridge standards under MAP-21 demand a review of the state bridge program. Whatever action the state might take in the near term should be reviewed as the new federal regulation standards are adopted. Options that might be considered include the following:

- Maintain the existing state program structure as nearly as possible. This would require funding from multiple federal funding sources. Only bridges on the expanded NHS system would qualify for NHPP. Others would require funding from the STP. State highway bridges would continue to be programmed through the SHOPP, supported by funding from the NHPP and STP. With MAP-21's termination of the federal HBP, state law would need amendment to specify a new statutory basis for determining the source and amount of federal funding to be devoted to the Local Assistance program. There should also be a reconsideration of the state's bridge funding priorities and criteria to ensure that the new federal standards for NHS bridges will be met.
- Remove funding for NHS bridges from the Local Assistance program and instead expand the SHOPP to include projects on local NHS bridges. Caltrans, in cooperation with local agencies, would set project funding priorities for all NHS bridges, whether on state highways or local roads. According to Caltrans, the breakdown of total bridge deck area on NHS bridges is about 90% state and 10% local, while the current ratio of deficient bridge deck is about 70-75% state and 20-25% local. The existing state Local Assistance program could be continued to include bridges that are not on the NHS system.

State Options for NHPP Generally

The expansion of the NHS system to include local road principal arterials and the call for new NHS pavement and performance standards demand a reconsideration of how the state programs its federal funds for pavement and operational improvements. Any near term actions should be reviewed as the new federal standards are established. Options that might be considered include the following:

- Maintain existing state program structures as much as possible. Local agencies would have access to NHPP funding for improvements to their NHS arterials only through programming in the STIP. That would require that federal funds (other than Transportation Enhancement) be made available for the STIP for the first time since 2006. These funds would be subject to the STIP process and be subject to STIP county shares.

- Establish a new Local Assistance program to make a portion of NHPP funding available for local projects. This could be either a formula-driven program like the state RSTP or a needs-driven program, more like the state bridge program.
- Expand the SHOPP to include projects on NHS local roads. Caltrans, in cooperation with local agencies, would set project funding priorities for rehabilitation and operational improvements on the NHS network, whether on state highways or local roads.

There will be advantages and disadvantages to the state and to local agencies for any of these options. In any case, a primary consideration should be to provide the means and accountability for ensuring compliance with the new NHS management and performance standards.

November 14, 2012

DRAFT
for discussion purposes

MAP-21 Fact Sheet **Surface Transportation Program (STP)**

Summary

The Surface Transportation Program (STP) under MAP-21 is a modification of the STP that was first enacted in the Intermodal Surface Transportation Assistance Act of 1991 (ISTEA). It should not be confused with the state's regional surface transportation program (RSTP). The STP includes a portion that the federal law suballocates by population to various substate areas. Since 1991, state law has further apportioned the suballocated STP funds by population to regions and counties through the RSTP. The remaining portion of federal STP is available for obligation anywhere in the state.

Except for a designated set-aside, the STP is the most flexible of all federal transportation programs. Eligible projects include virtually any highway or transit capital project, including nearly all projects eligible under the federal NHPP, HSIP, CMAQ, or TAP programs.

MAP-21 changes the overall framework within which STP is made available. Under prior law, the Transportation Enhancement (TE) program was funded as a set-aside from the STP. MAP-21 eliminated the separate TE program and incorporated it into the new Transportation Alternatives Program (TAP). MAP-21 also discontinued the Highway Bridge Program (HBP) and incorporated elements of it into the NHPP and the nonsuballocated portion of STP. Each state is required to set aside from its STP apportionment an amount equal to at least 15% of its 2009 HBP apportionment for off-system bridges (for California, about \$64.4 million). Finally, MAP-21 eliminated the Equity Bonus (EB) program, which was not a funding program but a conduit in the distribution of funds to other programs. Under SAFETEA-LU, a portion of EB was redistributed proportionately to all other core programs and another portion was redirected to the states as STP funding not subject to suballocation.

MAP-21 also changes the federal suballocation. Under SAFETEA-LU, there were suballocations for each large urbanized area (over 200,000 population) and one suballocation for the remainder of the state. Under MAP-21, the remainder of the state is divided into one suballocation for all other urban areas (over 5,000 and up to 200,000) and one for the remaining rural area. Another new provision in MAP-21 permits a suballocation for a large urbanized area to be obligated outside the urbanized area within the bounds of the MPO.

Taking into account the program set-asides and the effect of EB funding, the overall size of the STP and the proportion of STP that is suballocated remain about the same. Under SAFETEA-LU, the suballocation was 62.5% of STP after the TE set-aside and not including the STP originating from EB. Under MAP-21, the suballocation is 50% of the STP that has been enlarged to replace the EB. In dollar terms, the STP suballocation was reduced by about 3% from FY 2012 to FY 2013.

Existing State Law

Under general state programming law (Section 163, Streets and Highways Code), the portion of STP that is not suballocated, other than the set-aside for off-system bridges, is programmed through the State Highway Operation and Protection Program (SHOPP) or the State Transportation Improvement Program (STIP)—since 2006 exclusively for the SHOPP.

The set-aside for off-system bridges would fall under a separate state law, the Bridge Reconstruction and Replacement Act (Section 2400 et seq., Streets and Highways Code), which authorizes the California Transportation Commission (CTC) to allocate and Caltrans to expend federal bridge funds received pursuant to US Code Section 144 for projects on county roads or city streets. Under SAFETEA-LU, Section 144 governed the former federal HBP. MAP-21 amends Section 144 to remove all provisions relating to HBP apportionments and replaces them with mandates and standards for the inventory and inspection of bridges and tunnels. Therefore, the state law should be amended at least to make reference to the changes in federal law. In the interim, the Commission and Caltrans must rely on legislative intent to continue the off-system portion of the Bridge Local Assistance program using the minimum set-aside from STP funding.

Another separate state law (Section 182.6, Streets and Highways Code) establishes the state regional surface transportation program (RSTP) for suballocated federal STP funds. That law generally apportions the federal suballocations among all the counties of the state by population, except that the Metropolitan Transportation Commission receives a single apportionment for its nine counties, the Sacramento Area Council of Governments (SACOG) receives a single apportionment for Sacramento, Sutter, Yolo, and Yuba counties, and the Tahoe Regional Planning Agency (TRPA) receives its own apportionment. That means that an MPO or county with portions of more than one large urbanized area receives separate apportionments for its population share of each urbanized area and an apportionment for its population share of nonurbanized area. The apportionments are made to the MPO, county transportation commission, or regional transportation planning agency for programming.

Section 182.6 further directs the regional agency for each county to further apportion a minimum of RSTP to each city, county, and transit operator, based on the amount it received under the federal-aid urban (FAU) and federal-aid secondary (FAS) programs as they existed in 1990-91 prior to ISTEA and the creation of the STP and RSTP programs. Several small rural counties are granted an RSTP apportionment equal to this FAS minimum if that amount exceeds their population share.

In part, this state RSTP provision was based on, and designed to insure compliance with, a federal provision that required each state, from its STP suballocation for nonurbanized areas, to obligate in rural areas (areas outside urban areas over 5,000 population) at least 110% of the state's FAS apportionment for 1990-91. This federal provision was removed by MAP-21.

Section 182.6 includes various other provisions concerning the administration of RSTP funding designed to insure the full use of federal funds and compliance with federal law while maintaining the state formula distribution. Among these are provisions that allow all nonurbanized counties and some larger counties to exchange all or a portion of their federal RSTP funds with Caltrans for State Highway Account funds.

Without a change in state law, the minimum STP set-aside designated in MAP-21 for off-system bridges would be administered under the Bridge Local Assistance program. The remaining STP funding that is not suballocated would continue to be programmed through the SHOPP and possibly the STIP. The suballocated portion would continue to be programmed through the state RSTP. The RSTP apportionments would become slightly more complex, since many counties would receive separate apportionments for the small urban and rural areas rather than a single apportionment for the nonurbanized area.

Options for Bridge Program Funding

Under MAP-21, each state is required to set aside from its STP apportionment each year an amount equal to at least 15% of its 2009 HBP apportionment for “off-system” bridges, i.e., bridges not on the federal aid primary (FAP) and federal aid secondary (FAS) systems as they were defined before 1991. For California, this minimum is \$64,388,495 (FHWA Notice 4510.758). This parallels the requirement under SAFETEA-LU and prior federal law that at least 15% of a state’s Highway Bridge Program (HBP) apportionment be expended on off-system bridges. These funds have been administered by Caltrans as part of the Local Assistance Bridge program.

MAP-21 also discontinues the federal Bridge program and makes bridges on the expanded NHS system, including local primary arterials, eligible for National Highway Performance Program (NHPP) funding. That leaves the funding of non-NHS on-system bridges, state and local, to the STP.

The end of the federal HBP demands a revision to the state Bridge Reconstruction and Replacement Act. Among the options for on-system bridges are the following:

- Maintain the existing state program structure as much as possible. This would require funding from multiple federal funding sources. Only bridges on the expanded NHS system would qualify for NHPP. Others would require funding from the STP. Off-system bridges would be funded from the designated set-aside in STP. State highway bridges would continue to be programmed through the SHOPP, supported by funding from the NHPP and STP. With MAP-21’s termination of the federal HBP, state law would need amendment to specify a new statutory basis for determining the source and amount of federal funding to be devoted to the Local Assistance bridge program.
- Expand the SHOPP to include projects on local NHS bridges. Continue the existing Local Assistance program to include only bridges that are not on the NHS system.
- Expand the SHOPP to include all local on-system bridges.
- Limit the Local Assistance program to local NHS bridges. Leave funding responsibility for non-NHS bridges to local agencies, with eligibility for RSTP, STIP, or local funding.

Eligible Costs, STP

STP funding may be used only for a project that is in any one of 26 categories listed in US Code Section 133(b), as amended by MAP-21. The list of categories is long and includes nearly any highway or transit infrastructure project, including categories also eligible under other federal programs. Among the new categories added by MAP-21 are:

- Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors, and inspection and evaluation of other highway assets.
- Projects and strategies designed to support congestion pricing.
- Recreational trails projects eligible under the Recreational Trails program.
- Construction of ferry boats and ferry terminal facilities.
- Border infrastructure projects eligible under the former SAFETEA-LU program.
- Truck parking facilities.
- Development and implementation of a State asset management plan for the National Highway System.
- A port terminal project for surface transportation infrastructure modifications necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.

The Safe Routes to Schools program is not one of the eligible categories, meaning that SRTS noninfrastructure projects would not qualify, though infrastructure projects for bicycles and pedestrians would. Noninfrastructure projects would qualify only through an SRTS program set-aside from the Transportation Alternatives Program (TAP).

Also not eligible are projects that would have qualified as “transportation enhancements” under SAFETEA-LU but are not included in the new definition of “transportation alternatives.”

Generally, STP funds may not be expended on roads functionally classified as local or rural minor collectors. Exceptions include off-system bridges and up to 15% of the STP funds that are suballocated for rural areas (under 5,000 population).

STP Suballocation

MAP-21 provides that 50% of the state’s STP apportionment shall be divided into 24 suballocations by population, including one suballocation for each of California’s 22 urbanized areas with a population over 200,000, one suballocation for all urban areas with a population over 5,000 up to 200,000, and one suballocation for the rural remainder of the state. The other 50% of the STP apportionment is available for expenditure anywhere in the state. The set-aside of at least \$64.8 million for off-system bridges comes from the 50% available for expenditure anywhere.

Funds suballocated to an area must be expended only within that area except that funds suballocated to a large urbanized area may be expended anywhere within the MPO area.

State Options for STP Suballocations

Existing state law establishes the state regional surface transportation program (RSTP) with the federal STP suballocations. Among the options available under MAP-21 are the following:

- Continue the RSTP program without change. At a minimum, state law should be amended to update references to the STP suballocations in federal law. Many counties would receive one more apportionment, recognizing the division of the SAFETEA-LU nonurbanized suballocation into two suballocations, one for small urban areas and the other for rural areas. There may need to be a procedure to approve and monitor the use of rural suballocations for local or rural minor collectors.
- Augment the RSTP program using some of the state STP apportionment that is not subject to suballocation. This would require a change in state law to specify the size of the augmentation or to specify how and on what basis the size of the augmentation would be determined. It would also mean that each MPO and county would receive one more apportionment, identified as available anywhere in the MPO area or county.
- Repeal the RSTP. All STP funding would then be programmed through the SHOPP or through the STIP, subject to STIP shares. The CTC would be required to program the federal STP suballocations for projects in the respective areas. Urbanized area projects would be selected by the MPOs through their RTIPs. Though this would be a radical change, it would be permissible under federal law.

November 14, 2012

DRAFT
for discussion purposes

MAP-21 Fact Sheet

Highway Safety Improvement Program (HSIP)

Summary

The Highway Safety Improvement Program (HSIP) under MAP-21 is a continuation, modification and expansion of the HSIP that was enacted in SAFETEA-LU. The size of the state's HSIP apportionment is increased by about 40%, from \$146 million under SAFETEA-LU in FY 2012 to \$204 million under MAP-21 in FY 2013. With this increase in funding, MAP-21 provides increased flexibility and an increased emphasis on safety data collection and analysis, data-driven project selection, and state responsibility for measuring and improving safety performance on all public roads, including local and tribal roads. The HSIP, like the National Highway Performance Program (NHPP), is more than a funding program.

MAP-21 discontinues the separate set-asides for the Railway-Highway Crossing program and the High Risk Rural Roads program, making projects in both categories eligible for the larger HSIP.

Existing State Law

State implementation of federal HSIP funding is governed by the state Federal Aid for Highway Safety Improvement Act (Section 2330 et seq., Streets and Highways Code). That law authorizes the California Transportation Commission, Caltrans, and regional and local agencies to do all things necessary to secure federal HSIP funds. It further specifies the Legislature's intent that the Commission allocate federal HSIP funds "in approximately equal amounts between state highways and local roads."

HSIP funds expended on state highways are programmed through the State Highway Operation and Protection Program (SHOPP), with Caltrans identifying safety needs and projects. For local roads, Caltrans administers a Safety Local Assistance program under which Caltrans receives project proposals submitted by local agencies based on their own identification of needs and projects.

Eligibility, HSIP

The stated purpose of the HSIP is "to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands." To be eligible for HSIP funding, each state must have a program under which it (1) develops and implements a Strategic Highway Safety Plan (SHSP) that identifies and analyzes highway safety problems and opportunities, (2) produces a program of projects or strategies to reduce identified safety problems, and (3) evaluates the SHSP on a regular basis.

As part of its program, the state must have a safety data system with the ability to identify problems and analyze countermeasures. MAP-21 adds language specifying that this data system shall, among other things, "improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data on all public roads, including non-State-owned public roads and roads on tribal land." New language in MAP-21 further specifies that the state shall use the data system analysis to identify the number of fatalities and serious injuries on all public roads by location in the state; identify highway safety improvement projects on the basis of crash experience, crash potential, crash rate, or other data-supported means; and consider which projects maximize opportunities to advance safety.

Project eligibility for HSIP funding includes the following:

- Any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail. “Highway safety improvement project” is defined to include “strategies, activities, and projects” that are consistent with the state’s SHSP and correct or improve a hazardous road location or feature or address a highway safety problem. This definition was broadened by MAP-21 to include strategies and activities as well as infrastructure projects. Under SAFETEA-LU, eligibility was limited to projects that fell within a list of eligible categories. MAP-21 retains and expands that list of categories and adds that the list is not all-inclusive.
- Any project to maintain minimum levels of retroreflectivity with respect to a public road, without regard to whether the project is included in an applicable SHSP. This was added by MAP-21.

A special provision adds that if a state’s fatality rate on rural roads increases over the most recent 2-year period, the state must obligate at least twice the amount state received in FY 2009 for high risk rural roads under SAFETEA-LU. For California, the 2009 set-aside for high risk rural roads was \$8,781,564 (FHWA Notice 4510.742).

State Performance Measurements and Targets, HSIP

In a new statement of national transportation goals (23 US Code Section 150), MAP-21 sets a safety goal “to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.” Not later than April 1, 2014, the DOT Secretary is required to adopt a rulemaking establishing measures for the states to use to assess:

- serious injuries and fatalities per vehicle mile traveled, and
- the number of serious injuries and fatalities.

Not later than one year after the final rule is adopted, each state must set performance targets that reflect these measures. As appropriate, the state may provide for different performance targets for urbanized and rural areas.

Not later than October 1, 2016, and every two years thereafter, each state shall submit to the DOT Secretary a report that describes the state’s progress in achieving its HSIP performance targets. If the Secretary determines that a state has not met the targets two years after they are set, the state is required:

- to obligate annually an amount equal to its full HSIP apportionment only for highway safety improvement projects; and
- submit annually to the Secretary an implementation plan that describes how the state will meet the targets, including how projects are identified and how HSIP funds will be allocated.

State Options for HSIP Funding

However the state selects and programs HSIP funding, there will be a need for the state to expand its data gathering and analysis and to unify the collection and analysis of safety data for state highways and local roads. Options for HSIP funding and programming may include:

- Maintain the status quo. Project funding would be split about equally between state highways and local roads. Funding for state highways would be programmed through the SHOPP, and funding for local road safety projects would be funded through the existing Local Assistance

program. In each case, some provision should be made to allow for the use of HSIP funding for noninfrastructure projects that are consistent with the SHSP and will be effective in improving highway safety.

- Maintain the existing state programming structure while establishing a new basis and methodology for determining the appropriate split of funding between state highways and local roads. The methodology could reflect the needs and opportunities identified through the SHSP and the new statewide safety data system.
- Create a unified project selection and programming process, under which Caltrans selects HSIP projects on both state highways and local roads using the same data system and criteria. This would require a different kind of partnership between the state and the agencies that own and implement projects on local roads. Under this option, projects might still be programmed separately under the SHOPP and Local Assistance programs for administrative purposes. Alternatives would be to incorporate all projects into the SHOPP approved by the CTC or to establish a new program for both state and local projects administered by Caltrans.

Safe Routes to Schools

Caltrans has suggested that the Safe Routes to Schools program might be funded in part from STP (for noninfrastructure projects) and in part from the HSIP (for infrastructure projects). It is important, however, to draw a distinction between the Safe Routes to Schools program, as defined in SAFETEA-LU and implemented in state law, and individual projects designed to provide safer routes to schools.

The distinction is important. There is no authority in state law for a federally funded Safe Routes to Schools program except with federal funds that are designated for the federally-defined Safe Routes to Schools program (Section 2333.5, Streets and Highways Code). The federal Safe Routes to Schools program is defined in Section 1404 of SAFETEA-LU, with specific eligibility requirements and limitations. Under MAP-21, funding for the Safe Routes to Schools program is authorized only as a state option under the Transportation Alternatives Program (TAP).

Individual projects that would provide safer routes to schools may be funded under other federal programs where they meet the criteria for those other programs. However, under existing law, they would be programmed as those other sources are programmed and not under the state program created by Section 2333.5.

November 14, 2012

DRAFT
for discussion purposes

MAP-21 Fact Sheet
Transportation Alternatives Program (TAP)

Summary

The Transportation Alternatives Program (TAP) is a new federal funding program established under MAP-21 that replaces and incorporates three discontinued programs: Transportation Enhancement (TE), Safe Routes to Schools (SRTS), and the Recreational Trails Program (RTP).

Existing State Law

Under general state programming law (Section 163, Streets and Highways Code), federal TE funding has been programmed through the State Transportation Improvement Program (STIP). The state law applying to federal TE funding (Section 2370 et seq., Streets and Highways Code) requires Caltrans and regional agencies to develop TE project selection criteria giving priority to project sponsors that partner with or employ the services of the California Conservation Corps or a community conservations corp. It also requires the California Transportation Commission to encourage the allocation of funds to such projects through its STIP guidelines.

Under the state law applying to Safe Routes to Schools (Section 2333.5), there are two separate but related programs, one funded from state funds and the other from federal funds. Each of them is administered by Caltrans, subject to allocation by the CTC, as a Local Assistance competitive grant program. Under the state law, the amount of federal funding designated for SRTS is “any federal funding received by the state that is designated for ‘Safe Routes to School’ projects pursuant to Section 1404 of SAFETEA-LU or any similar program funded through a subsequent transportation act.”

MAP-21 did not amend Section 1404, though it altered the program’s funding mechanism. Under SAFETEA-LU, a specific amount was apportioned to each state for the SRTS program. Under MAP-21, there are no apportionments designated for SRTS. Instead, each state has the option of deciding what portion of its TAP apportionment, if any, will be made available for the SRTS program.

The state law applying to the Recreational Trails Program (RTP) is the California Recreational Trails Act (Section 5070 et seq., Public Resources Code), which designates the Department of Parks and Recreation as the administering agency and directs that the federal funds be deposited in the Recreational Trails Fund, outside the purview of Caltrans or the CTC. The applicable federal law (23 US Code Section 206, unchanged by MAP-21) allows a minimum of 30% and a maximum of 70% of RTP funds to be spent on nonmotorized recreational trails. The state law specifies that the maximum 70% shall be available only for nonmotorized trails, with at least half of that amount available to local agencies and nonprofit organizations.

The state also has an option for funding the Recreational Trails Program, though MAP-21 makes it an all-or-nothing choice. Unless the state chooses to opt out at least 30 days prior to the beginning of each fiscal year, an amount of its TAP apportionment equal to its FY 2009 Recreational Trails apportionment is set aside for the RTP. That amount for California is \$5,756,189 (FHWA Notice N4510.742).

Unless there is an amendment of existing state law, the annual set-aside for Recreational Trails will remain, the federal SRTS program will receive no funding, and the remaining TAP funding will be subject to programming through the STIP.

Eligible Costs, TAP

Eligibility for TAP funding includes the following:

- The set-aside for the Recreational Trails Program, unless the state opts out.
- A set-aside for the Safe Routes to Schools Program, if the state chooses.
- “Roadways largely in the right-of-way for former Interstate System routes or other divided highways.” This category appears not to apply in California.
- “Transportation alternatives,” as defined in MAP-21.

The MAP-21 definition of transportation alternatives includes:

- Trail facilities for nonmotorized transportation, whether on-road or off-road, including projects to achieve Americans with Disabilities Act (ADA) compliance.
- Infrastructure-related projects to provide safe routes for non-drivers, including children, older adults, and individuals with disabilities, to access daily needs.
- Conversion and use of abandoned railroad corridors for nonmotorized transportation.
- Turnouts, overlooks, and viewing areas.
- Community improvement activities, including control of outdoor advertising, rehabilitation of historic transportation facilities, vegetation management in transportation rights-of-way, and archaeological activities related to transportation project implementation.
- Environmental mitigation activity to address stormwater control and water pollution prevention due to construction or highway runoff or to reduce vehicle-caused wildlife mortality or maintain connectivity of wildlife habitat.

These are generally the same as “transportation enhancements” under SAFETEA-LU, but do not include:

- Safety and educational activities for pedestrians and bicyclists.
- Acquisition of scenic easements and scenic or historic sights.
- Scenic or historic highway programs.
- Historic preservation unrelated to historic transportation facilities.
- Operation of historic transportation facilities.
- Archaeological planning and research, other than as highway project mitigation.
- Transportation museums.

Eligible entities for TAP projects include:

- Local governments.
- Regional transportation authorities and transit agencies.
- Natural resource and public land agencies.
- School districts or schools.
- Tribal governments.
- Other local or regional governments with responsibility for transportation or recreational trails that the state determines to be eligible (other than an MPO or State agency).

TAP Suballocation

MAP-21 provides that 50% of the state’s TAP apportionment shall be divided into 24 suballocations by population, including one suballocation for each of California’s 22 urbanized areas with a population

over 200,000, one suballocation for all urban areas with a population between 5,000 and 200,000, and one suballocation for the rural remainder of the state. The other 50% of the TAP apportionment is available for expenditure anywhere in the state.

Although it is not clear from MAP-21 itself, FHWA has issued guidance stating that the 50% suballocation is to be applied after the set-aside for the Recreational Trails Program and before any set-aside for Safe Routes to Schools.

Funds suballocated to an area must be expended only within that area except that funds suballocated to a large urbanized area may be expended anywhere within the MPO area.

MAP-21 requires that the MPO shall select the projects to be funded from its suballocation(s), in consultation with the State. It also requires each state and MPO to develop a competitive project selection process.

Options for Federal Safe Routes to Schools Funding

The elimination of the designated apportionment for federal Safe Routes to Schools funding means that the SRTS funding level depends on state law. Without an amendment of the state law, there is no basis for continuing a separate SRTS program with any specific level of funding. Options that might be considered include the following:

- Maintain the existing state Local Assistance program for Safe Routes to Schools from federal TAP funds. This would require state law to designate a specific amount, designate that an amount will be determined in the annual state budget act, or define some other means of calculating or approving the level of SRTS federal funding. The amount designated for SRTS would come from the 50% of TAP that is not suballocated under MAP-21. A variation on this option is that state law could direct that the portion of TAP dedicated to SRTS be backfilled by a transfer from STP or another federal program to TAP.
- Discontinue funding for the stand-alone SRTS program. The funding would then be retained for the broader TAP program. Infrastructure projects to provide safe routes to schools would be eligible for funding under the TAP program or from other programs. Non-infrastructure projects aimed at safety awareness may qualify for HSIP funding if consistent with the State Highway Safety Plan. Other non-infrastructure projects designed to create public awareness and encourage walking and bicycling to school would no longer be eligible for federal funding. Under the stand-alone SRTS program as defined in SAFETEA-LU and state law, non-infrastructure projects are eligible for and must receive 10% to 30% of the designated SRTS apportionment.

State Options for TAP Generally

State law will determine how projects are selected for TAP funding. Among the options are the following:

- Create a new Local Assistance program for the TAP with 25 separate competitive selection processes: one for each of the 22 large urbanized area suballocations and one each for the small urban areas, for the rural areas, and for the balance available anywhere in the state. One variation on this might be to consolidate and reduce the number of MPO processes, so that there is one each for MTC, SCAG, and SACOG and one each for the six one-county MPOs (San Diego, Kern, Fresno, Stanislaus, San Joaquin, and Tulare). The Caltrans selection processes might also be combined administratively while observing the area suballocations.

- Create a new Local Assistance program with a unified state selection process under which MPOs first make selections for funding within their suballocations and forward them to the state with further nominations for funding from state 50%.
- Create a new Local Assistance program under which the state suballocates a proportionate share of its 50% to the MPOs and the state selection process is limited to areas outside large urbanized areas.
- Continue programming TAP funding through the STIP, as has been done with TE. TAP funding would be included in the base for calculating STIP shares, and the CTC would need to observe the federal suballocations as TAP programming minimums. MPO project selections would be included in RTIPs. The STIP guidelines, and perhaps statutes, would need to provide a means to assure the access of all “eligible entities” outside the large urbanized areas to the state programming process.

Under the STIP option, programming would be for the STIP multiyear period. Under any of the Local Assistance options, state law could define the programming as either multiyear programming incorporated into the federal TIP or as an annual selection process.

Defining Suballocations

Under any state option, there remains a question of interpretation regarding the suballocations to MPOs for large urbanized areas. This may need to be resolved in state law if it is not resolved through further federal guidance. Is the suballocation to an MPO based on the population within its large urbanized area(s) or on the population of the entire area of the MPO, including the population of any small urban or rural areas within its bounds? If it is the latter, then the calculation of the state’s suballocations for small urban and rural areas would not include the populations of small urban and rural areas within MPO boundaries. This would affect eligibility under the state selection process.

The suballocation language in paragraph (c)(1)(A) of 23 US Code 213, as amended by MAP-21, says that the suballocations are made to each urbanized area over 200,000 population, based on the population of the urbanized area, not the MPO area. Paragraph (c)(2) goes on to say that “funds attributed to an urbanized area” may be obligated anywhere within the “metropolitan area ... that encompasses the urbanized area.” On the other hand, paragraph (c)(5), describing project selection by MPOs, refers to funds “suballocated to a metropolitan planning area.”

A related question is whether the state may or should make further suballocations to individual counties, or to some of them, on a population basis. The issue is both whether this would be desirable from the state’s perspective and whether it would be consistent with the federal mandate that each state and MPO develop a “competitive process to allow eligible entities to submit projects for funding that achieve the objectives of” the TAP.

November 14, 2012

DRAFT
for discussion purposes

MAP-21 Fact Sheet

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Summary

The Congestion Mitigation and Air Quality Improvement (CMAQ) program under MAP-21 is a modification of the CMAQ program that was first enacted in the Intermodal Surface Transportation Assistance Act of 1991 (ISTEA). The CMAQ program has never been suballocated in federal law like the STP. However, state law has apportioned the state's CMAQ funds to regions and counties since the program was created.

The purpose of the program is to reduce congestion and improve air quality in areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and areas that were once out of compliance but have now met the standards (maintenance areas). Under federal law, CMAQ funding is available for projects anywhere within a nonattainment or maintenance area for any of the three pollutants. Under the state CMAQ program, however, funding is more limited.

The limitation in state law is based on the federal formula used to apportion CMAQ funding to the states prior to MAP-21. Federal CMAQ funds were distributed among the states on the basis of the total weighted populations of nonattainment and maintenance areas for ozone and carbon monoxide. Areas that were maintenance areas under the former one-hour standard for ozone (now replaced by an 8-hour standard) were eligible for federal funding but did not factor into the distribution formula. Though the federal law did not require the suballocation of CMAQ funds within the state, the state program apportioned the funds to each nonattainment area using the federal distribution formula.

Under MAP-21, the weighted population formula no longer exists. Instead, the national funding available for CMAQ is distributed among the states in proportion to each state's share of CMAQ funding in FY 2009. Under prior federal law, a state's share would rise or fall as population figures or nonattainment areas changed. Now the state shares are locked in as a percentage of the national total, regardless of population or area changes.

Other major changes in CMAQ made by MAP-21 are an increased emphasis on performance management and a call for priority to be given to areas with fine particulate matter (PM 2.5) pollution.

Existing State Law

The state law governing CMAQ (Section 182.7, Streets and Highways Code) generally apportions federal CMAQ funds to MPOs and regional transportation planning agencies "within the state in the manner and in accordance with the formula set forth in subsection (b)(2) of Section 104 of Title 23 of the United States Code." The reference is to the formula in federal law prior to MAP-21 to distribute CMAQ funding among the states. Under the formula, the population of a nonattainment area was multiplied by a factor for its degree of ozone pollution (1.0 for marginal, 1.1 for moderate, 1.2 for serious, and 1.3 for severe), with an additional multiplier of 1.2 if the area was also nonattainment for carbon monoxide. The federal formula was applied to areas according to their level of attainment or pollution at the time of apportionment and using the latest population estimates available from the federal Department of

Commerce. Now that the federal formula to which the state law refers has been removed in MAP-21, there is an issue as to how to apply or amend Section 182.7.

The use of the federal formula in Section 182.7 has precluded the use of CMAQ funding in some areas where federal funding would permit it:

- In areas that are one-hour ozone maintenance areas, i.e. areas that were once nonattainment areas and became maintenance areas when ozone standards were changed from a one-hour to an eight-hour basis. These areas include Santa Barbara County and the Monterey Bay Area (Monterey, San Benito, and Santa Cruz counties).
- In areas that are nonattainment for particulate matter (PM-10) though in attainment for ozone and carbon monoxide. These areas include portions of Inyo and Mono counties.
- In areas that are nonattainment for fine particulate matter (PM2.5), though in attainment for ozone and carbon monoxide. This includes Yuba City-Marysville (Yuba County and portions of Sutter County).

Section 182.7 includes various other provisions concerning the administration of CMAQ funding designed to insure the full and timely use of federal funds and compliance with federal law while maintaining the state formula distribution.

Without a change in state law, it is clear that federal CMAQ would continue to be distributed under the state program to the same MPOs and regional transportation agencies. It is not so clear how the formula would be applied or replaced. In the absence of an amendment to Section 182.7, the obvious and reasonable approach would be to freeze each area's share of the state total, as the state's share of the national total is frozen.

Eligible Costs, CMAQ

With one exception, CMAQ funding may be used only within a nonattainment or maintenance area for ozone, carbon monoxide, or particulate matter, as designated by the federal Environmental Protection Agency under the Clean Air Act. They may be used only for a project that is in any one of 8 categories listed in US Code Section 149(b), as amended by MAP-21. This list is essentially unchanged under MAP-21 and is directed at projects (including transit operating costs) that improve traffic flow and improve air quality. A project may not add highway capacity except for HOV facilities.

The one exception, added by MAP-21, is a provision to permit the use of CMAQ funds anywhere in the state for electric vehicle charging stations or natural gas fueling stations.

Priority for CMAQ Use to Reduce Fine Particulates

MAP-21 includes two new provisions relating to the use of CMAQ funding in areas designated as nonattainment or maintenance for fine particulates (PM2.5) under the Clean Air Act. In California, these areas include all or parts of 29 counties, including the South Coast Air Basin, San Francisco Bay Area, Chico, Yuba City-Marysville, Sacramento, San Joaquin Valley, and Imperial County.

The first provision is that, in these areas, the state and MPOs shall give priority in distributing CMAQ funds to "projects that are proven to reduce PM2.5, including diesel retrofits." One of these areas, Yuba City-Marysville, is not a nonattainment or maintenance area for ozone or carbon monoxide and therefore does not receive any apportionment under California state law.

The second provision will require further guidance from FHWA. It states that 25% of the CMAQ funds apportioned to each state that are based all or in part on the weighted population of these areas shall be used for “projects that reduce such fine particulate matter emissions in such area, including diesel retrofits.” The problem for interpretation is that, under MAP-21, CMAQ apportionments to the states are no longer based on weighted populations. Furthermore, the old federal distribution formula did not include all PM2.5 areas.

This provision also specifies that states and MPOs may use CMAQ funds to retrofit highway construction equipment and vehicles within a PM2.5 nonattainment or maintenance area.

State Performance Measurements and Targets, CMAQ

In a new statement of national transportation goals (23 US Code Section 150), MAP-21 sets a congestion goal “to achieve a significant reduction in congestion on the National Highway System.” Not later than April 1, 2014, the DOT Secretary is required to adopt a rulemaking establishing measures for the states to use to assess:

- traffic congestion, and
- on-road mobile source emissions.

Not later than one year after the final rule is adopted, each state must set performance targets that reflect these measures. As appropriate, the state may provide for different performance targets for urbanized and rural areas.

In a new provision added to the CMAQ program by MAP-21, each MPO for an area serving an area that has a population over 1,000,000 and that is eligible for CMAQ funding (i.e., SCAG, MTC, SANDAG, and SACOG) shall develop a performance plan to achieve emission and congestion reduction targets. That plan is to be updated every two years with assessment of progress under the prior plan toward achieving the air quality and traffic congestion targets in the prior plan.

State Options for the CMAQ Program

Changes to the federal CMAQ program made in MAP-21 demand corresponding changes in the state CMAQ law, Section 182.7 of the Streets and Highways Code. Options under MAP-21 include the following:

- Continue the state CMAQ program and its current apportionments to MPOs and regions with a minimum of change. State law could be amended to lock the formula distribution to the distribution for 2009, just as the distribution to states is locked in federal law. An alternative would be to specify the continued use of the old federal weighted population formula but with updated population and air quality data. If this alternative is followed, the legislation should specify the source of the data.
- Continue the state CMAQ program, updating the distribution formula to include all CMAQ-eligible nonattainment and maintenance areas in the state. This would add all or portions of Santa Barbara, Monterey, Santa Cruz, San Benito, Inyo, Mono, and Yuba counties, plus an added portion of Sutter County. These could be added in a weighted population formula with a weighting factor of 1.0 or perhaps less. Under this option, state law should specify the source of data to be used in the formula. Other weighting factors could also be considered, as for example for PM2.5 nonattainment.

Changes in the state law should also address the MAP-21 mandate for priority use of CMAQ funds in PM2.5 areas. Subject to further FHWA guidance, the state could designate that for each area receiving a state apportionment, 25% of the apportionment that is for areas that are nonattainment for PM2.5 could be obligated only for projects that reduce PM2.5. This could be done under either of the distribution options described above.

Another provision that might be considered is to amend the state law to permit a set-aside from the CMAQ program that Caltrans or another agency could use to implement a program for electric vehicle charging stations or natural gas vehicle refueling stations. Such a set-aside could be used anywhere in the state, without regard to regional apportionments.

Federal Lands and Tribal Transportation Programs [1119]

MAP-21 continues to acknowledge the importance of access to federal and tribal lands.

Recognizing the need for all public Federal and tribal transportation facilities to be treated under uniform policies similar to the policies that apply to Federal-aid highways and other public transportation facilities, MAP-21 creates a unified program for Federal lands transportation facilities, Federal lands access transportation facilities, and tribal transportation facilities.

- The *Federal Lands Transportation Program* provides \$300 million annually for projects that improve access within the Federal estate, such as national forests and national recreation areas, on infrastructure owned by the Federal government. This program combines the former Park Roads and Refuge Roads programs, and adds three new Federal land management agency (FLMA) partners. A portion of the funds will support traditional partner agencies at current funding levels, with new partners competing for a modest portion. All FLMA partners will administer the program using a new performance management model.
- The *Federal Lands Access Program* provides \$250 million annually for projects that improve access to the Federal estate on infrastructure owned by States and local governments. Replacing and expanding the Forest Highways program, projects providing access to any Federal lands are eligible for this new comprehensive program. Funds are distributed by formula based on recreational visitation, Federal land area, Federal public road mileage, and the number of Federal public bridges. Eighty percent of funds go to States with large areas of public land. States are required to provide a non-Federal match for program funds (which has not been the case historically for Federal lands highway funding). Programming decisions will be made locally using a tri-party model in each State comprised of representatives from FHWA, State DOT, and local government, in consultation with applicable FLMA's.
- The *Tribal Transportation Program* provides \$450 million annually for projects that improve access to and within Tribal lands. This program generally continues the existing Indian Reservation Roads program, while adding new set asides for tribal bridge projects (in lieu of the existing Indian Reservation Road Bridge program) and tribal safety projects. It continues to provide set asides for program management and oversight and tribal transportation planning. A new statutory formula for distributing funds among tribes, based on tribal population, road mileage, and average funding under SAFETEA-LU, plus an equity provision, is to be phased in over a 4 year period.

MAP-21 also authorizes the *Tribal High Priority Projects Program*, a discretionary program modeled on an earlier program that was funded by set-aside from the Indian Reservation Roads Program. MAP-21 provides \$30 million per year from the General fund (subject to appropriation) for this new program. [1123]

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LTC Staff Report

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

DATE: February 11, 2013

FROM: Gerry Le Francois, Principal Planner

SUBJECT: 2014 Regional Transportation Improvement Program (RTIP) considerations

RECOMMENDATIONS

Informational item and provide any desired direction to staff

FISCAL IMPLICATIONS

The Regional Transportation Improvement Program (RTIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources (MAP-21). RTIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal by December 15th (odd years). Public hearings are held in January (even years) in both northern and southern California and the 58 county RTIPs become the State Transportation Improvement Program (STIP).

ENVIRONMENTAL COMPLIANCE

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

RTP / RTIP CONSISTENCY

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

DISCUSSION

At your February 11, meeting, staff will give a general overview to the Commission on the RTIP process. The Local Transportation Commission nominates projects for inclusion in the RTIP. Once projects are programmed, agencies may begin the project implementation process.

It is unknown what funding may or may not be available for programming in the 2014 RTIP. Issues and considerations to think about for the 2014 RTIP:

- Regional commitments to the existing MOU projects,
- Projects on the state highway system,
- Local road rehabilitation projects – existing projects and/or new projects,
- Reserves of old Transportation Enhancements (TE) and
- MAP-21 implementation.

Staff has worked on a development process for including projects in future programming cycles and will discuss these items at your February meeting.

ATTACHMENTS:

- Current and Past MOU projects
- Current 2012 RTIP
- LTC Development Process
- Tradition STIP funding chart

Current and Past MOU projects or Projects partially funded by Mono County LTC		
Current Projects	Location/Route	MOU
Freeman Gulch 1, 2, & 3	Kern Co. / SR 14	yes
Olancha/Cartago	Inyo Co. / 395	yes
Highway 395 improvements (north segment to SR 58)	San Bernardino / 395	yes (only for environmental & planning approval)
Past Projects		
North Mojave expressway	Kern Co. / SR 14	yes
Highpoint Curve correction	Mono Co. / 395	yes – but moved to SHOPP
Black Rock four lane	Inyo Co. / 395	no - \$3.5m for construction
Independence/Manzanar	Inyo Co. / 395	no - \$2.2m

2012 SUMMARY OF STIP COUNTY SHARES

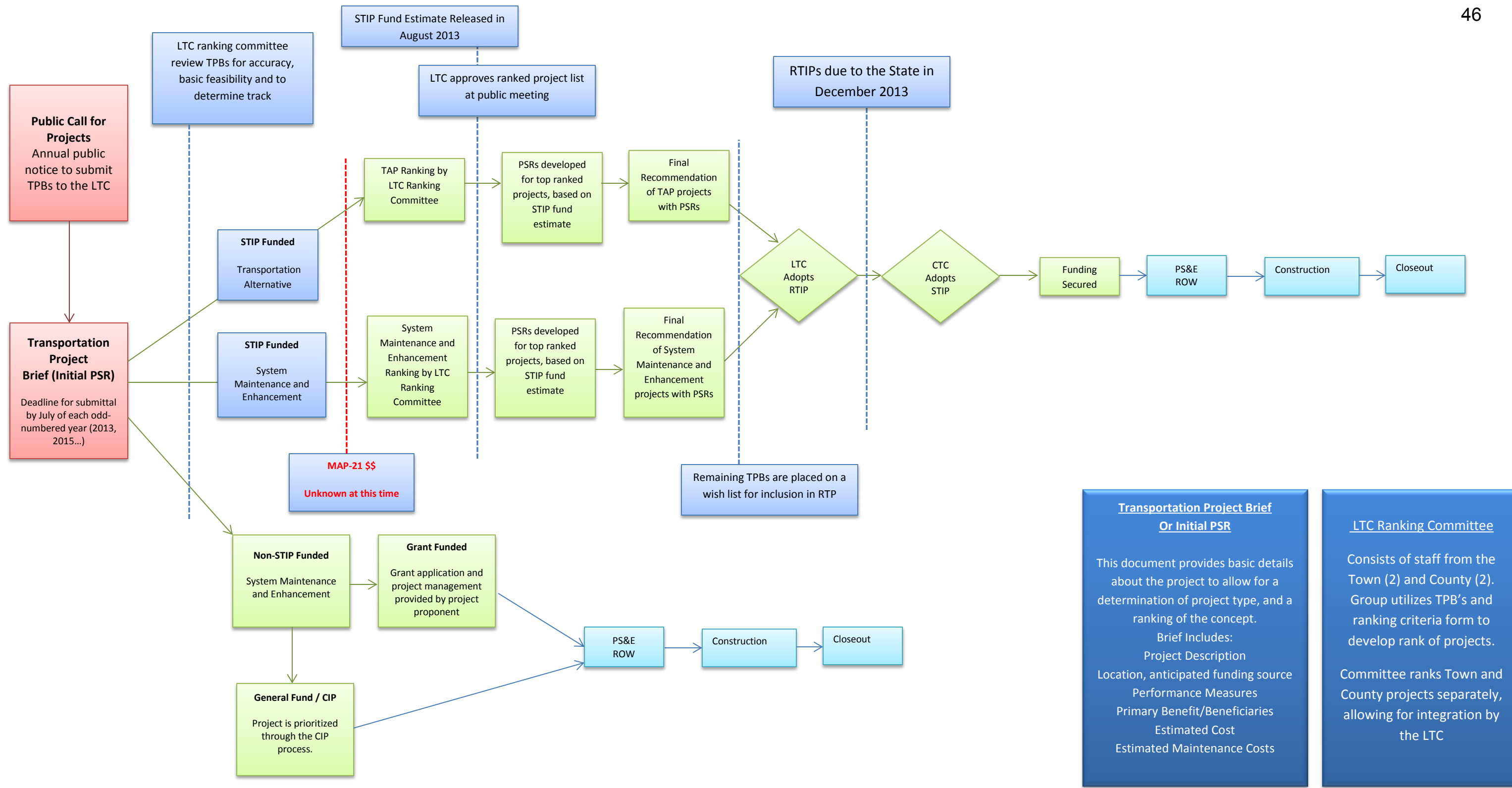
Does Not Include ITIP Interregional Share Funding (See Separate Listing)

(\$1,000's)

Total County Share, June 30, 2011 (from 2011 Report)	37,801
Adjustment for 2009-10 and 2010-11 lapses	448
Less 2010-11 Allocations and closed projects	(2,161)
Less Projects Lapsed, July 1, 2011-June 30, 2012	0
2012 STIP Fund Estimate Formula Distribution	6,011
Total County Share, June 30, 2012	42,099

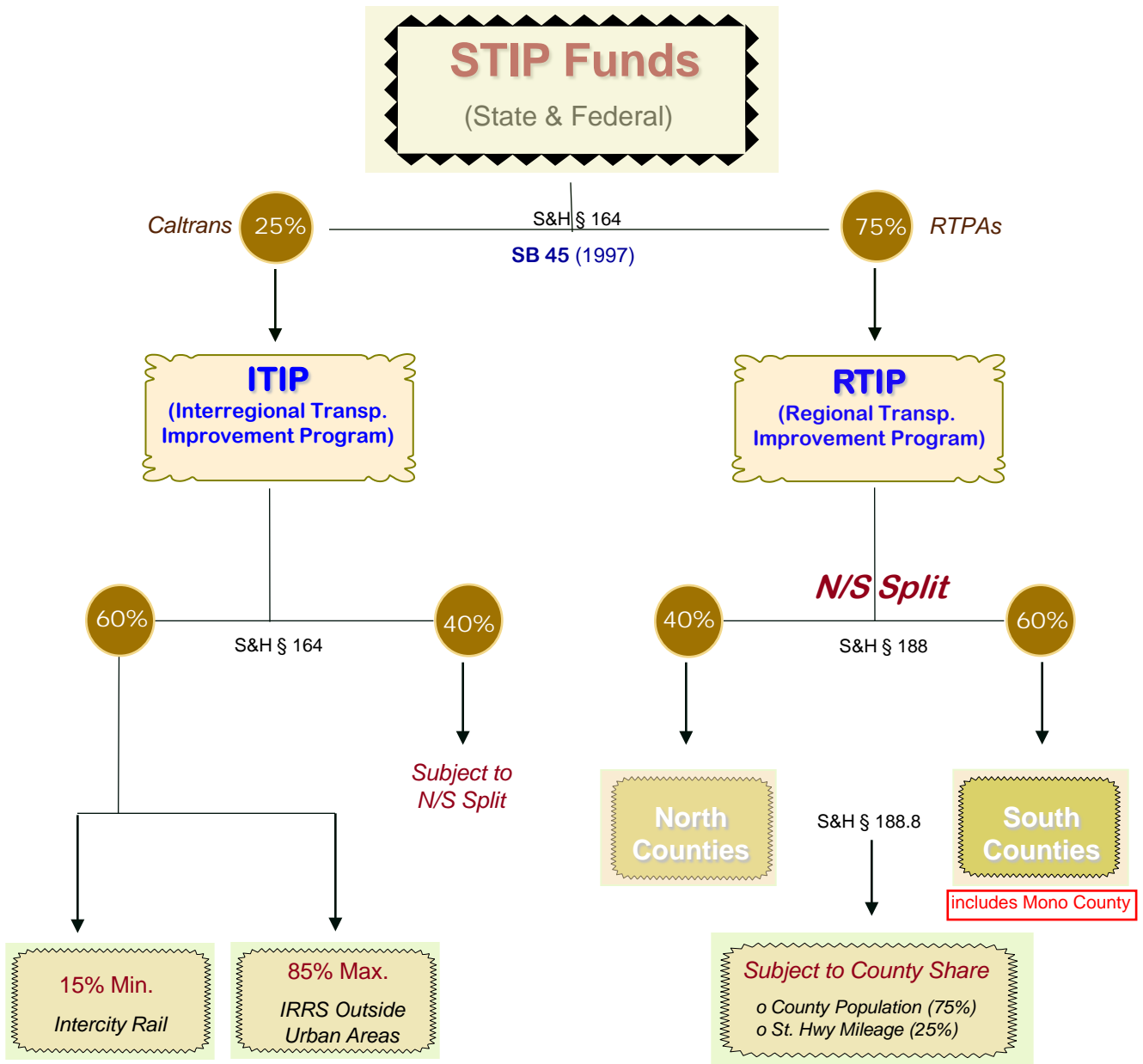
Mono

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component						
								Prior	12-13	13-14	14-15	15-16	16-17	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
Mono County	loc	2021	Bridgeport local street rehab, 15 locs		May-11	Aug-11	130	130	0	0	0	0	0	0	0	0	130	0	0
Mammoth Lakes	loc	2512	Airport Access Rd, new		Jun-11	Aug-11	203	203	0	0	0	0	0	0	103	0	0	100	0
Mono County	loc	2558	Lee Vining streets rehab		Jun-11	Aug-11	223	223	0	0	0	0	0	0	37	0	0	186	0
Mono LTC		2003	Planning, programming, and monitoring			Jun-12	250	250	0	0	0	0	0	0	0	250	0	0	0
Mono County	loc	2021	Bridgeport local st rehab, 15 locs (ext 5-11)(cost incr)	Jun-12		Jun-12	2,119	2,119	0	0	0	0	0	0	0	2,119	0	0	0
Mono County	loc	2558	Lee Vining streets rehab (cost incr)			Jun-12	2,047	2,047	0	0	0	0	0	0	0	2,047	0	0	0
Mono County	loc	2561	June Lake streets rehab			Jun-12	37	37	0	0	0	0	0	0	0	0	37	0	0
Mono County	loc	2563	Chalfant streets rehab			Jun-12	65	65	0	0	0	0	0	0	0	0	0	65	0
Caltrans	14	8042A	Kern, Freeman Gulch widening, Seg 1 (RIP 10%)				4,489	0	250	0	1,130	0	3,109	950	2,799	0	250	180	310
Caltrans	14	8042B	Kern, Freeman Gulch widening, Seg 2 (RIP 30%)				3,258	0	0	0	0	0	975	2,283	1,653	0	0	975	630
Caltrans	395	170	Olanca-Cartago 4-lane expressway (RIP 10%)				2,855	687	513	0	1,655	0	0	1,352	0	687	513	303	
Caltrans	395	260B	SBd, Rt 15-Farmington, widen (RIP)				2,000	2,000	0	0	0	0	0	0	0	2,000	0	0	
Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)				310	310	0	0	0	0	0	0	0	310	0	0	
Mammoth Lakes	loc	2546	Canyon Blvd, Forest Trail-Hillside Dr, rehab				3,685	0	3,685	0	0	0	0	0	0	3,650	0	35	
Mono County	loc	2561	June Lake streets rehab				3,657	0	302	3,355	0	0	0	60	3,355	0	242	0	
Mono County	loc	2563	Chalfant streets rehab				1,419	0	0	1,419	0	0	0	0	1,419	0	0	0	
Mammoth Lakes	loc	2595	Meridian Roundabout and signal relocation				2,645	0	0	35	0	2,610	0	0	2,610	0	35	0	
Mono LTC		2003	Planning, programming, and monitoring				720	0	130	130	130	130	200	0	720	0	0	0	
Subtotal, Highway Projects							30,112	8,071	4,880	4,939	2,915	3,715	5,592	4,155	18,969	3,034	2,531	1,113	310
Rail and Transit Projects:																			
Mono LTC	bus	2566	8 replacement buses, E Sierra Transit Authority			Jun-12	148	148	0	0	0	0	0	0	148	0	0	0	
Mono LTC	bus	2566	8 replacement buses, E Sierra Transit Authority				270	0	90	90	90	0	0	0	270	0	0	0	
Subtotal, Rail & Transit Projects							418	148	90	90	90	0	0	0	418	0	0	0	0
Transportation Enhancement (TE) Projects:																			
Mono County	te	2523	School Street plaza, Bridgeport, rehab (ext 5-11)	Jun-12		May-12	225	225	0	0	0	0	0	0	225	0	0	0	
Mammoth Lakes	te	2596	Waterford Ave gap closure				1,122	0	35	90	997	0	0	0	997	35	90	0	
Mammoth Lakes	te	2597	Mammoth Creek gap closure				829	0	69	0	243	0	517	204	517	69	39	0	
Mono LTC	res	2516	TE Reserve				954	0	0	0	0	59	895	0	954	0	0	0	
Subtotal TE Projects							3,130	225	104	90	1,240	59	1,412	204	2,693	104	129	0	0
Total Programmed or Voted since July 1, 2011							33,660												
Balance of STIP County Share, Mono																			
							Total County Share, June 30, 2012												42,099
							Total Now Programmed or Voted Since July 1, 2011												33,660
							Unprogrammed Share Balance												8,439
							Share Balance Advanced or Overdrawn												0



STIP Fund Allocation

State/Region, North/South Splits & County Shares





Date: February 11, 2013

STAFF REPORT

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

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

It is recommended that the Commission program by resolution the Federal Fiscal Year 2013 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$93,323 in federal funds and authorize the Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Mono County.

BACKGROUND:

Federal Transit Administration Section 5311 funds are apportioned annually to each county to be used only for public transportation projects in non-urbanized areas. Section 5311 funds may be used for capital, operating or administrative assistance to state or local agencies that are operators of public transportation services. For the Federal Fiscal Year 2013, Mono County was apportioned \$93,323.

It is the responsibility of the local transportation planning agency to program projects for these funds and submit a program of projects (POP) to their Caltrans DTR prior to March 15, 2013. The POP identifies the subrecipient that will apply for the 5311 funds and carry out the identified projects.

Historically, these funds have been programmed to Eastern Sierra Transit Authority to assist in the operational costs of the overall Mono County transit system. FTA Section 5311 funds will be incorporated into ESTA's 2013/14 budget.

Eastern Sierra Transit Authority is seeking approval by Resolution the Federal Fiscal Year 2013 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$93,323 in Federal funds and authorize the Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Mono County.

RESOLUTION NO. R13-02

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION, STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE SUBMISSION OF FEDERAL TRANSIT ADMINISTRATION SECTION 5311 APPORTIONMENT GRANT WITH EASTERN SIERRA TRANSIT AUTHORITY AS THE SUBRECIPIENT OF THE \$93,323; AND AUTHORIZE THE EXECUTIVE DIRECTOR TO SIGN ALL REQUIRED CERTIFICATIONS AND ASSURANCES.

WHEREAS, Eastern Sierra Transit Authority is the recognized public transportation operator in Mono County and therefore receives State and Federal funds to operate and provide public transportation services in and for Mono County; and

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Mono County Local Transportation Commission hereby approves the submission of a Federal Transit Administration Section 5311 Apportionment Grant with Eastern Sierra Transit Authority as the subrecipient of the \$93,323; and authorize the Executive Director to sign all required Certifications and Assurances.

PASSED AND ADOPTED THIS 11th DAY OF FEBRUARY, 2013,

BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

Chair
Local Transportation Commission

ATTEST:

C.D. Ritter, LTC Secretary

CALIFORNIA DEPARTMENT OF TRANSPORTATION DIVISION OF MASS TRANSPORTATION



CALIFORNIA DEPARTMENT OF TRANSPORTATION

Rural Transi

t and

Intercity Bus Branch

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5311 REGIONAL PROGRAM OF PROJECTS (*POP) (Regular 5311 and Job Access Reverse Commute - JARC 5311)

FEDERAL FISCAL YEAR 2013



Operating Applications and Capital Applications are due to DTR by April 5, 2013. However, if there are issues meeting the deadlines, please notify your DTR and HQ liaison as soon as possible. In order to submit the grant request to FTA, all supporting documents must be submitted to the DMT by **April 15, 2013.**

Regional Program of Projects (POP) receives final approval from Department of Transportation's Division of Mass Transportation (DMT). The DTR will notify the subrecipient of approval of programming in this cycle.

County/Region: Mono District: 9
 Original Submission Date: 2/11/13 Revision No. _____ Revision Submission Date: _____

FEDERAL FISCAL YEAR 2013
Section 5311 Program of Projects (POP)
 Regular 5311 JARC 5311

(A) Available Funding:

	Carryover:	(+)	0	
<i>Estimated</i> Apportionment [FFY 2013]:		(+)	93,323	
(A) TOTAL FUNDS AVAILABLE:		=	93,323	

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

				<i>Federal Share</i>
	Part I. Operating Assistance - Total:	(+)	93,323	
	Part II. Capital - Total:	(+)	0	
	(B) Total [Programmed]:	(=)	93,323	

(C) Balance

				<i>Federal Share</i>
	(A) Total Funds Available:	(+)	93,323	
	(B) Total [Programmed]:	(-)	93,323	
	* Balance:	(=)	0	

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

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

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

*District
 vision
 ceive a*

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

FUNDING SUMMARY

				<i>Federal Share</i>
	(B) Regional Apportioned - Total [Programmed]:	(+)	93,323	
	(D) Flex Fund - Total:	(+)	0	
	GRAND TOTAL [Programmed]:	(=)	93,323	

Contact Person/Title: Jill Batchelder

Date: _____

Statewide Transportation Improvement Program (STIP) –

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

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

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

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

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

PART I. Regional Apportionment - Operating Assistance

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

Subrecipient	Project Description	Federal Share	Local Share (Excluding Toll Credit)	Toll Credit Amount	Net Project Cost	PROGRAM OF PROJECTS DOC YR	PROGRAMMED DATE OR AMENDMENT #
Eastern Sierra Transit Authority	Mono County Operating Assistance	93,323	534,039		627,362		
	Operating Assistance Funds Total	93,323	534,039		627,362		

PART II – CERTIFICATIONS AND ASSURANCES OF THE
REGIONAL AGENCY/TRANSPORTATION PLANNING AGENCY (TPA)

STATE OF CALIFORNIA

FTA SECTION 5311 PROJECT OPERATING ASSISTANCE APPLICATION

Name-Regional Agency/TPA: Mono County Local Transportation Commission
 Contact Person: Scott Burns Title: Executive Director
 Phone: 760-924-1807 E-Mail: sburns@mono.ca.gov
 Name of Subrecipient: Eastern Sierra Transit Authority
 Project Description: Mono County Operating Assistance

Project Amount and Fund Type

<i>Regional Apportionment 5311*</i>	<i>Flexible Fund CMAQ or STP**</i>	<i>Toll Credit***</i>	<i>In-kind Match***</i>
\$93,323	\$ %	\$	\$534,051

* Includes Section 5311 JARC eligible projects

** CMAQ projects may be equal up to 100% at the discretion of the Regional Planning Agency Certification per Part II.

*** Prior approval by Caltrans required

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

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

Check all that apply:

- Flexible Funded Projects Only - Please initiate the transfer of funds to **Grant CA-85-X00X**. (Following the transfer of flexible funds to the FTA, this agency agrees to comply with the applicable terms and conditions set forth in Title 49, U.S. Code, Chapter 53, "Mass Transportation", and the policies and procedures stated by the FTA relative to the above designated project.)
- Some combination of state, local, or private funding sources have been or will be committed to provide the required local share.
- The subrecipient has coordinated with other transportation providers and users in the region, including social service agencies capable of purchasing service.
- The amount requested does not exceed the Federal funds provided to this agency in the approved Federal TIP/Federal Statewide TIP(FSTIP)
- The regional agency/TPA has approved, by resolution, the programming of funds for this Project and Project has met all Statewide Transportation Improvement Program (STIP) requirements.

Certifying Representative:

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

(Please Print)

Name: Scott Burns Title: Executive Director

Signature: _____ Date: _____

(Original signature in BLUE ink)

Mono County Local Transportation Commission

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

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

Staff Report

February 11, 2012

TO: Mono County Local Transportation Commission

FROM: Wendy Sugimura, Mono County

SUBJECT: FY 12-13 California Transit Security Grant Program project approval

RECOMMENDATION: Approve Resolution R13-03 for the FY 2012-13 Transit System Safety, Security and Disaster Response Account Program, allocating \$14,188 to transit vehicle storage security fencing at ESTA's Mammoth Facility Expansion and authorizing the LTC Executive Director to sign assurances and other necessary grant documents.

FISCAL IMPLICATIONS: Provides funding for capital facility projects related to transit security. Funds must be expended by March 31, 2016.

ENVIRONMENTAL COMPLIANCE: Environmental review will be completed by the Town of Mammoth Lakes as part of the Mammoth Facility Expansion.

POLICY CONSISTENCY: Safety and security enhancements are included in Eastern Sierra Transit Authority's (ESTA's) Short Range Transit Plan, and specifically call for facility security improvements. The LTC's Overall Work Program contains a task to coordinate with ESTA on transit grants.

DISCUSSION:

The California Transit Security Grant Program (CTSGP) – California Transit Assistance Fund (CTAF) funds capital projects that increase protection against a security and safety threat, and develop a disaster response transportation system that can move people, goods, emergency personnel and equipment in the aftermath of a disaster. The program is funded by Proposition 1B bond sales through the Transit System, Security and Disaster Response Account [GC 8879058(a)(2) and (a)(3)].

The FY 2012-13 projected allocation for the Mono County LTC is \$14,188, pending future State bond sales. ESTA proposes allocating these funds to the purchase and construction of fencing to enhance operation and storage security at the Mammoth Facility Expansion. This project has been approved for funding by the California Emergency Management Agency, which administers the funds. Other components of the Mammoth Facility Expansion are being funded separately.

John Helm, ESTA Executive Director, will be available at the meeting to answer any project-specific questions.

ATTACHMENTS: 1) Resolution R13-03, 2) CalEMA Notification of Project Eligibility

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

RESOLUTION R13-03

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION FOR THE FY 2012-13 TRANSIT SYSTEM SAFETY, SECURITY AND DISASTER RESPONSE ACCOUNT PROGRAM ALLOCATING \$14,188 TO TRANSIT VEHICLE STORAGE SECURITY FENCING 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 2012-13 funds from the Transit System, Security and Disaster Response Account [GC 8879058(a)(2) and (a)(3)], and

WHEREAS, these funds must be expended by March 31, 2016; and

WHEREAS, these funds are administered through the California Transit Security Grant Program (CTSGP) – California Transit Assistance Fund (CTAF) under the California Emergency Management Agency (CalEMA); and

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

WHEREAS, transit vehicle storage security fencing for ESTA's Mammoth Facility Expansion is desirable to increase the safety of this operation and storage facility; and

WHEREAS, CalEMA has approved funding for the project above;

NOW, THEREFORE, BE IT RESOLVED, the MCLTC allocates \$14,188 of FY 2012-13 CTSGP-CTAF funds to transit facility fencing at ESTA's Mammoth Facility Expansion;

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

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

Ayes:
Noes:
Abstain:
Absent:

Chair
Mono County Local Transportation Commission

ATTEST:

C.D. Ritter, Secretary



RECEIVED
FEB 04 2013
MONO COUNTY
Community Development

January 25, 2013

Scott Burns
Executive Director
Mono County
P.O. Box 347
Mammoth Lakes, CA 93546

Subject: NOTIFICATION OF PROJECT ELIGIBILITY
FY 2012-13 California Transit Security Grant Program (CTSGP)
California Transit Assistance Fund (CTAF)
Grant # 6561-0002, FIPS # 051-91005
Project Performance Period Ends March 31, 2016

Dear Mr. Burns,

The California Emergency Management Agency (Cal EMA) has approved funding under the CTSGP-CTAF, as referenced above. After review, Cal EMA determined that the project submitted by Mono County 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:

- Transit Security Enhancements (Phase I) – \$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 EMA will update you with new information as conditions warrant.

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

Sincerely,

BRENDAN A. MURPHY
Assistant Secretary

Mono County Local Transportation Commission

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

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

Staff Report

February 11, 2012

TO: Mono County Local Transportation Commission

FROM: Wendy Sugimura, Mono County

SUBJECT: Letter of support for a Section 5310 grant application by the Inyo-Mono Association for the Handicapped (IMAH)

RECOMMENDATION: Submit a letter stating that a Section 5310 grant application by the Inyo-Mono Association for the Handicapped (IMAH) to purchase a replacement vehicle to provide elderly and disabled specialized transit from the west of Benton to Bishop was derived from the Coordinated Public Transit – Human Services Transportation Plan for Inyo and Mono counties.

FISCAL IMPLICATIONS: None.

ENVIRONMENTAL COMPLIANCE: None.

POLICY CONSISTENCY: The proposed project is consistent with the Coordinated Public Transit-Human Services Transportation Plan jointly adopted by the Inyo County and Mono County Local Transportation Commissions (LTCs), as noted in the attached letter.

DISCUSSION:

The Inyo-Mono Association for the Handicapped (IMAH) is submitting a Federal Transportation Act Section 5310 grant application to purchase a replacement vehicle to provide elderly and disabled specialized transit from west of Benton to Bishop. The bus will provide this service five days a week for the patient from Benton to IMAH's transitional program in Bishop. The vehicle will be based in Bishop.

Because the bus will be housed in Bishop, Caltrans Headquarters confirmed the Inyo LTC should be responsible for evaluating the application and forwarding it to the state. Because the bus service extends into Mono County, a letter from the Mono County LTC acknowledging consistency with the two-county coordinated transit plan would address questions the State could raise about cross-county coordination.

Ultimately, the Inyo County LTC will be responsible for preliminarily scoring the application, signing certifications and assurances, and finding that the grant application was derived from the Coordinated Plan. For more information, visit the California Coordinated Resource Center website at <http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/CoordinatedPlng/INYO-MONO.pdf>. The coordinated transit plan is available by contacting 760.924.1800 or wsugimura@mono.ca.gov.

ATTACHMENTS: 1) IMAH grant application, 2) Mono LTC letter



FTA Section 5310
Elderly & Disabled Specialized Transit
Grant Application

Due to RTPA: **March 11, 2013**
Due to Caltrans: **May 13, 2013**

NOTE: Please complete all sections of this application. Applications with incomplete and/or missing information will not be considered for funding. Available in alternate formats by request.

Agency (Applicant) Legal Name: **Inyo-Mono Association for the Handicapped, Inc.**

Physical Address (No P.O. Box): 371 S. Warren Street

City Bishop

County Inyo

Zip 93514

Contact Person (Grant Management): Beth Himelhoch, Executive Director

Phone: 760-873-8668

FAX: 760-872-1377

E-Mail Address: execdir@imahstars.org

Name of Authorizing Representative certifying to the information contained in this application is true and accurate:

Printed Name: Beth Himelhoch

Title: Executive Director

Email Address: execdir@imahstars.org

Must attach a Resolution of Authority from your Board (original document) for the person signing all documents on behalf of your agency. (Not required if already on file with this program)

Appendix 1 is a copy of IMAH's original resolution already on file with the 5310 program.

Signature (Authorizing Representative)

Service Area (Indicate all areas served by the project): Inyo and Mono Counties

Regional Transportation Planning Agency (RTPA): Inyo County Local Transportation Commission

RTPA contact name, phone, and email address: Doug Wilson, 760-876-0201, dwilson@inyocounty.us

California Department of Transportation
Division of Mass Transportation, MS 39
P.O. Box 942874
1120 N Street, Room 3300
Sacramento, CA 95814

<http://www.dot.ca.gov/hq/MassTrans/5310.html>

Toll Free Hotline 1.888.472-6816

APPLICANT CHECKLIST and TABLE OF CONTENTS

Applicants should use this checklist to ensure that all applicable parts of the application and attachments are completed and submitted.

PART I - APPLICANT ELIGIBILITY	Page
<input checked="" type="checkbox"/> COORDINATED PLAN CERTIFICATION	3
<input checked="" type="checkbox"/> CURRENT GRANT SUBRECIPIENT – COMPLIANCE	4
<input checked="" type="checkbox"/> PROJECT NEED	5
Private Or Public Agency	
<input checked="" type="checkbox"/> PRIVATE NONPROFIT AGENCY - CORPORATION STATUS	6
<ul style="list-style-type: none"> • Attach: Corporation status inquiry 	
<input type="checkbox"/> PUBLIC AGENCY - CORPORATION CERTIFICATION	7
<ul style="list-style-type: none"> • Attach: Public agency hearing contact letter • Attach: Public agency resolution • Attach: Public agency designation letter or proof of public hearing AND agency findings resolution 	
<input checked="" type="checkbox"/> GENERAL CERTIFICATIONS AND ASSURANCES SUMMARY	8
<input checked="" type="checkbox"/> AGENCY PROFILE	9/10
<ul style="list-style-type: none"> • Attach: Supporting documentation (i.e.map of service area, brochure, Title VI documentation) 	
PART II - FUNDING REQUEST	
<input checked="" type="checkbox"/> ELIGIBLE CAPITAL EXPENSES	11
<ul style="list-style-type: none"> • Attach: 3 like-kind estimates for other equipment requests (non vehicles) 	
<input checked="" type="checkbox"/> REPLACEMENT/SERVICE EXPANSION VEHICLES	13
<ul style="list-style-type: none"> • Attach: Photograph of replacement vehicle 	
<input checked="" type="checkbox"/> OTHER EQUIPMENT	14
PART III - SCORING CRITERIA	
<input checked="" type="checkbox"/> ABILITY OF APPLICANT	15
<ul style="list-style-type: none"> • For maximum points, attachments required for each question 	
<input checked="" type="checkbox"/> COORDINATED PLAN REQUIREMENTS	19
<input checked="" type="checkbox"/> COORDINATION – USE OF VEHICLE / EQUIPMENT	21
<input checked="" type="checkbox"/> EXISTING TRANSPORTATION SERVICES TABLE	22
<input checked="" type="checkbox"/> PROPOSED TRANSPORTATION SERVICES TABLE	23
<input checked="" type="checkbox"/> OTHER EQUIPMENT	24

PART I – APPLICANT ELIGIBILITY***Coordinated Plan Certification***

Reference: FTA C 9070.1F Sec V

The projects selected for funding under the Section 5310 program must be “derived from a locally developed, coordinated public transit-human services transportation plan” (Coordinated Plan) that was “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.” (Circular, V-5)

For additional information see the California Coordinated Plan Resource Center website at <http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>

Required Elements. Projects shall be derived from a coordinated plan that minimally includes four elements and a level consistent with available resources and the complexity of the local institutional environment. (Circular, V-2)

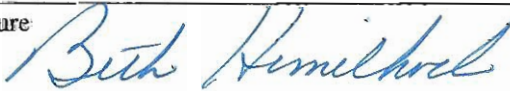
Adoption of a Plan. As part of the local coordinated planning process, the lead agency in consultation with participants should identify the process for adoption of the plan. This grant application must document the local plan from which each project is derived, including the lead agency, the date of adoption of the plan, or other appropriate identifying information. (Circular, V-7& V-8)

Lead agencies may develop a list of applicants for their region. The applicant will attach this list to the application in lieu of the required signature of lead agency. The list must include all information requested below including the signature of the lead agency representative.

Coordinated Plan Lead Agency

Name of Lead Agency responsible for preparation of the Coordinated Plan and certifying the project(s) were derived from the Coordinated Plan. Inyo County Local Transportation Commission	
Title of Coordinated Plan Coordinated Public Transit – Human Services Transportation Plan, Inyo-Mono Counties	Date Plan Adopted 10/15/2008
Agency Representative Name (Print) Doug Wilson	Title Executive Director
Signature	Date

Grant Applicant Certification

I certify that the project in this application is derived from the aforementioned Coordinated Plan: Agency (Applicant) Legal Name: Inyo-Mono Association for the Handicapped, Inc.	
Authorizing Agency Representative (Print) Beth Himelhoch	Title Executive Director
Signature 	Date 2/8/13

PART I –APPLICANT ELIGIBILITY

Current Grant Subrecipient - Compliance

If you are a **current** grant subrecipient and are not compliant with all FTA Section 5310 Elderly and Disabled Specialized Transit Program requirements you will not be eligible to apply for grant funds until compliance has been determined. You must be in compliance at time of application submittal.

The Section 5310 Elderly and Disabled Specialized Transit Program requires semi-annual milestone reporting as stated in Exhibit D of the Standard Agreement below:

11. Semi-Annual Milestone Reporting. The CONTRACTOR shall submit a Semi-Annual Milestone Report of its use of PROJECT equipment within thirty (30) calendar days after the close of each federal reporting period. The federal reporting periods are: 1) October 1 – March 31; 2) April 1 – September 30. (Semi-Annual Milestone Reports are due no later than April 30, and October 30 of each calendar year.) The report shall contain information requested by the STATE to indicate the extent to which the CONTRACTOR is carrying out the PROJECED in accordance with the terms of this contract. Failure to meet these requirements shall be considered grounds for PROJECT Termination as described in Exhibit C of this Agreement.

	Yes	No
Does your agency have active vehicles purchased with a 5310 grant?	X	
If yes, is your agency currently in compliance with their 5310 Standard Agreement?	X	
Attach a copy of the last semi-annual milestone report and the current Certificate of Liability Insurance submitted to the Division of Mass Transportation Section 5310 office listing all vehicles and required data.		

Please see Appendix 2 for IMAH's latest Semi-Annual Milestone Reporting report. Appendix 3 is a copy of the current Certificate of Liability Insurance.

PART I –APPLICANT ELIGIBILITY

Project Need

Title 49 U.S.C. 5310(a)(2) provides that a State may allocate apportioned funds to a private non-profit organization if public transportation service provided under Section 5310(a)(1) is unavailable, insufficient, or inappropriate.

All applicants must provide current documentation supporting the stated transportation needs. The documentation must be attached as an appendix and its relevance discussed within the narrative (e.g., testimony or findings from a Transportation Development Act (TDA) Article 8 hearing, recognized studies or the region's Coordinated Plan).

A. Check the appropriate box below as applicable. One box must be checked.

Unavailable

There is no existing public transportation or Paratransit (e.g., ADA Paratransit, fixed route, dial-a-ride services) in the proposed project service area available to serve the described target population.

Insufficient

Available public transportation and Paratransit services are insufficient to meet the needs of the target population or equipment needs replacement to ensure continuance of service. (Examples: service at capacity service parameters, routes, hours, need not met due to eligibility and/or trip criteria, projected future need, vehicles inaccessible, etc.)

Inappropriate

Target population has unique or special needs that are difficult or impossible to serve on available public transportation and/or Paratransit. (Example: lack of wheelchair accessibility.)

B. Existing Transit Service

Describe how existing public transit or public Paratransit, including fixed-route, dial-a-ride, ADA complementary Paratransit and private Paratransit do not serve the population in your service area.

Inyo-Mono Association for the Handicapped (IMAH) serves adults with intellectual disabilities aged 18 and older. Intellectual disabilities include mental retardation, epilepsy, cerebral palsy, autism and disabling conditions closely related to mental retardation or requiring treatment similar to that required by people with mental retardation. A majority of our clients exhibit combined conditions (dual diagnosed) such as autism and cerebral palsy for example. One of our clients is in a wheelchair; the other clients are all ambulatory. Most of the clients exhibit various emotional problems that stem from being intellectually disabled. Four clients are prone to seizures at any time. Because of emotional and health problems, public transportation is inappropriate for many of our clients. Please see Appendix 4, Agency Statistics which lists the various disabilities of our clients.

Currently Inyo-Mono Association for the Handicapped (IMAH) has one client who lives seven miles west of the Benton Station, which is 35 miles northeast of Bishop in Mono County. This young adult must have constant supervision and is unable to travel on regular transit.

The Eastern Sierra Transit Authority (ESTA) Benton to Bishop route runs only two days a week, Tuesday and Friday. The route leaves Benton at 8:30 a.m. from Benton Station arriving at Bishop Kmart at 9:30 a.m. The northbound route leaves Bishop Kmart at 2:30 p.m. and arrives at Benton Station at 3:30 p.m.

Unfortunately our client lives seven miles west of Benton on the reservation and it would pose a hardship for the family to arrange transportation to and from their home to Benton Station. Also, the route ends at Bishop Kmart, two miles north of our facility. ESTA's outlying routes must maintain their schedules because they hook up with other interagency/interregional buses to provide much needed transportation between Ridgecrest and Lancaster/Palmdale to the south and Reno, Nevada to the north. This is why their schedule cannot be delayed, nor changed to meet the needs of our population. ESTA cannot provide door-to-door service to our client and the client cannot get to the bus stop in Benton Station on his own, nor can he wait unsupervised for the bus to arrive.

Our client attends IMAH's Day Program five days a week and, unfortunately, ESTA's route only runs Tuesday and Friday. Please see Appendix 5, ESTA's route schedule for service between Bishop and Benton.

Inyo and Mono Counties are very rural. In fact some state agencies consider our area "a frontier." ESTA is the only public transit agency in this large, rural area and with the resources they have, they provide an amazing service. There are many small housing clusters scattered between the larger cities. It is impossible for ESTA to fulfill all of the various transportation needs of our two county areas.

Page 5-8 of the Coordinated Public Transit – Human Services Transportation Plan states under Service Availability that 'a lack of service for outlying areas of the counties makes it difficult for residents to access public transportation for employment or medical trips.' See Appendix 6, a copy of page 5-8 of the Coordinated Public Transit – Human Services Transportation Plan.

A new vehicle will ensure IMAH's transportation program continues to serve the growing population of intellectually disabled adults who live in Inyo and Mono Counties, especially the sparsely populated, outlying areas.

PART I –APPLICANT ELIGIBILITY***Private Nonprofit Agency – Corporation Status Inquiry and Certification***

If you are claiming eligibility as a Section 5310 applicant based on your status as a private nonprofit organization, you must obtain verification of your incorporation number and current legal standing from the California Secretary of State Information Retrieval /Certification & Records Unit (IRC Unit). The “Status Inquiry” document must be attached as an appendix to the application. To assist you in obtaining this information, use one of the following two methods:

1. To obtain Corporate Records Information over the Internet, go to: <http://kepler.sos.ca.gov> and enter your agency name. If you are active, print the page and use that as proof. If you are not active, go to page 2 and follow the directions. If the verification of your status is not available at the time you submit your application, you must indicate the date on which you requested the verification and the estimated date it will be forwarded to the Section 5310 Elderly and Disabled Specialized Transit Program.
2. If you are unable to locate the information on line, you can obtain the “Status Inquiry” document by making a written request to:

Secretary of State
Information Retrieval/Certification Unit (IRC)
1500 11th Street, 3rd Floor, Sacramento, CA 95814
(916) 653-6814

Do not submit articles of incorporation, bylaws or tax status documentation.

Private Non-profits
Legal Name of Non-profit Applicant: Inyo-Mono Association for the Handicapped, Inc.
State of California Articles of Incorporation Number: 683600
Date of Incorporation: 6/22/1973

Please see Appendix 7 for a copy of IMAH’s Status Inquiry for Inyo-Mono Association for the Handicapped, Inc., and a copy of IMAH’s front page of Articles of Incorporation.

PART I –APPLICANT ELIGIBILITY

Public Agency Certification

Title 49 U.S.C. 5310(a)(2) provides that a State may allocate apportioned funds to a governmental authority provided that: 1) the governmental authority is approved by the State to coordinate services for elderly individuals and individuals with disabilities; and 2) there are no non-profit organizations readily available in the area to provide the special services.

A public agency must certify that no non-profit agencies are readily available to provide the proposed service, by completing and signing the “**Public Agency Certification**” below. A public hearing is a required part of the application process and should be completed between the Call for Projects release date and the due date of the application to the RTPA. If a public hearing has been scheduled, but not completed by this date, write the scheduled hearing date in the space provided at the bottom of the Certification. Under no circumstances will the Department accept missing documentation relative to this Certification after the Caltrans due date.

Public Agencies

Check one and provide the following as instructed:

- a) Certifying to the Governor that no non-profit corporations or associations are readily available in the service area to provide the proposed service.

Note: If a hearing is scheduled but has not yet been held, follow instructions provided below (shown in italics), under each specific item.

1. Submit proof of a public hearing notice and a copy of the contact letter sent to non-profit transportation providers informing them of the hearing. *If the hearing has not been held prior to the application’s submittal to the RTPA, then proof of the scheduled public hearing date must be submitted to both Caltrans and the RTPA prior to the final application due date.*
2. Submit a resolution that no non-profit agencies are readily available to provide the proposed service. *If a hearing has not yet been held, submit the resolution following the hearing.*
3. Complete Public Agency Certification. *If a hearing has not yet been held, submit certification following the hearing.*
4. Submit proof of contact with all non-profit transportation providers regarding notice of public hearing.

- b) Approved by the State to coordinate services for elderly individuals and individuals with disabilities, including CTAs designated by the RTPA.

1. Submit current designation letter.

Certification of No Readily Available Service Providers

The public agency, _____, certifies that there are no non-profit agencies readily available to provide the service proposed in this application.

Certifying Representative

Name (print):	
Title (print)	
Signature:	Date

Date of Hearing:

PART I – APPLICANT ELIGIBILITY***General Certifications and Assurances Summary***

The original “General Certifications and Assurances” shall be signed and dated in blue ink.

Use the legal name of your agency exactly as it appears on your California Secretary of State Status Inquiry form. If you are a public entity, attach as an appendix to the application, an authorizing resolution designating a person authorized to sign on behalf of the agency.

Legal Name of Applicant: Inyo-Mono Association for the Handicapped, Inc.		
Address: 371 S. Warren St. Bishop, CA 93514		
Contact Person: Beth Himelhoch	Work Phone 760-873-8668	Work Fax 760-872-1377

- a. Pursuant to 49 CFR, Part 21, Title VI of the Civil Rights Act of 1964: The applicant assures that no person, on the grounds of race, color, creed, national origin, sex, age, or disability shall be excluded from participating in, or denied the benefits of, or be subject to discrimination under any project, program, or activity (particularly in the level and quality of transportation services and transportation-related benefits) for which the applicant receives Federal assistance funded by the Federal Transit Administration (FTA).
 - b. Pursuant to 49 CFR, Part 21, Title VI of the Civil Rights Act of 1964: The applicant assures that it shall not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability and that it shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, age, or disability.
 - c. The applicant certifies that it will conduct any program or operate any facility that receives or benefits from Federal financial assistance administered by FTA in compliance with all applicable requirements imposed by or pursuant to 49 CFR Part 27, “Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance” and the Americans with Disabilities Act of 1990, as amended, at 49 CFR Parts 27, 37, & 38.
 - d. The applicant assures that it will comply with the Federal statutes, regulations, executive orders, and administrative requirements, which relate to applications made to and grants received from FTA. The applicant acknowledges receipt and awareness of the list of such statutes, regulations, executive orders, and administrative requirements that is provided as references in FTA Circular 9070.1F - “Elderly Individuals and Individuals with Disabilities Program Guidance and Application Instructions, dated May 1, 2007.”
 - e. The applicant certifies that the contracting and procurement procedures that are in effect and will be used by the applicant for Section 5310 equipment are in accordance and comply with the significant aspects of FTA Circular 4220.1F, “Third Party Contracting Guidelines.”
 - f. The applicant certifies that any proposed project for the acquisition of or investment in rolling stock is in conformance with FTA rolling stock guidelines.
 - g. The applicant certifies that it will comply with applicable provisions of 49 CFR Part 605 pertaining to school transportation operations which prohibits federally-funded equipment or facilities from being used to provide exclusive school bus service.
 - h. The applicant certifies that it will comply with Government Code 41 USC. 701 et seq, and 49 CFR, Part 32 in matters relating to providing a drug-free workplace.
- To the best of my knowledge and belief, the data in this application are true and correct, and I am authorized to sign these assurances and to file this application on behalf of the applicant.

Certifying Representative

Name (print): Beth Himelhoch	
Title (print) Executive Director	
Signature: <i>Beth Himelhoch</i>	Date <i>2/8/13</i>

PART I – APPLICANT ELIGIBILITY

Agency Profile

Provide the total number of clients currently served by the agency, and provide a breakdown of those clients who are elderly, disabled or a wheelchair user. **If a client can be identified in more than one category, choose the one category that most closely describes the client.** A client is counted only once. For example an elderly person who uses a wheelchair would be scored **once**, as a wheelchair user.

A person with disabilities is someone of any age who is not able to use fully accessible public fixed route services (whether temporarily or on a long-term basis), regardless of whether or not they need to use a wheelchair.

National origin information is collected and reported to the FTA.

Total number of clients currently served by your agency's transportation program (<i>do not duplicate</i>)	Per FTA Circular, provide the percent of national origins served by your program. (Total 100%)
Number of elderly _____	American Indian & Alaska Native ___5___%
Number of persons w/disabilities ___18___	Asian _____%
Number of wheelchair/lift users ___1___	Black or African American _____%
Total number of clients ___19___	Hispanic or Latino ___31___%
Total number of wheelchair/lift users divided by clients ___5___%	Native Hawaiian & Other Pacific Islander ___11___%
	All Other ___53___%
	Total must be 100% ___100___%

Briefly describe your agency's purpose and program. **Include the days and hours of the operation of your transportation program** and the service your agency currently provides or intends to provide.

Supporting documentation must be attached (e.g., agency brochure).

Inyo-Mono Association for the Handicapped (IMAH) is the only adult day program serving persons with intellectual disabilities in Inyo and Mono Counties, an area encompassing more than 13,000 square miles. IMAH is a non-profit organization incorporated in 1973 by a group of concerned parents. The mission is to promote an independent and fulfilling lifestyle for each client with intellectual disabilities. Our purpose is to provide programs and services to help the intellectually disabled adults who live in Inyo and Mono Counties in their quest to move towards a plan of self-support.

IMAH provides work adjustment training, pre-vocational training, work opportunities program, self-advocacy training, independent living skills training, supported living services program, community integration training and family support services. IMAH operates its own Thrift Store which provides an "on-site" work adjustment program for our adult clients, similar to a sheltered workshop. Our clients not only hang, sort and pull clothing, they are responsible for stocking the shelves, helping customers with their donations, cleaning the store, sorting through boxes and making sure new merchandise enters the store as soon as possible. The clients are paid wages out of the proceeds from Thrift Store sales. The store is also utilized as a training ground for those clients who wish to enter our Work Opportunities Program. Clients learn many skills and must prove their proficiency before they can be considered for outside employment.

Because a majority of our clients are from low-income families, it is our goal to further develop programs that allow our adults to contribute to the family's well-being while fostering economic development of our local communities. To achieve this goal IMAH developed our Work Opportunities Program which matches a client's abilities with the needs of local businesses. One of our clients is working at Mammoth Vons after a six year stint at Rite Aid in Mammoth. A young, single mother is head housekeeper for a local motel. Another young man is working part-time as our thrift store cashier. Three of our clients are working part-time for the City of Bishop.

Many young, higher functioning clients are entering our program and are working towards independent living. We offer Community Integration Training which teaches these clients the skills that will be necessary for them to achieve their independence. Our Supported Living Services Program helps these clients find the appropriate living arrangement. Once they are on their own, this program provides a minimum of 10 hours per week of support, up to 24/7 support for these clients, depending on their need.

IMAH offers Transitional Services for adults 18 – 22 enabling them to move smoothly from high school to independent living. Life skills curriculum consists of budgeting and bill paying, proper nutrition, meal planning and shopping, cooking, cleaning and other skills necessary to live independently. Students also focus on job skills through IMAH's Work Opportunities Program. IMAH contracts with Inyo and Mono County school districts to provide these services. We also offer an educational curriculum that includes money management, math, reading comprehension, articulation, nutrition, people skills, sign language skills and cooking.

IMAH's transportation program operates Monday through Friday from 6:30 a.m. until 9:30 a.m. and then from 3:00 p.m. until 6:00 p.m. transporting our clients to and from the day program. We have four routes and we travel approximately 600 miles daily.

Briefly this is a sample of our four runs.

1. Bishop to Lone Pine run: Driver arrives at 6:30 a.m. to inspect and prepare the bus. Leaves IMAH between 6:45 a.m. and 7:00 a.m. arriving at first client in Lone Pine at 8:00 a.m. Leaves Lone Pine at approximately 8:15 to 8:30 after picking up two clients. Arrives at Big Pine at 9:10 to pick up two clients. Arrives at IMAH at 9:30 a.m.
2. Bishop to Mammoth run: Driver begins inspection at 7:15 a.m. and leaves IMAH at 7:30 a.m. The driver arrives in Mammoth between 8:20 and 8:30, picking up two or three clients. The next stop is Crowley Lake where two more clients live. The driver arrives at IMAH at 9:30 a.m.
3. Bishop to Benton run: Driver arrives at 7:30 a.m. to begin inspection, leaving IMAH at 7:45 a.m. Vehicle arrives at client home, 7 miles west of Benton, at 8:30 to 8:45. The driver arrives at IMAH at 9:30 a.m.
4. Bishop in-town clients: Driver begins inspection at 8:15, leaving IMAH at 8:30 to pick up 5 clients who live in the Dixon Lane and City of Bishop area.
5. Three clients arrive via ESTA's Dial-a-Ride.
6. One client rides a bike to the program.

Departure and drive time depends on the various weather we are experiencing.

Once the vehicles return to IMAH, they are inspected and prepared for day use from 10:00 to 3:00.

Our Lone Pine, Mammoth and Benton runs leave at 3:00 p.m. arriving back at Bishop at 6:00 p.m. The in-town route leaves IMAH at 4:00 arriving back no later than 5:00 or 5:15 p.m.

Between 10:00 a.m. and 3:00 p.m. we utilize our vehicles to take our clients to medical appointments, the bank, shopping and for other community integration trips. We also utilize our vehicles to provide supports for our clients who are in our Supported Living Services Program. One of our vehicles goes to Mammoth daily to provide supports for our client who is in our Supported Living Services program in Mammoth. Vehicles are also utilized for our Work Opportunities Program. During the 10:00 a.m. to 3:00 p.m. time our vehicles can also be used for coordinated transportation efforts depending on various agency needs. Most of our vehicles are utilized an average of 8 hours a day.

On Thursday our vehicles are used for our weekly recreation trips offering community integration for our clients. Because of our client numbers, we find it necessary to take at least two to three vehicles on these trips. Our trips include fishing at Mt. Whitney Portal, visiting Mono Lake, sledding in Mammoth Lakes, hunting for buffalo in Benton, touring the pup fish ponds, hiking, swimming, bowling, touring museums, visiting art galleries just to name a few.

Appendix 8 is a copy of IMAH's brochure, Appendix 9 is a copy of IMAH's current programs and Appendix 10 is a copy of IMAH's monthly calendar for our day program.

PART I –APPLICANT ELIGIBILITY

Agency Profile

Briefly describe the geographic area that will be served by your transportation program (include cities, counties, and regions within the service area).

An 8-1/2 x 11 map of the service area must be attached delineating service boundaries.

IMAH's 19 intellectually disabled clients live throughout Inyo and Mono counties, from Lone Pine to the south to Mammoth Lakes in the north and to Benton northeast of Bishop.

Two clients live in Lone Pine, 60 miles south of Bishop. Three of our clients live in Mammoth Lakes, 50 miles north of Bishop in Mono County. One of our clients lives seven miles west of Benton which is located 35 miles northeast of Bishop.

We live in a very rural area with nothing between towns and spotty cell phone reception. It is also known for its gusty winds and blowing dust. We are located in the high desert where temperatures fluctuate 50 - 60+ degrees in a 24-hour period. During the winter months we also deal with snow and ice and pouring rain. Our weather can change in a matter of minutes. It can be sunny and clear in Bishop, and blizzard conditions in Mammoth Lakes. The winds can be calm in Bishop and yet 15 miles south of town gusts can reach from 35 to 50 miles per hour and more.

Because of our rural, sparsely populated area some of our clients live on dirt roads. We also deal with steep grades like Sherwin Grade coming down from Mammoth on Highway 395, 168 west heading to Starlight and Mt. Whitney Portal Road outside of Lone Pine.

Our two-county area consisting of Inyo and Mono Counties is located on the eastern slopes of the Sierra Nevada Mountains, along the western border of Nevada. With a land area of more than 10,000 square miles, Inyo is the second largest county in California and one of the largest counties in the United States. Inyo County has both the highest point in the contiguous United States (Mt. Whitney 14,496 feet above sea level) and the lowest point (Badwater in Death Valley, 262 feet below sea level). Mono County is smaller in size with 3,100 square miles.

Please see Appendix 11 for a map of our service area.

Title VI Requirements (Nondiscrimination) Requirements: Describe any lawsuits or complaints against your **entire agency** within the last year alleging discrimination on the basis of race, color, creed, national origin, sex, age or disability. At a minimum please include the following information: **Date of Complaint/Lawsuit received and/or acted on, Description Status/Outcome, Corrective Action Taken, and Date of Final Resolution.**
(To be eligible, you must provide a written response in this area; N/A is not an acceptable response.)

Inyo-Mono Association for the Handicapped has never received any Title VI complaints.

1. Where do you post your nondiscrimination policy and discrimination complaint process? Provide a copy

IMAH's Harassment and Nondiscrimination policy and Discrimination complaint process is posted in the Day Program staff room and the Thrift Store office with all Federal and State regulations. All policies and procedures are also included in IMAH's Employee Handbook which is given to each employee during our week-long orientation/training process. Appendix 12 is a copy of IMAH's Harassment and Nondiscrimination Policy and Discrimination Complaint process in English and Appendix 13 is a copy of our policy in Spanish. Appendix 14 is a copy of IMAH's New Employee Orientation/Training sheet which shows topics covered during the week-long training.

2. Do you have a policy and procedures to make available written and oral information to clients and potential clients, in languages other than English? Provide a copy. *(Examples of written material include timetables, route maps, brochures, pamphlets, multi-language announcements, and use of the language identification "I speak" cards, oral information includes multilingual phone lines and use of multilingual staff).*

Every new client or potential client and his or her family/caregiver who speaks Spanish receives a handbook which states that harassment and discrimination of any kind is prohibited. Appendix 15 is a copy of IMAH's client handbook in English and Appendix 16 is a copy of IMAH's client handbook in Spanish. Appendix 8 is a copy of IMAH's brochure which is given to anyone who is interested in learning more about our agency.

I have two multilingual staff who work closely with our Spanish speaking families so that every communication between IMAH and the clients and their families is translated for them. If a client enters our program who speaks another language we are unfamiliar with, we can contact our local hospital which has the ability to communicate in many languages.

3. Identify the individual in your agency responsible for implementing nondiscrimination policies and procedures.

Beth Himelhoch, IMAH's Executive Director, is responsible for implementing nondiscrimination policies and procedures under the direction of IMAH's Board of Directors. Appendix 17 is a copy of IMAH's organizational chart.

PART II – FUNDING REQUEST

Eligible Capital Expenses Reference: FTA C 9070.1F Section III, page 4 & 5

5310 Eligible Capital Expenses listed on page 6 of Application Instructions.

Is your agency also applying for funding from another program (i.e. other FTA programs, Department of Health and Human Services, State/Local Funds, etc.) **for this proposed project(s)** (Vehicles and/or Other Equipment)?

Yes ___ No X

If yes, please explain.

Vehicles

The estimated cost for all procurements is used to determine the funding amount granted for each project (vehicles and other equipment). This award is made for the procurement of that specific project, not for a guaranteed amount of funds. The program will retain any remaining funds after the purchase of the project has been completed. If actual cost exceeds the estimate, grantees will be required to provide 100% of the additional funds needed. No fixed route equipment will be funded

Complete for vehicle(s) requested. (See Application Instructions pages 5 and 6)

Vehicles	Quantity Request	Estimated Unit Cost**	Total Cost
Vehicles			
Minivan 5 Ambulatory Passengers (AP) includes ramp		\$45,000	
Modified Raised Top Van		\$50,000	
Small Bus (Ford or GM) 8 AP; 2 Wheelchair (WC)*		\$60,000	
Medium Bus (Ford or GM) 12 AP; 2 WC*		\$67,000	\$67,000
Medium Bus 12 AP; 2 WC *, Compressed Natural Gas***		\$91,000	
Large Bus 16 AP; 2 WC *		\$73,000	
Large Bus 16 AP; 2 WC *, Compressed Natural Gas***		\$97,000	
Larger Bus (Ford or International) 20 AP; 2 WC *		\$105,000	

* Rear wheelchair lift floor plan

**Unit costs are an estimated cost of vehicle, equipment and related charges and are subject to change at the time of purchase.

***Justify the need for an alternative fuel vehicle. Indicate whether your agency has the requisite fuel infrastructure, as well as the proximity of the fuel station in relation to your agency.

PART II – FUNDING REQUEST**Eligible Capital Expenses Reference: FTA C 9070.1F Section III, page 4 & 5****Other Equipment**

Other eligible equipment includes: wheelchair restraints; radios and communication equipment; initial component installation costs; computer hardware and software (scheduling and vehicle maintenance software); transit-related intelligent transportation systems (ITS); and the introduction of new technology through innovative and improved products into public transportation.

Applicant must attach 3 estimates of like-kind equipment **with** this application. The average of the 3 estimates will become the requested grant amount.

In the absence of three estimates applicant must attach an estimate from the vendor and the Sole Source Justification form. Sole source vendor requests will not be approved during the grant application review. Form available at: <http://www.dot.ca.gov/hq/MassTrans/Procurement-Grants-Management.html>.

After grant approval, grantee must receive prior approval from the Section 5310 Program before purchasing. The grantee will purchase the other equipment, submit an invoice to Caltrans, and will be reimbursed for the federal share.

Complete for other equipment requested. (See Application Instructions page 5)

Minimum Grant Amount of \$1,000, not to exceed \$40,000.

Complete for Requesting Computer Equipment or Other Equipment (specify)			
Equipment	Quantity Request	Estimated Unit Cost	Total Cost
Computer Hardware			0
Computer Software			0
Other Eligible Equipment (describe)			0
Complete for Requesting Communications Equipment:			
Base Station		\$2,500	0
Mobile Radio		\$1,000	0
TOTAL (cannot exceed \$40,000)			0

TOTAL PROJECT COST (Vehicles and Other Equipment) (Maximum project cost not to exceed \$500,000)	\$67,000
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Replacement/Service Expansion Vehicles

Questions apply to requests for vehicles. (See Scoring Worksheet, pages 4 and 5)

REPLACEMENT VEHICLES (Maintaining existing service levels)

To be eligible for replacement, the vehicle must currently be registered to the applicant agency and have a wheelchair accessible ramp or lift, and must be in active service. The vehicle does not have to be originally federally funded. Leased vehicles, Sedans and SUVs are not eligible for replacement.

Applications for vehicle replacements must be like kind. For example, in an application for a small replacement bus, the vehicle to be replaced must be a small bus.

Explain why the vehicle(s) need replacement in order to ensure continuance of existing services. Describe the service the vehicle(s) will provide and the service area.

A photograph of the vehicle(s) proposed for replacement must be attached as an appendix. Take the photograph at an angle to show back wheels.

NEW for ALL replacement vehicle requests: Provide each vehicle's funding source. Include the Standard Agreement number for federally funded procurements.

IMAH is not seeking funds for a replacement vehicle.

NEW SERVICE OR SERVICE EXPANSION VEHICLES

Explain the new service or growth your agency is experiencing, the projected increase in the number of clients you will serve, and the basis for your estimates. Describe the service area, the type of service the vehicle(s) you are requesting will provide and how it relates to the needs assessment in the Coordinated Plan. *Related Documentation supporting this growth must be attached as an appendix and its relevance discussed within the narrative (e.g., current waiting list, reports of trips denied).*

Projected number of one-way passenger trips per day to be provided by each vehicle: 50 owp's for vehicle

New Service: Regional Center and Eastern Sierra Unified School District have referred a new client to IMAH who lives seven miles west of Benton which is 35 miles north of Bishop on Highway 6. This is a new service area for IMAH and cannot be combined with any of our other routes. Please see Appendix 11 which shows this new service area.

Growth of agency: In 2001 IMAH served 8 clients. Three years ago our numbers were 22, then dropped to 16 due to the economy. Today we are serving 19 clients with the possibility of two clients transitioning to our program from Mammoth High School this summer, one new client moving into our area and a request for service for a Bridgeport client. This is four new clients in a 6-month period. Considering we are in a rural, sparsely populated area, this growth is phenomenal. Why is IMAH experiencing such growth? As the needs of the clients change so does IMAH's programs and services. We are seeing more high functioning clients wanting to attend our program because of the Work Opportunities Program and the educational curriculum. In the past two years IMAH has developed a Supported Living Services program and a Community Integration Training program to meet the needs of our increasing younger population. IMAH is working closely with the school districts in our area to provide transitional services to their young adults aged 18 to 22. This program will help transition the students from high school into the community

utilizing IMAH's various services. IMAH is also in the process of developing a micro-enterprise development program for the disabled who want to start their own businesses. Our attempt to meet the needs of our changing population is one of the reasons our numbers are increasing.

Projected increase: The High School in Benton, 35 miles northeast of Bishop, has closed so the intellectually disabled young adult who was attending the school has entered our Transitional Services Program. No other high school in the two county area of Inyo and Mono had room for him. We are also looking at a projected increase of our Mammoth Lakes clients to 5. This is an increase of two new clients within the next four to six months. These clients are picked up with the same bus that picks up our two new Crowley Lake clients. Within two years IMAH should see an increase of 4 new clients graduating from Mammoth High School and transitioning to IMAH's program. The development of our micro-enterprise development program will also increase our client numbers.

Basis for estimates: IMAH's Executive Director has been asked by Mammoth High School to attend every intellectually disabled student's IEP so the parents and young student has an idea what types of programs IMAH offers. This came about after Mammoth Lakes High School called IMAH's office requesting a tour of our facility for their special education students and teachers. The lead special education teacher stated that she had several students who would be interested in learning more about our program so they could transition from high school to IMAH's day program. Ten students from Mammoth High School, their teachers, and the Occupational Therapist along with several parents toured our facility in May, 2009. From that point forward IMAH has worked closely with Mammoth Unified School District to aid them in developing curriculum that is functional for these young adults. IMAH's program has become a part of Mammoth High School's curriculum for these students. As they transition out of high school, the number of days they attend IMAH increases every year. IMAH is also working closely with other high school districts in Inyo and Mono Counties guiding them with their transitional services for these students. Families, high school staff, SELPA directors and principals are impressed with the services we provide the intellectually disabled adults. Please see Appendix 18 which is a list of students from Mammoth High School who would be transitioning to IMAH. Because of the closure of the High School in Benton, any young student with intellectual disabilities will be referred to IMAH by the Eastern Sierra Unified School District. This could also increase our client numbers by one or two from this area in the next two years.

Describe the service area: Benton is 35 miles north of Bishop on Highway 6, a two lane highway. Our new client lives seven miles west of Benton on the reservation off Highway 120, another two lane road. Between Bishop and Benton, there are a few ranches, some farm land and one small enclave of houses called Chalfont. This sparsely populated area is known for winds and the weather can change within a matter of minutes. Please see Appendix 11 for a map of this service area.

Service the vehicle will provide: IMAH will utilize the vehicle to transport the client who lives seven miles west of the small area known as Benton, 35 miles north of Bishop on Highway 6, to and from IMAH's day program. The requested vehicle will leave IMAH's facility on Warren Street in Bishop at 7:30 a.m. every weekday morning, arriving at our clients home seven miles west of Benton at 8:30 a.m. The bus will then return to Bishop by 9:30 a.m. At 3:00 p.m. the bus will reverse the route returning to IMAH at 5:00 p.m. Between the hours of 10:00 a.m. and 3:00 p.m. Monday through Friday, the bus will be utilized to transport the clients who are enrolled in our Work Opportunities Program. These clients and their job coaches are taken to outside employment opportunities and returned back to the facility when their work is done. The vehicle will make several trips to and from various job sites throughout this area every day. The vehicle will also be utilized to transport our clients to medical appointments, shopping, meetings and for our recreation Thursdays. As we have done with all of our other vehicles, IMAH will let other agencies know that IMAH has another vehicle that can be used to coordinate various transportation needs for human service agencies. The vehicle will also be available for coordination purposes during the weekend.

It is a requirement that the requested vehicle must be equipped with cruise control, brake retarder with on/off switch, a two-cup holder, passenger rearview mirror centrally located (not above the driver), overhead light for driver, auxiliary line for cell phones, dip stick to check oil to be more accessible to check oil level and dual air conditioners.

Cruise control is imperative for maintaining the legal speed limit on our highways. Unlike the urban areas where there is congestion and heavy traffic, we have open highways between towns and maintaining the 65 mph speed limit is of the utmost importance. IMAH's drivers will be automatically terminated if they get a speeding ticket, even on

their own time. Therefore cruise control is a must. All of Eastern Sierra Transit Agency's buses are equipped with cruise control and because of coordinated vehicle usage, our bus needs this.

Because of the steep grades our vehicles traverse, it is important to have a brake retarder with an on/off switch. The switch is for the safety of our drivers, clients and the general public, especially driving on the Eastern Sierra Highways. All of Eastern Sierra Transit Agency's buses are equipped with this and we feel it is a must for our vehicles too.

Dual air conditioners are also important because of the high summertime temperatures. We are in a high desert where temperatures during the summer can get as hot as 120 degrees. It's even hotter in a vehicle. Because of our fragile population, it is important for their health to keep the vehicles cool. Several of our clients can even go into seizures if they get too hot. Others will pass out. The requested vehicle must have dual air conditioners.

Installed Pouches for the wheel chair tie-downs is important. Tie downs that are now being used must be stored after every use. CHP requires that all tie-downs be removed after service. Without installed storage it can pose a health and safety issue for staff and clients.

My drivers also request the rearview mirror be installed centrally, not above the driver's head. Because of health issues it is a must to have a clear view of all clients. Also, with a person in the driver's side wheelchair position the head obstructs the view.

There needs to be more room for the wheel chairs. The 2012 medium Elkhart bus has very little room to maneuver the wheelchair and to secure the tie-downs.

The engine oil dip stick needs to be more accessible. It's very hard to re-install the dip stick once it's been taken out to check the engine oil level.

A two-cup holder may sound frivolous, but for my drivers it's important for hydration purposes. We live in a very dry climate and it's possible to become dehydrated within a short period of time. My drivers always carry water and without this holder it poses a hazard.

How the vehicle relates to the needs assessment in the Coordinated Plan: Page 5-2 of Inyo-Mono Counties Coordinated Public Transit – Human Services Transportation Plan, Appendix 19, states that one of the main unmet needs was the lack of adequate service from isolated, very rural areas of the two-county region. Eastern Sierra Transit Authority (ESTA) provides service to this remote area of Benton two times a week, Tuesday and Thursday. (See Appendix 5 for a schedule of service.) The bus stops at Benton Station, which means the client would have to be driven from his home, seven miles west to Benton to catch the bus. Client behavior is also a problem which means public transit isn't the best solution for our client. IMAH provides door-to-door service which makes it possible for the client to attend our day program.

Other Equipment

OTHER EQUIPMENT

This category includes communication and computer equipment, hardware and/or software, or any other miscellaneous equipment (cameras, mobile radios, etc.). The equipment must be used to support your transportation operation in proportion to the number of vehicles you operate in your transportation program for elderly and disabled clients.

The applicant must submit 3 like-kind estimates of equipment with this application. The average of these 3 estimates will be the requested funding amount. The 3 like-kind estimate information and sole source request instructions are on page 12 of this application. **Note: If the project is selected and the agency receives Section 5310 approval, the agency will purchase the equipment using 100% of their funds. Once the equipment is received, the agency will invoice Caltrans for reimbursement of the actual amount not to exceed 100% of the grant amount. No fixed route equipment will be funded.**

Agency Inventory (Required for ALL other equipment requests)

1. Complete table for the requested other equipment, expand this table if necessary:

1. Indicate equipment type to be replaced
2. Indicate the quantity of existing equipment units by like kind.
3. Indicate the age of the equipment.
4. Indicate the requested number of units of additional equipment.
5. Indicate the total number of vehicles in your transportation fleet.

Equipment Type to be replaced	Quantity/Purchase Date of Existing Equipment within Agency		Quantity of Requested Equipment (from page 12)	Current Fleet Size
Example: Computer	3	5-18-2005	6	10
	2	1-1-2001		
	4	6-15-2004		
Example: Mobile Radios	8	8-14-2007	4	15
	3	4-21-2002		
Example: Software	0	-	1	16

2. Describe the type of equipment you are requesting and specifically identify the components.

IMAH is not seeking funds to purchase requesting any equipment.

3. Discuss how the requested equipment will be used to support the transportation program. Include any expected improvements in service delivery or coordination, any reduction in the cost of providing service and the current method of collecting and tracking information.

IMAH is not seeking funds to purchase requesting any equipment.

PART III - SCORING CRITERIA***Ability of Applicant-******See Quantitative Scoring & Project Rating Worksheet Section I***

Describe applicant's experience and history of providing efficient and effective transit services. The number of years of transportation service should reflect the number of years your agency has provided transportation services. Do not include service of your subcontractor(s). If you will be a first-time provider of transportation services, provide the number of years you have provided social services to elderly individuals and individuals with disabilities.

1. Does your agency **currently** provide transportation? Yes

If yes, how many years of transportation experience does your agency have? 38 years

If no, how many years of experience does your agency have in providing non-transit services to elderly persons and persons with disabilities? _____

Additional points can be obtained for applicants that have not previously been transportation providers by providing a letter of support from the RTPA or Coordinated Transportation Service Agency (CTSA).

Experience and history of providing efficient and effective transit services: IMAH has been providing transportation services to the clients who attend our Adult Day Program and Workshop for 38 years of the agency's 40 years of existence. In the past 11 years we have increased the miles we transport each day. Two clients live in Lone Pine, 55 miles south of Bishop. We also serve the Mammoth Lakes area, 50 miles to the north of Bishop. Our newest route serves the Benton area, 42 miles northeast of Bishop. Transportation services are offered Monday through Friday traveling 525 to 600 miles daily with four routes daily. During 10:00 a.m. to 3:00 p.m. we add another 50 to 100 miles daily transporting our clients to medical appointments, shopping, work opportunities and other community integration training. Another vehicle is utilized almost every day between 10:00 a.m. to 3:00 p.m. taking staff to and from Mammoth so they can provide supports for our client who lives in Mammoth and is part of our Supported Living Services Program.

IMAH is vendored through a regional center to provide transportation to our special adults. This means that we are audited and inspected by a representative from regional center twice a year. This is over and above the annual CHP inspection and DOT. Whenever our Licensing Analyst from the State of California's Department of Developmental Services, Community Care Licensing visits, he also inspects our vehicles.

Scoring Criteria for questions 2-12:

0 = Does not address question

1 = Addresses question without attaching relevant documentation.

2 = Addresses question completely and attaches relevant documentation to all questions 2-12

2. Describe your agency's driver training program by specifically discussing each of the following components indicating whether they will be performed in-house or under contract and the staff or position(s) responsible:

- New Driver Orientation and Training; including classroom and behind the wheel and testing. Including ongoing training.
- Sensitivity Training, Emergency Preparedness, First Aid and CPR.

New Driver Orientation and Training: IMAH's transportation program is small; therefore all drivers are also IMAH's Direct Care staff. All employees are required to be fingerprinted through the Department of Justice and the FBI before they are allowed to work with any of our clients. Once they are cleared they can begin their training. All staff/drivers are required to participate in a week-long orientation before they are allowed to work with our clients. This orientation includes such topics as definition of intellectual disabilities, client values and rights, communication between staff and clients, sensitivity training, non-discrimination policy and discrimination complaint process, mandated reporter requirements, special incident reporting, infection control, illness, injury and medical emergencies, emergency action plans, medications and non-violent crisis intervention. Appendix 14 is IMAH's New Staff Orientation and Training checklist. This form is placed in an employee's personnel file. We spend 6 hours in the classroom discussing IMAH's transportation program, Class B license requirements, vehicle inspections, log sheets,

client routes, vehicle maintenance, special incident reporting during transportation, client behaviors and IMAH's Drug and Alcohol Policy. IMAH's New Driver Orientation and Training checklist is Appendix 20. A copy of this checklist is placed in the personnel file and also the transportation driver file. The classroom orientation is performed by IMAH's Executive Director and the Administrator. All new staff/drivers are required to pass a physical and a pre-employment drug test. Prospective employees also provide IMAH with a Department of Motor Vehicles pull notice for the past seven years. During this orientation the new employees are informed that any speeding or seat belt violations, even on their own time, will be cause for termination. Failing a random drug and alcohol test is also cause for termination.

New Driver Training Behind the Wheel: The first step all new drivers learn is to perform a proper vehicle inspection. This instruction is given by IMAH's Administrator and the Transportation Manager. We also ask Eastern Sierra Transit Authority's (ESTA) trainer to come to a training to demonstrate proper wheelchair tie down procedures and other tips to proper vehicle inspection. Then the new drivers are taken on ride-alongs with current drivers. Appendix 21 is a copy of IMAH's New Driver Training Behind the Wheel Checklist. These ride-alongs last for a week. The new drivers learn all of our routes and where each client lives. If a new staff does not possess a Class B driver's license, he/she is trained on our non-class B vehicles to ensure they can handle the vehicle. This training is done without any passengers, except the trainer. The new driver is given instructions where to drive and what to do and staff evaluates their abilities. Once a driver feels comfortable, they are given a test. Only upon satisfactory completion of all training are new staff allowed to transport clients.

A new driver that already possesses a Class B license performs the same ride-alongs as the non-Class B drivers to learn the routes and get the feel for the vehicles. Once they feel comfortable, the new driver takes each of our Class B vehicles for a drive to familiarize themselves with the various operations of the vehicle. Once they are comfortable, they are given a test. Only upon satisfactory completion of all training are they allowed to transport clients.

New Driver Testing: All new drivers, whether Class B or non-Class B perform a similar test which is comparable to the DMV test. All drivers must perform a vehicle inspection before they enter the vehicle. Then the driver is taken out on the road to perform various tasks. All current drivers are tested annually. Appendix 22 is a copy of IMAH's Driver Proficiency Test. The test is supervised by IMAH's Transportation Manager without any passengers in the Vehicle.

On-going Driver Training: Our continuing and in-service training is held once a month and lasts for at least one hour. Topics include driving in inclement weather, blood-borne pathogens, the use of wheelchair lifts and restraints, how to properly inspect vehicles, what to do when a client has a seizure, how to handle autistic outbursts, sensitivity training, how to exit a vehicle in case of an emergency and client behaviors. Appendix 23 is an example of IMAH's on-going driver training sign-in sheets. Our instructors include the CHP, training shared by Eastern Sierra Transit Authority instructors, Marsh's Automotive, behavior specialists and employees of our local hospital. IMAH's Executive Director, Administrator and the Transportation Manager lead trainings. IMAH is very receptive to the wants and needs of our drivers. Appendix 22 is a copy of IMAH's Driver Proficiency test.

Sensitivity Training: Sensitivity Training for all of IMAH's employees is performed before they interact with our special adults or the public. Appendix 14 is a copy of IMAH's New Staff Orientation and Training checklist. IMAH is fortunate that all drivers are also trained to provide direct care for our developmentally disabled adult clients. They are aware of the needs and issues that face this special population. The Executive Director works closely with new hires to let them know what should and should not be done when dealing with our clientele. IMAH also has behavior specialists who offer training for the staff on behavioral issues that develop with our clients. Sensitivity training is on-going and when issues arise the Executive Director or the Administrator address the staff and seek solutions to the problems immediately.

Emergency Preparedness: All staff receives training in emergency preparedness. We have a plan and it is reviewed annually. Because of our rural area, we must always be prepared for emergencies. We are in the process of updating our emergency supplies for all vehicles and we attempt to make sure we carry clothing for the clients. Each vehicle has a fully equipped first aid kit and the necessary emergency equipment to aid us in roadside emergencies. We are also part of Inyo County's Emergency Preparedness team and train staff on what services we will provide in case of emergencies. IMAH staff and clients perform emergency evacuation of our vehicles at least twice a year. Appendix 24 consists of copies of two on-going training sign-in sheets, one for Vehicle Drills and the other for Emergency

Drills. Appendix 14 is a copy of IMAH's New Staff Orientation and Training checklist showing Emergency Action Plan is a part of our training.

First Aid and CPR Training: First Aid and CPR training is mandatory for all new hires and current staff must be recertified every two years. IMAH contracts with professional staff from Northern Inyo Hospital to perform our training. They are thorough and before you leave the class you MUST know first aid and CPR. All staff that is hired to work with the intellectually disabled adults must keep current with CPR and First Aid. When our facility is inspected by the State of California, Community Care Licensing analyst, they always inspect our First Aid and CPR certificates. Our transportation contract with Kern Regional Center also requires staff to have current First Aid and CPR. When we offer this training, we let other agencies in the area know about it so they can utilize it if needed. We also work closely with Eastern Sierra Transit Authority (ESTA), Bishop's transit provider, to coordinate our training. Appendix 25, page 5-3 of Inyo-Mono Counties Coordinated Public Transit – Human Services Transportation Plan gives an example of this coordination of services. Appendix 26 is a copy of one of our staff's current CPR/First Aid card that is kept in our personnel files.

Appendix 27 is a copy of a letter of support from Eastern Sierra Transit Authority (ESTA), the Consolidated Transit Service Agency for Inyo and Mono Counties. The letter lists several of our various coordination opportunities. Because of our rural area ESTA and IMAH have always attempted to coordinate our services to better serve our population of elderly and disabled.

PART III - SCORING CRITERIA***Ability of Applicant-Continued******See Quantitative Scoring & Project Rating Worksheet Section I***

3. Describe your agency's system for dispatching vehicles and discuss training of staff in the dispatching function.

System for dispatching vehicles: IMAH's transportation program is very small with only 19 clients. We have four routes. One route picks up either two or three of the clients who live in Mammoth. Then the bus stops in Crowley Lake to pick up two more clients. Our second route heads south to Lone Pine where we pick up two clients. Then we head back to IMAH stopping in Big Pine to pick up two other clients. Our third route heads north to Benton to pick up one client. Our fourth route picks up our five in-town clients.

IMAH is vendored through Kern Regional Center to provide transportation to the adults with intellectual disabilities who are referred to our program. All dispatching and scheduling for this regional center is contracted out to Routing Logistics, a company located 350 miles south of Bishop in Moorpark. Because of our rural area Routing Logistics allows IMAH to handle our own dispatching. IMAH's Administrator and Transportation Manager Workshop director handle any changes in the dispatching schedules. As soon as a staff arrives for their transportation run, they check for phone messages. Any messages regarding transportation are written on a white board located in the staff room where all vehicle keys are kept. All drivers know they must check the white board before transporting for any route. If a message arrives after a driver has left on a route, staff will automatically call the driver on his or her cell phone to give them the information. If there is a delay in transportation for any reason, the Administrator, Workshop Director or Executive Director contacts client and/or client families to let them know when the vehicle will arrive. If a driver reaches a client home and there is no activity within two to three minutes, they immediately call IMAH's main office for direction. As per our transportation contract with Kern Regional Center, we are allowed to wait only five minutes for a client and then must depart. Usually the main office will call the home to find out if the client is going to attend our program or not. Then we call our driver and let him or her know the answer. All parents know that if their special adult is not going to be attending IMAH, they are to call our main office no later than 7:00 a.m. and leave a message. For those who live in Lone Pine, they are to call no later than 6:30 a.m.

Training of staff in the dispatching function: IMAH's Administrator, Workshop Director and Transportation Manager train all staff on how to handle dispatching. With such a small staff it is important for everyone to have the ability to job share. If there is any change in dispatching or route schedules, we call for in-service training immediately.

4. Describe your agency's vehicle maintenance program, addressing **each** of the following components. In describing the items specified below, attach pre-trip **and** post-trip inspection forms and maintenance forms as an appendix.
- Daily pre-trip and post-trip inspection description with daily inspection forms
 - Preventative & routine maintenance description, with maintenance forms
 - Contingency plan for when equipment is not available for service

Daily pre-trip and post-trip inspection description: Every driver arrives at least 15 minutes before their route is scheduled to leave to check for messages and inspect the vehicle they will be using. We utilize the same inspection sheet for both the pre- and post- inspections. Appendix 28 is a copy of our pre-trip inspection form and Appendix 29 is a copy of our post-trip inspection sheet. We have found that it is easier to track problems when we have the pre- and post-trip inspections on the same sheet. A driver will notify the Administrator or Transportation Manager immediately if they notice anything wrong with a vehicle. An appointment is made with the service agency and the vehicle is taken in for repairs as soon as possible. If it is a safety issue, the vehicle is taken out of service immediately and an appointment is made with the dealer or service agency to handle the situation. If a vehicle is taken out of service, we will change our routes accordingly to make the best use of the remaining vehicles or call Eastern Sierra Transit Authority to coordinate transportation. If drivers have any question about the safety of a vehicle, they are to immediately discuss the issue with the Administrator or Transportation Manager. If there is any doubt at all, the vehicle in question is taken out of service, sent for repair and a back-up vehicle is used.

Preventative and Routine Maintenance: Every vehicle is regularly serviced and a CHP inspection performed at the intervals stated in the vehicle's owner's manual. Our cars go in for regular maintenance and a CHP inspection every 3,000 miles. Our buses and large vans are serviced and CHP inspected every 7,000 miles. With the miles we drive

daily, this means that each vehicle is usually serviced at least once a month. If the mechanics notice there might be a problem, they notify IMAH immediately so that we can give them permission to handle the situation. We are obsessive when it comes to maintenance of our vehicles because of our rural location and our mechanics are aware of our wishes to make sure all vehicles are kept at peak performance. At least 15 miles separates the tiny towns along Highway 395 and breakdowns can quickly pose a health and safety issue for clients and staff. The miles we put on these vehicles are hard miles due to the rural nature of our routes. It can be sunny in Bishop and 25 miles north of us it could be rainy or snowing. It can be a calm day in Bishop and 40 miles to the south of us in Independence we can have winds that are blowing anywhere from 30 to 65 miles an hour or more. We have steep grades and blowing dust. Both preventative and routine maintenance is imperative to keep our vehicles running smoothly. IMAH's Board of Directors and Executive Director believe the safety of our clients and staff is of the utmost importance. See Appendix 30 for vehicle maintenance forms.

Contingency plan for when equipment is not available for service: IMAH utilizes Eastern Sierra Transit Authority (ESTA), Bishop's transit provider, when our vehicles are not available for service. (Appendix 27 is a copy of ESTA's support letter.) We usually call on them when our wheelchair accessible bus is out of service. Most times we combine routes and use our back-up vehicle. If routes cannot be combined, we rent a vehicle from Enterprise or Hertz car rental agencies.

5. If your agency operates vehicles with more than 10 passengers (includes driver), attach a copy of your most recent CHP vehicle and terminal inspection report. If your agency is not required to have a CHP inspection based on this criteria, attach your agency's most current Caltrans Section 5310 vehicle and agency inspection reports. This information must match the Existing Transportation Services Table on page 22, column 5 of this application.

Please see Appendix 31 for a copy of IMAH's CHP inspection.

6. Describe other funding your agency has received or pursued (e.g., other grants, donations, contracts, cash reserves of the agency, etc.) and why these are not available to fund the proposed project.

IMAH is a social service nonprofit agency funded by reimbursement from Kern Regional Center for the services we provide adults with intellectual disabilities who are referred to us. Unfortunately, with the previous budget cuts and those yet to come, these reimbursements do not cover all of the costs we incur in providing our services and programs to this special population. IMAH is also funded by profits from its Thrift Store, foundation grants, donations and community support. Any contractual reimbursements are put right back into our program to serve our special population.

We are fortunate to have a Thrift Store component. The profits not only provide salaries for our clients, but also allow us to enhance current programs and develop new services for our growing number of clients we serve. The profits also help us maintain our building and at times provide an excess that is used for salary increases.

Our cash reserves were utilized in 2003 to purchase a new ADA building that has tripled our space. This has allowed us to increase our licensed capacity from 18 clients to 30 clients. The extra space has also enabled us to triple the size of our thrift store which has helped to increase our sales dramatically.

IMAH has received the following grants and donations, but they are not available to fund this proposed project.

- H.N. and Frances C. Berger Foundation. A portion of their \$60,000 grant award for period 3/1/2010 – 3/1/2011 has been set aside to be used as a match for this 5310 grant cycle. Unfortunately this foundation is going through restructuring and has been unable to grant us their annual award. We have been very cautious on how we spend this last grant award so we can keep the balance in reserves for emergency purposes.
- \$2,000 from Barbi McCoy. This annual donation is put towards a special project each year.
- Annual contributions from donors amounting to several thousand dollars which is put into programs and services for our special population.

A copies of the H.N. and Frances C. Berger Foundation letters are included in Appendix 32.

PART III - SCORING CRITERIA***Ability of Applicant-Continued******See Quantitative Scoring & Project Rating Worksheet Section I***

7. Attach a copy of your agency's current (i.e., within the last 3 years) audited financial statement with no instance of non-compliance as an appendix.

Appendix 33 is a copy of IMAH's audited financial statement with no instance of non-compliance.

8. Agency Information: Describe the emergency planning and drill activities within your agency and in cooperation with the county. Provide proof your agency is included in the response plan with the County Office of Emergency Services. Indicate the drill(s) you have participated in, or are scheduled to participate in?

Emergency planning and drill activities within agency: IMAH continually performs evacuation exercises at least every other month. It is important for our special clientele to understand the necessity of getting out of buildings as quickly as possible. We also perform evacuation drills in our vehicles at least twice a year. We have a plan in place that indicates the names of staff that are responsible for various aspects of evacuation. We are in the process of updating our plan and making sure we have appropriate supplies.

Emergency planning and drill activities in cooperation with the City of Bishop and Inyo County. IMAH's Executive Director routinely confers with Ray Seguire, Chief of the City of Bishop's Volunteer Fire Department (Rural Fire Protection Agency). IMAH's Executive Director and Chief Ray Seguire are finishing up the final steps in the donation of our 2006 bus to the fire department. This bus will be utilized for training exercises for Inyo and Mono Counties. Several years ago Highway 395 was the scene of a horrific traffic accident involving five vehicles. Highway 395 is a corridor for a tremendous number of charter busses. The use of IMAH's older bus will provide a wonderful training opportunity for all agencies in this two county area.

IMAH's vehicles are also included in the City of Bishop's emergency plan. See Appendix 34 for a copy of the letter sent to Chief Seguire with an updated list of IMAH's vehicles.

An updated letter to Carma Roper, coordinator for the emergency response plan for Inyo County, stating the vehicles available for emergency evacuation is sent annually. We inform Carma Roper and the Unified Command annually or whenever our list of vehicles changes. Appendix 35 is a copy of the letter sent to Ms. Roper.

IMAH's Executive Director attends Inyo County's Unified Command quarterly meetings. They are held quarterly, on the first Thursday of the month at 10:00 a.m. The Executive Director utilizes the roundtable portion of the agenda to update the group on IMAH's vehicle usage and any developments with the disabled population. Appendix 36 is a copy of the December 6, 2012 Agenda.

As of this date, IMAH's vehicles have not been utilized for any drill activities. Drills have been focusing on emergency preparedness and response, not on evacuation.

9. Vehicle Information: Describe the steps you have taken to identify your available accessible vehicles (including capacity) to the county for use in emergency evacuations.

IMAH sends updated letters annually, or when changes occur, to both Ray Seguire, Fire Chief of Bishop's Volunteer Fire Department and Carma Roper, Public Information Officer for Inyo County Sheriff's and the person responsible for Inyo County's Emergency Operations Plan identifying our accessible vehicles and the number of wheelchair spaces that are available for emergency use. See Appendix 34 and 35 for a copy of both letters.

IMAH also attends the quarterly meetings of Inyo County's Unified Command group to inform all attendees of our ability and willingness to participate in drills and emergency evacuations. Appendix 36 is a copy of the Unified Command Agenda for December 6, 2012. IMAH is included in the County's Resource Directory for Emergency Services.

PROPOSED BUDGET FOR TRANSPORTATION PROGRAM

See Page 7 of the Application Instructions for specific requirements in completing this page, attachments required.

10. Annual Operating Budget:*See Quantitative Scoring & Project Rating Worksheet Section I*

Estimated Income:	
a. Passenger Revenue	\$ 146,000
b. Other Revenues	\$ 0
c. Total grants*, donations, subsidy from other agency funds	\$ 12,000
TOTAL INCOME	\$ 158,000
*Not including this grant request.	
Estimated Expenses:	
a. Wages, Salaries and Benefits (non-maintenance personnel)	\$ 50,000
b. Maintenance & Repair (include maintenance salaries)	\$ 20,000
c. Fuels	\$ 45,000
d. Casualty & Liability Insurance	\$ 30,000
e. Administrative & General Expense	\$ 10,000
f. Other Expenses (e.g., materials & supplies, taxes)	\$ 3,000
g. Contract Services (specify) _____	\$ 0
TOTAL EXPENSES	\$ 158,000

11. Operating Fund Sources:

SOURCES	Prior Year	Current Year	Next Year
a. Kern Regional Center (Transp)	\$ 140,350	\$ 144,000	\$ 146,000
b. Grants	\$ 12,000	\$ 0	\$ 8,000
c.	\$	\$	\$
d.	\$	\$	\$
		TOTAL	\$ 158,000

12. Local Match for this application.

The local share may be derived from other Federal programs that are eligible to be expended for transportation, other than DOT programs, or from DOT's Federal Lands Highway Program. Examples of types of programs that are potential sources of local match include: employment, training, aging, medical, community services, and rehabilitation services. Specific program information for other types of Federal funding is available at www.unitedwerride.gov

Identify Source(s) of Local Match:	AMOUNTS
Toll Credits	\$
H.N. and Frances C. Berger Foundation (Appendix 32, copy of Berger letters)	\$ 12,000
	\$
TOTAL LOCAL MATCH - 11.47% of Total Project Cost	\$ 12,000

PART III - SCORING CRITERIA***Coordinated Plan Requirements****See Quantitative Scoring & Project Rating Worksheet Section II***Scoring Criteria:***0 – Does not address question and/or does not include Coordinated Plan section or page number**3 – Addresses question & indicated Coordinated Plan section and/or page number*

Per FTA C 9070.1F, Chapter V, FTA Section 5310 projects shall be derived from a Coordinated Plan that minimally includes the following four elements and a level consistent with available resources and the complexity of the local institutional environment. The following questions address how this project is derived from Coordinated Plan for your area. (Only 0 or 3 points per question)

Element 1: An assessment of available services that identifies current transportation providers (public, private, and non-profit).

1. Generally describe the available non-profit, public transit or Paratransit, including fixed route, dial-a-ride, ADA complementary Paratransit services. (Indicate Coordinated Plan Section/Page Number.)

Inyo and Mono Counties are served by a number of agencies or organizations offering some level of social service transportation. As stated on page 4-1 of Inyo-Mono Counties Coordinated Public Transit – Human Services Transportation Plan (Appendix 37), these agencies are the threads that contribute to the transportation network serving the social needs of the targeted populations – the elderly, low-income, and people with disabilities. Eastern Sierra Transit Authority (ESTA) is the primary public transit services in the Inyo-Mono area and is the only year-round provider of interregional public transportation for the entire Eastern Sierra region. ESTA operates local and interregional bus routes on schedules that are adjusted seasonally. They have fixed routes and dial-a-ride. ESTA operates an important interregional link, the CREST route, which provides northbound service between Bishop, Mammoth Lakes and Reno, Nevada and southbound service between Mammoth Lakes, Bishop, Lone Pine, Ridgecrest and Lancaster. The routes provide vital transit connections for medical, shopping, educational and employment purposes. Descriptions and a list of ESTA's routes and services are listed in Chapter 4, Existing Public Transit Service and Social Service Transportation Providers, Figure 4-1 and page 4-4 (Appendix 38).

Other transportation service providers include Mammoth Mountain Ski Area (MMSA), Inyo-Mono Senior Program, Inyo-Mono Association for the Handicapped (IIMAH), Mono County Rideshare, Toiyabe Indian Health Project (service is only available to tribal members and their families), Big Pine Education Center, Yosemite Area Regional Transit System, Counties of Inyo-Mono Veteran Service Office and Southern Inyo Hospital. The transportation services provided by each agency is described in more detail in Chapter 4, Existing Public Transit Service and Social Service Transportation Providers, Pages 4-5 through 4-8 (Appendix 39).

Element 2: An assessment of transportation needs for individuals with disabilities or older adults. This assessment may be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service.

2. Describe the transportation needs of individuals with disabilities or elderly individuals to be served by the proposed project. (Indicate Coordinated Plan Section/Page Number.)

During the meeting of the Social Services Transit Advisory Council held February 24, 2012, a representative from Inyo-Mono Advocates for Community Action stated transportation from Cerro Coso Community College after night classes is needed. Eastern Sierra Transit Agency noted there were gaps in service for seniors, ADA and wounded Vets. A concern for seniors is access to local transportation for shopping and services. ESTA, our county's only transit provider can't be expected to meet all of the needs of our rural area. It was noted that ESTA has had to reduce some of its routes, such as the Lone Pine to Bishop route (first Saturday only), and the Bishop to Mammoth Saturday service. See Appendix 40, a copy of the minutes from Inyo County's Social Services Transit Advisory Council meeting.

During the initial meeting findings for Inyo and Mono Counties Coordinated Transportation Plan several needs surfaced including a lack of adequate service from isolated, very rural areas of the two-county region, need for out-of-county medical service south to Loma Linda and a coordination opportunity exists with IMAH to use its bus (10 a.m. – 3 p.m. and after 6:00 p.m. Monday through Friday and all day Saturday and Sunday). Chapter 5, Key Findings: Service Gaps and Unmet Transportation Needs, page 5-8 states transit users and human service agencies both expressed concerns over limited to nonexistent transportation outside the typical weekday work schedule. Appendix 6 is a copy of page 5-8. More specifically, residents in very rural areas cannot access public transportation for employment or medical trips. During off hours our new vehicle would be available to provide coordinated service as are all of our other vehicles.

Due to Inyo County's Local Transportation Commission meeting dates, Inyo's RTPA has requested IMAH's application be submitted by February 8, 2013. The Social Services Transit Advisory Council meeting for Inyo County is held each February, therefore I am unable to attach a copy of those meeting notes. That's why the latest copy is from 2012. The same is true for Mono County. But because of our rural area, it is common knowledge that IMAH's vehicles are available for coordinated service.

Coordinated Plan Requirements – (Cont.) See Quantitative Scoring & Project Rating Worksheet Section II**Element 3: 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.**

3. How does this project(s) address one or more of the coordination strategies, activities, and/or projects and efficiencies identified in the Coordinated Plan for your area? (Indicate Coordinated Plan Section/Page Number.)

Chapter 6, Identification of Strategies/Public Outreach, page 6-8 (Appendix 41) lists one coordination opportunity: Lack of resource sharing; need to coordinate use of vehicles, drivers and other resources by multiple groups. The Strategy is to develop communication and coordination mechanism to facilitate shared use of resources among human service agencies. As stated in this section, “Agencies within the two-county region expressed interest in enhanced efforts to coordinate resource sharing. IMAH indicated its wheel-chair accessible bus was available daily from 10:00 a.m. – 3:00 p.m. for use by another agency and tribal representatives stated, “This is a good time to talk about this.” IMAH’s new vehicle would be utilized as a coordination mechanism as are the other IMAH vehicles.

Chapter 6, page 6-8 lists another coordination opportunity: lack of sufficient transportation for non-emergency medical trips from Inyo and Mono Counties to Loma Linda, Reno, Los Angeles and Sacramento. The strategy is to coordinate services among agencies to make better use of vehicles and to develop and expand volunteer driver program. Increased coordination between agencies providing non-emergency medical trips could expand options for residents of the region. IMAH’s new vehicle could be utilized as a coordination mechanism in providing NEMT’s, as would be the other vehicles in IMAH’s fleet.

Another coordination opportunity is the need for acquisition and replacement of capital equipment including maintenance equipment. ESTA staff and IMAH’s Executive Director have been discussing the possibility of jointly researching and preparing a grant or grants that would enable ESTA to purchase necessary maintenance equipment that would be shared with IMAH and other transportation service providers.

Element 4: Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

4. How does this project(s) address one or more of the implementation priorities identified in the Coordinated Plan for your area? (Indicate Coordinated Plan Section/Page Number.)

Figure 7-1, Implementing High Priority Strategies, in Chapter 7, Implementation Plan for Recommended Strategies, page 7-4 (Appendix 42) states that one of the strategies is to develop communication and coordination mechanism to facilitate shared use of resources among human service agencies. Our new vehicle will add to the number of vehicles that IMAH can share with other agencies.

This same matrix on page 7-4 states that Eastern Sierra Transit Authority (ESTA) and IMAH should arrange for vendorization by Kern Regional Center in order to provide an additional funding source. IMAH is already vendored by Kern Regional Center. Our new vehicle will transport clients who have been referred to us by Kern Regional Center.

Chapter 7, Implementation Plan for Recommended Strategies, page 7-6 also states another strategy which is to establish lower cost human service transportation options to rural areas rather than expanding traditional service (Appendix 43). IMAH’s new vehicle would be providing service to one of the rural areas of Benton in Mono County.

Coordination –*See Quantitative Scoring & Project Rating Worksheet Section II***Use of Vehicles/ Equipment**

Per FTA C 9070.1F, Chapter VI, FTA encourages maximum use of vehicles funded under the Section 5310 program. Coordination of vehicles and other transportation related activities where opportunities exist to coordinate are encouraged. Coordination of services include:

- Shared use of vehicles
- Dispatching or scheduling
- Maintenance
- Back-up transportation
- Staff training programs
- Procurement of services and supplies from funding sources other than Section 5310
- Active participation in local social service transportation planning process
- Client trip(s) with other agencies

To obtain points for questions 1 and/or 2, **a letter must be attached** from the Consolidated Transportation Service Agency (CTSA), or an agency with which you are coordinating services, substantiating the coordination activities described. For additional information contact your Regional Transportation Planning Agency (RTPA). If no CTSA exists in your service area or if you are the CTSA, a letter must be obtained from the RTPA.

1. Describe how vehicles in agency's **existing** fleet, services or equipment, are used to provide coordinated service for another agency's clients or how these vehicles are shared with another agency(s). Narrative must include:
 - The name of the participating agency(s)
 - Agency description, and usage of vehicle(s)
 - Days and hours of use
 - Number of passengers using service

IMAH offers our wheelchair accessible buses to transport clients from the Friendship Center, an Alzheimer's Day Care Center, to lunch at the Senior Center when Eastern Sierra Transit Authority (ESTA) vehicles are not available. ESTA, the only transit provider in Inyo and Mono Counties and IMAH coordinate vehicles so we can provide back-up transportation for each sector of the population when necessary.

We also transport patients from Bishop Care Center to our local bowling alley so they can join our clients in this recreational outing.

IMAH has provided a driver and a 12-passenger van to Altrusa International, Bishop branch, a non-profit international organization that focuses on community service and literacy. They needed a vehicle that would provide transportation to their evening stargazing event during their district conference which was held in Bishop. The vehicle was used from 6:30 p.m. until 10:00 p.m. making two round trips, picking up a total of 24 passengers. We were the only agency that would offer our vehicle and a driver for use. Please see Appendix 44 which is a letter written by the past president of Altrusa International.

The Owens Valley Cruisers, a local car enthusiast club, hosted a group of 35 car enthusiasts from New Zealand. The club needed to transport their guests to their hotel after providing a dinner. IMAH offered the use of two of our buses and drivers to transport the guests to their hotel. Appendix 44 is a support letter stating our willingness to coordinate our vehicles for the use by our community.

ESTA and IMAH continue to research sources of funding for maintenance equipment that would enable ESTA to perform more in-house maintenance. The equipment would be shared between ESTA, IMAH and other area transportation service providers.

IMAH's Executive Director and the Administrator are active participants in Inyo County's Social Service Transit Advisory Council. The Executive Director also attends the monthly Local Transportation Commission meetings. Because IMAH serves both Inyo and Mono Counties, the Executive Director also participates in Mono County's Social Service Transportation Advisory Council.

Please see Appendix 27, a support letter from Eastern Sierra Transit Authority, Inyo and Mono County's Consolidated Transportation Service Agency. This support letter summarizes our coordination of vehicles and other transportation related activities. The support letter states ESTA and IMAH have a strong working relationship. Appendix 45 is a copy of Inyo County's Coordinated Public Transit – Human Services Transportation Plan, page 5-3 which states ESTA has trained drivers for IMAH and in return, CPR training is available to ESTA employees at IMAH. Also attached is Appendix 46, a copy of page 7-7 of the same transportation plan which states IMAH's example of collaboration with other agencies.

2. Describe plan for coordinating use of **requested** vehicle(s) or equipment. Narrative must include:

- Name of the participating agency(s)
- Agency description, and usage of vehicle(s)
- Days and hours of use
- Numbers of passengers using service

IMAH will continue to coordinate with ESTA, Bishop's transit provider. Our new requested vehicle will be offered for use as back-up transportation when necessary. Days and hours of use and numbers of passengers using the service will vary depending on the need.

IMAH will also offer the use of the new wheelchair accessible vehicle to transport the Alzheimer's Day Care Center clients to and from the Senior Center for lunch when ESTA's vehicles are in use. Once again the days of use will vary but the hours would be from 11:30 a.m. until 1:30 p.m. We would be transporting anywhere from 3 to 7 elderly.

The new wheelchair accessible vehicle will also be offered to transport patients from Bishop Care Center to the bowling alley to join IMAH's clients in this recreational outing. The number of passengers who would use this service will vary from two to five, depending on the ability of the patients at the care center.

Our requested vehicle will also be available to non-profit agencies and other organizations who request transportation. As we have done in the past with Altrusa International and the Owens Valley Cruisers, IMAH is always willing to coordinate our vehicles to serve the needs of our community. The number of passengers who would use this service will vary from 12 to 60, depending on the need.

ESTA and IMAH will continue to coordinate our staff training (wheelchair restraint, proper inspection, etc) and first aid/CPR classes. These trainings are offered on an as-needed basis.

IMAH is a member of a growing group of agencies who belong to Owens Valley Community Programs Interface. We are attempting to not only coordinate the various programs and services that are offered throughout the Owens Valley, but to also see how transportation services for the growing population of seniors and disabled can be improved. IMAH is playing a major role in this coordination process. Our new vehicle would be used to provide service when and where necessary.

The Executive Director continues to work closely with Health and Human Services, Multi Disciplinary Task Force for the frail and elderly and Kern Regional Center to provide the use of our bus and a driver to help coordinate transportation services for the disabled and senior population in Inyo and Mono Counties.

The requested vehicle will also be put on the list of vehicles available for use in emergency evacuations throughout Inyo County and the City of Bishop. The Executive Director attends the quarterly meetings of the Unified Command force and continues to offer the use of the vehicles.

IMAH's Executive Director and Administrator are active participants in both Inyo and Mono Counties Social Service Transit Advisory Councils. The Executive Director attends the annual unmet transit needs hearings for both counties. When an unmet need arises, if ESTA cannot provide the service, they contact IMAH to see if we can. This will continue with the new vehicle.

OR

3. If unable to coordinate, explain why. Discuss any attempts the agency has made to coordinate. Provide supporting documentation letter from CTSA or RTPA confirming that no opportunities for coordination currently exist for requested equipment.

IMAH is coordinating with other agencies as stated above.

PART III - SCORING CRITERIA

Existing Transportation Services

See Quantitative Scoring & Project Rating Worksheet Section III

To complete the chart below, list all vehicles your agency currently owns or leases that provide passenger service to elderly and/or disabled persons. Include backup vehicles and those to be removed from service if a new vehicle is awarded. **Also list any vehicles you have on order or for which you have received a grant or commitment from any source (e.g. Section 5310, Department of Aging, city or county.)**

Additional information needed for replacement vehicle requests: Replacement vehicles are identified as those needing replacement in order for the Agency to continue their existing services. For each new vehicle requested, a current vehicle in active service must be placed in backup or sold.

See Application Instructions for information regarding each column entry below.

Answer the following questions and complete the chart below:

- A. Total miles traveled per day for all active vehicles in fleet (excluding the vehicles indicated as backup in Column 7) 576
- B. Days of Service (e.g. Monday thru Sunday) Monday thru Friday.
- C. Percentage of current wheelchair/lift users 19 %
 - a. To compute, divide total riders (Part I, Page 9) by wheelchair/lift clients.

	*1	2	3	4	5	6	7	8	9	*10	*11	12
	List All VIN #s in Fleet (Last 5 digits)	Replacement Requests Vehicle Type & Disposition	List All Active Vehicles Yr/Make	Current Mileage	Passenger Capacity Ambulatory/ Wheelchair	Number of Fold down Seats	Current Backup Vehicle Y/N	Date Purchased or Leased (indicate if leased)	Registered Owner (not lienholder)	Vehicle Service Hours Per Day	Total One Way Pasg. Trips Per Day	12 Month Maintenance & Repair Costs
Ex	12345	van/BK	2003 Ford		6A/2W	3	N	1-1-01	Agency X	6	16	\$1,000
1	37180		2005 Ford	165,482	6A/0W	0	Y	7/05	IMAH	6	24	1,769
2	69840		2007 Ford	181,217	7A/2W	0	N	8/07	IMAH	6	48	1,638
3	24574		2006 Ford	78,182	11A/0W	0	Y	6/06	IMAH	6	40	1,162
4	80748		2008 Ford	60,064	11A/0W	0	N	8/10	IMAH	6	32	1,442
5	80500		2011 Ford	75,019	14A/2W	2	N	1/12	IMAH	9	49	2,601
6	87068		2012 Ford	8,366	14A/2W	2	N	12/12	IMAH	9	51	0
7												
8												
9												
10												
11												
12												
13												
14												
15												
Total for Columns 10 & 11										42	244	

PART III - SCORING CRITERIA

Proposed Transportation Services

See Quantitative Scoring & Project Rating Worksheet Section III

New or Service Expansion: This table is to be completed by agencies:

- Starting a new transportation service, or
- Adding new or additional service to their current program.

To complete the chart below:

- In column 1, indicate if vehicle request is for a New (N) transportation agency or Service Expansion (SE) for an existing transportation agency.
- In column 2, indicate type of requested vehicle, such as Modified Van, Small Bus, etc. as shown on the Funding Request – Part II.
Note: If the requested vehicle(s) will be used in coordination to transport another agency's clients on a regular basis, include those trips in the calculations of the proposed service for columns 3 - 7.
- In column 3, indicate the number of days of vehicle service (e.g., Monday – Friday = 5, Monday – Sunday = 7)
- In column 4, indicate the average number of vehicle service hours per day (**exclude idle time** - the time the vehicle is not in direct passenger service.) Use whole hours; do not use ranges of hours or portions of hours.
- In column 5, calculate vehicle service hours by multiplying column 3 with column 4 (**exclude idle time.**) (e.g. 5 days per week X 8 hours per day = 40 hours per week).
- In column 6, indicate the projected number of one-way passenger trips per day (each time a passenger boards the vehicle, a round trip would be counted as 2 passenger trips) and of this total how many are wheelchair/lift users.
- In column 7, indicate the projected average number of miles that the vehicle will travel per day.

Complete following question and the chart below:

D. Compute the total percentage of current and projected wheelchair/lift users 4 %

For Expanded Service: Use the total number of wheelchair/lift users in your current program (page 9 of this application), add the projected number of lift users for this expanded service, then divide by the total number of existing and projected passengers from column 6 below.

For New Service: Use the total number of projected wheelchair/lift users then divide by total projected passengers from column 6 below.

	1	2	3	4	5	6	7
	Type of Request N – New agency or SE – Service Expansion	Vehicle Type	Days of Service	Total Service Hours Per Day	Total Service Hours Per Week	Total one way passenger Trips Per Day (of total how many lift users)	Projected Mileage Per Day
<i>Ex</i>	<i>N or SE</i>	<i>Small Bus</i>	<i>5</i>	<i>6</i>	<i>30</i>	<i>25(5)</i>	<i>400</i>
1	SE	Medium Bus	5	8	40	50(1)	180
2							
3							
4							
5							

PART III - SCORING CRITERIA

Other Equipment

See Quantitative Scoring & Project Rating Worksheet Section III

Other Equipment: Computer system, software and or communication.

IMAH is not requesting other equipment.

If you are making a request for new equipment based on the “inadequacy” of your old equipment, please include a detailed description of the make and year model of the equipment to be replaced consistent with the chart on page 14. The equipment must be used to support your transportation operation, that is, the number of vehicles you operate in your transportation program.

<p>1. How many vehicles in the existing Service Fleet (including back up)? _____ (Maximum 15 pts)</p>	
<p>2. Is the applicant currently using a manual system for scheduling, vehicle tracking, etc. and/or has no dispatch communication equipment? (Application page 14) 5 points</p>	
<p>OR</p>	
<p>3. Does the applicant need to replace inadequate equipment to improve efficiency? (Application page 14)</p>	
<p>Equipment more than 5 years old – 5 pts 3 to 5 years old – 3 pts Less than 3 years old – 0 pts</p>	
<p>Total (Maximum 20 Points)</p>	



**High Point Curve Realignment Project
Project Update #13
December 19, 2012**

New information since Project Update #12:

- Backfilling of earth for the southern retaining wall is complete.
- Backfilling of earth for the northern retaining wall is expected to be complete by December 21.
- Once the northern wall is backfilled, paving can be scheduled, weather permitting.
- The concrete facing on the southern retaining wall is being placed and is expected to be complete in approximately six weeks, weather permitting.

Timeline:

- Late April 2012: install construction area signs, stormwater protection, etc.
- May 2012: major earthwork, begin construction of retaining walls.
- June 2012 through November 2012: continue work on retaining walls, install anchored mesh on slopes, realign roadway.
- December 2012 to February 2013: complete retaining walls, final paving, install guardrail, project cleanup, weather permitting.

More information:

- Cedrik Zemitis, Caltrans Project Manager, 760-872-5250 or Cedrik.Zemitis@dot.ca.gov
- Florene Trainor, Caltrans Public Information Officer, 760-872-0603 or Florene.Trainor@dot.ca.gov
- For general State highway information: 1-800-427-ROAD (7623) or www.dot.ca.gov





**High Point Curve Realignment Project
Project Update #14
February 1, 2013**

New information since Project Update #13:

- Backfilling of earth for both retaining walls is complete.
- The concrete facing on the southern retaining wall is being placed. Concrete work on the northern retaining wall is expected to be placed when the southern wall is complete. The concrete facing on both walls is expected to be complete in approximately six to eight weeks, weather permitting.
- The project should have been complete by October 25, 2012, so per the contract, Liquidated Damages are being assessed daily. However, the Contractor is working to complete the contract.

Timeline:

- Late April 2012: install construction area signs, stormwater protection, etc.
- May 2012: major earthwork, begin construction of retaining walls.
- June 2012 through November 2012: continue work on retaining walls, install anchored mesh on slopes, realign roadway.
- December 2012 to March 2013: complete concrete work on retaining walls, final paving, install guardrail, project cleanup, weather permitting.

More information:

- Cedrik Zemitis, Caltrans Project Manager, 760-872-5250 or Cedrik.Zemitis@dot.ca.gov
- Florene Trainor, Caltrans Public Information Officer, 760-872-0603 or Florene.Trainor@dot.ca.gov
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