

Mono County Local Transportation Commission

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AGENDA

June 10, 2019 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes
Teleconference at CAO Conference Room, Bridgeport
Call 1-669-900-6833, enter meeting number 760-924-1815

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES**
 - A. Approve minutes of May 13, 2019 – **p. 1**
4. **Unmet Transit Needs:** Adopt Resolution R19-04 regarding Unmet Transit Needs & provide any desired direction to staff (*Michael Draper*) – **p. 5**
5. **COMMISSIONER REPORTS**
6. **LOCAL TRANSPORTATION**
 - A. Electric Vehicles (EV) in the Tahoe Basin (*Devin Middlebrook*)
 - B. Adopt Resolution R19-05 approving apportionment & allocation for 2019-20 Local Transportation Fund (*Megan Mahaffey*) – **p. 13**
 - C. Adopt Resolution R19-06 approving apportionment & allocation for State Transit Assistance 2019-20 fiscal year (*Megan Mahaffey*) – **p. 18**
 - D. Senate Bill 152 Beall/ATP (Active Transportation Program) Update & provide any desired direction to staff (*Gerry Le Francois*) – **p. 30**
 - E. Review/adopt 2019-20 Overall Work Program (*Gerry Le Francois*) – **p. 31**
7. **ADMINISTRATION**
 - A. Olancha/Cartago letter of support
8. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA): ESTA grant letter of support – **p. 85**
 - B. Yosemite Area Regional Transportation System (YARTS)
9. **CALTRANS:** Activities in Mono County & pertinent statewide information
10. **INFORMATIONAL:** None
11. **UPCOMING AGENDA ITEMS**
12. **ADJOURN** to July 8, 2019

More on back...

COMMISSIONERS

Jennifer Halferty Sandy Hogan John Peters Lynda Salcido Fred Stump John Wentworth

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

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

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DRAFT MINUTES

May 13, 2019

COUNTY COMMISSIONERS: Jennifer Halferty, John Peters, Fred Stump

TOWN COMMISSIONERS: Sandy Hogan, Dan Holler for Lynda Salcido, John Wentworth

COUNTY STAFF: Wendy Sugimura, Gerry Le Francois, Garrett Higerd, Megan Mahaffey, Hailey Lang, CD Ritter

TOWN STAFF: Haislip Hayes

CALTRANS: Mark Heckman, Austin West

ESTA: Phil Moores

PUBLIC: Rick Franz, Laurel Martin, Charles Broten, Pat Espinosa, Molly Des Bailleys, Kathy Peterson, Finlay Torrance (all with Social Services Transportation Advisory Council); Julie Brown, June Mountain Ski Area; John Pinckney, Inyo County transportation planner

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Fred Stump called the meeting to order at 9:05 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance.

2. **PUBLIC COMMENT:** John Pinkney, Inyo County transportation planner, introduced himself.

3. **MINUTES**

MOTION: Approve minutes of April 8, 2019, as submitted (*Hogan/Peters. Ayes: 5. Abstain due to absence: Wentworth.*)

4. **PUBLIC HEARING: Unmet Transit Needs.**

OPEN PUBLIC HEARING: Michael Draper introduced the annual review process/citizen participation on unmet needs. Thanked SSTAC, which was introduced. Reappointments last meeting. Outreach via public hearing and RPAC meetings. Matrix presented at meeting.

Phil Moores noted process identifies people without access to life necessities. Standard for meeting needs: operationally feasible (staffing, ESTA operations); community acceptance; available to general public; economically feasible; cost effectiveness of meeting farebox in two years (level of productivity).

Holler noted all relate to Mammoth Lakes services contracted with ESTA. Allocated current levels of service. Increase in per-hour cost. Funding for vehicle replacement. Old Mammoth Road discussion continuing.

Halferty indicated Purple Line use high, not delineated to see usage. Most densely populated occupied district (workforce). Hits all essential services. Need more than every 30 minutes. Some residents to not have cars.

Hogan cited contract issue with Town. How fit into unmet needs. *Holler: Town funding not there.* Moores noted Town and MMSA match federal and state grants.

Grants ongoing? *Moores: Pursuing all time. Rarely use operational funds for capital purposes.*

Fare on Purple? *Moores: Free. Riders not pay fare but cost for services exists. 395 routes collect fare.*

Replacement cost? *Moores: \$250,000/vehicle. Once provide level of service, expect next year as well.*

Broten lauded essential lifeline for low-income sector. Heavily used. Much appreciated by users.

Peterson saw demand, need, cost. Potential path forward? Town subsidize? Federal or state money?

Moores explained that expansion requires several years of funding. Tri-Valley expansions. Town and MMSA help. ESTA budget not thick with funds, so challenging but not insurmountable.

Partnership with MMSA? *Subsidizes at least a third.*

Stump noted need for fuller report from Town on moneys to increase with Caltrans and ESTA weighing in. Future agenda item.

COMMISSIONERS

Jennifer Halferty Sandy Hogan John Peters Lynda Salcido Fred Stump John Wentworth

Wentworth mentioned transit element at The Parcel. Charette in August. *Moore met with group, entire property surrounded by other services. Pedestrian access to numerous stops.*

Potential to analyze Old Mammoth Road service times to Purple Line? Add another bus to Purple. More options on timing so residents don't drive.

Items 4-5:

Restore route to Carson City for needs. Sonora Junction stop? Phone booth, potential for farebox when hundreds of PCT (Pacific Coast Trail) travelers coming down. Also, opportunity for workforce transport to marine base, van service, housing in Coleville.

DesBaillets thought workforce units at marine housing would help families.

Year-round stop ultimately? *Peters: Already year-round, next to Caltrans yard so snow removal available. No restrooms.* Franz will talk with maintenance.

Stump: Bring topic up with Caltrans staff, report back to ESTA.

Moore included \$3,000 in TDA request. Only once/week, only by request. Work with passengers on Gardnerville vs Carson City.

Peters noted people go to Carson City for medical services. *Moore: Great example of unmet need.*

Item 6:

Moore noted operationally impossible to go to June Lake. Went to June Lake CAC (Citizens Advisory Committee). Numbers could change. Could be higher demand. Summer service didn't take off. Volunteer driver in Cambria could be model for Mono. CAC wants to be connected. Employee shuttle in winter discontinued. MMSA has no services in foreseeable future.

Moore cited serious issue as lack of drivers. 300 hours of overtime unsustainable. Less severe for ESTA. Vanpool program not utilized at all. May be good for employees.

Julie Brown contracted with ESTA a decade. Population not support, relies on bed base in Mammoth Lakes. Jobs market fluctuates. Up to 150 employees. Local lodging property offers staff housing. Need to get to Mammoth Lakes for needs. Challenging February weather. Very important to residents of June Lake. No line item yet. Become item 6A.

Hogan noted YARTS dropping loop for stop at junction south. Summer pilot program didn't fly. ESETS has on-demand to places. Pilot programs didn't work.

Brown looked at other years. Jobs market fluctuation. Hiring in June Lake is difficult. Huge requirement to keep staff at minimum level.

Wentworth suggested private sector component find solution.

Torrance: Provide public transportation, not cut services back.

Brown: Guests rely on service as well, on website.

Items 7-9:

Stump thanked for in-depth contact. Been here before, not immediate. Population could jump to 800-900. Need commuter service to Bishop. Tri-Valley considered disadvantaged. Senior population needs to get to Bishop. Only one bus stop in Chalfant, need one in Benton.

Peterson: Senior center in Bishop. Assisting older parents, increased access. *Moore: Keep on radar as demand increases.*

Stump: Chalfant residents work in Mammoth Lakes. Moore: Bus stops are like storefront. Need presence in Benton.

Stump: EV policy includes Benton.

Bus stop on reservation in Benton? *Moore: Need presence in town.* DesBaillets: Extend to tribe.

Stump: ESUSD not pick up students at reservation.

Moore: Bring options, costs to ESTA board.

Peterson: Tribe may have purchased vehicle. Might coordinate if asked.

Item 10:

Peters: Not in parameters but a need. Get word, schedules out.

Moore: See north county independent of other schedules. Walker DAR discussion.

Espinosa: Part of senior goals is outreach to Bridgeport for services, Walker senior center serves hot meals. Include Bridgeport to Walker via DAR (Dial-A-Ride), to Toiyabe. Social activities for Bridgeport seniors to Walker for meals, socialization. *Moore: Better utilize DAR.*

Peters: Identified potential opportunity. All services in Bridgeport used by Antelope Valley as well. Connectivity. Improve quality of life in summer. Maximize outreach and usage. More community awareness of working together. Chambers of commerce working together. Identify recreational opportunities.

Stump: Further public input, evaluate unmet needs in report.

DesBaillets: Same as last year, DAR in Mammoth Lakes serves Spanish speakers. Partnership with Spanish-speaking staff to help DAR driver know of service request. Impact on staff time of First Five. Zero capacity for Spanish speaking. Other agencies in town have that capacity, so maybe partnerships.

Halferty: Digitized form online? Google translation.

Wentworth: Drivers have simple translation option. Recreation needs on matrix. New Benjamin Berry in recreation partnership, PCT (Pacific Crest Trail) Association.

Holler: SB 1 grant for parking issues. Intercept with transit, bikes, etc.

Laurel Martin: Staff appreciates Moores' great accessibility. Athletes from Bishop to MMSA, special needs population at adult age possible through ESTA. Recreational nodes at spots between Bishop and Mammoth (Whitmore and Convict). **CLOSE PUBLIC HEARING.**

---BREAK: 10:15-10:20-10:28 a.m. ---

5. **COMMISSIONER REPORTS:** **Hogan:** Sheep Ranch shoulders looks good. **Holler:** None. **Wentworth:** Benjamin Berry. Devin Middlebrook at South Lake on EV, good lessons to share. Mountain Town News: CO to join CA on EV policies. First 500 mi on electric bike. **Halferty:** Movie "Quiet Force," small film about workforce, especially Latino. Mammoth Lakes, Jackson Hole. **Hogan:** Show again? **Halferty:** MLH (Mammoth Lakes Housing) did flier on it. Read article, exciting to see CO involved. **Peters:** Incident on 395 in Bridgeport: Driver mistakenly pushed gas, reversed into Ken's Sporting Goods that resulted in adjacent businesses closing four days to determine building safety. Heard lots of negative reaction to back-in parking. Another opportunity in Bridgeport with CSA (County Service Area) for community. Immigrant Street speeding traffic issue. CSA approved radar speed sign to reduce speeding. Longstanding area request for same type of signs at either end of town. Offer from Caltrans to install/maintain for life if purchased. CSA ran into difficulty with county counsel on use of funds. Exclude project with agency outside county. No traffic signal in Bridgeport. CHP showing speed citations. Potential opportunity to fund \$12,000. Tens of thousands for Caltrans to install/maintain. Not require encroachment permit, just install/maintain. **Holler:** BOS approve use of funds? **Stump:** None.

6. LOCAL TRANSPORTATION

A. **2020 STIP (State Transportation Improvement Program):** Le Francois worked with District 6, 8, and 9 on Olancho/Cartago, fully funded. Kern COG has active group, intends to finish FG (Freeman Gulch) -1, -3 despite Central Valley concerns. FG-1 ribbon cut last spring. FG-2 environmental approvals, a lot to finish. STIP cycle could help. Kramer Junction Hwy 58 going well. All projects off table when 2016 imploded. District 9 priorities will emerge. Broad fund estimate on CTC (California Transportation Commission) webpage. Potential shares not broken out. First STIP under SB 1. LTC funded buses through STIP, hopefully this round. Close to \$2 million now.

B. **EV charging-station policy document:** Hailey Lang presented major changes in red text. Staff continued outreach on costs and benefits, changes to policy language. RFP (Request for Proposals) process follow-up: Falls within exemption to competitive bid process. Utility companies subsidizing.

Le Francois: Amend RTP, policies dovetail into that plan. End of summer bring back to LTC. Financial element needs update. Holler requested Town update on RTP.

Wentworth: Send to Middlebrook before June 10 meeting.

Le Francois: Boulton sent information on Vons EV project in Bishop.

Stump: Inyo policy? *Pinkney: Ready for draft RTP, address it there.* Stump: Interconnectivity with points south. Send draft to Inyo.

C. **Senate Bill 152 Beall/ATP (Active Transportation Program):** Gerry Le Francois reached out, replies in packet. RCTF (Rural Counties Task Force) following as well. Latest revision. Trying to increase rural component. ATP grants highly competitive, as Town knows. Cited old TE (Transportation Enhancement) process. Federal regional trails component rolled into ATP. MPSs carry more sway, unsure where will go at hearing today. Component to soften disadvantaged "should" instead of "shall." Predominantly Benton area.

Holler saw 200,000 population as real challenge. *Lang: All rural RTPAs (Regional Transportation Planning Agencies) submitted letters of opposition, also other Northern California groups. Felt sideswiped by this effort. Metropolitan Transportation Commission, mainly Bay Area.*

Halferty wanted formal letter, authorize chair to sign. Give staff direction to Town/Mono.

Wentworth suggested framing argument around recreation. Lang saw shortchanging ability to secure more funds, urbans visit rural. Halferty noted rurals travel farther to essential services.

D. **Eastern Sierra Wildlife Stewardship Team:** Hailey Lang noted group met recently. Caltrans looking at funding issues and constraints. Secured funding for PID (Project Initiation Document). Moving along, meeting quarterly or as needed. Find additional funding.

Species-centric? *Austin West: Majority collisions mule deer.*

Wentworth saw hot-button topic of wild horses along Mono Lake. See what's going on.

Hogan: Mainly wildlife crossing by airport. Tim Taylor talking to SNARL (Sierra Nevada Aquatic Research Laboratory) in a few weeks.

7. ADMINISTRATION

8. TRANSIT

A. Eastern Sierra Transit Authority (ESTA)

1. **Resolution R19-02:** Unallocated STA (State Transit Assistance) funding. Phil Moores noted next month claimant letter. Unused STA funds into reserve. Funds for vehicle replacement. Caltrans has left-over funds? Competitive grant \$250,000 for trolley, \$15,000 toward grant. Clean up pots of money to simplify complicated funding strategy.

Replacement trolley owned by ESTA? *Moores: Yes, not Town.*

MOTION: Adopt Resolution R19-02 approving commitment of balance of STA funds. If grants unsuccessful, apply toward future grant applications for vehicles or cameras. (*Hogan/Halferty. Ayes: 6-0.*)

2. **Resolution R19-03:** Continued funding for operating assistance for 395 intercity bus routes

Moores indicated funds for 395 corridor services.

MOTION: Adopt Resolution R19-03 authorizing co-executive director to sign the Certification and Assurances for the Federal Transit Administration Section 5311(f) continued funding for operating assistance for the 395 intercity bus routes (*Peters/Hogan. Ayes: 6-0.*)

Tom's Place bus stop: *Moores: Scheduled, shelter in yard for public works. Valuable for hikers.*

B. Yosemite Area Regional Transportation System (YARTS): Hogan: Firm commitment for AAC meetings in afternoons to include Michael Draper and Jeff Simpson. Waterfalls awesome now. Dropping June Lake Loop.

9. **CALTRANS:** Mark Heckman is applying for grants. Submitted fact sheet Friday for Olancho/Cartago, maximum \$25 million. Agencies select managed lanes project, rail project, and one other. Within two weeks decide if go forward. Presentation last week to Kern TTAC (Transportation Technical Advisory Committee) wrapped public comment. Wildlife crossing preapplication for Prop 68 funding, \$2 million to complete environmental.

Who to? Wildlife Conservation Board has lots of money. *Heckman: SB 127 in Senate utilizing SHOPP (State Highway Operation & Protection Program) money. Brush fire exercise to see if might qualify. Caltrans working with legislator. Workers Memorial last month.*

Fales/Little Walker area start date? *Heckman: Will find out.*

Peters: Snow clearing on Sonora. Tioga got 4 million hits. Caltrans filmed another video. NPS (National Park Service) maybe punched through.

10. **INFORMATIONAL: Town of Mammoth Lakes update on transportation-related activities.** Dan Holler stated Minaret Road roundabout funds reprogrammed for sidewalks on Main. No funds programmed for roundabout, as traffic counts not show need. Minaret Road/Hwy 203 at Forest Trail also under review to mitigate traffic. Other at Snowcreek 8/Old Mammoth Road. Another Main/Old Mammoth Road: traffic mitigation issues. Question is snow removal and storage. More roundabouts throughout state. Different designs possible. Sidewalk on Main, contract for directional signage, Environmental Assessment at airport. Lakes Basin: No definite date yet. Hope for Memorial, but unlikely.

Hogan: South Lake looking at roundabouts. Truckee has, manages with lots of snow. Former Caltrans director threw up roadblocks.

Higerd: Getting projects ready for bid. Eastside Lane phase I out to bid soon. Hackney Drive at comm ctr in Walker getting close. South Landing Road moving forward. Mono City maintenance. Benton Crossing from green church to landfill. Civic Center in full swing, requires lots of time, staff out varied reasons.

Stump: Marks all over road in Crowley Lake. Related to Mono? Higerd: No. Call USA Dig hotline. Maybe RACE Communications?

11. **UPCOMING AGENDA ITEMS:** 1) Review and adopt 2019-20 OWP (Overall Work Program); 2) SB 152 Beall update; 3) letter of support for Olancho/Cartago; 4) unmet needs; 5) annual allocations; 6) letter to sign = info.

12. **ADJOURN** at 11:27 a.m. to June 10, 2019

Prepared by CD Ritter, LTC secretary

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Staff Report

June 10, 2019

TO: Mono County Local Transportation Commission

FROM: Michael Draper, Planning Analyst

SUBJECT: Approve Resolution R19-04 on Unmet Transit Needs

RECOMMENDATION: Adopt Resolution R19-04 making findings that there are unmet transit needs, and certain needs are reasonable to meet.

FISCAL IMPLICATIONS: The extension of the Bridgeport-to-Gardnerville route to Carson City requires approximately \$3,000 annually. Local Transportation Funds were requested to fund this unmet need.

ENVIRONMENTAL COMPLIANCE: N/A

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

DISCUSSION

The Mono County LTC and the Social Services Transportation Advisory Council (SSTAC) held a joint public hearing at the LTC's regular meeting on May 13, 2019, at 9 a.m. as required by State law to meet the Citizen Participation process and the unmet needs process. Public notices of these hearings were published in accordance with State law in local newspapers, and flyers printed in both Spanish and English were posted in Mono County offices.

The public hearing was to ensure broad community participation and solicit the input of transit-dependent and transit-disadvantaged persons, including the elderly, handicapped, and persons of limited means. This public hearing was also required prior to the LTC allocating any funds not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, and to solicit comments on the unmet transit needs that may exist within Mono County and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

The Eastern Sierra Transit Authority, in its role as the Consolidated Transportation Services Agency (CTSA) for Mono County and with some assistance from LTC and County staff, attended Regional Planning Advisory Committee (RPAC) or community meetings in Antelope Valley, Bridgeport, June Lake, and Mono Basin to solicit public input throughout April and May 2019 and noticed Town of Mammoth Lakes residents to the public meetings held in Mammoth Lakes.

Public comments received through ESTA's outreach, at the public hearing, and LTC and SSTAC discussion points are summarized in Attachment #2 to evaluate whether they are unmet needs, and whether they are reasonable to meet. Because this process also collects general comments on transit, the last column in the matrix offers actions and/or solutions to address all concerns raised.

ATTACHMENTS

- LTC Resolution 98-01 defining "unmet transit needs" and "reasonable to meet"
- Summary and analysis of public transit requests for fiscal year 2019-20
- Resolution R19-04

RESOLUTION 98-01

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

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

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

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

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

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

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

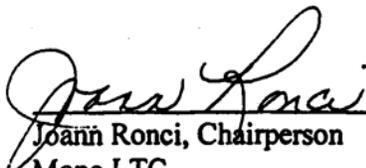
Ayes: Ronci, Hunt, Cage, Eastman, Inwood, Rowan.

Noes:

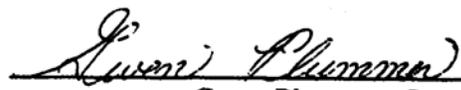
Absent:

Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2019-20

QUALIFYING UNMET NEEDS				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
1.	Keep service to the upper Old Mammoth road as in The Limited	This is a request for a service expansion for the possible purpose of employment, youth, social, and recreational purposes	Very low ridership resulted in the reduction of service to this area. The economical and farebox recovery standards may be ignored with free service in the town, but the driver shortage makes a large expansion operationally unfeasible	Various cost scenarios are being developed for councils, boards, and commissions to consider. Options will include: no service, status quo (four trips, school days only), expansion to four trips all weekdays, and hourly weekday service.
2.	Install stop at Sonora Junction	This request would primarily serve hikers in a recreational mode and Mountain Warfare Training Center employees	Installation of a stop at Sonora Junction would require significant planning, therefore is not reasonable to meet at this time	Cost depends on extent of infrastructure necessary to meet ADA standards. Caltrans approval is required. Estimate is from \$500 to \$20,000.
3.	Extend the Bridgeport-to-Gardnerville route to Carson City	This is a request for a service expansion for the purpose of access to services, social, and recreational purposes	This extension is reasonable to meet	This route runs once a week and the extension is 16 miles one way. Carson City provides valuable services otherwise unavailable. This could be introduced soon at cost of approximately \$3,000. It does not require additional buses or drivers.
4.	Deviate the 395 Route to June Lake	This is a request for a service expansion for the purpose of getting necessities of life	Not reasonable to meet due to operational feasibility and farebox standards	The 395 route is stretched beyond its limit regarding maximum drive time and meal break law. Further deviations are not tenable.

5.	Increase service between Chalfant and Bishop	This is a request for a service expansion for the possible purpose of employment and social and recreational purposes. These needs are currently met.	Eventually as population increases, this may become more feasible. However, demand and operational feasibility are not currently present.	Staff will keep a watchful eye on this corridor and understand its role as a suburb of Bishop and one of the few areas available for residential expansion in the county.
6.	Increase lifeline service to the Tri-Valley area from Benton	This is a request for a service expansion for the possible purpose of employment and social and recreational purposes. These needs are currently met.	As in the Chalfant request, population in the Benton area does not support increases of service, but staff is aware of the potential.	Current demand is small at about two passengers per service hour. Staff will continue to monitor the Tri-Valley for growth and additional services.
7.	Lifeline service for June Lake residents	With the recent discontinuation of transit services to June Lake, access to necessities of life are limit	This request is reasonable, but funding must be secured.	A volunteer driver program is being explored. Depending on the success of this program, further consideration of lifeline service will be taken. One roundtrip per week to Mammoth, similar to services in the Tri-valley are recommended.

NOT CONSIDERED TO BE AN UNMET NEED

	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
8.	Increased frequency of Purple Line in town of Mammoth Lakes	This is a request for a service expansion potentially pertaining to shopping for food or clothing, employment, and social and recreational purposes	This does not meet necessities of life standard since service already exists	Doubling the Purple Line that currently uses one bus and operates 11 hours per day would cost approximately \$310,000 plus the capital cost of a new vehicle.

9.	SSTAC – Provide bilingual services for Mammoth Dial-A-Ride service	This could be an unmet need if Mammoth Lakes residents are not able to obtain basic necessities of life due to language limitations of the transportation service	ESTA would need to determine if this is a true barrier to service to develop possible responses.	The solution could be to have the passengers come into the office where schedulers and passengers could use Google translator to arrange rides. It is recommended a test be conducted to see if this will work. There are drawbacks like not being able to communicate with the driver or making changes by phone. If the passenger has a smart phone, then the translator would help with driver communication.
10	Improve marketing of services in the Bridgeport area	Informational. Does not qualify as unmet need.	N/A	Improved communication on transit is needed and is being studied.
11	Expand Walker Dial-A-Ride to Bridgeport and Gardnerville	Service expansion for access to necessities of life. Passengers in Walker currently have access to necessities of life.	Walker residents have access to points north through the Bridgeport-Gardnerville fixed route.	There is capacity in the Walker Dial-A-Ride for extension of service. ESTA is working with Mono County Social Services staff on plans to expand the Dial-A-Ride.
12	Install bus stop in Benton	Not an unmet need since residents are currently served, but a visible presence of transit providing access of services to all residents is needed.	Reasonable to meet.	Residents of Benton are served door-to-door, however there should be a visible transit presence in the town. Costs from \$500 to \$5,000 are estimated and recommended.
13	Span of service increases in the town of Mammoth Lakes	This is a request for a service expansion. It does not qualify as an unmet need since service already runs till 10pm and 2am.	No.	Currently the Town Trolleys run till 10pm and 2am serving the businesses and residents. Further expansion would struggle to meet feasibility standards regarding staffing. The cost varies depending on the extent of expansion. ESTA current hourly cost is \$77/hour and driver schedules would be impacted.

RESOLUTION R19-04
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
MAKING FINDINGS REGARDING "REASONABLE TO MEET"
AND "UNMET TRANSIT NEEDS"

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

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

WHEREAS, MCLTC has received and considered public testimony on "whether or not there are unmet needs in Mono County" at a May 13, 2019, public hearing in Mono County jointly held with the Social Services Transit Advisory Council; and

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

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

Transit Request	Unmet Need	Reasonable to Meet
Keep service to the upper Old Mammoth Road as in The Limited.	Yes	Yes
Lifeline service for June Lake residents.	Yes	Yes
Extend the Bridgeport to Gardnerville route to Carson City.	Yes	Yes
Install Stop at Sonora Junction.	Yes	No
Deviate the 395 route to June Lake.	Yes	No
Increase service between Chalfant and Bishop	Yes	No
Increase lifeline service to the Tri-Valley area from Benton	Yes	No

NOW, THEREFORE, BE IT RESOLVED, the MCLTC finds there are unmet needs that are reasonable to meet in Mono County.

PASSED AND ADOPTED this 10th day of June 2019, by the following vote:

Ayes:
Noes:
Abstain:
Absent:

Fred Stump, LTC Chair

Attest:

CD Ritter, LTC Secretary

Approved as to form:

Christian Milovich, Assistant County Counsel

Mono County Local Transportation Commission

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

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

June 10, 2019

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, LTC Accountant

RE: FY 2019-20 Local Transportation Fund (LTF) Apportionment and Allocation

RECOMMENDATION

Approve Resolution R19-05 approving the apportionment and allocation for the 2019-20 Local Transportation Fund.

FINANCIAL IMPLICATIONS

The 2019-20 estimate from the Mono County Auditor/Controller Office for LTF funding is \$638,805. Allocation of these funds is guided by the Transportation Development Act. This is \$21,547 above the 2018-19 estimate.

DISCUSSION

The Mono County Local Transportation Commission is the Regional Transportation Planning Agency (RTPA) responsible for apportioning and administering the Local Transportation Fund in accordance with the Transportation Development Act. The Local Transportation fund is comprised of 0.25% of local sales and use tax distributed by the State Board of Equalization monthly based on sales tax collected in each county. Annually, the Mono County director of finance provides the Local Transportation Commission with estimates for the Local Transportation Fund revenue for the upcoming fiscal year based on a 10-year rolling average. The Mono County LTF 2019-20 estimate is \$638,805, and the estimated rollover balance from allocated reserve is \$105,856. The total available balance for 2019-20 allocation is \$744,661. This does not account for 2018-19 LTF revenues above projections. The Mono County LTC received claimant letters from Eastern Sierra Transit Authority (ESTA), Yosemite Area Regional Transportation System (YARTS), and Mono County Social Services.

Each year, the LTC must adopt a resolution establishing how these funds will be allocated. Based on the Local Transportation Act, Auditor's 2019-20 estimate, the submitted claimant letters and direction from the Commission, LTC staff proposes the attached Resolution R19-05.

For questions regarding this item, please contact Megan Mahaffey at 760.924.1836.

ATTACHMENTS

- 2019-20 actuals and estimates
- 2019-20 proposed LTF allocation
- Resolution R19-05

		Budget	
Reserve forward + unbudgeted revenue	\$	105,856	
Estimated 2019/20 revenue	\$	638,805	
Estimated Total Revenue	\$	744,661	
Specific Allocations			
Reserve -15%	\$	111,699	
Administration	\$	10,000	
Annual Audit	\$	10,000	
Planning and Programming	\$	10,000	
Bike Path-2% of balance	\$	12,059	
ESTA-CTSA <5% of bal	\$	20,700	
Senior Services	\$	30,000	
YARTS	\$	35,000	
ESTA 395 Routes allocation	\$	105,064	
Remaining Balance			
	\$	400,139	
ESTA - Town of Mammoth Lakes 58%	\$	232,080	
ESTA - Mono County 42%	\$	168,058	
	\$	525,903	

3 Year maximum allocation
201920 = Mono year 3

LTF Allocations

267-00-000-17010											ROLLING			
	<u>FY 09-10</u>	<u>FY 10-11</u>	<u>FY 11-12</u>	<u>FY 12-13</u>	<u>FY 13-14</u>	<u>FY 14-15</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>	<u>FY 18-19</u>	<u>FY 19-20</u>	10 Year Average	% of total	Cum %
July	\$ 31,700.00	\$ 29,200.00	\$ 30,300.00	\$ 34,900.00	\$ 38,700.00	\$ 39,000.00	\$ 37,300.00	\$ 36,900.00	\$ 37,400.00	\$ 58,239.35	\$37,364	\$37,364	5.82%	5.82%
August	\$ 37,500.00	\$ 38,900.00	\$ 40,400.00	\$ 46,500.00	\$ 51,600.00	\$ 52,000.00	\$ 49,700.00	\$ 49,200.00	\$ 49,900.00	\$ 40,410.38	\$45,611	\$45,611	7.11%	12.93%
September	\$ 52,438.20	\$ 48,259.74	\$ 67,356.29	\$ 69,720.18	\$ 58,333.34	\$ 54,319.28	\$ 62,366.24	\$ 80,307.33	\$ 90,265.15	\$ 82,864.50	\$66,623	\$66,623	10.38%	23.31%
October	\$ 45,300.00	\$ 40,700.00	\$ 45,500.00	\$ 50,900.00	\$ 50,500.00	\$ 51,400.00	\$ 54,200.00	\$ 53,100.00	\$ 55,500.00	\$ 40,410.38	\$48,751	\$48,751	7.60%	30.90%
November	\$ 51,300.00	\$ 54,200.00	\$ 60,600.00	\$ 67,800.00	\$ 67,300.00	\$ 68,600.00	\$ 72,200.00	\$ 70,800.00	\$ 74,000.00	\$ 116,753.69	\$70,355	\$70,355	10.96%	41.86%
December	\$ 44,741.37	\$ 64,014.70	\$ 59,606.15	\$ 42,976.29	\$ 49,973.29	\$ 60,479.30	\$ 48,447.09	\$ 68,007.61	\$ 84,447.00	\$ 43,397.79	\$56,609	\$56,609	8.82%	50.68%
January	\$ 36,100.00	\$ 31,200.00	\$ 36,100.00	\$ 38,900.00	\$ 37,800.00	\$ 41,200.00	\$ 39,700.00	\$ 43,800.00	\$ 44,500.00	\$ 56,705.23	\$40,601	\$40,601	6.33%	57.01%
February	\$ 48,200.00	\$ 41,600.00	\$ 48,100.00	\$ 51,800.00	\$ 50,400.00	\$ 54,900.00	\$ 53,000.00	\$ 58,400.00	\$ 59,300.00	\$ 67,019.42	\$53,272	\$53,272	8.30%	65.31%
March	\$ 24,821.57	\$ 64,440.36	\$ 58,082.44	\$ 42,235.58	\$ 62,547.00	\$ 48,387.15	\$ 66,239.89	\$ 59,886.26	\$ 78,780.47	\$ 80,600.51	\$58,602	\$58,602	9.13%	74.44%
April	\$ 35,100.00	\$ 43,000.00	\$ 41,300.00	\$ 40,400.00	\$ 43,200.00	\$ 46,100.00	\$ 32,800.00	\$ 43,400.00	\$ 57,000.00	\$ 66,255.35	\$44,856	\$44,856	6.99%	81.43%
May	\$ 51,300.00	\$ 63,100.00	\$ 55,000.00	\$ 53,900.00	\$ 57,600.00	\$ 61,500.00	\$ 43,700.00	\$ 57,800.00	\$ 76,962.58	\$ 89,383.62	\$61,025	\$61,025	9.51%	90.94%
June	\$ 67,027.06	\$ 27,264.49	\$ 41,344.72	\$ 57,346.87	\$ 61,092.02	\$ 938.94	\$ 114,400.33	\$ 99,792.95	\$ 54,389.89		\$58,177	\$58,177	9.06%	###
Total	\$ 525,528.20	\$ 545,879.29	\$ 583,689.60	\$ 597,378.92	\$ 629,045.65	\$ 578,824.67	\$ 674,053.55	\$ 721,394.15	\$ 762,445.09	\$ 742,040.22	\$ 641,845.68	\$641,846	100.00%	
<i>Estimates</i>	\$ 580,000.00	\$ 580,000.00	\$ 497,000.00	\$ 560,000.00	\$ 575,000.00	\$ 592,235.00	\$ 622,812.00	\$ 607,787.41	\$ 604,264.00	\$ 617,258.93				

RESOLUTION R19-05
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
ALLOCATING LOCAL TRANSPORTATION FUNDS FOR FISCAL YEAR 2019-20

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

WHEREAS, the County auditor has estimated that **\$638,805** of MCLTC moneys will be available for apportionment in fiscal year **2019-20**. Staff estimates an additional **\$105,856** of prior-year reserve and unallocated revenue for a total apportionment of **\$744,661**; and

WHEREAS, in accordance with the adopted MCLTC Handbook, a reserve of 15% of the budgeted allocation will be established, totaling **\$111,699**; and

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

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

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

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

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

- Based upon prior action of the MCLTC, and in accordance with 99233.3 of the Transportation Development Act, 2% of the remaining LTF, or **\$12,059**, will be “set aside” for bike path construction. The **2019-20** apportionment/allocation is the **third year** of a three-year allocation to Mono County; and

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

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

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

- **\$30,000** of LTF will be allocated and apportioned to the Mono County Senior Program for medical escort service for seniors and other transit-dependent adults,
- **\$35,000** of LTF will be allocated and apportioned to YARTS for operating costs; and
- **\$105,064** will be allocated and apportioned for the 395 Routes Service (old CREST service); and

WHEREAS, the MCLTC has accepted the pending ESTA-proposed Mono County and Town of Mammoth Lakes transit system budget of **\$400,139** for FY **2019-20**; and

WHEREAS, the remaining available LTF moneys, **\$400,139**, will be split 58% for the Town of Mammoth Lakes and 42% for Mono County; and

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

- 15% to be placed in reserve

- 49.3% (58% of balance) to the Town of Mammoth Lakes
- 35.7% (42% of balance) to Mono County.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission hereby allocates **2019-20** LTF moneys as follows:

1. **\$111,699** into reserve
2. **\$10,000** for LTC annual audit costs for the LTF, Public Utilities Code 99233.1
3. **\$10,000** for LTC administration for the LTF, Public Utilities Code 99233.1
4. **\$10,000** for LTC planning and programming, Public Utilities Code 99233.2
5. **\$12,059** or 2% of remaining LTF moneys for bicycle path “set-aside” to TOML
6. **\$20,700** (included in the ESTA budget) is apportioned and allocated to Eastern Sierra Transit Authority for CTSA administration, Public Utilities Code 99233.7
7. **\$30,000** of remaining LTF to the Mono County Senior Program for medical escort service for seniors and other transit-dependent adults
8. **\$35,000** is apportioned and allocated to YARTS for FY **2019-20** for operating costs
9. **\$105,064** is apportioned and allocated to ESTA for Federal Operating Grant Match (TDA Section 99262)
10. **\$400,139** of remaining LTF, Public Utilities Code 99400 (c) apportioned and allocated to Mono County and the Town of Mammoth Lakes for system operations (**Town \$232,080; County \$168,058**).

BE IT FURTHER RESOLVED that the Mono County Local Transportation Commission does hereby apportion and allocate **2019-20** LTF moneys in excess of budget projections as follows:

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

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

PASSED AND ADOPTED this 10th day of June 2019, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Fred Stump, Chair
Local Transportation Commission

Attest:

CD Ritter, LTC Secretary

Approved as to form:

Christian Milovich, Assistant County Counsel

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
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June 10, 2019

TO: Mono County Local Transportation Commission
FROM: Megan Mahaffey, LTC Accountant
RE: FY 2019-20 State Transit Assistance Fund (STA) apportionment and allocation

RECOMMENDATION

Adopt Resolution R19-06 approving the apportionment and allocation for State Transit Assistance 2019-20 fiscal year.

FINANCIAL IMPLICATIONS

The 2019-20 estimate, as provided by the State Controller's Office for STA funding, is \$328,970. Allocation of these funds is guided by the Transportation Development Act. This is \$81,534 above the 2018-19 STA estimate.

DISCUSSION

The State Controller has estimated that Mono County's share of the STA 2018-19 allocation is \$328,970 as per the attached, with \$134,114 from PUC 99313 and \$194,856 from PUC 99314. The allocation is based on the Public Utilities Code sections 99313 and 99314. It should be noted that the Section 99314 allocation is based on the Annual Report of Financial Transactions of Transit Operators, as submitted by ESTA. Reporting requirements result in ESTA's submitting one report for all services in Inyo and Mono counties. Therefore, the Section 99314 allocation actually reflects the regional allocation for both counties. Note that 30% of the 99314 funds will be directed to Inyo County (\$58,457). Staff has a claimant letter on file for these funds, as required by the Transportation Development Act and State Law (Public Utilities Code Section 99313 and 99314). The attached resolution R19-06 allocates these funds to ESTA for transit operations.

For questions regarding this item, please contact Megan Mahaffey at 760.924.1836.

ATTACHMENTS

- State Controller Apportionment Allocation Estimate FY 2019-20
- Resolution R19-06



BETTY T. YEE
California State Controller

January 31, 2019

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

SUBJECT: 2019-20 State Transit Assistance Allocation Preliminary Estimate

Enclosed is a preliminary summary schedule of State Transit Assistance (STA) funds estimated to be allocated for fiscal year (FY) 2019-20 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) sections 99313 and 99314. Also enclosed is a schedule detailing the amount of the PUC section 99314 allocation for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. PUC section 99314 allocations are based on the revenue amount for each STA-eligible operator, determined from annual reports submitted to the Controller pursuant to Section 99243. Pursuant to PUC section 99314.3, each TPA is required to allocate funds to the STA-eligible operators in the area of its jurisdiction.

The estimated amount of STA funds budgeted, according to the FY 2019-20 proposed California Budget, is \$772,541,000. We anticipate that the first quarter's allocation will be paid in November 2019. Please refer to the schedule for the amounts that relate to your agency.

Please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov with any questions, or for additional information.

Sincerely,

(Original Signed By)

DEBRA MORTON, Manager
Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
2019-20 STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE
SUMMARY
JANUARY 31, 2019

Regional Entity	PUC 99313 Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a)		PUC 99313 Funds from RTC sections 6051.8(b), and 6201.8(b)		PUC 99314 Fiscal Year 2019-20 Estimate	Total Fiscal Year 2019-20 Estimate
	Fiscal Year 2019-20 Estimate		Fiscal Year 2019-20 Estimate		2019-20 Estimate	2019-20 Estimate
	A		B		C	D= (A+B+C)
Metropolitan Transportation Commission	\$	41,235,828	\$	34,180,996	\$ 208,601,170	\$ 284,017,994
Sacramento Area Council of Governments		10,200,674		8,455,491	6,955,283	25,611,448
San Diego Association of Governments		5,115,314		4,240,160	2,447,624	11,803,098
San Diego Metropolitan Transit System		12,590,861		10,436,753	9,799,127	32,826,741
Tahoe Regional Planning Agency		551,899		457,477	44,075	1,053,451
Alpine County Transportation Commission		6,122		5,075	463	11,660
Amador County Transportation Commission		202,100		167,524	69,508	439,132
Butte County Association of Governments		1,207,596		1,000,994	121,927	2,330,517
Calaveras County Local Transportation Commission		239,571		198,584	6,897	445,052
Colusa County Local Transportation Commission		117,236		97,179	9,689	224,104
Del Norte County Local Transportation Commission		144,415		119,708	15,231	279,354
El Dorado County Local Transportation Commission		889,167		737,044	116,619	1,742,830
Fresno County Council of Governments		5,343,643		4,429,426	1,877,301	11,650,370
Glenn County Local Transportation Commission		152,771		126,634	7,323	286,728
Humboldt County Association of Governments		721,530		598,087	283,994	1,603,611
Imperial County Transportation Commission		1,011,316		838,295	200,270	2,049,881
Inyo County Local Transportation Commission		98,556		81,695	0	180,251
Kern Council of Governments		4,805,538		3,983,382	554,511	9,343,431
Kings County Association of Governments		804,611		666,954	67,236	1,538,801
Lake County/City Council of Governments		345,274		286,202	39,168	670,644
Lassen County Local Transportation Commission		163,992		135,935	11,927	311,854
Los Angeles County Metropolitan Transportation Authority		54,558,172		45,224,087	127,399,812	227,182,071
Madera County Local Transportation Commission		842,979		698,758	12,366	1,554,103
Mariposa County Local Transportation Commission		96,180		79,725	5,681	181,586
Mendocino Council of Governments		473,757		392,704	79,718	946,179
Merced County Association of Governments		1,485,359		1,231,237	162,246	2,878,842
Modoc County Local Transportation Commission		50,994		42,270	8,768	102,032
Mono County Local Transportation Commission		73,330		60,784	194,856	328,970
Transportation Agency for Monterey County		2,351,735		1,949,388	1,416,375	5,717,498
Nevada County Local Transportation Commission		526,046		436,048	44,508	1,006,602
Orange County Transportation Authority		17,088,887		14,165,235	9,805,353	41,059,475
Placer County Transportation Planning Agency		1,625,027		1,347,009	560,663	3,532,699
Plumas County Local Transportation Commission		104,902		86,954	13,612	205,468
Riverside County Transportation Commission		12,817,344		10,624,488	3,811,988	27,253,820
Council of San Benito County Governments		302,868		251,052	11,473	565,393
San Bernardino County Transportation Authority		11,538,679		9,564,584	3,930,267	25,033,530
San Joaquin Council of Governments		4,025,358		3,336,679	1,772,032	9,134,069
San Luis Obispo Area Council of Governments		1,486,017		1,231,782	167,308	2,885,107
Santa Barbara County Association of Governments		2,405,721		1,994,138	1,129,058	5,528,917
Santa Cruz County Transportation Commission		1,468,844		1,217,547	2,247,537	4,933,928
Shasta Regional Transportation Agency		945,780		783,971	99,705	1,829,456
Sierra County Local Transportation Commission		17,014		14,103	2,263	33,380
Siskiyou County Local Transportation Commission		236,680		196,187	12,766	445,633
Stanislaus Council of Governments		2,947,747		2,443,432	286,491	5,677,670
Tehama County Transportation Commission		339,746		281,620	13,762	635,128
Trinity County Transportation Commission		72,338		59,962	6,058	138,358
Tulare County Association of Governments		2,524,438		2,092,544	490,560	5,107,542
Tuolumne County Transportation Council		290,412		240,727	18,790	549,929
Ventura County Transportation Commission		4,557,632		3,777,890	1,337,141	9,672,663
State Totals	\$	211,202,000	\$	175,068,500	\$ 386,270,500	\$ 772,541,000

STATE CONTROLLER'S OFFICE
2019-20 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2019

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2019-20 Estimate</u>	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2019-20 Estimate</u>	Total Fiscal Year 2019-20 Estimate
		A	B	C= (A+B)
Altamont Corridor Express*				
Alameda County Congestion Management Agency	\$ NA	\$ 163,325	\$ 135,382	\$ 298,707
Santa Clara Valley Transportation Authority	NA	126,166	104,581	230,747
San Joaquin Regional Rail Commission	NA	574,662	476,345	1,051,007
Regional Entity Totals	0	864,153	716,308	1,580,461
	0	(864,153)	(716,308)	(1,580,461)
Metropolitan Transportation Commission				
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**	1,922,701,386	75,741,362	62,783,149	138,524,511
Central Contra Costa Transit Authority	11,776,890	463,929	384,558	848,487
City of Dixon	107,734	4,244	3,518	7,762
Eastern Contra Costa Transit Authority	5,512,937	217,172	180,017	397,189
City of Fairfield	3,574,163	140,798	116,709	257,507
Golden Gate Bridge Highway and Transportation District	127,650,347	5,028,556	4,168,245	9,196,801
Livermore-Amador Valley Transit Authority	5,211,206	205,286	170,165	375,451
Marin County Transit District	21,602,639	850,997	705,404	1,556,401
Napa County Transportation and Planning Agency	1,674,384	65,959	54,675	120,634
Peninsula Corridor Joint Powers Board	127,623,810	5,027,510	4,167,379	9,194,889
City of Petaluma	632,515	24,917	20,654	45,571
City of Rio Vista	35,498	1,398	1,159	2,557
San Francisco Bay Area Water Emergency Transportation Authority	30,770,489	1,212,148	1,004,768	2,216,916
San Mateo County Transit District	125,228,491	4,933,151	4,089,163	9,022,314
Santa Clara Valley Transportation Authority	456,606,000	17,987,172	14,909,836	32,897,008
City of Santa Rosa	2,596,440	102,282	84,783	187,065
Solano County Transit	5,606,531	220,859	183,073	403,932
County of Sonoma	3,488,169	137,410	113,901	251,311
Sonoma-Marín Area Rail Transit District	26,186,190	1,031,558	855,074	1,886,632
City of Union City	1,686,347	66,431	55,065	121,496
City of Vacaville	406,623	16,018	13,278	29,296
Western Contra Costa Transit Authority	7,328,372	288,688	239,298	527,986
Regional Entity Subtotals	2,888,007,161	113,767,845	94,303,871	208,071,716
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	163,325	135,382	298,707
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	126,166	104,581	230,747
Regional Entity Totals	2,888,007,161	114,057,336	94,543,834	208,601,170
Sacramento Area Council of Governments				
City of Davis (Unitrans)	3,353,129	132,090	109,492	241,582
City of Elk Grove	1,680,981	66,219	54,890	121,109
City of Folsom	618,040	24,347	20,181	44,528
County of Sacramento	1,148,895	45,259	37,516	82,775
Sacramento Regional Transit System	83,685,695	3,296,647	2,732,640	6,029,287
Yolo County Transportation District	4,638,784	182,737	151,473	334,210
Yuba Sutter Transit Authority	1,412,866	55,657	46,135	101,792
Regional Entity Totals	96,538,390	3,802,956	3,152,327	6,955,283

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

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

STATE CONTROLLER'S OFFICE
2019-20 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2019

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) Fiscal Year 2019-20 Estimate</u>	<u>Funds from RTC sections 6051.8(b), and 6201.8(b) Fiscal Year 2019-20 Estimate</u>	<u>Total Fiscal Year 2019-20 Estimate</u>
		A	B	C= (A+B)
San Diego Association of Governments North County Transit District	33,972,698	1,338,293	1,109,331	2,447,624
San Diego Metropolitan Transit System				
San Diego Metropolitan Transit System	35,421,645	1,395,372	1,156,645	2,552,017
San Diego Transit Corporation	55,911,739	2,202,542	1,825,720	4,028,262
San Diego Trolley, Inc.	44,677,168	1,759,977	1,458,871	3,218,848
Regional Entity Totals	<u>136,010,552</u>	<u>5,357,891</u>	<u>4,441,236</u>	<u>9,799,127</u>
Southern California Regional Rail Authority***				
Los Angeles County Metropolitan Transportation Authority	NA	4,567,142	3,785,772	8,352,914
Orange County Transportation Authority	NA	2,022,617	1,676,578	3,699,195
Riverside County Transportation Commission	NA	972,482	806,104	1,778,586
San Bernardino County Transportation Authority	NA	1,004,085	832,301	1,836,386
Ventura County Transportation Commission	NA	463,215	383,966	847,181
Regional Entity Totals	<u>0</u>	<u>9,029,541</u>	<u>7,484,721</u>	<u>16,514,262</u>
	0	(9,029,541)	(7,484,721)	(16,514,262)
Tahoe Regional Planning Agency Tahoe Transportation District	611,743	24,099	19,976	44,075
Alpine County Transportation Commission County of Alpine	6,405	253	210	463
Amador County Transportation Commission Amador Regional Transit System	964,773	38,005	31,503	69,508
Butte County Association of Governments				
Butte Regional Transit	1,672,658	65,891	54,618	120,509
City of Gridley - Specialized Service	19,669	776	642	1,418
Regional Entity Totals	<u>1,692,327</u>	<u>66,667</u>	<u>55,260</u>	<u>121,927</u>
Calaveras County Local Transportation Commission County of Calaveras	95,736	3,771	3,126	6,897
Colusa County Local Transportation Commission County of Colusa	134,485	5,298	4,391	9,689
Del Norte County Local Transportation Commission Redwood Coast Transit Authority	211,415	8,328	6,903	15,231
El Dorado County Local Transportation Commission El Dorado County Transit Authority	1,618,665	63,764	52,855	116,619

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

STATE CONTROLLER'S OFFICE
2019-20 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2019

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2019-20 Estimate</u>	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2019-20 Estimate</u>	Total Fiscal Year 2019-20 Estimate
		A	B	C= (A+B)
Fresno County Council of Governments				
City of Clovis	1,602,042	63,110	52,312	115,422
City of Fresno	22,984,844	905,447	750,538	1,655,985
Fresno County Rural Transit Agency	1,469,792	57,900	47,994	105,894
Regional Entity Totals	<u>26,056,678</u>	<u>1,026,457</u>	<u>850,844</u>	<u>1,877,301</u>
Glenn County Local Transportation Commission				
County of Glenn Transit Service	101,636	4,004	3,319	7,323
Humboldt County Association of Governments				
City of Arcata	245,498	9,671	8,016	17,687
City of Blue Lake	0	0	0	0
City of Eureka	668,155	26,321	21,818	48,139
City of Fortuna - Specialized Service	26,278	1,035	858	1,893
Humboldt Transit Authority	3,001,863	118,253	98,022	216,275
Regional Entity Totals	<u>3,941,794</u>	<u>155,280</u>	<u>128,714</u>	<u>283,994</u>
Imperial County Transportation Commission				
Imperial County Transportation Commission	2,742,059	108,018	89,538	197,556
Quechan Indian Tribe	37,678	1,484	1,230	2,714
Regional Entity Totals	<u>2,779,737</u>	<u>109,502</u>	<u>90,768</u>	<u>200,270</u>
Inyo County Local Transportation Commission	None	None	None	None
Kern Council of Governments				
City of Arvin	54,160	2,134	1,769	3,903
City of California City	22,791	898	744	1,642
City of Delano	171,562	6,758	5,602	12,360
Golden Empire Transit District	5,216,607	205,499	170,341	375,840
County of Kern	1,265,929	49,869	41,337	91,206
City of McFarland	16,480	650	539	1,189
City of Ridgecrest	372,125	14,659	12,151	26,810
City of Shafter	57,040	2,247	1,863	4,110
City of Taft	354,385	13,960	11,572	25,532
City of Tehachapi	23,960	944	782	1,726
City of Wasco	141,482	5,573	4,620	10,193
Regional Entity Totals	<u>7,696,521</u>	<u>303,191</u>	<u>251,320</u>	<u>554,511</u>
Kings County Association of Governments				
City of Corcoran	90,008	3,546	2,939	6,485
Kings County Area Public Transit Agency	843,214	33,217	27,534	60,751
Regional Entity Totals	<u>933,222</u>	<u>36,763</u>	<u>30,473</u>	<u>67,236</u>
Lake County/City Council of Governments				
Lake Transit Authority	543,639	21,416	17,752	39,168
Lassen County Local Transportation Commission				
County of Lassen	165,544	6,521	5,406	11,927

STATE CONTROLLER'S OFFICE
2019-20 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2019

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2019-20 Estimate</u>	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2019-20 Estimate</u>	Total Fiscal Year 2019-20 Estimate
		A	B	C= (A+B)
Los Angeles County Metropolitan Transportation Authority				
Antelope Valley Transit Authority	17,661,942	695,760	576,726	1,272,486
City of Arcadia	1,503,070	59,211	49,081	108,292
City of Claremont	536,755	21,144	17,527	38,671
City of Commerce	2,257,290	88,922	73,709	162,631
City of Culver City	12,371,573	487,356	403,977	891,333
Foothill Transit Zone	58,142,008	2,290,400	1,898,547	4,188,947
City of Gardena	13,126,661	517,101	428,633	945,734
City of La Mirada	731,706	28,824	23,893	52,717
Long Beach Public Transportation Company	53,395,698	2,103,427	1,743,563	3,846,990
City of Los Angeles	86,605,504	3,411,668	2,827,983	6,239,651
County of Los Angeles	25,318,527	997,378	826,741	1,824,119
Los Angeles County Metropolitan Transportation Authority	1,284,967,738	50,618,992	41,958,841	92,577,833
City of Montebello	17,241,955	679,216	563,012	1,242,228
City of Norwalk	7,822,560	308,156	255,435	563,591
City of Redondo Beach	2,677,120	105,460	87,418	192,878
City of Santa Clarita	19,254,675	758,503	628,735	1,387,238
City of Santa Monica	45,735,978	1,801,687	1,493,445	3,295,132
Southern California Regional Rail Authority***	229,215,711	NA	NA	NA
City of Torrance	3,003,977	118,336	98,091	216,427
Regional Entity Subtotals	1,881,570,448	65,091,541	53,955,357	119,046,898
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRA***	NA	4,567,142	3,785,772	8,352,914
Regional Entity Totals	1,881,570,448	69,658,683	57,741,129	127,399,812
Madera County Local Transportation Commission				
City of Chowchilla	29,015	1,143	947	2,090
City of Madera	107,090	4,219	3,497	7,716
County of Madera	35,527	1,400	1,160	2,560
Regional Entity Totals	171,632	6,762	5,604	12,366
Mariposa County Local Transportation Commission				
County of Mariposa	78,847	3,106	2,575	5,681
Mendocino Council of Governments				
Mendocino Transit Authority	1,106,473	43,588	36,130	79,718
Merced County Association of Governments				
Transit Joint Powers Authority of Merced County	1,601,512	63,089	52,295	115,384
Yosemite Area Regional Transportation System (YARTS)	650,442	25,623	21,239	46,862
Regional Entity Totals	2,251,954	88,712	73,534	162,246
Modoc County Local Transportation Commission				
Modoc Transportation Agency - Specialized Service	121,702	4,794	3,974	8,768

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

STATE CONTROLLER'S OFFICE
2019-20 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2019

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2019-20 Estimate</u>	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2019-20 Estimate</u>	Total Fiscal Year 2019-20 Estimate
		A	B	C= (A+B)
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,704,577	106,542	88,314	194,856
Transportation Agency for Monterey County Monterey-Salinas Transit	19,659,094	774,435	641,940	1,416,375
Nevada County Local Transportation Commission County of Nevada	442,738	17,441	14,457	31,898
City of Truckee	175,020	6,895	5,715	12,610
Regional Entity Totals	<u>617,758</u>	<u>24,336</u>	<u>20,172</u>	<u>44,508</u>
Orange County Transportation Authority City of Laguna Beach	1,506,307	59,338	49,186	108,524
Orange County Transportation Authority	83,246,339	3,279,340	2,718,294	5,997,634
Regional Entity Subtotals	<u>84,752,646</u>	<u>3,338,678</u>	<u>2,767,480</u>	<u>6,106,158</u>
Orange County Transportation Authority - Corresponding to SCRRA***	NA	2,022,617	1,676,578	3,699,195
Regional Entity Totals	<u>84,752,646</u>	<u>5,361,295</u>	<u>4,444,058</u>	<u>9,805,353</u>
Placer County Transportation Planning Agency City of Auburn	67,408	2,655	2,201	4,856
County of Placer	6,410,020	252,511	209,310	461,821
City of Roseville	1,304,523	51,389	42,597	93,986
Regional Entity Totals	<u>7,781,951</u>	<u>306,555</u>	<u>254,108</u>	<u>560,663</u>
Plumas County Local Transportation Commission County of Plumas	106,864	4,210	3,489	7,699
County Service Area 12 - Specialized Service	82,081	3,233	2,680	5,913
Regional Entity Totals	<u>188,945</u>	<u>7,443</u>	<u>6,169</u>	<u>13,612</u>
Riverside County Transportation Commission City of Banning	156,338	6,159	5,105	11,264
City of Beaumont	224,665	8,850	7,336	16,186
City of Corona	450,444	17,744	14,709	32,453
Palo Verde Valley Transit Agency	132,998	5,239	4,343	9,582
City of Riverside - Specialized Service	359,643	14,167	11,744	25,911
Riverside Transit Agency	15,107,301	595,125	493,308	1,088,433
Sunline Transit Agency	11,791,965	464,523	385,050	849,573
Regional Entity Subtotals	<u>28,223,354</u>	<u>1,111,807</u>	<u>921,595</u>	<u>2,033,402</u>
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	972,482	806,104	1,778,586
Regional Entity Totals	<u>28,223,354</u>	<u>2,084,289</u>	<u>1,727,699</u>	<u>3,811,988</u>
Council of San Benito County Governments San Benito County Local Transportation Authority	159,244	6,273	5,200	11,473

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

STATE CONTROLLER'S OFFICE
2019-20 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2019

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2019-20 Estimate</u>	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2019-20 Estimate</u>	Total Fiscal Year 2019-20 Estimate
		A	B	C= (A+B)
San Bernardino County Transportation Authority				
Morongo Basin Transit Authority	952,534	37,523	31,104	68,627
Mountain Area Regional Transit Authority	550,923	21,703	17,990	39,693
City of Needles	63,807	2,514	2,084	4,598
Omnitrans	21,459,134	845,344	700,718	1,546,062
Victor Valley Transit Authority	6,036,365	237,792	197,109	434,901
Regional Entity Subtotals	29,062,763	1,144,876	949,005	2,093,881
San Bernardino County Transportation Authority - Corresponding to SCRRRA***	NA	1,004,085	832,301	1,836,386
Regional Entity Totals	29,062,763	2,148,961	1,781,306	3,930,267
San Joaquin Council of Governments				
Altamont Corridor Express *	21,936,599	NA	NA	NA
City of Escalon	52,421	2,065	1,712	3,777
City of Lodi	388,883	15,319	12,698	28,017
City of Manteca	117,760	4,639	3,845	8,484
City of Ripon	33,226	1,309	1,085	2,394
San Joaquin Joint Powers Authority	4,429	175	146	321
San Joaquin Regional Transit District	9,249,774	364,378	302,039	666,417
City of Tracy	161,209	6,351	5,264	11,615
Regional Entity Subtotals	31,944,301	394,236	326,789	721,025
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	574,662	476,345	1,051,007
Regional Entity Totals	31,944,301	968,898	803,134	1,772,032
San Luis Obispo Area Council of Governments				
City of Arroyo Grande - Specialized Service	0	0	0	0
City of Atascadero	42,800	1,686	1,398	3,084
City of Morro Bay	48,809	1,923	1,594	3,517
City of Pismo Beach - Specialized Service	0	0	0	0
City of San Luis Obispo Transit	721,384	28,418	23,556	51,974
San Luis Obispo Regional Transit Authority	1,358,259	53,506	44,352	97,858
South County Area Transit	150,950	5,946	4,929	10,875
Regional Entity Totals	2,322,202	91,479	75,829	167,308
Santa Barbara County Association of Governments				
City of Guadalupe	76,566	3,016	2,500	5,516
City of Lompoc	1,982,484	78,096	64,735	142,831
County of Santa Barbara	3,108	123	102	225
Santa Barbara Metropolitan Transit District	12,667,672	499,020	413,645	912,665
City of Santa Maria	843,464	33,227	27,542	60,769
City of Solvang	97,875	3,856	3,196	7,052
Regional Entity Totals	15,671,169	617,338	511,720	1,129,058
Santa Cruz County Transportation Commission				
Santa Cruz Metropolitan Transit District	31,195,520	1,228,891	1,018,646	2,247,537

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

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

STATE CONTROLLER'S OFFICE
2019-20 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2019

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) Fiscal Year 2019-20 Estimate</u>	<u>Funds from RTC sections 6051.8(b), and 6201.8(b) Fiscal Year 2019-20 Estimate</u>	<u>Total Fiscal Year 2019-20 Estimate</u>
		A	B	C= (A+B)
Shasta Regional Transportation Agency Redding Area Bus Authority	1,383,901	54,516	45,189	99,705
Sierra County Local Transportation Commission County of Sierra - Specialized Service	31,409	1,237	1,026	2,263
Siskiyou County Local Transportation Commission County of Siskiyou	177,193	6,980	5,786	12,766
Stanislaus Council of Governments City of Ceres	60,925	2,400	1,989	4,389
City of Modesto	3,305,086	130,198	107,923	238,121
County of Stanislaus	559,730	22,050	18,277	40,327
City of Turlock	50,729	1,998	1,656	3,654
Regional Entity Totals	3,976,470	156,646	129,845	286,491
Tehama County Transportation Commission County of Tehama	191,016	7,525	6,237	13,762
Trinity County Transportation Commission County of Trinity	84,086	3,312	2,746	6,058
Tulare County Association of Governments City of Dinuba	238,592	9,399	7,791	17,190
City of Exeter	7,279	288	239	527
City of Porterville	813,111	32,031	26,551	58,582
City of Tulare	605,494	23,852	19,772	43,624
County of Tulare	1,130,012	44,515	36,899	81,414
City of Visalia	3,997,529	157,475	130,534	288,009
City of Woodlake	16,841	664	550	1,214
Regional Entity Totals	6,808,858	268,224	222,336	490,560
Tuolumne County Transportation Council County of Tuolumne	260,809	10,274	8,516	18,790
Ventura County Transportation Commission City of Camarillo	906,471	35,709	29,600	65,309
Gold Coast Transit District	4,286,969	168,877	139,985	308,862
City of Moorpark	370,141	14,581	12,086	26,667
City of Simi Valley	541,598	21,335	17,685	39,020
City of Thousand Oaks	695,406	27,394	22,708	50,102
Regional Entity Subtotals	6,800,585	267,896	222,064	489,960
Ventura County Transportation Commission - Corresponding to SCRRRA***	NA	463,215	383,966	847,181
Regional Entity Totals	6,800,585	731,111	606,030	1,337,141
STATE TOTALS	\$ 5,361,382,030	\$ 211,202,000	\$ 175,068,500	\$ 386,270,500

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

**RESOLUTION R19-06
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
ALLOCATING STATE TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 2019-20**

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

WHEREAS, the State Controller has allocated **\$328,970** of State Transit Assistance funds for public transportation to the Mono County LTC for fiscal year 2019-20; and

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

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission does hereby allocate FY 2019-20 STA funds in the amount of \$328,970 to the Eastern Sierra Transit Authority. If additional funds are received, they will also be allocated to Eastern Sierra Transit Authority, upon receipt of an amended claimant letter.

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

PASSED AND ADOPTED this 10th day of June 2019 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:
:

Fred Stump, Chair
Local Transportation Commission

Attest:

CD Ritter, LTC Secretary

Approved as to form:

Christian Milovich, Assistant County Counsel

Mono County Local Transportation Commission

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

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

LTC Staff Report

June 10, 2019

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: Senate Bill 152 Beall may change Active Transportation Program for Small Urban/Rural communities

RECOMMENDATION

Discuss and provide any desired direction to staff

FISCAL IMPLICATIONS

See Discussion below

ENVIRONMENTAL COMPLIANCE

NA

RTP / RTIP CONSISTENCY

NA

DISCUSSION

SB 152 is legislation that Metropolitan Transportation Commission (MTC) is sponsoring to change the Active Transportation Program. The purpose of the ATP is to encourage increased use of active modes of transportation, such as biking and walking. The goals of ATP are to:

- 1) Increase the proportion of trips accomplished by biking and walking;
- 2) Increase the safety and mobility of non-motorized users;
- 3) Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals;
- 4) Enhance public health, including reduction of childhood obesity through programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
- 5) Ensure that disadvantaged communities fully share in the benefits of the program; and
- 6) Provide a broad spectrum of projects to benefit many types of active transportation users.

While the current program is not perfect and many rural agencies struggle to compete, I believe that it still provides significant access to ATP funds for rural agencies. In addition, the California Transportation Commission staff is committed to assisting rural agencies in becoming more competitive and working with the RCTF (Rural Counties Task Force) to achieve this goal. The bill was scheduled to be heard by the Senate Appropriations Committee on Monday, May 13, 2019.

ATTACHMENTS

- Correspondence to Senator Beall and Borgeas staff

Mono County Local Transportation Commission

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Mammoth Lakes, CA 93546
760-924-1800 phone, 924-1801 fax
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Staff Report

June 10, 2019

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Co-Executive Director
Megan Mahaffey, Fiscal Analyst

SUBJECT: Mono County Overall Work Program (OWP) 2019-20

RECOMMENDATIONS

Adopt Mono County 2019-20 Overall Work Program for submission to Caltrans headquarters and approve execution of OWPA (Overall Work Program Agreement).

FISCAL IMPLICATIONS

None

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The Mono County Overall Work Program 2019-20 was initially drafted through consultation with Mono County and Town of Mammoth Lakes staff, reviewed by the LTC, and submitted to Caltrans for review. The attached OWP includes revisions in response to LTC review, as well as Caltrans' comments and suggestions.

The Mono County OWP is a joint work effort, with work elements projected to be active from July 1, 2019, to June 30, 2020. The final approved and adopted OWP and fully executed OWPA are due to Office of Regional & Interagency Planning (ORIP) June 30. Adoption today will allow the Mono County LTC to meet the deadlines in the Caltrans Regional Planning Handbook. Approval of the execution of the OWPA will allow complete setup of the OWP for next fiscal year.

ATTACHMENTS

- Mono County 2019- 20 Overall Work Program

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760-924-1800 phone, 924-1801 fax
commdev@mono.ca.gov

PO Box 8
Bridgeport, CA 93517
760-932-5420 phone, 932-5431 fax
www.monocounty.ca.gov

MINUTE ORDER M19-02

Adopt the 2019-20 Overall Work Program

At the Mono County LTC meeting of June 10, 2019, it was moved by Commissioner _____ and seconded by Commissioner _____ to adopt the 2019-20 Overall Work Program (OWP) and approve signing by co-executive director for execution of OWP Agreement.

AYES:

NOES:

ABSTAIN:

ABSENT:

Attest:

CD Ritter, LTC Secretary

cc: Caltrans

Mono County Overall Work Program 2019-2020

2019-20 OWP
Adopted June 10, 2019

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OVERALL WORK PROGRAM**INTRODUCTION**

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

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

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

Several Mono County communities are experiencing modest growth. The Long Valley, Paradise and Wheeler Crest communities have experienced development pressures in the past due in part to the increasing development in the Town of Mammoth Lakes, which is developing into a year-round destination resort. The Wheeler Crest Community experienced a tragic wildfire event in February of 2015, the Round Fire, and is in the process of rebuilding and recovery. The June Lake Community has also experienced past resort development pressure across SR 158 from the base of June Mountain. As the gateway to Yosemite, Lee Vining is sharing in the strong seasonal visitation numbers of Yosemite as well as the development influence of the Mammoth-June area. The Antelope Valley communities of Topaz, Coleville, and Walker have been influenced by development pressures from the Gardnerville/Carson City area in Nevada.

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

TRANSPORTATION GOALS AND ISSUES

The goal of the Mono County Regional Transportation Plan (RTP) is to provide and maintain a transportation system that provides for the safe, efficient, and environmentally sound movement of people, goods and services, and which is consistent with the socioeconomic and land use needs of Mono County. The primary transportation mode is the existing highway and local road system. The bikeway/trail component of the transportation system has become an increasingly important mode of circulation, particularly in Mammoth Lakes. Several communities are planning improvements to the pedestrian/livable nature of their communities, particularly on Main Street.

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

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

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

PUBLIC PARTICIPATION

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

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

TRIBAL CONSULTATION

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

ORGANIZATION OF THE MONO COUNTY LTC

The LTC is the designated Regional Transportation Planning Agency for Mono County. Its membership includes two members of the Mammoth Lakes Town Council, one member of the public appointed by the Mammoth Lakes Town Council and three members of the Mono County Board of Supervisors. The Mono County LTC acts as an autonomous agency in filling the mandates of the Transportation Development Act (TDA).

The primary duties of the LTC consist of the following:

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

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

PLANNING EMPHASIS AREAS MAP 21 FAST ACT

The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The ten planning factors for a rural RTPA addressed in the 2019-20 OWP where applicable, and are as follows:

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

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

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review status of current OWP activities and deliverables	LTC	Quarterly
2.	Develop priorities for new OWP	Town, Mono Co, ESTA	Jan – Mar 2020
3.	Prepare amendments as necessary to 2019-20 Overall Work Program: work program amendments, agreements, and staff reports	LTC	As needed
4.	Prepare draft and final 2020-21 Overall Work Program: work program amendments, agreements, and staff reports	LTC	March 2020
5.	Day to day transportation planning duties, accounting and evaluation of regional transportation and multi-modal planning issues as directed by MLTC	LTC	As needed
6.	Prepare agendas and staff reports for advisory Committees and the Commission	LTC, Town, Mono Co, ESTA	Monthly
7.	Prepare quarterly reports and invoicing for Caltrans	LTC	Quarterly

END PRODUCTS

- FY 2018-19 Overall Work Program Closeout Reporting
- FY 2019-20 Quarterly Reports, budget, and financial statements. Quarterly
- FY 2019-20 Overall Work Program Amendments. As needed
- FY 2020/21 Overall Work Program. March 2020 (draft) June 2021 (final)

- Publish hearing notices. As needed
- Staff reports and agenda packets. As needed

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$7,000	\$20,000	\$27,000
PPM FUNDING			
TOTAL FUNDING			\$27,000

WORK ELEMENT 200-12-0
REGIONAL TRANSPORTATION PLAN

OBJECTIVE

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

DISCUSSION

The objectives of the RTP are to:

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

PREVIOUS WORK

An amendment to the RTP, with certified Environmental Impact Report was adopted on Dec. 11, 2018. The RTP includes performance measures to better provide decision makers with quantitative measures/priorities versus qualitative measures (MAP-21/FAST ACT performance measures). Town staff has been working to develop the Town's Capital Improvement Program, which was incorporated into the RTP. County staff has outreached to Regional Planning Advisory Committees (RPACs), completed review of community policy sections, and with the assistance of a consultant, integrated feedback and recommendations into a RTP Draft. An updated Financial Element, Chapter 6, which includes revised commission priorities (short term and long term), financial tables, and revenue sources under MAP-21/FAST ACT was adopted December 2015 and will be further adjusted as needed. The Commission has held a number of review sessions on the working draft.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Continue to conduct community transportation planning efforts including; Bikeway Plan, Main Street Projects (Bridgeport, Lee Vining, June Lake), trails planning, Corridor Management Plan, etc.	County & Town	2020
2.	Incorporate Digital 395/last-mile provider guidance & other communication & infrastructure policies	County	2020
3.	Implement evaluate & revise policy, including identification of future transportation needs/improvements, items required by the RTP guidelines/checklist, Complete Streets requirements, any planning statute requirements for the RTP to also serve as the Circulation	County & Town	2019 - 20

	Element of the General Plan & summary of Town Mobility Element policies		
4.	Review draft RTP with Caltrans, Town commissions, RPACs, & conduct workshops with commissions & Board, & make any changes	County	Summer 2019
5.	Coordinate with General Plan to emphasize sustainable community components, housing element timing consistency	County/Town	As Needed
6.	Integration of environmental preservation and natural resource mitigation measures from EIR, including Greenhouse Gas checklist for 15183 streamlining	County	Fall 2019
7.	Integrate bike, pedestrian & other applicable non-motorized policies into an ATP format as a part of RTP	County	2020
8.	Conduct supplemental environmental review if necessary, for RTP adoption	County	Fall 2019
9..	Notice & conduct public hearing for adoption with Commissions & Board if necessary	County	Fall 2019
10.	Certify environmental document & adopt revised RTP/Circulation Element as needed	County	Fall 2019
11.	File Notice of Determination	County LTC	Fall 2019

END PRODUCTS

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

New task would create a Green House Gas checklist for streamlining CEQA reviews for future projects.

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$5,000	\$7,000	\$12,000
PPM FUNDING			
TOTAL FUNDING			\$12,000

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

The goal of this Work Element is to develop, analyze, and coordinate trail alignments throughout Mono County and the Town of Mammoth Lakes. The Town of Mammoth Lakes and Mono County will continue trail development as a way to provide non-motorized alternatives for residents and visitors.

DISCUSSION

This work element will allow for the collection of GIS mapping and community level trail alignments to develop data for Project Study Reports (PSR) or Project Initiation Documents (PID) for trails projects. The trails will be incorporated into GIS base mapping and data management, for the development and maintenance of a Web Application for the trails system. Staff will incorporate previous studies into this GIS task (e.g. Mono County Recreation Access Tool, etc.). Project Study Reports (PSRs) and any related work on specific trail development or implementation will be funded with PPM funds.

PREVIOUS WORK

This work element was created because we recognized a need for regional planning for multi-use trails specifically for incorporation into the Regional Transportation Plan. Collaborative working relationships have been created between agencies and departments. The Regional Planning Advisory Committee's (RPACs) have been active in identifying community level trail planning. A draft PID has been completed on the Down Canyon trail.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Agency collaboration for trails planning and multi-modal accessibility	County/Town	2020
2.	Develop trails plans/concepts for trail system components county – wide	County/Town	Ongoing
3.	Parking data collection and analysis	County/Town	Ongoing
4.	Investigate and identify funding sources for Trail projects	County/Town	2020
5.	Develop base mapping and data asset development - inclusion of trails	County/Town	Spring 2020
6.	Web Application Development for trails system	County/Town	Spring 2020
7.	Trail Counter Data Management	County/Town	Ongoing
8.	Evaluate Sidewalk segments for completion, curb extensions & ped-activated flashing lights for crosswalks for priority communities	County/Town	Ongoing
9.	Interregional trail coordination. Work with BLM, USFS & other agencies to ensure cohesive trail planning	County/Town	Ongoing
10.	Development/refinement of Regional Trails Plan	County/Town	2020-21
11.	Conduct Economic Impact Analysis of trails for visitors and residents	County/Town	Ongoing
12.	Conduct user demand and destination/origin Studies	County/Town	Ongoing
13.	Conduct trailhead development studies	County/Town	Ongoing

END PRODUCTS

- Finalize June Lake Down Canyon PID with community, user groups, and decision makers
- Develop a GIS base mapping, data asset development for the identification of future pedestrian and non-motorized mobility improvements for future PSR's and PID's (such as trail alignments, trailheads, parking, wayfinding, etc.)
- Conduct Trail user counts and studies
- Develop Trail concepts between community areas and recreational facilities
- Submit grants to implement multi use trails with agency partners

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	TOWN	COUNTY	TOTAL
2019-20 RPA	\$22,000	\$22,000	\$44,000
PPM FUNDING	\$4,000	\$5,779	\$9,779
TOTAL FUNDING			\$53,779

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

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

DISCUSSION

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

PREVIOUS WORK

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

- Proposition 6 that would have repealed a 2017 transportation law's taxes and fees designated for road repairs and public transportation (SB 1) and
- SB 152 that proposes to amend the Active Transportation Program.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review plans and initiatives of other agencies related to transportation	County/Town	Ongoing
2.	Track transportation legislation and California Transportation Commission policy changes	County/Town	Ongoing
3.	Review Caltrans plans, procedure updates and Bulletins	County/Town	Ongoing
4.	Review FHWA updates, initiatives and Bulletins	County/Town	Ongoing
5.	Transportation related public meetings and follow- up	County/Town	As Needed
6.	RTP integrating of Town Mobility Element update	County/Town	Ongoing
7.	RTP / Housing Element coordination – RTP goes to a 4-year adoption cycle	County/Town	Fall 2019

END PRODUCTS

- Consistency amongst regional plans and RTP
- RTP – 4-year adoption cycles (2019, 2023, 2027, etc.)
- YARTS short-range transit plan to be incorporated and referenced into 2019 RTP

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$5,000	\$7,000	\$12,000
PPM FUNDING			
TOTAL FUNDING			\$12,000

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

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

DISCUSSION

The Short-Range Transit Plan of ESTA that is under consideration provides an opportunity to update the transit policies of the RTP and ensure internal compatibility with other components of the local and regional transportation system. Yosemite Area Regional Transit System (YARTS) recently completed a Short-Range Transit Plan. Coordination between these two plans will ensure transit is enhanced and efficiently meeting local and regional transit needs. This includes holding public transit workshops to identify transit issues, unmet needs and to plan for transit route, scheduling, and signage improvements.

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review of Short-Range Transit Plans	County, Town, LTC	As needed
2.	Seasonal transit workshop	County, Town, LTC	Ongoing
3.	Identify & analyze winter route, schedule & signage changes (if any) for winter transit map	County, Town, LTC	Ongoing
4.	Identify & analyze summer route, schedule & signage changes (if any) for summer transit map	County, Town, LTC	Ongoing
5.	Collect transit needs for community	County, Town, LTC	Ongoing
6.	Incorporate Intelligent Transportation System (ITS) Plan policy into transit plans	Caltrans, ESTA, County	2020
7.	Transit grant reporting and management	County, Town	As needed

END PRODUCTS

- Identify unmet transit needs for annual Local Transportation Fund allocation in June
- Winter and summer transit map analysis and schedule development
- Incorporate YARTS Short Range Transit Plan into 2019 RTP
- Incorporate any transit related ITS components into 2019 RTP

ONGOING TASK

This is an ongoing RTP development work item.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA		\$5,000	\$5,000
PPM FUNDING			
TOTAL FUNDING			\$5,000

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

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

DISCUSSION

This work element will also be used to support development of airport land use compatibility plans, prevention of land use conflicts around airports, traffic management, and capital improvement documents including planning for future airport ground access. This work element will include technical studies to support development of plans and supporting environmental planning documents as needed. Studies will serve to coordinate transit and travel efforts with other OWP work elements. The three public airports are Mammoth Yosemite (Town), Lee Vining (Mono Co), and Bryant Field (Mono Co).

The Airport Land Use Commission (ALUC) is an independent body responsible to protect safety, public health, and welfare by ensuring the orderly expansion of airports. Since ALUC meets on an as needed basis, staff is exploring the opportunity of combining the ALUC into the LTC.

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Technical studies and environmental planning leading to airport access and traffic management planning	Town, County	Ongoing
2.	Airport Land Use Compatibility Plans	County	Ongoing
3.	Conceptual site planning and circulation layouts	Town, County	Ongoing
4.	Ground service demand and user studies	Town, County	Ongoing
5.	Consider LTC as a designated body for ALUC	Town, County	Fall 2019

END PRODUCTS

- Airport planning documents for airport facilities
- Conceptual land side circulation and layout designs
- User demand and use studies
- ALUC and LTC integration

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$2,500	\$1,500	\$4,000
PPM FUNDING	\$2,500	\$1,000	\$3,500
TOTAL FUNDING			\$24,000

WORK ELEMENT 600-12-0**REGIONAL TRANSPORTATION FUNDING****OBJECTIVE**

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

DISCUSSION

This Work Element supports efforts to gain grant funding for transportation planning and capital projects, including researching and applying for grants. These grant funds can be effectively leveraged to support more-detailed transportation planning efforts intended to support the construction of new facilities that enhance the circulation network. This work element is funded by either RPA or PPM funds depending on the level of detail of the funding source sought after for transportation planning or a transportation specific project.

PREVIOUS WORK

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

- Community Based Transportation Planning Grant for district transportation planning;
- Sustainable Communities: June Lake Loop Active Transportation Plan
- Sierra Nevada Conservancy Grant under Prop 68 – Town of Mammoth Lakes
- Active Transportation Program (ATP) funding
- Local Measures U and R to support transportation planning for capital improvements and programming; and
- Administer and implement awarded grants as needed.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research grants availability, requirements & determine eligible projects	Town, County & LTC	Ongoing
2.	RPA grant applications – transit, transportation planning or related environmental planning	Town, County & LTC	Ongoing
3.	PPM grant applications – project specific	Town, County & LTC	Ongoing
4.	Research state, federal and local funding opportunities	Town, County & LTC	Ongoing
5.	Final deliverable(s)	Town, County & LTC	Ongoing

END PRODUCTS

- Identification of funding sources for Transportation related projects and planning
- Grant applications as appropriate (Sustainable Communities: June Lake Loop, Sierra Nevada Conservancy Grant)

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$3,000	\$3,000	\$6,000
PPM FUNDING	\$7,500	\$12,500	\$20,000
TOTAL FUNDING			\$26,000

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

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

DISCUSSION

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

PREVIOUS WORK

Guidance for this effort has been established by Eastern Sierra Electrical Vehicle Association, local commission interest and state policy. There is currently a revised policy under review by the LTC (Mono County & Town).

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1	Review adjacent County & Town policies & facilities and research potential fuel type characteristics & related infrastructure requirements	County	Summer 2019
2.	Identify issues, opportunities & constraints pertaining to EV facilities within communities & along major highway corridors and regional attractions including Yosemite	County	Summer 2019
3.	Inventory & assess potential sites suitable for EV & ZEV facilities	County	Ongoing
4.	Identify permit streamlining & funding strategies for EV infrastructure. Review California Building Codes & Cal Green for ZEV-ready standards	County	Ongoing
5.	Revise draft & conduct applicable environmental planning review, draft policies with LDTAC, applicable RPACs & Planning Commission	County	Summer 2019
6.	Present final report for adoption by Board of Supervisors & LTC into the 2019 RTP update	County	Fall 2019

END PRODUCTS

- List of opportunities & constraints
- Inventory of potential sites for EV / ZEV
- Incorporate revised goals, policy and standards into the 2019 RTP update

ONGOING TASKS

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$5,000	\$7,000	\$12,000
PPM FUNDING			
TOTAL FUNDING			\$12,000

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

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research existing fire plans & policies regarding community access, including the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state & local agencies, & master plans for fire protection districts	County	On going
2.	Review new access requirements of Cal Fire	County	On going
3.	Present final report for adoption by Board of Supervisors, acceptance by LTC & post to website	County	Fall of 2019

END PRODUCTS

- Inventory of existing routes to and through communities, including existing roads and trails on adjacent federal, state & LADWP lands
- Issues, opportunities and constraints for alternatives from RPAC outreach
- Draft policies and standards for community emergency access
- Present final report for adoption by Board of Supervisors & acceptance by LTC
- Regional winter Response / Future needs assessment

ONGOING TASK

This work element is scheduled for completion in summer or fall of 2019.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA		\$1,000	\$1,000
PPM FUNDING			
TOTAL FUNDING			\$1,000

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

OBJECTIVE

To develop community municipal way-finding standards for communities to enhance safety, promote economic development and tourism, identify non motorize options for residents and visitors, and support community trails and scenic byway initiatives.

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research past studies (Corridor Plan, Idea Book, Design Guidelines, Mammoth wayfinding)	County	Ongoing
2.	Review community policies (area plans & RTP)	County	Ongoing
3.	Review agency sign standards (Caltrans, National Forest, BLM)	County	Ongoing
4.	Develop alternative sign concepts & locations, with applicable hierarchy of sizes/purposes	County, Town	Ongoing
5.	Review sign alternatives & locations with communities (RPACs & CAC)	County	Ongoing
6.	Present final to PC, BOS & LTC. Incorporate into Regional Transportation Plan update	County	Fall 2019

END PRODUCTS

- Alternative Concepts
- Draft document

- Final report
- Incorporate wayfinding standards into the Regional Transportation Plan

ONGOING TASK

This work element is nearing completion.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$5,000	\$6,000	\$11,000
PPM FUNDING			
TOTAL FUNDING			\$11,000

WORK ELEMENT 700-12-0**REGIONAL PROJECT STUDY REPORTS****OBJECTIVE**

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

DISCUSSION

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

The primary objectives of a PSR are to:

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

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Maintenance of project workflow document	Town, County	Updated workflow	ongoing
2.	Outreach as appropriate to determine needs & potential projects via RPACs, LDTAC, Planning Commission & Board of Supervisors	Town, County	Project list of priorities	ongoing
3.	Complete sighting, engineering, and technical studies to support the development of PSR's and PID's	Town, County	Project list of priorities	ongoing
4.	Conduct public outreach and research to support the development of PSR's and PID's			
5.	Complete PSR	Town, County	PSRs	ongoing

END PRODUCTS

- Project Study Reports for projects to move into STIP cycle and other funding opportunities.
- Reports and studies to support document development
- Public outreach and research to support potential future projects

ONGOING TASK

This is an ongoing RTP/RTIP development work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA			
PPM FUNDING	\$35,000	\$35,000	\$70,000
TOTAL FUNDING			\$70,000

WORK ELEMENT 701-12-1
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2020 RTIP) UPDATE

OBJECTIVE

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

DISCUSSION

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

The primary objectives of this work element are to:

- Coordinate with statewide, regional, and local planning agencies for future projects,
- Coordinate with MOU partners on funding and revise MOU's when necessary,
- Develop programming needs and/or projects for the 2020 RTIP
- Begin draft a 2020 RTIP and submit approved RTIP to CTC for adoption
- Monitor 2018 RTIP
- Work on updating rural performance measures to maximize federal funding under MAP-21/FAST ACT

PREVIOUS WORK

- Adoption of 2018 RTIP,
- Consistency determination of the 2018 RTIP to the Regional Transportation Plan, and
- Consistency determination of the 2018 RTIP with CTC guidelines.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Conduct quarterly reviews with LTC; amend RTIP if current projects change in scope, cost &/or delivery	LTC	Quarterly
2.	Discuss with Caltrans staff and CTC staff possible amendments to issues or concerns prior to proceeding with amendments & discuss priorities for 2020 RTIP	LTC/Caltrans	Sept 2019
3.	Monitor regional projects (MOU) for any necessary changes	LTC	Sept 2019
4.	Coordinate future programming needs (or projects) for Dist. 9, Town, &/or Mono County	LTC	Ongoing
5.	Work with Town, County, Caltrans & CTC staff on development of 2020 RTIP; present draft to LTC for approval & submit to CTC for adoption	LTC	December 2019

END PRODUCTS

- Maintain 2018 RTIP for 2020 RTIP development and inclusion of Town projects
- Preparation of 2020 submittal to CTC
- Adoption of 2020 RTIP

ONGOING TASK

This is an ongoing project and applies to development of any amendments needed to the 2018 RTIP and preparation and adoption of the 2020 RTIP.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA			
PPM FUNDING		\$3,000	\$3,000
TOTAL FUNDING			\$3,000

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

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

DISCUSSION

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

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

PREVIOUS WORK

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

WORK ACTIVITY

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

END PRODUCT

- Attending meetings once a quarter
- Updating MOUs as necessary
- Work with Rural Counties Task Force (RCTF) on statewide matters including SB1 concerns related to funding and specific needs in rural counties
- Attend Rural Counties Task Force meetings once a quarter and phone conferences as available
- Participate with YARTS, including support to the Authority Advisory Committee and Governing Board and consideration of annual funding of YARTS

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$2,000	\$5,000	\$7,000
PPM FUNDING		\$3,000	\$3,000
TOTAL FUNDING			\$9,000

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

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

DISCUSSION

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

PRIOR WORK

Annual daily air pollution data and recording.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Ongoing daily monitoring of air pollution	Town	6/30/2019

END PRODUCT

- Daily air pollution data and recording

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA			
PPM FUNDING	\$500		\$500
TOTAL FUNDING			\$500

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

To supplement Mono County Road Standards with standards for complete streets and traffic-calming measures for application to neighborhoods and community areas. This work element is also to keep Town of Mammoth Lakes Road Standards up to date.

DISCUSSION

Adopted and maintained standards for complete streets and traffic-calming measures for application to neighborhoods and community areas would increase safety and livability of Town of Mammoth Lakes and Mono County communities. RTP policies require transportation improvements to consider complete streets and other traffic calming measures.

PRIOR WORK

Mono County Road Standards, Town of Mammoth Lakes Road Standards

WORK ACTIVITY

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

END PRODUCTS

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

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA		\$2,000	\$2,000
PPM FUNDING			
TOTAL FUNDING			\$2,000

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

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

DISCUSSION

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

The primary objectives of this work element are to:

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

PREVIOUS WORK

Previous recommendations and studies include:

- Town Biannual Traffic Study
- Town Annual Traffic Report
- North Village cut through Study

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Schedule applicable transportation-related items on agendas of the Collaborative Planning Team, Planning Commission, Regional Planning Advisory Committees & other applicable boards/committees	LTC, County & Town	Ongoing
2.	Provide oral/written comments or other correspondence on applicable plans & environmental documents	LTC, County & Town	Ongoing
3.	Conduct applicable reviews, such as analysis of non-motorized features	LTC, County	Ongoing
4..	Develop Recommendation, or Policy/Procedure for including in RTP & CA Transportation plan	LTC, County	Ongoing
5..	Demand studies in & OMR (multi-modal) Needs assessment / alternatives	Town, County	6/30/19
6..	Street parking management studies.	Town, County	6/30/19
7..	Transit user needs assessment & implementation plans. Plan will identify & prioritize transit user needs at departure points including shelters, next bus notifications, Way-finding, trash/recycle facilities.	Town, County	6/30/19

8.	Perform traffic volume, speed studies, turning movement studies, sight distance studies	LTC, County & Town	Ongoing
9.	Pedestrian user counts	LTC, County & Town	Ongoing
10.	Evaluate and analyze regulatory and warning sign issues	LTC, County & Town	Ongoing
11.	Assess planned improvements impacting transportation facilities for planning consistency	LTC, County & Town	Ongoing

END PRODUCTS

- Draft Recommendations, Policy/Procedure for including RTP and CA Transportation plan
- Various transportation reports and studies to support planning efforts

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	TOWN	COUNTY	TOTAL
2019-20 RPA	\$23,000	\$20,000	\$43,000
PPM FUNDING			
TOTAL FUNDING			\$43,000

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

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

PURPOSE

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

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Purchase equipment	Town, County	6/30/20
2.	Final Deliverable(s)	Town, County	6/30/20

END PRODUCT

- Permanent traffic counters equipment, infrared pedestrian/trail counters; Jamar vehicle counters and/or count tubes
- Three Traffix trail counters; two Jamar intersection counters; one maintenance/parts.
- Complete counter kit is maintained through replacement or maintenance

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

PPM

	TOWN	COUNTY	TOTAL
2019-20 RPA			
PPM FUNDING	\$5,000	\$7,000	\$12,000
TOTAL FUNDING			\$12,000

WORK ELEMENT 903-12-1
REGIONAL ASSET MANAGEMENT SYSTEM

OBJECTIVE

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

DISCUSSION

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

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

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

PREVIOUS WORK

Mono County has developed a GIS-based Pavement Management System to help inventory and track pavement conditions across all County-maintained roads and help prioritize future treatment measures. This program is being expanded to track all transportation assets including pavement condition index.

WORK ACTIVITY

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

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

END PRODUCT

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

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA		\$30,000	\$30,000
PPM FUNDING		\$44,000	\$44,000
TOTAL FUNDING			\$74,000

WORK ELEMENT 908-14-1
REGIONAL MAINTENANCE MOU

PURPOSE

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, & opportunities;	Town, County & Caltrans	Meetings with Caltrans staff	Ongoing
2.	Develop Draft Maintenance Agreement (administrative review)	Town, County & Caltrans	Draft Maintenance Agreement (administrative review)	Ongoing
3.	Prepare & present Draft Maintenance Agreement	Town, County & Caltrans	Draft Maintenance Agreement	Summer 2019
4.	Final Updated Maintenance Agreement	Town, County & Caltrans	Final Updated Maintenance Agreement	As needed
5.	Final deliverable(s)	LTC		As needed

PREVIOUS WORK

Mono County has made headway on a mutual Aid MOU with Caltrans. The Town of Mammoth Lakes had started conversations with regard to Caltrans responsibility for maintaining Town built assets. These conversations between Caltrans and the Town of Mammoth Lakes are headed toward an MOU and will serve as a model for Mono County.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA			
PPM FUNDING	\$2,000	\$2,000	\$4,000
TOTAL FUNDING			\$4,000

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

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

DISCUSSION

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

The primary objectives are to:

- Provide training on new and updated state and federal laws (e.g., SB1), policies, and regulations,
- Provide training on Manual Traffic Control Requirements(MUTCD), Local Assistance Procedures Manual (LAPM), Federal Highway Administration (FHWA), Caltrans requirements, and
- Investigate new techniques, best practices, programs, and equipment to be adapted and incorporated into future transportation projects.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Identify & attend training opportunities available relating to transportation planning, projects & programs	County, LTC	Ongoing
2.	SB1 training and implementation	County, LTC	Ongoing
3.	Receive training on new & updated state & federal laws, policies, & regulations	County, Town, LTC	6/30/20
4.	Receive training on new & updated transportation principles & practices	County, Town, LTC	6/30/20
5.	Receive training on MUTCD, LAPM, FHWA, Caltrans requirements	County, Town, LTC	6/30/20
6.	Investigate new techniques & equipment to be adapted & incorporated into future projects	County, Town, LTC	6/30/20

END PRODUCTS

- Training documentation

ONGOING TASK

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

FUNDING SOURCE

RPA

	TOWN	COUNTY	TOTAL
2019-20 RPA	\$7,000	\$7,000	\$14,000
PPM FUNDING			
TOTAL FUNDING			\$14,000

APPENDIX A
RPA BUDGET SUMMARY

Proposed Expenditures:

19-20 Budget Work Element - RPA funds	Town (\$)	County (\$)	Total (\$)
100-12-0: OWP Administration and Management	7,000	20,000	27,000
1000-12-0: Transportation Training & Development	7,000	7,000	14,000
200-12-0: Regional Transportation Plan	5,000	7,000	12,000
201-12-1: Regional Trails	22,000	22,000	44,000
202-16-1: Regional Transportation Plan Implementation	5,000	7,000	12,000
300-12-0: Regional Transit Planning and Coordination		5,000	5,000
501-15-0: Airport Planning	2,500	1,500	4,000
600-12-0: Regional Transportation Funding	3,000	3,000	6,000
614 -15-0: Alternative Fueling Station Corridor Policy	5,000	7,000	12,000
616-15-0: Community Emergency Access Route Assessment		1,000	1,000
617-15-0: Community Way-Finding Design Standards	5,000	4,000	9,000
701-12-1: Regional Transportation Improvement Program (RTIP)		2,000	2,000
800-12-1: Interregional Transportation Planning	2,000	5,000	7,000
804-15-1: Community Traffic Calming & Complete Streets Design Standards		2,000	2,000
900-12-0: Planning, Monitoring & Traffic Issues	23,000	20,000	43,000
903-12-1: Regional Pavement & Asset Management System		30,000	30,000
TOTALS	\$86,500	\$143,500	\$230,000

APPENDIX B
PPM BUDGET SUMMARY

Proposed Expenditures:

19-20 Budget Work Element - PPM funds	Town	County	Total
201-12-1: Regional Trails	\$4,000	\$5,779	\$9,779
501-15-0: Airport Planning	\$2,500	\$1,000	\$3,500
600-12-0: Regional Transportation Funding	\$7,500	\$12,500	\$20,000
700-12-0: Regional Project Study Reports	\$35,000	\$38,221	\$73,221
701-12-1: Regional Transportation Improvement Program(RTIP)		\$1,000	\$1,000
800-12-1: Interregional Transportation Planning		\$2,000	\$2,000
803-13-1: Mammoth Lakes Air Quality monitoring and planning	\$500		\$500
900-12-0: Planning, Monitoring & Traffic Issue/Policy creation	\$25,000	\$25,000	\$50,000
902-12-2: Regional Transportation Data Collection	\$5,000	\$7,000	\$12,000
903-12-1: Regional Pavement & Asset Management System	\$0	\$44,000	\$44,000
908-14-1: Regional Maintenance MOU	\$2,000	\$2,000	\$4,000
TOTALS	\$81,500.00	\$138,500	\$220,000

APPENDIX C**LIST OF PLANS WITH DATES FOR UPDATE**

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

DEPARTMENT OF TRANSPORTATION

DISTRICT 9
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*Making Conservation
a California Way of Life.*

May 1, 2019

Gerry LeFrancois, Executive Director
Mono County Local Transportation Commission
PO Box 347
Mammoth Lakes, CA 93546

Mono County Local Transportation Commission Draft 2019/2020 Overall Work Program

Dear Mr. LeFrancois,

Thank you for the opportunity to review the Mono County Local Transportation Commission's (MCLTC) draft Overall Work Program for fiscal year 2019-2020. Caltrans has the following comments for your consideration:

- The Draft 2019-2020 OWP you submitted contains multiple recurring issues that have been carried over from prior fiscal year OWPs. In order to make sure all issues have been corrected and to streamline the OWP review process in future years, all comments in this letter must be addressed for 2019-2020 OWP approval.

General Comments

- Several work elements have multiple fund sources making it difficult to establish if an activity is an eligible or ineligible expense. Please consider adding a column to each Work Element in the Work Activity Table that identifies what the fund source for that specific activity is, this will help us easily establish eligibility for RPA fund activities.
- We continue to encourage MCLTC to include: (1) more specific timelines for planning activities that have notable milestones, as well as (2) associated deliverables and final products. This would help District 9 to monitor progress and provide support for MCLTC requests for RPA reimbursement. Please refer to Section 2 the 2017 Regional Planning Handbook for more information.
- The following Work Elements indicate funding with RPA and PPM: 501-15-0, 600-12-12, 701-12-1, 800-12-1, 903-12-1, 1000-12-0. Please consider consolidating all PPM funded tasks into one Work Element.
- Please consider adding a new Work Element to promote advanced transportation technology vehicles and infrastructure activities and events throughout the Eastern Sierra. A Work Activity could include collaboration with the Inyo LTC (Local Transportation Commission) and Kern Council of Governments (COG) to sponsor an event during National Drive Electric Week in September to highlight the future of electric vehicles and other transit related technology.
- Please consider adding a matrix for the Federal FAST ACT factors, this will help identify which work elements are addressing specific factors.

Mr. Gerry LeFrancois
 May 1, 2019
 Page 2

- Please consider adding a glossary of frequently used transportation terms and acronyms. This can serve as a reference guide to help readers, especially the public understand the overall document.

Specific Comments

• Introduction.

- Please remove: *"While the recession has resulted in less pressure from development, an economic recovery is anticipated, and needs to be considered in long-term planning efforts."* According to United States National Bureau of Economic Research, the last recession in the United States ended in 2009. This sentence should be removed or updated to reflect the current economic environment.
- Please reword: *"...have been influenced by development pressures of Bishop..."* to *"...have been influenced by the communities of..."*
- Please consider changing "Wheeler Crest" community to "Paradise and Swall Meadows" since these names are often used colloquially.
- Please remove the statement that communities along US 6 "are experiencing increasing levels of truck traffic." As per the Eastern Sierra Freight Study (2019), freight volumes on US 6 are expected to remain relatively consistent and are not significantly increasing.
- Please reword: *"Air travel to and from the Eastern Sierra has made substantial improvements..."* to *"An increase in air travel has triggered substantial improvements..."*
- The Federal Planning Factors narrative states that there are "eight" planning factors, please revise this to say "ten." This is a consistent mistake over the past three years.

• Work Element 100-12-0. Agency Administration and Management

- "Responsible" agency column needs to be filled out.
- Under the "Estimated Completion Column", "quarterly" is not capitalized.
- Please revise Task #3 of the Work Activity Table to read draft and final 2020-2021 OWP. In addition to this revision please include an estimated completion date of March 2020 and June 2020.
- Please include quarterly reports in Task #6 since that is a requirement for the OWP.

• Work Element 200-12-0. Regional Transportation Plan

- First sentence of previous work section states the RTP was adopted on Dec. 11, 2018 - Please revise date.
- Please add *"Conduct supplemental Regional Transportation Plan (RTP) level environmental review if necessary."* to Task #6.
- Please revise the Estimated Completion Dates in the Work Activity table. The RTP update should be completed by Fall 2019.
- End Products should include a Draft RTP and Final RTP.
- Please consult the RTP Guidelines to ensure all required activities are reflected in the Work Element.

• Work Element 201-12-1. Regional Trails

- "Community level trail planning." is a sentence fragment, please revise.
- Please correct the Work Element funding source. PPM and RPA dollars are both dedicated to this Work Element.

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- Please identify which tasks are funded by RPA. If the task is funded by RPA, please explain how this has a direct correlation to regional planning and how it is an eligible planning activity.
- Project Initiation Documents (PID) and Project Study Reports (PSRs) are not eligible for RPA funding. Please remove from Work Element.
- As written, "Pursue funding to implement multi use trails" is not eligible for RPA funding.
- Please provide Estimated Completion Dates for Work Activities.
- **Work Element 202-16-1. Regional Transportation Plan Implementation**
 - This is no longer "a new work element" since it was in the 18-19 OWP.
 - If this Work Element is going to supplement the RTP it should be much more specific to the tasks that will be performed in FY 19-20. There should be discussion of the RTP update in 2019 and the Work Activity should be reflective of this and not a copy and paste of the task that would have been completed during the 18-19 OWP.
 - Task #7 and End Product #3: Rather than giving reference that the RTP is on a 4-year cycle, please provide definitive years of adoption.
 - Please revise the Estimated Completion Dates in the Work Activity table.
 - Please clarify the significance of Bi-State Action plan to regional transportation planning activities. If there is not a transportation nexus, reference to this document should be removed from this Work Element.
- **Work Element 300-12-0. Regional Transit Planning and Coordination**
 - Under the discussion section, please add a comma to "...*plan for transit route, scheduling, and signage improvements.*"
 - Please correct estimated completion dates. There are only 28 days in February and 30 days in April and September.
 - Please identify when the ESTA and YARTS plans will be completed.
 - How often does "*Collect transit needs for community*" occur? Since the Social Services Transportation Advisory Committee (SSTAC) only meets one time per year in Mono County, where does the County LTC, or Town, conduct the community outreach meetings? How is the information compiled? Do the meetings take place regularly (quarterly?) or as needed? If so, Caltrans should be alerted to these meetings as they occur, so the Caltrans Transit Representative can attend if needed.
 - Caltrans District 9 has contracted a consultant to create a District-wide Intelligent Transportation Systems (ITS) plan, which will include transit elements. Mono County could incorporate the ITS Plan with Transit planning activities as an end product.
 - Please include Rick Franz, District 9 Associate Transportation Planner in transit coordination. He can be reached at rick.franz@dot.ca.gov, and (760) 872-5203.
- **Work Element 501-15-0. Airport Planning**
 - Please change the title of this Work Element to "Airport Access Planning."
 - Is there any reason why other regional airports or airstrips, such as Lee Vining or Byrant Field, are not included under this Work Element?
 - Tasks #1 and #2 contain ineligible Work Activities – they can be identified elsewhere but should be removed from the table.

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- Please clarify the statement *"All RPA funds will focus on land use and transportation planning at airport facilities."* RPA funding is only eligible for issues related to ground access to and from the airport. Any fences or land use planning within the airport is not an eligible expenditure of RPA funds.
- Please identify when the Airport Land use Plan was completed.
- End Products: Please provide more detail for Airport planning documents for airport facilities and User demand and use studies.
- **Work Element 600-12-0. Regional Transportation Funding**
 - Tasks #2 and #3 are ineligible Work Activities – they can be identified elsewhere but should be removed from the table.
 - Work Activities 1 and 4 seem redundant. Please consider combining them into one activity.
 - Task #5: Please identify what deliverables will be produced in FY 19-20.
 - End Product #2: Please identify the End Product since RPA funds are only eligible for planning research and planning grants.
 - Please define the "final deliverable."
- **Work Element 601-11-0. 395 Corridor Management Plan**
 - Despite the Corridor Management Plan being completed, we had expected this Work Element to be carried into FY 19/20. Please clarify why this Work Element was removed.
- **Work Element 614-15-2. Alternative Fueling Station Corridor Policy**
 - Please revise the Estimated Completion Dates in the Work Activity table since the existing dates are not specific. Some of these activities have been completed or are nearly completed.
 - Work Activities are mis-numbered.
- **Work Element 616-15-0. Community Emergency Access Route Assessment**
 - Task #8 in the Work Activity table is not an eligible activity with RPA funds. Please remove.
 - Please include Work Activities that have been completed into the "Previous Work" narrative rather than indicating it as "completed" in the Work Activity table.
 - Please remove, "With the ongoing drought conditions..."
- **Work Element 617-15-0. Community Way-Finding Design Standards**
 - Please clarify how this activity ties to regional transportation planning. A clear nexus to regional transportation planning is required to be eligible for RPA reimbursement. Otherwise, please use another fund source for this Work Element.
 - "Previous Work" states, "Draft guidelines complete for both Town and County." If the guidelines are complete, please justify the need for the study and update the tasks to reflect next steps of the plan.
- **Work Element 700-12-0. Regional Project Study Reports**
 - "Bryant Field" is misspelled.
 - PSRs are not a reimbursable expense under RPA funding. Please ensure that the funding source and amounts are the same on the Work Element funding table and RPA Budget summary.

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- **701-12-1. Regional Transportation Improvement Program (2020 RTIP) Update.**
 - Please identify if each task is funded by RPA. PSRs are not a reimbursable expense under RPA funding.
 - This Work Element amount is not accounted for on the RPA Budget Summary spreadsheet. Please ensure that the funding source and amounts are the same on the Work Element funding table and RPA Budget summary.
- **Work Element 800-12-1. Interregional Transportation Planning**
 - Please correct: "*This also includes improves access to national park and national forest.*" to "*This also includes improved access to national parks and national forests.*"
 - Please add the Eastern Sierra Transportation Planning Partnership to Task #1. With the current funding atmosphere, it is important to re-affirm the importance of the Tri-County MOU.
- **Work Element 804-15-1. Community Traffic Calming and Complete Streets Design Standards**
 - Please correct "...for complete streets and traffic-calming measures for application..."
 - Please correct "increase safety and livability of Town of Mammoth Lakes and Mono County communities."
 - Please clarify how this Work Element ties to regional transportation planning. A clear nexus to regional transportation planning is required to be eligible for RPA reimbursement. If this activity is funded through other sources, please identify them.
 - Task #4 in the Work Activity table states "revise draft & conduct applicable CEQA review". Please remove this since it is an ineligible activity for RPA funds. If this activity is funded through other sources, please identify them.
 - The RPA amount on the Work Element funding table does not match the RPA Budget Summary sheet.
- **Work Element 900-12-0. Planning, Monitoring and Traffic Management Issues**
 - Please clarify how this Work Element ties to regional transportation planning. A clear nexus to regional transportation planning is required to be eligible for RPA reimbursement. Otherwise, please use another source for this activity.
 - Please provide a completion date for "Transit user needs assessment & implementation plans". When completed, please provide a copy of the plans to the Caltrans District 9 Transit Coordinator.
 - Please further clarify the End Products that will be produced within "Various transportation reports and studies to support planning efforts."
- **Work Element 903-12-1. Regional Asset Management System**
 - Please correct "...and assets contained within ~~in~~ order to have the best..." to "...and assets within an order..."
 - The RPA amount on the Work Element funding table does not match the RPA Budget Summary sheet.
- **Work Element 908-14-1. Regional Maintenance MOU**
 - Please identify the "Final Deliverable" for Task #5 in the Work Activity table.
 - Please revise Work Activities and Estimated Completion Dates since many of the tasks have been completed.

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- **Work Element 1000-12-0. Transportation Training and Development**
 - All training that uses RPA funds must have a direct tie to regional planning.
- In addition to these comments, we ask that the RTPA's provide invoices for both RPA and PPM be sent to us quarterly to ensure consistency. PPM progress reports can be sent to Forest Becket at forest.becket@dot.ca.gov.

We value our cooperative working relationship with Mono County, and the Local Transportation Commission. We ask that MCLTC please utilize the Caltrans comment letter, responding to the recommendations and demonstrating that they acknowledge the feedback, and are incorporating them into the Final OWP. If you have any questions, please contact Austin West at (760) 872-0792 or Austin.West@dot.ca.gov.

Sincerely,



MARK HECKMAN
Senior Transportation Planning Supervisor
Transportation Planning Unit

Attachment: MCLTC Draft 2017/2018 Overall Work Program Comment Letter
MCLTC Draft 2018/2019 Overall Work Program Comment Letter

Mono County Local Transportation Commission

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commdev@mono.ca.gov

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May 22, 2019

Dear Grant Administrator:

On behalf of Mono County Local Transportation Commission (The Mono LTC), I would like to express our commitment of funds and support for the Eastern Sierra Transit Authority's FTA 5339 grant application. The Mono LTC has dedicated \$323,854.70 in an account for matching grant funds for this application. Here is the budget line demonstrating the funds available:

STA Funds as of May 1, 2019					
Year	PUC	Total	Spent	Interest	Balance
13/14	99313	\$77,893.00	\$9,158.58		\$68,734.42
13/14	99314	\$111,953.00			\$111,953.00
14/15				\$1,519.08	\$1,519.08
15/16				\$1,585.80	\$1,585.80
16/17	99313	\$47,021.00	\$7,335.45	\$2,112.22	\$41,797.77
16/17	99314	\$92,608.00			\$92,608.00
17/18				\$3,006.82	\$3,006.82
18/19				\$2,649.81	\$2,649.81
				Total	\$323,854.70

The attached Mono LTC resolution R19-02 formalizes the availability of funds. This amounts to a 17.1% match on the FTA funds for purchase of the buses, with the understanding that this level of commitment provides ESTA additional consideration. As expressed in ESTA's Inyo-Mono Counties Coordinated Plan, page 43, there is a need for maintaining the transit fleet and replacing vehicles according to the FTA useful life guidelines.

ESTA's fleet is rapidly aging and is currently 43% beyond its useful life. By 2020, the fleet will be 57% beyond its useful life. Maintenance costs have risen at an alarming rate. New vehicles will allow them to improve their overall system performance, lower the average age of the fleet, and reduce the cost of maintaining the fleet. Support for vehicle replacement is included in the Regional Transportation Plan for Mono County (pages 88-89 and 151).

As a member of our community, and an elected official, I can attest to Eastern Sierra Transit's dedication to serving the needs of Mono County. ESTA's staff understands the needs of our community and provides the highest quality of service to the entire region.

Sincerely,

Fred Stump
MCLTC Chairman