

# Mono County Local Transportation Commission

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PO Box 347  
Mammoth Lakes, CA 93546  
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## **SPECIAL MEETING AGENDA**

January 29, 2018 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes  
Teleconference at CAO Conference Room, Bridgeport  
**Teleconference remote address: 1111 14th St., Denver, CO 80202**

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES:** Approve minutes of December 11, 2017 – *p. 1*
4. **WELCOME TO STACY CORLESS, NEW COMMISSIONER**
5. **ELECTION OF CHAIR (Town) & VICE-CHAIR (County)**
6. **COMMISSIONER REPORTS**
7. **APPOINT NEW CO-EXECUTIVE DIRECTORS:** Grady Dutton & Gerry Le Francois
8. **LOCAL TRANSPORTATION**
  - A. County line adjustments with Inyo & Madera counties
  - B. Deer/wildlife crossing/airport fence
  - C. Consider and approve use of RSTP funding for cost increases to the Green Creek Bridge replacement project (*Gerry Le Francois*) – *p. 5*
  - D. Approve minute order M18-02 for OWP amendment between Work Elements WE 700-12-0 & WE 900-12-0 (*Gerry Le Francois*) – *p. 7*
  - E. Report on 2018 State Transportation Improvement Program (STIP) South State hearing (*Gerry Le Francois*) – *p. 10*
  - F. Scenic Byway update (*Amanda Benbow*)
9. **TRANSIT**
  - A. Eastern Sierra Transit Authority (ESTA)
    1. Approve list of projects under new State of Good Repair funding program by Resolution R18-001 – *p. 12*
    2. Quarterly operating statistics – *p. 25*
  - B. Yosemite Area Regional Transportation System (YARTS)
10. **ADMINISTRATION**
11. **CALTRANS**
  - A. Natina finish on guardrails
  - B. Lane miles for Caltrans & Mono County
  - C. Activities in Mono County & pertinent statewide information

***More on back...***

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### **COMMISSIONERS**

Stacy Corless Sandy Hogan John Peters Shields Richardson Fred Stump John Wentworth

12. **INFORMATIONAL**

A. Support letter for SB 1 Trade Corridor Enhancement Program on US 395 for San Bernardino County Transportation Authority – **p. 29**

13. **UPCOMING AGENDA ITEMS**

14. **ADJOURN** to March 12, 2018 (*no February meeting*)

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

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

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## DRAFT MINUTES

December 11, 2017

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

**TOWN COMMISSIONERS:** John Wentworth, Sandy Hogan. **ABSENT:** Shields Richardson

**COUNTY STAFF:** Gerry Le Francois, Megan Mahaffey, Michael Draper, Garrett Higerd, CD Ritter

**TOWN STAFF:** Grady Dutton, Haislip Hayes

**CALTRANS:** Brent Green, Austin West, Bryan Winzenread, Haissam Yahya

**ESTA:** John Helm

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair John Peters 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 to flag.
2. **PUBLIC COMMENT:** None
3. **MINUTES:** Approve minutes of Oct. 23, 2017 (*no November meeting*) as amended: 1) item 5A, fifth graph from end: Inyo does not have climatic conditions of Mono, ~~ne~~ although it does have several communities with state highways as main streets; 2) item 7B: YARTS ~~founder~~ founding manager Dick Whittington. (*Hogan/Stump. Ayes: 5. Absent: Johnston, Richardson.*)
4. **COMMISSIONER REPORTS:** **Hogan:** Caltrans highways north look good. **Wentworth:** Town appreciated Caltrans assistance with grant, Town staff worked weekends. Town also got fire grant out of Montana, only CA grant. SB 1 ties into national resources that Town has leveraged. Town announced acquisition of Shady Rest parcel for housing, work with Caltrans. Housing action plan support, work with federal partners as well. Town wants Mono update on Mono/Madera county line issue. **Stump:** County line issue also at Upper Rock Creek and Fish Lake Valley. Different Brown Act involving irrigation may impact moving county lines for species such as sage grouse. Prefers legislative bundle. AGENDIZE. **Wentworth:** Potential federal infrastructure program. If Congress approves tax, exhaust federal money. Would need matching funds from local sources, rural focus. **Holler:** None. **Stump:** Caltrans cleaned June Lake culverts. Requests for US 6: 1) Chalfant project; 2) Chalfant no-passing lane where lots of passing occurs; and 3) truckers idling next to residences while people sleep. Lack of truck stops is being studied. Tribe considering one in Benton area. RACE Communications nearly finished in Crowley area. New skatepark, but no plant means no pavement. **Peters:** Spent week at CSAC, saw Supervisor Wheeler from Madera County, who indicated no opposition [to county line change]. Personnel change at sheriff's office: Moriarty moved on, Phil West promoted to undersheriff. Thanks to Caltrans for Bodie road opening. New branch of Bodie Foundation opening in Bridgeport, with Bodie merchandise, interpretive tours. Lots talk about monumental effort to pass SB 1, legislative highlight. Encouraging counties to use money expeditiously. Deer crossing issue at Fisheries/Wildlife Commission. AGENDIZE. Supervisor Johnston attended entire week, participated in executive committee meetings. Hopeful he'll start attending BOS meetings, but Stump cited significant setback on weekend.
5. **LOCAL TRANSPORTATION**
  - A. **Yosemite pass opening policy:** Supervisor Gardner will set meeting in 2018 and provide update. Jeremy Marshall, Bridgeport district ranger, has moved on. Peters noted closure for season. Has reopened during prolonged dry periods. Possibility?
  - B. **Winter debrief:** Gerry Le Francois has completed interviews except for couple of FPDs. Good reports. Hope to wrap up first of year. Idea of mutual aid arose. Utilize resources. Thom Heller thought a good idea. Heller's move to Idaho in spring means loss of huge institutional memory from USFS, MMSA, and FPD. CALOES has model agreement.  
Analytics come back? Le Francois will provide analysis of what happened by February. Stump mentioned hazard mitigation team here this week.

### COMMISSIONERS

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

Caltrans meeting with Mono? Le Francois: Yes. Green noted mutual aid agreements in effect. Different models for different situations. Hogan suggested school district for housing.

## 6. TRANSIT

### A. Eastern Sierra Transit Authority (ESTA)

**Gray Line report:** John Helm announced Old Mammoth area west of Snowcreek Athletic Club will get limited service starting this Wednesday. Similar, but revised times. Issue occurred when Gray Line discontinued due to expansion of Town Trolley. Used smaller bus, but then transitioned to larger buses on main line routes that cannot turn around on Old Mammoth Road. Community vigorously opposed buses on Red Fir Road. Only compromise was smaller bus that could turn around by taking DAR (Dial-A-Ride) out of service for few hours/day for limited runs. Three morning runs from 7:15, three afternoon return runs when school lets out, employees. Negative impact on DAR, but seen as best solution to provide some level of service. Long-term solution in works for turnaround farther out Old Mammoth Road. Submitted proposal to commenters, all but one had positive responses. Hope for better long-term solution.

Need for bigger buses? Change time schedule? Helm cited zero-cost solution.

Discussion at Town Council meeting Wednesday. Received by ESTA board. Corless acknowledged Town/ESTA efforts. Not complete solution, but reasonable compromise. Bill Sauser was disappointed in residents who didn't want buses even it meant no transit service.

Hogan heard same issue at Mobility Commission years ago. Turnaround at bottom of residential Red Fir Road had real concerns.

Helm recalled Sauser mentioned transit to recreation nodes down road, different from frequent main line service.

Trolleys up road in wintertime on snow? *Not say "can't," but steepness a concern.*

Transfer point at Snowcreek? Morning runs transfer by Carl's Jr so all three routes transfer there. By hospital first, schools second, up Main Street to Village. 7:20 Red Line gets employees to work on time. Could supplement to Village.

Helm acknowledged challenges in getting kids from Chalfant/Benton to schools in Bishop. Follow up with transportation at Bishop school district. Dialog occurring.

ESUSD? Stump disappointed in benign neglect or deferring responsibility to Bishop district. Kids pay price. Superintendent/board abdicates responsibility.

Helm's plans? Retire in May 2018. Thoroughly enjoyed time with ESTA, proud of services it provides. Personal challenges to pursue involve sailboat.

**B. Yosemite Area Regional Transportation System (YARTS):** Danna Stroud leaving for San Luis Obispo marketing organization. Served as AAC (Authority Advisory Committee) chair for several years. YARTS started as Mono/Madera/Merced counties, added Fresno and Tuolumne. Main supporter is NPS, but no sustained funding. Fresno and Tuolumne still on pilot programs. Merced picked up administrative costs.

## 7. ADMINISTRATION

**A. OWP Amendment 01 - budget adjustment:** Megan Mahaffey didn't have total numbers when adopted in June. Have rollover funds to add to trails and regional project study reports.

Staff has capacity to use money? *Documentation goes to contract, not inside staff.* Garrett Higerd indicated all new projects need preliminary development.

**MOTION:** Adopt Amendment 01 to OWP 2017-18 to incorporate additional \$77,087 into PPM work element budgets and additional \$43,722 into RPA work element budgets, and authorize LTC executive director to sign adjusted OWPA. (*Hogan/Stump. Ayes: 5. Absent: Johnston, Richardson*)

**REVISED MOTION:** Include minute order M17-04. (*Stump/Holler. Ayes: 5. Absent: Johnston, Richardson.*)

--- Break: 9:45-9:50 ---

### B. OPEN BOTH PUBLIC HEARINGS:

**1) Regional Transportation Improvement Plan (RTIP) adoption:** Gerry Le Francois noted lots of District 9 staff involved. Good news: able to move O/C (Olancho/Cartago) funding through construction, move FG (Freeman Gulch) segment 2. Cost increase on Airport Road rehabilitation. Add \$150,000 to 2018 total. Public transit cannot use STIP dollars to buy vehicles except with match. Be careful on funding sources. Assume local match, but could be other sources.

Helm stated ESTA has begun budgeting capital replacement funds, maybe matching local funds. Wentworth cited drift from non-state, non-federal to local matches. Get ahead of it so not miss out.

Airport Road rehab so vehicles not beat up brand new road? Stump suggested combining project construction times and using same entity to perform similar activities. Higerd is coordinating with Town. Options to collaborate; e.g., Town environmental process for terminal building not yet approved. Higerd indicated project was programmed

in past, but cost increases give alternatives for more-direct entrance to airport. Hogan wanted flexibility to move into future if talks continue with Bishop. Wildlife fence, all connected. Move forward without losing it.

Peters clarified request for increase, not reprogram. Town/Mono working together.

Higerd cited many moving parts: fence, road on USFS land. More money in there for Eastside Lane treatment. Not enough money to do all at once. Best now would be \$150,000 added. Long Valley Streets is new project based on pavement management system that includes entire Long Valley area.

Le Francois wanted to retain flexibility to program future Town project. Key: Keep MOUs, money for local projects, avoid negative balance. Inyo \$21 million in red for O/C. CTC will loan out positive balance, put it to work. Loan to Inyo LTC for O/C? Could do later. No fiscal year attached, could amend RTIP.

Hogan thought CTC saw that Mono was still committed. Stump stated already committed to O/C, but this would be additional.

Maybe hear from Inyo LTC? Winzenread stated Inyo adopted RTIP taking full brunt of \$2.19 million. Hope to adjust.

Effort to recall SB 1 under way? Higerd noted signature collection phase for November 2018 ballot.

Does R17-13 include loan to Inyo LTC? Le Francois indicated not; would show up later. Direct staff to show submittal.

Winzenread got funding for Town. Holler mentioned additional work on Main Street. Two pots of money into sidewalk project.

Stump indicated incorporating loan would not put us in red, but diminishes reserve to respond to other things. Leave all projects intact with increase for Airport Road.

Le Francois mentioned pulling out \$3 million for Town. Dermody cited Main Street projects, multi-use off Lake Mary trail.

Winzenread suggested freeing up some RTIP money by backfilling void through other means.

***MOTION:*** Adopt R17-13 on RTIP as amended: 1) add \$150,000 for Eastside Lane overlay; 2) approve \$1.25 million loan to Inyo County LTC for O/C; and 3) remainder of RTIP shares for future Town project. (*Stump/Wentworth. Ayes: 5. Absent: Johnston, Richardson.*)

Who would notify Inyo LTC? *Caltrans.*

***MOTION:*** Authorize staff to sign document and make any technical changes as required (*Holler/Hogan. Ayes: 5. Absent: Johnston, Richardson.*)

Le Francois indicated South State section is scheduled Jan. 25, elected official should attend.

**2) Regional Transportation Plan (RTP) update/amendment:** Gerry Le Francois noted highly involved Housing Element has longer window to adopt.

CIP (Capital Improvement Program) at \$1.4 million; how much spent? Higerd will present full update at midyear budget in February. Expenditures fairly light, more in last six months. Get projects going at beginning of fiscal year. SB 1 will release local installments monthly. **CLOSE PUBLIC HEARINGS.**

***MOTION:*** Adopt resolution R17-14 amending Appendix D of the RTP to incorporate County's five-year Capital Improvement Program (CIP) and 2018 Regional Transportation Improvement Program (RTIP) (*Wentworth/Peters. Ayes: 5. Absent: Johnston, Richardson.*)

**NOTE:** Delete repeated "the" in header

## 8. CALTRANS

**A. Senate Bill 1: Road Repair & Accountability Act of 2017:** Ryan Dermody and Austin West presented a PowerPoint. Title is important, as it includes performance measures. Simple maintenance strategy of crack sealing helps repel water and ice. Wheel rutting means wear course or things happening below pavement. Longitudinal cracking, base failure dig-out repairs: cut out and replace pavement. Base failure occurs on US 6. Band-aids for many years, not full in-depth rehab. Now can add rehab projects to address base failures with SB 1. West spoke of SB 1 gas tax, plus diesel tax (hit Nov. 1), vehicle registration fees that hit Jan. 1, 2018, depend on value of car. \$54 million in decade. ZEVs will pay fees in 2020.

Brent Green stated excise tax that hovered around 18 cents is down to 10 cents. Rebalance back to 18, and then start indexing with inflation.

Stump noted increase was not stated up front, so add to 30 cents. Restoration of something that degraded over time, prior to SB 1 passage.

Peters mentioned five-year road plan in his area. Sustainable for public at large if on ballot?

West spoke of programs. Revenue split 50/50 State and locals, heavy on maintenance.

Trade corridor enhancement US 6 and US 395? *Looking specifically for MOU projects.* Dermody indicated Mono not competitive with bigger areas.

West stated SB 1 focuses heavily on highway maintenance: pavement, culverts, electronic systems, and bridges. Make these performance targets. 17,000 miles of pavement. Other programs: trade corridors.

Match requirements? *Sometimes find workarounds.* Higerd noted SB 1 wants money used for matches.

West cited lots of money coming in. Focus on SHOPP (State Highway Operation & Protection Program) in District 9. \$727 million. Bridge rail, roadside safety, bridge health, pavement preservation.

Higerd noted Town/Mono have not incorporated color guard rails. AGENDIZE.

West explained thin overlay prolongs life span. For great level of stress remove several inches of pavement, recycle and repave. Base failure needs full rehab. Treatment depends on condition of roadway.

Dermody indicated not enough money for rehab throughout state prior to SB 1. Door now open for rehabs.

Stump questioned rationale for \$1 million/mile to rehab. Winzenread cited addressing side slopes, etc. not to current standards, extensive project. Address all ADA features in Lee Vining and Bridgeport.

Shoulders all way up US 6? *In works to get to 6'.* Culverts, drainage? Yes.

**B. Activities in Mono County & pertinent statewide information:** Discussed earlier.

## 9. QUARTERLY REPORTS

**A. Town of Mammoth Lakes:** Haislip Hayes. Lighting on Main Street? *Yes. Wait till spring to complete sidewalk project.* Wentworth noted Town Council will work with Caltrans

**B. Mono County:** Garrett Higerd spoke earlier of CIP (Capital Improvement Program). Now with SB 1 funding, analyzing how using funding sources for which projects. Tracking all together through road CIP. Working on bridge replacement project at Summers Valley, weathered steel. Caltrans has other standards for guardrail. Design to bring onto national bridge inventory, low maintenance long term.

Wentworth cited opportunities tied to recreation.

**C. Caltrans:** Bryan Winzenread. Stump requested separate email that carves out Mono County pieces: two US 6 projects, US 395 south of Tom's Place, Conway. Finished projects not needed. Separate out for each district.

Chalfant turn lane? *West Minaret shown, not so much for Chalfant.*

Walker project? *Contractor charged for delays. Liquidated damages of several hundred thousands of dollars. Wrapping up last-minute tasks for full requirement of contract. Caltrans can't direct operation, but encouraged timely completion. Damages assessed daily now.* Peters stated Antelope Valley would like recap of what happened.

Brine de-icing treatment? *Reduces amount of brine salts, cinders. During storm reduces amount of chemicals. Storms kept coming, Caltrans tried to clean up for next storm, and brine fell to wayside.*

## 10. INFORMATIONAL

**A. Freight corridor letter:** Le Francois indicated Inyo already got designation, so letter is moot. Maybe North Conway passing lanes, but still MOU projects as well.

**B. SB 1 grants awarded:** Around \$200,000 Town planning grant for General Plan update along with climate change adaptation. No general time frame for entire General Plan.

Wentworth noted new guidelines from State on general plan updates.

Dermody cited sustainable communities grant to Inyo. Multi-modal options, connectivity, etc.

Stump indicated Mammoth has San Francisco FAA, Bishop has Los Angeles FAA. Watched Inyo; wanted somebody else to do everything for them. Saw benign neglect for years. Need to provide contribution, not bounce it back to Mono. Wentworth noted [City of] Bishop is now taking a look.

Holler cited \$158,000 grant, in-kind match.

**11. UPCOMING AGENDA ITEMS:** 1) county line adjustments, lane miles for Caltrans and Mono; 2) federal transportation bill with rural focus; 3) deer/wildlife crossing/airport fence; 4) patina guardrail standards; 5) election? check bylaws; 5) State projects???

**12. ADJOURN** at 11:58 am to January 8, 2018

*Prepared by CD Ritter, LTC secretary*

# Mono County Local Transportation Commission

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January 29, 2018

To: Mono County Local Transportation Commission

From: Gerry Le Francois, Principal Planner  
Garrett Higerd, County Engineer

RE: Regional Surface Transportation Program (RSTP) Federal Exchange Program

## **RECOMMENDED ACTION**

Authorize the use of unspent RSTP Federal Exchange Program funds for the Green Creek Bridge Replacement Project

## **DISCUSSION**

The Mono County Local Transportation Commission approved the use of RSTP Federal Exchange Program funds for the projects listed below at its November 14, 2016, meeting:

- Town of Mammoth Lakes Berner Street Lighting;
- Town of Mammoth Lakes Main Street Pedestrian Improvements;
- Mono County North Shore Drive Preventative Maintenance; and
- Mono County June Trails Project Initiation Document.

Staff is requesting Commission approve the use of unspent RSTP funds for the Green Creek Bridge Replacement Project. Approximately 75% of the Bridge Replacement Project is funded through the California Disaster Assistance Act with a required 25% local match.

## **ATTACHMENT**

- November 14, 2016, RSTP staff report



## COUNTY OF MONO

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(760) 924-1836 • FAX (760) 924-1801

mmahaffey@mono.ca.gov

*Megan Mahaffey  
Fiscal Analyst*

November 14, 2016

To: Mono County Local Transportation Commission

From: Megan Mahaffey, fiscal analyst

RE: 2015-16 Regional Surface Transportation Program (RSTP) Federal Exchange Program

### **RECOMMENDED ACTION**

- Authorize the spending of RSTP Federal Exchange Program for FY 2015-16 in the amount of \$129,294 for the following projects: Town of Mammoth Lakes Berner Street Lighting, Town of Mammoth Lakes Main Street Pedestrian Improvements, Mono County North Shore Drive Preventative Maintenance, and June Lake Trails Project Initiation Document.

### **DISCUSSION**

The Mono County Local Transportation Commission approved the signing of the RSTP Federal Exchange Agreement. The Mono County Local Transportation Commission now has an active Federal Exchange Agreement, which contains \$129,294 of federal funds the Mono County LTC is eligible to exchange. The RSTP exchange funds must be used for projects as defined in Sections 133(b) and 133(c) of Title 23 of the United States Code (USC) – Highways, and not otherwise excluded by Article XIX – Motor Vehicle Revenues of the State Constitution. Only direct project-related costs are eligible. Local agency overhead and other non-direct charges are ineligible. As per the commission request, LTC staff is bringing back preferred projects for spending the 2015-16 RSTP exchange for authorization. Our preference is to share the annual allocation and spend on projects with immediate need that have the highest impact to our communities. All of the recommended current projects below have an immediate need and are eligible projects for RSTP funds.

Staff recommends the 2015-16 exchange be spent on the following projects:

- Town of Mammoth Lakes Berner Street Lighting
- Town of Mammoth Lakes Main Street Pedestrian Improvements
- Mono County North Shore Drive Preventative Maintenance
- Mono County June Trails Project Initiation Document



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## Staff Report

January 29, 2018

**TO:** Mono County Local Transportation Commission

**FROM:** Gerry Le Francois, Principal Planner

**SUBJECT:** OWP 2017-2018 Budget Adjustment

### RECOMMENDATION

Amend the Mono County 2017-18 Overall Work Plan

### FISCAL IMPLICATIONS

None

### ENVIRONMENTAL COMPLIANCE

N/A

### DISCUSSION

The current OWP was adopted by the Local Transportation Commission in June 2017. Staff is requesting to move approximately \$42,000 of PPM funds from WE 700-12-0, Regional Project Study Reports, to WE 900-12-0, Planning, Monitoring & Traffic Issue/Policy Creation to update the Town's transportation model.

Updating the Town's transportation model and analysis fits with the primary objective of WE 900-12-0 to "perform traffic volume, speed studies, turning movement studies, sight distance studies," and falls under Work Activity 5 as the new data will eventually feed into the RTP.

This adjustment includes budget changes to allow for funds to be used on projects that are moving forward and removing funds from projects that are not needed at this time. The proposed budget adjustment will allow for spending down the Planning, Programming and Monitoring funds.

### ATTACHMENTS

- Mono County OWP 2017-18 Budget Adjustment

## Mono County Local Transportation Commission

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### MINUTE ORDER M18-02

#### **Approve the 2017-18 Overall Work Program (OWP) budget adjustment**

At the Mono County LTC meeting of January 29, 2018, it was moved by Commissioner \_\_\_\_\_ and seconded by Commissioner \_\_\_\_\_ to approve the 2017-18 Overall Work Program budget adjustment.

AYES:

NOES:

ABSTAIN:

ABSENT:

Attest:

\_\_\_\_\_  
CD Ritter, LTC Secretary

cc: Caltrans

FY 2017/18 OWP Preliminary Budget \$ 135,000.00 \$ 67,500.00 \$ 67,500.00  
 Budget Adjustment \$ 77,087.00 \$ 77,087.00  
**PPM Current Budget \$ 212,087.00 \$ 43,000.00 \$ 169,087.00**

**\$ 212,087.00 Total PPM Adjusted Budget**

	Total	PPM Budget			Quarter 1 Billing			Mid-Year Budget Adjustment		Adjusted Budget		Remaining Budget	
		Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County
		\$ 135,000.00	\$ 67,500.00	\$ 67,500.00	\$ 10,899.88	\$ 5,648.72	\$ 5,251.16	\$ (24,500.00)	\$ 101,587.00	\$ 43,000.00	\$ 169,087.00	\$ 38,000.00	\$ 160,835.84
201-12-1 Regional Trails	\$ 8,000.00	\$ 5,000.00	\$ 3,000.00	\$ 73.65	\$ 73.65	\$ -			\$ 5,000.00	\$ 3,000.00	\$ 4,926.35	\$ 3,000.00	
501-15-0 Airport Planning	\$ 5,000.00	\$ 2,500.00	\$ 2,500.00	\$ -	\$ -	\$ -			\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	
615-15-0 Active Transportation Program (ATP)	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ -	\$ -	\$ -			\$ -	\$ 5,000.00	\$ -	\$ 5,000.00	
700-12-0 Regional Project Study Reports	\$ 35,000.00	\$ 10,000.00	\$ 25,000.00	\$ 137.12	\$ -	\$ 137.12		\$ 45,000.00	\$ 10,000.00	\$ 70,000.00 minus ~ 42000	\$ 10,000.00	\$ 69,862.88	
701-12-1 Regional Transportation Improvement Program (RTIP)	\$ 3,000.00		\$ 3,000.00	\$ 407.38	\$ -	\$ 407.38			\$ -	\$ 3,000.00	\$ -	\$ 2,592.62	
800-12-1 Interregional Transportation Planning	\$ 2,000.00		\$ 2,000.00	\$ -	\$ -	\$ -			\$ -	\$ 2,000.00	\$ -	\$ 2,000.00	
803-13-1 Mammoth Lakes Air Quality monitoring and planning	\$ 500.00	\$ 500.00		\$ -	\$ -	\$ -			\$ 500.00	\$ -	\$ 500.00	\$ -	
900-12-0 Planning, Monitoring & Traffic Issue/ Policy Creation	\$ 15,000.00	\$ 10,000.00	\$ 5,000.00	\$ 491.01	\$ 491.01	\$ -			\$ 10,000.00	\$ 5,000.00	\$ 9,508.99	\$ 5,000.00	
902-12-2 Regional Transportation Data Collection	\$ 7,500.00	\$ 5,000.00	\$ 2,500.00	\$ 3,584.06	\$ 3,584.06	\$ -	\$ 5,000.00		\$ 10,000.00	\$ 2,500.00 add \$42000	\$ 6,415.94	\$ 2,500.00	
903-12-1 Regional Pavement & Asset Management System	\$ 50,000.00	\$ 32,500.00	\$ 17,500.00	\$ 6,206.66	\$ 1,500.00	\$ 4,706.66	\$ (29,500.00)	\$ 56,587.00	\$ 3,000.00	\$ 74,087.00	\$ 1,500.00	\$ 69,380.34	
908-14-1 Regional Maintenance MOU	\$ 4,000.00	\$ 2,000.00	\$ 2,000.00	\$ -	\$ -	\$ -			\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	

# AGENDA

## CALIFORNIA TRANSPORTATION COMMISSION

<http://www.catc.ca.gov>

**January 25, 2018**

**Irvine, California**

### Thursday, January 25, 2018

**10:00 AM**

**2018 Southern STIP Hearing  
Transportation Corridor Agencies  
125 Pacifica, Suite 120  
Irvine, California**

To view the live webcast of this hearing, please visit: <http://ctc.dot.ca.gov/webcast>

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**NOTICE: Times identified on the following agenda are estimates only.** The Commission has the discretion to take up agenda items out of sequence, except for those agenda items bearing the notation "TIMED ITEM." TIMED ITEMS may not be heard prior to the Time scheduled but may be heard at, or any time after the time scheduled. The Commission may adjourn earlier than estimated.

A copy of this meeting notice and agenda will be posted 10 days prior to the meeting and related book items will be posted 5 days prior to the meeting on the California Transportation Commission Website: [www.catc.ca.gov](http://www.catc.ca.gov)

Questions or inquiries about this meeting may be directed to the Commission staff at (916) 654-4245, 1120 N Street (MS-52), Sacramento, CA 95814. If any special accommodations are needed for persons with disabilities, please contact Doug Remedios at (916) 654-4245. Requests for special accommodations should be made as soon as possible but at least five days prior to the scheduled meeting.

Persons attending the meeting who wish to address the California Transportation Commission on a subject to be considered at this meeting are asked to complete a Speaker Request Card and give it to the Executive Assistant prior to the discussion of the item. If you would like to present handouts/written material to the California Transportation Commission at the meeting, please provide a minimum of 25 copies labeled with the agenda item number.

\* "A" denotes an "Action" item; "I" denotes an "Information" item; "C" denotes a "Commission" item; "D" denotes a "Department" item; "F" denotes a "U.S. Department of Transportation" item; "R" denotes a Regional or other Agency item; and "T" denotes a California Transportation Agency (CalSTA) item.

**NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):**  
**CTC Meeting – January 31 – February 1, 2018 in Sacramento, CA**  
**2018 Northern STIP Hearing – February 1, 2018 in Sacramento, CA**

Tab #	Item Description	Ref. #	Presenter	Status*
	<b><u>GENERAL BUSINESS</u></b>			
1	Welcome	1.1	Fran Inman	I C
2	Opening Remarks	1.2	Susan Bransen	I C
3	Overview of the 2018 STIP Development	1.3	Teresa Favila	I C
	<b><u>HEARING</u></b>			
	<b>Note:</b> Commission staff will give a short overview of each proposal prior to their testimony.			
10:15 am	<b>Proposed 2018 Interregional Transportation Improvement Program</b>	2.1	Bruce DeTerra, Division Chief, Division of Transportation Programming, Caltrans	I D
10:30 am	<b>San Diego</b> – San Diego Association of Governments	2.2	Kim Kawada, Chief Deputy Executive Director	I R
10:40 am	<b>Riverside</b> – Riverside County Transportation Commission	2.3	Shirley Medina, Programming & Planning Manager	I R
10:45 am	<b>Ventura</b> – Ventura County Transportation Commission	2.4	Darren Kettle, Executive Director	I R
10:50 am	<b>Kern</b> – Kern Council of Governments	2.5	Ahron Hakimi, Executive Director	I R
10:55 am	<b>San Bernardino</b> – San Bernardino County Transportation Authority	2.6	Ray Wolfe, Executive Director	I R
11:00 am	<b>Tulare</b> – Tulare County Association of Governments	2.7	Ted Smalley, Executive Director	I R
11:05 am	<b>Imperial</b> – Imperial County Transportation Commission	2.8	Mark Baza, Executive Director	I R
11:10 am	<b>Mono</b> – Mono County Local Transportation Commission	2.9	Gerry Le Francois, Principal Planner	I R
11:15 am	<b>Inyo</b> – Inyo County Local Transportation Commission	2.10	Courtney Smith, Senior Transportation Planner	I R
11:20 am	<b>Fresno</b> – Fresno Council of Governments	2.11	Jennifer Soliz, Associate Regional Planner	I R
11:25 am	<b>Los Angeles</b> – Los Angeles County Metropolitan Transportation Authority	2.12	Wil Ridder, Executive Officer of Capital Programming	I R
11:45 am	<b>Orange</b> – Orange County Transportation Authority	2.13	Darrell Johnson, Chief Executive Officer	I R
12:00 pm	<b><u>Public Comment</u></b>	3.1	Fran Inman	
	<b><u>Adjourn</u></b>		Fran Inman	

January 29, 2018

**STAFF REPORT**

Subject: State of Good Repair Program: Project List

Initiated by: John Helm, Executive Director – Eastern Sierra Transit

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**BACKGROUND**

The recently enacted SB-1 legislation will provide approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects. This investment in public transit is referred to as the State of Good Repair (SGR) Program. The SGR Program is funded from a portion of a new Transportation Improvement Fee on vehicle registrations due on or after January 1, 2018. A portion of this fee will be transferred to the State Controller's Office (SCO) for the SGR Program, which will be managed and administered by the California Department of Transportation (Caltrans). These funds will be allocated under the State Transit Assistance (STA) Program formula to eligible agencies pursuant to Public Utilities Code (PUC) section 99312.1. Half of the funds are allocated according to population and half according to transit operator revenues.

**ANALYSIS/DISCUSSION**

The goal of the SGR Program is to provide funding for capital assistance to rehabilitate and modernize California's existing local transit systems. Prior to receiving an apportionment of SGR funds in a given fiscal year, a potential recipient agency must submit a list of projects proposed to be funded to the Department. Each project proposal must include a description and location of the project, a proposed schedule for the project's completion, and an estimated useful life of the improvement. The Department will provide the SCO a list of all agencies that have submitted all required information and are eligible to receive an apportionment of funds. Each recipient agency is required to submit an Annual Expenditure Report on all activities completed with those funds to the Department. Each agency must also report the SGR revenues and expenditures in their annual Transportation Development Act Audit.

SGR funds are made available for capital projects that maintain the public transit system in a state of good repair. PUC section 99212.1 (c) lists the projects eligible for SGR funding, which are:

- Transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation or modernization of the existing vehicles or facilities.
- The design, acquisition and construction of new vehicles or facilities that improve existing transit services.
- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

Examples include, but are not limited to, the following:

- Replacement or rehabilitation of:
  - Rolling stock
  - Passenger stations and terminals

- Security equipment and systems
- Maintenance facilities and equipment
- Ferry vessels
- Rail
- Preventative Maintenance
- New maintenance facilities or maintenance equipment if needed to maintain the existing transit service

The estimate of available SGR funds for FY 2017/18 identifies a total of \$46,894, which is comprised of \$18,215 in PUC 99313 funds that are exclusively for Mono County, and \$28,679 in PUC 99314 funds that are split between Mono and Inyo counties. The Mono County share of the 99314 funds is \$20,075 (70%), with the balance (\$8,604 [30%]) going to Inyo County. The total available funding (\$46,894) will be used for ESTA preventive maintenance projects in the two counties.

The initial Project List due date is January 31, 2018. In order to be able to receive funding for the first quarter of the program (January – March, 2018), eligible operators must submit an approved Project List to Caltrans by January 31, 2018. ESTA's proposed Project List is included on the following pages for the review and approval of the Commission. A resolution documenting this approval is also included.

#### **RECOMMENDATION**

The Commission is requested to approve Resolution R18-001, approving the State of Good Repair program Project List submitted by Eastern Sierra Transit Authority for FY2018.

### Authorized Agent

The following individual(s) are hereby authorized to execute for and on behalf of the named Regional Entity/Transit Operator, and to take any actions necessary for the purpose of obtaining State Transit Assistance State of Good Repair funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. This form is valid at the beginning of Fiscal Year 2017-2018 until the end of the State of Good Repair Program. If there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself.

Gerry Le Francois, Mono County LTC, Acting Co-Executive Director *OR*  
(Name and Title of Authorized Agent)

Grady Dutton, Mono County LTC, Acting Co-Executive Director *OR*  
(Name and Title of Authorized Agent)

John Helm, Eastern Sierra Transit Authority, Executive Director  
(Name and Title of Authorized Agent)

*AS THE* Chairperson \_\_\_\_\_  
(Chief Executive Officer / Director / President / Secretary)

*OF THE* Mono County Local Transportation Commission \_\_\_\_\_  
(Name of County/City Organization)

John Peters \_\_\_\_\_ Chairperson \_\_\_\_\_  
(Print Name) (Title)

\_\_\_\_\_  
(Signature)

*Approved this 29<sup>th</sup> day of January 2018.*





#	Project Location City	Project Funding						Legislative Districts			Notes, Comments, Additional Information	
		SGR Costs				Non-SGR Costs		Total Project Costs <i>Auto Populated</i>	Congressional	Senate		Assembly
		<u>2017-18</u> SGR Costs 99313	<u>2017-18</u> SGR Costs 99314	<u>Total</u> SGR Costs 99313	<u>Total</u> SGR Costs 99314	<u>Total</u> STA Costs - <i>Not Including SGR</i>	<u>Total</u> All Other Funds					
1	Mono County & Town of Mamr	\$ 18,215	\$ 28,679	\$ 18,215	\$ 28,679			\$ 46,894	8	8	5	
2								\$ -				
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#	Project Location City	Project Funding							Legislative Districts			Notes, Comments, Additional Information	
		SGR Costs				Non-SGR Costs			Total Project Costs <i>Auto Populated</i>	Congressional	Senate		Assembly
		<u>2017-18</u> SGR Costs 99313	<u>2017-18</u> SGR Costs 99314	<u>Total</u> SGR Costs 99313	<u>Total</u> SGR Costs 99314	<u>Total</u> STA Costs - <i>Not Including SGR</i>	<u>Total</u> All Other Funds						
41								\$ -					
42								\$ -					
43								\$ -					
44								\$ -					
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## **State Transit Assistance State of Good Repair Program Recipient Certifications and Assurances**

**Recipient:** *Mono County Local Transportation Commission*

**Effective Date:** *January 29, 2018*.

In order to receive State of Good Repair Program (SGR) funds from the California Department of Transportation (Department), recipients must agree to following terms and conditions:

### **A. General**

- (1) The recipient agrees to abide by the State of Good Repair Guidelines as may be updated from time to time.
- (2) The potential recipient must submit to the Department a State of Good Repair Program Project List annually, listing all projects proposed to be funded by the SGR program. The project list should include the estimated SGR share assigned to each project along with the total estimated cost of each project.
- (3) The recipient must submit a signed Authorized Agent form designating the representative who can submit documents on behalf of the recipient and a copy of the board resolution authorizing the agent.

### **B. Project Administration**

- (1) The recipient certifies that required environmental documentation will be completed prior to expending SGR funds. The recipient assures that each project approved for SGR funding complies with Public Resources Code § 21100 and § 21150.
- (2) The recipient certifies that SGR funds will be used for transit purposes and SGR-funded projects will be completed and remain in operation for the estimated useful lives of the assets or improvements.
- (3) The recipient certifies that it has the legal, financial, and technical capacity to deliver the projects, including the safety and security aspects of each project.
- (4) The recipient certifies that there is no pending litigation, dispute, or negative audit findings related to any SGR project at the time an SGR project is submitted in the annual list.
- (5) Recipient agrees to notify the Department immediately if litigation is filed or disputes arise after submission of the annual project list and to notify the Department of any negative audit findings related to any project using SGR funds.

- (6) The recipient must maintain satisfactory continuing control over the use of project equipment and/or facilities and will adequately maintain project equipment and/or facilities for the estimated useful life of each project.
- (7) Any and all interest the recipient earns on SGR funds must be reported to the Department and may only be used on approved SGR projects or returned to the Department.
- (8) The recipient must notify the Department of any proposed changes to an approved project list by submitting an amended project list.
- (9) Funds will be expended in a timely manner.

### **C. Reporting**

- (1) Per Public Utilities Code § 99312.1 (e) and (f), the recipient must submit the following SGR reports:
  - a. Annual Expenditure Reports within six months of the close of the fiscal year (by December 31) of each year.
  - b. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of SGR funds. A copy of the audit report must be submitted to the Department within six months of the close of each fiscal year in which SGR funds have been received or expended.

### **D. Cost Principles**

- (1) The recipient agrees to comply with Title 2 of the Code of Federal Regulations Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The recipient agrees, and will assure that its contractors and subcontractors will be obligated to agree, that (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items, and (b) those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (3) Any project cost for which the recipient has received payment that is determined by subsequent audit to be unallowable under 2 CFR, Part 200, is subject to repayment by the recipient to the State of California (State). Should the recipient fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other

period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the recipient from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

#### **E. Record Retention**

- (1) The recipient agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the recipient, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of the recipient, its contractors and subcontractors connected with SGR funding shall be maintained for a minimum of three (3) years from the date of final payment and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the recipient, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the recipient pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the recipient's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the recipient's contracts with third parties pursuant to Government Code § 8546.7, the recipient, its contractors and subcontractors and the Department shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above-referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the recipient shall furnish copies thereof if requested.
- (3) The recipient, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

**F. Special Situations**

- (1) Recipient acknowledges that if a project list is not submitted timely, the recipient forfeits its apportionment for that fiscal year.
- (2) Recipients with delinquent expenditure reports may risk future eligibility for future SGR funding.
- (3) Recipient acknowledges that the Department shall have the right to perform an audit and/or request detailed project information of the recipient's SGR funded projects at the Department's discretion from SGR award through three years after the completion and final billing of any SGR funded project. Recipient agrees to provide any requested project information.

I certify all of these conditions will be met.

**Mono County Local Transportation Commission****BY:**

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AUTHORIZING OFFICER, Title  
Unit/Department



**ATTACHMENT I**

(INSERT Agency Board Resolution approving this document)

**RESOLUTION R18-001****A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION  
AUTHORIZING EXECUTION OF THE CERTIFICATIONS AND ASSURANCES FOR THE  
CALIFORNIA STATE OF GOOD REPAIR PROGRAM FUND FOR FY 2017-18**

**WHEREAS**, the *Mono County Local Transportation Commission* is an eligible project sponsor and may receive State Transit Assistance funding from the State of Good Repair Account (SGR) now or sometime in the future for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and

**WHEREAS**, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors (local agencies); and

**WHEREAS**, the *Mono County Local Transportation Commission* wishes to delegate authorization to execute these documents and any amendments thereto to the Mono County Local Transportation Commission, Executive Director; and

**WHEREAS**, the *Mono County Local Transportation Commission* concurs with and approves the project list for State of Good Repair program funds that was submitted by the Eastern Sierra Transit Authority.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the *Mono County Local Transportation Commission* that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit projects.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that Mono County Local Transportation approves the Eastern Sierra Transit Authority State of Good Repair project list.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that Mono County Local Transportation, Executive Director is authorized to execute all required documents of the SGR program and any Amendments thereto with the California Department of Transportation.

Passed and adopted this 29<sup>th</sup> day of January 2018.

By the following vote:

Ayes:

Noes:

Abstain:

Absent:

---

John Peters, Chair  
Mono County Local Transportation Commission

Attest: \_\_\_\_\_  
CD Ritter, Commission Secretary



## STAFF REPORT

Subject: Operating Statistics October - December 2017

Initiated by: Jill Batchelder, Transit Analyst

### RECOMMENDATION

Receive information.

### ANALYSIS/DISCUSSION

The Eastern Sierra Transit Authority provided 179,416 passenger trips in Mono County between October 1 and December 31, 2017. The passenger trips per hour were 20.45, which is down by 20.9% when compared to the previous fiscal year.

	Oct - Dec 2017	Oct - Dec 2016	Percent Change
<b>PASSENGERS</b>			
Adult	152,852	176,506	-15.5%
Senior	922	911	1.2%
Disabled	927	905	2.4%
Wheelchair	7	13	-85.7%
Child	24,544	31,622	-28.8%
Child under 5	164	344	-109.8%
<b>TOTAL PASSENGERS</b>	<b>179,416</b>	<b>210,301</b>	<b>-17.2%</b>
<b>FARES</b>	<b>\$60,646.13</b>	<b>\$54,742.80</b>	<b>9.7%</b>
<b>SERVICE MILES</b>	<b>160,671</b>	<b>152,132</b>	<b>5.3%</b>
<b>SERVICE HOURS</b>	<b>8,775</b>	<b>8,508</b>	<b>3.1%</b>
<b>PASSENGERS PER HOUR</b>	<b>20.45</b>	<b>24.72</b>	<b>-20.9%</b>

Eastern Sierra Transit received \$60,646.13 in passenger fares during the second quarter of FY 2017-18. The average passenger fare was \$0.34. When the fixed routes within the town of Mammoth are excluded from the calculation, the average fare per trip was \$9.34.

### Farebox Comparison

Route	Oct - Dec 2017	Oct - Dec 2016	% Change
Mammoth Express	17.82%	14.79%	3.03%
Walker DAR	5.88%	7.60%	-1.73%
Bpt to G'Ville	12.66%	14.85%	-2.19%
Benton to Bishop	16.05%	14.11%	1.93%
June Lake	117.86%	79.78%	38.08%
Mammoth DAR	8.59%	7.34%	1.25%
June Lake	117.86%	79.78%	38.08%
Reno	22.86%	22.58%	0.28%
Lancaster	18.73%	25.21%	-6.48%

Ridership compared to the previous fiscal year was down 17.2%. The slow start to the winter this season has caused a reduction in ridership on the MMSA routes and Purple Line which make up 79% of the reduction. It should also be noted that the expansion of the 395 Route to five days per week going to Reno and Lancaster changed the way the ridership is being reported. Six of the weekly Mammoth Express runs and four of the weekly Lone Pine Express runs are now being reported on the 395 Routes, resulting in lower ridership on the Mammoth Express and higher ridership when comparing to the previous quarter.

### Ridership Comparison

Route	Oct - Dec 2017	Oct - Dec 2016	Variance	% Change
Mammoth Express	949	1,034	-85	-8.2%
Walker (total)	669	589	80	13.6%
Benton to Bishop	102	77	25	32.5%
Old Mammoth Ltd	181	0		
Purple	18,552	22,863	-4,311	-18.9%
Trolley	35,793	35,009	784	2.2%
Mammoth DAR	866	448	418	93.3%
Reno	1,640	1,190	450	37.8%
Lancaster	1,118	935	183	19.6%
MMSA	116,444	136,589	-20,145	-14.7%
Reds Meadow	774	1,570	-796	-50.7%

The efficiency standard used by Eastern Sierra Transit is the number of passenger trips provided per service hour. For the 395 Route the efficiency standard is passenger miles per service hour. Many of the routes met or exceeded the standards set by the Short-Range Transit Plan (SRTP), including the Mammoth Express, Purple Line, Measure U Routes, Reno, Lancaster, MMSA routes, June Lake and Reds Meadow. The most rural areas of Walker and Benton continue to be below the standard along with Mammoth Dial-A-Ride.

### Passenger per Hour Comparison

Route	Oct - Dec 2017	Oct - Dec 2016	% Change	SRTP Standard
Mammoth Express	3.81	3.06	24.52%	2.5 – 3.5
Walker DAR	1.21	1.54	-21.28%	2.5 – 3.5
Bpt to G'Ville	1.57	1.48	5.73%	2.5 – 3.5
Benton to Bishop	2.37	2.12	11.73%	2.5 – 3.5
Purple	18.33	22.64	-19.01%	18 - 20
Trolley	15.90	25.95	-38.75%	18 - 20
Meas U / Specials	83.46	60.31	38.38%	2.5 – 3.5
Mammoth DAR	1.53	1.52	0.56%	3.0 - 5.0
Reno	161.11	161.25	-0.09%	100-200 pax miles/svc hr
Lancaster	175.05	252.71	-30.73%	100-200 pax miles/svc hr
MMSA	45.81	51.75	-11.48%	18 - 20
June Lake	7.26	4.93	47.39%	2.5 – 3.5
Reds Meadow	39.86	55.91	-28.70%	18 - 20

Route	Fares	Adults	Snr	Dis	W/C	Child	Free	Total Pax	Yd Hrs	Svc Hours	Yd Mi	SVC MILES	AVG FARE	REV / SVC MILE	PAX / SVC HR	MI / SVC HR	PAX / SVC MI
<b>MONO ROUTES</b>																	
<i>Oct-Dec 2017</i>																	
Mammoth Express	\$5,038.50	765	123	15	0	19	27	949	312	249	10,801	10,600	5.31	.48	3.81	43.4	0.09
Walker DAR	\$1,594.90	35	58	441	0	6	0	540	476	446	3,822	3,392	2.95	.47	1.21	8.6	0.16
Bridgeport to G'Ville	\$754.50	11	101	6	0	0	0	118	89	75	2,179	1,484	6.39	.51	1.57	29.0	0.08
Benton to Bishop	\$563.50	33	29	36	1	2	1	102	87	43	3,860	1,978	5.52	.28	2.37	89.7	0.05
Old Mammoth Ltd	\$0.00	141	0	0	0	40	0	181	31	26	499	427	.00	.00	6.86	18.9	0.42
Lakes Basin	\$0.00	57	0	0	0	16	0	73	10	9	117	111	.00	.00	8.11	13.0	0.66
Purple	\$0.00	15,278	0	0	0	3,274	0	18,552	1,042	1,012	13,991	13,677	.00	.00	18.33	13.8	1.36
Trolley	\$0.00	30,254	0	30	0	5,509	0	35,793	2,356	2,252	29,056	27,748	.00	.00	15.90	12.9	1.29
Meas U / Specials	\$0.00	1,654	0	0	0	228	0	1,882	26	23	305	264	.00	.00	83.46	13.5	7.13
Mammoth DAR	\$2,137.20	477	44	226	0	12	107	866	573	565	1,942	1,702	2.47	1.26	1.53	3.4	0.51
June Lake	\$4,940.00	383	0	0	0	1	0	384	73	53	2,061	1,618	12.86	3.05	7.26	39.0	0.24
Reno	\$27,547.28	1,126	332	85	2	85	10	1,640	952	823	37,762	34,694	16.80	.79	1.99	45.9	0.05
Lancaster	\$18,070.25	756	235	87	4	17	19	1,118	720	639	31,143	30,657	16.16	.59	1.75	48.7	0.04
MMSA	\$0.00	101,108	0	1	0	15,335	0	116,444	2,811	2,542	33,953	32,129	.00	.00	45.81	13.4	3.62
Reds Meadow	\$0.00	774	0	0	0	0	0	774	22	19	221	190	.00	.00	39.86	11.4	4.07
Total	\$60,646.13	152,852	922	927	7	24,544	164	179,416	9,579	8,775	171,712	160,671	.34	.38	20.45	19.6	1.12
<i>Oct-Dec 2016</i>																	
Mammoth Express	\$5,674.25	723	186	36	0	44	45	1,034	432	338	14,385	13,920	5.49	.41	3.06	42.6	0.07
Walker DAR	\$1,772.00	11	52	517	0	9	0	589	408	383	3,611	3,178	3.01	.56	1.54	9.4	0.19
Bridgeport to G'Ville	\$967.25	21	93	8	0	0	0	122	97	82	2,580	1,774	7.93	.55	1.48	31.4	0.07
Benton to Bishop	\$418.00	25	20	30	0	0	2	77	76	36	3,427	1,673	5.43	.25	2.12	94.5	0.05
Gray	\$0.00	4,136	0	1	0	3,291	0	7,428	865	846	16,000	15,729	.00	.00	8.78	18.9	0.47
Lakes Basin	\$0.00	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Purple	\$0.00	18,243	0	0	0	4,620	0	22,863	1,036	1,010	12,629	12,307	.00	.00	22.64	12.5	1.86
Trolley	\$0.00	29,916	0	1	0	5,092	0	35,009	1,420	1,349	19,329	18,424	.00	.00	25.95	14.3	1.90
Meas U / Specials	\$0.00	1,355	0	0	0	202	0	1,557	27	26	216	194	.00	.00	60.31	8.4	8.03
Mammoth DAR	\$1,887.60	430	62	122	1	10	265	890	595	584	2,124	1,869	2.12	1.01	1.52	3.6	0.48
June Lake	\$5,750.00	448	0	0	0	0	0	448	106	91	2,618	2,330	12.83	2.47	4.93	28.8	0.19
Reno	\$22,620.45	762	279	94	9	34	12	1,190	758	684	29,377	28,376	19.01	.80	1.74	42.9	0.04
Lancaster	\$15,653.25	595	219	72	3	26	20	935	459	411	19,931	19,634	16.74	.80	2.27	48.5	0.05
MMSA	\$0.00	118,271	0	24	0	18,294	0	136,589	2,838	2,639	35,466	32,452	.00	.00	51.75	13.4	4.21
Reds Meadow	\$0.00	1,570	0	0	0	0	0	1,570	29	28	309	272	.00	.00	55.91	11.0	5.77
Total	\$54,742.80	176,506	911	905	13	31,622	344	210,301	9,146	8,508	162,002	152,132	.26	.36	24.72	19.0	1.38

## Mono County Local Transportation Commission

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California Transportation Commission  
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PO Box 942873  
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Support Letter for San Bernardino County Transportation Authority and Caltrans Grant Application for US 395 Widening under the SB 1 Trade Corridor Enhancement Program for 2018

Dear Ms. Bransen:

This letter is to express support by the Mono County Local Transportation Commission (MCLTC) for the US-395 Widening Project between SR-18 and Chamberlaine Way grant application under Senate Bill 1 (SB 1). The application is being submitted as a partnership between the San Bernardino County Transportation Authority (SBCTA) and Caltrans for funding under the SB 1 Trade Corridor Enhancement Program (TCEP), with potential award in 2018.

Specifically, this project will widen US-395 between SR-18 (Palmdale Road – MP 11.2) and Chamberlaine Way (MP 16.6) from two lanes to four lanes. Turn lanes and signals will be installed at various intersections within the project limits. This is a partnership project between Caltrans and SBCTA. It represents Segment 2 of a three-segment project between Interstate 15 and Desert Flower Road that was environmentally cleared in December 2009 under a CEQA Initial Study and Mitigated Negative Declaration.

Our agency has supported improvements to US-395 over many years, including segments in San Bernardino County, specifically the MOU project for planning and environmental starting at PM 19.3 and ending at 48.0 just north of Kramer Junction.

US-395 is particularly important for the movement of agricultural products and other commercial products and materials from the San Joaquin Valley and Eastern Sierra to markets in Southern California and other areas of Southwestern U.S. It is also an important route for interregional recreational traffic, particularly to and from the Eastern Sierra.

We greatly appreciate your consideration of this request, which will result in significant benefits to mobility, accessibility, and economic development throughout our region.

Sincerely,



Gerry Le Francois  
Principal Planner  
Mono County Local Transportation Commission