

# Mono County Local Transportation Commission

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## AGENDA

August 12, 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 July 8, 2019
4. **COMMISSIONER REPORTS**
5. **LOCAL TRANSPORTATION**
6. **ADMINISTRATION**
  - A. Adopt Resolution R19-07 approving state-of-good-repair list of projects to be funded - ESTA (due to Caltrans by Sept. 1, 2019) *(Phil Moores)*
  - AA. Adopt Resolution R19-08 approving the use of toll credits & full LTF funds for the 5311(f) grant *(Phil Moores)*
  - B. Update on unmet transit needs & Social Services Transportation Advisory Council hearing process *(Gerry Le Francois)*
  - C. 2019 Regional Transportation Plan update *(Hailey Lang & Gerry Le Francois)*
  - D. 2020 RTIP & MOU projects on SR 14/US 395 update *(Gerry Le Francois)*
7. **TRANSIT**
  - A. Eastern Sierra Transit Authority (ESTA)
  - B. Yosemite Area Regional Transportation System (YARTS)
8. **CALTRANS:** Activities in Mono County & pertinent statewide information
9. **INFORMATIONAL**
10. **UPCOMING AGENDA ITEMS**
  - A. NPS, MMSA, Mono County on Tioga Pass opening
  - B. Reds Meadow opening
11. **ADJOURN** to September 9, 2019

*More on back...*

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### COMMISSIONERS

Jennifer Kreitz 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

July 8, 2019

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**COUNTY COMMISSIONERS:** Jennifer Halferty, John Peters, Fred Stump  
**TOWN COMMISSIONERS:** Sandy Hogan, Dan Holler for Lynda Salcido, John Wentworth  
**COUNTY STAFF:** Gerry Le Francois, Garrett Higerd, Hailey Lang, CD Ritter  
**TOWN STAFF:** Grady Dutton  
**CALTRANS:** Ryan Dermody, Austin West  
**ESTA:** Phil Moores

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1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Fred Stump called the meeting to order at 9:10 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance.

2. **PUBLIC COMMENT:** None

### 3. MINUTES

**MOTION:** Approve minutes of June 20, 2019, as amended: 1) Item 5A: 1) Item 4rA: Hogan: Mobility Commission ~~collapsed hearings are now handled by PEDC (Planning & Economic Development Commission). Town needs should come forward.~~; 2) Item 5: Caltrans doing ~~bid~~ PID (Planning Initiation Document).; 3) Item 8B: Sandy Hogan ~~noted YARTS will operate four months, till Oct. 31.~~ (Halferty/Peters. Ayes: 6-0.)

4. **COMMISSIONER REPORTS:** **Holler:** None. **Halferty:** None. **Peters:** Thanks to Public Works for coordination effort to keep Fourth festivities five-day event safe. Caltrans listened to community on contractor for \$19 million Walker/Fales project. Traveled 120W during restricted hours, bring back to LTC what happened this year. Coordinated effort by MMSA, NPS, Mono resources misdirected, could have opened weeks earlier. Clifford Mann and Tony Dublino, who met with NPS, not necessarily concur with Park. **Hogan:** Roundabout handout from Tahoe. Third roundabout in Kings Beach. Mono lagging behind. Truckee has several, so snow not an issue. Incline volunteers care for theirs. One on books for Forest Trail many years but former Caltrans director opposed. One on Meridian also. Accidents at roundabouts less serious than at intersections. **Wentworth:** In Sacramento on CA Resources Board shared excerpts to keep agencies aware that Eastern Sierra may have role to play. **Stump:** Charging station at Hess Park in Lee Vining has issue, on hold. BOS and LTC support. Le Francois will check.

### 5. LOCAL TRANSPORTATION

#### A. Local transit services in Town of Mammoth Lakes

1. **Town transit services:** Dan Holler noted three areas: Old Mammoth Road upper, more Purple Line, longer service hours. Enhanced vs unmet needs. Expanded hours, more drivers? Requests for more stops, different routes, timing, more buses. Ongoing challenge to analyze viability. Shifting Gray Line off Old Mammoth Road expanded ridership. Staffing challenges. Many requests throughout year.

Halferty: Hearing not just on unmet needs but on general transit concerns. Appropriate to address, define more clearly next time. Two simultaneous public hearings.

Hogan: Separate processes: Town transit and required unmet needs. She described background when ESTA was developed. She cautioned, "Don't offer and then take away services, especially to residents." Hasty decision to disband Old Mammoth Road to Meridian, no data collected. Still get complaints. Provide free transit to all parts of town if reasonable.

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### COMMISSIONERS

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

Various commissioners recommended that residents meet with decision-making entities.

Moore: Balance between unmet needs and general transit. Tracking public requests for service has been done at Town Council, LTC, ESTA, RPACs, other public forums. Comments documented at public meetings. Encourage public meeting attendance. Entity will note how often comes up. LTC misunderstood government body, esoteric, money comes through here *Wentworth: Community unaware of what LTC does, role it can play in community.*

Halferty: Driver shortage at ESTA. Board working to attract and retain drivers.

Hogan: ESTA could be conduit to bodies that make decisions. Try to make things work. Old Mammoth Road came up as unmet need. *Holler: ESTA separate, independent. Input through elected officials.*

Moore: ESTA board gives him as much information as possible. ESTA partners with both counties but board hears consensus of public input and makes decisions about ESTA services.

**2. Old Mammoth service options:** Phil Moore cited years of history, read everything could find. Watched videos from 2016, Helm had general data, knew people were left out, SRTP (Short-Range Transit Plan) looked at Meridian after-6 pm service. Town Council and Helm discussed. Talked to residents above Aspen Village, encouraged involvement. Didn't want big buses on Red Fir. Town plan on books with CEQA needs prioritization.

Moore: Old Mammoth Road service ebbs and flows. Knolls has same issue. Pockets of population in town. Think about big picture of town. Ways to address individuals who have no car, shut in, need help. Mechanism of para-transit service within ¾ mile of fixed transit. Expand borders. DAR (Dial-A-Ride) runs in Mammoth but not many mobility-challenged types in town. Encourage going extra mile with individuals.

Hogan: Define DAR, maybe require disabled proof. *Moore: DAR is public asset. No weekend or after-hours. Staff will send off-hours.* Hogan: People used DAR as taxi.

Moore: Five options. Option 1, status quo (students on school days). School bus to Red Fir resumes in fall. Cannot compete with school bus. Option 2: Discontinue service. Option 3: Non-school days. Operational simplicity for ESTA. Adds 30 days within year. Option 4: Red Line/Town Trolley need turnaround. Group ready to object to something it does not like. Town spend money on Woodman turnaround. Option 5: New route. Realign existing system. Even cutaway costs \$200,000. Younger residents do not want a car.

Stump: Consensus on preferred option? Another 15 here or defer as action item to next meeting after MUSD information emerges? *Peters: MUSD major piece. Leave status quo till know. Holler: School starts Aug. 17 so not much time.* Stump: Bring back in August with new options.

**B. STIP (State Transportation Improvement Program) estimates:** Gerry Le Francois noted Beall getting rural feedback on changing the process. *Wentworth: Add Sandy Hogan to Beall letter.*

Le Francois included CTC funding chart from end of June. First SB 1 RTIP/STIP cycle. Workshop in September. Caltrans District 9 staff noted FG-2 (Freeman Gulch 2) project moving forward. Zeroes on list got advance funding. Shares determined by CTC. Safe Routes to Schools tied up in ATP (Active Transportation Program). At beginning of new cycle money over-committed. Projects fall out, money advanced.

Dermody: Continue MOU projects, as money falls out of sky. Cycles up and down. *Dutton: Always be ready with projects.*

Update on Sacramento? *Dermody: Acting director of Caltrans. Focus on mass transit, capacity increasing is bad word. Sell projects.*

Wentworth: State has renewed interest in natural resources.

--- Break: 10:30 – 10:40 a.m. ---

**C. ATP (Active Transportation Program):** Hailey Lang reviewed ATP no-match funding.

Stump: Applied for ATP before. Why denied? *Lang: Safe Routes for School is more-competitive pool, usually multi-year. Le Francois; Highly competitive. Before SB 1 got set amount of TE (Transportation Enhancement) dollars, saved for projects. Rurals struggle, maybe get little bit, save up. Don't score very high. Oversubscribed, many applications do not get funding.*

Dutton: Went to community in past. Changing all the time. Gap closure occurred.

Wentworth: GIS district within Mammoth Lakes. Discussion around disadvantaged community designations. Legislative vs regulatory.

Bridgeport streets next year ATP? *Higerd: Crossing and sidewalks but bigger Caltrans project proposed. Paperwork burden significant; plan projects with economy of scale.*

Town and Mono merge projects for gross figure that justifies all work? *Higerd: Metrics localized.*

Wentworth: USFS does not go near State projects. State is putting aside billions for projects. Scenic Byway in Congress? *Le Francois: Wait and see. Welcome centers and recreation services within certain radius of project.*

Dutton: Small gap project has enormous administrative cost. Appreciate program.

Halferty: Long-term liability of maintaining projects.

Wentworth: No right of way along Old Mammoth Road. Look into it. *Halferty: Use eminent domain.*

Dutton: Easier through open space.

Thinking about applying for something? *Le Francois: Connect smaller to larger project. Lake Mary was USFS, Town, County.*

Peters: Sonora Pass to Walker heavily traveled, unsafe for hikers, cyclists.

Le Francois: McKenzie River corridor in Oregon like part of West Walker. Paruolo may take trails to new level.

Wentworth: Ebike policy changes, maybe ride that route. USFS has given up ghost. Make sure of ebike regulations.

**D. OWP (Overall Work Program):** District 9 comments thorough. Meet Thursday with Caltrans on OWP items. Staff wants to turn page, better next year.

Stump: Dermody wrote response letter. *Dermody: Nitpicky due to pressure by headquarters.*

Hogan thanked Austin West for thorough comments.

## 6. ADMINISTRATION

**A. Support letter for Inyo County LTC's BUILD Grant submittal for Olancha/Cartago 4-Lane:**

Hailey Lang: Better leverage for widening 12.6 miles from two to four lanes. Ryan *Dermody: O/C currently funded. Would supplant RTIP funds if successful. Federal government favorable to rural areas right now. Apply through headquarters and Inyo County.*

***MOTION:*** Approve support letter for Inyo County LTC's BUILD Grant submittal for Olancha/Cartago 4-Lane (*Peters/Hogan. Ayes: 6-0.*)

## 7. TRANSIT

**A. Eastern Sierra Transit Authority (ESTA):** Phil Moores reported new 33-seat vehicle on 395 for backpacking season. Grants for new vehicles to update aging fleet. Reds Meadow Road opened July 4. Starkweather Lake stop for photos. Coordinating travelers on road. Drivers/dispatches start this week. Attract/retain drivers. Town increased \$45/hr to \$47/hr. Additional funds to negotiate with. Antelope Valley RPAC requested better marketing materials. Started new Mono brochure on all services at senior centers, CofC offices. Working with Pat Espinosa on better senior services. Want extension to Carson City from Bridgeport. Seniors get hot meal, bingo in Walker. Bring brochure when done.

Tracking recreational data on routes? *Moores: Some categories but not hikers.*

Who coordinates Reds Road opening? *Stump: Dovetail with 120 discussion? Congrats to ESTA for responsiveness.*

Holler: People surprised at free bus service in town.

Peters: Help with defining how Dial-A-Ride outreach is marketed. Bonus for two communities, more connectivity under way. Tie into monthly Behavioral Health socials with free meal in Bridgeport, a Mono event.

**B. Yosemite Area Regional Transportation System (YARTS):** YARTS extends service till Oct. 31 or Tioga Pass closure, whichever occurs first.

At Hogan's request CD Ritter relayed her recent YARTS experience. Her brother from New Zealand, on a writing trip in Carmel Valley, drove to Merced to catch YARTS, and she took YARTS from Eastern Sierra to meet in Yosemite Valley for a day together during his third/final week in California.

**8. CALTRANS:** Ryan Dermody noted rockfall on SR 127 from Ridgecrest earthquake. Biggest issue is SR 178 Ridgecrest to Trona. District 8 office allotted \$3.1 million project for multiple cracks; contractor started work yesterday. Caltrans structures (36) examined, OK so far. EV chargers at rest areas in October but power lacking at Crestview.

Wentworth: Tesla's delivering cars. Recreational audience along 395. Pilot project around 395 corridor, US 6, trucking industry moving faster than auto industry.

Stump: Hwy 6 is vacuum. No cell service. Two active complaints over Frontier service with PUC. Maybe get trucking industry on Hwy 6. Teslas seem to catch fire every three weeks due to lithium battery.

Dermody: Caltrans website not ADA compliant, go through mediation.

## 9. QUARTERLY REPORTS

A. **Town of Mammoth Lakes:** Grady Dutton noted replacement bus shelter by Sierra Blvd. New shelters on south side of Main.

Pothole repair? *Dutton: Catching up. Update next month.*

Wentworth: Crack filling update also.

B. **Mono County:** Garrett Higerd noted several projects out to bid tomorrow, including Benton Crossing chip seal out as far as Brown's Town.

Airport Road? *Higerd: Funding for construction out a way. Moving on environmental.*

Peters: Meeting July 16 in Walker with contractor, subsequent RPAC meeting. Let people know.

Higerd: Outreach to all RPACs. When bids come in, moment of truth.

Chip seal? *Higerd: Project has chip seal to fog line, not shoulder where bike lane exists. Flush coat all over road. Accommodation to preemptively mitigate on shoulder, rubberized strip between fog line and traffic loading. Larry Johnston always supported that approach.*

Hogan will relay to former LTC commissioner/cyclist John Armstrong.

C. **Caltrans:** Dermody written report with new format was submitted late. Not all projects in there. New project from 203 to South Landing. Conway guardrail natina staining. Aspen/Walker shoulder widening. Public meeting 6-7 pm July 16 on two-season construction project. *Peters cited environmentally sensitive issues.*

Dermody: Chalfant two-way left turn lane starts July 22. Include Freeman Gulch and Olancha/Cartago (OC) projects in future reports. O/C new alignment to west, not involve Ranch House Café. Crystal Geyser new connection.

Applied for wildlife crossing project. Asked for \$5 million for environmental and design phases.

Bridgeport rehab curb extensions? *Dermody: 2025.*

Peters: Reevaluate back-in parking after vehicle backed into a storefront.

--- Commissioner Wentworth exited at 11:27 a.m. ---

## 10. INFORMATIONAL

A. **Scenic Byways**

B. **Safer Streets:** Halferty's 12-year-old daughter had suggested diagonal pedestrian crossing at school intersection. CD Ritter noted that New Zealand has diagonal crossings, with a loud staccato sound alerting pedestrians to cross intersection diagonally followed by sound alert for vehicles only.

C. **Freeman Gulch-2 letter**

D. **California highways & bridges**

11. **UPCOMING AGENDA ITEMS:** 1) NPS, MMSA, Mono on Tioga Pass opening; 2) Reds Meadow opening; and 3) ESTA for Old Mammoth Road. NOTE: Hogan absent Aug. 12, Holler to substitute.

12. **ADJOURN** at 11:49 a.m. to August 12, 2019

*Prepared by CD Ritter, LTC secretary*

August 12, 2019

## STAFF REPORT

Subject: State of Good Repair Program: 2019-20 Project List

Initiated by: Phil Moores, 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 Mono County SGR funds for FY 2019/20 identifies a total of \$50,366 in available SGR funding. Of this total, \$18,352 is PUC 99313 funds and \$32,014 PUC 99314. Of this amount, \$9,604.20 is due to Inyo County under the funding split provided under PUC 99314. As in previous years, the SGR funding will be used to support preventive maintenance projects.

The initial Project List due date is September 1, 2019. In order to be able to receive funding for Fiscal Year 2019-20, eligible operators must submit an approved Project List to their Eligible Regional Entity by September 1, 2019. This Project, along with supporting documentation has been uploaded to CalSMART for Mono County LTC to submit to Caltrans upon approval. A resolution documenting this approval is also included.

### **RECOMMENDATION**

The Commission is requested to adopt Resolution R19-07, approving the State of Good Repair program Project List submitted by Eastern Sierra Transit Authority for FY2019-20, selecting authorized agent(s) and authorizing execution of the certifications and assurance.





## 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, Co-Executive Director \_ *OR*  
(Name and Title of Authorized Agent)

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

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

\_\_\_\_\_  
*Fred Stump* \_\_\_\_\_ *Chairperson*

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

*Approved this* \_\_\_\_\_ 12th \_\_\_\_\_ *day of* \_\_\_\_\_ August \_\_\_\_\_, 2019 \_\_\_\_\_

## **State Transit Assistance State of Good Repair Program**

### **Recipient Certifications and Assurances**

**Recipient:** Mono County Local Transportation Commission

**Effective Date:** August 12, 2019

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 comply 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<sup>st</sup>) 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 are determined by subsequent audit to be unallowable under 2 CFR, Part 200, are 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 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 3 years after the completion and final billing of any SGR funded project. Recipient agrees to provide any requested project information.

I certify all these conditions will be met.

Mono County Local Transportation Commission

**BY:**

\_\_\_\_\_  
Gerry Le Francois, Mono County LTC Co-Executive Director

**RESOLUTION R19-07**  
**RESOLUTION APPROVING THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION**  
**AND EASTERN SIERRA TRANSIT AUTHORITY FISCAL YEAR**  
**2019-20 SB-1 STATE OF GOOD REPAIR FUNDING PROJECT LIST**

**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 Eastern Sierra Transit Authority, the public transit agency serving Mono County has submitted a project list for FY 2019-20 that Mono Local Transportation Commission approves, and wishes to continue delegating authority to execute SGR documents and any amendments thereto to the General Manager and are approving an updated Authorized Agent form to reflect recent staffing changes; and

**WHEREAS**, the Department requires each County and transit agency to submit an SGR Project List each fiscal year identifying that fiscal year's SGR project list, and for Fiscal Year 2019-20 ESTA is submitting a project list of \$50,366 in SGR projects for Preventative Maintenance; and

**NOW, THEREFORE, BE IT RESOLVED** by the Mono County Local Transportation Commission that the fund recipient (Eastern Sierra Transit Authority) 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 the Co-Executive Director be authorized to execute all required documents of the SGR program and any Amendments thereto with the California Department of Transportation.

**PASSED AND ADOPTED** this 12<sup>th</sup> day of August 2019 by the following vote:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

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Fred Stump, Chair  
Local Transportation Commission

Approved as to form:

Attest:

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Christian Milovich, Assistant County Counsel

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CD Ritter, LTC Secretary

# Submittal Report

**SGR-C7-FY19/20-0725-001**

**FY 19/20**

## Submittal Details

<b>Program</b> State of Good Repair Program	<b>Agency</b> Eastern Sierra Transit Authority	<b>Date Created</b> 08/07/2019	<b>Date</b>	<b>Date Approved</b>
<b>Address</b> 703-B Airport Road	<b>City</b> BISHOP	<b>State</b> CA	<b>Zip Code</b> 93514	
<b>Contact</b> Karie Bentley		<b>Contact Title</b> Administration Manager		
<b>Contact Phone</b> (760) 872-1901		<b>Contact Email</b> kbentley@estransit.com		
<b>Support Documentation</b> ESTA Board Resolution selecting Authorized Agents, Authorizing the Execution of the Certifications and Assurances and project lists for the FY 2019-20 SGR Program, ESTA Authorized Agent Form, ESTA Certifications and Assurances and Mono Project List		<b>Additional Information</b> Mono County, approval from ESTA board should be received 8/9/2019. *Staff report will be replaced with signed documents after that.		

# Project Details

Title	Description	Asset Type	Project Category	Est. Useful Life	Est. Project Start Date	Est. Project Completion Date	Est. 99313 Costs	Est. 99314 Costs
Preventative Maintenance	Preventive maintenance for Eastern Sierra Transit Authority's revenue	Rolling Stock/Fleet	Maintenance	3	07/01/2019	06/30/2020	\$18,352	\$32,014





## **STAFF REPORT**

Date: August 12, 2019

Subject: FTA Section 5311(f) Intercity Bus Program Operating Assistance for the 395 Intercity Bus Routes – Toll Credits

Initiated by: Phil Moores, Executive Director

### **BACKGROUND**

The Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Program in California is designed to address the “intercity bus transportation needs of the entire state” by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. The purpose of the Section 5311(f) funding is to provide supplemental financial support to transit operators and to facilitate the most efficient and effective use of available Federal funds in support of providing rural intercity transportation services. FTA 5311(f) funding provides 55.33% federal funds and requires 44.67% local matching funds.

The net operating expense for the operation of the two 395 Routes is projected to be \$784,128. The grant application sought \$290,000 in FTA funds and \$234,128 in matching funds. The balance of the operating expense is covered by fare revenue. Some of the matching funds were anticipated to be provided through toll credits, but toll credits are not always available. Kern Regional Transit provides \$24,000 in support of the route. As it turns out, toll credits were granted to ESTA in the amount of \$62,640.50. Inyo County’s half of \$31,320.25 was granted to ESTA in addition to the LTF funds allocated.

In May 2019, the Mono LTC authorized and allocated \$105,064 to ESTA as matching funds for the operation of the Lancaster-Reno route. Now the Commission must decide to either confirm Resolution R19-03 signed in May 2019 or add the money back into the transit trust.

### **RECOMMENDATION**

It is recommended that the Commission approve Resolution R19-08 allocating full LTF funding to ESTA in addition to the toll credits received.

**RESOLUTION R19-08**

**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION, STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN ALL REQUIRED CERTIFICATIONS AND ASSURANCES FOR THE FEDERAL TRANSIT ADMINISTRATION SECTION 5311(F) GRANT APPLICATION FOR OPERATING ASSISTANCE FOR THE 395 INTERCITY BUS ROUTES.**

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

**WHEREAS**, sufficient funds exist to operate the vehicles, or facility, or equipment purchased under this project, as applicable and the Eastern Sierra Transit Authority has coordinated with other transportation providers and users in the region, including social service agencies; and

**WHEREAS**, the programming of funds for this Project has met all Statewide Transportation Improvement Program (STIP) requirements. Some combination of State (including toll credits), local, or private funding sources have been applied at the rate of 44.67% or more to match the federal share of 55.33%.

**NOW, THEREFORE, BE IT RESOLVED AND ORDERED** that the Mono County Local Transportation Commission hereby approves and authorizes the Mono County Local Transportation Commission Co-Executive Director to sign all required Certifications and Assurances.

**PASSED AND ADOPTED** THIS 12<sup>th</sup> DAY OF August 2019,

BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

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Fred Stump, LTC Chair

Approved as to form:

Attest:

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Christian Milovich, Assistant County Counsel

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CD Ritter, LTC Secretary

# Mono County Local Transportation Commission

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## Staff Report

August 12, 2019

**TO:** Mono County Local Transportation Commission  
**FROM:** Gerry Le Francois, Co-Executive Director  
**SUBJECT:** Unmet Needs and Social Services Transportation Advisory Council process

**RECOMMENDATION:** Provide direction to staff about public hearings required under Transportation Development Act (TDA)

**FISCAL IMPLICATIONS:** To be determined.

**ENVIRONMENTAL COMPLIANCE:** N/A

**POLICY CONSISTENCY:** Provide direction to staff

### DISCUSSION

#### First Public Hearing

State law (PUC 99238) requires the establishment of a Social Services Transportation Advisory Council (SSTAC). The SSTAC is to annually participate in the identification of transit needs in the jurisdiction including unmet transit needs within the county.

State law (PUC 99238.5) provides for a Citizen Participation Process that requires the LTC to hold at least one public hearing 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.

These identified transit needs may or may not be unmet needs.

#### Second Public Hearing

State law (PUC 99401.5) requires that prior to making any allocation not directly related to public transportation services the Commission shall meet with the SSTAC, identify transit needs of the jurisdiction, identify unmet transit needs within the county and hold at least one public hearing under PUC 99238.5

Typically, staff does initial outreach to the Regional Planning Advisory Committees (RPACs) along with Eastern Sierra Transit Authority (ESTA) staff. In the past, staff has held separate Citizen Participation Process meetings with the SSTAC and combined this with the Unmet Needs process. Additionally, LTC does not allocate any transit-related funds to non-transit purposes. This has not been done since early 2000.

### ATTACHMENTS

- PUC 99238, 99238.5, 99401.5 and 99400

**State of California**

**PUBLIC UTILITIES CODE**

**Section 99238**

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99238. Each transportation planning agency shall provide for the establishment of a social services transportation advisory council for each county, or counties operating under a joint powers agreement, which is not subject to the apportionment restriction established in Section 99232.

(a) The social services transportation advisory council shall consist of the following members:

- (1) One representative of potential transit users who is 60 years of age or older.
- (2) One representative of potential transit users who is disabled.
- (3) Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
- (4) Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists.
- (5) One representative of a local social service provider for persons of limited means.
- (6) Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.

(7) The transportation planning agency may appoint additional members in accordance with the procedure prescribed in subdivision (b).

(b) Members of the social services transportation advisory council shall be appointed by the transportation planning agency which shall recruit candidates for appointment from a broad representation of social service and transit providers representing the elderly, the disabled, and persons of limited means. In appointing council members, the transportation planning agency shall strive to attain geographic and minority representation among council members. Of the initial appointments to the council, one-third of them shall be for a one-year term, one-third shall be for a two-year term, and one-third shall be for a three-year term. Subsequent to the initial appointment, the term of appointment shall be for three years, which may be renewed for an additional three-year term. The transportation planning agency may, at its discretion, delegate its responsibilities for appointment pursuant to this subdivision to the board of supervisors.

(c) The social services transportation advisory council shall have the following responsibilities:

- (1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and

that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

(2) Annually review and recommend action by the transportation planning agency for the area within the jurisdiction of the council which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.

(3) Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

(d) It is the intent of the Legislature that duplicative advisory councils shall not be established where transit advisory councils currently exist and that those existing advisory councils shall, instead, become part of the social services transportation advisory council and shall assume any new responsibilities pursuant to this section.

(Amended by Stats. 2012, Ch. 769, Sec. 11. (AB 2679) Effective January 1, 2013.)

## State of California

### PUBLIC UTILITIES CODE

#### Section 99401.5

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99401.5. Prior to making any allocation not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, or any allocation for purposes of subdivision (f) of Section 99400, the transportation planning agency shall annually do all of the following:

(a) Consult with the social services transportation advisory council established pursuant to Section 99238.

(b) Identify the transit needs of the jurisdiction which have been considered as part of the transportation planning process, including the following:

(1) An annual assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including, but not limited to, the elderly, the disabled, including individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code, the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101 et seq.), and persons of limited means, including, but not limited to, recipients under the CalWORKs program.

(2) An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly provided services necessary to implement the plan prepared pursuant to Section 12143(c)(7) of Title 42 of the United States Code, in meeting the transit demand identified pursuant to paragraph (1).

(3) An analysis of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand.

(4) An analysis of the need to acquire or lease vans and related equipment for a farmworker vanpool program pursuant to subdivision (f) of Section 99400. This analysis is only required, however, upon receipt by the transportation planning agency of a request of an interested party identifying a potential need.

(c) Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet. The transportation planning agency shall hold at least one public hearing pursuant to Section 99238.5 for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction 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 definition adopted by the transportation planning agency for the terms “unmet transit needs” and “reasonable to meet” shall be documented by resolution or in the minutes of the agency. The fact

that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. An agency's determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads.

(d) Adopt by resolution a finding for the jurisdiction, after consideration of all available information compiled pursuant to subdivisions (a), (b), and (c). The finding shall be that (1) there are no unmet transit needs, (2) there are no unmet transit needs that are reasonable to meet, or (3) there are unmet transit needs, including needs that are reasonable to meet. The resolution shall include information developed pursuant to subdivisions (a), (b), and (c) which provides the basis for the finding.

(e) If the transportation planning agency adopts a finding that there are unmet transit needs, including needs that are reasonable to meet, then the unmet transit needs shall be funded before any allocation is made for streets and roads within the jurisdiction.

(f) The transportation planning agency shall not allocate funds for purposes of subdivision (f) of Section 99400 until all of the capital and operating funds necessary to meet unmet transit needs that are reasonable to meet are allocated. The transportation planning agency shall not reduce funding to existing public transportation services, specialized transportation services, or facilities for the exclusive use of pedestrians and bicycles in order to allocate funds for purposes of subdivision (f) of Section 99400. The transportation planning agency shall not allocate funds under subdivision (f) of Section 99400 if the allocation replaces other federal, state, or local funds used to fund commuter vanpools by a county, city, transportation planning agency, or transit district.

(Amended by Stats. 2012, Ch. 769, Sec. 17. (AB 2679) Effective January 1, 2013.)

## State of California

### PUBLIC UTILITIES CODE

#### Section 99400

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99400. Claims may be filed under this article with the transportation planning agency by counties and cities for the following purposes and by transit districts for the purposes specified in subdivisions (c) to (f), inclusive:

(a) Local streets and roads, and projects which are provided for use by pedestrians and bicycles.

(b) Passenger rail service operations and capital improvements.

(c) Payment to any entity which is under contract with a county, city, or transit district for public transportation or for transportation services for any group, as determined by the transportation planning agency, requiring special transportation assistance.

If the county, city, or transit district is being served by an operator, the contract entered into by the county, city, or transit district shall specify the level of service to be provided, the operating plan to implement that service, and how that service is to be coordinated with the public transportation service provided by the operator. Prior to approving any claim filed under this section, the transportation planning agency, or the county transportation commission in a county with such a commission, shall make a finding that the transportation services contracted for under subdivision (c) are responding to a transportation need not otherwise being met within the community or jurisdiction of the claimant and that, where appropriate, the services are coordinated with the existing transportation service.

(d) Payments to counties, cities, and transit districts for their administrative and planning cost with respect to transportation services under subdivision (c).

(e) Notwithstanding any other provision of this chapter, a claimant for funds pursuant to subdivision (c) may also receive payments for capital expenditures to acquire vehicles and related equipment, bus shelters, bus benches, and communication equipment for the transportation services.

(f) Acquisition or lease of vans and related equipment for a farmworker vanpool program for purposes of farmworker transportation to and from work, provided the farmworker vanpool program shall use vans or related equipment for a commuter vanpool as defined by Section 37.3 of Title 49 of the Code of Federal Regulations and the regional transportation planning agency conforms with the planning requirements of Section 5306 of Title 49 of the United States Code and Part 613 (commencing with Section 613.100) of Chapter VI of Title 49 of the Code of Federal Regulations.

(Amended by Stats. 2009, Ch. 609, Sec. 4. (SB 716) Effective January 1, 2010.)



# Mono County Local Transportation Commission

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## LTC Staff Report

August 12, 2019

**FROM:** Hailey Lang, Planning Analyst  
Gerry Le Francois, Co-Executive Director

**SUBJECT:** Workshop on the Regional Transportation Plan update for 2019

### RECOMMENDATION

Provide any direction to staff

### FISCAL IMPLICATIONS

Not applicable

### ENVIRONMENTAL COMPLIANCE

Not applicable

### RTP/RTIP CONSISTENCY

The RTP is required to be updated every four or five years (based on Regional Housing Needs Allocation-RHNA cycle adjustments).

### DISCUSSION

The Regional Transportation Plan (RTP) is a 20-year-planning-horizon transportation planning policy document. The RTP provides a clear vision of the region's transportation goals, policies, needs, and assessments.

Although the most-recent adopted RTP is highly comprehensive, staff is working to update the document to reflect the current transportation network needs, as well as adding additional technical information that is required of the RTP.

The following revisions are slated to be integrated into the 2019 update:

- Language describing the LTC's public involvement process as it relates to transportation planning (Title 23, CFR part 450.210);
- A clearly defined plan level purpose and need statement;
- A comparison with the California State Wildlife Action Plan (Title 23 CFR part 450.2(j));
- Quantifiable performance measures to better align with State goals;
- Updated demographic data;
- Updated mileage data;
- Updated average daily traffic (ADT) data;
- Language pertaining to measuring and analyzing vehicle miles traveled (VMT) rather than levels of service (LOS);
- Updated Financial Element (Title 23 CFR 450.322 and Government Code 65080);
- Minor revisions to community area policies as directed by RPACs;

- Updated maps;
- Formatting of chapters and flow of RTP document for better reading efficiency; and
- References of the EV charging policy document and wayfinding plan.

Staff recommends making only minor technical changes and additions to the RTP to stay within an Addendum. An addendum makes prior CEQA documents adequate when the proposed changes to the RTP do not create any new or substantially more-severe significant environmental impacts. An addendum does not require public circulation.

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## LTC Staff Report

**TO:** Mono County Local Transportation Commission

**DATE:** August 12, 2019

**FROM:** Gerry Le Francois, Co-Executive Director

**SUBJECT:** 2020 Regional Transportation Improvement Program (RTIP) fund estimate and MOU projects on SR 14/395

### RECOMMENDATION

Provide any desired direction to staff on the 2020 RTIP / State Transportation Improvement Program (STIP) and MOU projects on SR 14 / US 395

### FISCAL IMPLICATIONS

The RTIP and STIP fund local and regional transportation projects in Mono County

### ENVIRONMENTAL COMPLIANCE

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

### RTP/RTIP CONSISTENCY

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

### DISCUSSION

The STIP cycle occurs every two years and is a new five-year funding cycle for transportation projects in Mono County. The 2020 RTIP/STIP schedule is below:

CTC adopts Fund Estimate & Guidelines	August 14-15, 2019
Caltrans identifies State highway needs	September 15, 2019
Regions submit RTIPs	December 15, 2019
Caltrans submits final ITIP	December 15, 2019
CTC STIP hearing, North	January 30, 2020
CTC STIP hearing, South	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC adopts STIP	March 25-26, 2020

In addition, staff is scheduling a meeting with the Eastern California Transportation Planning Partnership (ECTPP) to discuss the limited availability of STIP/Interregional Transportation Improvement Program (ITIP) funds for existing MOU projects on the SR 14/US 395 corridor. The Eastern California Transportation Planning Partnership is made up of Inyo County LTC, Kern COG, San Bernardino Transportation Authority, Mono County LTC, and District 9, 8, and 6 as appropriate.

As the Commission is aware, the remaining identified MOU projects are: 1) Olancha/Cartago (funded); 2) Freeman Gulch segment 2 (funded through plans, specifications, and estimates (PS&E)); and 3)

Freeman Gulch segment 3 (unfunded at this time). On US 395, the planning approval and environmental (PA&ED) was started but deprogrammed in the 2016 STIP cycle.

**ATTACHMENT**

- STIP Fund estimates and tables

## County and Interregional Share Estimates

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP).

The 2020 STIP Fund Estimate (FE) indicates that there is negative program capacity for the Public Transportation Account (PTA). This means that many of the transit projects currently programmed in the STIP will either have to be delivered with State Highway Account (SHA) funds, federal funds, or be unprogrammed.

The following tables display STIP county and interregional shares and targets for the 2020 STIP.

### Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the 2020 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA and SHA capacity. The table is based on Commission actions through June 30, 2019.

### Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2019 Commission meeting, as well as new statewide STIP capacity. For each county and the interregional share, the table identifies the following target amounts:

- Base (Minimum): This is the formula distribution of new capacity available through the end of the share period 2023-24. This is the first priority for new programming, and it represents the minimum amount that will be programmed in each county. The calculation of this target is shown in Table 3.
- Total Target: This target is determined by calculating the STIP formula share of all new capacity through 2024-25. The calculation of this target is shown in Table 4.
- Maximum: This target is determined by estimating the STIP formula share of all available new capacity through the county share period that ends in 2027-28. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The calculation of this target is shown in Table 5.

### Table 3. Calculation of New Programming Targets and Shares – Base (Minimum)

This table displays factors in the calculation of the Base (Minimum) Target.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2019 Commission meeting. Positive

numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.

- 2020 STIP Target Through 2023-24: This section calculates the base (minimum). The base (minimum) is the formula distribution of new capacity available through 2023-24 adjusted for carryover balances and lapses.
  - Formula Distribution: This is the 2020 STIP share through 2023-24. It is the formula distribution of program capacity available through the county share period ending 2023-24. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back 2017-18 & 2018-19 Lapses: This identifies the amount for projects lapsed in 2017-18 and 2018-19. These amounts are credited back in the 2020 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2020-21.
  - Net Share (Base): This is the 2020 STIP target through the county share period 2023-24. The Net Share is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity (through 2023-24) is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
  - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2023-24) is insufficient to cover prior advances.

#### **Table 4. Calculation of New Programming Targets and Shares - Total Target**

This table displays factors in the calculation of the Total Target.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2019 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2020 STIP Target Through 2024-25: This section calculates the total target. The total target is the formula distribution of new capacity available through 2024-25 adjusted for carryover balances and lapses.
  - Formula Distribution: This is the 2020 STIP share through 2024-25. It is the formula distribution of program capacity available through 2024-25. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back 2017-18 & 2018-19 Lapses: This identifies the amount for projects lapsed in 2017-18 and 2018-19. These amounts are credited back in the 2020 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2020-21.

- Net Share (Total Target): This is the 2020 STIP target through 2024-25. The Net Share (Total Target) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
- Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2024-25) is insufficient to cover prior advances.

**Table 5. Calculation of New Programming Targets and Shares – Maximum**

This table calculates the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2019 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2020 STIP Share Through 2027-28: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2027-28 adjusted for carryover balances and lapses.
  - Formula Distribution: This column estimates the STIP share of the estimated new capacity through the county share period ending in 2027-28. It is the formula distribution of estimated program capacity available through the county share period ending in 2027-28. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back 2017-18 & 2018-19 Lapses: This identifies the amount for projects lapsed in 2017-18 and 2018-19. These amounts are credited back in the 2020 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2020-21.
  - Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 2027-28. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The Net Share (Maximum) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
  - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2027-28) is insufficient to cover prior advances.

### **Table 6. Planning, Programming, and Monitoring (PPM) Limitations**

State law provides that up to 5% of a county share may be expended for planning, programming, and monitoring (PPM). This limitation is applied separately to each four-year county share period.

- Total: This section identifies the shares for the 2020-21 through 2023-24 share period and for 2024-25, based upon the 2016, 2018 and 2020 Fund Estimates. These are the amounts against which the 5% is applied.
- 5% PPM Limitation: These are the PPM limitations for the 2020-21 through 2023-24 share period and for 2024-25.



**Table 2 - Summary of Targets and Shares**  
(\$ in thousands)

County	2020 STIP Programming		
	Base	Total Target	Maximum
	Share Through 2023-24	Target through 2024-25	Estimated Share through 2027-28
Alameda	23,354	34,669	56,723
Alpine	29	366	1,023
Amador	4,288	5,053	6,544
Butte	1,278	3,542	7,955
Calaveras	417	1,332	3,114
Colusa	2,677	3,283	4,463
Contra Costa	28,506	36,253	51,352
Del Norte	0	0	0
El Dorado LTC	801	2,369	5,425
Fresno	40,754	49,294	65,937
Glenn	2,527	3,162	4,397
Humboldt	0	0	2,140
Imperial	0	3,195	11,062
Inyo	0	0	0
Kern	0	0	21,166
Kings	0	0	0
Lake	0	189	2,118
Lassen	4,907	6,356	9,180
Los Angeles	0	0	46,344
Madera	0	0	0
Marin	0	0	0
Mariposa	3,906	4,499	5,654
Mendocino	984	3,134	7,322
Merced	27,568	30,370	35,831
Modoc	146	920	2,427
Mono	4,224	6,566	11,130
Monterey	15,900	19,932	27,792
Napa	1,065	2,460	5,179
Nevada	2,040	3,239	5,577
Orange	0	6,960	48,111
Placer TPA	0	0	0
Plumas	2,229	3,094	4,778
Riverside	2,842	21,274	57,196
Sacramento	25,387	36,107	56,997
San Benito	0	0	0
San Bernardino	2,223	23,659	65,435
San Diego	0	18,409	65,652
San Francisco	4,171	9,918	21,118
San Joaquin	0	3,726	15,070
San Luis Obispo	0	3,070	11,399
San Mateo	3,353	9,201	20,600
Santa Barbara	0	251	9,615
Santa Clara	0	12,569	38,697
Santa Cruz	2,766	5,083	9,597
Shasta	1,107	3,583	8,408
Sierra	3,815	4,226	5,026
Siskiyou	5,410	7,112	10,429
Solano	6,750	10,261	17,105
Sonoma	0	545	8,955
Stanislaus	1,094	5,396	13,780
Sutter	8,233	9,222	11,149
Tahoe RPA	0	0	0
Tehama	651	1,912	4,370
Trinity	490	1,385	3,129
Tulare	0	0	10,340
Tuolumne	0	886	2,810
Ventura	61,193	68,307	82,172
Yolo	14,259	16,332	20,371
Yuba	13,545	14,304	15,783
Statewide Regional	324,889	516,975	1,037,947
Interregional	0	52,414	264,942
<b>TOTAL</b>	<b>324,889</b>	<b>569,389</b>	<b>1,302,889</b>

	New Capacity
Statewide SHA Capacity	1,111,601
Statewide PTA Capacity	(542,212)
<b>Total STIP Capacity</b>	<b>569,389</b>

**Table 3 - Calculation of New Programming Targets and Shares - Base (Minimum)**  
**(\$ in thousands)**

County	Net Carryover		2020 STIP Share through 2023-24		
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Net Share (Base)	Net Advance
Alameda	18,188	0	5,166	23,354	0
Alpine	0	(125)	154	29	0
Amador	3,939	0	349	4,288	0
Butte	0	(1,255)	1,034	1,278	0
Calaveras	0	0	417	417	0
Colusa	2,401	0	276	2,677	0
Contra Costa	24,969	0	3,537	28,506	0
Del Norte	0	(7,497)	258	0	(7,239)
El Dorado LTC	85	0	716	801	0
Fresno	36,856	0	3,898	40,754	0
Glenn	2,238	0	289	2,527	0
Humboldt	0	(5,625)	1,041	0	(4,584)
Imperial	0	(2,684)	1,843	0	(841)
Inyo	0	(19,437)	1,439	0	(17,998)
Kern	0	(18,015)	5,252	0	(12,763)
Kings	0	(11,482)	771	0	(10,711)
Lake	0	(1,253)	452	0	(801)
Lassen	3,991	0	662	4,907	0
Los Angeles	0	(186,954)	31,274	0	(155,680)
Madera	0	(8,730)	717	0	(8,013)
Marin	0	(25,337)	967	0	(24,370)
Mariposa	3,629	0	270	3,906	0
Mendocino	3	0	981	984	0
Merced	26,289	0	1,279	27,568	0
Modoc	0	(267)	353	146	0
Mono	3,005	0	1,069	4,224	0
Monterey	636	0	1,841	15,900	0
Napa	378	0	637	1,065	0
Nevada	1,492	0	548	2,040	0
Orange	0	(23,794)	9,639	0	(14,155)
Placer TPA	0	(25,528)	1,337	0	(24,191)
Plumas	1,835	0	394	2,229	0
Riverside	0	(5,572)	8,414	2,842	0
Sacramento	11,276	0	4,893	25,387	0
San Benito	0	(7,403)	339	0	(7,064)
San Bernardino	0	(7,562)	9,785	2,223	0
San Diego	0	(16,898)	11,066	0	(5,832)
San Francisco	1,548	0	2,623	4,171	0
San Joaquin	0	(4,751)	2,657	0	(2,094)
San Luis Obispo	0	(3,155)	1,951	0	(1,204)
San Mateo	683	0	2,670	3,353	0
Santa Barbara	0	(6,746)	2,193	0	(4,553)
Santa Clara	0	(6,957)	6,120	0	(837)
Santa Cruz	759	0	1,057	2,766	0
Shasta	0	(23)	1,130	1,107	0
Sierra	3,528	0	187	3,815	0
Siskiyou	4,633	0	777	5,410	0
Solano	5,147	0	1,603	6,750	0
Sonoma	0	(5,739)	1,970	0	(3,769)
Stanislaus	0	(870)	1,964	1,094	0
Sutter	7,781	0	452	8,233	0
Tahoe RPA	0	(2,305)	223	0	(2,082)
Tehama	0	0	576	651	0
Trinity	82	0	408	490	0
Tulare	0	(7,814)	2,434	0	(5,380)
Tuolumne	0	(744)	451	0	(101)
Ventura	57,946	0	3,247	61,193	0
Yolo	13,313	0	946	14,259	0
Yuba	12,481	0	347	13,545	0
Statewide Regional	249,111	(414,522)	149,343	324,889	(314,262)
Interregional	0	(107,418)	49,781	0	(56,637)
<b>TOTAL</b>	<b>249,111</b>	<b>(521,940)</b>	<b>199,124</b>	<b>324,889</b>	<b>(370,899)</b>

<b>Statewide SHA Capacity</b>	<b>867,101</b>
<b>Statewide PTA Capacity</b>	<b>(542,212)</b>
<b>Total</b>	<b>324,889</b>

**Table 4 - Calculation of New Programming Targets and Shares - Total Target**  
(\$ in thousands)

County	Net Carryover		2020 STIP Share through 2024-25			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2017-18 & 2018-19	Net Share (Total Target)	Net Advance
Alameda	18,188	0	16,481	0	34,669	0
Alpine	0	(125)	491	0	366	0
Amador	3,939	0	1,114	0	5,053	0
Butte	0	(1,255)	3,298	1,499	3,542	0
Calaveras	0	0	1,332	0	1,332	0
Colusa	2,401	0	882	0	3,283	0
Contra Costa	24,969	0	11,284	0	36,253	0
Del Norte	0	(7,497)	823	0	0	(6,674)
El Dorado LTC	85	0	2,284	0	2,369	0
Fresno	36,856	0	12,438	0	49,294	0
Glenn	2,238	0	924	0	3,162	0
Humboldt	0	(5,625)	3,321	0	0	(2,304)
Imperial	0	(2,684)	5,879	0	3,195	0
Inyo	0	(19,437)	4,591	0	0	(14,846)
Kern	0	(18,015)	16,758	0	0	(1,257)
Kings	0	(11,482)	2,458	0	0	(9,024)
Lake	0	(1,253)	1,442	0	189	0
Lassen	3,991	0	2,111	254	6,356	0
Los Angeles	0	(186,954)	99,782	0	0	(87,172)
Madera	0	(8,730)	2,287	0	0	(6,443)
Marin	0	(25,337)	3,086	0	0	(22,251)
Mariposa	3,629	0	863	7	4,499	0
Mendocino	3	0	3,131	0	3,134	0
Merced	26,289	0	4,081	0	30,370	0
Modoc	0	(267)	1,127	60	920	0
Mono	3,005	0	3,411	150	6,566	0
Monterey	636	0	5,873	13,423	19,932	0
Napa	378	0	2,032	50	2,460	0
Nevada	1,492	0	1,747	0	3,239	0
Orange	0	(23,794)	30,754	0	6,960	0
Placer TPA	0	(25,528)	4,265	0	0	(21,263)
Plumas	1,835	0	1,259	0	3,094	0
Riverside	0	(5,572)	26,846	0	21,274	0
Sacramento	11,276	0	15,613	9,218	36,107	0
San Benito	0	(7,403)	1,082	0	0	(6,321)
San Bernardino	0	(7,562)	31,221	0	23,659	0
San Diego	0	(16,898)	35,307	0	18,409	0
San Francisco	1,548	0	8,370	0	9,918	0
San Joaquin	0	(4,751)	8,477	0	3,726	0
San Luis Obispo	0	(3,155)	6,225	0	3,070	0
San Mateo	683	0	8,518	0	9,201	0
Santa Barbara	0	(6,746)	6,997	0	251	0
Santa Clara	0	(6,957)	19,526	0	12,569	0
Santa Cruz	759	0	3,374	950	5,083	0
Shasta	0	(23)	3,606	0	3,583	0
Sierra	3,528	0	598	100	4,226	0
Siskiyou	4,633	0	2,479	0	7,112	0
Solano	5,147	0	5,114	0	10,261	0
Sonoma	0	(5,739)	6,284	0	545	0
Stanislaus	0	(870)	6,266	0	5,396	0
Sutter	7,781	0	1,441	0	9,222	0
Tahoe RPA	0	(2,305)	713	0	0	(1,592)
Tehama	0	0	1,837	75	1,912	0
Trinity	82	0	1,303	0	1,385	0
Tulare	0	(7,814)	7,765	0	0	(49)
Tuolumne	0	(744)	1,438	192	886	0
Ventura	57,946	0	10,361	0	68,307	0
Yolo	13,313	0	3,019	0	16,332	0
Yuba	12,481	0	1,106	717	14,304	0
Statewide Regional	249,111	(414,522)	476,495	26,695	516,975	(179,196)
Interregional	0	(107,418)	158,832	1,000	52,414	0
<b>TOTAL</b>	<b>249,111</b>	<b>(521,940)</b>	<b>635,327</b>	<b>27,695</b>	<b>569,389</b>	<b>(179,196)</b>

<b>Statewide SHA Capacity</b>	<b>1,111,601</b>
<b>Statewide PTA Capacity</b>	<b>(542,212)</b>
<b>Total</b>	<b>569,389</b>

**Table 5 - Calculation of Targets and Shares - Maximum**  
(\$ in thousands)

County	Net Carryover		2020 STIP Share through 2027-28			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2017-18 & 2018-19	Net Share (Maximum)	Net Advance
Alameda	18,188	0	38,535	0	56,723	0
Alpine	0	(125)	1,148	0	1,023	0
Amador	3,939	0	2,605	0	6,544	0
Butte	0	(1,255)	7,711	1,499	7,955	0
Calaveras	0	0	3,114	0	3,114	0
Colusa	2,401	0	2,062	0	4,463	0
Contra Costa	24,969	0	26,383	0	51,352	0
Del Norte	0	(7,497)	1,925	0	0	(5,572)
El Dorado LTC	85	0	5,340	0	5,425	0
Fresno	36,856	0	29,081	0	65,937	0
Glenn	2,238	0	2,159	0	4,397	0
Humboldt	0	(5,625)	7,765	0	2,140	0
Imperial	0	(2,684)	13,746	0	11,062	0
Inyo	0	(19,437)	10,734	0	0	(8,703)
Kern	0	(18,015)	39,181	0	21,166	0
Kings	0	(11,482)	5,748	0	0	(5,734)
Lake	0	(1,253)	3,371	0	2,118	0
Lassen	3,991	0	4,935	254	9,180	0
Los Angeles	0	(186,954)	233,298	0	46,344	0
Madera	0	(8,730)	5,348	0	0	(3,382)
Marin	0	(25,337)	7,215	0	0	(18,122)
Mariposa	3,629	0	2,018	7	5,654	0
Mendocino	3	0	7,319	0	7,322	0
Merced	26,289	0	9,542	0	35,831	0
Modoc	0	(267)	2,634	60	2,427	0
Mono	3,005	0	7,975	150	11,130	0
Monterey	636	0	13,733	13,423	27,792	0
Napa	378	0	4,751	50	5,179	0
Nevada	1,492	0	4,085	0	5,577	0
Orange	0	(23,794)	71,905	0	48,111	0
Placer TPA	0	(25,528)	9,971	0	0	(15,557)
Plumas	1,835	0	2,943	0	4,778	0
Riverside	0	(5,572)	62,768	0	57,196	0
Sacramento	11,276	0	36,503	9,218	56,997	0
San Benito	0	(7,403)	2,530	0	0	(4,873)
San Bernardino	0	(7,562)	72,997	0	65,435	0
San Diego	0	(16,898)	82,550	0	65,652	0
San Francisco	1,548	0	19,570	0	21,118	0
San Joaquin	0	(4,751)	19,821	0	15,070	0
San Luis Obispo	0	(3,155)	14,554	0	11,399	0
San Mateo	683	0	19,917	0	20,600	0
Santa Barbara	0	(6,746)	16,361	0	9,615	0
Santa Clara	0	(6,957)	45,654	0	38,697	0
Santa Cruz	759	0	7,888	950	9,597	0
Shasta	0	(23)	8,431	0	8,408	0
Sierra	3,528	0	1,398	100	5,026	0
Siskiyou	4,633	0	5,796	0	10,429	0
Solano	5,147	0	11,958	0	17,105	0
Sonoma	0	(5,739)	14,694	0	8,955	0
Stanislaus	0	(870)	14,650	0	13,780	0
Sutter	7,781	0	3,368	0	11,149	0
Tahoe RPA	0	(2,305)	1,667	0	0	(638)
Tehama	0	0	4,295	75	4,370	0
Trinity	82	0	3,047	0	3,129	0
Tulare	0	(7,814)	18,154	0	10,340	0
Tuolumne	0	(744)	3,362	192	2,810	0
Ventura	57,946	0	24,226	0	82,172	0
Yolo	13,313	0	7,058	0	20,371	0
Yuba	12,481	0	2,585	717	15,783	0
Statewide Regional	249,111	(414,522)	1,114,082	26,695	1,037,947	(62,581)
Interregional	0	(107,418)	371,360	1,000	264,942	0
<b>TOTAL</b>	<b>249,111</b>	<b>(521,940)</b>	<b>1,485,442</b>	<b>27,695</b>	<b>1,302,889</b>	<b>(62,581)</b>

<b>Statewide SHA Capacity</b>	<b>1,845,101</b>
<b>Statewide PTA Capacity</b>	<b>(542,212)</b>
<b>Total</b>	<b>1,302,889</b>

**From:** [Cindy Kelly](#)  
**To:** [Gerry LeFrancois](#)  
**Cc:** [Artis Smith](#); [Xavier Garcia](#)  
**Subject:** RE: Any YARTS update for Mondays LTC meeting?  
**Date:** Thursday, August 08, 2019 12:42:02 PM

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Hi Gerry,

The Mammoth Lakes YARTS service has been extended through October 31, 2019 or when Tioga Road closes, whichever comes first. This is due to the late start YARTS had on the 395 corridor.

The YARTS 20<sup>th</sup> Anniversary of the Joint Powers Authority celebration and Short Range Transit Plan update will take place in Yosemite Valley on September 12, 2019.

That's all that's newsworthy for now.

Cindy Kelly  
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