

Mono County Local Transportation Commission

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AGENDA

February 10, 2020 – 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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES**
 - A. Approve tabled minutes of Dec. 9, 2019, and minutes of Jan. 13, 2020 - **p.1**
4. **CALTRANS**
 - A. Activities in Mono County & pertinent statewide information
5. **LOCAL TRANSPORTATION**
 - A. Local Transportation Account (LTF) projections for FY 2020-21 (*Megan Mahaffey*) - **p.10**
 - B. Historic use of LTF funds and reserves (*Megan Mahaffey*) - **p.13**
6. **TRANSIT**
 - A. Yosemite Area Regional Transportation System (YARTS) funding requests:
 1. Presentation and consideration on annual funding increase to YARTS – as recommended by the SHTP (*Cindy Kelly via phone*) - **p.18**
 2. Presentation and consideration on increased funding request for YARTS October service: Receive staff report and provide any desired direction to staff (*Cindy Kelly via phone*)
 3. Discuss and consider Resolution R19-05A increasing YARTS funding for annual operation expenses and additional service days (*Gerry Le Francois and staff*) - **p.24**
 - B. Eastern Sierra Transit Authority (ESTA) update - **p.27**
 1. Approve Resolution R20-02 committing STA funds as local match to federal grant applications: Receive staff report and provide any desired direction to staff
 2. Approve Resolution R20-03 the federal fiscal year 2020 Section 5311 Program of Projects with ESTA as subrecipient of \$85,976 in federal funds and authorize the LTC co-executive director to sign the certifications and assurances for operating assistance for general public transit services in Mono County: Receive staff report and provide any desired direction to staff - **p.29**
 3. California Association for Coordinated Transportation (CALACT) overview matrix of transit-related bills (*ESTA*) - **p.39**
 - C. Verbal update on schedule for public outreach on transit needs and unmet transit needs: Receive information and provide any desired direction to staff

COMMISSIONERS

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

7. **LOCAL TRANSPORTATION**

- A. Integration of the Airport Land Use Commission and Local Transportation Commission:
Receive staff report and provide any desired direction to staff - **p.43**

8. **ADMINISTRATION:** No items

9. **COMMISSIONER REPORTS**

10. **INFORMATIONAL**

- A. Rural Opportunities to Use Transportation for Economic Success (R.O.U.T.E.S.) initiative -
p.46

11. **UPCOMING AGENDA ITEMS:** 1) Draft 2020-21 Overall Work Program; 2) Quarterly reports from Town, County, Caltrans; 3) Mobility Hub update from Town; 4) Civic Center transportation update from County, 5) MOU projects and 2020 STIP update

12. **ADJOURN** to March 9, 2020

***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 9, 2019

COUNTY COMMISSIONERS: Jennifer Kreitz, John Peters, Fred Stump
TOWN COMMISSIONERS: Sandy Hogan, Lynda Salcido, John Wentworth
COUNTY STAFF: Gerry Le Francois, Garrett Higerd, Wendy Sugimura, CD Ritter
TOWN STAFF: Haislip Hayes
CALTRANS: Brent Green
ESTA: Phil Moores
PUBLIC: John Urdi, Rhonda Duggan, Diane Foster,

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

2. **PUBLIC COMMENT:** John Urdi spoke of Bishop airport. No rental cars in plan now. Shuttle service to central site in Mammoth Lakes considered. *Wentworth: Committee looking at Walk/Bike/Ride.* Kreitz: Interaction with ESTA? *Stump: Request agenda item at upcoming meeting.*

3. **MINUTES**

MOTION: Approve minutes of November 18, 2019, as submitted. *(Kreitz/Salcido. Ayes: 6-0.)*

4. **PUBLIC HEARING: 9:10 A.M. REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM ADOPTION:** Gerry Le Francois distributed 11 x 17 printouts for clarity. Town wants \$2.7 mil for streets and roads, Mono Eastside Lane phase 2 rehab needs \$3.7 mil. New programming = \$6.5 million. Reserve \$18,000. Not need allocations from CTC. LTC funding construction components. Hoping SB1 would make it more robust but no headway on Freeman Gulch projects. Olancha/Cartago fully funded, under construction in two years.

Peters: Eastside Lane phase 2? Higerd: Northern and southern portions, Pine Nut Road also. Try to implement current five-year plan Looked at Airport Road project, in environmental phase, looking at construction, Long Valley roads as far south as Swall Meadows, not want changes to projects as could get pushed out. Maybe supplemental funds, strategy is use SB1 rather than rocking boat in programming. Better to keep on schedule, deliver on that. Forecasted more work in Antelope Valley area. Separate SB1 address chip seals like Topaz Lane. Efficient to go to CTC once. Things change over time; maybe financial situation looks different. Better value for larger projects than smaller ones. Kreitz: Get detail on Town's project as well.

Stump: Years of deferred maintenance. Higerd: Agreed. Dual prong = pavement preservation and reconstruction. SB1 flexible, fewer strings attached. Pick one good project, make big enough to count, keep using SB1 funds so nimbler and more efficient, do design work in-house. Use STIP funds for major rehab, other funds for environmental, design, preventive maintenance (fog seal, chip seal). Fits in with five-year capital improvement. SB1 project list due to State in April.

Hayes: Significant cracking on older multi-use paths. Revise roads after winter.

Wentworth: Staff report advises RTIP be consistent with RTP. Le Francois: If LTC adopts today, projects incorporated into RTP. If ask for funding, show projects consistent with RTP.

OPEN PUBLIC HEARING: No comments. **CLOSE PUBLIC HEARING.**

Le Francois: Fund balance never zero or negative. Kern and Inyo have no money.

COMMISSIONERS

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

Eastside Lane \$3.7 million in 2023? *Le Francois: All new programming in last two years of five-year cycle. Town asking early, that's OK. Projects may move in or out.*

Stump: STIP Airport Road approved 2014, deferred 2016. Supports good use of funds. Larger is cheaper. Peters: None possible without SB1, so beware of effort to repeal.

MOTION: Adopt Resolution R19-10 approving the 2020 Regional Transportation Improvement Program (RTIP). The RTIP is a multi-modal listing of capital improvement projects of the Local Transportation Commission. (*Wentworth/Peters. Ayes: 6-0.*)

5. **PUBLIC HEARING: 9:30 A.M. REGIONAL TRANSPORTATION PLAN UPDATE:** Approving and adopting the 2019 RTP.

OPEN PUBLIC HEARING: Le Francois cited technical changes and minor amendment. Impetus is to coincide with Housing Element update. Changes in State requirement, public section in Ch. 2 bolstered. Population figures updated. Ch. 6 has financial tables. Added quantitative performance measures; e.g., pavement management. Modified Ch 4 for Antelope Valley. June Lake CAC (Citizens Advisory Committee) concerned about Crawford connector off SR 158, looked at community parking lots for village. CAC may want additional policy work. Long time on June Lake policies.

General sections, Mono, Town. How to proceed? *Le Francois: Kreitz's comments included. Wentworth comments on Walk/Bike/Ride. Language related to Bishop airport. Potential regional service. Reach out to Inyo County on broader airport issues.*

Numerous examples of outdated, incomplete or inconsistent information were cited on regional air service, walk/bike/ride, mobility hub, wayfinding, housing, transit, jobs, Inyo Forest Plan, duplicate titles, and identify vice-chair. An update was requested.

Wentworth: Appreciate need to adopt today but need editable, approved document that parties can propose changes to bring back to LTC. *Kreitz: Updating in best way possible is a start but encourage to do better holistic job into 21st century. Can't change now due to CEQA but do it later.*

Le Francois: Proposing addendum to prior environmental. Can't go too far to identify major policy changes. Go forward, come back, work through. Limited on what can do today.

Peters: Next opportunity for revision? *Le Francois; Any time. Entertain additions.*

Urdu: FAA meeting Wednesday in LA. Requested Inyo, Mono, Town consider regional. Willing to put out grant, worked with ESCOG (Eastern Sierra Council of Governments). Formalized plan a year out.

Wentworth: ESCOG meeting in Bishop Friday-13. Show up to get on agenda. Inyo chair fired up about Bishop airport, no divergence in vision. *Salcido: Utilize ESCOG.* Peters: ESCOG comes back in bigger scope. Bishop excited for commercial air service. Take in context for today's update to accompany.

Realistic time? *Le Francois: Late winter, early spring. Town looking at whole traffic model, updating mobility element. Document does not re-create Housing Element, feeds in broader view.*

Stump: Additional points of what to do today? Bring back with section-by-section details.

Wentworth: Go to BOS? *Le Francois: No. Clear everything up with current comments. 2019 document going forward.* **CLOSE PUBLIC HEARING.**

MOTION: Adopt Resolution R19-11 making findings in compliance with the California Environmental Quality Act (CEQA), approving and adopting the 2019 RTP. An addendum to the 2015 General Plan Final Environmental Impact Report (FEIR) has been prepared. (*Peters/Hogan. Ayes: 6-0.*)

--- BREAK: 10:15-10:30 am ---

6. **CALTRANS:** Brent Green noted full winter season. Quick Maps has layers. *Kreitz: No Eastern Sierra listing.* Wentworth: Ongoing discussion about regions. Advised State struggling with regions and how to align with Caltrans districts. No region for "Sierra."

Stump: Corless has worked on it, Mammoth Lakes lumped in with San Bernardino and San Diego. Mono is part of Southern California even though air district includes Alpine. Problem crosses many State lines. Needs are quite different.

Salcido: Not only region with issue. Ongoing governmental issue, unsure how to resolve.

Green: CHP Captain Terry Lowther coming Jan. 1, invite to LTC. All passes closed except SR 120E. Westgard has short-term closures. Even though statewide specifications, reputation of being stricter so contractors get away with stuff elsewhere. ITIP (Interregional Transportation Improvement Program) hearing Dec. 15. Project prioritization starting to change. Impact on SB1 funding? Executive order does not override law. Debate now on funding sources. Eastern Sierra investment strategy should not change. MOU projects: Have Olancho/Cartago (O/C) ready next springtime, get money advanced a year.

Inyo concerns addressed? *Green: Confusion about where we are in project. Getting construction permits acquiring ROW, certain segment of folks disbelieves it's happening. Outreach for many years so a continuum.*

Interagency meeting tomorrow on wildfire vulnerability. Working with USFS (Inyo and Humboldt-Toiyabe) on assessment. Will bring to future meeting. SB127 = Complete Streets did not pass but expectations of Caltrans being more active on projects. Several years ago, District 9 looked at it. Trying to see what current projects to amend, already done going to bid, proposed projects. Wish list of additional Complete Streets elements well over \$1 billion. Now, if not meaningful to community, not addressing elements. Throwing Mono projects into mix: Intersection Main/Minaret has no sidewalk. Another is sidewalks from Lee Vining south to SR 120. Also, wider shoulders along lake north of Lee Vining not included. Sidewalks along fairgrounds in Bishop have gap. Bicycle coalition does not want elements added unless meaningful.

Big topics at Caltrans: Manage lanes, racial equity, FHWA (Federal Highway Administration) increases to small businesses, tribes, unsheltered. Only one pot of money so District 9 got less.

Statewide way of looking at Caltrans districts? *Green: SB1 money looks at pavement condition, so OK there.*

Stump: Population element does not include visitor impact. Town of 8,000 balloons to 30,000. How to get that message across. 160,000-acre business development in Reno.

Green: O/C funding not based on population but safety, traffic counts. Part of way to compete.

Hayes: Traffic study in town. Wentworth: Make sure connects with what Caltrans is doing. Get data to be reflective of needs.

7. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): Phil Moores noted strong ridership last year. 4.4% increase annually. Six runs missed in October due to driver shortage. Sig wage increase for lower end. MMSA contract signed, increased wages. Tahoe Transit District got congressional approval for funding usually only for urban based on visitation. Sometimes area-specific verbiage. Precedence for such a thing.

Wentworth: Tahoe has MPO (Metropolitan Planning Organization). Hogan: Water clarity an issue for years.

Moores: Hogan and he attended meeting of mobility hub group. As YARTS develops electric use, where will charger be in Mammoth Lakes?

B. Yosemite Area Regional Transportation System (YARTS): FTA (Federal Transportation Administration) awards YARTS \$4.3 million grant. *Hogan: West slope first. Bus parking an issue in Yosemite. No reason here till get chargers.*

8. ADMINISTRATION: No items

9. COMMISSIONER REPORTS: Kreitz: Attended CSAC, Exec Order 1919 to implement Complete Streets model. CTC working on SB1 outreach and marketing to counter complaints. Positive impacts of SB1 funding. Educate legislators on what's happening in their districts. Mobility Assessment on agenda. With RTP integrate State climate change policy. Better articulate expectations of staff so complementary in actions. **Wentworth:** Looking for editable document. Aware of State's effort Regions Rise Together. Anticipate policy framework to show how we fit. Technical Advisory Council in Sacramento. Mobility Hub group. Transportation in cities is changing; e.g., Uber, ebikes. Get people out of cars. Get reports of Mobility Hub to LTC. **Hogan:** Mobility Hub met last week, dozen attendees, good diversity. Town applied for grant and appointed members. *Hayes: Mobility Hub has study grant from Caltrans. Clear-cut action items: citizens working group in quantitative study, clear actionable items in vein of Walk/Bike/Ride. Town worked with consultant to get wide spectrum of various groups. Left out TC and LTC eventually, adoption/approval later. Closed meetings, run by Town staff, not Brown Act.* Stump: Pubic meetings would be agendized. *Hogan: Heard from Town staff they are public meetings.* Stump: Entity is news to him, intentionally created. Clarify to LTC mechanism to move forward. *Kreitz: All well-heeled, well-connected people, no minorities.* *Hayes: If Town Council weighs in on minutiae, expect LTC to approve actionable items. Some meetings public, some private.* *Hogan: Not only institutional type there, attended for her own interest. Four working group meetings before summer. Also: Signage looks good.* **Peters:** CSAC too. Opportunity to participate with state colleagues at all different levels. To LA re lawsuit with LADWP. Caltrans good job on early season road conditions. Public Works installed radar speed sign on Emigrant Street. Partnership with CSA. Curve south of SR 108 with construction still no speed reduction. Slow to 45-50 mph. Not much room for error. Chunky pavement grabs wheels. **Salcido:** Illuminated snowflakes on light posts in town look good. **Stump:** None.

10. INFORMATIONAL: No items

11. UPCOMING AGENDA ITEMS: YARTS request for additional funding; mobility item; update on RTP; airport transportation; District 9 climate vulnerability assessment.

12. ADJOURN at 11:40 a.m. to January 13, 2020

Prepared by CD Ritter, LTC clerk

ADDITIONS TO MINUTES OF 12.09.19

1. RTP information about Mammoth Yosemite Airport and potential future air service in Bishop is incorrect and outdated and will require a thorough review and update.
2. RTP information about TOML's Walk/Bike/Ride program and other plans is incorrect and outdated.
3. TOML has completed significant work on a municipal Wayfinding program (remove or list as completed)
4. Opportunities for electric bike integration into the RTP should be reviewed and considered.
5. RTP information about current status of information/coordination on affordable housing and transportation specifically in regard to The Parcel in Mammoth Lakes is lacking and may compromise funding opportunities for this project. RTP information about current status of The Parcel and transportation opportunities will require a thorough review and update.
5. RTP information about TOML transportation systems appears to be dated and references older documents. The RTP will require a thorough review and update on these topics.
6. The Plan needs to reflect our goals and vision for The Parcel as it relates to housing, jobs and transit so that when we look for funding for the various components of this development, the visions and desired outcomes are clearly understood.

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DRAFT MINUTES

January 13, 2020

COUNTY COMMISSIONERS: Jennifer Kreitz, John Peters, Fred Stump
TOWN COMMISSIONERS: Sandy Hogan, Lynda Salcido (absent), John Wentworth
COUNTY STAFF: Gerry Le Francois, Garrett Higerd, Bentley Regehr, CD Ritter
TOWN STAFF: Haislip Hayes
CALTRANS: Ryan Dermody, Austin West
ESTA: Phil Moores
PUBLIC: Stacy Corless (Mono Supervisors), Rhonda Duggan, John Pinkney (Inyo LTC)

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Fred Stump called the meeting to order at 9:01 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance to the flag.

2. **PUBLIC COMMENT:** None

3. **MINUTES**

MOTION: Table minutes of Dec. 9, 2019, work with Gerry Le Francois. Could lead into CEQA.

Wentworth requested more complete discussion than reflected in minutes. Kreitz had robust discussion about next steps on The Parcel development, HSC funding, and other issues of concern. Staff input about procedures before next update. Le Francois asked for March version of RTP on issues of airport, etc. Will post additional details. *(Peters/Hogan. Ayes: 5. Absent: Salcido.)*

4. **ELECTION OF CHAIR (Town) & VICE-CHAIR (County):** Chair: Lynda Salcido. *(Kreitz/Peters. Ayes: 5-0. Absent: Salcido.)* Vice-Chair: Jennifer Kreitz *(Peters/Wentworth. Ayes: 5-0. Absent: Salcido.)* Stump noted busy year for LTC in 2019, SB1 money for projects, thanked staff and commission, Caltrans, Town, ESTA, Inyo LTC. Wentworth thanked Stump for grace, thoroughness, even-keeled demeanor. Others concurred.

5. **CALTRANS**

A. **Climate Change Vulnerability Assessment:** Austin West presented overview on climate change, hazard mitigation plan, vulnerability and adaptation strategies. Looking at climate models for temperature, precipitation, wildfire and wind, which are major impacts to this region. Median models for 100-year storm. Prepare state highway system for coming climate impacts. Temperatures affect landscaping, housing structures. Precipitation on evacuation routes. Prioritize ways to maintain assets, updating pavement for temperature suitable landscaping. Look at defensible spaces, dead tree removal. No timeline yet, ongoing.

Rockfall impacts? *West: Covered as side effect of precipitation and wildfire destabilizing soils.* Dermody: More info later.

Aware of Town's resilient effort? *West: Did literature review. Some overlap. Focus is State facilities, highways. Town more broadly focused.*

Wentworth: Make sure report takes idiosyncrasies of region. Internal effort? *West: Outside consultant WSB, statewide contract. Organizing timeline. Localizing to our specific region.*

Wentworth: Recreational partnership vulnerability assessment to climate change. Town considering consultant PlaceWorks, web information together. Consistency would be helpful to rural California. *West: All data posted publicly.*

COMMISSIONERS

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

Weather analysis able to capture uniqueness of this area, difference from west side of Sierra? *West: Not climate modeler himself but data scientists have localized data to scale in significant level of detail. Seems well done. High-level approach. 50 square miles may lump together, not appropriate for this area.*

Hogan: Be sure Town plans included, not just Mono County, Susanville very similar.

Wentworth: Use USFS work on climate change and NPS climate data as well. Temperature changing but precipitation staying relatively consistent.

Is this final? *West: Ongoing process.* Dermody: Strategies coming later. *Kreitz: Bring back to LTC.*

Wildlife specifically? Dermody brought up at consultant meeting, not incorporated.

Wentworth: Actively engaged in natural resources, need more help.

Hogan: Lassen National Forest very similar. Inyo also.

B. Activities in Mono County & pertinent statewide information: Austin West announced wildlife stewardship meeting end of February with Tim Taylor; funding options. Intelligent transportation documents available, will send. Pedestrian beacons on Main Street.

Dermody: Equity big focus as well as homelessness. Looking at potential Caltrans sites for emergency temporary shelters. Focus on cities.

Wentworth: Access also. Policy description of access to recreation?

Stump: Funding to help agency with potable water, waste disposal? *Dermody: Look at, hand off to Social Services.* *Kreitz: Work with local groups like IMACA on providing services.* *Dermody: Confirmed.*

Wentworth: Meeting at South Lake Tahoe, looking at conservancy-owned land. If State owns land, do something with it. *Hogan: Inventory process first, later how to do something with it.*

Dermody: Letter to all local agencies from Sacramento. *Peters: IMACA worked on overnight parking at church long time. Safe places to park needed.*

Dermody: Will showcase quarterly report system access soon.

Origin/Destination study? *West: Year left.*

Cameras on 395? *Dermody: Try to tie in with Digital 395 for solid connection with cameras. All passes eventually will get camera systems, plus Deadman, Devils Gate.*

Radar speed signs? *West: Electrical guys overwhelmed now, but on list.*

Dermody: Press release Dec. 19 funding from CTC to Mono 395/6 chain-up areas. Extending, approving, adding chain-up areas. Funded but not to construction yet. *Stump: Extend chain-up area as escape tunnel on Hwy 6.*

6. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): Phil Moores reported ridership generally flat except Purple Line and Town Trolley. Big decline in Walker DAR (*Dial-A-Ride). Prior driver resigned, new driver reporting more accurately. Small population. Highlight of ridership was Reno run, 16% increase in passengers/service hour. Requests for Saturday service. Started preliminary financial analysis. Minor accidents by junior crew. Bottom third need more training, experience. Challenging environment for large vehicle. No injuries. Strategic business plan, small ad-hoc committee to review performance indicators. Will bring to LTC to clarify, quantify. Under budget so far but concerned about \$35,000 vehicle repair in Reno. Vehicles stretched out in maintenance programs. Increase preventive maintenance. Bought all 12 buses at same time, \$400,000 each. Cost has tripled, need to increase savings. TDA (Transportation Development Act) funds that support programs will have pressure. Inyo LTC seeing funding reduction.

Stump: Link lifeline services into program. Diesel bus creates carbon footprint but eliminates older vehicles on road.

Infrastructure? *MMSA land exchange provides logical infrastructure site. Needs are there. Huge challenges with elevation.*

Moores: Periods of 10 years pass in a flash. Met with SCE in Bishop, will deliver kilowatts for EV. Site of transformer? First step is with Bishop facility, design and engineering to include electrification plans. Mammoth facility already built out.

Wentworth: All work together. Town approved conceptual layout for The Parcel, transportation plan. Alterra wants big multi-million-dollar project at Eagle Lodge without parking. Be active participants, model of investing in electric transit. Measure U (utility user tax) has mobility element.

Moores: Consider charging fare for transit. *Wentworth: Real estate developer does not want to provide parking, keep free transit alive.* Moores: If charge fare, more people would drive.

Hogan: MMSA pays third of free transit. Mitigation way back. Very important to realize MMSA has provided free transit 35-40 years. Came from a model.

Peters: ESUSD has rural school bus program. EV across rural Nevada for sports events. How address steep grades, temperature. Maybe some cross-overs. Update on Unmet Transit Needs. *Moore's: Pass to co-executive director.* Peters: Get it on calendar so can start talking to RPAC communities.

Hogan: YARTS is getting six EV buses. Potential grant application, transit professionals in Merced, Fresno talking importance of infrastructure. Hefty discussion, made sure wording not trap us into infrastructure. Five or six different options for buses.

Moore's: Grants for ZEV include infrastructure. Ask careful calculations, reporting. *Wentworth: Mobility Hub in town to factor in.* Moore's: Part of group, workshops.

B. Intercity Bus Operating Assistance under 5311(f): Phil Moore's noted Reno route funded by 5311(f) to maintain existing services. *Le Francois: Apportion this money in June annually.* Kreitz: ESTA board action last Friday.

MOTION: Authorize by Resolution R20-01 the co-executive director to sign the certification and assurances for the Federal Transit Administration Section 5311(f) continued funding for operating assistance for the 395 intercity bus routes (*Stump/Wentworth. Ayes: 5-0. Absent: Salcido.*)

--- BREAK: 10:05-10:25 am ---

C. Yosemite Area Regional Transportation System (YARTS)

1. **YARTS October service:** YARTS Assistant Transit Manager Cindy Kelly cited unique year on eastside. Usually opens June, last year July. NPS pays quarter million for that service, so amended agreement to run in October. Extremely popular. Ridership more than doubled expectations. What would look like going forward? Told NPS Mono not operate long enough for hikers. Extend halfway through October, weather issues later. Realistic cost extra \$19,200 annually. Immense value there. Just found out in August 2020 Tioga Road rehab starts. Limited parking in Tuolumne Meadows. Park outside park, YARTS back to vehicles. New transit manager Christine Chavez also there.

Le Francois: Minute Order from LTF reserves if increase funding. Last fiscal year \$100,000 in reserve. Running surplus, could be allocated for other needs. *Kreitz: Lot of pressure on funding.*

Stump: In context, looking at proposal, completely supportive. No context to evaluate funding request. Walker DAR funded from reserve.

Kreitz: Present all information on where money has gone, when coming in.

Le Francois: Significant ask when Mono allocates \$35,000.

Wentworth: Support but note recreation extending longer due to climate change. Visit California effort to promote tourism. Who's looking out for destinations sending tourists to. Update on Tioga Road rehab.

Tony Dublino: Contacted NPS to review plan, not heard back recently. Hope to during winter.

Wentworth: Reach out to Kathleen Morse. *Kreitz: Met her, ask about presentation.* Wentworth: New superintendent not named yet.

Kelly: \$35,000 plus additional \$19,200. NPS has agreements with Aramark and YARTS.

Time frame in planning extended days? *Kelly: Annual contract in mid-February.*

Hogan: Went from \$30,000 to \$35,000 Our issue is snow. No June service at all was vast savings to NPS. Extension into October a pilot program. *Kelly: No October service till 2019.*

Hogan: Had Memorial Day weekends, sometimes lost June. SRTP (Short-Range Transit Plan) pilots should be three years. Tuolumne has had free ride since 2012. Three-year pilot funded by NPS. Maybe time for Mono to allocate \$40,000. Does BOS approve? *Le Francois: Every June allocate LTF (Local Transportation Fund) reserves. YARTS budget at LTC. STA (State Transit Assistance) and LTF moneys. More discretion on LTF.*

Hogan: Shoulder season pilot program. June and September were weekends only. *Kelly: YARTS originally had one Mono bus. Second bus in 2013 to Tuolumne Meadows, ridership not great. In 2017 transitioned to two buses from Mammoth. Now, hikers take early bus, families take second bus. Wildly successful daily service. NPS \$125,000 funds transferred. NPS no longer had transportation moneys of past. Unsure how transportation is looking. YARTS must bear expenses, pay for services it operates. See if there's an interest. Mono pays \$35,000 of LTF, Merced/Mariposa year-round \$490,000 combined.*

Hogan: Percentage of county budgets. An additional \$5,000 would put Mono above other counties.

Regardless of \$19,200, increase Mono contribution? *Hogan: Yes. Could have snow on October 1. Huge savings last June that paid for October. Snow is our issue.*

Wentworth: Trend of snowstorms in October moving to November, shifting later.

Peters: If added \$5,000, reduce \$29,200? Operates resort business, June 1-15 tourism is less than Oct. 1-15. Analysis of ridership when pass open June 1, see lot more people in October. Would \$19,200 be reduced if pass opened late? June 15-October 15 peak season in northern gateway communities north.

Kreitz: No historic June monthly data. *Kelly: Will get data to Le Francois. When saw October numbers compared to September, \$19,200 based on service hours. Billing occurs at end of season.*

Cost savings? *Kelly: Had to make up service time so ran through October. Missed a couple days. NPS looks at service hours contracted to pay.*

Stacy Corless: YARTS JPA member. 20th anniversary. Mono involved from beginning well before saw benefits. Believed in vision of public transit to Yosemite. Urged expansion, not contraction. Think about basic premise of YARTS. Need more transit to Yosemite not less. Keep need/vision in mind.

Rhonda Duggan: Good return on investment for community? Absolutely. Worked in tour/travel industry 20 years. Tioga use evolved economically. Pushing later and later anomalies of snow in October. Pass reopens, able to operate. Mono tourism pushed shoulder season in October, wanted to extend season economically as long as can. Data showed occupancy decrease in September, huge surge in October. October tourists spend more than any other time. Empty-nesters take advantage of YARTS service. Communities see economic impact. Have service at time people want to go to Yosemite. Good return on investment Bishop also seeing great visitation later in year.

Is Feb. 10 action OK? *Kelly: Yes.*

Kreitz: More data would be helpful. Historic funding from TDA, June ridership, flexibility in shifting potentially 15 days from June to October. Alternative funding sources? Other regions benefitting. Be creative on funding. Climate and economic impacts.

Hogan: Absolutely supports October service. Never know weather. Amend cooperative agreement with NPS that takes sliding system. Snow is our reality. Need flexibility. Talks YARTS to everybody.

Peters: In short term, be decisive. Not upset working agreement. Bring back with data for future years, longer-term strategy

Stump: Financial data needed. Still in vacuum for other demands on LTF funding. Great idea, but... Can't say yes at this point. Maybe increase basic contribution. Will miss February meeting.

Kreitz: On ESTA board also, noted hourly operating costs twice ESTA's. *Kelly: Take a look, give information requested, maybe renew annually when have more data to analyze. Decisions by February to get into reservation system.*

7. LOCAL TRANSPORTATION

A. **Civic Center transportation planning efforts** (request from Stump): Gerry Le Francois noted impact of move on ESTA routes, mobility hubs in town. Many staff walk regularly. ESTA has ridership by hospital.

Moore: Dial-A-Ride is door-to-door. Fixed route has two stops on Sierra Park Road.

Stump: Width of fire road? No sidewalk yet? *Higerd: 24'. Accessible parking northeast corner, accessible crosswalk on Thompsons Way. Ties to trail network.*

Sidewalk off Tavern Road? *Dublino: No. All off Thompsons Way. Want to know Town's plans on property so not demolish when Town starts construction.*

Higerd: The Town accepted Tavern Road and Thompsons Way through the Civic Center site (technically a road even through parking lot). A benefit to both the County and Town is gas tax revenue pays 50% of snow removal costs. An accessible sidewalk along Thompsons Way connects to the multi-use-path to the building. A sidewalk is not currently included for western portion of Tavern Road (between Sierra Park Road and the County building entrance). However, discussions are continuing with the Town and Hospital for additional walk-bike-ride improvements. The hospital plans to construct a new wing, and there is discussion of constructing a multi-use-path/fire lane along the south side of the parking lot.

Wentworth: Unsure jurisdictional challenge. Flex parcel is joint effort. TC consistently not authorizing construction on site. Feet-first community. Issues of mobility and transportation critical on The Parcel. How bicycle mobility built into site. Feet-first pedestrian. Sidewalk from Sierra Park to entrance. Integrate Walk/Bike/Ride into.

Stump: Pressure just to get in center. No funding for sidewalk. Clientele across street has transportation handicaps. People can use this building. All points referenced.

Wentworth: Multi-modal transportation stuff needs to be integrated.

Kreitz: Can't think jurisdictional boundaries. Town police station next to civic center. Work with everybody, not just buses or bikes or people. Can't wait for future to make accessible to those who need to be served. Money's always an issue. Can't just leave as is. *Wentworth: Walk/Bike/Ride great input.* Peters: Mono's contributed to underground utility system. How to collaborate on sharing costs?

Wentworth: Helpful for Town Council to hear from staff on infrastructure concerns. *Hogan: Hospital still has plans.* Kreitz: The Parcel is only blocks away. *Peters: Joint Town/County meeting coming soon.* Kreitz: Highest priority is getting into building.

Dublino: Will provide big-picture view soon. Solve pedestrian issues at development. Met ADA regulations but access from Tavern or Sierra Park Road still unsettled.

Duggan: Has driven Sierra Park Road for decades, much more pedestrian, higher traffic with Starbucks than McDonald's ever experienced, expansion of hospital, residential and school nearby. Sierra Park Road has become alternate to Old Mammoth Road. Personally witnessed variety of traffic stops, speeding. Solving issue is really important. Visibility terrible coming out of hospital and other areas due to snowpack. More people taking advantage of Sierra Park Road. Blueprint of what will happen at The Parcel. How get people through there. Public safety number one.

8. ADMINISTRATION

A. **2019 RTP (Regional Transportation Plan):** Gerry Le Francois mentioned airport, The Parcel ties to Town's Mobility Element. Looks to Town staff to bring things forward. Grady Dutton and Gerry Le Francois are co-executive directors. Adopting in December put Mono on eight-year Housing Element cycle. *Stump: Salcido interested.* Le Francois: Salcido has lots of questions on transit, unmet transit needs, The Parcel playing into RTP.

Kreitz: Significance of RTP and development of The Parcel. When Town Council approved concept plan, consultants confirmed need for clearly articulated design view/vision of mobility of The Parcel. RTP will affect infrastructure.

Wentworth: Asked staff for workflow, status on RTP, sense of timing for Town's specific comments. Town Council making difficult decisions on parking, mobility.

Le Francois: Mono adopts RTP as its Circulation Element. The Parcel and civic center are involved.

Wentworth: Provide clean RTP version to LTC.

B. **2020 STIP (State Transportation Improvement Program):** Gerry Le Francois indicated no need for political representative. Proposing one change: Had programmed in \$100,000, met with engineering staff on PP&M, pull money out, put in reserve. Have \$118,000 in black, little bit of money on table. Unsure of CTC action. Least amount of money in first couple years of cycle. Fewer than 58 RTIPS, so have better idea. Le Francois will attend Orange County CTC meeting.

Stump: Remind CTC of MOUs. With turnover on CTC, good for new members to hear.

Le Francois: Here's all money Mono's sent south. MOUs expire 2022, Inyo in red for number of years. Not hopeful of new MOU with Kern. 2022 STIP right around corner. Talk of past as model.

Peters: In contact with Kern BOS chair, could approach on MOUs. *Le Francois: LTC concern of payback when MOUs expire. Lots of people aware of MOUs.*

9. **COMMISSIONER REPORTS: Peters:** Great opportunity for Bridgeport students at Coleville High School, very long day, one bus. Group of parents identified that ESTA bus run for non-sports kids to be back in Bridgeport at 4 pm instead of 6:30 pm. **Stump:** Similar issues in Tri-Valley for students transferred to Bishop. Kids back to Benton 6:30 or 7 pm. ESUSD service level there is minuscule. Driver got sick, no bus. New ESUSD superintendent. ESTA would be filling a void. **Wentworth:** Good to see Inyo LTC here. Regions Rise Together program. Working as region. Supported scenic byway and road diet. **Hogan:** K-Rail? **Dermody:** This summer. **Kreitz:** At first BOS meeting talked ALUC (Airport Land Use Commission) merger with LTC to streamline agendas, reduce staff time. Future agenda to merge commissions.

10. INFORMATIONAL

A. **SB1 \$200 million grant**

B. **FHWA Scenic Byway nomination process:** Le Francois noted grant for corridor plan. See what's involved to take 395 through as federal scenic byway. Not know details, Alicia Vennos did marketing plan, thought a good idea. Staff time to move forward.

Bring back interpretive signs along 395? *Dermody: USFS can't maintain, so Caltrans pulled out damaged signs. CPT subcommittee and Matt Paruolo involved. Nobody stepping up. Caltrans would pay for structure.*

Hogan: Contact Nancy Upham, formerly USFS.

Dermody: Money may come back someday.

Le Francois: Town Visitor Center was TDA program. If funding available, already have byway in place. State designation carry weight with feds? *Le Francois: Mountain Gate south on 395.*

C. **Road Diet:** Dermody: Public outreach with two attendees on Hwy 168 hospital to Manor Market. *Stump: Maintain center lane.* Dermody: Inconsistent center lane now. Met with tribal council, on board.

11. **UPCOMING AGENDA ITEMS:** 1) December minutes; 2) unmet needs; 3) YARTS resolution, LTF reserve for pilot program; 4) Tioga Road construction; 5) RTP timeline; 6) ALUC incorporation into LTC; 7) 5311 resolution; 8) draft OWP amendment for 2021-22; 9) CTC recommendation on STIP

12. **ADJOURN** at 11:54 am to February 10, 2020

Prepared by CD Ritter, LTC clerk

Mono County Local Transportation Commission

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

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

February 10, 2020

TO: Mono County Local Transportation Commission
FROM: Megan Mahaffey, LTC Accountant
RE: Local Transportation Account (LTF) projections for FY 2020-21

RECOMMENDATION

None

FINANCIAL IMPLICATIONS

The 2020-21 estimate from the Mono County Auditor/Controller Office for LTF funding is \$677,042. Allocation of these funds is guided by the Transportation Development Act. The 2020-21 estimate is \$638,237 above the 2019-20 estimate.

DISCUSSION

The Mono County Local Transportation Commission (LTC) is the Regional Transportation Planning Agency (RTPA) responsible for apportioning and administering the Local Transportation Fund in accordance with the Transportation Development Act. The Local Transportation Fund is comprised of 0.25% of local sales and use tax distributed by the State Board of Equalization monthly based on sales tax collected in each county. Annually, the Mono County Director of Finance provides the Local Transportation Commission with an estimate for the Local Transportation Fund revenue for the upcoming fiscal year based on a 10-year rolling average. The Mono County LTF 2019-20 estimate was \$638,805. The projection for 2020-2021 is \$677,042. Each year, the LTC adopts a resolution establishing how these funds will be allocated. The recommended annual resolution is based on the Local Transportation Act, Auditor's LTF estimate, unmet transit needs, the submitted claimant letters and direction from the Commission. LTC will bring a resolution in June 2020 apportioning and allocating 2020-21 LTF projected revenues.

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

ATTACHMENT

- LTF revenues and projections
- LTF 2020-21 auditor estimate

LTF Revenues and Allocations

	<u>FY 09-10</u>	<u>FY 10-11</u>	<u>FY 11-12</u>	<u>FY 12-13</u>	<u>FY 13-14</u>	<u>FY 14-15</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>	<u>FY 18-19</u>	<u>FY 19-20</u>	<u>FY 20-21</u>
July	\$31,700	\$29,200	\$30,300	\$34,900	\$38,700	\$39,000	\$37,300	\$36,900	\$37,400	\$58,239	\$76,240	<i>\$41,818</i>
August	\$37,500	\$38,900	\$40,400	\$46,500	\$51,600	\$52,000	\$49,700	\$49,200	\$49,900	\$40,410	\$49,275	<i>\$46,789</i>
September	\$52,438	\$48,260	\$67,356	\$69,720	\$58,333	\$54,319	\$62,366	\$80,307	\$90,265	\$82,865	\$72,677	<i>\$68,647</i>
October	\$45,300	\$40,700	\$45,500	\$50,900	\$50,500	\$51,400	\$54,200	\$53,100	\$55,500	\$116,754	\$117,517	<i>\$63,607</i>
November	\$51,300	\$54,200	\$60,600	\$67,800	\$67,300	\$68,600	\$72,200	\$70,800	\$74,000	\$43,398	\$54,977	<i>\$63,387</i>
December	\$44,741	\$64,015	\$59,606	\$42,976	\$49,973	\$60,479	\$48,447	\$68,008	\$84,447	\$56,705	\$60,511	<i>\$59,517</i>
January	\$36,100	\$31,200	\$36,100	\$38,900	\$37,800	\$41,200	\$39,700	\$43,800	\$44,500	\$67,019	\$76,638	<i>\$45,686</i>
February	\$48,200	\$41,600	\$48,100	\$51,800	\$50,400	\$54,900	\$53,000	\$58,400	\$59,300	\$80,601	<i>\$69,950</i>	<i>\$56,805</i>
March	\$24,822	\$64,440	\$58,082	\$42,236	\$62,547	\$48,387	\$66,240	\$59,886	\$78,780	\$66,255	<i>\$72,518</i>	<i>\$61,937</i>
April	\$35,100	\$43,000	\$41,300	\$40,400	\$43,200	\$46,100	\$32,800	\$43,400	\$57,000	\$89,384	<i>\$73,192</i>	<i>\$50,978</i>
May	\$51,300	\$63,100	\$55,000	\$53,900	\$57,600	\$61,500	\$43,700	\$57,800	\$76,963	\$67,701	<i>\$72,332</i>	<i>\$60,960</i>
June	\$67,027	\$27,264	\$41,345	\$57,347	\$61,092	\$939	\$114,400	\$99,793	\$54,390	\$56,902	<i>\$55,646</i>	<i>\$56,912</i>
Total	\$ 525,528.20	\$ 545,879.29	\$ 583,689.60	\$ 597,378.92	\$ 629,045.65	\$ 578,824.67	\$ 674,053.55	\$ 721,394.15	\$ 762,445.09	\$ 826,233.14	\$851,473	\$677,042
<i>Estimates</i>	<i>\$ 580,000.00</i>	<i>\$ 580,000.00</i>	<i>\$ 497,000.00</i>	<i>\$ 560,000.00</i>	<i>\$ 575,000.00</i>	<i>\$ 592,235.00</i>	<i>\$ 622,812.00</i>	<i>\$ 607,787.41</i>	<i>\$ 604,264.00</i>	<i>\$ 617,258.93</i>	<i>\$ 638,805.00</i>	<i>\$ 677,042.00</i>



DEPARTMENT OF FINANCE
AUDITOR-CONTROLLER
COUNTY OF MONO

P.O. BOX 556, BRIDGEPORT, CALIFORNIA 93517
(760) 932-5490 • FAX (760) 932-5491

Janet Dutcher, CPA, CGFM, MPA
Finance Director

Vacant
Assistant Finance Director
Auditor-Controller

February 3, 2020

Mono County Local Transportation Commission
PO Box 8
Bridgeport, CA 93517

RE: California Code of Regulations Title 21, Division 3, Chapter 2, Transportation Development
Article 3 Section 6620

Assuming there are no unallocated funds as of June 30, 2020, the monies available for allocation
by the Local Transportation Commission during the Fiscal Year 2020-2021 are estimated to be
\$677,042.

Please contact me if you require additional information.

Sincerely,

A handwritten signature in blue ink that reads "Janet Dutcher".

Janet Dutcher, CPA, CGFM, MPA
Director of Finance
Mono County, CA

Cc: Wendy Sugimura
Megan Mahaffey

Mono County Local Transportation Commission

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February 10, 2020

TO: Mono County Local Transportation Commission
FROM: Megan Mahaffey, LTC Accountant
RE: Historic use of Local Transportation Funds (LTF)

RECOMMENDATION

None – Informational only

FINANCIAL IMPLICATIONS

None – Informational only

DISCUSSION

As per the Transportation Development Act (TDA), the Mono County Director of Finance provides the Local Transportation Commission (LTC) with estimates for the Local Transportation Fund revenue for the upcoming fiscal year based on a 10-year rolling average. During the spring, a community unmet transit needs processes is conducted, and claimants are provided a template letter to request LTF apportionments and allocations by May 1. Mono County Local Transportation Commission staff put together a recommended resolution of apportionment and allocation based on claimant submitted needs in accordance to priorities and permitted used as set forth in TDA. An annual reserve is created of 15% of available funds. Available funds are the auditors estimate and any unspent reserve funds or unspent allocated funds from the prior year. The reserve is not rolled over year to year. The reserve can only be allocated for Capital projects at time of original allocation and can only be allocated for a specific project up to three years from allocation date. Once the reserve is created without any designated projects it can be designated for specific Community Transit Services as per 6655.3 of TDA provided they link intracommunity origins and destinations or provides transit for those that are disabled or cannot use conventional transit.

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

ATTACHMENT

- R19-05 LTF – Resolution allocating LTF
- Transportation Development Act – purposes and priorities for allocations

RESOLUTION R19-05

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- 15% to be placed in reserve

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

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

1. \$111,699 into reserve
2. \$10,000 for LTC annual audit costs for the LTF, Public Utilities Code 99233.1
3. \$10,000 for LTC administration for the LTF, Public Utilities Code 99233.1
4. \$10,000 for LTC planning and programming, Public Utilities Code 99233.2
5. \$12,059 or 2% of remaining LTF moneys for bicycle path "set-aside" to TOML
6. \$20,700 (included in the ESTA budget) is apportioned and allocated to Eastern Sierra Transit Authority for CTSA administration, Public Utilities Code 99233.7
7. \$30,000 of remaining LTF to the Mono County Senior Program for medical escort service for seniors and other transit-dependent adults
8. \$35,000 is apportioned and allocated to YARTS for FY 2019-20 for operating costs
9. \$106,064 is apportioned and allocated to ESTA for Federal Operating Grant Match (TDA Section 99262)
10. \$400,139 of remaining LTF, Public Utilities Code 99400 (c) apportioned and allocated to Mono County and the Town of Mammoth Lakes for system operations (Town \$232,080; County \$168,058).

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

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

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

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

AYES: Jennifer Halferty, Sandy Hogan, Dan Holler for Lynda Salcido, John Peters, Fred Stump, John Wentworth

NOES:

ABSTAIN:

ABSENT:


 Fred Stump, Chair
 Local Transportation Commission

Attest:


 CD Ritter, LTC Secretary

Approved as to form:


 Christian Milovich, Assistant County Counsel

The Local Transportation Fund Allocations

Priority	PURPOSE	PUC SECTION	Eligible Claimants	Amount Available
1	TDA administration	99233.1	County Auditor & the TPA	As necessary
			El Dorado County TPA Monterey County TPA Metropolitan Transportation Com. Nevada County TPA Orange CTC Placer County TPA Riverside CTC	
2	Planning & Programming	99233.2	San Bernardino CTC Santa Cruz County RTC Tahoe Regional Planning Agency	≤ 3% of revenues
		130050	Ventura CTC	≤ 2% of revenues
		130004	Los Angeles County Metropolitan Transportation Authority	≤ 1% of revenues
			Southern California Association of Governments	≤ ¾ of 1% & ≤ \$1 million of revenues
3	Pedestrian & bicycle facilities	99233.3 99234	Cities & Counties	Countywide, 2% of remaining money
4	Rail passenger service operations & capital improvements	99233.4 99234.9	Cities, Counties, CTC's or Operators	≤ apportionment
	Long-term planning	99233.5 (a)	San Diego Association of Governments	
5	San Diego MTDB administrative & planning functions; construction & acquisition programs	99233.5 (b)	San Diego Metropolitan Transit Development Board	≤ 10% of remaining money for area of MTDB
6	Community Transit Services	Article 4.5, 99233.7	Cities, Counties, Operators & CTSA's	Countywide, ≤ 5% of remaining money

(Cont. on next page)

PRIORITY	PURPOSE	PUC SECTION	Eligible Claimants	Amount Available
7	Article 4-Public Transportation,	99233.8	Operators	≤ Area Apportionment
	Support of public transportation systems	99260(a) 99262	Operators	≤ Area Apportionment
	Aid to research & development projects	99260(b)	Operators	≤ Area Apportionment
	Grade separation projects	99260(c)	Operators	≤ Area Apportionment
	Peak hour service contract	99260.2(a)	Operators	≤ Area Apportionment
	Rail passenger ticket purchases	99260.2(b)	Transit Districts	≤ Area Apportionment
	Payments to railroad corporation	99260.5	Transit Districts, Cities, Counties	≤ Area Apportionment
	Rail passenger service	99260.6, 99234.9	Cities & Counties, CTC, Operators	≤ Area Apportionment
	Claims for separate service to elderly & elderly	99260.7	Cities & Counties with a Joint Power Agency agreement	≤ Area Apportionment
8	Article 8-Other Allocation	99233.9	Cities & Counties where not restricted	≤ Area Apportionment
	Local streets & roads; pedestrian & bicycle projects	99400(a), 99402, 99407	Cities & Counties where not restricted	≤ Area Apportionment
	Commuter ferry services		Cities within the County of San Diego	≤ Area Apportionment
	Rail Passenger service operations & capital improvements	99400(b)	Cities & Counties	≤ Area Apportionment
	Public or special group transportation service contract	99400 (c,d,e)	Transit Districts, Cities & Counties	≤ Area Apportionment
	Multimodal transportation terminal	99400.5	Cities & Counties	≤ Area Apportionment
	Express bus & van pool services	99400.6	County of San Diego	≤ Area Apportionment

MEMORANDUM

DATE: February 10, 2020

TO: Mono County Local Transportation Commission

FROM: Cindy Kelly, Assistant Transit Manager

RE: Request for additional funding: A) Request for increase to annual funding of \$5,000 per year and B) Funding for Extended Service Between Mammoth Lakes and Yosemite Valley

SUMMARY

At the January 13, 2020, meeting of the Mono County Local Transportation Commission (LTC), YARTS proposed to add service days to the service schedule between Mammoth Lakes and Yosemite National Park (Yosemite Valley). In 2019, service operated July 4 - October 31. Because of the popularity of the later service and the on-going requests, staff is presenting a proposal to add operations for Mono County from June 1 through the October 15, annually. Extension of service would add 15 days resulting in an additional cost of \$19,200.

Additionally, the 2019 Yosemite Area Regional Transportation System Short Range Transit Plan calls for an additional contribution to proportionally support member services by County. The amount requested is based upon existing annual vehicle hours of service on Highway 395/120 is equal to approximately \$5,000 (**Attachment A**).

Currently, the service is funded by Cooperative Agreement with the United State Department of the Interior / National Park Service, from June 1st through September 30th of each year. The addition of 15 days is outside of the current Cooperative Agreement and must be funded independently. The cost (which includes operations, maintenance and fuel on an actual use basis) for the extended service is as follows:

$$8 \text{ service hours per day} \times \$160 \text{ per hour} \times 15 \text{ days} = \$19,200$$

Commissioners of the LTC requested that YARTS staff provide ridership data to include June of each year, as well as additional funding options. Attached for review is the 2015-2019 Ridership. (**Attachment B**)

YARTS is requesting that the Mono County Local Transportation Commission approve:

Item A. Increasing the annual contribution to YARTS by \$5,000 as recommended in the Short-Range Transit Plan to bring the funding per vehicle hour by Mono County more in-line with Merced and Mariposa Counties (**refer to Attachment A**)

Item B. One of the following options for the operations of YARTS services on Highway 395/120.

1. Addition of 15 days of service (through mid-October) to Highway 395 & 120 at a cost of \$19,200 annually. This option can be done as a pilot for Year 1 (2020 Season) and continued annually based on the Mono County LTC's recommendation after a review of actual ridership data. If services are delayed due to inclement weather or natural disaster, YARTS will implement an operational cost exchange (the days of services can be shifted to operate later in the season to accommodate the delay but will only operate the exact number of days scheduled, weather and road conditions permitting). In addition, if YARTS is unable to operate as scheduled during the additional 15 days, the charges for the days of service will be based on actual operational costs and Mono County will be billed only for actual service days of the proposed extended service.
2. Start Services for Highway 395/120 15 days later than scheduled (June 15 vs June 1) and operate 15 days later (October 15 vs. September 30). This fluctuation in service is contingent upon approval by The National Park Service. *(No cost option to Mono County)*

PROPOSED YARTS SUMMER 2020 SCHEDULE

Hwy 395/120 Mammoth
SUMMER 2020
June 1 - October 15, 2020

To Yosemite

Location	June 1 - October 15 DAILY	July and August DAILY	
Mammoth Mountain Inn	8:30	6:45	8:30
The Village	8:37	6:52	8:37
Juniper Springs Resort	8:45	7:00	8:45
Mammoth Lakes Park/ Tavern Rd	8:47	7:02	8:47
Shilo Inn	8:50	7:05	8:50
June Lake Junction 158/395	9:30	7:45	9:30
Mono Basin Visitor Center	9:39	7:54	9:39
Lake View Lodge	9:42	7:57	9:42
Tioga Mobil Gas Mart	9:52	8:07	9:52
Tuolumne Meadows Store	10:27	8:42	10:27
Tuolumne Meadows Visitor Center	10:32	8:47	10:32
White Wolf Lodge	11:12	9:27	11:12
Crane Flat Gas Station	11:42	9:57	11:42
Yosemite Valley Visitor Center	12:17	10:32	12:17

To Mammoth Lakes

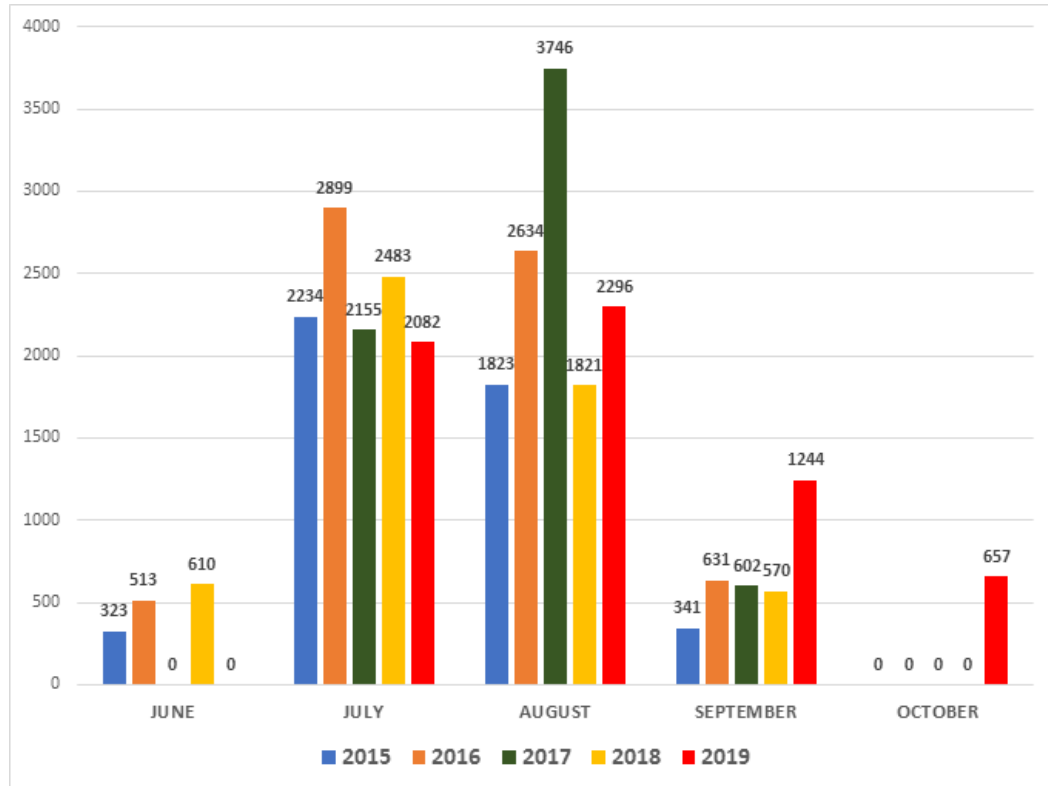
Location	June 1 - October 15 DAILY	July and August DAILY	
Yosemite Valley Visitor Center	5:30	4:05	5:30
Crane Flat Gas Station	6:00	4:35	6:00
White Wolf Lodge	6:30	5:05	6:30
Tuolumne Meadows Visitor Center	7:15	5:50	7:15
Tuolumne Meadows Store	7:20	5:55	7:20
Tioga Mobil Gas Mart	8:02	6:37	8:02
Lake View Lodge	REQ	REQ	REQ
Mono Basin Visitor Center	REQ	REQ	REQ
June Lake Junction 158/395	REQ	REQ	REQ
Shilo Inn	8:27	7:02	8:27
Mammoth Lakes Park/ Tavern Rd	REQ	REQ	REQ
Juniper Springs Resort	8:35	7:10	8:35
Mammoth Mountain Inn	8:50	7:25	8:50
The Village	9:00	7:35	9:00

ATTACHMENT A

Table 86: YARTS 2019 Short Range Transit Plan Evaluation of Local Funding Requirements

Corridor	County	Existing Local Funding		Existing Annual Vehicle-Hours of Service		Local Funding per Vehicle-Hour
		\$	%	#	%	
140	Merced County	\$300,000	57.1%			
	Mariposa County	\$190,000	36.2%	14,286	92.8%	\$34.30
	Subtotal	\$490,000	93.3%			
120/395	Mono County	\$35,000	6.7%	1,101	7.2%	\$31.78
Total		\$525,000	100.0%	15,387	100.0%	\$34.12

In considering a fair share funding level, it is appropriate to focus on the relative proportion of total YARTS service by corridor (excluding the 41 Route). In particular, it is useful to focus on the annual revenue vehicle-hours of service operated in each corridor, as the operating costs (per the operator contract) are based on a per-revenue-vehicle-hour rate. Table 86 presents the proportion of existing local operating funding provided by corridor (combining the Merced and Mariposa funding into the 140 Route corridor), as well as the proportion of revenue vehicle-hours of service. Shown are the proportion of local funds and proportion of vehicle-hours between the 140 Route and the 120/395. Overall, the existing JPA local jurisdictions invest \$34.12 in local funds per vehicle-hour of service.

ATTACHMENT B**YARTS Ridership History
Mono County (Hwy 395/120)****2015 -2019****NOTE:**

Fields showing 0 ridership are due to the delayed opening of Tioga Road, except for in the month of October. YARTS historically has not operated through October, and the first year of October service started in 2019. Otherwise, service began operating when the road was opened by the National Park Service.

YARTS Contribution and Cost Comparison Merced, Mariposa and Mono Counties (Member Counties Only)					
Member Counties	Ridership FY 18/19	Annual Contribution	Annual Service Hours	Cost of Service	% of Service paid by each county
Merced County	22,855	\$300,000	4,170	\$729,750	41.11%
Mariposa County	35,448	\$190,000	5,190	\$908,425	20.92%
Mono County	4,874	\$35,000	1,390	\$243,250	14.39%

Mono County Local Transportation Commission

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

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

LTC Staff Report

February 10, 2020

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: Consideration of Yosemite Area Regional Transportation System (YARTS) funding increases

RECOMMENDATION

Receive staff report to consider Resolution R19-05A increasing YARTS funding as follows:

1. Increase Mono LTC annual contribution by \$5,000/year to \$40,000/year; and/or
2. Fund an additional 15 service days not to exceed \$19,200 for 2020-21.

FISCAL IMPLICATIONS

YARTS is currently funded through the Local Transportation Fund (LTF) which is 0.25% of local sales and use tax distributed by the State Board of Equalization monthly based on sales tax collected in each county. Each year, the LTC adopts a resolution establishing how LTF funds will be allocated. The Commission currently allocates \$35,000 per year to YARTS. This was increased from \$30,000 in 2015. If the Commission desires to increase funding to YARTS, revenues for other transportation services may be impacted in the future.

ENVIRONMENTAL COMPLIANCE

N/A

RTP/RTIP CONSISTENCY

YARTS service and funding is a component and is consistent with the 2019 Regional Transportation Plan.

ATTACHMENT

- Draft Resolution R19-05A

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- 15% to be placed in reserve

DRAFT RESOLUTION

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

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

1. **\$111,699** into reserve
2. **\$10,000** for LTC annual audit costs for the LTF, Public Utilities Code 99233.1
3. **\$10,000** for LTC administration for the LTF, Public Utilities Code 99233.1
4. **\$10,000** for LTC planning and programming, Public Utilities Code 99233.2
5. **\$12,059** or 2% of remaining LTF moneys for bicycle path “set-aside” to TOML
6. **\$20,700** (included in the ESTA budget) is apportioned and allocated to Eastern Sierra Transit Authority for CTSA administration, Public Utilities Code 99233.7
7. **\$30,000** of remaining LTF to the Mono County Senior Program for medical escort service for seniors and other transit-dependent adults
8. **\$35,000** is apportioned and allocated to YARTS for FY **2019-20** for operating costs
9. **\$105,064** is apportioned and allocated to ESTA for Federal Operating Grant Match (TDA Section 99262)
10. **\$400,139** of remaining LTF, Public Utilities Code 99400 (c) apportioned and allocated to Mono County and the Town of Mammoth Lakes for system operations (**Town \$232,080; County \$168,058**)
11. **\$5,000 additional allocation to YARTS for annual operations**
12. **\$19,200 additional allocation to YARTS for up to 15 service days**

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

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

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

AMENDED AND ADOPTED this 10th day of February 2020, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Lynda Salcido, Chair
Local Transportation Commission

Attest:

CD Ritter, LTC Secretary

Approved as to form:

Christian Milovich, Assistant County Counsel

DRAFT RESOLUTION

February 10, 2020

STAFF REPORT

Subject: Unallocated STA Funds
Presented by: Phil Moores, Executive Director – Eastern Sierra Transit

BACKGROUND

In the year's FY 13-14 and FY 16-17 there were portions of State Transit Assistance funds held in account for ESTA. These funds are available for high-priority regional transit activities. In addition to these funds, interest continues to accrue. The FY 13-14 funds were returned to the Commission and require LTC approval for use. The FY 16-17 funds will be returned to the Commission unless spent on capital purchases before June 2019.

The record and balance of funds as of January 29, 2020, are as follows:

Capital Restricted STA Held by LTCs	PUC	Allocation Amount	SPENT	Balance
Mono- STA 13/14 - 99313	99313	\$ 77,893.00	\$ 9,158.58	\$ 68,734.42
Mono- STA 13/14 - 99314	99314	\$ 111,953.00		\$ 111,953.00
Mono -STA 16/17 - 99313	99313	\$ 47,021.00	\$ 12,843.86	\$ 34,177.14
Mono -STA 16/17 - 99314	99314	\$ 92,608.00		\$ 92,608.00
Mono Interest as of 1/29/2020			Interest	\$ 16,634.30
			Total Mono STA:	\$ 327,722.86

ANALYSIS/DISCUSSION

ESTA will use these funds as match moneys on successful grant applications. However, we are upgrading our server and network and are requesting the use of these funds for that purpose as well.

RECOMMENDATION

The Commission is requested to approve Resolution R20-02, approving the commitment of the balance of STA funds. If these grants prove unsuccessful, the funds could be used toward future grant applications for vehicles, cameras, or network and server upgrades.

RESOLUTION R20-02
RESOLUTION APPROVING THE MONO COUNTY LOCAL TRANSPORTATION
COMMISSION AND EASTERN SIERRA TRANSIT AUTHORITY
COMMITMENT OF STA FUNDS AS LOCAL MATCH TO
FEDERAL GRANT APPLICATIONS

WHEREAS, the Mono County Local Transportation Commission is an eligible project sponsor and has received State Transit Assistance funding through California Public Utility Codes 99313 and 99314;

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

WHEREAS, if these grants prove unsuccessful, the funds could be used toward future grant applications for vehicles, cameras, or network and server upgrades.

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 documents and applicable statutes, regulations and guidelines for all federally funded transit projects.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the ESTA Executive Director be authorized to execute all required documents of the grant programs and any amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT FURTHER RESOLVED that this resolution revises Resolution R19-02, wherein, the unused funds were authorized only for future vehicle and camera purchases, not network and server upgrades.

PASSED AND ADOPTED this 10th day of February 2020 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Lynda Salcido, Chair

Attest:

CD Ritter, LTC Secretary



February 10, 2020

STAFF REPORT

Subject: FFY 2020 FTA Section 5311 Regional Program of Projects and Certifications and Assurances

Initiated by: Phil Moores, Executive Director

RECOMMENDATION

It is recommended that the Commission program by Resolution R20-03 the Federal Fiscal Year 2020 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$85,976 in Federal funds and authorize the Local Transportation Commission, Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Mono County.

BACKGROUND

Federal Transit Administration Section 5311 funds are apportioned annually to each county to be used only for public transportation projects in non-urbanized areas. Section 5311 funds may be used for capital, operating or administrative assistance to state or local agencies that are operators of public transportation services. For the Federal Fiscal Year 2020, Mono County was apportioned \$85,976.

It is the responsibility of the local transportation planning agency to program projects for these funds. The POP identifies the subrecipient that will apply for the 5311 funds and carry out the identified projects.

Historically, these funds have been programmed to Eastern Sierra Transit Authority to assist in the operational costs of the overall Mono County transit system. FTA Section 5311 funds will be incorporated into ESTA's 2020/21 budget.

Eastern Sierra Transit Authority is seeking approval by Resolution the Federal Fiscal Year 2020 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$85,976 in Federal funds and authorize the Local Transportation Commission's Co-Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Mono County.



**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DIVISION OF RAIL & MASS TRANSPORTATION
Rural Transit and Intercity Bus Branch**

**FEDERAL TRANSIT ADMINISTRATION (FTA)
SECTION 5311 REGIONAL PROGRAM OF PROJECTS (POP)**

FEDERAL FISCAL YEAR 2019 - 2020



All Section 5311, 5311(f), and Rural CMAQ Transit Applications and POPs are due February 12, 2020.

However, if there are issues meeting the deadlines, please notify your HQ Liaison as soon as possible.

FEDERAL FISCAL YEAR 2020
Section 5311 Program of Projects (POP)

Regular 5311 CMAQ

(A) Available Funding:0

Carryover (Must specify FFY):	(+)	<u>0</u>
<i>Estimated</i> Apportionment [FFY 2020]:	(+)	<u>85,976</u>
(A) TOTAL FUNDS AVAILABLE:	=	<u>85,976</u>

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

		<i>Federal Share</i>
Part I. Operating Assistance - Total:	(+)	<u>85,976</u>
Part II. Capital - Total:	(+)	<u>0</u>
(B) Total [Programmed]:	(=)	<u>85,976</u>

(C) Balance

		<i>Federal Share</i>
(A) Total Funds Available:	(+)	<u>85,976</u>
(B) Total [Programmed]:	(-)	<u>85,976</u>
* Balance:	(=)	<u>0</u>

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

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

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

Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. Division of Rail & Mass Transportation will receive a conformation once the transfer is completed.

		<i>Federal Share</i>
(D) Part III. Flex Fund - Total:		<u>0</u>

FUNDING SUMMARY

		<i>Federal Share</i>
(B) Regional Apportioned - Total [Programmed]:	(+)	<u>85,976</u>
(D) Flex Fund - Total:	(+)	<u>0</u>
GRAND TOTAL [Programmed]:	(=)	<u>85,976</u>

Contact Person/Title: Karie Bentley, Administration Manager Date: 1/30/2020
 Phone Number: 760-872-1901 ext. 15

Statewide Transportation Improvement Program (STIP) –

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

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

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

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

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

PART I. Regional Apportionment - Operating Assistance

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

Subrecipient	Project Description	Federal Share (2020 Funds)	Carryover Funds Utilized (Must specify FFY)	Local Share (Excluding Toll Credit)	Toll Credit Amount	Net Project Cost	PROGRAM OF PROJECTS DOC YR	PROGRAMMED DATE OR AMENDMENT #
Eastern Sierra Transit Authority	Mono County Operating Assistance	85,976		1,654,602		1,740,578		
	Operating Assistance Funds Total	85,976		1,654,602		1,740,578		

PART IV. Vehicle Replacement Information

State Contract Local Purchase Piggyback Other Explain: _____

Vehicle Description							
Type	Number of Passengers	Fuel Type	Length	VIN. #	In Service Date	Current/End Mileage	Disposition Date

INSTRUCTIONS

PART I – Operating Assistance

- Do not list previously approved projects (i.e. projects listed in a prior grant).
- Funding split: 44.67% Local Share and 55.33% Federal Share.
- Third Party Contract Requirement – all third party contracts must contain federal clauses required under FTA Circular 4220.1E and approved by the State prior to bid release. .
- Net project cost does not include ineligible cost (i.e. farebox, other revenues, etc.).

PART II – Capital (Vehicles, Construction, Preventive Maintenance and Planning)

- **All** vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service).
- Capital projects must contain a full description of project: A PRELIMINARY ENVIRONMENTAL SURVEY (PES) is required for Capital projects other than vehicle procurement.(i.e. facility or shelter - include specifics, planning studies, preventative maintenance). The PES does not satisfy the requirements for environmental review and approval. When the agency prepares the documentation for a categorical exclusion, the Environmental Justice Analysis must be included.
- Funding split: 11.47% Local Share and 88.53% Federal Share.
- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under FTA Circular 4220.1E and approved by DRMT prior to bid release.

PART III. Section 5311 FLEXIBLE FUNDS [i.e. CMAQ, STP, or Federalized STIP*] if applicable:

- Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. Division of Rail & Mass Transportation (DRMT) will receive a confirmation once the transfer is completed.
- Funding split: 11.47% Local Share and 88.53% Federal Share. CMAQ may be funded up to 100% at the discretion of the Regional Planning Agency/MPO.

PART IV. Vehicle Replacement

- For each vehicle identified as replacement and/or expansion of fleet in sections II and/or III the following information is required: type (van, bus, trolley, type 1, 2, 3, 4, etc), vehicle identification number (VIN #), vehicle length (i.e. 35 ft.), passenger capacity, fuel type, in service date, current/end mileage, disposition date, and procurement type (i.e. State contract, local procurement, piggyback, etc).

FEDERAL FISCAL YEAR 2020: All Flexible (CMAQ) CAPITAL funded projects - a complete 5311 application is required at the time a POP is submitted. **POP and application should be submitted by February 12, 2020.** Part II of the application (Regional Certifications and Assurances) must be complete (i.e. signature, specific project programming information).



**2020 Certifications and Assurances of the Regional Agency/Transportation Planning Agency
State of California - FTA Section 5311 and Rural CMAQ Transit**

Regional Agency/TPA: [Mono County Local Transportation Commission](#)

Contact Person: [Gerry Le Francois](#)

Contact Email: glefrancois@mono.ca.gov

Contact Phone: 760-924-1810

Name of Subrecipient: [Eastern Sierra Transit Authority](#)

Project Description: [Mono County Operating Assistance](#)

Project Amount and Fund Type

<i>Regional Apportionment 5311 or CMAQ*</i>	<i>Carryover Amount</i>	<i>Toll Credits*</i>	<i>Local Match</i>	<i>Total Project Cost</i>	<i>Local Match Source/s</i>
\$85,976	\$	\$	\$1,684,152	\$1,770,128	TDA funds, other agencies, fares

* Prior approval by Caltrans required

Federal Transportation Improvement Program - Metropolitan Planning Organizations/Regional Transportation Planning Agency		
Document (or Amendment) Number	Document (or Amendment) Year	FHWA/FTA Federally Approved TIP (Date)

Check all that apply:

- Some combination of state, local, or private funding sources have been or will be committed to provide the required local share.
- The subrecipient has coordinated with other transportation providers and users in the region, including social service agencies capable of purchasing service.
- The amount requested does not exceed the Federal funds provided to this agency in the approved Federal TIP/Federal Statewide TIP(FSTIP)
- The regional agency/TPA has approved, by resolution, the programming of funds for this Project and Project has met all Statewide Transportation Improvement Program (STIP) requirements.

Certifying Representative:

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

Name: [Gerry Le Francois](#)

Title: [Co-Executive Director](#)

Signature: _____ Date: 2/10/2020

Signature in **BLUE** ink

RESOLUTION R20-03
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION
COMMISSION, STATE OF CALIFORNIA, APPROVING AND
AUTHORIZING THE SUBMISSION OF 2020 FEDERAL TRANSIT
ADMINISTRATION SECTION 5311 APPORTIONMENT GRANT WITH
EASTERN SIERRA TRANSIT AUTHORITY AS THE SUBRECIPIENT OF
THE \$85,976; AND AUTHORIZE THE MONO COUNTY LOCAL
TRANSPORTATION COMMISSION CO-EXECUTIVE DIRECTOR TO
SIGN ALL REQUIRED CERTIFICATIONS AND ASSURANCES

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1);

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus;

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, Eastern Sierra Transit Authority desires to apply for said financial assistance to permit operation of service in Mono County;

WHEREAS, Eastern Sierra Transit Authority as the CTSA has to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Mono County Local Transportation Commission does hereby Authorize Eastern Sierra Transit Authority to file and execute applications on behalf of Mono County with the Department to aid in the operation of public transit in Mono County pursuant to Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1), as amended.

That Mono County Local Transportation Commission o-Executive Director is authorized to sign the certification of assurances required by the Department.

That Eastern Sierra Transit Authority is authorized to execute and file all contracts or agreements or any other document required by the Department.

That Eastern Sierra Transit Authority is authorized to provide additional information as the Department may require in connection with the application for the Section 5311 projects.

That Eastern Sierra Transit Authority is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 operating assistance for public transit in Mono County in the amount of \$85,976.

PASSED AND ADOPTED this 10th day of February 2020,

BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

Lynda Salcido, LTC Chair

Attest: _____
CD Ritter, LTC Clerk



January 28, 2020

Action Items

Bills	Subject	Status	Proposed - Position
<p>AB 1350 (Gonzalez D) Free youth transit passes: eligibility for state funding.</p>	<p>AB 1350 was introduced in 2019 as a spot bill that included intent language to establish a funding program to provide free transit passes for students 18 years old and younger.</p> <p>As amended earlier this month, AB 1350 would mandate transit operators to provide a free transit pass to students years old and under. If a transit operators fails to provide free transit passes it would not be eligible to revive funding from the STA, TDA, or LCTOP program. The bill would also provide that a free youth transit pass would count as a full adult fare for purposes of calculating fare box ratios.</p> <p>While this bill as amended has received bipartisan support in the Assembly, the author has acknowledged the need to address the fiscal impact of the bill. Assemblywoman Gonzalez has committed to working on the funding issue in the Senate. The primary funding source being considered is cap & trade revenue. This raises concerns on whether sufficient funds can be secured, and whether funds will be provided each year.</p>	<p>SENATE DESK</p>	<p>Oppose Unless Amended</p>
<p>AB 1839 (Bonta D) Climate change: California Green New Deal.</p>	<p>AB 1839 proposes a Green New Deal for California.</p> <p>As currently drafted, this measure would establish a policy framework of principles and goals to address negative climate change impacts and inequity. One of the elements of the New deal include increasing affordable housing and public transportation by doubling their current availability by 2030. AB 1839 would create the California Green New Deal Council, which would consist of specified agency</p>	<p>ASSEMBLY PRINT</p>	<p>Watch</p>

	<p>secretaries. This Council will develop and submit a report to the Legislature on recommendations and policies to achieve the specified goals.</p> <p>However, the current version is a general outline of future content. Amendments are expected that provide more details on how the goals of the Green New Deal will be achieved.</p>		
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Existing Positions

Bills	Subject	Status	Client - Position
<p><u>AB 315</u> <u>(Garcia, Cristina D)</u> Local government: lobbying associations: expenditure of public funds.</p>	<p>AB 315 is two-year bill that was referred to the Assembly Local Government Committee, but overwhelming opposition forced the author to drop the bill.</p> <p>Assemblywoman Garcia has said she plans to introduce new legislation that would allow for state audits of local government associations.</p> <p>AB 315 proposed to place new reporting requirements and expenditure limits on associations comprised of public entities. The bill would limit the expenditure of dues paid to the association to educational and lobbying activities. It would also prohibit the expenditure of funds on travel, other than travel to annual conferences or other gatherings.</p> <p>Assemblywoman Garcia introduced this proposal in response to events that occurred at a recent California Contract Cities Association event.</p>	DEAD	Oppose
<p><u>AB 1198</u> <u>(Stone, Mark D)</u> Public employees' retirement: pension reform: excepted employees: transit workers.</p>	<p>With enactment of the Public Employees' Pension Reform Act of 2013 (PEPRA), all state and local employees hired on or after January 1, 2013, are subject PEPRA. However, a limited exception was added for certain transit workers while the courts clarified whether federal labor laws preempted applying PEPRA to specified transit workers.</p> <p>With the legal issues resolved, AB 1198 amends the transit worker exception in PEPRA to clarify for those employees hired after January 1, 2013</p>	DEAD	WATCH

	and before January 1, 2016 are exempt from PEPR. This addresses the “limbo” nature of these employees.		
AB 1112 (Friedman D) Shared mobility devices: local regulation.	<p>AB 1112 would define in statute what a local authority may require a shared mobility device provider to provide regarding trip data within the jurisdiction of the local authority.</p> <p>As amended the bill focuses on allowing a local government to condition its approval of a shared mobility device program with a requirement that the provider share aggregate trip data with local governments. This trip data would be limited to de-identified data and provided to the local government in the aggregate.</p> <p>AB 1112 also limits a local authority from imposing on a shared mobility device provider any unduly restrictive requirements, including requiring operation below cost or requiring providers to pay unreasonable fees, or requirements more restrictive than those applicable to riders of personally owned similar transportation devices.</p> <p>The main area of concern is how the bill defines aggregate data to be a group of trips, from which the start points, stop points, routes, and times of individual trips have been removed and that cannot be used or combined with other information to isolate details of an individual trip. This definition would be too restrictive to provide data that could be used in a useful way for transportation planning purposes.</p>	SENATE TRANSP – Two-Year Bill	Watch
AB 1543 (Holden D) Transportation funds: transit operators: fare revenues.	AB 1543 would amend the fare box calculation under TDA law. Under this bill, when calculating the fare revenues to operating expenses ratio a reduced-price fare offered to seniors, students or children would be counted as a full adult fare.	DEAD	Watch
ACA 1 (Aguilar-Curry D) Local government financing:	ACA 1 was presented to the Assembly Floor where it failed, 8 votes shy of the 54 needed for passage. Reconsideration was granted and can be voted on again, but passage appears unlikely.	ASSEMBLY FLOOR	Watch

affordable housing and public infrastructure: voter approval.	This constitutional amendment would lower the voter threshold for property tax increases, parcel taxes and sales taxes to 55% if the funds are used for affordable housing and infrastructure projects. This includes improvements to transit capital and streets and highways, but not include transit operations.		
SB 266 (Leyva D) Public Employees' Retirement System: disallowed compensation: benefit adjustments.	<p>Although SB 266 was approved by both houses, during the final days of session it was withdrawn from enrollment. The bill is currently a two-year bill being held at the Senate Desk. This action was likely due to late amendments being requested by the Administration.</p> <p>SB 266 establishes new procedures and requirements related to the reporting of disallowed compensation and the adjustment of retired benefit levels for members of CalPERS. In short, the bill requires covered employers, in cases affecting retired members, to pay the actuarial equivalent present value of the difference between the monthly allowance that was based on the disallowed compensation and the new monthly corrected allowance.</p> <p>This bill aims to address situations where CalPERS adjusted retirement benefits because it found the benefit calculation included disallowed compensation. SB 266 would require the employer to pay the difference between the new adjusted benefit and the prior benefit that included disallowed compensation.</p>	SENATE DESK – Two-Year Bill	Watch
SB 336 (Dodd D) Transportation: fully-automated transit vehicles.	<p>SB 336 aims to address safety and customer service issues by requiring at least one public transit employee to be present on any fully automated transit vehicle. The public transit employee shall be trained in passenger safety, communications, emergency preparedness, and assisting the disabled and elderly.</p> <p>SB 336 would also require any transit operator that deploys an autonomous vehicle to submit a report to the legislature on that deployment by March 31st, 2025. SB 336 would sunset on January 1, 2025.</p>	ASSEMBLY TRANSP – Two-Year Bill	Watch

Mono County Local Transportation Commission

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

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

LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: February 10, 2020

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: LTC and Airport Land Use Commission (ALUC) integration

RECOMMENDATION

Receive staff report and provide any desired direction to staff

FISCAL IMPLICATIONS

Unknown at this time, but has the potential to reduce staff time / cost going forward

ENVIRONMENTAL COMPLIANCE

Not applicable at this time

RTP/RTIP CONSISTENCY

Not applicable at this time

DISCUSSION

The Airport Land Use Commission (ALUC) conducts airport land use compatibility planning. ALUC's protect safety, public health, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports.

The statutes governing ALUCs are set forth in Division 9, Part 1, Chapter 4, Article 3.5, Sections 21670-21679.5 of the California Public Utilities Code (PUC).

The following powers and duties are performed by the ALUC, per Section 21674:

- Assist local agencies in ensuring compatible land uses in the vicinity of all new and existing airports;
- Coordinate planning at the state, regional, and local levels in order to provide the orderly development of air transportation, while protecting safety, public health, and welfare;
- Prepare and adopt an airport land use compatibility plan pursuant to Section 21675;
- Review the plans, regulations, and other actions of local agencies and airport operators pursuant to Section 21676.

Each county subject to the formation of an ALUC must choose the means by which it will accomplish proper land use compatibility planning. There are six types of ALUCs: an ALUC, an Exempt County, a Designated Body, a Designated Agency, an Exception County, and an Intercounty ALUC.

The following ALUC Formation Choices are applicable in Mono County:

1. ALUC- Section 21670(b)
2. Designated Body-Section 21670.1(a)

- If the Board of Supervisors decides by a majority vote that proper land use planning can be accomplished through the actions of an appropriately designated countywide body, then the body so designated shall assume the planning responsibilities of an ALUC.
 - The Designated Body must have at least two members with aviation expertise or, when serving as the ALUC, be augmented to have two members thus qualified.
 - Bodies that may serve as ALUC: RPTA, MPO, BOS, LTC
3. Designated Agency (alternative process)-Section 21670.1(c)
- The County and affected City may incorporate airport compatibility concerns into their land planning and permitting processes.
 - The Designated Agency must adopt processes which provide for
 - Preparation, adoption, and amendment of an ALUCP for each public-use airport in the County and designation of an agency responsible for these actions;
 - Public and agency notification regarding ALUCP preparation, adoption, or amendment;
 - Mediation of disputes regarding preparation, adoption, or amendment of ALUCPs; and
 - Amendment of general plans and specific plans to be consistent with the ALUCPs.

Jurisdictions without ALUCs (Designated Agency) must adopt project review procedures and mechanisms necessary for ensuring compliance with the compatibility criteria:

- Special Review Process-Proposals for major land use development within the airport influence area should be specifically reviewed for consistency with the airport land use compatibility criteria.
- Interagency Communication and Cooperation-Facilitate coordination between agencies having land use jurisdiction around airports and agencies which own and operate the airports.

Formation Options (will need to verify with county counsel's office):

1. Choose 'Designated Body'

This item will go to the Board of Supervisors and Town Council to operate as an 'Designated Body'. If the LTC becomes a Designated Body, the commission will need to be augmented to have two members with aviation experience.

2. Choose 'Designated Agency'

This item will go to the Board of Supervisors and Town Council for consideration. This action is also subject to the Division of Aeronautics review. After approval, the Community Development Department will act as the decision-making body and will need to clearly define the above processes in the 'Designated Agency' section.

ATTACHMENT

- NCTC Resolution

**RESOLUTION 10-29
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

RESOLUTION OF THE NEVADA COUNTY TRANSPORTATION COMMISSION
ACCEPTING THE DESIGNATION AS THE AIRPORT LAND USE COMMISSION FOR THE
NEVADA COUNTY AIRPORT

WHEREAS, pursuant to the California Government Code, Title 7.88, Section 67920, the Nevada County Transportation Commission (NCTC) was created as a local area planning agency to provide regional transportation planning for Nevada County; and

WHEREAS, Section 21670.1 of the California Public Utilities Code permits the Board of Supervisors and the City Selection Committee in a California county to make a determination by majority vote that proper land use planning for airports can be accomplished through the actions of an appropriately designated body, and that body so designated shall assume the planning responsibilities of an Airport Land Use Commission (ALUC); and

WHEREAS, on March 23, 2010, the Nevada County Board of Supervisors adopted Resolution 10-113 designating the NCTC as the ALUC for the Nevada County Airport; and

WHEREAS, on April 22, 2010, the City Selection Committee for the Cities of Grass Valley, Nevada City, and the Town of Truckee made a determination by unanimous vote that the NCTC be designated as the ALUC for the Nevada County Airport.

NOW THEREFORE BE IT RESOLVED, that the Nevada County Transportation Commission hereby accepts the designation as the Airport Land Use Commission for the Nevada County Airport.

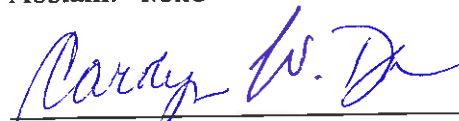
PASSED AND ADOPTED by the Nevada County Transportation Commission on May 19, 2010 by the following vote:

Ayes: Commissioners Beason, Dee, Harris, Jostes, Poston, Scofield

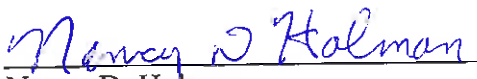
Noes: None

Absent: Commissioner Guerra

Abstain: None



Carolyn Wallace Dee, Chairman
Nevada County Transportation Commission

Attest: 

Nancy D. Holman
Administrative Services Officer



R.O.U.T.E.S. RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR ECONOMIC SUCCESS

WHAT IS R.O.U.T.E.S.?

The Rural Opportunities to Use Transportation for Economic Success (R.O.U.T.E.S.) Initiative will address disparities in rural transportation infrastructure in order to tangibly improve safety and economic competitiveness in all parts of the country.

WHY IS R.O.U.T.E.S. NEEDED?

Rural transportation networks are critically important for domestic uses and export of agriculture, mining, and energy commodities, as well as the quality of life for all Americans.

Yet rural networks face unique challenges in safety, infrastructure condition, and usage:

- 19% of the nation's population lives in rural areas but 46% of the nation's highway fatalities occur on rural roads
- 44% of rural vehicle miles are generated by urban residents traveling to destinations outside their home metro areas
- Nearly half of all truck vehicle-miles-traveled (VMT) occur on rural roads and two-thirds of rail freight originates in rural areas
- 39% of all highway-rail crossing fatalities occur in rural areas, and the highway fatality rate is more than twice that in urban areas
- 80% of America's poor-condition bridges are in rural areas

DOT has been working to address these needs with efforts such as the new TIFIA credit program's Rural Project Initiative. DOT plans to review other programs and improve data-driven consideration of rural infrastructure that can address national transportation priorities such as safety, economic competitiveness, and quality of life.



47% of truck VMT
occurs in rural areas

Contact Us

For more information, please visit
www.transportation.gov/rural

or send us an email at
rural@dot.gov



R.O.U.T.E.S. RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR ECONOMIC SUCCESS

Contact Us

For more information, please visit
www.transportation.gov/rural

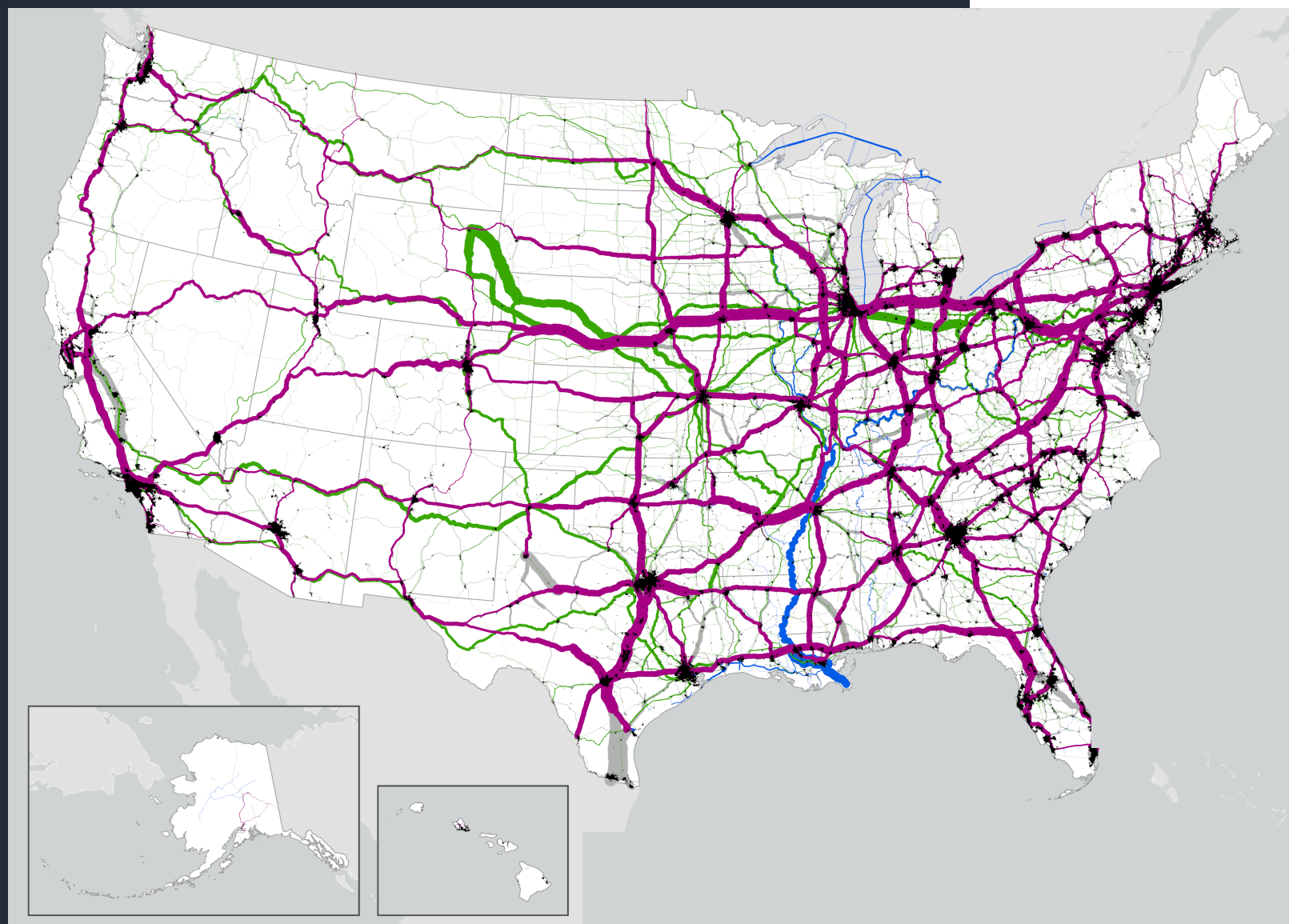
or send us an email at
rural@dot.gov

WHAT WILL R.O.U.T.E.S. DO?

R.O.U.T.E.S. will embark on three activities:

- 1** Collecting input from stakeholders on the benefits rural projects offer for safety and economic outcomes, as well as the type and degree of assistance rural projects require
- 2** Providing user-friendly information to rural communities to enhance understanding about DOT's infrastructure grant options
- 3** Improving DOT's data-driven approaches to better assess needs and benefits of rural transportation infrastructure projects

The effort will be led by an internal DOT multimodal council that will ensure DOT's rural efforts are coordinated across its modal administrations.



Volume of freight (millions of tons per year)



- Interstate highway
- Non-interstate highway
- Railway
- Inland waterway
- Rural areas
- Urban areas