

Mono County Local Transportation Commission

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AGENDA

June 8, 2020 – 9:00 A.M.

As authorized by Gov. Newsom's Executive Orders, N-25-20 and N-29-20, the meeting will be accessible remotely by live cast with Commissioners attending from separate remote locations. There is no physical meeting location. This altered format is in observance of recent recommendations by local officials that certain precautions be taken, including social distancing, to address the threat of COVID-19.

You are strongly encouraged to observe the live stream of the LTC at http://monocounty.granicus.com/MediaPlayer.php?publish_id=50278232-1cd7-468d-b3e9-39c94352b666

The meeting may be joined by video at <https://monocounty.zoom.us/j/97186732676> and by telephone at: 669-900-6833 (Meeting ID# is 971 8673 2676) where members of the public shall have the right to observe and offer public comment. If you are unable to join the Zoom webinar and wish to make a public comment prior to the meeting, please submit your comment, limited to 250 words or less, to cddcomments@mono.ca.gov by 3:00 PM on Friday June 5, 2020. Comments longer than 250 words may be summarized, due to time limitations. All comments will be made a part of the record.

An alternate method to access the video meeting is <https://zoom.us/join> and enter Meeting ID: 971 8673 2676.

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
Meeting procedures and format (*Gerry LeFrancois*)
2. **PUBLIC COMMENT**
3. **MINUTES**
A. Approval of minutes from March 9, and May 11, 2020 are deferred until July.
4. **LOCAL TRANSPORTATION**
9:10 AM
A. **PUBLIC HEARING. Unmet Transit Needs:** Receive input & testimony from public & Social Services Transportation Advisory Council (SSTAC), provide feedback to staff about evaluation of unmet needs, and provide any other desired direction to staff (*Michael Draper/Phil Moores*) – p.1
5. **CALTRANS:** Activities in Mono County & pertinent statewide information – p. 7

More on back...

COMMISSIONERS

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

6. **TRANSIT**

- A. Yosemite Area Regional Transportation System (YARTS) (*Christine Chavez*)
- B. Eastern Sierra Transit Authority (ESTA) (*Phil Moores*)

7. **ADMINISTRATION**

- A. Adopt Resolution R20-06 approving apportionment & allocation for 2020-21 Local Transportation Fund (*Megan Mahaffey*) – p. 14
- B. Adopt Resolution R20-07 approving apportionment & allocation for State Transit Assistance 2019-20 fiscal year (*Megan Mahaffey*) – p. 20
- C. Yosemite National Park Tioga Pass Road & Tuolumne Meadows improvement project update (*National Park Service staff*)
- D. Review and adopt the MO 20-3 Approving the 2020/21 Overall Work Program (*Gerry. LeFrancois*) – p. 31

8. **QUARTERLY REPORTS**

- A. Town of Mammoth Lakes (verbal)
- B. Mono County (verbal)
- C. Caltrans report –
<https://caltrans.maps.arcgis.com/apps/opsdashboard/index.html#/67670a6e24ee42628f5a852c61b57abf>

9. **COMMISSIONER REPORTS**

10. **INFORMATION**

- A. Invest in America Act – p. 78

11. **UPCOMING AGENDA ITEMS**

12. **ADJOURN** to July 13, 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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Staff Report

June 8, 2020

TO: Mono County Local Transportation Commission

FROM: Michael Draper, Mono County Community Development Analyst

SUBJECT: Approve Resolution R20-05 on Unmet Transit Needs

RECOMMENDATION: Adopt Resolution R20-05 making findings that there are unmet transit needs, and certain needs are reasonable to meet.

FISCAL IMPLICATIONS: Cost neutral, but the on-going COVID – 19 pandemic will have impacts on transit funding.

ENVIRONMENTAL COMPLIANCE: N/A

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

DISCUSSION: Prior to this meeting, the Mono County LTC and the Social Services Transportation Advisory Council (SSTAC) held a joint public hearing at the LTC's regular meeting on May 11, 2020, at 9 a.m. as required by State law to meet the Citizen Participation Process and the unmet needs process. As authorized by Gov. Newsom's Executive Orders, N-25-20 and N-29-20, the meeting was held remotely by livecast where members of the public had the right to observe and offer public comment. Public notices of these hearings were published in accordance with state law in local newspapers, and flyers printed in both Spanish and English were posted in Mono County offices.

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

Throughout the spring, the Eastern Sierra Transit Authority, in its role as the Consolidated Transportation Services Agency (CTSA) for Mono County and LTC staff, attended Regional Planning Advisory Committee (RPAC) or community meetings in Antelope Valley, Bridgeport, Mono Basin, and June Lake to ask for public input.

Community Development Department staff were also available during this outreach efforts to receive general comments about transportation and or transit in the County. 2

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

ATTACHMENTS

1. Resolution R20-05.
2. LTC Resolution 98-01 defining "unmet transit needs" and "reasonable to meet."
3. Summary and analysis of public transit requests for fiscal year 2020-21.

RESOLUTION R20-05
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
MAKING FINDINGS REGARDING "REASONABLE TO MEET"
AND "UNMET TRANSIT NEEDS"

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

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

WHEREAS, MCLTC has received and considered public testimony on "whether or not there are unmet needs in Mono County" at a May 11, 2020, public hearing in Mono County jointly held with the Social Services Transit Advisory Council; and

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

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

	Table 1 - Transit Request	Unmet Need	Reasonable to Meet
1	Weekly service to Mammoth Lakes from June Lake.	Yes	Yes
2	Service to Mammoth Lakes from Lee Vining.	Yes	Yes
3	Request made in Walker for vouchers to be available for those with financial hardship.	Yes	No
4	A bus stop installed at Sonora Junction (SR RTE 108 and US HWY 395)	Yes	No

NOW, THEREFORE, BE IT RESOLVED, the MCLTC finds that needs 1 and 2 in Table 1 - Transit Request are unmet needs that are reasonable to meet in Mono County.

PASSED AND ADOPTED this 8th day of June 2020, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Lynda Salcido, Chair
Mono County Local Transportation Commission

ATTEST:

Melissa Bell, Secretary

Approved as to form:

Christian Milovich, Assistant County Counsel

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2020-21

QUALIFYING UNMET NEEDS

	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
1.	Request for weekly service to Mammoth Lakes from June Lake.	Necessary to meet basic needs, medical needs, banking, grocery shopping year-round. This is a request for a service for the purpose of receiving necessities of life.	Reasonable to meet; with an exchange with Walker Dial-a-Ride on Tuesdays, a new route from Walker to Mammoth can be proven operationally feasible. There is community acceptance within the route's communities of Walker, Bridgeport, Lee Vining, and June Lake.	Some fuel and maintenance increase, but mostly cost neutral. The ESTA Board will hold a public meeting June 12, 2020 to act on the proposed route.
2.	Request for service to Mammoth Lakes from Lee Vining.	This is a request for a service for the purpose of receiving necessities of life.	Reasonable to meet; with an exchange with Walker Dial-a-Ride on Tuesdays, a new route from Walker to Mammoth can be feasible. There is community acceptance within the route's communities of Walker, Bridgeport, Lee Vining, and June Lake.	Some fuel and maintenance increase, but mostly cost neutral. The ESTA Board will hold a public meeting June 12, 2020 to act on the proposed route.
3.	Request made in Walker for vouchers to be available for those with financial hardship.	This is a request to make services more available to low-income people, for the purpose of getting necessities of life.	Unreasonable to meet; the cost of using this service is currently subsidized. Further subsidy by the LTC would be needed. Management of the program would need to be arranged. The request cannot be proven to be economical.	The level of subsidy in addition to the current service is undecided. Management of the potential program should be deferred to the County Senior Program.
4.	Request for a bus stop installed at Sonora Junction (ST RTE 108 and US HWY 395)	This is a request for a service expansion for the purpose of obtaining necessities of life. Demand comes from Pacific Crest Trail hikers, a transit dependent group.	Unreasonable to meet; The volume of requests does not justify the service. Hikers could use existing services to meet their need. The request cannot demonstrate cost effectiveness by meeting current fare box revenue requirements of the Mono LTC within two years.	Cost analysis has not been conducted, but \$15,000 per stop is estimated. ADA requirements and infrastructure drive the cost.

NOT CONSIDERED TO BE AN UNMET NEED

	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
5.	Walker – request for greater marketing of bus services.	This is a request to increase media and marketing to promote routes used for the purpose of getting necessities of life.	While not strictly an unmet transit need, it is a good idea. Marketing for this service is being considered.	Mostly absorbed in current marketing expenses, but if additional publications result, then several hundred dollars would be needed.

RESOLUTION 98-01

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

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

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

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

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

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

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

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

Noes:

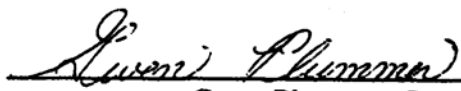
Absent:

Abstain:

Attest:



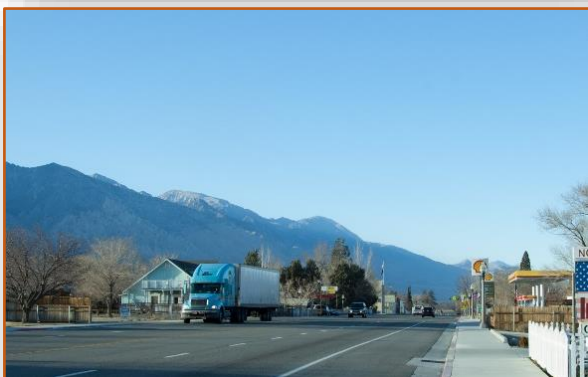
 Joann Ronci, Chairperson
 Mono LTC



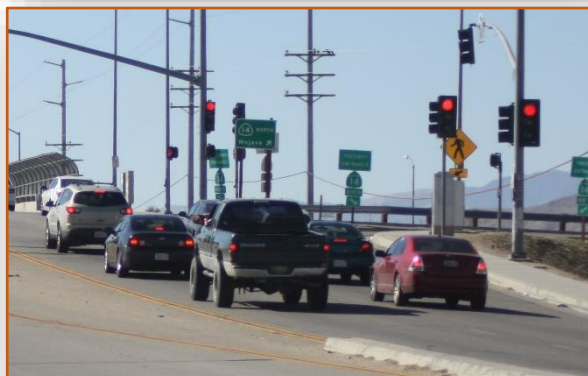
 Gwen Plummer, Secretary
 Mono LTC



Caltrans **District 9**

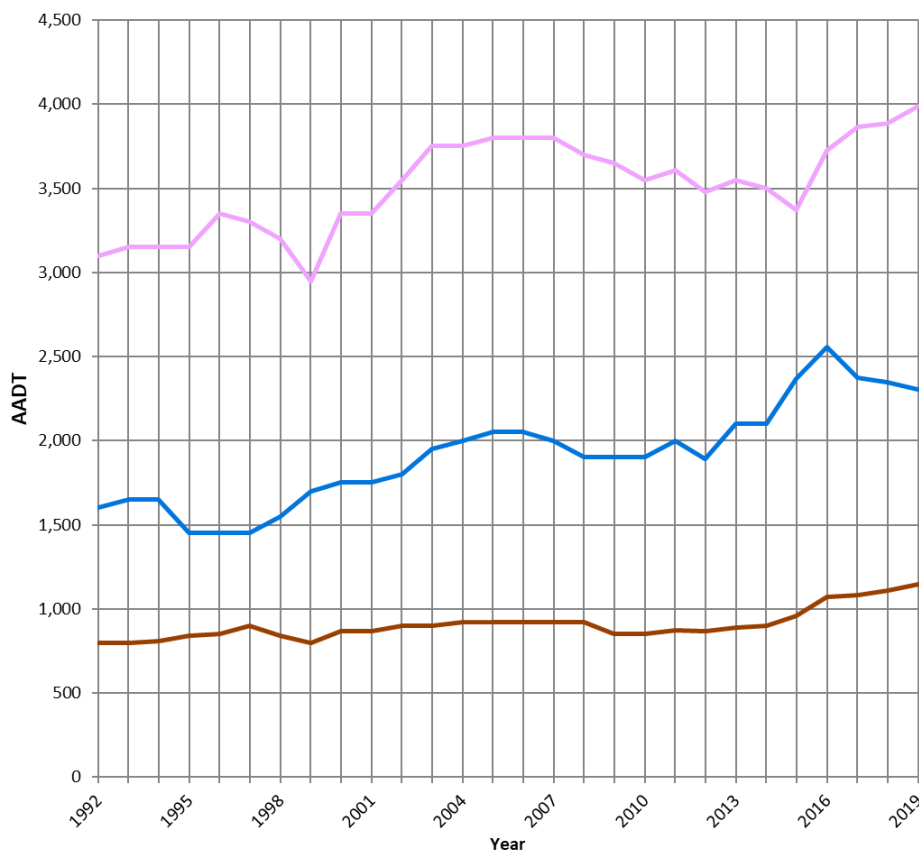
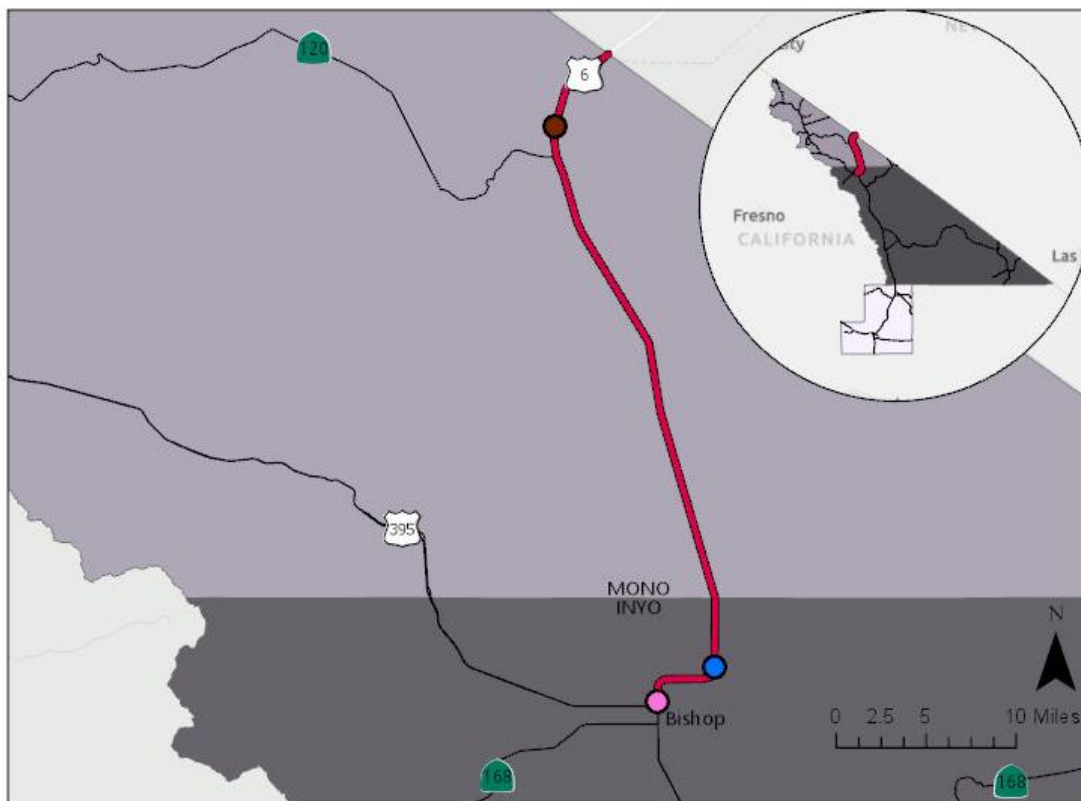


Average Annual Daily Traffic (AADT) Count Data



1992 through 2019

AADT for US 6, Inyo and Mono Counties



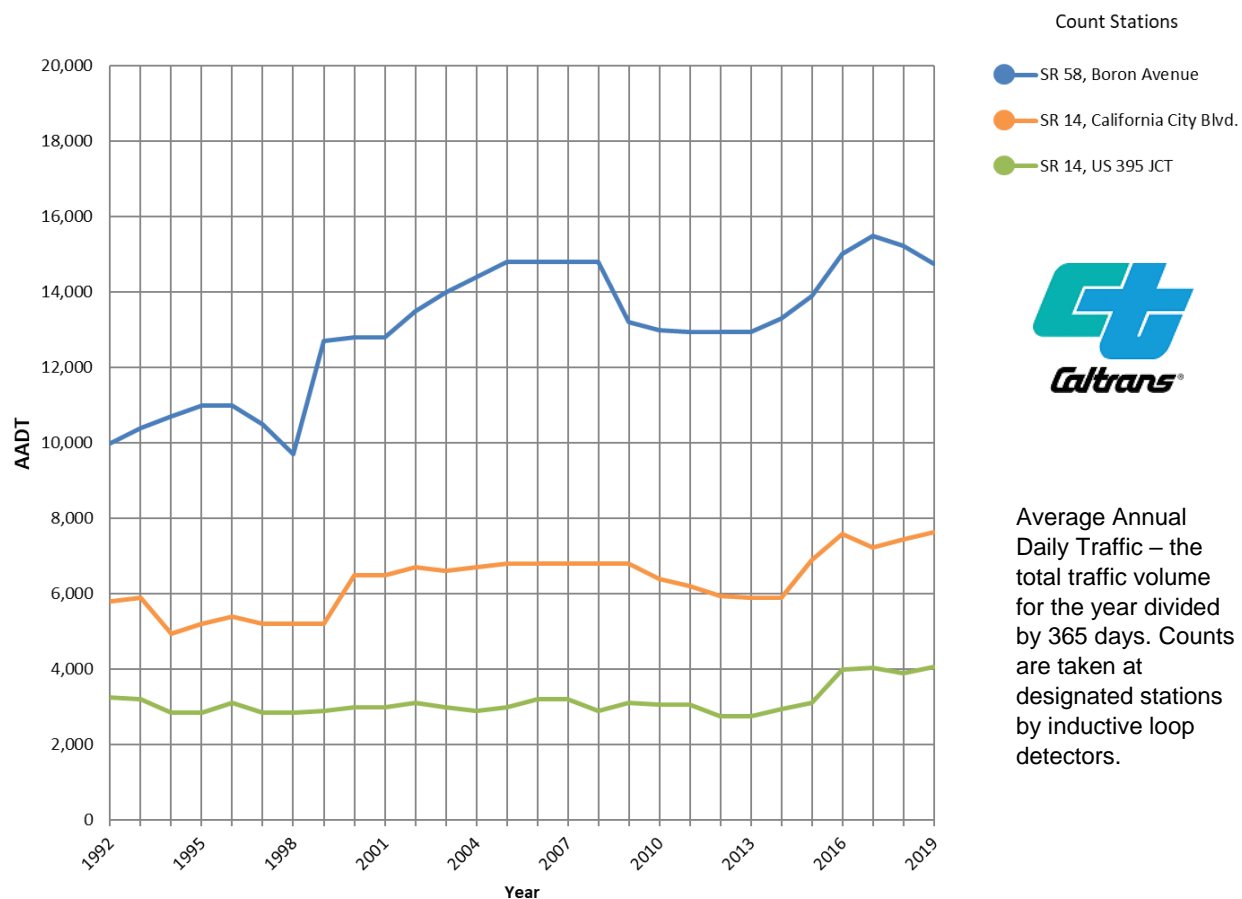
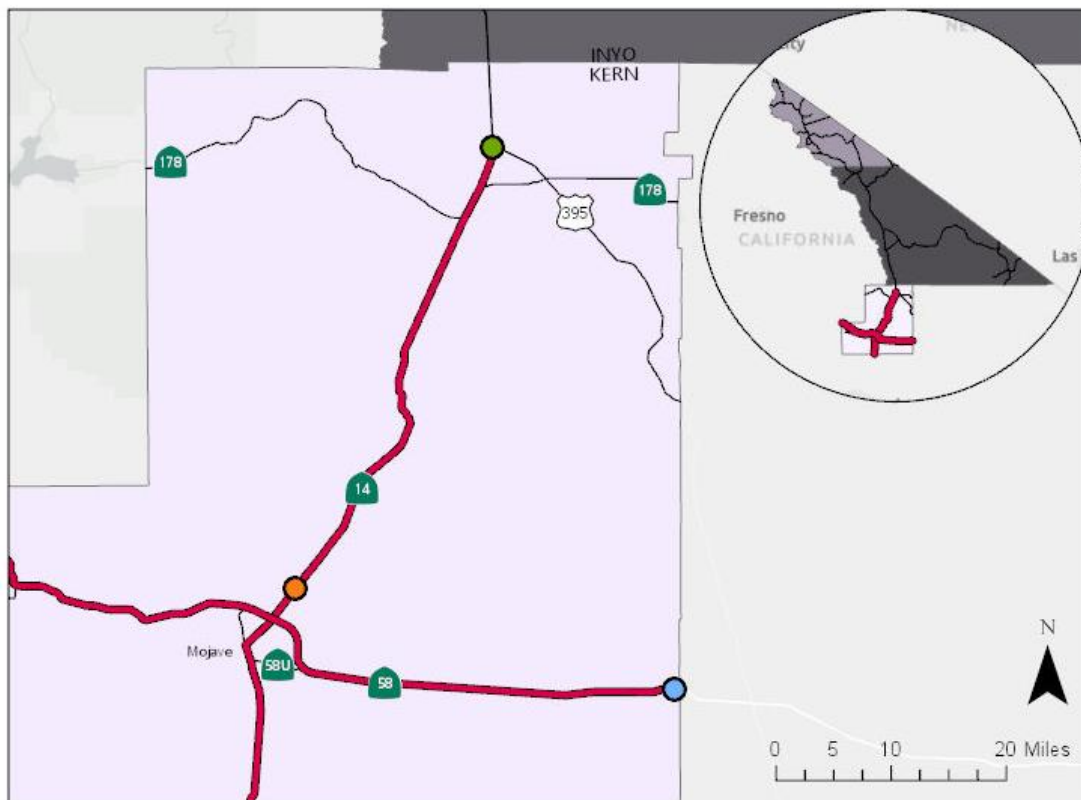
Count Stations

- US 395 Junction
- Silver Canyon Rd.
- Nevada State Line

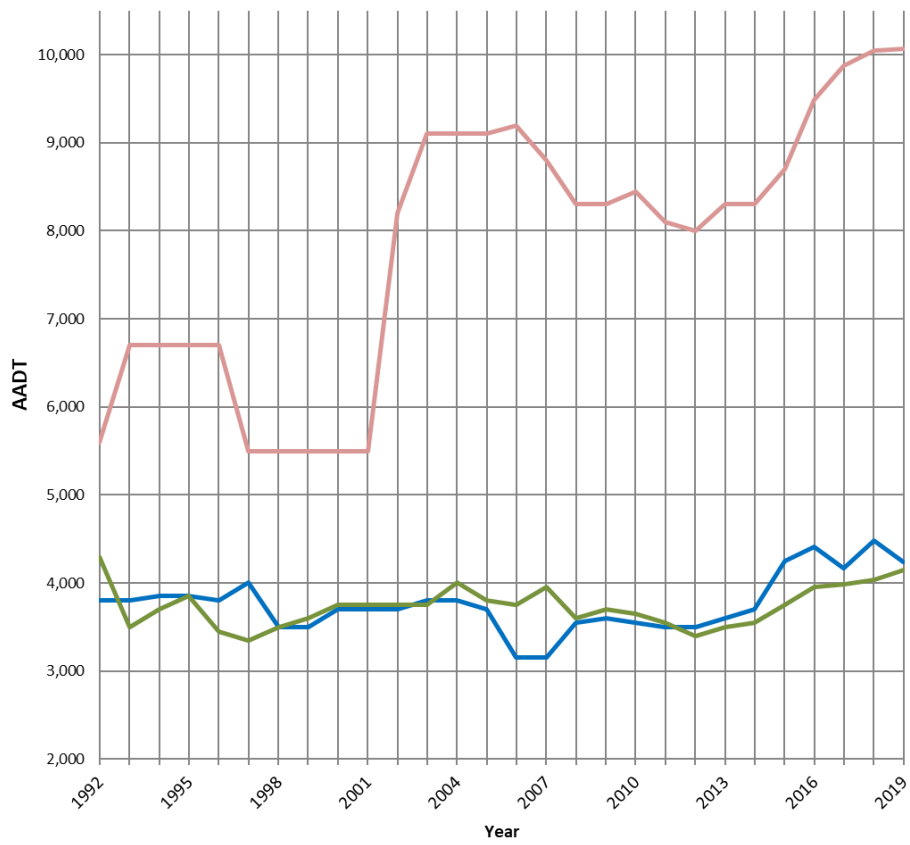
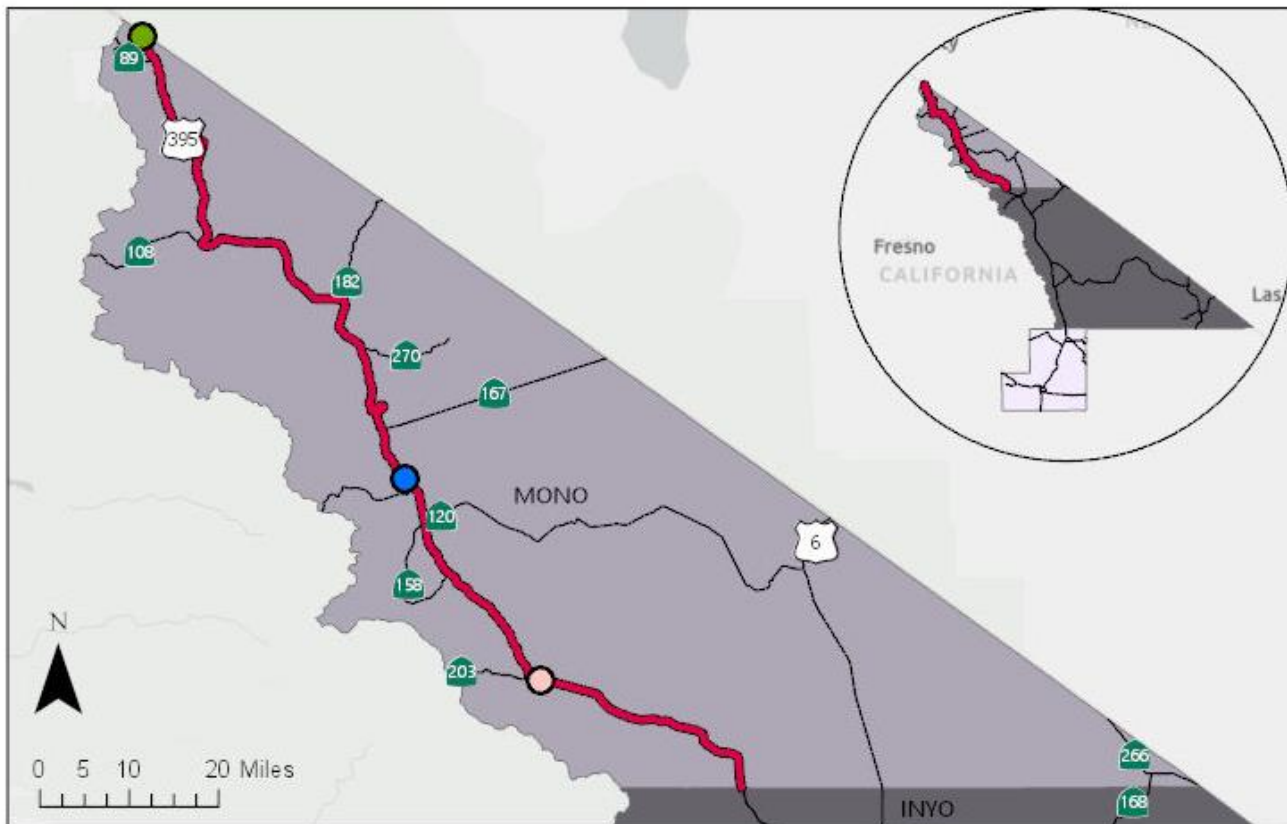


Average Annual Daily Traffic – the total traffic volume for the year divided by 365 days. Counts are taken at designated stations by inductive loop detectors.

ADT for SR 14 & SR 58, Kern County



AADT for US 395, Mono County

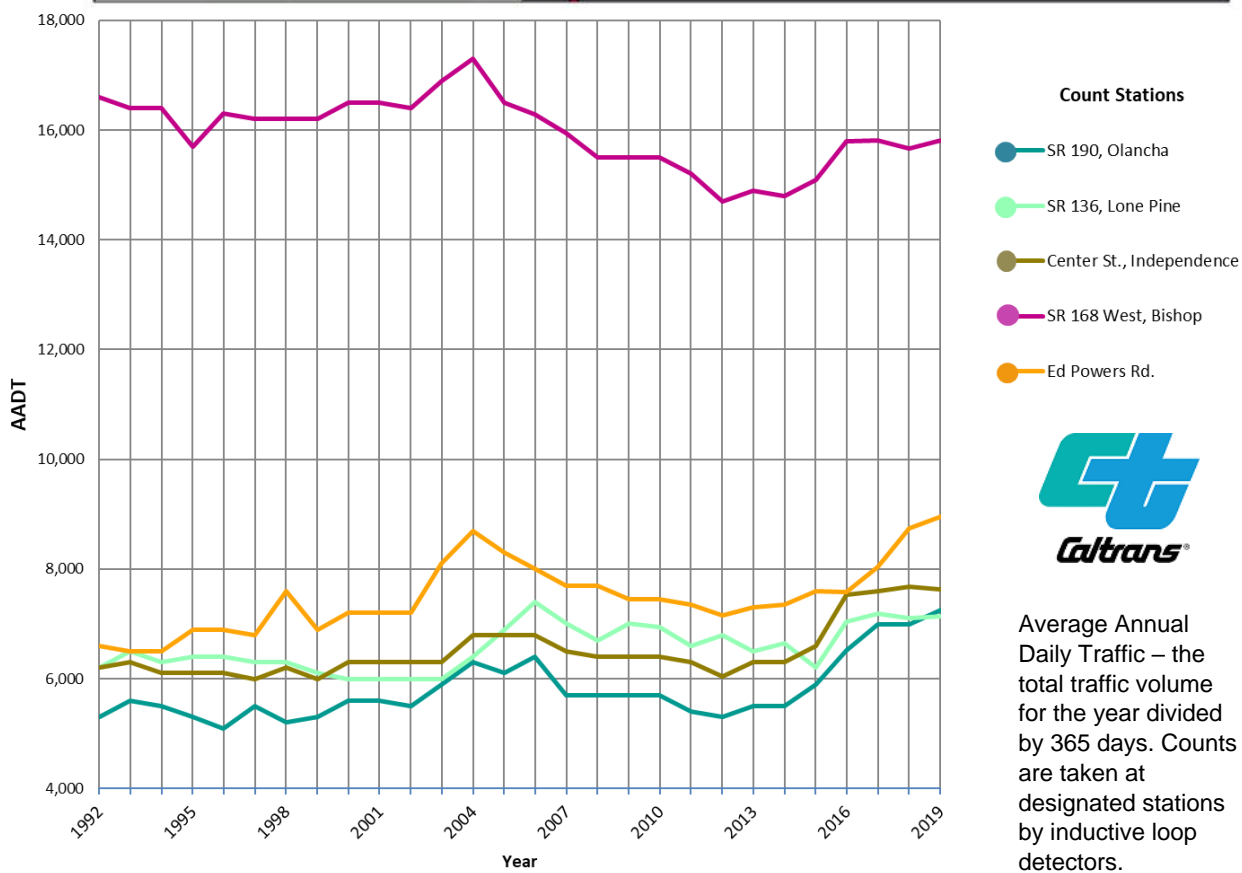
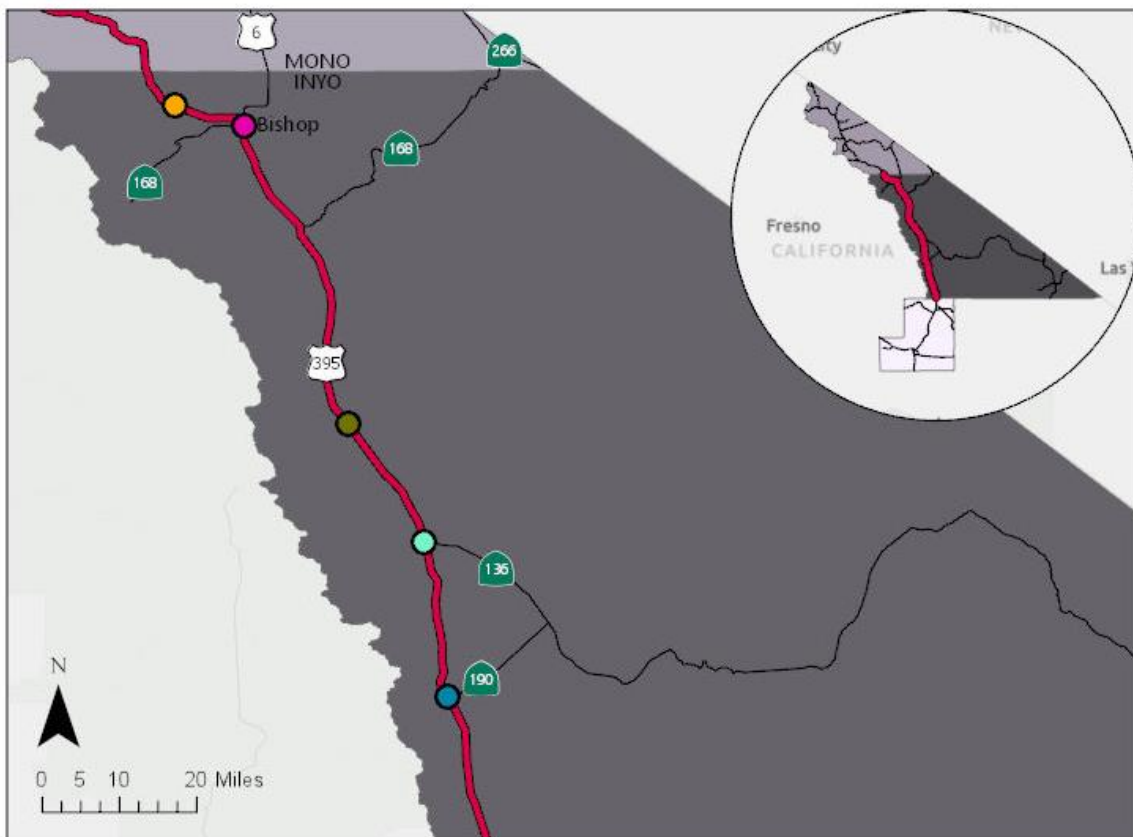


- Count Stations**
- SR 203, Mammoth Lakes
 - Lee Vining
 - Nevada State Line



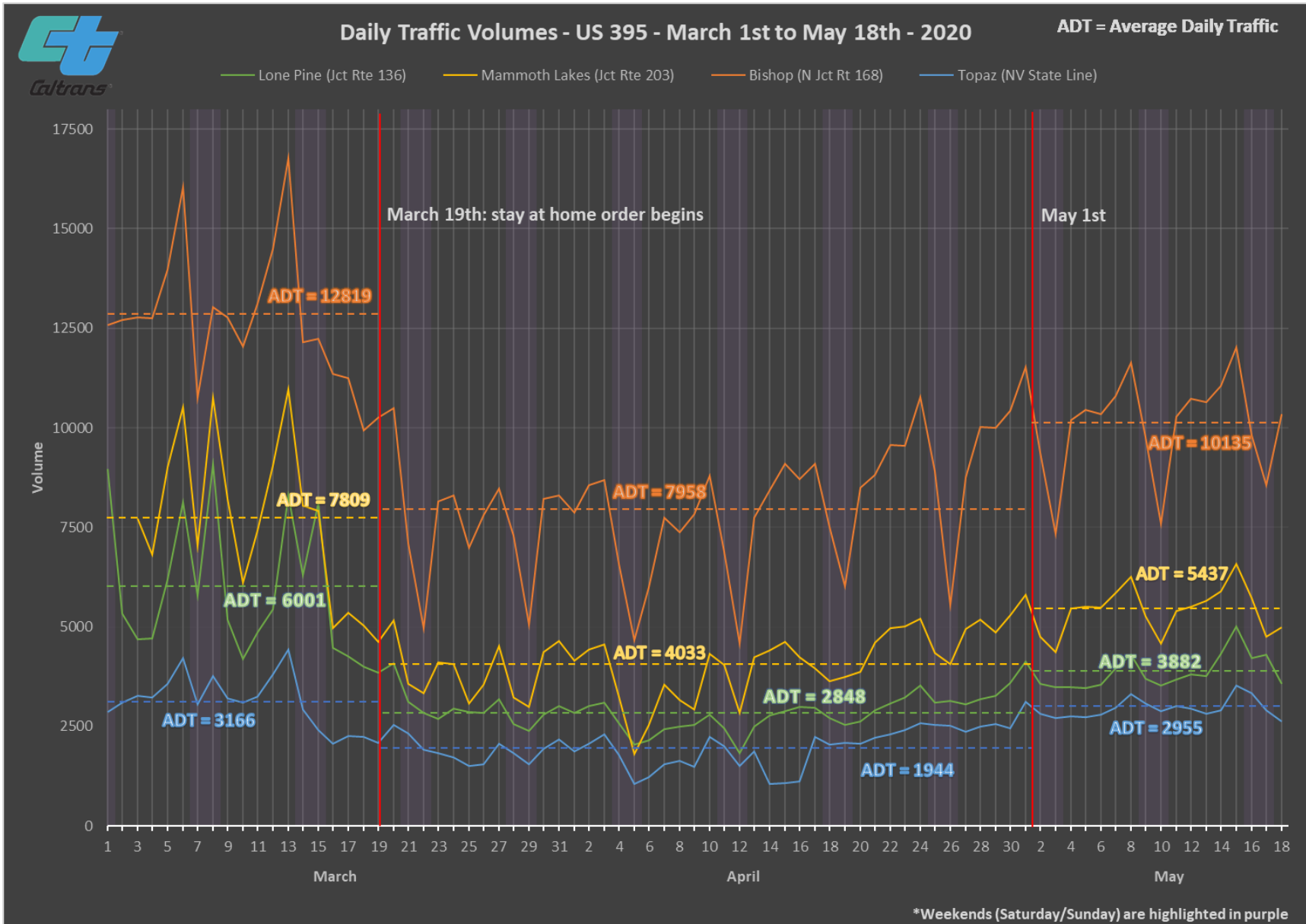
Average Annual Daily Traffic – the total traffic volume for the year divided by 365 days. Counts are taken at designated stations by inductive loop detectors.

AADT for US 395, Inyo County



Average Annual Daily Traffic – the total traffic volume for the year divided by 365 days. Counts are taken at designated stations by inductive loop detectors.

Note: SR 168 West, Bishop counts includes local circulation traffic

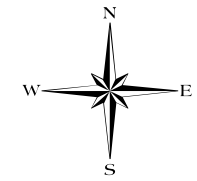
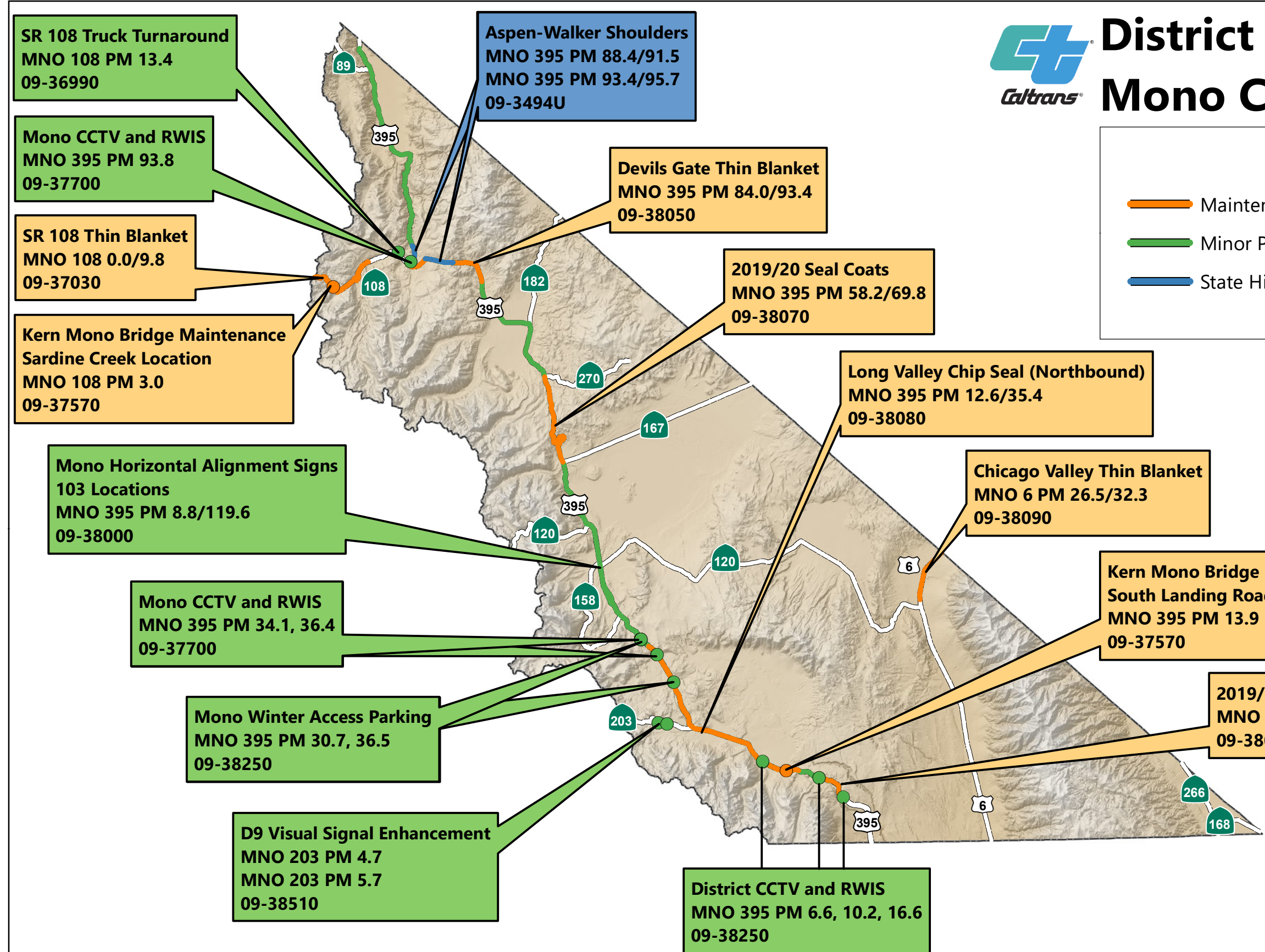




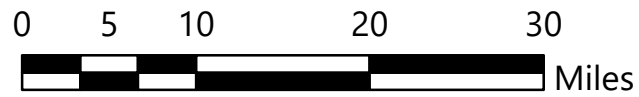
District 9 2020 Construction Mono County

Funding Program

- Maintenance
- Minor Program Projects
- State Highway Operation & Protection Program (SHOPP)



- ADA= Americans with Disabilities Act
- AR= Asphalt Rubber
- CAPM= Capital Preventative Maintenance
- CCTV= Closed-Circuit Television
- CIR= Cold In-Place Recycling
- MGS= Midwest Guardrail System
- PME= Polymer-Modified Emulsion
- RWIS= Road Weather Information System
- SRRA= Safety Roadside Rest Area
- ZEV= Zero Emission Vehicle Charging Station



Information is subject to change.
 Contact Florene Trainor (PIO)
 with any questions. (760) 872-0603
 Version Date: 05/01/2020

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June 8, 2020

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, LTC Accountant

RE: FY 2020-21 Local Transportation Fund (LTF) Apportionment and Allocation

RECOMMENDATION

Approve Resolution R20-06 approving the apportionment and allocation for the 2020-21 Local Transportation Fund.

FINANCIAL IMPLICATIONS

The 2020-21 estimate from the Mono County Auditor/Controller Office for LTF funding is \$541,633. Allocation of these funds is guided by the Transportation Development Act. This is \$97,172 below the 2019-20 estimate and was reduced by \$135,408 from the original LTF estimate due to COVID-19.

DISCUSSION

The Mono County Local Transportation Commission (LTC) is the Regional Transportation Planning Agency (RTPA) responsible for apportioning and administering the Local Transportation Fund (LTF) in accordance with the Transportation Development Act. The Local Transportation fund is comprised of 0.25% of local sales and use tax distributed by the State Board of Equalization monthly based on sales tax collected in each county. Annually, the Mono County director of finance provides the Local Transportation Commission with estimates for the Local Transportation Fund revenue for the upcoming fiscal year based on a 10-year rolling average. The Mono County LTF 2020-21 estimate is \$541,633. The estimated rollover balance from allocated reserve is \$106,699. The total available balance for 2020-21 allocation is \$648,332. This does not account for 2019-20 LTF revenues above projections. Given the uncertainty of sales tax revenues due to COVID-19 we are recommending a contingency of 20% instead of our standard 15% from prior years. We are also recommending revisiting the allocation today as soon as we see LTF revenues stabilize. The Mono County LTC received claimant letters from Eastern Sierra Transit Authority (ESTA), Yosemite Area Regional Transportation System (YARTS), and Mono County Social Services.

Each year, the LTC must adopt a resolution establishing how these funds will be allocated. Based on the Local Transportation Act, Auditor's 2020-21 estimate, the submitted claimant letters and direction from the Commission, LTC staff proposes the attached Resolution R20-06.

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

ATTACHMENTS

- 2020-21 actuals and estimates
- 2020-21 proposed LTF allocation
- Resolution R20-06

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>\$73,953</i>	<i>\$57,205</i>
March	\$24,822	\$64,440	\$58,082	\$42,236	\$62,547	\$48,387	\$66,240	\$59,886	\$78,780	\$66,255	<i>\$68,314</i>	<i>\$61,517</i>
April	\$35,100	\$43,000	\$41,300	\$40,400	\$43,200	\$46,100	\$32,800	\$43,400	\$57,000	\$89,384	\$71,518	<i>\$50,810</i>
May	\$51,300	\$63,100	\$55,000	\$53,900	\$57,600	\$61,500	\$43,700	\$57,800	\$76,963	\$67,701	\$0	<i>\$53,726</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	\$545,879	\$583,690	\$597,379	\$629,046	\$578,825	\$674,054	\$721,394	\$762,445	\$826,233	\$777,267	\$541,633
<i>Estimates</i>	<i>\$580,000</i>	<i>\$580,000</i>	<i>\$497,000</i>	<i>\$560,000</i>	<i>\$575,000</i>	<i>\$592,235</i>	<i>\$622,812</i>	<i>\$607,787</i>	<i>\$604,264</i>	<i>\$617,259</i>	<i>\$638,805</i>	<i>\$677,042</i>

LTF ALLOCATION 2020 2021**Budget**

Reserve forward + unspent allocations	\$	106,699
Estimated 2019/20 revenue	\$	541,633
Estimated Total Revenue	\$	648,332

Specific Allocations

Reserve -20%	\$	129,666
Administration	\$	10,000
Annual Audit	\$	10,000
Planning and Programming	\$	10,000
Bike Path-2% of balance	\$	9,773
ESTA-CTSA <5% of bal	\$	20,700
Senior Services	\$	30,000
YARTS	\$	40,000
ESTA 395 Routes allocation	\$	105,064

3 Year maximum allocation
202021 = TOML year 1

Remaining Balance

	\$	283,128
ESTA - Town of Mammoth Lakes 58%	\$	164,214
ESTA - Mono County 42%	\$	118,914
 ESTA TOTAL LTF	 \$	 408,892

*Revenues above projections will be split:

15% to reserve
49.3% to TOML
35.7% to County

2002 service reduction??

methodolgy and how did the following year

DOT COM

2007 2008

service?

HOUSING

STA	\$ 300,816.00
	\$ 709,708.29

63% ESTA
6% YARTS
5% MEDICAL NEEDED TRANSPORT

RESOLUTION R20-06
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
ALLOCATING LOCAL TRANSPORTATION FUNDS FOR FISCAL YEAR 2020-21

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 **\$541,633** of MCLTC moneys will be available for apportionment in fiscal year **2020-21**. Staff estimates an additional **\$106,699** of prior-year reserve and unallocated revenue for a total apportionment of **\$648,332**; and

WHEREAS, in accordance with the adopted MCLTC Handbook, a reserve of 20% of the budgeted allocation will be established, totaling **\$129,666**; 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 **\$9,779**, will be “set aside” for bike path construction. The **2020-21** apportionment/allocation is the **first year** of a three-year allocation to the Town of Mammoth Lakes; 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,
- **\$40,000** 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 **\$279,928** for FY **2020-21**; and

WHEREAS, the remaining available LTF moneys, **\$279,928**, 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:

- 20% 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 **2020-21** LTF moneys as follows:

1. **\$129,666** 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. **\$9,059** 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. **\$40,000** 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. **\$283,128** 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 **2020-21** 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 8th day of June 2020, by the following vote:

AYES

NOES:

ABSTAIN:

ABSENT:

Lynda Salcido, Chair
Mono County Local Transportation Commission

Attest:

Melissa Bell, Secretary

Approved as to form:

Christian Milovich, Assistant County Counsel

Mono County Local Transportation Commission

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

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

June 8, 2020

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, LTC Accountant

RE: FY 2020-21 State Transit Assistance Fund (STA) apportionment and allocation

RECOMMENDATION

Adopt Resolution R20-07 approving the apportionment and allocation for State Transit Assistance 2020-21 fiscal year.

FINANCIAL IMPLICATIONS

The 2020-21 estimate, as provided by the State Controller's Office for STA funding, is \$300,816. Allocation of these funds is guided by the Transportation Development Act. This is \$28,154 below the 2019-20 STA estimate.

DISCUSSION

The State Controller has estimated that Mono County's share of the STA 2019-20 allocation is \$300,816 as per the attached, with \$118,036 from PUC 99313 and \$182,780 from PUC 99314. The allocation is based on the Public Utilities Code sections 99313 and 99314. It should be noted that the Section 99314 allocation is based on the Annual Report of Financial Transactions of Transit Operators, as submitted by ESTA. Reporting requirements result in ESTA's submitting one report for all services in Inyo and Mono counties. Therefore, the Section 99314 allocation actually reflects the regional allocation for both counties. Note that 30% of the 99314 funds will be directed to Inyo County (\$54,834). Staff has a claimant letter on file for these funds, as required by the Transportation Development Act and State Law (Public Utilities Code Section 99313 and 99314). The attached resolution R20-07 allocates these funds to ESTA for transit operations as a pass-through entity.

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

ATTACHMENTS

- State Controller Apportionment Allocation Estimate FY 2020-21
- Resolution R20-07



BETTY T. YEE
California State Controller

January 31, 2020

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

SUBJECT: Fiscal Year 2020-21 State Transit Assistance Allocation Preliminary Estimate

Enclosed is a preliminary summary schedule of State Transit Assistance (STA) funds estimated to be allocated for fiscal year (FY) 2020-21 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) sections 99313 and 99314. Also enclosed is a schedule detailing the amount of the PUC section 99314 allocation for each TPA by operator.

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

According to the FY 2020-21 proposed California Budget, the estimated amount of STA funds budgeted is \$692,253,000. SCO anticipates the first quarter's allocation will be paid in November 2020. Please refer to the schedule for the amounts that relate to your agency.

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

Sincerely,

(Original Signed By)

EVELYN CALDERON-YEE
Bureau Chief
Bureau of Payments

Enclosures

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE
SUMMARY
JANUARY 31, 2020

Regional Entity	PUC 99313 Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a)		PUC 99313 Funds from RTC sections 6051.8(b), and 6201.8(b)		PUC 99314 Fiscal Year 2020-21 Estimate	Total Fiscal Year 2020-21 Estimate
	Fiscal Year 2020-21 Estimate	Fiscal Year 2020-21 Estimate	Fiscal Year 2020-21 Estimate	Fiscal Year 2020-21 Estimate	2020-21 Estimate	2020-21 Estimate
	A	B		C	D= (A+B+C)	
Metropolitan Transportation Commission	\$ 37,132,798	\$ 30,341,355	\$ 185,087,967	\$ 252,562,120		
Sacramento Area Council of Governments	9,275,070	7,578,696	6,023,815	22,877,581		
San Diego Association of Governments	4,624,571	3,778,755	2,015,239	10,418,565		
San Diego Metropolitan Transit System	11,365,900	9,287,122	8,866,252	29,519,274		
Tahoe Regional Planning Agency	505,397	412,962	37,367	955,726		
Alpine County Transportation Commission	5,545	4,531	358	10,434		
Amador County Transportation Commission	182,690	149,277	13,221	345,188		
Butte County Association of Governments	1,080,408	882,806	109,976	2,073,190		
Calaveras County Local Transportation Commission	215,241	175,874	5,166	396,281		
Colusa County Local Transportation Commission	105,514	86,216	6,470	198,200		
Del Norte County Local Transportation Commission	130,723	106,814	9,229	246,766		
El Dorado County Local Transportation Commission	814,249	665,326	104,264	1,583,839		
Fresno County Council of Governments	4,857,754	3,969,290	1,029,900	9,856,944		
Glenn County Local Transportation Commission	138,981	113,562	6,980	259,523		
Humboldt County Association of Governments	645,637	527,553	327,545	1,500,735		
Imperial County Transportation Commission	907,708	741,692	136,920	1,786,320		
Inyo County Local Transportation Commission	88,702	72,479	0	161,181		
Kern Council of Governments	4,372,204	3,572,545	567,256	8,512,005		
Kings County Association of Governments	733,309	599,190	59,788	1,392,287		
Lake County/City Council of Governments	310,436	253,659	33,489	597,584		
Lassen County Local Transportation Commission	143,838	117,530	10,043	271,411		
Los Angeles County Metropolitan Transportation Authority	48,917,726	39,970,866	115,988,600	204,877,192		
Madera County Local Transportation Commission	761,103	621,901	32,517	1,415,521		
Mariposa County Local Transportation Commission	86,198	70,432	4,179	160,809		
Mendocino Council of Governments	424,638	346,973	63,026	834,637		
Merced County Association of Governments	1,349,774	1,102,905	223,915	2,676,594		
Modoc County Local Transportation Commission	45,810	37,431	7,141	90,382		
Mono County Local Transportation Commission	64,958	53,078	182,780	300,816		
Transportation Agency for Monterey County	2,124,951	1,736,305	1,337,116	5,198,372		
Nevada County Local Transportation Commission	471,844	385,546	47,001	904,391		
Orange County Transportation Authority	15,373,673	12,561,888	9,077,240	37,012,801		
Placer County Transportation Planning Agency	1,488,115	1,215,945	388,051	3,092,111		
Plumas County Local Transportation Commission	94,360	77,102	13,248	184,710		
Riverside County Transportation Commission	11,641,176	9,512,051	3,551,550	24,704,777		
Council of San Benito County Governments	297,197	242,841	10,316	550,354		
San Bernardino County Transportation Authority	10,458,412	8,545,610	3,488,959	22,492,981		
San Joaquin Council of Governments	3,675,300	3,003,102	1,730,556	8,408,958		
San Luis Obispo Area Council of Governments	1,337,680	1,093,023	182,760	2,613,463		
Santa Barbara County Association of Governments	2,168,741	1,772,087	1,090,303	5,031,131		
Santa Cruz County Transportation Commission	1,311,336	1,071,498	2,211,577	4,594,411		
Shasta Regional Transportation Agency	852,878	696,890	101,051	1,650,819		
Sierra County Local Transportation Commission	15,329	12,526	1,301	29,156		
Siskiyou County Local Transportation Commission	212,698	173,797	12,527	399,022		
Stanislaus Council of Governments	2,666,705	2,178,975	296,817	5,142,497		
Tehama County Transportation Commission	307,173	250,992	11,133	569,298		
Trinity County Transportation Commission	65,302	53,358	5,215	123,875		
Tulare County Association of Governments	2,285,715	1,867,666	360,989	4,514,370		
Tuolumne County Transportation Council	260,434	212,802	14,718	487,954		
Ventura County Transportation Commission	4,086,599	3,339,176	1,240,669	8,666,444		
Subtotals	\$ 190,482,500	\$ 155,644,000				
State Totals		\$ 346,126,500	\$ 346,126,500	\$ 692,253,000		

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2020

Regional Entity and Operator(s)	Revenue Basis	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a)		Funds from RTC sections 6051.8(b), and 6201.8(b)		Total
		Fiscal Year 2020-21 Estimate	A	Fiscal Year 2020-21 Estimate	B	Fiscal Year 2020-21 Estimate
						C= (A+B)
Altamont Corridor Express*						
Alameda County Congestion Management Agency	\$ NA	\$ 158,759		\$ 129,723		\$ 288,482
Santa Clara Valley Transportation Authority	NA	118,488		96,817		215,305
San Joaquin Regional Rail Commission	NA	497,187		406,253		903,440
Regional Entity Totals	0	774,434		632,793		1,407,227
	0	(774,434)		(632,793)		(1,407,227)
Metropolitan Transportation Commission						
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**	1,925,822,111	70,201,513		57,361,933		127,563,446
Central Contra Costa Transit Authority	11,848,761	431,920		352,923		784,843
City of Dixon	111,074	4,049		3,308		7,357
Eastern Contra Costa Transit Authority	6,226,930	226,989		185,473		412,462
City of Fairfield	2,454,050	89,457		73,096		162,553
Golden Gate Bridge Highway and Transportation District	128,150,389	4,671,434		3,817,047		8,488,481
Livermore-Amador Valley Transit Authority	5,247,501	191,286		156,300		347,586
Marin County Transit District	25,028,508	912,358		745,491		1,657,849
Napa County Transportation and Planning Agency	1,740,511	63,446		51,842		115,288
Peninsula Corridor Joint Powers Board	127,483,757	4,647,134		3,797,191		8,444,325
City of Petaluma	740,960	27,010		22,070		49,080
City of Rio Vista	111,909	4,079		3,333		7,412
San Francisco Bay Area Water Emergency Transportation Authority	34,734,635	1,266,173		1,034,595		2,300,768
San Mateo County Transit District	121,853,139	4,441,882		3,629,479		8,071,361
Santa Clara Valley Transportation Authority	348,840,497	12,716,196		10,390,453		23,106,649
City of Santa Rosa	2,403,879	87,628		71,601		159,229
Solano County Transit	5,281,022	192,508		157,299		349,807
County of Sonoma	3,386,887	123,461		100,881		224,342
Sonoma-Marin Area Rail Transit District	25,440,720	927,384		757,769		1,685,153
City of Union City	1,747,194	63,690		52,041		115,731
City of Vacaville	439,501	16,021		13,091		29,112
Western Contra Costa Transit Authority	7,568,808	275,904		225,442		501,346
Regional Entity Subtotals	2,786,662,743	101,581,522		83,002,658		184,584,180
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	158,759		129,723		288,482
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	118,488		96,817		215,305
Regional Entity Totals	2,786,662,743	101,858,769		83,229,198		185,087,967
Sacramento Area Council of Governments						
City of Davis (Unitrans)	3,064,565	111,712		91,280		202,992
City of Elk Grove	2,155,049	78,557		64,190		142,747
City of Folsom	623,141	22,715		18,561		41,276
County of Sacramento	1,119,245	40,800		33,337		74,137
Sacramento Regional Transit System	77,727,924	2,833,397		2,315,180		5,148,577
Yolo County Transportation District	5,012,875	182,733		149,312		332,045
Yuba Sutter Transit Authority	1,238,568	45,149		36,892		82,041
Regional Entity Totals	90,941,367	3,315,063		2,708,752		6,023,815

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

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

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2020

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2020-21 Estimate</u>	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2020-21 Estimate</u>	Total Fiscal Year 2020-21 Estimate
		A	B	C= (A+B)
San Diego Association of Governments North County Transit District	30,424,011	1,109,039	906,200	2,015,239
San Diego Metropolitan Transit System				
San Diego Metropolitan Transit System	31,939,460	1,164,281	951,339	2,115,620
San Diego Transit Corporation	61,783,746	2,252,187	1,840,271	4,092,458
San Diego Trolley, Inc.	40,130,381	1,462,863	1,195,311	2,658,174
Regional Entity Totals	<u>133,853,587</u>	<u>4,879,331</u>	<u>3,986,921</u>	<u>8,866,252</u>
Southern California Regional Rail Authority***				
Los Angeles County Metropolitan Transportation Authority	NA	4,014,656	3,280,391	7,295,047
Orange County Transportation Authority	NA	1,772,156	1,448,036	3,220,192
Riverside County Transportation Commission	NA	863,358	705,453	1,568,811
San Bernardino County Transportation Authority	NA	892,854	729,555	1,622,409
Ventura County Transportation Commission	NA	428,890	350,447	779,337
Regional Entity Totals	<u>0</u>	<u>7,971,914</u>	<u>6,513,882</u>	<u>14,485,796</u>
	0	(7,971,914)	(6,513,882)	(14,485,796)
Tahoe Regional Planning Agency Tahoe Transportation District	564,133	20,564	16,803	37,367
Alpine County Transportation Commission County of Alpine	5,370	197	161	358
Amador County Transportation Commission Amador Regional Transit System	199,599	7,276	5,945	13,221
Butte County Association of Governments				
Butte Regional Transit	1,640,161	59,788	48,853	108,641
City of Gridley - Specialized Service	20,144	735	600	1,335
Regional Entity Totals	<u>1,660,305</u>	<u>60,523</u>	<u>49,453</u>	<u>109,976</u>
Calaveras County Local Transportation Commission County of Calaveras	77,984	2,843	2,323	5,166
Colusa County Local Transportation Commission County of Colusa	97,681	3,561	2,909	6,470
Del Norte County Local Transportation Commission Redwood Coast Transit Authority	139,330	5,079	4,150	9,229
El Dorado County Local Transportation Commission El Dorado County Transit Authority	1,574,062	57,379	46,885	104,264

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

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2020

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2020-21 Estimate</u> A	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2020-21 Estimate</u> B	Total Fiscal Year 2020-21 Estimate C= (A+B)
Fresno County Council of Governments				
City of Clovis	1,691,653	61,665	50,387	112,052
City of Fresno	12,478,008	454,858	371,666	826,524
Fresno County Rural Transit Agency	1,378,719	50,258	41,066	91,324
Regional Entity Totals	<u>15,548,380</u>	<u>566,781</u>	<u>463,119</u>	<u>1,029,900</u>
Glenn County Local Transportation Commission				
County of Glenn Transit Service	105,376	3,841	3,139	6,980
Humboldt County Association of Governments				
City of Arcata	238,899	8,709	7,116	15,825
City of Blue Lake	0	0	0	0
City of Eureka	1,103,559	40,228	32,870	73,098
Humboldt Transit Authority	3,602,485	131,320	107,302	238,622
Regional Entity Totals	<u>4,944,943</u>	<u>180,257</u>	<u>147,288</u>	<u>327,545</u>
Imperial County Transportation Commission				
Imperial County Transportation Commission	2,046,063	74,585	60,943	135,528
Quechan Indian Tribe	21,014	766	626	1,392
Regional Entity Totals	<u>2,067,077</u>	<u>75,351</u>	<u>61,569</u>	<u>136,920</u>
Inyo County Local Transportation Commission	None	None	None	None
Kern Council of Governments				
City of Arvin	83,020	3,026	2,473	5,499
City of California City	20,871	761	622	1,383
City of Delano	147,093	5,362	4,381	9,743
Golden Empire Transit District	6,407,925	233,586	190,864	424,450
County of Kern	1,137,877	41,479	33,892	75,371
City of McFarland	15,037	549	449	998
City of Ridgecrest	208,177	7,589	6,201	13,790
City of Shafter	58,829	2,144	1,752	3,896
City of Taft	426,961	15,564	12,717	28,281
City of Tehachapi	28,664	1,045	854	1,899
City of Wasco	29,374	1,071	875	1,946
Regional Entity Totals	<u>8,563,828</u>	<u>312,176</u>	<u>255,080</u>	<u>567,256</u>
Kings County Association of Governments				
City of Corcoran	116,255	4,238	3,463	7,701
Kings County Area Public Transit Agency	786,362	28,665	23,422	52,087
Regional Entity Totals	<u>902,617</u>	<u>32,903</u>	<u>26,885</u>	<u>59,788</u>
Lake County/City Council of Governments				
Lake Transit Authority	505,595	18,430	15,059	33,489
Lassen County Local Transportation Commission				
Lassen Transit Service Agency	151,619	5,527	4,516	10,043

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2020

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2020-21 Estimate</u>	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2020-21 Estimate</u>	Total Fiscal Year 2020-21 Estimate
		A	B	C= (A+B)
Los Angeles County Metropolitan Transportation Authority				
Antelope Valley Transit Authority	19,170,688	698,824	571,012	1,269,836
City of Arcadia	1,497,685	54,595	44,610	99,205
City of Claremont	547,365	19,953	16,304	36,257
City of Commerce	4,428,702	161,438	131,912	293,350
City of Culver City	15,486,831	564,538	461,286	1,025,824
Foothill Transit Zone	67,873,297	2,474,168	2,021,653	4,495,821
City of Gardena	13,850,884	504,903	412,558	917,461
City of La Mirada	770,009	28,069	22,935	51,004
Long Beach Public Transportation Company	54,963,745	2,003,580	1,637,133	3,640,713
City of Los Angeles	92,932,856	3,387,658	2,768,069	6,155,727
County of Los Angeles	5,587,765	203,689	166,435	370,124
Los Angeles County Metropolitan Transportation Authority	1,235,116,553	45,023,395	36,788,793	81,812,188
City of Montebello	19,894,910	725,224	592,584	1,317,808
City of Norwalk	8,492,893	309,589	252,967	562,556
City of Redondo Beach	2,931,763	106,871	87,325	194,196
City of Santa Clarita	23,386,832	852,514	696,593	1,549,107
City of Santa Monica	49,504,384	1,804,571	1,474,522	3,279,093
Southern California Regional Rail Authority***	218,691,705	NA	NA	NA
City of Torrance	24,506,666	893,335	729,948	1,623,283
Regional Entity Subtotals	1,859,635,533	59,816,914	48,876,639	108,693,553
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRRA***	NA	4,014,656	3,280,391	7,295,047
Regional Entity Totals	1,859,635,533	63,831,570	52,157,030	115,988,600
Madera County Local Transportation Commission				
City of Chowchilla	235,253	8,576	7,007	15,583
City of Madera	203,280	7,410	6,055	13,465
County of Madera	52,381	1,909	1,560	3,469
Regional Entity Totals	490,914	17,895	14,622	32,517
Mariposa County Local Transportation Commission				
County of Mariposa	63,099	2,300	1,879	4,179
Mendocino Council of Governments				
Mendocino Transit Authority	951,502	34,685	28,341	63,026
Merced County Association of Governments				
Transit Joint Powers Authority of Merced County	1,736,430	63,298	51,721	115,019
Yosemite Area Regional Transportation System (YARTS)	1,644,002	59,928	48,968	108,896
Regional Entity Totals	3,380,432	123,226	100,689	223,915
Modoc County Local Transportation Commission				
Modoc Transportation Agency - Specialized Service	107,807	3,930	3,211	7,141

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

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2020

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2020-21 Estimate</u> A	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2020-21 Estimate</u> B	Total Fiscal Year 2020-21 Estimate C= (A+B)
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,759,425	100,589	82,191	182,780
Transportation Agency for Monterey County Monterey-Salinas Transit	20,186,410	735,850	601,266	1,337,116
Nevada County Local Transportation Commission County of Nevada	390,192	14,224	11,622	25,846
City of Truckee	319,369	11,642	9,513	21,155
Regional Entity Totals	<u>709,561</u>	<u>25,866</u>	<u>21,135</u>	<u>47,001</u>
Orange County Transportation Authority City of Laguna Beach	2,405,038	87,670	71,636	159,306
Orange County Transportation Authority	86,018,663	3,135,617	2,562,125	5,697,742
Regional Entity Subtotals	<u>88,423,701</u>	<u>3,223,287</u>	<u>2,633,761</u>	<u>5,857,048</u>
Orange County Transportation Authority - Corresponding to SCRRRA***	NA	1,772,156	1,448,036	3,220,192
Regional Entity Totals	<u>88,423,701</u>	<u>4,995,443</u>	<u>4,081,797</u>	<u>9,077,240</u>
Placer County Transportation Planning Agency City of Auburn	21,850	796	651	1,447
County of Placer	4,593,182	167,434	136,811	304,245
City of Roseville	1,243,374	45,324	37,035	82,359
Regional Entity Totals	<u>5,858,406</u>	<u>213,554</u>	<u>174,497</u>	<u>388,051</u>
Plumas County Local Transportation Commission County of Plumas	112,493	4,101	3,351	7,452
County Service Area 12 - Specialized Service	87,506	3,190	2,606	5,796
Regional Entity Totals	<u>199,999</u>	<u>7,291</u>	<u>5,957</u>	<u>13,248</u>
Riverside County Transportation Commission City of Banning	215,749	7,865	6,426	14,291
City of Beaumont	239,445	8,728	7,132	15,860
City of Corona	372,538	13,580	11,096	24,676
Palo Verde Valley Transit Agency	119,828	4,368	3,569	7,937
City of Riverside - Specialized Service	443,069	16,151	13,197	29,348
Riverside Transit Agency	16,090,992	586,561	479,281	1,065,842
Sunline Transit Agency	12,451,750	453,901	370,884	824,785
Regional Entity Subtotals	<u>29,933,371</u>	<u>1,091,154</u>	<u>891,585</u>	<u>1,982,739</u>
Riverside County Transportation Commission - Corresponding to SCRRRA***	NA	863,358	705,453	1,568,811
Regional Entity Totals	<u>29,933,371</u>	<u>1,954,512</u>	<u>1,597,038</u>	<u>3,551,550</u>
Council of San Benito County Governments San Benito County Local Transportation Authority	155,747	5,677	4,639	10,316

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

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JANUARY 31, 2020

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2020-21 Estimate</u>	Funds from RTC sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2020-21 Estimate</u>	Total Fiscal Year 2020-21 Estimate
		A	B	C= (A+B)
San Bernardino County Transportation Authority				
Morongo Basin Transit Authority	1,119,708	40,816	33,351	74,167
Mountain Area Regional Transit Authority	462,522	16,860	13,777	30,637
City of Needles	52,876	1,927	1,575	3,502
Omnitrans	22,013,739	802,461	655,694	1,458,155
Victor Valley Transit Authority	4,530,447	165,147	134,942	300,089
Regional Entity Subtotals	28,179,292	1,027,211	839,339	1,866,550
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	892,854	729,555	1,622,409
Regional Entity Totals	28,179,292	1,920,065	1,568,894	3,488,959
San Joaquin Council of Governments				
Altamont Corridor Express *	21,244,873	NA	NA	NA
City of Escalon	52,972	1,931	1,578	3,509
City of Lodi	785,357	28,628	23,392	52,020
City of Manteca	52,410	1,910	1,561	3,471
City of Ripon	27,647	1,008	823	1,831
San Joaquin Joint Powers Authority	0	0	0	0
San Joaquin Regional Transit District	11,407,376	415,830	339,777	755,607
City of Tracy	161,202	5,876	4,802	10,678
Regional Entity Subtotals	33,731,837	455,183	371,933	827,116
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	497,187	406,253	903,440
Regional Entity Totals	33,731,837	952,370	778,186	1,730,556
San Luis Obispo Area Council of Governments				
City of Arroyo Grande - Specialized Service	0	0	0	0
City of Atascadero	37,499	1,367	1,117	2,484
City of Morro Bay	35,785	1,304	1,066	2,370
City of Pismo Beach - Specialized Service	0	0	0	0
City of San Luis Obispo Transit	777,520	28,343	23,159	51,502
San Luis Obispo Regional Transit Authority	1,680,458	61,257	50,054	111,311
South County Area Transit	227,853	8,306	6,787	15,093
Regional Entity Totals	2,759,115	100,577	82,183	182,760
Santa Barbara County Association of Governments				
City of Guadalupe	74,621	2,720	2,223	4,943
City of Lompoc	1,065,309	38,833	31,731	70,564
County of Santa Barbara	224	9	8	17
Santa Barbara County Association of Governments (SBCAG)	1,056,667	38,518	31,474	69,992
Santa Barbara Metropolitan Transit District	13,348,752	486,599	397,602	884,201
City of Santa Maria	837,886	30,543	24,957	55,500
City of Solvang	76,790	2,799	2,287	5,086
Regional Entity Totals	16,460,249	600,021	490,282	1,090,303
Santa Cruz County Transportation Commission				
Santa Cruz Metropolitan Transit District	33,388,127	1,217,089	994,488	2,211,577

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

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

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Shasta Regional Transportation Agency Redding Area Bus Authority	1,525,574	55,611	45,440	101,051
Sierra County Local Transportation Commission County of Sierra - Specialized Service	19,627	716	585	1,301
Siskiyou County Local Transportation Commission County of Siskiyou	189,129	6,894	5,633	12,527
Stanislaus Council of Governments City of Ceres	68,984	2,515	2,055	4,570
City of Modesto	3,309,400	120,637	98,573	219,210
County of Stanislaus	772,640	28,165	23,014	51,179
City of Turlock	329,988	12,029	9,829	21,858
Regional Entity Totals	<u>4,481,012</u>	<u>163,346</u>	<u>133,471</u>	<u>296,817</u>
Tehama County Transportation Commission County of Tehama	168,070	6,127	5,006	11,133
Trinity County Transportation Commission County of Trinity	78,726	2,870	2,345	5,215
Tulare County Association of Governments City of Dinuba	218,598	7,968	6,511	14,479
City of Porterville	837,876	30,543	24,957	55,500
City of Tulare	550,504	20,067	16,397	36,464
County of Tulare	914,810	33,347	27,248	60,595
City of Visalia	2,910,774	106,106	86,699	192,805
City of Woodlake	17,283	631	515	1,146
Regional Entity Totals	<u>5,449,845</u>	<u>198,662</u>	<u>162,327</u>	<u>360,989</u>
Tuolumne County Transportation Council County of Tuolumne	222,204	8,100	6,618	14,718
Ventura County Transportation Commission City of Camarillo	203,934	7,434	6,074	13,508
Gold Coast Transit District	5,458,596	198,981	162,588	361,569
City of Moorpark	269,530	9,825	8,028	17,853
City of Simi Valley	485,141	17,685	14,450	32,135
City of Thousand Oaks	547,528	19,959	16,308	36,267
Regional Entity Subtotals	<u>6,964,729</u>	<u>253,884</u>	<u>207,448</u>	<u>461,332</u>
Ventura County Transportation Commission - Corresponding to SCRRA***	NA	428,890	350,447	779,337
Regional Entity Totals	<u>6,964,729</u>	<u>682,774</u>	<u>557,895</u>	<u>1,240,669</u>
STATE TOTALS	<u>\$ 5,225,463,050</u>	<u>\$ 190,482,500</u>	<u>\$ 155,644,000</u>	<u>\$ 346,126,500</u>

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

RESOLUTION R20-07
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
ALLOCATING STATE TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 2020-21

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

WHEREAS, the State Controller has estimated **\$300,816** of State Transit Assistance funds for public transportation to the Mono County LTC for fiscal year 2020-21; and

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

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission does hereby allocate FY 2020-21 STA estimated funds in the amount of \$300,816 to the Eastern Sierra Transit Authority. If additional funds are received, they will also be allocated to Eastern Sierra Transit Authority. If less funds are received, the lesser amount will be allocated to Eastern Sierra Transit Authority.

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

PASSED AND ADOPTED this 8th day of June 2020 by the following vote:

AYES

NOES:

ABSTAIN:

ABSENT:

Lynda Salcido, Chair
Local Transportation Commission

Attest:

Melissa Bell, Secretary

Approved as to form:

Christian Milovich, Assistant County Counsel

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760-924-1800 phone, 924-1801 fax
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Staff Report

June 8, 2020

TO: Mono County Local Transportation Commission
FROM: Gerry Le Francois, Co-Executive Director
SUBJECT: Mono County Overall Work Program (OWP) 2020-21

RECOMMENDATIONS

Adopt Minute Order 20-03 that 1) adopts the Mono County Overall Work Program for fiscal year 2020-21 2) authorized Co Executive Director to sign necessary Overall Work Program Agreement, 3) authorized the staff to make minor technical corrections based on District 9 review.

FISCAL IMPLICATIONS

This is the annual state funding program for transportation planning activities of the Commission. The Rural Planning Assistance (RPA) funding amount is \$230,000. The funding is dependent on adoption of a state budget and is a reimbursement program.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The Mono County Overall Work Program 2020-21 was initially drafted through consultation with Mono County and Town of Mammoth Lakes staff. A draft was submitted to Caltrans for review. The attached OWP includes revisions in response to District 9 comment letter dated March 30. Staff made changes to the draft document based on the District 9 letter, and a response is also provided.

The Mono County OWP is a joint work effort, with work elements projected to be active from July 1, 2020, to June 30, 2021. The final approved and adopted OWP and fully executed OWPA are due to Office of Regional & Interagency Planning (ORIP) June 30.

ATTACHMENTS

- M.O. 20-03
- Mono County 2020- 21 Overall Work Program
- Caltrans District 9 comment letter on Draft OWP dated March 30, 2020
- LTC response to District 9 comment letter dated June 2, 2020

Mono County Local Transportation Commission

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MINUTE ORDER M20-03

Adopt the 2020-21 Overall Work Program

At the Mono County LTC meeting of June 8, 2020, it was moved by Commissioner _____ and seconded by Commissioner _____ to adopt the 2020-21 Overall Work Program (OWP), authorize the Co-Executive Director to execute/sign the OWPA, and allow staff to make any minor corrections to the Overall Work Program.

AYES:

NOES:

ABSTAIN:

ABSENT:

Attest:

Melissa Bell, LTC Secretary

cc: Caltrans

Overall Work Program Fiscal Year 2020/2021

July 1, 2020 to June 30, 2021

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

June 1, 2020

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Introduction

The Overall Work Program (OWP) defines the regional transportation planning process for the Mono County Local Transportation Commission (LTC). It establishes regional transportation planning objectives for Fiscal Years 2020/2021 covering the period of July 1, 2020 to June 30, 2021 and includes a corresponding budget to complete eligible activities as defined by the Regional Planning Handbook. This strategic management tool is organized by Work Elements that identify activities and products to be accomplished during the Fiscal Year. These activities include core regional transportation planning functions, mandated planning requirements, and other regional planning activities. Each activity listed in the OWP indicated who will do the work, the schedule for completing the work, the resulting product, the proposed funding, and a summary of total amounts and sources of State funding and matching funds. Funding for planning activities is made possible by the State of California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA). The majority of the funding is typically sent by Mono County and the Town of Mammoth Lakes. Figure 1.1 depicts the Mono County LTC boundary.

Geographical Overview

Mono County is a rural county located on the eastern side of the Sierra Nevada mountains. The county has an area of 3,103 square miles and a total population of 14,168 (2017 US Census). The county's one incorporated area, the Town of Mammoth Lakes (TOML), contains approximately 58% of the county population.

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

Communities in the unincorporated area of the county are dispersed throughout the region, primarily along US Highways 395 and 6. Communities along US 395 include Topaz, Coleville, Walker, Bridgeport, Mono City, Lee Vining, June Lake, and the Crowley communities of Long Valley, McGee Creek, Crowley Lake, Aspen Springs, and Sunny Slopes. The community of June Lake is located along State Route 158. The Town of Mammoth Lakes is location on SR 203. The communities of Chalfant, Hammil Valley, and Benton are located on SR 6. The community of Oasis is located on SR 266/168 in the southeastern portion of the County. Our communities are generally small, rural in character, and oriented primarily to serving recreational and tourist traffic. Walker, Topaz, Coleville, Bridgeport, and Lee Vining share US 395 as their main street for commerce and community activities. SR 158 serves as the main street for June Lake. SR 203 is the Town of Mammoth Lakes' main street. Highway 6 serves as a main street Benton and Chalfant.

Organizational Overview

Every county in California is served by a regional transportation planning agency (RTPA), created by state law. RTPAs are known as local transportation commissions, county transportation commissions, councils of

government, and associations of government. Counties with urbanized areas over 50,000 people also have metropolitan planning organizations (MPO) to guide regional transportation planning. Both MPOs and RTPAs are required to develop OWP and regional transportation plan (RTP). They also select projects identified in the Regional Transportation Improvement Programs (RTIP).

RTPAs play an important role in Caltrans' overall planning efforts. In California, there are currently 44 RTPAs, 18 of which are MPOs or exist within MPO boundaries. They utilize federal and state funds to achieve regional transportation goals as outlined in their OWPs. Federal and state funding includes FHWA SPR funds, FTA Section 304 Statewide Planning Funds, and Rural Planning Assistance (RPA) funds. RTPAs have significant involvement in both the planning and project investment processes.

Mono County LTC carries out transportation planning activities within the County. Mono County and TOML staff serve as support staff to the LTC. Town issues are typically handled by TOML staff and County issues are managed with County Staff. The Executive Director position is shared by the TOML Public Works Director and County Community Development Director or designee. There is one transit system within the County and is administered by Eastern Sierra Transit Authority (ESTA), which is based out of Bishop in Inyo County. ESTA is a Joint Powers Authority between Mono and Inyo Counties, the Town of Mammoth Lakes, and the City of Bishop.

The Mono County LTC policy board is comprised of seven (7) members, three (3) Mono County Board of Supervisors members, three (3) TOML Council members, although the TOML has appointed one at-large member, and (1) representative from Caltrans who also serves as an ex-officio, non-voting member.

Table 1.1 Mono County LTC Policy Board

Commissioner	Governmental Body Represented
Mr. Fred Stump	Mono County
Mrs. Lynda Salcido (chair)	TOML
Ms. Jennifer Kreitz (vice-chair)	Mono County
Mr. John Peters	Mono County
Mrs. Sandy Hogan	TOML at large member
Mr. John Wentworth	TOML
Ryan Dermody*	Caltrans Dist. 9 Director or designee

*Non-Voting ex-officio member

Additionally, County and Town staff work closely with the Commission on development of the OWP and to carry out related tasks. All tasks identified in the OWP are undertaken by staff with periodic updates to the Mono County LTC board.

Table 1.2 Mono County LTC Staff

Staff Member	Title and Agency
Wendy Sugimura	Community Development Director, Mono County
Gerry Le-Francois	Co-Executive Director, Mono County
Grady Dutton	Co-Executive Director, TOML
Bentley Regehr	Planning Analyst, Mono County
Michael Draper	Planning Analyst, Mono County
Megan Mahaffey	Fiscal Specialist, Mono County
Melissa Bell	Secretary, Mono County

Garrett Higerd	Engineer, Mono County
Nate Greenberg	IT Director, Mono County
Tony Dublino	Public Works Director, Mono County
Haislip Hayes	Engineer, TOML
Phil Moores	Director, ESTA

Responsibilities and Priorities

The majority of state designated RTPAs are described under California Government Code Section 29532 et seq.

An RTPA has five core functions:

- Maintain a setting for regional decision-making.
- Prepare an Overall Work Program (OWP).
- Involve the public in this decision-making.
- Prepare a Regional Transportation Plan (RTP); and
- Development a Regional Transportation Improvement Program (RTIP) and a list of federal funded or regionally significant projects for inclusion in the FSTIP.

Organizational Procedures and Documents

The following list of documents includes organizational policies and procedures, programming documents, planning studies, and other required documents, which are available at:

<https://monocounty.ca.gov/ltc/page/resources>

- 2019 Regional Transportation Plan
- 2020 Regional Transportation Improvement Program (RTIP)
- Caltrans District 9 Wildlife Vehicle Collision Reduction Feasibility Study
- California Department of Fish and Wildlife (CDFW) Wildlife Crossing Study
- 2019 Regional Transportation Plan
- Convict Lake Road Notice to Adopt
- Convict Lake Road Mitigated Negative Declaration
- Rock Creek Road Improvement Project Mitigated Negative Declaration and appendices
- Tom's Place Multimodal Connectivity Feasibility Study Report
- Past and Current MOU Projects
- US 395 Corridor Improvement Projects
- Electric Vehicle Policy
- Wayfinding Guidelines
- Mono County Title VI
- Mono County LTC Handbook

Public Involvement

The LTC utilizes a comprehensive public participation process which is outlined in the 2019 Regional Transportation Plan (p. 5 & 11-15). The goals and objectives discussed in the RTP emphasizes efforts to

coordinate with and involve all stakeholders and members of the public in the transportation planning process, including development of the OWP.

Public participation during the transportation planning process is provided through committee meetings, public workshops, and outreach programs. The county Regional Planning Advisory Committees (RPACs) serve as citizen advisory committees to the LTC to identify issues and opportunities related to transportation and circulation in their community areas and to develop policies based on the identified needs. There are planning advisory committees in Antelope Valley, Bridgeport Valley, Mono Basin, June Lake, Mammoth Lakes Vicinity/Upper Owens, Long Valley, and Tri-Valley. Some committees meet monthly and other meet on an as needed basis.

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

Summary of FY 2019/20 accomplishments

The following are primary tasks that were undertaken during FY 2019/2020:

- Adoption of the 2019 Regional Transportation Plan update (RTP)
- RTP moved to a 4-year adoption cycle in coordination with an 8-year Housing Element adoption cycle
- Completion of the Electric Vehicle Policy
- Project Study Reports for 2020 RTIP
- Completion and submittal of the 2020 Regional Transportation Improvement Program (RTIP)
- Advancing the regions MOU Projects with Inyo County LTC and Kern Council of Governments
- Completion of Community Emergency Access Route coordination with the Local Hazard Mitigation Plan (LHMP)
- Continuation of Regional Asset Management Systems
- Air Quality Monitoring in Town of Mammoth Lakes

Planning Emphasis Areas/FAST Act Planning Factors

The Federal Highway Administration (FHWA), in consultation with the Federal Transit Administration (FTA), developed Planning Emphasis Areas (PEAs) to promote policy, procedural, and technical topics that are to be considered by MPOs and RTPAs in preparation of work plans. In addition to PEAs, the FAST Act expanded the scope of factors to consider in the transportation planning process.

Planning Emphasis Areas

The three PEAs are described below:

- MAP-21/FAST Act Implementation- *Transition to performance-based planning and programming*. The development and implementation of performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.
- Models of Regional Planning Cooperation-*Ensure a regional approach to transportation planning by promoting cooperation and coordination across agencies*. To improve effective of transportation decision-making, a coordinated approach should support common goals and capitalize on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across regions.
- Ladders of Opportunity-*Access to essential services*. Agencies that are a part of the transportation planning process should identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation. Suggested OWP tasks include developing and implementing analytical methods to identify these gaps.

FAST Act Planning Factors

The FAST Act carried forward and expands the performance-based transportation planning framework established under MAP-21. Transportation legislation lists ten factors that must be considered as part of the transportation planning process for all MPOs and RTPAs. The ten factors are addressed in the OWP, where applicable, include:

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

Federal Planning Emphasis Areas/FAST Act Planning Considerations and OWP Tasks Table 3.1 outlines FY 2020/21 OWP Work Elements that address and support each Planning Emphasis Area and FAST Act Planning Consideration. As illustrated below, all PEAs and FAST Act Planning Considerations are integrated into Mono County LTC's FY 2020/21 work program.

3.1 FY 2020/21 OWP Work Elements and Planning Emphasis Areas/Planning Considerations

		Work Elements
PEAs	MAP-21/Fast Act Implementation	200.1, 700.1
	Models of Regional Planning Cooperation	100.1, 200.1, 200.2, 200.3, 800.1, 900.3 & .4, 900.5, 900.8
	Ladders of Opportunity	100.1, 100.3
FAST Act Planning Factors	Economic Vitality	200.1, 200.2, 200.3, 900.3 & .4, 900.7
	Safety of Transportation Systems	200.2, 700.1, 700.2,
	Security of Transportation Systems	100.3, 200.1, 200.2, 200.3
	Accessibility and Mobility	200.1,200.2, 200.3, 700.1, 800.2, 900.3 & .4, 900.6
	Environment, Conservation, and Quality of Life	200.2, 200.2, 300.1, 700.1, 800.1, 900.6
	Connectivity of Modes	200.1, 200.3, 700.1, 800.1 & .2, 900.6
	Efficient Management and Operations	100.3, 200.2, 700.1, 900.3 & .4
	Preservation of Systems	200.1, 700.1, 900.3 & .4
	Reliability of Systems	200.1, 700.1, 700.2, 900.3 & .4
	Enhance Travel and Tourism	200.1, 700.1, 700.2,800.2, 900.6

FY 2020/21 OWP

LTC's planning activities are divided into 19 Work Elements. Funding sources for LTC planning activities include a combination of RPA and PPM dollars. Table 4.1 list the Work Element and the total estimated cost for each. The following pages contain a detailed description of each of the work elements for the OWP, including work tasks, work products, estimated benchmarks, and estimated costs. A detailed summary table containing estimated cost and funding sources for all work elements is still in development. A few of the Work Elements, such as 200.3, will changed once complete details of tasks, future projects and funding requests are identified.

4.1 Total Budgeted Amount by Work Element

Work Element	Description	RPA Amount	PPM Amount
100.1	Agency Administration and Management	20,000	
100.2	Overall Work Program Development & Admin	20,000	
100.3	Training and Professional Development	7,000	
200.1	Regional Transportation Plan	6,000	
200.2	RTP Implementation and Monitoring	6,000	
200.3	Multi Modal Planning	65,000	10,000
300	VMT Implementation		
300.1	VMT and Implementation	20000	
400	<i>Reserved for future needs</i>		
500	<i>Reserved for future needs</i>		
600.1	Transportation Grant Funding (non-RPA)	2,000	
700.1	Regional Transportation Improvement Program	3,000	
700.2	Project Development and Project Study Reports		100,000
800.1	Regional Transportation Planning	4,000	
800.2	Regional Transit Planning and Coordination	5,000	
900.1	Planning, Monitoring and Traffic Management	9,000	
900.2	Regional Data Collection Equipment	11,000	
900.3	Regional Asset Management - RPA	30,500	
900.4	Regional Asset Management - PPM		25,000
900.5	Air Quality Monitoring	500	
900.6	Trails Planning	4,000	
900.7	Community Traffic Calming / Complete Streets / Design	7,000	
	Total	\$220,000	\$135,000
	Budget	230,000	135,000
	Reserve RPA/PPM	\$10,000	TBD

Work Elements to be deleted from 2019/2020 OWP:

- WE 501-15-0 Airport Access Planning
- WE 614-15-2 Alternative Fueling Station Corridor Policy
- WE 616-15-0 Community Emergency Access Route Assessment
- WE 617-15-0 Community Way Finding Design Standards
- WE 908-14-1 Regional Maintenance MOU

COVID -19

Task and projects in this OWP may be delayed at times during the COVID-19 pandemic for other higher priority needs. If there are instances where tasks or projects will be delayed, staff will prioritize end products to meet the needs of Mono County and Town of Mammoth Lakes.

Work Element 100—Agency Administration and Management

The tasks in this work element cover activities related to the overall administration of LTC's transportation planning program. All tasks are annual or ongoing activities undertaken to maintain compliance with regulations, organize and manage activities, and staff training.

100.1 General Administration and Management

Purpose: This task includes general administrative functions related to transportation planning and implementation of the Regional Transportation Plan goals and policies. This may include preparation of Commission agendas, reports, public noticing, and other administrative functions of the Commission.

Previous Work:

This work element provides ongoing transportation focused administrative duties. Work includes agendas, reports, public notices, and general coordination for the transportation planning activities of staff and the commission.

Task Elements:

- Preparation of required reports and memoranda supporting the activities of the LTC.
- Management and administration of budgets and agreements.
- Preparation of billings and reimbursements and other related activities.
- LTC support, such as providing staff reports, researching LTC/RTPA issues, preparation of board/public meeting materials, and attendance at LTC regularly and special meetings.

Expected Products:

- Monthly agenda meeting materials for LTC board meetings and other public hearings, as needed.
- Miscellaneous reports, analyses, correspondence, task summaries and memoranda, and funding management and invoicing for LTC, as needed.

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$5,000	\$15,000	\$20,000

100.2 Overall Work Program Development and Administration

Purpose: This task includes administration of FY 2020/21OWP and development of the FY 2020/21 in cooperation with other local, state, or federal agencies. This task also includes OWP amendments, as needed.

Previous Work: This WE will be reporting on, and amendments to the current FY 2019/20 OWP.

Task Elements:

- Administration of the FY 2020/21 OWP.
- Quarterly reporting of current year OWP progress and billing.
- Implementation of the OWP including amendments.
- Development and preparation of the FY 2021/22

Expected Products:

- FY 2020/ OWP quarterly reports.
- Amendments to the OWP, as needed.
- An adopted FY 2020/21 OWP
- Prior FY 2019/20 deliverables
- FY 2021/22 OWP

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$10,000	\$10,000	\$20,000

100.3 Training and Professional Development (formerly WE 1000-12-0)

Purpose: This task includes training and professional development opportunities related to transportation planning for staff. Staff must be up to date on current federal, state, and local regulations and policies that relate and affect transportation. Training may include topics related to SB 1, SB 743, Transportation Development Act (TDA), Manual on Uniform Traffic Control Devices (MUCTD) requirements, Local Assistance, Federal Highway Administration (FHWA), Caltrans, and others.

Previous Work: Attendance in various webinars such as SB 1, and SB 743 implementation for rural agencies.

Task Elements:

- Attendance by staff for necessary workshops, conferences, webinars, and/or other transportation planning events.

Expected Products:

- Training documentation and attendance.

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$4,000	\$3,000	\$7,000

Work Element 200—Regional Transportation Series

The tasks of this Work Element are to maintain, monitor, amend as needed the Regional Transportation Plan (RTP). This task is performed cooperatively by Mono County and Town of Mammoth Lakes staff. The series includes RTP development, monitoring, and multi modal planning efforts.

200.1 Regional Transportation Plan (formerly WE 200-12-0)

Purpose: The objective of the RTP is to maintain an up to date transportation plan that furthers the goals, policies, actions, and assessment of current modes on a regional and local basis. This element also coordinates other agency documents that are transportation related (such as the TOML and Mono County Housing Elements).

Previous Work: Update and adoption of the 2019 Regional Transportation Plan and CEQA adoption documentation.

Task Elements:

- Evaluate and revise transportation policies as needed. This includes identification of future transportation needs/improvements.
- Continue public engagement and outreach to community groups on transportation related topics.
- Review state and federal agency planning documents for consistency with 2019 RTP.
- Review capital improvement programs from TOML and County for consistency with 2019 RTP.

Expected Products:

- Report on and agendas from meeting with Regional Planning Advisory Committees (RPACs) and/or other stakeholders on transportation related issues
- Identification of future community needs and opportunities for RTP implementation
- Determine RTP amendments as necessary to comply with Regional Transportation Guidelines

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$1,000	\$5,000	\$6,000

200.2 Regional Transportation Plan Monitoring (formerly WE 202-16-1)

Purpose: Regional transportation is a changing environment that must be monitored to remain up to date on legislation, funding opportunities, and current planning efforts. The purpose of this Work Element is to stay current on legislation and statutory requirements to maintain an adequate RTP.

Previous Work: This work element that has been separated out to highlight legislation tracking and planning document review to ensure consistency in all planning efforts with the adopted Regional Transportation Plan. Past and current examples include; Proposition 6 (effort to repeal SB 1), SB 152 (changes to Active Transportation Program formulas), SB 743 (VMT implementation), and Coronavirus Aid, Relief and Economic Security Act (CARES).

Task Elements:

- Track transportation state and federal legislation
- Track new funding opportunities
- Review California Transportation Commission (CTC) and/or Caltrans policy changes
- RTP consistency with Regional Transportation Improvement Program

Expected Products:

- RTP amendments as necessary
- Additional funding opportunities
- Correspondence to state and federal representatives on areas of concern (as determined by the Commission)

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$1,000	\$5,000	\$6,000

200.3 Multi Modal Planning (WE 900-12-0)

Purpose: Development of and implementation of multi-modal transportation plans for the TOML and County. Examples include: Mobility Element, Mobility Hub, Walk Bike Ride, and other programs. This would also include update to the TOML transportation model. These plans and models would provide for coordinated development programs that include housing, transit, bike, and ped transportation facilities.

Previous Work: This work element is a multi-year effort. The TOML continues to work on the update to the transportation model. that has been separated out to highlight legislation tracking and planning document review to ensure consistency in all planning efforts with the adopted Regional Transportation Plan. Past and current examples include; Proposition 6 (effort to repeal SB 1), SB 152 (changes to Active Transportation Program formulas), SB 743 (VMT implementation), and Coronavirus Aid, Relief and Economic Security Act (CARES).

Task Elements:

- TOML new traffic model
- TOML new Mobility Hub study
- Transportation studies to support development of the Parcel
- RTP integrating of TOML Transportation Planning Documents and modeling analysis

Expected Products:

- Updated RTP and policies changes as needed
- Integrated of TOML traffic model
- Transportation needs of the Parcel
- Various TOML Planning Documents

Estimated Benchmarks: TOML traffic model – August 2020, Mobility Hub study – January 2021, Transportation studies to support development of the Parcel – July 2021

Estimated Completion Date: Major components of this work element are estimated to be completed by June 2020.

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	60,000	\$5,000	\$65,000
PPM	10,000		\$10,000

Work Element 300—Vehicles Miles Traveled and Implementation

The task of this Work Element is compliance and implementation of Senate Bill 743 mandated by the Governor’s Office of Planning and Research (OPR) to develop a new metric for determining the level of significance of transportation impacts under the California Environmental Quality Act (CEQA).

300.1 VMT Planning and Implementation (new)

Purpose: California Senate Bill 743 (SB 743) represents a change in land use development planning and potential transportation impacts. The law changes how transportation impacts are measured in the review of land use and transportation plans and projects under the California Environmental Quality Act (CEQA). SB 743 removes automobile delay as the primary measure of transportation impacts of environmental significance, typically measured by traffic level of service (LOS), and replaces it with vehicle-miles traveled (VMT). Once this study is completed, this item would reside under WE 900.1 as an on-going work element.

Previous Work: This is a new work element.

Task Elements:

- Prepare request for proposal (RFP) for VMT study and VMT CEQA checklist
- Select consultant
- Review administrative draft study
- Adopt VMT study
- Amend the RTP

Expected Products:

- RFP and consultant selection
- Administrative review of draft VMT study
- Final VMT study and VMT CEQA checklist
- RTP amendment

Estimated Benchmarks: RFP – August 2020, Consultant selection Fall/Winter 2020, Draft VMT study – Spring 2021, Adopt VMT study – Summer 2021, RTP amendment – Fall 2021

Estimated Completion Date: Fall 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$	\$20,000	\$20,000
SB 2 Grant	\$	\$30,000	\$30,000

600 Transportation Grant Funding

This Work Element is to research funding sources for regional transportation planning efforts and grant funding for transportation studies. This includes staff time to research and apply for grant opportunities

600.1 Non-RPA Transportation Funding (formerly 600-12-0)

Purpose: This Work Element supports efforts to secure non-RPA funding for transportation purposes. These grant funds can be effectively leveraged to support more-detailed transportation planning efforts intended to enhance the circulation network. This work element is funded by RPA funds.

Previous Work: Grant submittal of a Caltrans Sustainable Transportation Planning Grant in 2019.

Task Elements:

- Research state and federal grants
- Apply for grants that address identified needs
- Letters of support to other agencies grant submittal

Expected Products:

- Grants programs researched
- Grant applications submitted

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: This is an annual work element

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$1,000	\$1,000	\$2,000

Work Element 700—Regional Transportation Improvement Program (RTIP) and Project Development Series

The RTIP and Project Development Series is the design and programming of various work element for projects that are ready for construction funding. The funding may come from a variety of federal (FTIP, grants), state (STIP, grants) and local sources (SB 1, grants).

700.1 RTIP (formerly WE 701-12-1)

Purpose: The RTIP is a two-year planning and programming document that is adopted in odd calendar years. The funds can be used for road, transit, bike, and pedestrian construction projects. The funding comes from a variety of federal, state, and local sources. Regional and local projects cannot be programmed or allocated by the California Transportation Commission (CTC) without a current RTIP.

Previous Work: Adoption of 2020 RTIP, Consistency determination of the 2020 RTIP to the 2019 Regional Transportation Plan, and consistency of the 2020 RTIP with CTC guidelines.

Task Elements:

- Coordinate with statewide, regional, and local planning agencies on future capital projects
- Coordinate with MOU partners on funding and revised MOU time frames when necessary
- Develop programming needs and/or projects for the 2022 RTIP
- Monitor / amend the 2020 RTIP as necessary

Expected Products:

- This is an ongoing project and applies to development of any amendments needed for the 2020 RTIP
- Identify any 2022 RTIP needs

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: March 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$1,000	\$1,000	\$2,000

700.2 Project Development Work / Project Study Reports (formerly 700-12-0)

Purpose: This WE will develop Project Initiation Documents (PID) and Project Study Reports (PSR) for future construction programming. PIDs are planning documents used to determine the type and scope of a project. PSRs are a type of PID document that include engineering reports on the scope, schedule, and estimated cost of a project. A PSR is used to program the project for State Transportation Improvement Program (STIP) funding.

PID and PSR work under this element can also include development of trail projects with Active Transportation Program (ATP) or Recreational Trails Program (RTP) funding opportunities.

Previous Work: PSRs to support RTIP funding in 2020. Examples include; Long Valley PSR, Airport Road PSR, TOML Local Roads PSR, and Eastside Lane phase 2 PSR.

Task Elements:

- Complete sighting, engineering, and technical studies to support the development of PSR's and PID's
- Conduct public outreach and research to support the development of PSR's and PID's
- Maintain a list of fundable and construction ready projects
- Review emergency access routes for PSR development consistent with Local Hazard Mitigation Plan (LHMP)

Expected Products:

- PIDs and PSRs development
- Other technical studies needed for project development

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: May/June 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
PPM	\$50,000	\$50,000	\$100,000

Work Element 800—Regional Transportation Planning Series

This Work Element is to improve multi-modal access between the Eastern Sierra and other regions, such as Nevada, Southern, and Central California. Interagency partners include National Park Service, US Forest Service, Kern Council Of Governments (COG), San Bernardino County Transportation Agency (SBCTA), and Inyo County LTC.

800.1. Regional Transportation Planning (formerly 800-12-1)

Purpose: This work element includes coordinating with Rural Counties Task Force (RCTF), Kern Council of Governments, San Bernardino County Transportation Agency, and Inyo County Local Transportation Commission on current issues, funding opportunities, and MOU projects. Kern COG, SBCTA, Inyo, and Mono LTCs make up the Eastern California Transportation Planning Partnership.

Previous work: Staff participation and attendance with the Eastern California Transportation Planning Partnership (ECTPP), and Rural Counties Task Force. The ECTPP and staff met twice last year. RCTF and staff participated in five meetings last year.

Task Elements:

- Member of Eastern California Transportation Planning Partnership
- Monitor MOU projects between SBCTA, Inyo County, and Kern Council Of Governments (COG) and make/review any necessary changes to existing MOU's
- Participation in Rural Counties Task Force (RCTF) via phone/video conference
- Participate as needed with the Mono County Collaborate Planning Team
- Collaborative work with Inyo and Humboldt Toiyabe National Forest, Bureau of Land Management, and National Park Service as needed

Expected Products:

- Attend Collaborate Planning Team meetings
- Updating MOUs and coordinate funding for each agency
- Work with Rural Counties Task Force (RCTF) on statewide transportation matters including SB 743
- Attend Rural Counties Task Force meetings once a quarter via phone conference as available

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: This is an annual work element

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$1,000	\$3,000	\$4,000

800.2 Regional Transit Planning and Coordination (formerly WE 300-12-0)

Purpose: Coordination on transit and transit related issues and/or policies with Easter Sierra Transit Authority (ESTA) and Yosemite Area Regional Transit System (YARTS). This may include holding public transit workshops to identify transit issues, unmet needs, planning additional service routes, and coordination between transit operators and the Commission.

Previous work: Staff and Commission participation with YARTS on 2020 summer service (123 service days) and increase in annual in LTF funding (now \$40,000/yr). In conjunction with ESTA, conduct unmet transit and transportation needs with RPACs.

Task Elements:

- Attend stakeholder meetings as appropriate
- Conduct community outreach on an annual basis
- Seasonal transit workshop – these would be general transit needs meetings with TOML, RPAC groups and other interested nonprofits
- Meet with Social Service Advisory Committee (SSTAC) members as needed
- Collect Unmet Transit needs for community
- Incorporate Intelligent Transportation System (ITS) Plan policy into transit plans

Expected Products:

- Identify Unmet and regional transit needs for annual Local Transportation Fund allocation in June of each fiscal year. This may include community meeting agendas, comments, and outcomes for Unmet Transit needs
- Identification of any general or contractual transit needs or service issues with the region
- Participate with YARTS, including support to the Authority Advisory Committee and Governing Board and consideration of annual operating schedules or funding
- Annual allocation of STA and LTF funds

Estimated Benchmarks: Unmet Transit needs process January – June 2021, Consultation with YARTS – February 2021, Annual STA/LTF allocations June 2021

Estimated Completion Date: June 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$1,000	\$4,000	\$5,000

900 Asset Management and Traffic Issues

Mono County and the Town of Mammoth Lakes make base operational decisions and work priorities off of data. For the past two decades, the organizations have incrementally developed a comprehensive enterprise-scale GIS to house the information necessary to make those decisions and continue to prioritize work efforts to keep the information within Asset Management up to date.

This is fundamentally important as we strive for data-driven decision making in the way that we manage transportation assets throughout the region. To ensure that we can continue doing so in the future, there is an ongoing commitment of staff resources and funding to ensure that we have the appropriate data needed to drive and carry projects.

At the core of this are a series of transportation and asset management datasets which contain information on a variety of elements which exist within the right of way and are managed as part of our overall transportation infrastructure. In order to adequately perform planning work for future efforts, we must continue to maintain this data to ensure that we have the right information to help with our decision making.

900.1 Planning, Monitoring, and Traffic Management Issues (formerly 900-12-0)

Purpose: The purpose of this Work Element is to provide for the planning review and monitoring of various transportation improvements and traffic management issues. These tasks support local and regional transportation planning, including safety, multimodal infrastructure, vehicle use, vehicle miles traveled, bike and peds counts, etc.

Previous work: TOML Biannual Traffic Study, Town Annual Traffic Report, and North Village cut through Study, TOML VMT modeling

Task Elements:

- Conduct applicable reviews, such as analysis of non-motorized features
- Street parking management studies
- Perform studies such as: traffic volume, speed studies, turning movements, VMTs, and sight distance studies
- Pedestrian / bike user counts

Expected Products:

- Staff support on the Mobility Element update to help identify future projects under walk, bike, ride
- Various TOML studies (traffic volume, speed, turning movements, sight distance studies, VMT surveys and background data, and bike/ped counts)
- Update to TOML VMT model

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June of 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$7,000	\$2,000	\$9,000

900.2 Regional Data Collection Equipment (formerly 902-12-2)

Purpose: This Work Element will purchase equipment for counting vehicles, cyclists, and pedestrians. WE may include associated software, to support current monitoring and transportation planning activities. Data collected through purchased equipment will be used to analyze the use (number, patterns, and trends) of various transportation facilities, including sidewalks, bike trails, and roadways and will be used to aid in planning future transportation policies, programs, and capital projects to improve safety and reduce vehicle use at the local level.

Previous work: Annual of purchase of equipment. Collection of trail use data for Lower Rock Creek Trail (a first for the County).

Task Elements:

- Purchase equipment and software if necessary
- Trail Counter purchase

Expected Products:

- Purchase equipment
- Trail and or traffic counters
- Reports to be compiled and determine usage rates at various recreation hubs. This data will be used to implement WE 900.1 and 900.3.
- Collect trail and traffic counts

Estimated Benchmarks: Order trail counters – Summer 2020, take delivery of trails counters summer 2020

Estimated Completion Date: June of 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$5000	\$6000	\$11,000

900.3 Regional Asset Management System - RPA (formerly 903-12-1)

Purpose: This work element is done on a regional basis to provide a comprehensive and consistent program around asset management. Because the staff necessary to do the appropriate work are County employees, 100% of the budget is allocated to the County, despite the fact that some of the work being done is within and for the TOML.

This work element covers staff time necessary to continually develop and maintain an inventory of Right-of-Way, encroachments, culverts, signs, and other transportation issues or facilities in order to have the best possible data on current and or future projects. This is quantitative baseline data helps staff analyze and prioritize potential projects.

Previous Work: On going work to develop and maintain an Asset Management System to help inventory and track transportation infrastructure.

Task Elements:

- Catalog and report all transportation related infrastructure as a baseline quantitative data set. These may include current pavement conditions, ROWs, culverts, signs, traffic counts, trail counts, center line data, lane miles, etc.
- Improve centerline data quality
- Integrate linear reference information into future projects
- Provide support to TOML and for County regarding transportation data base requests

Expected Products:

- Updated transportation and attribute data to ensure accuracy of GIS
- Provide reports that prioritize, and plan future projects related to asset management information (decision tool)

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June of 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA		\$30,500	\$30,500

900.4 Regional Asset Management System - PPM (formerly 903-12-1)

Purpose: This work element is done on a regional basis to provide a comprehensive and consistent program around asset management. Because the staff necessary to do the appropriate work are County employees, 100% of the budget is allocated to the County, despite the fact that some of the work being done is within and for the TOML.

This work element covers staff time necessary to continually develop and maintain an inventory of Right-of-Way, encroachments, culverts, signs, and other transportation issues or facilities in order to have the best possible data on current and or future projects. This is quantitative data is used for project develop such as PIDs and PSRs.

Previous Work: On going work to develop and maintain an Asset Management System to help inventory and track transportation infrastructure. This data is used to develop PIDs, PSRs, and capital projects.

Task Elements:

- Catalog and report all transportation related infrastructure including current pavement condition information and Pavement Management System (PMS)
- Provide reports to plan future maintenance in a cost-effective matter
- Improve center line data quality
- Integrate linear reference dataset into highway and road projects
- Provide support to TOML for County and TOML on transportation data request

Expected Products:

- Asset management data used to develop PIDs and PSRs
- Integrate findings into existing plans such as the five-year Capital Improvement Plan and the Transportation Asset Management Plan

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June of 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
PPM	\$	\$25,000	\$25,000

900.5 Air Quality Monitoring and Planning TOML (formerly 803-13-1)

Purpose: The purpose of this work element is to offset a portion of the cost for the daily monitoring and collection of air pollution data in Mammoth Lakes associated with particulate matter created by vehicle use (cinders and tire wear) and other emissions in Mammoth Lakes. The data is utilized to monitor the effects of Vehicle Miles Traveled on air pollution and measure the effects of proposed or implemented transportation infrastructure improvements and maintenance policies. The work effort supports the policies and programs of the Great Basin Unified Air Pollution Control District, who coordinates regional air quality monitoring and improvement programs.

Task Elements & Products:

- Annual daily air pollution data and reporting

Estimated Benchmarks: N/A

Estimated Completion Date: On going work element

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$500	\$	\$500

900.6 Regional Trails Planning (formerly WE 201-12-1)

Purpose: This work element will review community projects and implementation of the Trail and Bike Plans. This component may also consider Off Highway Vehicle (OHV) connections within and adjoining communities with public lands (combined use roads). Significant planning efforts and various design standards have been developed by the TOML, Mammoth Lakes Trails and Public Access (MLTPA), and Mammoth Lakes Recreation (MLR). Trail planning within the County will follow existing templates, and standards where possible.

Previous work: Met with trail proponents (Community Service Area 1 and MLR) on projects in the greater Long Valley area. Staff has reviewed future road rehabilitation projects for incorporation of bike lanes and other features where appropriate. Staff meets quarterly with Mammoth Lakes Recreation (MLR) to collaborate on various bike/ped activities throughout the County. Supported Adventure Cycling Association pursuit of USBR 85 through Mono County. Staff will incorporate previous studies into this GIS task/data layer. Project Study Reports (PSRs) and any related work on specific trail development or implementation of will be funded with PPM funds or CSA 1 funding.

Task Elements:

- Conduct collection of GIS data and mapping to plan for future trail alignments
- Continue agency collaboration for trails planning and multi-modal accessibility including possible OHV connections
- Develop and refine trails plans and concepts for bike/ped system components where there is an interest
- Investigate and identify funding sources for trail projects
- Develop mapping and baseline data for inclusion into WE 900.3
- Work with BLM, USFS, TOML, and MLR to ensure cohesive trail planning
- Develop a Regional Trails Plan for greater Long Valley area (CSA 1 trails and connectively plan – Tom’s Place, Whitmore, to Sherwin Creek / Sawmill Cutoff Road)

Expected Products:

- Preliminary trail alignments for Long Valley area CSA 1
- Long Valley area CSA 1 trails program from Tom’s Place, Whitmore, to Sherwin Creek / Sawmill Cutoff Road
- Combined Use demonstration plan that would make OHV connections with communities and adjoining public lands

Estimated Benchmarks: Preliminary trail alignments – Summer / Fall 2020, Long Valley area CSA 1 trails program – June 2021

Estimated Completion Date: On going tasks

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$2,000	\$2,000	\$4,000
CSA 1		TBD	

900.7 Community Traffic Calming, Complete Streets and Design Standards (formerly 804-15-1)

Purpose: Develop and maintain standards for complete streets and traffic-calming measures for application in neighborhoods and community areas to increase safety and livability for Mono County communities. RTP policies require transportation improvements to consider complete streets and other traffic calming measures.

Task Elements:

- Continue to conduct community transportation planning efforts including, Main Street Projects (Bridgeport, Lee Vining, June Lake), Corridor Management Plan, etc.
- Conduct review of June Lake Village traffic patterns, conduct traffic counts, parking and snow storage constraints, and possible solutions to improve circulation in the Village
- Assess neighborhood & community issues, opportunities & constraints in the unincorporated area, with a focus on June Lake
- Draft new county road standards

Expected Products:

- Update of Mono County Road Standards

Estimated Benchmarks: Update of Mono County Road Standards – June of 2021

Estimated Completion Date: June of 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA		\$7,000	\$7,000

Work Task		Draft RPA/PPM Funding Breakdown					
Work Element	Description	Town of Mammoth Lakes		Mono County		TOTAL COST	
		PPM	RPA	PPM	RPA	PPM	RPA
100.1	General Administration and Management		5000		15000	0	20000
100.2	Overall Work Program Development and Administration		10000		10000	0	20000
100.3	Training and Professional Development <i>(WE 1000)</i>		4000		3000	0	7000
200.1	Regional Transportation Plan		1000		5000	0	6000
200.2	Regional Transportation Plan Implementation <i>(WE 202-16-1)</i>		1000		5000	0	6000
200.3	Multi Modal Planning	10000	60000		5000	10000	65000
300.1	VMT and Implementation				20000		20000
				SB 2	TBD		
600.1	Transportation Grant Funding		1000		1000	0	2000
700.1	RTIP <i>(WE 701-12-1)</i>		1000		2000	0	3000
700.2	Project Development / PSR work <i>(WE 700-12-0)</i>	50000		50000		100000	0
800.1	Interregional Planning <i>(WE 800-12-1)</i>		1000		3000	0	4000
800.2	Regional Transit Planning and Coordination <i>(WE 300-12-0)</i>		1000		4000	0	5000
900.1	Planning, Monitoring and Traffic Management Issues <i>(WE 900-12-0)</i>		7000		2000	0	9000
900.2	Regional Data Collection Equipment <i>(WE 902-12-2)</i>		5000		6000	0	11000
900.3	Regional Asset Management System - RPA <i>(WE 903-12-1)</i>				30500	0	30500
900.4	Regional Asset Management System - PPM <i>(WE 903-12-1)</i>			25000		25000	
900.5	Air Quality Monitoring and Planning TOML		500				500
900.6	Regional Trails Planning <i>(WE 201-12-1)</i>		2000		2000		4000
				CSA 1	TBD		

Work Element	Description	Town of Mammoth		Mono County		TOTAL COST	
		PPM	RPA	PPM	RPA	PPM	RPA
900.7	Community Traffic Calming, Complete Streets & Design Standards <i>(WE 804-15-1)</i>				7000		7000

Draft subtotal funding amounts

\$ 135,000 \$ 220,000

RPA \$ 230,000.00

PPM \$ 135,000.00

rollover any rollover will augment base budget with formal amendment

GLOSSARY OF TERMS AND ACRONYMS

Active Transportation Program (ATP): Created in 2013 by the passage of SB 99 and AB 101, the Active Transportation Program consolidates existing federal and state transportation programs into a single program with a focus to make California a national leader in active transportation. The purpose of the Active Transportation Program is to encourage increased use of active modes of transportation by achieving the following goals:

- ◆ Increase the proportion of trips accomplished by biking and walking,
- ◆ Increase safety and mobility for non-motorized users,
- ◆ Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009),
- ◆ Enhance public health and ensure that disadvantaged communities fully share in the benefits of the program, and
- ◆ Provide a broad spectrum of projects to benefit many types of active transportation users.

Airport Land Use Commission (ALUC): The fundamental purpose of ALUCs is to promote land use compatibility around airports. As expressed in state statutes, this purpose is "... to protect public health, safety, 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 to the extent that these areas are not already devoted to incompatible uses." The statutes give ALUCs two principal powers by which to accomplish this objective:

1. ALUCs must prepare and adopt an airport land use plan; and
2. ALUCs must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

California Environmental Quality Act (CEQA): A statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

Eastern California Transportation Planning Partnership (ECTPP): This group is made of Inyo County Local Transportation Commission (ICLTC), Kern Council of Governments (Kern COG), MCLTC, San Bernardino County Transportation Agency (SBCTA), and Caltrans District 9. Other Caltrans Districts also participate (District 6 in Fresno and District 8 San Bernardino) depending on project location or District involvement.

Eastern Sierra Transit Authority (ESTA): The Eastern Sierra Transit Authority (ESTA) was established in November of 2006 as a Joint Powers Authority between the Counties of Inyo, Mono, the City of Bishop, and the Town of Mammoth Lakes. ESTA is the public transit agency created to provide for public transportation in and for the four member jurisdictions and throughout the entire Eastern Sierra region.

Federal Highway Administration (FHWA): An agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands).

Fixing America's Surface Transportation (FAST) Act: A federal law enacted in 2015 to provide long-term funding for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public

transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

Interregional Transportation Improvement Program (ITIP): The ITIP is a five-year program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline. The ITIP is prepared by the California Department of Transportation (Caltrans) and is submitted to the California Transportation Commission (CTC) for approval.

Local Transportation Fund (LTF): The LTF is derived from a 1/4-cent general sales tax collected statewide. The State Board of Equalization, based on the sales tax collected in each county, returns the sales tax revenues to each county's LTF. The LTF was created in 1971 when legislation was passed to provide funding to counties for transit and non-transit related purposes.

Memorandum of Understanding (MOU): An agreement between two (or more) parties. It expresses a convergence of will between the parties, indicating an intended common line of action. Many government agencies use MOUs to define a relationship between agencies.

Metropolitan Planning Organization (MPO): MPOs are the regional planning entities in urbanized areas, usually an area with a population of 50,000 or more. There are 18 MPOs in California, accounting for approximately 98% of the state's population.

Mono County Local Transportation Commission (MCLTC): MCLTC is the recognized RTPA for the Town of Mammoth Lakes and County.

Overall Work Program (OWP): MCLTC annually adopts a budget through the preparation of an Overall Work Program. This work program describes the planning projects and activities or work elements that are to be funded, and the type of funds that will pay for the expenditures.

Planning, Programming, and Monitoring (PPM): PPM is funding allocated by the California Transportation Commission (CTC) through the State Transportation Improvement Program (STIP). Designated uses of PPM include:

- ◆ Regional transportation planning – includes development and preparation of the regional transportation plan;
- ◆ Project planning – includes the development of project study reports or major investment studies conducted by regional agencies or by local agencies, in cooperation with regional agencies;
- ◆ Program development – includes the preparation of regional transportation improvement;
- ◆ Monitoring the implementation of STIP projects – includes project delivery, timely use of funds, and compliance with state law and CTC guidelines.

Project Initiation Document (PID): a report that documents the purpose, need, scope, cost, and schedule for a transportation project. The PID identifies and describes the viable alternatives to a transportation problem.

Project Study Report (PSR): A report of preliminary engineering efforts, including a detailed alternatives analysis, cost, schedule, and scope information for a transportation project. A PSR also includes estimated schedule and costs for environmental mitigation and permit compliance.

Regional Transportation Improvement Program (RTIP): MCLTC submits regional transportation projects to the California Transportation Commission (CTC) for funding in a list called the RTIP. The RTIP is a five-year program that is updated every two years. Projects in the RTIP are funded from the Regional Improvement Program (RIP).

Regional Transportation Plan (RTP): The Regional Transportation Plan has been developed to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mono County residents over the next 20 years. This document is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mono County.

Regional Transportation Planning Agency (RTPA): County or multi-county entities charged by state law in meeting certain transportation planning requirements. As the RTPA for Mono County, MCLTC coordinates transportation planning for the Town of Mammoth Lakes and County.

Rural Counties Task Force (RCTF): There are 26 rural county Regional Transportation Planning Agencies (RTPAs) or Local Transportation Commissions represented on the Rural Counties Task Force (RCTF). The RCTF is an informal organization with no budget or staff that generally meets every other month. A member of the CTC usually acts as liaison to the RCTF, and CTC and Caltrans staff typically attend these meetings to explain and discuss changing statewide transportation issues that may be of concern to the rural counties.

Rural Planning Assistance (RPA): Annually the 26 rural RTPAs receive state transportation planning funding, known as RPA, on a reimbursement basis, after costs are incurred and paid for using local funds.

Social Services Transportation Advisory Council (SSTAC): Consists of representatives of potential transit users including the general public, seniors and/or disabled; social service providers for seniors, disabled, and persons of limited means. The SSTAC meets at least once annually and has the following responsibilities:

- ◆ To maintain and improve transportation services to County residents of, particularly the elderly and transit dependent
- ◆ Review and recommend action to the MCLTC relative to the identification of unmet transit needs and advise the Commission on transit issues, including coordination and consolidation of specialized transportation services.
- ◆ Provide a forum for members to share information and concerns about existing elderly and handicapped transportation resources.

State Transit Assistance (STA): These funds are provided by the State for the development and support of public transportation needs. They are allocated by the State Controller's Office to each county based on population and transit performance.

State Transportation Improvement Program (STIP): The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The STIP has two funding programs, the Regional Improvement Program, and the Interregional Improvement Program.

Transportation Development Act (TDA): The Transportation Development Act was enacted in 1971 and provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and

the State Transit Assistance fund (STA). The TDA funds a wide variety of transportation programs, including planning and programming activities, pedestrian and bicycle facilities, community transit services, and public transportation projects. One of MCLTC's major responsibilities is the administration of TDA funds.

Yosemite Area Regional Transportation System (YARTS): a joint powers agreement between Merced, Mariposa, and Mono Counties created in September 1999 to improve transportation to and from Yosemite National Park.



Making Conservation
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DEPARTMENT OF TRANSPORTATION

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March 30, 2020

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

Mono County Local Transportation Commission 2019 Overall Work Program (OWP)

Dear Mr. LeFrancois,

Thank you for the opportunity to review the Mono County Local Transportation Commission's (MCLTC) draft Overall Work Program for Fiscal Year (FY) 2020-2021. Caltrans has the following comments for your consideration:

General Comments

- In previous OWPs, MCLTC structured their Work Elements to have separate sections for Objective, Discussion, Previous Work, Work Activity (in a numbers sequence), End Products, Ongoing Task, and Funding Source.
 - Each Work Element must have a Previous Work (FTA Circular 8100.1C - Appendix A) narrative section. This section should reflect the progress made by MCLTC in carrying out the prior year's OWP. It should also clearly identify any incomplete activities from previous fiscal years as carryover activities.
 - In each Work Element, the "Estimated Benchmarks" and "Estimated Completion Date" narratives are insufficient. Indicating "TBD" or "Ongoing Work Element" do not identify timeframes.
 - The Schedule for Completion (23 CFR 450.308c) must identify Work Elements/Work Tasks which will be completed. They must have a schedule that details and identifies significant milestones to be accomplished throughout the fiscal year and in sufficient detail to indicate who will perform the work (MCLTC, County, TOML), the schedule for completing the work, and the resulting products.
 - Many of the Work Elements indicate an Estimated Completion Date of June 2021. Please provide more specific dates.

Specific Comments

- **Introduction**
 - Caltrans commends MCLTC for making great improvements to the Introduction section of their OWP. Breaking the Introduction into sections allows for better flow and distinct characteristics. However, the following general comments must be incorporated into the final OWP.

Mr. Gerry LeFrancois
 March 30, 2020
 Page 2

- Please correct numbered sections. The numbered sections are confusing and not arranged chronologically, sections go from 1.1 to 1.5 then jumps to 10, 20, 30.
 - The tables in the Introduction should be updated to coincide with natural chronological order or coincide with the sub-sections (1.1, 1.2, 3.1, 4.1).
 - The Tribal Consultation narrative section that was in the previous OWP was removed. Please provide an explanation of why this section was removed.
 - The Public Participation narrative section that was in the previous OWP was drastically reduced. Provide a more detailed description of the specific public outreach that occurred during the development of the OWP.
 - A discussion of the Memorandum of Understanding (MOU) between the Town of Mammoth Lakes (TOML), County, and MCLTC outlining duties would be beneficial in the Introduction.
 - Since the Budget Revenue Summary Spreadsheet is a required component of the OWP, please ensure that is on a separate page and not broken up over two pages.
 - Also, estimated RPA carryover must be included in a separate column on the Budget Revenue Summary Spreadsheet in the Final OWP, but not included in the initial OWPA.
- Page 2 – Section 1.1 states, “During periods of heavy recreational usage, the Town of Mammoth Lakes population approaches 60,000.”
 - Please cite or remove this figure. The last F/Y OWP stated that the population increase was only to 35,000.
 - Page 3 – Please correct the following, it is missing a series comma: “...and many of the lakes, streams, and backcountry attraction accessed through Mono County Communities.”
 - Page 3 – Remove Caltrans Designee from Table 1.2 and Replace with “Caltrans Director or other designated staff”
 - Page 3– Remove Caltrans Staff from Table 1.2. Since Caltrans staff are not resourced by the LTC, it is inaccurate to state that Caltrans staff are part of the LTC staff. Caltrans staff may be included elsewhere.
 - Page 5 – Correct the last bullet point in Section 10. The statement is incomplete.
 - Page 5 – Please correct the following: “Agencies as part of the transportation planning process”
 - Page 6 – Remove the blank column from Table 1.3.
 - Page 7 - The Introduction states, “A detailed summary table containing estimated cost and funding sources for all Work Elements is still in development. A few of the Work Elements, such as 200.3, will change once complete details of tasks, future projects and funding requests are identified.”
 - If Work Elements or tasks are added to the Final OWP that are not identified in the Caltrans comment letter, provide a transmittal memo

Mr. Gerry LeFrancois
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 Page 3

identifying the additions so eligibility can be determined prior to District approval.

- Remove this statement from the Final OWP.

- **Work Element 100.1 General Administration and Management**

- Many of the tasks are administrative functions of MCLTC and do not coincide with specific planning functions. Please clarify how tasks are eligible for RPA funds.
- Tasks such as quarterly and end-of-year reports are captured in Work Element 100.2 OWP Development and Administration. Redundant tasks should be removed from this Work Element.
- All grant management and oversight of Caltrans planning grants would be contained in a stand-alone Work Element for that specific grant.
- Given the nature of the tasks in Work Element 100.1, if MCLTC wishes to keep this Work Element in their OWP it must be funded with funds other than RPA.
- Please correct instances of FY "2020/FY 2021" to read "FY 2020/2021" and "FY 2021/FY 2022" to read "FY 2021/2022"

- **Work Element 100.2 Overall Work Program Development and Administration**

- Please add a task for preparing quarterly progress reports since it is a requirement.
- Please add to the Expected Products list, submission of final deliverables and products since it is a requirement.
- Estimated Benchmarks should include submittal of Final 21-22 OWP by June 2021.
- In MCLTC's FY 19-20 OWP they budgeted \$27,000 for the Management and Administration of the Overall Work Program. Please identify the drastic reduction in funding to perform the same duties.

- **Work Element 200.1 Regional Transportation Plan**

- Please correct the following, it is missing a series comma: "The series includes RTP development, monitoring and multi-modal planning efforts."
- Please correct the following: "...estimate future transportation needs, and identify needed transportation improvements."
- Please further explain task 4, review and update County's Resource Efficiency Plan (SB 2 related). As written, it is ineligible and must be removed.
- Please identify "the Parcel." Eligibility cannot be determined as written and must be removed.
- Since the new RTP will be adopted, a task for implementing the RTP should be included
- Since public engagement for the RTP is a requirement, a task should be included.
- Please provide an explanation of why TOML activities are taking place under this Work Element, yet no funds are allocated to the TOML.

Mr. Gerry LeFrancois
 March 30, 2020
 Page 4

- **Work Element 200.2 Regional Transportation Monitoring**
 - Please correct the following, it is missing a series comma: "Regional Transportation is a changing environment that must be monitored to remain up to date on legislation, funding opportunities, and current planning effort".
 - Please provide an explanation of why TOML activities are taking place under this Work Element, yet no funds are allocated to TOML.
- **Work Element 200.3 Multi Modal Planning**
 - Please correct the following: "...and programs in all community areas."
 - The "Various TOML Planning Documents" projects must be specific otherwise eligibility cannot be determined.
 - Please separate RPA and PPM funds into separate Work Elements in the final OWP
 - Please identify "Transportation need of the Parcel." Eligibility cannot be determined as written and must be removed if using RPA funds.
- **Work Element 600.1 Non-RPA Transportation Funding**
 - RPA funds cannot be used to apply for funding capital projects or the construction of new facilities. Only the application for grants that have a transportation planning nexus are an eligible use of RPA funds. As written, this Work Element is too vague, not exclusive to planning, and ineligible for RPA funding.
 - Please list Non-RPA grants (i.e. Active Transportation Program Cycle 5). The list does not need to be exhaustive.
- **Work Element 700.1 Region Transportation Improvement Program**
 - Please correct the following, it is missing a series comma: "Funding comes from a variety of federal, state and local sources."
 - Please correct punctuation of Task Elements
- **Work Element 800.1 Regional Transportation Planning**
 - In the Expected Projects section, please identify specific meetings that staff will be attending quarterly.
 - Please included the Mono County Collaborative Planning Team in this Work Element (or explain why it is not included).
- **Work Element 900.1 Planning, Monitoring, and Traffic Management Issues**
 - As written, the Expected Projects seem like tasks and not products. Please identify the end results of the tasks performed.
- **Work Element 900.2 Regional Data Collection Equipment**
 - If equipment is purchased with RPA funds they must be specifically identified and have a transportation planning nexus to be eligible (i.e. traffic counters and associated data processing billed under last FY OWP).
 - Please identify if software and training be necessary to utilize equipment.
 - Tasks must lead to end products. Please specify end products.

Mr. Gerry LeFrancois
 March 30, 2020
 Page 5

- **Work Element 900.3 Regional Asset Management System**
 - This Work Element contains the same narrative as Work Element 900.4, just a different funding source. Please clarify specific RPA work activities under WE 900.3 and specific PPM work activities under WE 900.4
 - Project development documents such as Project Study Reports are ineligible for RPA funding and must be removed.
 - The tasks "Improve centerline data quality," as well as "Integrate linear reference dataset into highway and road projects" are ineligible for RPA funding and must be removed.
 - As written, the Expected Project, "provide reports that allow for most cost-effective use of rehab dollars" is ineligible and must be removed.
- **Work Element 900.5 Regional Maintenance MOU**
 - This exact Work Element was in the 19-20 OWP (908-14-1) and funded with PPM. The activities and products do not have a transportation planning nexus and RPA funds must be removed.
 - This Work Element included County funds, please identify facilities in county jurisdiction that fall under this Work Element.
 - Please correct two instances of the following, they are missing a series comma: "...between Mono County, Town of Mammoth Lakes and the California Department of Transportation..."
 - Please correct the following, it is missing a series comma: "...signage, streetscape improvement and snow management."
 - Please correct the following, it is missing a series comma: "...encroachment permits with District 9, TOML, and County."
- **Work Element 900.6 Air Quality Monitoring and Planning**
 - The Work Element funding table identifies funding as PPM however, the Budget Revenue Summary Spreadsheet states RPA funded.
- **Work Element 900.7 Regional Trails Planning**
 - The plans discussed in the Task section must be identified in the Expected Projects section with draft and final completion timeframes.
 - Please provide an explanation of why communities in eastern and southern Mono County are omitted from this Work Element (i.e. Benton, Chalfant, Paradise, etc.)
 - Please provide information on activities (if any) that are being completed by other transportation planning entities (i.e. Mammoth Lakes Trails).
- **Work Element 900.8 Community Traffic Calming, Complete Streets and Design Standards**
 - Please correct the following: "...consider complete streets and other traffic calming measures."
 - Please be specific with all 'Expected Projects.' MCLTC must identify specific projects as a result of performing tasks and simply stating "Other" as a project is ineligible.


Mr. Gerry LeFrancois
 March 30, 2020
 Page 6

- Please provide an explanation of why Town of Mammoth Lakes activities are taking place under this Work Element, yet no funds are allocated to the Town.
- **Glossary of Terms and Acronyms**
 - Eastern California Transportation Planning Partnership (ECTPP) – Please correct the following: “Other Caltrans Districts also participate (District 6 in Fresno and District 8 in San Bernardino) ...”
 - Eastern Sierra Transit Authority (ESTA) – Please correct the following: “ESTA is a new transit agency...”
 - Eastern Sierra Transit Authority (ESTA) – Please correct the following, it is missing a series comma: “...between the Counties of Inyo and Mono, the City of Bishop and the Town of Mammoth Lakes.”

Since the FY 2020/2021 OWP has been significantly changed and reorganized from the previous fiscal year, we request that MCLTC provide “Response to Comments” addressing each comment. If a comment cannot be incorporated, MCLTC must provide a reasonable explanation as to why said comment is not addressed in the Final OWP.

If you have any questions, please contact either me or Austin West at (760) 872-0792 or Austin.West@dot.ca.gov.

Sincerely,



MARK HECKMAN
 Office Chief, District 9
 Transportation Planning

C: Caleb Brock, Office of Regional Planning

Mono County Local Transportation Commission

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June 2, 2020

Mr. Mark Heckman
Office Chief, District 9, Transportation Planning
500 South Main Street
Bishop, CA 93514 (via email)

Mono County LTC 2020/21 Overall Work Program (OWP) submittal and response

Dear Mr. Heckman,

Thank you for your very detailed response to the draft Overall Work Program. Attached is the Fiscal Year 2020/21 Overall Work Program, and the response to the D9 comment letter dated March 30, 2020. Using the topic headings of your comment letter, and the page numbers you reference, our responses are below.

General Comments

- Items 1 -4 have been noted and corrected.

Specific Comments

- Introduction
- Items 1-2 have been corrected.
- Items 3-4 have been corrected. A paragraph was added for both Tribal Consultation and Public Participation. The Regional Transportation Plan has a more through discussion on page 11 of the adopted 2019 RTP.
- Items 5 has been corrected. A few sentences have been added regarding the TOML and County MOU about staffing the LTC.
- Item 6 has been corrected.
- Item 7 is not known at this time. Once a known amount of RPA carryover has been identified, staff will do a formal amendment in the fall.
- Comment on page 2 has been corrected.
- All comments on page 3 have been corrected.
- All comments on page 5 have been noted.
- Comment on page 6 noted.
- Comments on page 7 have been corrected. The one major addition to the OWP is WE 300.1. This is a proposed contract for moving away from LOS and to VMT (SB 743).

- At this time, it is unknown what grants LTC staff may apply for. Transportation grants come and go. Staff determines if grants further current transportation efforts and if there is any capacity to pursue them.

Work Element 700.1 Regional Transportation Improvement Program

- The formatting has been corrected.

Work Element 800.1 Regional Transportation Planning

- Comments noted and corrections made.

Work Element 900.1 Planning, Monitoring, and Traffic Management

- Final work products have been revised.

Work Element 900.2 Regional Data Collection Equipment

- Trail / traffic counters will provide information to help identify use rates and or traffic volumes. This data will be added to WE 900.3 to help prioritize future projects.
- A task has been added to include software.

Work Element 900.3 Regional Asset Management System

- This WE and WE 900.4 have been separated.
- Project development is not included in WE 900.3.
- Mono County IT department has been building quantitative baseline data that will help staff analyze and prioritize future projects. This WE is essential and helps move away from qualitative based decisions to quantitative based decision making.
- IT staff is willing to give District 9 a demonstration of past and current products under this WE.

Work Element 900.5 Regional Maintenance MOU

- This WE has been deleted.

Work Element 900.6 Air Quality Monitoring

- The funding was corrected to RPA dollars.
- This is now WE 900.5.

Work Element 900.7 Regional Trails Planning

- The task and products expected have been updated.
- Potential projects are usually identified at the community level (advocacy driven). In the last few years, community interest in trails has been concentrated in the north and south county along the 395 corridor. The Antelope Valley RPAC, Bridgeport RPAC, June Lake Trails Committee, and CSA 1 (greater Long Valley) have shown significant interest in additional trail networks. In addition, Mammoth Lake Recreation and Eastern Sierra Sustainable Recreational Partnership will most likely identify other potential needs or opportunities for trail development, but these groups are not funded via RPA dollars.
- All areas of the county are covered in the adopted Trails (appendix G of the RTP) and Bike Plans (appendix H of the RTP).
- The list of potential projects in the TOML is very extensive. Please see the weblinks: mammothtrails.org and <https://www.mammothtrails.org/projects/>.
- This is now WE 900.6.

Work Element 100.1 General Administration and Management

- WE 100.1 is administrative support for the LTC. Items include Commission agendas, packets, public notice for transportation related activities, scheduling and holding of monthly meetings. Work under this WE promote transportation planning in the region.
- The OWP administrative functions have been moved to WE 100.2.
- Grant administrative work is now in WE 600.1.
- Fiscal Year references have been corrected.

Work Element 100.2 Overall Work Program Development and Administration

- Task added for OWP quarterly reporting.
- Task added regarding year deliverables.
- Comment noted.
- The budget is driven by estimated staff time involved. Sometimes the actuals are less, and the budget is adjusted accordingly.

Work Element 200.1 Regional Transportation Plan

- The formatting has been corrected.
- The resource efficiency plan and SB 2 have been combined in a new WE 300.1 to transition to VMT analysis.
- References to the parcel have been removed.
- Task modified to include future needs and CIP programs which ultimately leads to implementation of the RTP.
- The RTP has two to three pages on public engagement and outreach. See page 11 of the adopted 2019 RTP.
- Budget has been updated.

Work Element 200.2 Regional Transportation Monitoring

- The formatting has been corrected.
- Budget has been updated.

Work Element 200.3 Regional Transportation Monitoring

- The formatting has been corrected.
- The TOML task elements and expected work products have been updated.
- PPM funding for this WE will be implementation. The billing against PPM funds will be duly noticed on billing.

Work Element 300.1 Vehicle Miles Traveled

- This is a new work element to transition over the Vehicle Miles Traveled as mandated under SB 743.

Work Element 600.1 Non – RPA Transportation Funding

- RPA funds are not used for capital projects or construction.

Work Element 900.8 Community Traffic Calming, Complete Streets and Design Standards

- Comments noted and corrections made.
- The expected products to include an update to Mono County Road Standards.

- Budget has been updated.

Glossary of Terms and Acronyms

- Comments noted and corrections made.

This OWP includes various tasks and products. Not all of these items will be completed in this FY or may carry over to a future OWP. This will depend on staffing levels, and the ability to work on specific items.

Finally, it is expected that both the possible list of projects and or budget will be adjusted in the coming fiscal year.

Sincerely,



Gerry LeFrancois

Co-Executive Director Mono County LTC

THE INVEST IN AMERICA ACT

FOR THE PEOPLE

Fact Sheet

The Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act is a 5-year, \$494 billion investment to get our existing infrastructure working again and fund new, transformative projects that will create millions of jobs and support American manufacturing and ingenuity while reducing carbon pollution, dramatically improving safety, and spurring economic activity. It's investing in infrastructure that is **smarter, safer, and made to last**.

Highways Investments: \$319 Billion

- Delivers better roads and bridges faster by prioritizing fixing the broken, outdated infrastructure we already have, including 47,000 structurally deficient bridges, before building new highway capacity.
- Modernizes our infrastructure with bold new funding for addressing gridlock and the most impactful projects and bottlenecks that affect local regions and the national transportation network.
- Measures state-by-state greenhouse gas emissions, with incentives for best performers in carbon pollution reduction, and a new program to fund resilient infrastructure that can withstand the impacts of climate change.
- Dramatically increases funding for development of charging stations and other alternative fueling options for electric and zero-emissions vehicles.
- Addresses rising rates of pedestrian and bicyclist deaths by requiring States with the highest rates to set aside funding to tackle the problem, codifies and expands eligibility for safe routes to school, provides funding to develop active transportation networks, and strengthens emphasis on high risk rural roads.
- Doubles funding for technology deployment to increase innovation and creates new program to fund green materials research and to deploy green construction materials and practices to create smarter, more efficient transportation systems.

Transit Investments: \$105 Billion

- Increases funding for transit agencies to add new routes and provide more reliable service, encouraging viable public transit options and fewer single-occupant cars clogging highways.
- Creates a Mobility Innovation program to permit transit agencies to collaborate on mobility on demand services.
- Strengthens Buy America provisions to boost domestic jobs in rail and bus manufacturing.
- Increases investment in zero-emission buses to reduce carbon pollution.

- Streamlines project delivery by reforming the Capital Investment Grants program so that our investments get shovels in the ground quicker and commuters see results faster.
- Provides the investments needed to address the growing backlog of transit maintenance needs, making public transit safer and more reliable.

Passenger Vehicle and Commercial Motor Vehicle Safety Investments: \$10 billion

- Boosts funding for highway safety programs under the National Highway Traffic Safety Administration, providing \$5.3 billion over five years.
- Increases funding for truck and bus safety programs under the Federal Motor Carrier Safety Administration, providing \$4.6 billion over five years.

Rail Investments: \$60 Billion

- Triples funding for Amtrak to \$29 billion over five years, allowing for improvement and expansion of the Nation's passenger rail network, including the Northeast Corridor (NEC) and the National Network, giving travelers a reliable, low-carbon option to travel both short and long distances, including to regions that lack frequent or affordable airport service.
- Invests in Amtrak stations, facilities, services, and modernization of its equipment, while continuing Amtrak's legacy of serving long-distance, state-supported, and Northeast Corridor passengers and ensuring a skilled Amtrak workforce.
- Creates a new \$19 billion program, the Passenger Rail Improvement, Modernization and Expansion (PRIME) grant program, devoted entirely to passenger rail improvements and expansion, performance optimization, and intercity passenger rail transportation expansion.
- Dramatically increases funding for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program to \$7 billion to fund passenger and freight rail projects. Expands program eligibilities and allows commuter rail authorities to compete for funds.
- Helps communities improve safety at rail crossings with a new \$2.5 billion grade separation grant program.
- Addresses "long trains," trains longer than 7,500 feet, as well as train crossings that are blocked more than 10 minutes, which impact local traffic and emergency response times.
- Prohibits U.S. DOT from allowing the transport of liquified natural gas by rail tank car until extensive safety analysis is performed and additional conditions are met.