

Mono County Local Transportation Commission

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AGENDA

June 11, 2018 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes
Teleconference at CAO Conference Room, Bridgeport

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES**
 - A. Approve minutes of May 14, 2018 – **p. 1**
4. **COMMISSIONER REPORTS**
5. **LOCAL TRANSPORTATION**
 - B. Adopt Resolution R18-04 regarding Unmet Transit Needs & provide any desired direction to staff (*Michael Draper*) – **p. 5**
6. **ADMINISTRATION**
 - A. Introduction of ESTA Acting Executive Director Karie Bentley
 - B. TDA (Transportation Development Act) allocations (*Megan Mahaffey*)
 - C.
 1. Approve Resolution R18-05 LTF (Local Transportation Fund) regarding allocation & apportionment – **p. 13**
 2. Approve Resolution R18-06 STA (State Transit Assistance) regarding allocation & apportionment – **p. 18**
 - C. 2017-18 OWP budget adjustment (*Megan Mahaffey*) – **p. 29**
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA):
 1. Resolution R18-07 (5311) – **p. 31**
 2. Resolution R18-08 (5311(f)) – **p. 42**
 - B. Yosemite Area Regional Transportation System (YARTS)
 1. Short-Range Transit Plan presentation – **p. 46**
8. **CALTRANS**
 - A. Activities in Mono County & pertinent statewide information
9. **INFORMATIONAL:** No items
10. **UPCOMING AGENDA ITEMS**
11. **ADJOURN** to July 9, 2018

More on back...

COMMISSIONERS

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

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

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

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DRAFT MINUTES

May 14, 2018

COUNTY COMMISSIONERS: Fred Stump, Stacy Corless, John Peters

TOWN COMMISSIONERS: Sandy Hogan, John Wentworth, Dan Holler for Shields Richardson

COUNTY STAFF: Gerry Le Francois, Wendy Sugimura, Michael Draper, Garrett Higerd, CD Ritter

TOWN STAFF: Grady Dutton

CALTRANS: Brent Green, Ryan Dermody, Austin West, Terry Erlwein, Lianne Talbot

ESTA: John Helm

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair John Wentworth called the meeting to order at 9:03 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance.

2. **PUBLIC COMMENT:** No items

3. MINUTES

MOTION: Approve minutes of April 9, 2018, as amended: 1) item 4, next to last line: Fix ~~for~~ **to be completed** this summer... 2) item 5, Bridgeport Town Hall ~~April 11~~ **May 23**; 3) item 8B. ~~VIA YARTS~~ buses need replacement. (Hogan/Corless. Ayes: 6-0.)

4. **PUBLIC HEARING: Unmet Transit Needs** (*continued from April 9, 2018*). Michael Draper described annual process with ESTA to use LTC funds prior to road projects. Added a need since April: not unmet, additional bike lane in June Lake on SR 158, class 1 bike path, class 2 bike lane, or shoulder widening. Within matrix, but not considered. Corless noted comments made at Town Planning Commission not included.

OPEN PUBLIC HEARING: Gray Line/ESTA fall into unmet need that should be recorded? Include something on that? Sugimura indicated If LTC wants changes, meet with Town staff. Provide feedback, bring back next meeting before adoption in June. Other comments to include: Public transit in Old Mammoth Area west of Snowcreek needs long-term solution. **CLOSE PUBLIC HEARING.**

Ideally get to trailhead someday. Wentworth recalled hazard concern in Old Mammoth area. Corless noted limited service now to bottom of Red Fir Road. Helm cited temporary solution past two winters to address concerns of residents, business owners. Better long-term fix without associated cost. Three runs am, three pm. Service up to recreation less often.

Continue Resolution R18-04 on Unmet Transit Needs to June 11 meeting.

5. **COMMISSIONER REPORTS:** **Corless:** Turnaround at Woodman on MCWD property. Concern of continuous idling. Town Council agendize for public comment after getting accurate info. Sticky issue. **Wentworth:** Staff sending notices for next Walk/Bike/Ride. Challenge for Town and Mono, staffing at USFS. **Peters:** Field trip Upper Owens with sheriff on OHV concerns of ranchers, ambiguous USFS and Mono signage. Thanks to Public Works for repair along Eastside Lane. North Mono shoulder widening hired local residents for road crew. Compliments on Summers Meadow bridge. **Holler:** Full construction on 203, lane closures, sidewalks. **Hogan:** Viewed Sheep Ranch project that's under way. **Stump:** Caltrans worker memorial, grateful for turnout. Complimented Caltrans current staff for being responsive within bureaucracy. Take to DC: Unauthorized mountain bike trail on Inyo dismantled. Banks, jumps, traffic there caused damage to forest, with no capacity to deal with even if knew. District 2 has INF (Inyo National Forest) land.

6. LOCAL TRANSPORTATION

Wildlife fencing update: Le Francois doing budget set-aside to look at McGee to 203. \$10,000 to leverage other funding sources for PSR (Project Study Review), side opposite airport fence. Work with District 9, CDFW.

Private funds to some nonprofit entity? Le Francois didn't know.

COMMISSIONERS

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

Dermody noted Santa Cruz Conservancy, Hwy 101 project.

Hogan cited issue of 8' chain-link fence by airport – deer cross highway, meet fence, re-cross. Need fence on either side directing to over- or under-crossings. Expensive. Protect wildlife not just airport.

Le Francois: District 9 was given broad cost estimate. Corless cited cost \$40,000-\$70,000. Sugimura noted no funding to go anywhere.

Wentworth stated chain-link fence is one discrete project on its own timeline. Dutton noted USFS wants to move forward, but FAA says fence must go in.

Town have problem with USFS lack of staffing? Dutton indicated FAA and USFS talking, maybe next summer fence. Helped conversation with Caltrans.

Le Francois wanted to keep idea moving, need full funding. Maybe Prop 68 to Sierra Nevada Conservancy. Local expertise exists.

Letter to District 9 on recent US 395 fatalities: Brent Green noted standard process is 10 days for Caltrans to respond. Erlwein will discuss. Could do another letter. Peters thought letter captured essence of LTC discussion. Stump saw it as redundant, not adding additional leverage. Saw onerous requirements for speed-limit reduction. Best part is communication between staff and Caltrans. Set aside unless hear something.

Not supposed to talk on phone while driving but have D-395 look at service gaps. Stump cited lack of responsiveness from cell operators.

Terry Erlwein recalled possible solutions last time. Staff did research, mapped out existing. Deploy portable signs for added punch. No way to sign for distracted driving, bring attention back to road

Peters saw two distinct times with different traveling public. Off Sonora, heading south to Mammoth Lakes or Yosemite. Signage farther north would not capture that traffic. Drove last weekend, constantly looking around, appreciated changes in passing lanes. Conway north drive fast when likely shouldn't. Slowing people down starts with speed limits.

Erlwein suggested bigger, brighter passing-lane-ahead signs only where actual passing lanes exist. Portable signs now indicate deer migration. A 21-day sign order more likely takes a month.

Peters invited Caltrans to May 23 town hall so communities see Caltrans is very responsive.

Erlwein continued: Eliminate passing zones that barely meet minimum standards. Deploy passing zone signage. Pass with care, do-not-pass zone. Fluorescent yellow on wrong side of road. 3-4 in north. Daylight/headlight: Large area, couple sets. Speed limit reduction: Did five shots within five miles, exceeding 65 mph. Law is ambiguous. Maximum speed on two-lane usually 55. Need survey. Sign and striping changes first. Lower speeds create driver frustration, impact everyone every day. Center rumble strip: Construction 2019.

Dermody described shoulder widening projects: Aspen-Fales north of Devils Gate, Little Walker, Virginia Creek. Expensive, huge environmental component. Eastern California Planning Partners MOU projects on radar, several years out; e.g., Conway four lane.

Stump noted four-laning north of Bridgeport met environmental issues. Dermody cited environmental issues always arise, find appropriate mitigation to meet needs. Three-lane configurations north/south of Bridgeport.

Stump thought North Conway costly due to topography. Pick job can do with what can afford, overall improvement.

Use SHOPP (State Highway Operation & Protection Program) money like Topaz? Erlwein stated Conway already programmed. Picked worst areas north of Bridgeport. Widening all funded by SHOPP. Dermody added Virginia Creek shoulders already programmed.

Le Francois suggested meeting with District 9, MOU partners. How much is Kern COG willing to look at FG-1-3, expire 2024. Topaz was going to be very expensive, Mono would have paid 40%.

Dermody indicated SB-1 focus on repair/rehab. Always looking for funding sources.

MOTION: Table letter, retain in case need to send later. (*Stump/Peters. Ayes: 6-0.*)

A. Overall Work Program (OWP) 2018-19: Gerry Le Francois noted monitoring component as well as planning, airport, transit. STIP process closing out Work Elements. Funding to update ALUPs (Airport Lane Use Plans), second or third in queue.

How would Bishop/Mammoth play into this? Better to wait for clarity? Le Francois indicated Town deals with it. Finished 395 corridor management plan. Alt fuel stations, interest from Liberty Utilities in North County. Community wayfinding draft by Baker International. Traffic calming emphasis by Caltrans.

How much flexibility with new upcoming items? *Working closely with District 9, never know what RPACs come up with. Fiscal responsibility for State money. More end products to District 9, the better. Typically wait for amendments after first of year.*

Keep D-395? *It's an IT matter. Working of Wi-Fi plan.*

Who to contact on refuel station? *Maybe Tesla. Liberty guys said Edison.* Le Francois did not know about Edison, but Liberty responsive for north of Marine base, seemed progressive.

MOTION: Approve Minute Order M18-04 & adopt OWP 2018-19. (Peters/Hogan. Ayes: 6-0.)

--- Break: 10:23-10:35 a.m. ---

B. Eastern Sierra Recreation Partnership (ESRP): (Commissioner Wentworth)

1. **ESRP Challenge Cost Share Agreement:** Wentworth noted appearance at BOS tomorrow.

2. **Eastern Sierra Recreation Coordinator:** County/Town shared position: Funding set up. If Proposition 68 passes, could fit into partnership. New USFS person from Colorado has experience. Measure U funds recreation/mobility/arts and culture.

Stump recalled when Town Council heard presentation, match was all non-cash. Five-year agreement. Tony Dublino at BOS tomorrow.

Town agendas to reconsider with new board members? Wentworth thought not. BOS to finalize at USFS.

Rathje stated Boise, ID, tried this decades ago. Recreation enthusiasts wanted agreement to allow work on trail projects leading to nearby Bogus Basin. Cost-share agreement provided seamless continuity between land owners. Lassen/Susanville/BLM/Lassen National Forest: Trail users don't see boundary, so projects could proceed.

3. **Proposition 68:** Continue moving forward. Governor mentioned reallocation of funds for fire and fire management. Governor Brown aggressive on fuels reduction. Stump noted Governor set task for Cal Fire, increased funding.

C. Town/County E-Bike policy: Joel Rathje, Town trails coordinator, stated Alterra introduced class 1 e-bikes (pedal assist up to 20 mph), other classes go faster. Class 1 and 2 approved by State. No e-bikes on USFS land. Confusion on federal vs. State jurisdiction. Provide clarity for users. No enforcement program for misuse. Recommendation to Town Council for class 1 on local paths. Modify Use Permit by USFS for class 1, not 2 (throttle up to 28 mph), establish Town policy consistent with MMSA policy, more restrictive than State. Lots of miles already can accommodate e-bikes. As popularity increases, points of interface will occur. Hike, run, maybe mountain bike, horses on some trails. Planned projects on Main Street, lower uptown/downtown connecting to Village. Get info backup whether part of system. Precedent will be set if allow e-bikes on soft-surface, nonmotorized trails. Need robust signage, sent graphic to USFS last week. Signs wherever access nonmotorized system.

Stump cited standard of white sign with black letters as regulatory, others advisory. Drivers accustomed to signage indicating certain things. *USFS uses all its signage for regulatory.*

Rathje noted great e-bike rides. Complexity is not friend of regulation.

Helmet for adults on class 3.

Wentworth thought theoretically could ride Mammoth to June. Lots of unknowns. Commuter bikes, whole new set of tools for how people move around town. Lianne Talbot indicated CA vehicle code would allow sidewalk use unless disallowed.

Integrate multi-modal opportunity, leverage resources.

Hogan saw class 3 as speed control issue. Focus on USFS policy. State has speed limit issue.

Wentworth indicated national USFS/BLM policy governs use on soft-surface, multi-use trails. Talk to Alterra.

Hogan wanted to push emerging technology, make laws easy. Stump wanted simple and understandable regulations. Weak point at all levels is enforcement. Just not have capacity. No enforcement backup, so keep simple.

Rathje indicated Measure R sustains trails program for Mammoth Lakes, signs graphic files to INF. No signage on Lower Rock Creek trail. Illegal trails exist.

Wentworth: Ongoing item. Peters wanted to understand technology of e-bikes.

7. ADMINISTRATION

A. **Proposition 69:** BOS supported. With LTC direction, firewall SB1 funds to fix existing infrastructure. Under control of local governments.

Stump: \$1.6 billion not restricted to transportation. Thirty-four voted against.

MOTION: Support Proposition 69. (Corless/Hogan. Ayes: 6-0.)

8. TRANSIT

A. **Eastern Sierra Transit Authority (ESTA):** John Helm cited incoming revenues next fiscal year. LTF close to flat this year, but anticipated rollover funds. Expectation of additional transit revenue from State to fund desired transit services. SB-1 revenues received. **SGR** good repair funding new, federal program ending. Net positive. Budget based on status quo for Mono services, but some expansions possible. Staffing: Extended offer to candidate, great fit, could not make relocation to Eastern Sierra due to remoteness. ESTA board meets today on next steps.

Service to Old Mammoth: ESTA discussing long-term fix. Potential of MCWD property at Woodman/Old Mammoth Road for effective turnaround. Resident concerns. Concept envisions quick turnaround, not bus staging or idling. Literal turnaround.

B. Yosemite Area Regional Transportation System (YARTS): Reservation system working very well. Big-time for Eastern Sierra. Little capital reserve for new buses. Replace and get new.

Corless noted fund established earlier. Expanded JPA to include Madera and Tuolumne counties. Partnership with Alaska Air: free YARTS ticket starting June 1. NPS makes annual allocation. JPA board invite, but financial contribution required. Hogan noted Mono contributes \$35,000/year, higher than some counties. Expanding JPA board is important. Sugimura saw emails. Take to LTC, RPACs:

9. CALTRANS

A. **Pass openings:** Lakes Basin June 15-16? Sonora open, Tioga open to entrance gate.

B. **AADT (Average Annual Daily Traffic) for 2017:** Austin West noted US 6 uptick at junction with US 395. Silver Canyon decreased. Lots traffic on 203 to ski area, 500/day. Downtick in Lee Vining due to late pass opening.

Reconcile data with weather, smoke events, traffic? *Surface level data.*

Dutton thought where counts happen is critical. *Stations everywhere, could process special requests if indicate data of interest.*

C. **2018 construction map:** Austin West noted 12 projects this season, three SHOPP. Sheep Ranch shoulders (contractor try for one season not two), Walker Canyon, US 6. Swainson's hawk nest with eggs, so project slowed.

Delays at sheep ranch? *Up to 30-minute delay allowed.*

Time of day? *Daylight hours 6 am to 7 or 8 pm. No work Fridays after 3 pm, weekends or Tuesday after Monday holiday.*

When contractors don't adhere? *Asked for extension to finish project.*

Longer waits, after Friday at 3. *No way to meet 20-min limit, if 30-min delay makes projects go more smoothly. Penalties levied.*

Peters requested more info more often, invited Caltrans to town hall May 23.

D. **Activities in Mono County & pertinent statewide information:** Covered above.

10. INFORMATIONAL

A. **Comment letter on roadway debris sweeping:** Erlwein indicated May 29 start in Mammoth, mid-June at June Lake and Walker Canyon.

Paved parking by Obsidian Dome for cross country and snowmobiles? Maybe add Devils Gate Summit? Dermody indicated Caltrans is collaborating with USFS. ATVs unloading on highway. Create parking, plow in winter.

Dutton: Reds Meadow Road assessment next few days, not open till skiing ends. USFS assesses trees, etc. Target July 4, but seems unlikely.

B. YARTS reservations by corridor

11. **UPCOMING AGENDA ITEMS:** 1) YARTS short-range transit plan; 2) Tioga progress report

12. **ADJOURN** at 12:09 pm to June 11, 2018

Prepared by CD Ritter, LTC secretary

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Staff Report

June 11, 2018

TO: Mono County Local Transportation Commission

FROM: Michael Draper, Mono County Community Development Analyst
Karie Bentley ESTA/CTSA

SUBJECT: Approve Resolution R18-04 on Unmet Transit Needs

RECOMMENDATION: Adopt Resolution R18-04 making findings that there are unmet transit needs, and the needs are not reasonable to meet.

FISCAL IMPLICATIONS: None.

ENVIRONMENTAL COMPLIANCE: N/A

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

DISCUSSION

The Mono County LTC and the Social Services Transportation Advisory Council (SSTAC) held a joint public hearing at the LTC's regular meeting on April 9, 2018, at 9 a.m. as required by State law to meet the Citizen Participation Process and the unmet needs process. Public notices of these hearings were published in accordance with state law in local newspapers, and flyers printed in both Spanish and English were posted in Mono County offices.

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

The Eastern Sierra Transit Authority, in its role as the Consolidated Transportation Services Agency (CTSA) for Mono County and with some assistance from LTC and County staff, attended Regional Planning Advisory Committee (RPAC) or community meetings in Antelope Valley, Bridgeport, June Lake, and Mono Basin to solicit public input throughout March and April 2018 and noticed Town of Mammoth Lakes residents to the public meetings held in Mammoth Lakes.

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

ATTACHMENTS

1. LTC Resolution 98-01 defining "unmet transit needs" and "reasonable to meet."
2. Summary and analysis of public transit requests for fiscal year 2018-19.
3. Resolution R18-04.

RESOLUTION 98-01

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

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

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

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

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

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

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

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

Noes:

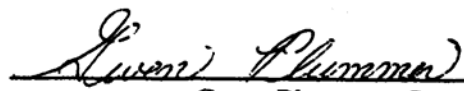
Absent:

Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2018-19

QUALIFYING UNMET NEEDS

QUALIFYING UNMET NEEDS				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
1.	A second bus opportunity traveling to and from Reno.	This is a request for a service expansion and could be for obtaining necessities of life. It could qualify as an unmet need.	Not clearly defined that this request is necessary to obtain basic necessities of life. Existing weekday service could provide that.	Doubling the frequency on the Reno route would more than double the required matching funds due to anticipated lower ridership on 2 nd run. Est. additional \$130,000 per year required match.
2.	Additional seasonal summer service on weekends [in the Bridgeport area].	This is a request for a service expansion potentially pertaining to shopping for food or clothing, and social and recreational purposes.	It is not clear that this request is to obtain basic necessities of life. An example was mentioned of providing shuttle service to Bodie and other destinations from Bridgeport.	Service for 8 hours per weekend day for 12 weeks during the summer would cost approximately \$13,500 to operate.
3.	Seasonal summer service connections with Yosemite Area Regional Transit Service [and Bridgeport area].	This is a request for a service expansion for the possible purpose of employment and social and recreational purposes.	At ESTA's current fare structure between Bridgeport and Lee Vining, 5 passengers per day would be required to meet the 10% farebox ratio.	Daily service to meet up with the YARTS morning run to Yosemite Valley would cost approximately \$13,000 to operate. If the afternoon YARTS trip was met with a bus to Bridgeport, the costs would double.
4.	Continue the June Lake Shuttle with the option of making it a demand-response service (dial-a-ride).	This is a request for a service that may pertain to obtaining necessities of life.	Community has provided the 10% of operating cost subsidy in the past. Could be reasonable with this match, and about half of the funds have been raised.	Cost is approximately \$25,000 for the summer season.
NOT CONSIDERED TO BE AN UNMET NEED				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
5.	SSTAC – Provide bilingual services for Mammoth dial-a-ride service.	This could be an unmet need if Mammoth Lakes residents are not able to obtain basic necessities of life due to language limitations of the transportation service.	ESTA would need to determine if this is a true barrier to service to develop possible responses.	The solution could be to incorporate a bilingual teleprompt to select a language. All information would need to be translated. Depending on staff capacity, ESTA may need to hire temporary assistance.
6.	Mammoth PEDC – Increase frequency of Purple Line to 20-minutes	This is likely not an unmet transit need due to the fact that this area is currently serviced with a bus every 30 minutes, and passenger overload situations are very infrequent.	It may not be proven to be economical.	A rough estimate of cost for the service would be \$520 per 8-hour service day (8am – 5pm with a 1-hour break).

7.	Add service to Minaret between Main and Meridian with stops in both directions at Bear Lake Drive (W and E)	It is approximately ½ mile from Bear Lake Dr. and Minaret to existing bus stops on Meridian and on Main St. This distance could be considered prohibitive to access transit, although, other areas of Mammoth Lakes are at least this far from existing transit.	The additional service would need to be proven operationally feasible and proven to be economical.	Existing routes (Purple, Town Trolley, Red Line) could not be easily modified to provide service to this area. During the winter months, the Yellow Line could be modified to a loop including Minaret and Majestic Pines/Kelly instead of traveling both directions on Majestic Pines/Kelly as is currently done. This modification would require MMSA approval.
8.	Antelope Valley – Request for dial-a-ride type service to transport individuals from the Antelope Valley to the Gardnerville area for medical needs.	This could be an unmet need necessary for Antelope Valley residents to obtain basic necessities of life.	This requested service is not likely to be reasonable to meet as it would be unlikely to generate 10% of operating costs, and it may be duplicative of services provided by the Senior Center, the ESTA Non-Emergency Medical Transportation program, and existing fixed route service (the Reno route).	Cost for a 3-hour trip (1-hour each direction plus 1-hour at destination) would be approximately \$200. At 10% farebox ratio, the passenger's fare would be \$20 (compared to \$6.50 for the Reno Route) and the required subsidy from TDA funds would be \$180 per trip. Eastern Sierra Transit Authority offers Non-Emergency Medical Transportation (NEMT) mileage reimbursement program.
9.	Roadway improvements and/or bike lane or markings on Twin Lakes Road.	This is a request for non-transit related infrastructure, and therefore is not an unmet transit need.	Bicycle infrastructure is not considered a "transit" unmet need.	This process also documents public input on transportation needs in general. The Regional Transportation Plan includes this project.
10.	Improve bicycle infrastructure along Hwy 158 within the June Lake community: A Class I, dedicated bike path would be ideal but a Class II bike lane where possible, or shoulder widening is acceptable. If a bike lane is not possible, marking the 3-foot required passing distance on the road in green with accompanied signage, adding a Sharrow, or automated bike detection and warning signs would be acceptable.	This is a request for non-transit related infrastructure, and therefore is not an unmet transit need.	Bicycle infrastructure is not considered a "transit" unmet need.	This process also documents public input on transportation needs in general. The Regional Transportation Plan includes this project.

11.	A request for written information about the Vanpool program was received.	This is not a request for transit service.	The request was met, materials have been provided.	Completed
12.	Provide summer service from Bridgeport area to Bodie Hills.	This is a request for a service expansion, however it does not pertain to obtaining the basic necessities of life for Mono County residents.	This requested service is not likely to be reasonable to meet as it would be unlikely to generate 10% of operating costs.	Service for 8 hours per weekend day for 12 weeks during the summer would cost approximately \$13,500 to operate.
13.	Provide seasonal summer service for Pacific Crest Trail hikers.	This is a request for a service expansion, however it does not pertain to obtaining the basic necessities of life for Mono County residents.	This requested service is not likely to be reasonable to meet as it would be unlikely to generate 10% of operating.	The 395 route currently picks up hikers on US 395; private entrepreneur(s) currently fill this role, and local businesses could coordinate or be encouraged to provide a pick-up service.
14.	Provide transit service in conjunction with programmed events.	This is a request for a service expansion.	The service may be unreasonable to meet because the service wouldn't necessarily provide access to the necessities of life.	ESTA is not able to conduct service similar to that of a shuttle service benefiting one specific entity.
15.	Mammoth – June Shuttle question: who is supposed to be served by the winter shuttle, skiers or June Mountain employees?	This is not a request for transit service but may help clarify the purpose and need of this service.	NA	The June Mountain Shuttle in the winter months is a public, fixed route transit route. This service is made possible (financially) by June Mountain Ski Area, which has significant input on the design and timing of the route, although the route is available to the public.
16.	SSTAC – Improve access for disabled individuals to locations off Hwy 395 such as Convict Lake, Whitmore (pool and fields), Airport.	Currently, the Mammoth Express and Lone Pine to Reno routes will deviate to deliver/pick-up disabled passengers at the Whitmore area and the airport. Convict Lake could be added to this list. If this frequency (4 trips per weekday) is insufficient, this would be a request for service expansion, but would need to be shown as being necessary to obtain necessities of life in order to be classified an unmet transit need.	The service may be unreasonable to meet because the service wouldn't necessarily provide access to the necessities of life, be proven to be economical, or demonstrate cost effectiveness by meeting current fare box revenue requirements of the Mono LTC within two years.	

17.	SSTAC – Improve functionality of mobility device access equipment on buses of existing transit operators.	This is not an unmet transit need but, rather, a complaint about current service reliability. This situation has not been presented as a pervasive pattern or practice of the transit operators.	NA	NA
18.	SSTAC – Increase frequency of service between Bishop and Mammoth particularly on weekends	This could be an unmet need if employees in Mammoth Lakes are unable to access employment, recreation, and other basic necessities of life on weekends.	It may not be proven to be economical.	Cost to provide one round-trip per day on weekends would be approximately \$10,000. Assuming 15% recovery from fares, the net TDA funding subsidy required would be \$8,500 per day (\$17,000 per year for service on both Saturday and Sunday).

RESOLUTION R18-04
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION MAKING FINDINGS REGARDING "UNMET TRANSIT NEEDS" AND "REASONABLE TO MEET"

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 an April 4, 2018, public hearing in Mono County held jointly with the Social Services Transit Advisory Council; and

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

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

Transit Request	Unmet Need	Reasonable to Meet
A second bus opportunity traveling to and from Reno, NV	Yes	No
Additional seasonal summer service on weekends in the Bridgeport area	Yes	No
Seasonal summer service connections with Yosemite Area Regional Transportation System (YARTS) north to the Bridgeport area	Yes	No
Continue the June Lake Shuttle with the option of making it a demand-response service (Dial-A-Ride)	Yes	No

NOW, THEREFORE, BE IT RESOLVED, the MCLTC finds unmet needs that are not reasonable to meet exist in Mono County.

PASSED AND ADOPTED this 11th day of June 2018, by the following vote:

- Ayes:
- Noes:
- Abstain:
- Absent:

 John Wentworth, Chair
 Mono County Local Transportation Commission

ATTEST:

 CD Ritter, Secretary

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 11, 2018

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, LTC Accountant

RE: FY 2018-19 Local Transportation Fund (LTF) Apportionment and Allocation

RECOMMENDATION

Approve Resolution R18-05 approving the apportionment and allocation for the 2018-19 Local Transportation Fund.

FINANCIAL IMPLICATIONS

The 2018-19 estimate from the Mono County Auditor/Controller Office for LTF funding is \$617,258. Allocation of these funds is guided by the Transportation Development Act. This is \$12,994 above the 2017-18 estimate.

DISCUSSION

The Mono County Local Transportation Commission is the Regional Transportation Planning Agency (RTPA) responsible for apportioning and administering the Local Transportation Fund in accordance with the Transportation Development Act. The Local Transportation fund is comprised of 0.25% of local sales and use tax distributed by the State Board of Equalization monthly based on sales tax collected in each county. Annually, the Mono County director of finance provides the Local Transportation Commission with estimates for the Local Transportation Fund revenue for the upcoming fiscal year based on a 10-year rolling average. The Mono County LTF 2018-19 estimate is \$617,258, and the estimated rollover balance from allocated reserve is \$88,449. The total available balance for 2018-19 allocation is \$705,707. This does not account for 2017-18 LTF revenues above projections. The Mono County LTC received claimant letters from Eastern Sierra Transit Authority (ESTA), Yosemite Area Regional Transportation System (YARTS), and Mono County Social Services.

Each year, the LTC must adopt a resolution establishing how these funds will be allocated. Based on the Local Transportation Act, Auditor's 2018-19 estimate, the submitted claimant letters and direction from the Commission, LTC staff proposes the attached Resolution R18-05.

If there are any questions regarding this item, please contact Megan Mahaffey at 760.924.1836.

ATTACHMENTS

- 2018-19 actuals and estimates
- 2018-19 proposed LTF allocation
- Resolution R18-05

LTF Allocations

	<u>FY 08-09</u>	<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>	ROLLING		
												10 Year Average	% of total	Cum %
July	\$ 39,100.00	\$ 31,700.00	\$ 29,200.00	\$ 30,300.00	\$ 34,900.00	\$ 38,700.00	\$ 39,000.00	\$ 37,300.00	\$ 36,900.00	\$ 37,400.00	\$ 35,450.00	\$35,450	5.66%	5.66%
August	\$ 52,200.00	\$ 37,500.00	\$ 38,900.00	\$ 40,400.00	\$ 46,500.00	\$ 51,600.00	\$ 52,000.00	\$ 49,700.00	\$ 49,200.00	\$ 49,900.00	\$ 46,790.00	\$46,790	7.47%	13.13%
September	\$ 59,991.00	\$ 52,438.20	\$ 48,259.74	\$ 67,356.29	\$ 69,720.18	\$ 58,333.34	\$ 54,319.28	\$ 62,366.24	\$ 80,307.33	\$ 90,265.15	\$ 64,335.68	\$64,336	10.27%	23.39%
October	\$ 53,400.00	\$ 45,300.00	\$ 40,700.00	\$ 45,500.00	\$ 50,900.00	\$ 50,500.00	\$ 51,400.00	\$ 54,200.00	\$ 53,100.00	\$ 55,500.00	\$ 50,050.00	\$50,050	7.99%	31.38%
November	\$ 71,200.00	\$ 51,300.00	\$ 54,200.00	\$ 60,600.00	\$ 67,800.00	\$ 67,300.00	\$ 68,600.00	\$ 72,200.00	\$ 70,800.00	\$ 74,000.00	\$ 65,800.00	\$65,800	10.50%	41.88%
December	\$ 54,560.37	\$ 44,741.37	\$ 64,014.70	\$ 59,606.15	\$ 42,976.29	\$ 49,973.29	\$ 60,479.30	\$ 48,447.09	\$ 68,007.61	\$ 84,447.00	\$ 57,725.32	\$57,725	9.21%	51.09%
January	\$ 43,100.00	\$ 36,100.00	\$ 31,200.00	\$ 36,100.00	\$ 38,900.00	\$ 37,800.00	\$ 41,200.00	\$ 39,700.00	\$ 43,800.00	\$ 44,500.00	\$ 39,240.00	\$39,240	6.26%	57.36%
February	\$ 47,300.00	\$ 48,200.00	\$ 41,600.00	\$ 48,100.00	\$ 51,800.00	\$ 50,400.00	\$ 54,900.00	\$ 53,000.00	\$ 58,400.00	\$ 59,300.00	\$ 51,300.00	\$51,300	8.19%	65.54%
March	\$ 52,099.01	\$ 24,821.57	\$ 64,440.36	\$ 58,082.44	\$ 42,235.58	\$ 62,547.00	\$ 48,387.15	\$ 66,239.89	\$ 59,886.26	\$ 78,780.47	\$ 55,751.97	\$55,752	8.90%	74.44%
April	\$ 44,800.00	\$ 35,100.00	\$ 43,000.00	\$ 41,300.00	\$ 40,400.00	\$ 43,200.00	\$ 46,100.00	\$ 32,800.00	\$ 43,400.00	\$ 57,000.00	\$ 41,160.50	\$42,710	6.82%	81.26%
May	\$ 48,100.00	\$ 51,300.00	\$ 63,100.00	\$ 55,000.00	\$ 53,900.00	\$ 57,600.00	\$ 61,500.00	\$ 43,700.00	\$ 57,800.00	\$ 76,962.58	\$ 54,720.00	\$56,896	9.08%	90.34%
June	\$ 29,006.27	\$ 67,027.06	\$ 27,264.49	\$ 41,344.72	\$ 57,346.87	\$ 61,092.02	\$ 938.94	\$ 114,400.33	\$ 99,792.95	\$ 107,096.64	\$ 54,935.47	\$60,531	9.66%	###
Total	\$ 594,856.65	\$ 525,528.20	\$ 545,879.29	\$ 583,689.60	\$ 597,378.92	\$ 629,045.65	\$ 578,824.67	\$ 674,053.55	\$ 721,394.15	\$ 815,151.84	\$ 617,258.93	\$626,580	100.00%	
<i>Estimates</i>	\$ 630,000.00	\$ 580,000.00	\$ 580,000.00	\$ 497,000.00	\$ 560,000.00	\$ 575,000.00	\$ 592,235.00	\$ 622,812.00	\$ 607,787.41	\$ 604,264.00	\$ 617,258.00			

2018/19
LTF ALLOCATION

Budget

Reserve forward + unbudgeted \$ 88,449

Estimated 2018/19 revenue \$ 617,258

Estimated Total Revenue \$ 705,707

Specific Allocations

Reserve -15% \$ 105,856

Administration \$ 10,000

Annual Audit \$ 10,000

Planning and Progræ \$ 10,000

Bike Path-2% of bal: \$ 11,397

ESTA-CTSA <5% of \$ 20,700

Senior Services \$ 30,000

YARTS \$ 35,000

ESTA 395 Routes a \$ 105,000

3 Year maximum allocation

201819 = Mono year 2

Remaining Balance

\$ 367,754

ESTA - Town of Mai \$ 213,297

ESTA - Mono Count \$ 154,457

\$ 493,454

RESOLUTION R18-05
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
ALLOCATING LOCAL TRANSPORTATION FUNDS FOR FISCAL YEAR 2018-19

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 **\$617,258** of MCLTC moneys will be available for apportionment in fiscal year **2018-19**. Staff estimates an additional **\$88,449** of prior-year reserve and unallocated revenue for a total apportionment of **\$705,707**; and

WHEREAS, in accordance with the adopted MCLTC Handbook, a reserve of 15% of the budgeted allocation will be established, totaling **\$105,859**; 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 **\$11,397**, will be “set aside” for bike path construction. The **2018-19** apportionment and allocation is the **second year** of a three-year allocation to Mono County; and

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

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

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

- **\$30,000** of LTF will be allocated and apportioned to the Mono County Senior Program for medical escort service for seniors and other transit dependent adults,
- **\$35,000** of LTF will be allocated and apportioned to YARTS for operating costs; and
- **\$105,000** 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 **\$367,754** for FY **2018-19**; and

WHEREAS, the remaining available LTF moneys, **\$367,754**, will be split 58% for the Town of Mammoth Lakes and 42% for Mono County; and

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

- 15% to be placed in reserve
- 49.3% (58% of balance) to the Town of Mammoth Lakes
- 35.7% (42% of balance) to Mono County.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission hereby allocates **2018-19** LTF moneys as follows:

1. **\$105,856** 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. **\$11,397** or 2% of remaining LTF moneys for bicycle path “set-aside” to TOML
6. **\$20,700** (included in the ESTA budget) is apportioned and allocated to Eastern Sierra Transit Authority for CTSA administration, Public Utilities Code 99233.7
7. **\$30,000** of remaining LTF to the Mono County Senior Program for medical escort service for seniors and other transit-dependent adults
8. **\$35,000** is apportioned and allocated to YARTS for FY **2018-19** for operating costs
9. **\$105,000** is apportioned and allocated to ESTA for Federal Operating Grant Match (TDA Section 99262)
10. **\$367,754** of remaining LTF, Public Utilities Code 99400 (c) apportioned and allocated to Mono County and the Town of Mammoth Lakes for system operations (**Town \$213,297; County \$154,457**).

BE IT FURTHER RESOLVED that the Mono County Local Transportation Commission does hereby apportion and allocate **2018-19** 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 11th day of June 2018, by the following vote:

AYES:
 NOES:
 ABSTAIN:
 ABSENT:

John Wentworth, Chair
 Local Transportation Commission

ATTEST:

CD Ritter, LTC Secretary

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 11, 2018

TO: Mono County Local Transportation Commission
FROM: Megan Mahaffey, LTC Accountant
RE: FY 2018-19 State Transit Assistance Fund (STA) apportionment and allocation

RECOMMENDATION

Approve Resolution R18-06 approving the apportionment and allocation for State Transit Assistance 2018-19 fiscal year.

FINANCIAL IMPLICATIONS

The 2018-19 estimate, as provided by the State Controller's Office for STA funding, is \$247,436. Allocation of these funds is guided by the Transportation Development Act. This is \$92,991 above the 2017-18 STA estimate.

DISCUSSION

The State Controller has estimated that Mono County's share of the STA 2018-19 allocation is \$247,436 as per the attached, with \$96,111 from PUC 99313 and \$151,352 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 (\$45,405). 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 R18-06 allocates these funds to ESTA for transit operations.

If there are any questions regarding this item, please contact Megan Mahaffey at 760.924.1836.

ATTACHMENTS

- State Controller Allocation FY 2018-19 (with updated LTF revenues)
- Resolution R18-06



BETTY T. YEE
California State Controller

January 31, 2018

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

SUBJECT: 2018-19 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) 2018-19 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) sections 99313 and 99314. Also enclosed is a schedule detailing the amount of the PUC section 99314 allocation for each TPA by operator.

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

The estimated amount of STA funds budgeted, in the FY 2018-19 proposed California Budget, is \$554,025,000. We anticipate that the first quarter's allocation will be paid in November 2018. Please refer to the schedule for the amounts that relate to your agency.

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

Sincerely,

(Original Signed By)

DEBRA MORTON, Manager
Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
20
2018-19 STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE

SUMMARY
JANUARY 31, 2018

<u>Regional Entity</u>	PUC 99313 Fiscal Year 2018-19 Estimate	PUC 99314 Fiscal Year 2018-19 Estimate	Total Fiscal Year 2018-19 Estimate
	A	B	C= (A + B)
Metropolitan Transportation Commission	\$ 54,070,238	\$ 144,183,278	\$ 198,253,516
Sacramento Area Council of Governments	13,353,130	4,971,834	18,324,964
San Diego Association of Governments	6,714,752	2,483,220	9,197,972
San Diego Metropolitan Transit System	16,527,724	7,490,006	24,017,730
Tahoe Regional Planning Agency	716,452	76,914	793,366
Alpine County Transportation Commission	8,067	487	8,554
Amador County Transportation Commission	269,011	14,324	283,335
Butte County Association of Governments	1,586,817	97,431	1,684,248
Calaveras County Local Transportation Commission	316,573	5,440	322,013
Colusa County Local Transportation Commission	154,495	5,631	160,126
Del Norte County Local Transportation Commission	190,106	11,004	201,110
El Dorado County Local Transportation Commission	1,154,284	89,286	1,243,570
Fresno County Council of Governments	6,980,574	1,027,439	8,008,013
Glenn County Local Transportation Commission	201,369	6,479	207,848
Humboldt County Association of Governments	959,874	155,795	1,115,669
Imperial County Transportation Commission	1,319,992	112,375	1,432,367
Inyo County Local Transportation Commission	130,497	0	130,497
Kern Council of Governments	6,273,647	419,444	6,693,091
Kings County Association of Governments	1,048,073	60,113	1,108,186
Lake County/City Council of Governments	455,186	27,332	482,518
Lassen County Local Transportation Commission	216,698	11,358	228,056
Los Angeles County Metropolitan Transportation Authority	71,778,914	95,428,370	167,207,284
Madera County Local Transportation Commission	1,096,819	14,181	1,111,000
Mariposa County Local Transportation Commission	127,195	366	127,561
Mendocino Council of Governments	624,721	55,914	680,635
Merced County Association of Governments	1,925,068	137,103	2,062,171
Modoc County Local Transportation Commission	67,144	7,556	74,700
Mono County Local Transportation Commission	96,111	151,325	247,436
Transportation Agency for Monterey County	3,100,441	974,350	4,074,791
Nevada County Local Transportation Commission	692,664	34,326	726,990
Orange County Transportation Authority	22,386,227	7,547,179	29,933,406
Placer County Transportation Planning Agency	2,109,546	312,916	2,422,462
Plumas County Local Transportation Commission	138,907	6,719	145,626
Riverside County Transportation Commission	16,714,431	2,792,154	19,506,585
Council of San Benito County Governments	398,477	8,783	407,260
San Bernardino County Transportation Authority	15,140,770	2,590,843	17,731,613
San Joaquin Council of Governments	5,234,637	1,337,172	6,571,809
San Luis Obispo Area Council of Governments	1,963,168	133,354	2,096,522
Santa Barbara County Association of Governments	3,158,600	812,174	3,970,774
Santa Cruz County Transportation Commission	1,938,651	1,602,253	3,540,904
Shasta Regional Transportation Agency	1,251,804	72,811	1,324,615
Sierra County Local Transportation Commission	22,477	1,191	23,668
Siskiyou County Local Transportation Commission	313,209	15,355	328,564
Stanislaus Council of Governments	3,841,214	233,750	4,074,964
Tehama County Transportation Commission	448,527	10,995	459,522
Trinity County Transportation Commission	95,516	5,595	101,111
Tulare County Association of Governments	3,307,039	438,865	3,745,904
Tuolumne County Transportation Council	383,430	22,775	406,205
Ventura County Transportation Commission	6,009,234	1,014,935	7,024,169
State Totals	<u>\$ 277,012,500</u>	<u>\$ 277,012,500</u>	<u>\$ 554,025,000</u>

STATE CONTROLLER'S OFFICE
2018-19 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION
DETAIL
JANUARY 31, 2018

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Fiscal Year 2018-19 Estimate</u>
Altamont Corridor Express*		
Alameda County Congestion Management Agency	\$ NA	\$ 197,362
Santa Clara Valley Transportation Authority	NA	154,320
San Joaquin Regional Rail Commission	NA	698,116
Regional Entity Totals	0	1,049,798
	0	(1,049,798)
Metropolitan Transportation Commission		
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**	1,810,504,529	98,937,257
Central Contra Costa Transit Authority	11,505,773	628,747
City of Dixon	100,278	5,480
Eastern Contra Costa Transit Authority	5,325,782	291,034
City of Fairfield	2,537,148	138,646
Golden Gate Bridge Highway and Transportation District	55,834,606	3,051,151
Livermore-Amador Valley Transit Authority	5,372,372	293,580
Marin County Transit District	19,804,877	1,082,262
Napa County Transportation and Planning Agency	1,298,593	70,963
Peninsula Corridor Joint Powers Board	120,238,982	6,570,608
City of Petaluma	633,199	34,602
City of Rio Vista	35,699	1,951
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	26,770,662	1,462,916
San Mateo County Transit District	118,401,842	6,470,215
Santa Clara Valley Transportation Authority	418,133,467	22,849,420
City of Santa Rosa	2,779,985	151,916
Solano County Transit (SOLTRANS)	5,674,700	310,101
County of Sonoma	3,278,690	179,168
Sonoma-Marin Area Rail Transit District	14,844,615	811,202
City of Union City	1,652,571	90,307
City of Vacaville	426,700	23,318
Western Contra Costa Transit Authority	6,894,384	376,752
Regional Entity Subtotals	2,632,049,454	143,831,596
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	197,362
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	154,320
Regional Entity Totals	2,632,049,454	144,183,278
Sacramento Area Council of Governments		
City of Davis (Unitrans)	3,098,134	169,301
City of Elk Grove	1,767,786	96,603
City of Folsom	658,529	35,987
County of Sacramento	1,110,348	60,676
Sacramento Regional Transit System	78,534,612	4,291,621
Yolo County Transportation District	4,361,050	238,315
Yuba Sutter Transit Authority	1,451,725	79,331
Regional Entity Totals	90,982,184	4,971,834
San Diego Association of Governments		
North County Transit District	45,441,742	2,483,220

* 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
2018-19 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION
DETAIL
JANUARY 31, 2018

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Fiscal Year 2018-19 Estimate</u>
San Diego Metropolitan Transit System		
San Diego MTS	34,387,800	1,879,164
San Diego Transit Corporation	55,863,866	3,052,750
San Diego Trolley, Inc.	46,811,865	2,558,092
Regional Entity Totals	<u>137,063,531</u>	<u>7,490,006</u>
Southern California Regional Rail Authority***		
Los Angeles County Metropolitan Transportation Authority	NA	6,039,702
Orange County Transportation Authority	NA	2,582,813
Riverside County Transportation Commission	NA	1,042,167
San Bernardino County Transportation Authority	NA	1,307,636
Ventura County Transportation Commission	NA	620,201
Regional Entity Totals	<u>0</u>	<u>11,592,519</u>
	0	(11,592,519)
Tahoe Regional Planning Agency		
Tahoe Transportation District	1,407,484	76,914
Alpine County Transportation Commission		
County of Alpine	8,911	487
Amador County Transportation Commission		
Amador Regional Transit System	262,123	14,324
Butte County Association of Governments		
Butte Regional Transit	1,764,509	96,424
City of Gridley - Specialized Service	18,424	1,007
Regional Entity Totals	<u>1,782,933</u>	<u>97,431</u>
Calaveras County Local Transportation Commission		
County of Calaveras	99,554	5,440
Colusa County Local Transportation Commission		
County of Colusa	103,042	5,631
Del Norte County Local Transportation Commission		
Redwood Coast Transit Authority	201,369	11,004
El Dorado County Local Transportation Commission		
El Dorado County Transit Authority	1,633,884	89,286

*** 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
2018-19 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION
DETAIL
JANUARY 31, 2018

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Fiscal Year 2018-19 Estimate</u>
Fresno County Council of Governments		
City of Clovis	1,608,396	87,893
City of Fresno	15,642,374	854,797
Fresno County Rural Transit Agency	1,550,864	84,749
Regional Entity Totals	18,801,634	1,027,439
Glenn County Local Transportation Commission		
County of Glenn	118,565	6,479
Humboldt County Association of Governments		
City of Arcata	252,847	13,817
City of Eureka	688,702	37,635
City of Fortuna - Specialized Service	13,266	725
Humboldt Transit Authority	1,896,163	103,618
Regional Entity Totals	2,850,978	155,795
Imperial County Transportation Commission		
Imperial County Transportation Commission (ICTC)	2,034,524	111,180
Quechan Indian Tribe	21,876	1,195
Regional Entity Totals	2,056,400	112,375
Inyo County Local Transportation Commission	None	None
Kern Council of Governments		
City of Arvin	607,140	33,178
City of California City	23,003	1,257
City of Delano	154,896	8,464
Golden Empire Transit District	5,036,106	275,204
County of Kern	1,066,343	58,272
City of McFarland	16,214	886
City of Ridgecrest	343,371	18,764
City of Shafter	56,758	3,102
City of Taft	345,695	18,891
City of Tehachapi	4,792	262
City of Wasco	21,304	1,164
Regional Entity Totals	7,675,622	419,444
Kings County Association of Governments		
City of Corcoran	97,289	5,316
Kings County Area Public Transit Agency	1,002,749	54,797
Regional Entity Totals	1,100,038	60,113
Lake County/City Council of Governments		
Lake Transit Authority	500,168	27,332
Lassen County Local Transportation Commission		
County of Lassen	207,838	11,358

STATE CONTROLLER'S OFFICE
2018-19 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION
DETAIL
JANUARY 31, 2018

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Fiscal Year 2018-19 Estimate</u>
Los Angeles County Metropolitan Transportation Authority		
Antelope Valley Transit Authority	17,690,973	966,745
City of Arcadia	1,367,514	74,729
City of Claremont	382,509	20,904
City of Commerce	4,304,495	235,224
City of Culver City	13,583,265	742,274
Foothill Transit Zone	51,538,874	2,816,405
City of Gardena	10,936,244	597,625
City of La Mirada	832,072	45,470
Long Beach Public Transportation Company	48,712,640	2,661,962
City of Los Angeles	78,773,386	4,304,669
County of Los Angeles	22,987,199	1,256,164
Los Angeles County Metropolitan Transportation Authority	1,270,744,236	69,441,388
City of Montebello	17,594,552	961,476
City of Norwalk	7,442,578	406,709
City of Redondo Beach	2,557,775	139,773
City of Santa Clarita	22,843,760	1,248,326
City of Santa Monica	45,305,142	2,475,755
Southern California Regional Rail Authority***	212,137,556	NA
City of Torrance	18,172,705	993,070
Regional Entity Subtotals	1,847,907,475	89,388,668
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRRA***	NA	6,039,702
Regional Entity Totals	1,847,907,475	95,428,370
Madera County Local Transportation Commission		
City of Chowchilla	134,286	7,338
City of Madera	125,218	6,843
Regional Entity Totals	259,504	14,181
Mariposa County Local Transportation Commission		
County of Mariposa	6,696	366
Mendocino Council of Governments		
Mendocino Transit Authority	1,023,207	55,914
Merced County Association of Governments		
Transit Joint Powers Authority of Merced County	1,389,374	75,924
Yosemite Area Regional Transportation System (YARTS)	1,119,543	61,179
Regional Entity Totals	2,508,917	137,103
Modoc County Local Transportation Commission		
Modoc Transportation Agency - Specialized Service	138,272	7,556
Mono County Local Transportation Commission		
Eastern Sierra Transit Authority	2,769,180	151,325
Transportation Agency for Monterey County		
Monterey-Salinas Transit	17,830,132	974,350

*** 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
2018-19 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION
DETAIL
JANUARY 31, 2018

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Fiscal Year 2018-19 Estimate</u>
Nevada County Local Transportation Commission		
County of Nevada	408,912	22,346
City of Truckee	219,231	11,980
Regional Entity Totals	<u>628,143</u>	<u>34,326</u>
Orange County Transportation Authority		
City of Laguna Beach	1,000,340	54,665
Orange County Transportation Authority	89,845,193	4,909,701
Regional Entity Subtotals	<u>90,845,533</u>	<u>4,964,366</u>
Orange County Transportation Authority - Corresponding to SCRRA***	NA	2,582,813
Regional Entity Totals	<u>90,845,533</u>	<u>7,547,179</u>
Placer County Transportation Planning Agency		
City of Auburn	27,057	1,479
County of Placer	4,358,254	238,162
City of Roseville	1,340,903	73,275
Regional Entity Totals	<u>5,726,214</u>	<u>312,916</u>
Plumas County Local Transportation Commission		
County of Plumas	122,951	6,719
Riverside County Transportation Commission		
City of Banning	224,460	12,266
City of Beaumont	1,843,529	100,742
City of Corona	467,404	25,542
Palo Verde Valley Transit Agency	116,428	6,362
City of Riverside - Specialized Service	385,206	21,050
Riverside Transit Agency	15,378,001	840,350
Sunline Transit Agency	13,608,902	743,675
Regional Entity Subtotals	<u>32,023,930</u>	<u>1,749,987</u>
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	1,042,167
Regional Entity Totals	<u>32,023,930</u>	<u>2,792,154</u>
Council of San Benito County Governments		
San Benito County Local Transportation Authority	160,719	8,783
San Bernardino County Transportation Authority		
Morongo Basin Transit Authority	536,943	29,342
Mountain Area Regional Transit Authority	459,125	25,089
City of Needles	57,989	3,169
Omnitrans	15,718,035	858,932
Victor Valley Transit Authority	6,709,975	366,675
Regional Entity Subtotals	<u>23,482,067</u>	<u>1,283,207</u>
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	1,307,636
Regional Entity Totals	<u>23,482,067</u>	<u>2,590,843</u>

*** 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
2018-19 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION
DETAIL
JANUARY 31, 2018

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Fiscal Year 2018-19 Estimate</u>
San Joaquin Council of Governments		
Altamont Corridor Express (ACE)*	19,210,812	NA
City of Escalon	24,026	1,313
City of Lodi	429,604	23,476
City of Manteca	111,427	6,089
City of Ripon	49,233	2,690
San Joaquin Joint Powers Authority	10,550	577
San Joaquin Regional Transit District	10,879,753	594,537
City of Tracy	189,840	10,374
Regional Entity Subtotals	<u>30,905,245</u>	<u>639,056</u>
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	698,116
Regional Entity Totals	30,905,245	1,337,172
San Luis Obispo Area Council of Governments		
City of Arroyo Grande	0	0
City of Atascadero	53,667	2,933
City of Morro Bay	52,135	2,849
City of Pismo Beach - Specialized Service	16	1
City of San Luis Obispo Transit	710,409	38,821
San Luis Obispo Regional Transit Authority	1,475,696	80,641
South County Area Transit	148,390	8,109
Regional Entity Totals	<u>2,440,313</u>	<u>133,354</u>
Santa Barbara County Association of Governments		
City of Guadalupe	83,911	4,585
City of Lompoc	1,332,646	72,824
County of Santa Barbara	350,487	19,153
Santa Barbara Metropolitan Transit District	11,956,488	653,377
City of Santa Maria	1,062,471	58,060
City of Solvang	76,389	4,175
Regional Entity Totals	<u>14,862,392</u>	<u>812,174</u>
Santa Cruz County Transportation Commission		
Santa Cruz Metropolitan Transit District	29,320,471	1,602,253
Shasta Regional Transportation Agency		
Redding Area Bus Authority	1,332,408	72,811
Sierra County Local Transportation Commission		
County of Sierra - Specialized Service	21,800	1,191
Siskiyou County Local Transportation Commission		
County of Siskiyou	280,988	15,355

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

STATE CONTROLLER'S OFFICE
2018-19 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION
DETAIL
JANUARY 31, 2018

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Fiscal Year 2018-19 Estimate</u>
Stanislaus Council of Governments		
City of Ceres	88,135	4,816
City of Modesto	3,373,876	184,370
County of Stanislaus	632,073	34,540
City of Turlock	183,429	10,024
Regional Entity Totals	<u>4,277,513</u>	<u>233,750</u>
Tehama County Transportation Commission		
County of Tehama	201,204	10,995
Trinity County Transportation Commission		
County of Trinity	102,386	5,595
Tulare County Association of Governments		
City of Dinuba	282,412	15,433
City of Exeter	8,097	442
City of Porterville	1,069,400	58,439
City of Tulare	623,969	34,098
County of Tulare	1,039,898	56,827
City of Visalia	4,993,037	272,850
City of Woodlake	14,207	776
Regional Entity Totals	<u>8,031,020</u>	<u>438,865</u>
Tuolumne County Transportation Council		
County of Tuolumne	416,764	22,775
Ventura County Transportation Commission		
City of Camarillo	999,459	54,617
Gold Coast Transit	4,807,480	262,710
City of Moorpark	0	0
City of Simi Valley	704,217	38,483
City of Thousand Oaks	712,289	38,924
Regional Entity Subtotals	<u>7,223,445</u>	<u>394,734</u>
Ventura County Transportation Commission - Corresponding to SCRRRA***	NA	620,201
Regional Entity Totals	<u>7,223,445</u>	<u>1,014,935</u>
 STATE TOTALS	 <u>\$ 5,069,196,343</u>	 <u>\$ 277,012,500</u>

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

RESOLUTION R18-06
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
ALLOCATING STATE TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 2018-19

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

WHEREAS, the State Controller has allocated **\$247,436** of State Transit Assistance funds for public transportation to the Mono County LTC for fiscal year 2018-19; 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 2018-19 STA funds in the amount of \$247,436 to the Eastern Sierra Transit Authority. If additional funds are received, they will also be allocated to Eastern Sierra Transit Authority, upon receipt of an amended claimant letter.

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

PASSED AND ADOPTED this 11th day of June 2018 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

John Wentworth, Chair
Local Transportation Commission

Attest:

CD Ritter, LTC Secretary

Mono County Local Transportation Commission

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

PO Box 8
Bridgeport, CA 93517
760- 932-5420 phone, 932-5431 fax

Staff Report

June 11, 2018

TO: Mono County Local Transportation Commission
FROM: Megan Mahaffey, Fiscal Analyst
SUBJECT: Amendment 03 to Mono County Overall Work Program

RECOMMENDATION

Adopt Amendment 03 to the Mono County Overall Work Program 2017-18. This amendment includes minor adjustments to OWP budget adjustments based on expenditures made to date and anticipated expenditures for the remainder of the year.

FISCAL IMPLICATIONS

None.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The current OWP was adopted by the Local Transportation Commission on June 12, 2017. Due to the timeline for development, adoption and approval of the OWP with Caltrans, the 2017-18 OWP was drafted and adopted before knowing total expenditures for the 2016-17 OWP work elements. Amendment 01 was adopted in December to include rollover funds from the 2016-17 OWP. Amendment 02 adjusted language of Work Element 201-12-1 Regional Trails and Work Element 903-12-1 Regional Asset Management System as well as budget. Amendment 03 is a simple budget adjustment based on expenditures to date and anticipated expenditures for work to be completed before June 30, 2018.

ATTACHMENTS

- FY 2017-18 OWP Amendment 03 Budget Adjustment

FY 2017/18 OWP Preliminary Budget \$ 273,722.00 \$ 81,222.00 \$ 192,500.00
 Budget Adjustment Amendment 03 \$ 43,722.00
RPA Current Budget \$ 282,997.37 \$ 77,222.00 \$ 205,775.37

\$ 282,997.37 Total RPA Adjusted Budget

	RPA			Quarter 1, 2 & 3 Billing			Amendment 03		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County
Total	\$ 273,722.00	\$ 81,222.00	\$ 192,500.00	\$ 165,025.70	\$ 46,540.72	\$ 118,484.98	\$ (4,000.00)	\$ 13,275.37	\$ 77,222.00	\$ 205,775.37	\$ 30,681.28	\$ 87,290.39
100-13-0 OWP Administration and Management	\$ 36,000.00	\$ 5,000.00	\$ 31,000.00	\$ 23,067.02	\$ 2,422.66	\$ 20,644.36			\$ 5,000.00	\$ 31,000.00	\$ 2,577.34	\$ 10,355.64
1000-12-0 Transportation Training & Development	\$ 20,000.00	\$ 10,000.00	\$ 10,000.00	\$ 4,167.04		\$ 4,167.04			\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 5,832.96
200-12-0 Regional Transportation Plan	\$ 10,000.00		\$ 10,000.00	\$ 5,265.02		\$ 5,265.02		\$ (2,000.00)	\$ -	\$ 8,000.00	\$ -	\$ 2,734.98
201-12-1 Regional Trails	\$ 76,722.00	\$ 41,722.00	\$ 35,000.00	\$ 41,512.79	\$ 32,101.58	\$ 9,411.21	\$ (5,000.00)	\$ (10,000.00)	\$ 36,722.00	\$ 25,000.00	\$ 4,620.42	\$ 15,588.79
202-16-1 Regional Transportation Plan Implementation	\$ 20,000.00		\$ 20,000.00	\$ 15,000.00		\$ 15,000.00		\$ (2,000.00)	\$ -	\$ 18,000.00	\$ -	\$ 3,000.00
300-12-0 Regional Transit Planning and Coordination	\$ 2,500.00		\$ 2,500.00	\$ 424.46		\$ 424.46			\$ -	\$ 2,500.00	\$ -	\$ 2,075.54
501-15-0 Airport Planning	\$ 6,500.00	\$ 2,500.00	\$ 4,000.00	\$ 318.82		\$ 318.82		\$ (3,681.18)	\$ 2,500.00	\$ 318.82	\$ 2,500.00	\$ -
600-12-0 Regional Transportation Funding	\$ 6,000.00	\$ 1,000.00	\$ 5,000.00	\$ 2,078.08	\$ 1,000.00	\$ 1,078.08	\$ 1,000.00		\$ 2,000.00	\$ 5,000.00	\$ 1,000.00	\$ 3,921.92
601-11-0 395 Corridor Management Plan	\$ 2,000.00		\$ 2,000.00	\$ 1,378.92		\$ 1,378.92		\$ (621.08)	\$ -	\$ 1,378.92	\$ -	\$ -
614-15-0 Alternative Fueling Station Corridor Policy	\$ 500.00		\$ 500.00	\$ 14.30		\$ 14.30		\$ 1,000.00	\$ -	\$ 1,500.00	\$ -	\$ 1,485.70
615-15-0 Active Transportation Program (ATP)	\$ 1,000.00		\$ 1,000.00	\$ 77.63		\$ 77.63		\$ (922.37)	\$ -	\$ 77.63	\$ -	\$ -
616-15-0 a Community Emergency Access Route Assessment	\$ 1,500.00		\$ 1,500.00	\$ 544.03		\$ 544.03			\$ -	\$ 1,500.00	\$ -	\$ 955.97
616-15-0 b Regional Winter Response/ Future Needs Assessment	\$ 2,000.00	\$ 1,000.00	\$ 1,000.00	\$ -					\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00
617-15-0 Community Way-Finding Design Standards	\$ 1,000.00		\$ 1,000.00	\$ -				\$ (500.00)	\$ -	\$ 500.00	\$ -	\$ 500.00
800-12-1 Interregional Transportation Planning	\$ 4,000.00		\$ 4,000.00	\$ 1,173.47		\$ 1,173.47			\$ -	\$ 4,000.00	\$ -	\$ 2,826.53
804-15-1 Community Traffic Calming & Complete Streets	\$ 1,000.00		\$ 1,000.00	\$ -					\$ -	\$ 1,000.00	\$ -	\$ 1,000.00
900-12-0 Planning, Monitoring & Traffic Issues	\$ 8,000.00		\$ 8,000.00	\$ 3,987.64		\$ 3,987.64			\$ -	\$ 8,000.00	\$ -	\$ 4,012.36
903-12-1 Regional Pavement & Asset Management System	\$ 75,000.00	\$ 20,000.00	\$ 55,000.00	\$ 66,016.48	\$ 11,016.48	\$ 55,000.00		\$ 32,000.00	\$ 20,000.00	\$ 87,000.00	\$ 8,983.52	\$ 32,000.00

Max Admin = 25%	\$ 70,749.34
Admin	\$ 66,000.00

FY 2017/18 OWP Preliminary Budget \$ 135,000.00 \$ 67,500.00 \$ 67,500.00
 Budget Adjustment \$ 77,087.00 \$ 77,087.00
PPM Current Budget \$ 212,087.00 \$ 56,000.00 \$ 156,087.00

\$ 212,087.00 Total PPM Adjusted Budget

	PPM Budget			Quarter 1, 2 & 3 Billing			Amendment 02		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County
Total	\$ 212,087.00	\$ 56,000.00	\$ 156,087.00	\$ 31,503.22	\$ 9,944.94	\$ 21,558.28	\$ -	\$ -	\$ 56,000.00	\$ 156,087.00	\$ 36,000.00	\$ 119,665.84
201-12-1 Regional Trails	\$ 34,862.88	\$ 20,000.00	\$ 14,862.88	\$ 73.65	\$ 73.65				\$ 20,000.00	\$ 14,862.88	\$ 19,926.35	\$ 14,862.88
501-15-0 Airport Planning	\$ 5,000.00	\$ 2,500.00	\$ 2,500.00	\$ -					\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00
600-12-0 Regional Transportation Funding	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ -					\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00
615-15-0 Active Transportation Program (ATP)	\$ 5,000.00		\$ 5,000.00	\$ -					\$ -	\$ 5,000.00	\$ -	\$ 5,000.00
700-12-0 Regional Project Study Reports	\$ 10,137.12	\$ 10,000.00	\$ 137.12	\$ 137.12		\$ 137.12			\$ 10,000.00	\$ 137.12	\$ 10,000.00	\$ -
701-12-1 Regional Transportation Improvement	\$ 3,000.00		\$ 3,000.00	\$ 3,000.00		\$ 3,000.00			\$ -	\$ 3,000.00	\$ -	\$ -
800-12-1 Interregional Transportation Planning	\$ 2,000.00		\$ 2,000.00	\$ 2,000.00		\$ 2,000.00			\$ -	\$ 2,000.00	\$ -	\$ -
803-13-1 Mammoth Lakes Air Quality monitoring and planning	\$ 500.00	\$ 500.00		\$ 500.00	\$ 500.00				\$ 500.00	\$ -	\$ -	\$ -
900-12-0 Planning, Monitoring & Traffic Issue/ Policy Creation	\$ 48,000.00	\$ 3,000.00	\$ 45,000.00	\$ 829.07	\$ 829.07				\$ 3,000.00	\$ 45,000.00	\$ 2,170.93	\$ 45,000.00
902-12-2 Regional Transportation Data Collection	\$ 12,500.00	\$ 10,000.00	\$ 2,500.00	\$ 5,542.22	\$ 5,542.22				\$ 10,000.00	\$ 2,500.00	\$ 4,457.78	\$ 2,500.00
903-12-1 Regional Pavement & Asset Management System	\$ 77,087.00	\$ 3,000.00	\$ 74,087.00	\$ 19,421.16	\$ 3,000.00	\$ 16,421.16			\$ 3,000.00	\$ 74,087.00	\$ -	\$ 57,665.84
908-14-1 Regional Maintenance MOU	\$ 4,000.00	\$ 2,000.00	\$ 2,000.00	\$ -					\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00



Date: June 11, 2018

STAFF REPORT

Subject: FFY 2018 FTA Section 5311 Regional Program of Projects and Certifications and Assurances

Initiated by: Karie Bentley, Acting Executive Director

RECOMMENDATION

It is recommended that the Commission program by Resolution R18-07 the Federal Fiscal Year 2019 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$81,358 in Federal funds and authorize the Local Transportation Commission, Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Mono County.

BACKGROUND:

Federal Transit Administration Section 5311 funds are apportioned annually to each county to be used only for public transportation projects in non-urbanized areas. Section 5311 funds may be used for capital, operating or administrative assistance to state or local agencies that are operators of public transportation services. For the Federal Fiscal Year 2019, Mono County was apportioned \$81,358.00.

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

Historically, these funds have been programmed to Eastern Sierra Transit Authority to assist in the operational costs of the overall Mono County transit system. FTA Section 5311 funds will be incorporated into ESTA's 2019/20 budget.

Eastern Sierra Transit Authority is seeking approval by Resolution the Federal Fiscal Year 2019 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$81,358.00 in Federal funds and authorize the Local Transportation Commission, Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Mono County.

RESOLUTION R18-07
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION
COMMISSION, STATE OF CALIFORNIA, APPROVING AND AUTHORIZING
SUBMISSION OF 2019 FEDERAL TRANSIT ADMINISTRATION SECTION 5311
APPORTIONMENT GRANT WITH EASTERN SIERRA TRANSIT AUTHORITY AS THE
SUBRECIPIENT OF THE \$81,358.00; AND AUTHORIZE THE MONO COUNTY LOCAL
TRANSPORTATION COMMISSION EXECUTIVE DIRECTOR TO SIGN ALL
REQUIRED CERTIFICATIONS AND ASSURANCES.

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

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

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

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

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

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

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

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

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

That Eastern Sierra Transit Authority is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 operating assistance for public transit in Mono County in the amount of \$81,358.00.

PASSED AND ADOPTED this 11th day of June 2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

John Wentworth, Chair
Mono County Local Transportation Commission

Attest: _____
CD Ritter, LTC Secretary

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



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

FEDERAL FISCAL YEAR 2018 - 2019



**All Section 5311(f), and Rural CMAQ Transit Applications and POPs are due June 8, 2018.
All Section 5311 and POPs are due July 31, 2018.**

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

FEDERAL FISCAL YEAR 2019
Section 5311 Program of Projects (POP)

Regular 5311 JARC 5311 CMAQ

(A) Available Funding:

Carryover (Must specify FFY):	(+)	0	
<i>Estimated</i> Apportionment [FFY 2019]:	(+)	81,358	
(A) TOTAL FUNDS AVAILABLE:	=	81,358	

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

			<i>Federal Share</i>
Part I. Operating Assistance - Total:	(+)	81,358	
Part II. Capital - Total:	(+)	0	
(B) Total [Programmed]:	(=)	81,358	

(C) Balance

			<i>Federal Share</i>
(A) Total Funds Available:	(+)	81,358	
(B) Total [Programmed]:	(-)	81,358	
* Balance:	(=)	0	

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

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

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

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

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

FUNDING SUMMARY

			<i>Federal Share</i>
(B) Regional Apportioned - Total [Programmed]:	(+)	81,358	
(D) Flex Fund - Total:	(+)	0	
GRAND TOTAL [Programmed]:	(=)	81,358	

Contact Person/Title: Karie Bentley, Acting Executive Director Date: 6/11/2018
 Phone Number: 760-872-1901 ext. 15

Statewide Transportation Improvement Program (STIP) –

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

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

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

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

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

PART I. Regional Apportionment - Operating Assistance

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

Subrecipient	Project Description	Federal Share (2019 Funds)	Carryover Funds Utilized (Must specify FFY)	Local Share (Excluding Toll Credit)	Toll Credit Amount	Net Project Cost	PROGRAM OF PROJECTS DOC YR	PROGRAMMED DATE OR AMENDMENT #
Eastern Sierra Transit Authority	Mono County Operating Assistance	81,358		1,774,041		1,855,399		
	Operating Assistance Funds Total	81,358		1,774,041		1,855,399		

PART IV. Vehicle Replacement Information

State Contract Local Purchase Piggyback Other Explain: _____

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

INSTRUCTIONS

PART I – Operating Assistance

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

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

- **All** vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service).
- Capital projects must contain a full description of project: A PRELIMINARY ENVIRONMENTAL SURVEY (PES) is required for Capital projects other than vehicle procurement.(i.e. facility or shelter - include specifics, planning studies, preventative maintenance). The PES does not satisfy the requirements for environmental review and approval. When the agency prepares the documentation for a categorical exclusion, the Environmental Justice Analysis must be included.

- Funding split: 11.47% Local Share and 88.53% Federal Share.
- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under FTA Circular 4220.1E and approved by DRMT prior to bid release.

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

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

PART IV. Vehicle Replacement

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

FEDERAL FISCAL YEAR 2019: All Flexible (CMAQ) CAPITAL funded projects - a complete 5311 application is required at the time a POP is submitted. **POP and application should be submitted by June 8, 2018.** Part II of the application (Regional Certifications and Assurances) must be complete (i.e. signature, specific project programming information).



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

Regional Agency/TPA: Mono County Local Transportation Commission

Contact Person: Gerry Le Francois

Contact Email: glefrancois@mono.ca.gov

Contact Phone: 760-924-1810

Name of Subrecipient: Eastern Sierra Transit Authority

Project Description: Mono County Operating Assistance

Project Amount and Fund Type

<i>Regional Apportionment 5311 or CMAQ*</i>	<i>Toll Credits**</i>	<i>Local Match</i>	<i>Total Project Cost</i>	<i>Local Match Source/s</i>
\$81,358	\$	\$1,774,041	\$1,855,399	LTF, STA, fares, other agencies

* Includes Section 5311 JARC eligible projects

** Prior approval by Caltrans required

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

Check all that apply:

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

Certifying Representative:

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

Name: Gerry Le Francois

Title: Co-Executive Director

Signature: _____ Date: 6/11/2018

Signature in BLUE ink



June 11, 2018

STAFF REPORT

Subject: FTA Section 5311(f) Intercity Bus Program Operating Assistance for the 395 Intercity Bus Routes Certifications and Assurances

Initiated by: Karie Bentley, Acting Executive Director

RECOMMENDATION

It is recommended that the Commission authorize by Resolution R18-08 the Executive Director to sign the Certification and Assurances for the Federal Transit Administration Section 5311(f) Continued Funding for Operating Assistance for the 395 Intercity Bus Routes.

BACKGROUND

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

Eastern Sierra Transit operates the 395 Route-North weekdays between Lone Pine and Reno making connections with Greyhound and Reno-Tahoe International Airport. The 395 Route-South operates weekdays between Mammoth Lakes and Lancaster connecting with the Metrolink train.

The net operating expense for the operation of the two 395 Routes is project to be \$524,128. This grant application is seeking \$290,000 in FTA funds and the \$210,128 in matching funds. The majority of these funds are anticipated to be provided through toll credits. The balance would be matching funds provided by Kern Regional Transit. If the toll credits are not available, the required matching funds are requested in equal measures from the Inyo County LTC and Mono County LTC.

Agency	Matching Funds
Inyo County**	\$105,064.00

Mono County**	\$105,064.00
Kern Regional Transit	\$ 24,000.00
	\$234,128.00
** only if toll credits are not available	

The Resolution certifies that there will be sufficient funds to operate the vehicles, or, facility, or equipment purchased under this project, as applicable and that ESTA has coordinated with other transportation providers and users in the region, including social service agencies.

Historically, Local Transportation Funds have been used in combination with the grant funding for the operation of the 395 Routes. Based on the funding estimates for FY 2018-19, there are be sufficient fund for the operation of these routes. Eastern Sierra Transit, as the CTSA for both Inyo and Mono counties, routinely coordinates with other transportation providers and social service agencies in the region.

The resolution also certifies the programming of funds for this project and that project has met all Statewide Transportation Improvement Program (STIP) requirements and that some combination of state, local, or private funding sources has been applied at the rate of 44.67% or more to match the federal share of 55.33%.

The 395 Route and the FTA Section 5311(f) funding have met the STIP requirements. The local matching funds are to be split equally between Mono and Inyo County's Local Transportation Commissions. These funds will be requested with Eastern Sierra Transit FY 2018/19 budget.

Eastern Sierra Transit Authority is seeking approval by Resolution for the approval for the Administration Manager to sign the Certification and Assurances for the Federal Transit Administration Section 5311(f) Operating Assistance for the 395 Intercity Bus Routes.

RESOLUTION R18-08

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

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

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

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

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

PASSED AND ADOPTED this 11th day of June 2018, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

John Wentworth, Chair
Mono County Local Transportation Commission

Attest:

Christy Milovich
Assistant County Counsel

CD Ritter, LTC Secretary



**2019 Certifications and Assurances of the Regional Agency/Transportation
Planning Agency
State of California - FTA Section 5311(f) Intercity Bus Program**

Regional Agency/TPA: Mono County Local Transportation Commission

Contact Person: Gerry Le Francois

Contact Email: glefrancois@mono.ca.gov

Contact Phone: 760.924.1810

Name of Subrecipient: Eastern Sierra Transit Authority

Project Description: 5311(f) Operating Assistance – Intercity Routes from Lone Pine to/from Reno and Mammoth Lakes to/from Lancaster

Project Amount and Fund Type

<i>5311(f) Award</i>	<i>Toll Credits*</i>	<i>Local Match</i>	<i>Total Project Cost</i>	<i>Local Match Source/s</i>
\$290,000	\$210,128	\$24,000	\$524,128	\$KRT

* Prior approval by Caltrans required

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

Check all that apply:

Some combination of state, local, or private funding sources have been or will be committed to provide the required local share.

The subrecipient has coordinated with other transportation providers and users in the region, including social service agencies capable of purchasing service.

The amount requested does not exceed the Federal funds provided to this agency in the approved Federal TIP/Federal Statewide TIP(FSTIP)

The regional agency/TPA has approved, by resolution, the programming of funds for this Project and Project has met all Statewide Transportation Improvement Program (STIP) requirements.

Certifying Representative:

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

Name: Gerry Le Francois

Title: Co-Executive Director

Signature: _____ Date: 6/11/2018

Mono County Local Transportation Commission

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

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

LTC Staff Report

June 11, 2018

FROM: Gerry Le Francois, Co-Director Mono County LTC

SUBJECT: Presentation of YARTS Short-Range Transit Plan by Selena McKinney,
LSC Transportation Consultants

RECOMMENDATION

View/hear presentation and discuss the YARTS Short-Range Transit Plan.

FISCAL IMPLICATIONS

Not applicable

ENVIRONMENTAL COMPLIANCE

Not applicable

RTP / RTIP CONSISTENCY

Not applicable

DISCUSSION:

Receive presentation by LSC Transportation Consultants and provide any desired direction.

ATTACHMENT

- PowerPoint

YARTS Short Range Transit Plan



Planning Presentation

Presented by: Selena McKinney, Senior Planner
LSC Transportation Consultants, Inc.
Selena@lscstahoe.com



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Today's Presentation

- Purpose of a SRTP
- Factors Impacting YARTS Service and Role Over the Next Five Years
- YARTS History
- Key Issues to be Addressed
- Potential Improvements
- Next Steps

What is a Short Range Transit Plan?

- An opportunity to review existing services and plan for improvements
- An opportunity to hear from the public and key stakeholders regarding the role of the transit system
- A comprehensive “business plan” to guide a transit service over the coming 5-7 years

Routes/Schedules

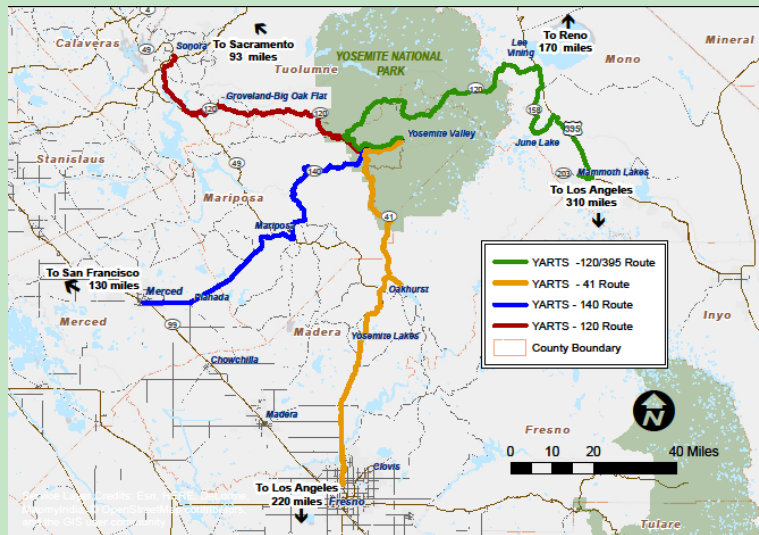
Buses and Bus Stops

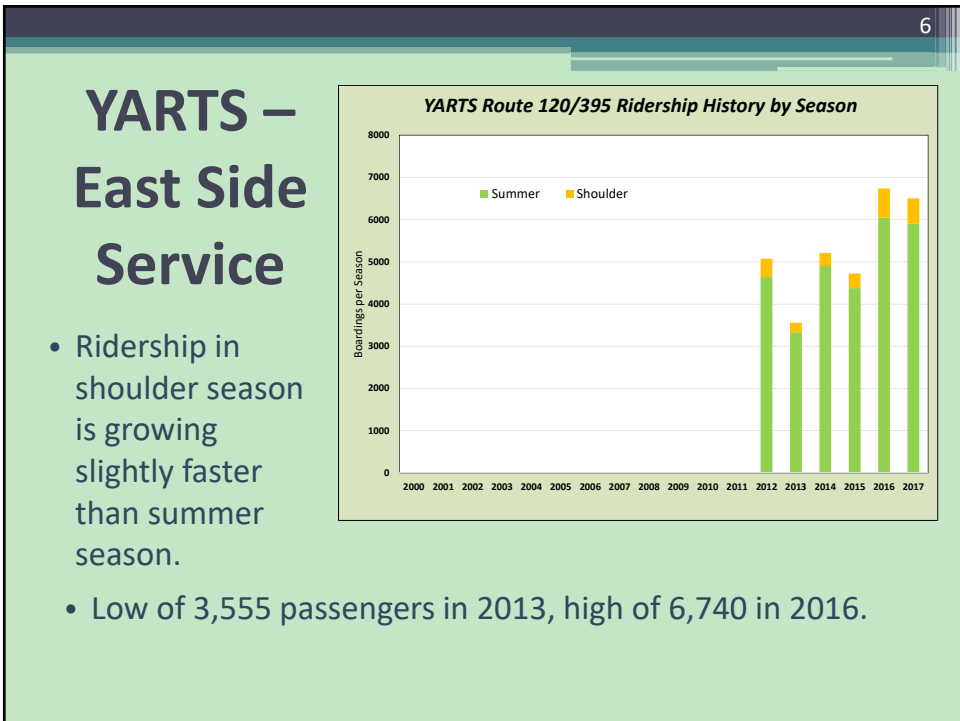
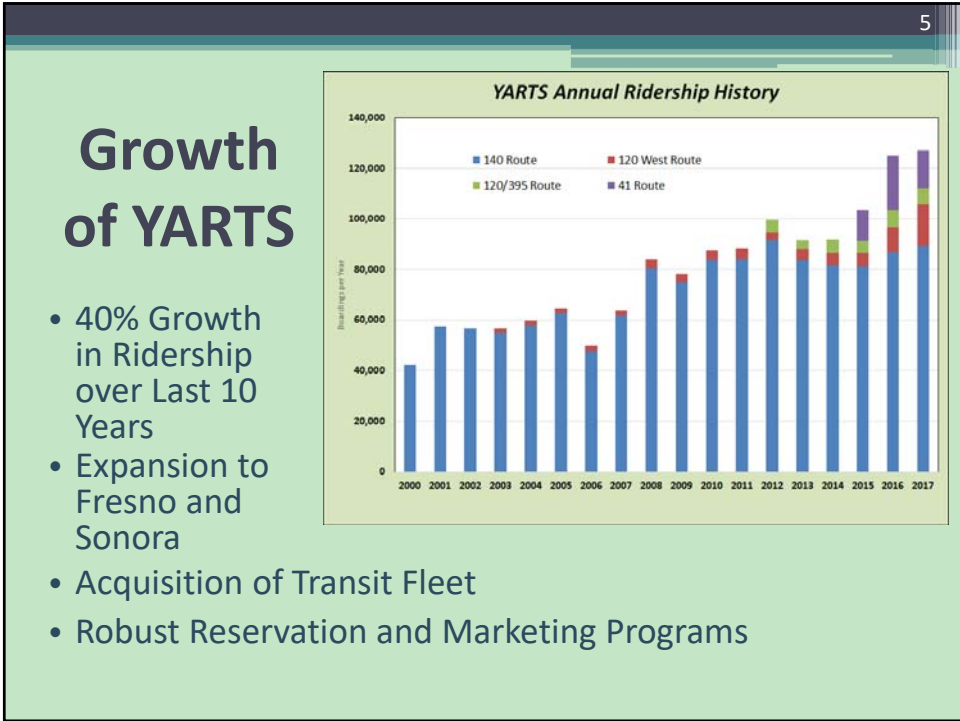
Marketing Strategies

Institutional Arrangements

Funding Strategies

YARTS Routes





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East Side Boardings

Pick-up Stop	Boardings by Month				% Boardings	
	July	Aug	Sept	Total	Aug	Total
Mammoth Mountain Inn	163	335	113	611	11.9%	11.4%
The Village	135	124	41	300	4.4%	5.6%
Juniper Springs	24	59	16	99	2.1%	1.9%
Mammoth Lakes P&R	60	--	--	60	--	1.1%
Hwy 203, Shilo Inn	92	136	33	261	4.8%	4.9%
June Mountain Ski	--	2	--	2	0.1%	0.0%
Rush Creek Trailhead	25	53	1	79	1.9%	1.5%
Mono Basin Visitors Center	50	29	--	79	1.0%	1.5%
Lake View Lodge	134	100	8	242	3.6%	4.5%
Tioga Mobile Gas	96	50	--	146	1.8%	2.7%
Subtotal (Outside of Yosemite NP)	779	888	212	1,879	31.6%	35.1%
Tuolumne Meadows	260	485	92	837	17.3%	15.7%
White Wolf Lodge	--	4	11	15	0.1%	0.3%
Crane Flat Gas Station	8	4	--	12	0.1%	0.2%
Yosemite Visitor Center	887	1,427	289	2,603	50.8%	48.7%
Subtotal (Inside Yosemite NP)	1,155	1,920	392	3,467	68.4%	64.9%
Total	1,934	2,808	604	5,346	100.0%	100.0%

Source: VIA Monthly Reports

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Route 120/395 Boardings per Vehicle-Hour by Run

				Shading ranges from lowest values (green) to highest (red)					
				Weekday			Weekend/Holiday		
Run	Start / End	Starting Time		July	Sept	Jan	July	Sept	Jan
Route 120/395									
1	Mammoth-Valley	8:00 AM		4.4			4.6	10.4	
3	Mammoth-Tuol Mdws	6:00 AM		1.8			1.4		
5	Mammoth-Tuol Mdws	11:15 AM		1.8			1.8		
4	Tuol Mdws-Mammoth	8:15 AM		2.0			1.4		
6	Tuol Mdws-Mammoth	4:10 PM		1.8			1.5		
2	Valley-Mammoth	5:00 PM		7.9			6.8	8.4	
Total				3.9			3.5	9.4	

- Direct runs (Mammoth to Yosemite Valley) are most productive.
- Mammoth—Tuolumne Meadows has low productivity (so dropped this year and replaced with two full round trips to the Valley).

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Factors We Should Be Considering

- Changes in Park visitation patterns?
- Changes in Mammoth Lakes?
 - Visitors
 - Residents
 - Employment
- Changes in technology?
-
-

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Potential Improvements

- Expansion in shoulder season?
- Expansion of summer schedules
- “Last Bus” Issue
- Replacing the aging bus fleet
- Bus stop improvements
- Marketing improvements
- Establishing long-term institutional framework for expanded service
-
-

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Next Steps

- Area review and summary of surveys and stakeholder input.
- Review of current YARTS services.
Working Paper 1: Existing Conditions
- Evaluation of Alternatives / Public Review
Working Paper 2: Alternatives Analysis
- Draft Plan
- Adoption of Final Plan by the end of 2018

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Questions? Comments?

Contact:

Selena McKinney
selena@lsctahoe.com
916-342-7895

