

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

DRAFT MINUTES

September 9, 2019

COUNTY COMMISSIONERS: Jennifer Kreitz, John Peters, Fred Stump
TOWN COMMISSIONERS: Sandy Hogan, Lynda Salcido, John Wentworth
COUNTY STAFF: Gerry Le Francois, Tony Dublino, Garrett Higerd, Hailey Lang, CD Ritter
TOWN STAFF: Dan Holler
CALTRANS: Brent Green, Austin West, Cindy Arima
ESTA: Phil Moores
PUBLIC: Don Condon

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Fred Stump called the meeting to order at 9:05 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance. A moment of silence was observed in commemoration of Sept. 11, 2001, terrorist attacks.

2. **PUBLIC COMMENT:** Don Condon announced event at village Saturday. Drive- electric day 11-5, free rides. One of 300 such events across country.

3. **MINUTES**

MOTION: Approve minutes of August 12, 2019, as amended: 1) Jennifer **Halferty Kreitz**; 2) Item 7B: Add Sandy Hogan and Matt McClain (*Kreitz/Peters. Ayes: 5. Absent: Hogan.*)

4. **CALTRANS:** Brent Green introduced new Caltrans manager, Cindy Azima. New Caltrans director: Toks Adetocunbo Omishakin from Tennessee. Planning and environmental, not engineer. Into Walk/Bike/Ride inter-city development, complete streets, agencies SB 1 funding controlled. Presented bar graphs on Tioga opening. Lower volumes when lower gate open, upper not (out and back). Colors show eastbound and westbound.

Olancha/Cartago (O/C) getting public and press engagement. Lack of education on status. Key dates: comment ended Oct 2015. FHWA (Federal Highway Administration) signed. State and federal November 2017 statute of limitations. Articles in newspaper. Acquired ROW. "Ready to List" milestone May 2020. Ask CTC for money already programmed.

Stump: Matt Kingsley's district supportive, also community support due to historic carnage.

Wentworth: Southbound cars drove dirt roads west of 395 on Labor Day weekend. Kreitz: Traffic backed up from Lone Pine. Will send image.

Ready to list = going to bid? *Right before going to bid.*

How long? *Three months. Construction summer 2020.*

District 9 is doing its own strategic plan, reaching out by phone to LTC commissioners. *Stump: One from Town, Peters from North County, Stump from South County.*

Green: Challenges: growing, shifting population, safety, serving disadvantaged; homelessness. Free charging to public at Inyo sites.

Stump: Crestview had utility capacity. Edison getting capacity?

Green: 5% of Caltrans workspaces dedicated to ZEV. Not enough power. Caltrans sites must be in State right of way. Lee Vining maintenance station for workforce, not public. Urban areas have greater options.

Hogan: Bishop to Nevada an issue, so maybe look at Lee Vining site. Gus Hess park has one level 2.

Green: Level 3 chargers at rest stops. STIP (State Transportation Improvement Program) funds O/C, behind, overextended. Mono Basin RPAC had Caltrans and CHP at solar pavilion. Bridgeport Valley next.

Potential traffic on 120 due to Tioga Inn? *Le Francois: Terry Erlwain there.*

COMMISSIONERS

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

Green: Video presentation on drone technology later. Surveying for environmental.

Le Francois: ECTPP (Eastern California Transportation Planning Partnership) meets in Ridgecrest Monday, Sept. 16, to talk about MOU projects.

Peters: Can't attend. Someone else? Questions on how long Saturday work on Aspen/Walker project. Concern: Curve south of 108 narrow, potential for lingering frost on road. Not as much work there. Doing great job, figured out make best of difficult situation. Concerns with safety for workers.

Kreitz: Planned events for The Parcel, looking at ingress/egress onto Center Street, 1,000 residents. No intersection with Hwy 203. How Caltrans get involved? *Green: Whole area will be looked at.*

When will Caltrans be involved? *West: During environmental with CEQA document, traffic study, signal, pedestrian beacons.*

Kreitz: CEQA to changing master plan. Maybe no SP.

Wentworth: Ongoing talks with Caltrans on this, conceptual overviews published Friday. Preferred alternative. Get Caltrans input prior. *West: On email list.*

Traffic studies part of environmental? *West: If significant impact, triggers need for traffic study.* Hogan: Roundabout?

Kreitz: Conceptual plan for site, environmental triggered for phase not entire project. *West: Can't phase, look at whole project.* Kreitz: Already dangerous to turn left with five lanes of traffic.

Wentworth: Footprint of street infrastructure will not change radically, so look at it. *Hogan: Two other access points.*

Stump: Next meeting confirm Caltrans engagement to pass along to constituents.

Salcido: Bring Caltrans in for guidance as appropriate.

5. TRANSIT

A. **Eastern Sierra Transit Authority (ESTA):** Phil Moores noted every five years need SRTP (Short-Range Transit Plan) to guide investing money and time. Planning grants: sustainable communities and strategic partnership. RTPA (Regional Transportation Planning Agency) rural counterpart of MPO (Metropolitan Planning Organization). ESTA is sub-applicant. Two plans: SRTP and coordinated community services plan. Combine surveys, meetings, etc. Both plans on one grant application. Matching funds covered with time spent. 11.47% of amount with in-kind contribution with staff time applied toward match. Due: Oct. 11.

Stump introduced new Mono CAO Steve Barwick to commissioners, who stood in acknowledgment.

Moores: Two LTCs (Mono and Inyo), picked Mono because did it last time. Documents already done. Le Francois: Typically combine forces with Inyo County. *Moores: Plan for both counties.*

MOTION: Adopt Resolution R19-09 approving Sustainable Transportation Planning Grants & authorize LTC's co-executive director & ESTA's executive director to sign application (*Hogan/Salcido. Ayes: 6-0.*)

B. **Yosemite Area Regional Transportation System (YARTS):** Gerry Le Francois noted YARTS 20-year event on Thursday. Corless will emcee, Hogan will attend also. Mono was one of original three signatories to start YARTS. Second annual meeting to review SRTP. Dropped June Lake Loop due to low ridership, moved to express mode. Five Mammoth stops, three Lee Vining stops could change.

6. LOCAL TRANSPORTATION

A. **California Surface Transportation Infrastructure Investment Principles:** Hailey Lang presented routed information.

Wentworth: In light of federal administration's hostility to California, working with fuel standards. Factor into that? Maybe some issues.

Le Francois: RCTF (Rural Counties Task Force) noted California's push to get voice heard. Talk to individual congressional representatives.

Peters: Attended CSAC (California State Association of Counties) in Sacramento last week. Time sensitive as Congress is back: streamlining project delivery, rolling NEPA into CEQA, FLAP important to maintain, highway bridge program (50 in Mono County). Heavily debated. Key priority is to advocate for continued ways to increase revenue balanced with cost-cutting regulations. Ask for 20-year gap in federal gas tax increase. Instead ask for fee accommodation, new formula for feds to embrace declining revenue from gas taxes. CSAC voted to modify draft proposal to keep program alive. Back to DC this week, likely topic somewhere. Infrastructure in California. Regional approach to Congressional representatives.

Salcido: CSAC, advocacy groups give good voice. LTC in addition? *Peters: Opportunities down road.*

Wentworth: Digital 395, EV make us stand out. Congressional election next year, maybe more involvement.

Stump: Request for letter for LTC to review, support perceived opportunities. Stay nonpartisan. Ask staff to compose letter.

Peters: Senate sees reauthorization this year, Congress next year.

B. Tioga Pass opening: Tony Dublino recalled midwinter scramble to allow assisted snow removal operations. NPS (National Park Service), Mono County, MMSA (Mammoth Mountain Ski Area), and Caltrans partnered for resources. Caltrans already up to gate in May. Mono plowed 8-9 miles into Tuolumne Meadows. Hoped to open week or two later. Spent \$20,000 on resources plus MMSA. Wanted more time for economy to feel infusion when Tioga opens (sole priority albeit selfish). Done May 23, partial opening month later.

Dublino met with Yosemite staff and MMSA's Clifford Mann. Mud slide onto road in meadow, hazardous road justified continued closure. Olmsted Point is problem due to avalanches. His understanding was that once reached crews, road was clear, but large hanging snowfield on Olmsted Point had to be gone. Unable/unwilling to allow concessionaires to Tuolumne, housing for law enforcement, so weeks went by before services in place to open road. Olmsted no surprise to Mann, thought NPS should allow MMSA to push snow down, across road from Olmsted, ready to do it himself. Pales in comparison to what Mammoth Mountain does every winter. Could start to push snow off Olmsted before plows clear road. Disappointed to have crews go up and spend resources only to get latest opening since 1983 (July 4). Mann agrees to robust operating plan to get snow off Olmsted. Elected officials could engage in strategies to open road at earliest way safely with available resources.

Hogan: Kathleen Morse, former Mammoth district ranger, is director of implementation now.

Dublino: Some shuffling of positions, staffing changes. The time is now. NPS felt same, suggested different hierarchy may lead to different outcome. *Kreitz: New superintendent, Mike Reynolds, seems open.*

Wentworth: Issues on housing, gateway communities' relation to federal assets.

Stump: Part of problem is NPS's revolving superintendents.

Kreitz: Third generation living in Valley, Superintendent Reynolds' heart is in this region.

Stump: Each year a conundrum. Propose to all signatories amendment to consider alternative for Olmsted Point. If willing to consider, prepare letter of support from LTC.

Wentworth: Olmsted is snow management issue. Consider getting staff in from east side.

Dublino: Olmsted plus contingency plans. Logical solutions. Get conversation started so trickle down to those on ground. Amendment to operations plan. Bring back to LTC.

Wentworth: NPS unit on Reds Meadow Road, so Town will have same issues with NPS.

C. Reds Meadow opening: Dan Holler compared now with future. Hwy 203 on up still MMSA and Caltrans. NPS (National Park Service) has no authority on road. ESTA for safe access. Get gate open with USFS approval. Condition of road itself, not just snow. Town crews or contractors. Bottom of road pretty beat up. Lots of opinions on getting it open.

Hogan: TOT goes to Madera County. Bottom of road always washes out, needs repairs. Not within Town, but within INF (Inyo National Forest). Maybe with Town taking lead on road, contribute some TOT for maintenance.

Stump: Mono pushed on Madera, got rebuffed. BOS discussed modification of agreement with Madera.

Wentworth: Town will be in middle in couple years. Engagement with Madera will be elevated.

Stump: Original Mono letter had Town letter along with. Push from Town side. Who coordinate with?

Stacy Corless.

Hogan: Find out how much TOT Madera gets.

Wentworth: Dublino's agreement into play with Reds. All recreation based stuff.

Hogan: USFS thinking about concessionaires not fees. Visitors go down just to see valley.

Wentworth: NPS idiosyncratic, want inter-valley transit services. Need good model.

--- Break: 10:44-10:54 ---

D. RTP workshop: Gerry Le Francois honored request for detailed, redline copy. Ch 6 = Financial Element. Fiscal protections on maintaining road expire this year. EV (Electric Vehicle) policies amended. Overarching reality is new Housing Elements from Town and Mono. CEQA addendum is basis.

Hailey Lang noted nothing major in policy, but technical data, new requirements from 2017 guidebook. More actionable-type performance measures. All relevant financial data on LTC projects to reflect current state of finances for Mono and Town. Wayfinding plan incorporated by reference.

Wentworth: Word doc? *Lang: Redlines from reformatting.* Wentworth: Electronic version to LTC? *Lang: Highlight in blue movements. Amend by December 2019. How incorporate with Walk/Bike/Ride.*

Kreitz: On public outreach, consider enhancing non-English speaking. Talk directly with Latinos.

Le Francois: Most communities spent time/energy in 2015, comfortable with current documents. Bridgeport had no revisions.

Green: No specific comments. *West: Circulate around office.*

How account for inflation's effect on construction costs? *Lang: Embedded within numbers.* How capture nebulous element? Figures are best information available, may be more expensive.

Green: California Transportation Commission tells what inflation factor to use. SB 1 at 4%, redone at 3%. SB 1 has much work, not straight percent. Contractor availability, hauling costs, etc.

Higerd: Email with other counties. Bidders and prices a concern. Cost escalation occurring now. In RTP, get some numbers on table. Look at annually in updating CIP.

Stump: Place where LTC and local entities could set priorities? Dropping or delaying was option. Maintain local flexibility.

Le Francois: SB 1 under purview of BOS. Taking Public Works' CIP (Capital Improvement Program). Town has something similar. LTC is RTIP/STIP. Do horse trading before LTC sees it. Predominant pots of money: RTIP and ITIP (Interregional Transportation Improvement Program) for our MOU projects. Mono works with Town. CTC does not allow formula-based approach. Every two years get RTIP.

Higerd: RTP is long-term plan that's inclusive, exceeding available funding. STIP cycle based on actual numbers.

Wentworth: See what's programmed, reprioritize every year. Things change. Resources on transportation projects utilized for other projects as well.

Higerd: Every year retooling, looking at potential funding sources, some more secure than others. Recommendation: reading off what already vetted, implementing plan adopted.

7. ADMINISTRATION: A. Kelly Karl applied grant last cycle, not enough time. Spoke with Caltrans. Tie into local and regional transportation projects. Competitive past local filtering.

Wentworth met with June Lake Trail's Sarah Chapman, in for Jil Stark.

West: Had PID (Project Initiation Document) for trail maintenance on Loop, on hold now. Look at outreach on regional level on and off highway.

Grant over years or one year? *Le Francois: One year. Caltrans trying to help use this process for future rehab work. Planning done up front.*

Wentworth: Local government commission? *Le Francois: MPO (Metropolitan Planning Organization) statewide helped rural RTPAs (Rural Transportation Planning Agencies). Nonprofit group.*

8. COMMISSIONER REPORTS: **Salcido:** The Parcel will intercept with planning. **Peters:** None. **Hogan:** Saw SB 1 signs everywhere on Central Coast, showing where money's going. **Wentworth:** Likes new agenda format. NPS stuff interesting. Labor Day traffic. Parcel discussion. Accelerated effort to address housing issue. Sustainable recreation. **Kreitz:** The Parcel is a version of MPO (Metropolitan Planning Organization), discretion on where to put money. No room to talk about housing and mobility that would bolster viability. Talking with NPS' Mike Reynolds, major renovation in Tuolumne with impacts on parking, shuttle services. **Wentworth:** Invite Kathleen Morse for presentation. **Stump:** Commended agency on three routes for Gran Fondo. Record number of participants. USFS wrapping up Springs Fire.

9. INFORMATIONAL: No items

10. UPCOMING AGENDA ITEMS: Transit needs process update, 2020 RTIP & MOU projects, and RTP review with commission; letter to NPS for update on Tioga opening; Dublino on NPS; CSAC support letter; building principles in bylaws.

11. ADJOURN to at 11:45 a.m. to Oct. 7, as October 14 is a holiday

Prepared by CD Ritter, LTC clerk

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Staff Report

October 7, 2019

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: Update on the Unmet Needs and Social Services Transportation Advisory Council process

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

FISCAL IMPLICATIONS: To be determined.

ENVIRONMENTAL COMPLIANCE: N/A

POLICY CONSISTENCY: Provide direction to staff

DISCUSSION

The Commission directed staff to work with ESTA and TOML to better develop the annual transit needs outreach efforts. Staff will present a working draft for discussion and Commission direction.

BACKGROUND

First Public Hearing

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

State law (PUC 99238.5) provides for a Citizen Participation Process that requires the LTC to hold at least one public hearing to ensure broad community participation and solicit the input of transit-dependent and transit-disadvantaged persons, including the elderly, handicapped, and persons of limited means.

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

Second Public Hearing

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

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

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LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: October 7, 2019

FROM: Gerry Le Francois, Co-Executive Director

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

RECOMMENDATION

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

FISCAL IMPLICATIONS

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

ENVIRONMENTAL COMPLIANCE

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

RTP/RTIP CONSISTENCY

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

DISCUSSION

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

Regions submit RTIPs	Dec. 15, 2019
Caltrans submits final ITIP	Dec. 15, 2019
CTC STIP hearing, North	Jan. 30, 2020
CTC STIP hearing, South	Feb. 6, 2020
CTC publishes staff recommendations	Feb. 28, 2020
CTC adopts STIP	Mar. 25-26, 2020

As the Commission is aware, the remaining identified MOU projects are: 1) Olancha/Cartago (funded); 2) Freeman Gulch segment 2 (funded through plans, specifications, and estimates (PS&E)); 3) Freeman Gulch segment 3 (unfunded at this time); and a future Mono County project.

On the southern US 395 corridor in San Bernardino County, the planning approval and environmental (PA&ED) was started but deprogrammed in the 2016 STIP cycle and this project is currently not active.

The Eastern California Transportation Planning Partnership (ECTPP) met September 19 in Ridgecrest. Given the funding limitation in the Interregional Transportation Improvement Program

(ITIP), Freeman Gulch 2 and 3 will most likely be in a holding pattern until additional revenue becomes available. The agency partners (Kern COG, Inyo County LTC, Mono County LTC, and District 9) will continue doing what can be done under current funding limitations. Kern COG has additional priorities on SR 46 and 58. The consensus of ECTPP is to stay the course with current projects, but again, Kern is concerned about lack of ITIP funding on the remaining Freeman Gulch projects.

Local projects (TOML and County) and regional needs (District 9) are currently being worked on for inclusion into the 2020 RTIP. This item will be on the November LTC Agenda. RTIP is scheduled for adoption by this commission at the December 9, meeting.

ATTACHMENT

- STIP Fund estimates and tables

2020 STIP FUND ESTIMATE
Table 2 - Summary of Targets and Shares
(\$ in thousands)

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

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

2020 STIP FUND ESTIMATE

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

County	Net Carryover		2020 STIP Share through 2023-24		
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Net Share (Base)	Net Advance
Alameda	18,188	0	5,166	23,354	0
Alpine	0	(125)	154	29	0
Amador	3,939	0	349	4,288	0
Butte	0	(1,255)	1,034	1,278	0
Calaveras	0	0	417	417	0
Colusa	2,401	0	276	2,677	0
Contra Costa	24,969	0	3,537	28,506	0
Del Norte	0	(7,497)	258	0	(7,239)
El Dorado LTC	85	0	716	801	0
Fresno	36,856	0	3,898	40,754	0
Glenn	2,238	0	289	2,527	0
Humboldt	0	(5,625)	1,041	0	(4,584)
Imperial	0	(2,684)	1,843	0	(841)
Inyo	0	(19,437)	1,439	0	(17,998)
Kern	0	(18,015)	5,252	0	(12,763)
Kings	0	(11,482)	771	0	(10,711)
Lake	0	(1,253)	452	0	(801)
Lassen	3,991	0	662	4,907	0
Los Angeles	0	(186,954)	31,274	0	(155,680)
Madera	0	(8,730)	717	0	(8,013)
Marin	0	(25,337)	967	0	(24,370)
Mariposa	3,629	0	270	3,906	0
Mendocino	3	0	981	984	0
Merced	26,289	0	1,279	27,568	0
Modoc	0	(267)	353	146	0
Mono	3,005	0	1,069	4,224	0
Monterey	636	0	1,841	15,900	0
Napa	378	0	637	1,065	0
Nevada	1,492	0	548	2,040	0
Orange	0	(23,794)	9,639	0	(14,155)
Placer TPA	0	(25,528)	1,337	0	(24,191)
Plumas	1,835	0	394	2,229	0
Riverside	0	(5,572)	8,414	2,842	0
Sacramento	11,276	0	4,893	25,387	0
San Benito	0	(7,403)	339	0	(7,064)
San Bernardino	0	(7,562)	9,785	2,223	0
San Diego	0	(16,898)	11,066	0	(5,832)
San Francisco	1,548	0	2,623	4,171	0
San Joaquin	0	(4,751)	2,657	0	(2,094)
San Luis Obispo	0	(3,155)	1,951	0	(1,204)
San Mateo	683	0	2,670	3,353	0
Santa Barbara	0	(6,746)	2,193	0	(4,553)
Santa Clara	0	(6,957)	6,120	0	(837)
Santa Cruz	759	0	1,057	2,766	0
Shasta	0	(23)	1,130	1,107	0
Sierra	3,528	0	187	3,815	0
Siskiyou	4,633	0	777	5,410	0
Solano	5,147	0	1,603	6,750	0
Sonoma	0	(5,739)	1,970	0	(3,769)
Stanislaus	0	(870)	1,964	1,094	0
Sutter	7,781	0	452	8,233	0
Tahoe RPA	0	(2,305)	223	0	(2,082)
Tehama	0	0	576	651	0
Trinity	82	0	408	490	0
Tulare	0	(7,814)	2,434	0	(5,380)
Tuolumne	0	(744)	451	0	(101)
Ventura	57,946	0	3,247	61,193	0
Yolo	13,313	0	946	14,259	0
Yuba	12,481	0	347	13,545	0
Statewide Regional	249,111	(414,522)	149,343	324,889	(314,262)
Interregional	0	(107,418)	49,781	0	(56,637)
TOTAL	249,111	(521,940)	199,124	324,889	(370,899)
Statewide SHA Capacity				867,101	
Statewide PTA Capacity				(542,212)	
Total				324,889	

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LTC Staff Report

October 7, 2019

TO: Mono County Local Transportation Commission

FROM: Gerry LeFrancois for Tony Dublino, Mono County Public Works Director

SUBJECT: Tioga Pass Coordination

RECOMMENDATION

Follow-up letter on Tioga Pass coordination, provide any direction to staff.

FISCAL IMPLICATIONS

The County and its partners expend considerable resources (personnel and equipment) to open Tioga Pass every year.

ENVIRONMENTAL COMPLIANCE

Not applicable

RTP/RTIP CONSISTENCY

Below are relevant Regional Transportation Plan (RTP) Policies regarding Tioga Pass:

Policy 23.A.3. The importance of Yosemite to the regional economy should be a primary factor when considering opening and closing dates for Tioga Pass.

Policy 24.D.2. Promote opening the areas along SR 120 to Tioga Pass as soon as conditions are safe.

Policy 24.E.1. SR/Highway 120 should remain a trans-Sierra highway open to through traffic for as long as conditions allow. Road-opening policies should promote late closures and early openings based on road conditions.

DISCUSSION

The LTC requests better coordination on the opening and closing of Tioga Pass.

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commdev@mono.ca.gov

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

October 7, 2019

Superintendent Michael Reynolds
Yosemite National Park
PO Box 577
Yosemite, CA 95389

Re: Coordination on opening and closing of Tioga Pass

Dear Superintendent Reynolds,

The Mono County Local Transportation Commission understands that the opening and closing of Tioga Pass involve many factors such as snowpack, storms, lack of visitor services, safety of the traveling public and park personnel, and equipment resources just to name a few.

Yosemite and Tioga Pass are an important economic resource to our gateway communities by providing visitors and residents an important east-west corridor across the Sierra. In addition, Mono County and its partners, Caltrans and Mammoth Mountain Ski Area, expend considerable resources getting to and into the park every spring from the eastern gate.

We would welcome the National Park Service's cooperation in working with Mono County to improve coordination on opening and closing Tioga Pass.

Sincerely,

Fred Stump, Chair

Mono County Local Transportation Commission

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Staff Report

October 7, 2019

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: Support letter regarding California State Association of Counties (CSAC) transportation policies on the state and federal level

RECOMMENDATION: Review, provide direction to staff, and approve letter of support for transportation policies to state and federal representatives

FISCAL IMPLICATIONS: To be determined.

ENVIRONMENTAL COMPLIANCE: N/A

POLICY CONSISTENCY: N/A

DISCUSSION

Review and provide any desired direction to staff

BACKGROUND

CSAC Transportation Policies at the state level:

Protect State Transportation Funding. *If legislation introduced in 2018 is any indication of what may come in 2019, counties and transportation stakeholders will need to continue to be vigilant. For instance, proposals to hold hostage transportation funding until affordable housing outcomes are met are likely to resurface. Protecting transportation funding will continue to be a priority for the HLT Policy Unit. CSAC will also continue to pursue additional streamlining opportunities and intends to sponsor legislation to expand the existing "match-exchange" program where the state exchanges local shares of federal funds for state dollars thereby reducing the federal footprint, eliminating duplicative environmental reviews, and saving time and money on transportation projects.*

Preparing for the Future of Transportation. Automated and connected vehicles are being tested and deployed across the country. The implications of autonomous and other transportation related technology are far reaching and can be both beneficial and potentially disruptive to mobility, the economy and overall quality of life. Other advancements such as transportation network companies may have compounding effects on the implications of this rapidly-changing technology. CSAC, through a multidisciplinary county working group, will develop a set of principles regarding the role of counties in the oversight and regulation of automated and connected vehicles. Moreover, to the extent that automated vehicles are electric vehicles and therefore do not adequately pay for their use of transportation infrastructure, CSAC will continue to monitor and engage in discussions about a long-term, sustainable replacement revenue stream to the gas tax.

Cap and Trade Implementation. With the extension of AB 32, the California Global Warming Solutions Act of 2006, through 2030, the California Air Resources Board (CARB) is currently in the middle of a second update to the Scoping Plan to reflect the new greenhouse gas emissions targets (GHGs) targets (reducing our GHGs to at least 40% below the 1990 level by 2030). CSAC HLT staff will continue to work in coordination with the CSAC Agriculture, Environment, and Natural Resources policy committee staff to comment on and participate in the Scoping Plan update process.

CSAC HLT staff will also monitor and defend against efforts to erode local control over land use decisions in a variety of contexts. While it is unclear where the new Administration stands on SB 375 related issues, there appears to be growing dissatisfaction in the Legislature over the implementation of SB 375; specifically the transportation, housing and land use decisions local agencies are making and the perceived impacts those decisions have on statewide climate goals. It is important to get out in front of some of these conversations with proactive, positive information about the land use decisions counties are making that help meet our climate goals and are consistent with sustainable communities strategies and other local climate action plans.

CSAC Transportation Policies at the federal level:

Transportation and Infrastructure. While efforts to advance a broad infrastructure package fell short during the 115th Congress, the incoming leaders of the House and Senate along with President Trump have indicated that infrastructure spending will be a key priority in 2019. CSAC will continue to urge members of the California congressional delegation to prioritize the significant infrastructure investment needs at the local level while looking for opportunities to enhance and streamline the transportation project delivery process.

On a closely related matter, the nation's highway and transit authorization law – the *Fixing America's Surface Transportation Act (FAST Act)* – is set to expire during the 116th Congress. Within the context of FAST Act reauthorization, CSAC will continue to emphasize the importance of the county road system with respect to federal transportation policy and advocate for new revenues for programs of importance to counties, such as safety and bridge projects.

Mono County Local Transportation Commission

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October 7, 2019

The Honorable _____
California State Senate/Assembly
State Capitol, Room 5066
Sacramento, CA 95814

Re: State Transportation Issues and Rural Communities

Dear Senator/Assemblyman,

The Mono County Local Transportation Commission (MCLTC) is the Regional Transportation Planning Agency (RTPA) for Mono County and the Town of Mammoth Lakes.

Rural governments such as Mono and the Town of Mammoth Lakes have small, dispersed populations, large federal land ownership, and a limited tax base.

Mono County has a population of 14,202 with a small property and sales tax base, and a high number of lane miles per person to maintain. Rural governments rely on the partnership with the State of California to provide a vital transportation system that serves local communities, the region, and the state.

The MCLTC supports collaborative bipartisan efforts with all stakeholders and the California State Association of Counties (CSAC) to: 1) protect state transportation funding; 2) prepare for the future of transportation; and 3) cap and trade implementation.

We look forward to working with you in the upcoming legislative session on our region's transportation needs. Feel free to contact me or the Co-Director of MCLTC, Gerry Le Francois at glefrancois@mono.ca.gov or 760-924-1810 with any concerns or questions.

Sincerely,

Fred Stump, Chair

Draft letter to state representatives

Mono County Local Transportation Commission

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October 7, 2019

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Senator / Congressman
Washington, DC

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Mono County has a population of 14,202 with a small property and sales tax base, and a high number of lane miles per person to maintain. Rural governments rely on the partnership with the State of California and federal government to provide vital transportation systems and funding that serve local communities, the state, and the region.

The MCLTC is in support of all collaborative bipartisan efforts with all stakeholders to: 1) Restore Highway Trust Fund Solvency and Provide a Multi-Year Surface Transportation Reauthorization that supports transportation formulas for local roads, bridges, transit needs, and pedestrian and bicycle transportation programs; 2) Support funding on federal lands such as roads and other basic infrastructure needs that allow millions of visitors to recreate on thousand acres of public lands in Mono County; and 3) Support Yosemite Area Regional Transportation and Eastern Sierra Transit Authority funding for regional public transportation to Yosemite National Park, and other public lands destinations throughout the Eastern Sierra.

Feel free to contact me or the Co-Director of MCLTC, Gerry Le Francois at glefrancois@mono.ca.gov or 760-924-1810 with any concerns or questions.

Sincerely,

Fred Stump, Chair

Draft letter to federal representatives



Policy Priorities for 2019

California State Association of Counties

County policy concerns are most often centered on resources to carry out state and local service responsibilities, the authority to carry out those responsibilities in local communities, and partnership with the state to improve existing programs.

Those concerns pose challenges and opportunities in the seven policy issues that CSAC is prioritizing for 2019: wildfires and other disasters, housing and homelessness, In-Home Supportive Services, behavioral health, the 2020 U.S. Census, bail reform, and local governance and land use authority.

Wildfires and Other Disasters

Counties need the state's assistance to respond to the recent catastrophic wildfires, mudslides, and other disasters, and to prepare for the future disasters we know await us.

CSAC will advocate for disaster recovery funding, that addresses tax backfills, debris removal, resiliency, forest health, and economic assistance. Funding should take the form of direct subventions, exemptions from matching requirements, and county eligibility for cap and trade and other grant funds. CSAC will also work with the state and federal government to improve forest management and emergency communications systems.

Housing and Homelessness

The affordability and availability of housing is at crisis levels in almost every part of the state. The housing issue is not only a crisis in its own right, but also a main driver of California's homelessness emergency.

CSAC will advocate for funding for affordable housing, including new state funding for construction of homes affordable to households at all income levels. CSAC will continue to focus on implementation of recent housing legislation, including allocation of recently approved bonds, as well as full implementation of new homelessness programs, such as No Place Like Home. CSAC will also advocate for flexibility in the use of existing homelessness funding, so counties can address local needs without unnecessary restrictions.

In-Home Supportive Services

A significant and growing gap between IHSS program costs and available revenues will have increasing impacts on county budgets and other realignment-funded programs, including public health and behavioral health.

CSAC will advocate for a long-term solution to IHSS cost pressures by leading the effort to reopen the MOE deal that splits funding requirements between the state and counties. In addition, CSAC will continue working with the new Administration and counties on implementation efforts including allocation of offsetting revenue, MOE adjustments, and other provisions.



Policy Priorities for 2019

California State Association of Counties

Behavioral Health

County behavioral health services remain central to many of the most difficult policy issues for counties, such as homelessness, housing, and justice system recidivism and diversion, making it the focus of efforts by the federal government, the California Department of Health Care Services, and the Legislature.

CSAC will advocate for a sensible balance between state expectations and local authority for Medi-Cal Specialty Mental Health Services and the Mental Health Services Act, and the movement to integrate behavioral health into the broader health care system. CSAC will also advocate for a fair process for allocating a potential \$180 million federal recoupment of erroneous mental health billing and transparency at the county level.

2020 Census

A complete count of all California residents will help to maintain federal funding levels for a wide variety of programs and Congressional representation, as well as assisting with accurate local redistricting.

CSAC will work with the state and federal governments to ensure promised census funding and supporting resources are disbursed to counties. CSAC will also disperse information and coordinate efforts so counties have the tools they need to implement their complete count efforts.

Bail Reform

Last year's SB 10 ended cash bail and moved California to a new pre-trial system. However, this policy is tied up in a referendum effort and ongoing litigation and negotiation. Counties, their jails, and their sworn officers will play an important role in any replacement system.

CSAC will advocate for funding for any new or revised responsibilities, including the assessment and supervision of people charged with crimes. CSAC will also champion county interests in any follow-up legislation related to bail reform.

Local Governance and Land Use Authority

From county governance and contracting to housing development, fire safety, and the siting of county facilities, the state has increasingly been interested in revisiting the power of communities to make their own decisions.

CSAC will advocate for the appropriate balance between statewide concerns and local authority. For county governance decisions, such as the makeup of the Board of Supervisors and other county offices, the full authority should remain with the people who live in the community. For other issues, such as fire safety and housing development, the state's reasonable interests must be appropriately balanced with local circumstances.



Major Policy Issues for 2019

California State Association of Counties

Each year, CSAC's Board of Directors sets the Association's state and federal advocacy priorities. These priorities, adopted with the input of policy committees, the CSAC Officers, the Executive Committee, and our affiliates, will guide CSAC's advocacy efforts in 2019 both in Sacramento and Washington DC.

As we begin 2019 with a new Governor and Democratic supermajorities in the State Assembly and Senate, we look for opportunities to partner on the diverse issues facing California, from homelessness to emergency preparedness.

CSAC advocates on a multitude of issues each year, but the following 2019 state and federal priorities and major issues are expected to be in the spotlight in 2019.

Principles

Funding. County service responsibilities continue to grow, some imposed by state and federal programs and others to deal with local aspects of statewide problems. While the state's fiscal health is unprecedented, most counties' general funds are still struggling to return to pre-recession levels. The state should help fund the public services that are carried out by counties to achieve statewide goals.

Authority. The benefit of local governance is the ability to shape services so that they fit the needs, resources, and other circumstances of California's diverse communities. Counties are uniquely suited to provide services to every Californian in a way that fits their community. The state should give counties more flexibility to take full advantage of their position as local providers of statewide programs, and at the same time allow counties full authority over their own local programs and governance.

Partnership. To an extent seen in few other states, counties in California are the level of government that provides federal and state programs to residents. County expertise with these programs and services is a resource for state policy makers as they consider whether and how to change those programs.

Major Policy Issues by Area

Agriculture, Environment, and Natural Resources

- Disaster Response
- Climate and Resiliency Funding
- Land Use, Resiliency, Emergency Management
- Water Resources and Regulatory Issues

Health and Human Services

- In-Home Supportive Services
- Homelessness and Poverty Issues
- Behavioral Health Improvement

Government Finance and Administration

- Disaster Recovery Assistance
- 2020 U.S. Census Resources
- Preserving County Governance Authority
- Economic Development Tools
- Collaboration with Employee Representatives

Administration of Justice

- Bail Reform
- Trial Court Security
- Mental Health Diversion
- Implementation of the Domestic Violence Batterer Intervention Programs Legislation
- Juvenile Hall Repurposing

Housing, Land Use, and Transportation

- Protect Local Land Use Authority While Promoting Housing Affordability
- Protect State Transportation Funding
- Prepare for the Future of Transportation
- Cap and Trade Implementation
- Renegotiated Gaming Compacts

Agriculture, Environment, and Natural Resources

Climate and Resiliency Funding. With the passage of SB 901 (Dodd, 2018), the State will spend \$1 billion from Cap and Trade revenues over the next five years on fire prevention, forest health, and resiliency and related projects. CSAC will work to influence the allocation of these funds, advocating for county eligibility for a variety of purposes, including local tree mortality assistance, forest health projects, defensible space initiatives and other programs of local significance. With the implementation of SB 833 (McGuire, 2018), CSAC will work to advocate for funds to assist with emergency alert systems, including the deployment of WEA technology and funding for a statewide 211 program that includes non-alert, emergency and disaster preparedness and response information. In addition, CSAC will work to explore additional opportunities for funding of pre-hazard mitigation and resiliency funding at both the state and federal level. Finally, CSAC will continue to focus on other funding opportunities within the state's cap and trade program for greenhouse gas (GHG) emissions reductions and adaptation work help prepare counties protect against and prepare for our changing climate.

Disaster Response. Devastating fires continued throughout 2018, with catastrophic wildland and urban interface events in Shasta, Butte, Mendocino, Ventura, Los Angeles and elsewhere. CSAC will prioritize funding and resources to help counties begin and continue the recovery process from these tragic events. The AENR team will work with the Government, Finance and Administration team to engage the new Administration and negotiate an adequate fiscal relief package for counties impacted by fires, including backfill of lost property tax revenue, help with debris removal and additional economic assistance.

Land Use, Resiliency, and Emergency Management. In the aftermath of the legislative debate on fire impacts and liability, we anticipate the Legislature and outside stakeholder groups to continue to focus on the connection between fire prevention and local land use issues. Working with the CSAC Housing, Land Use and Transportation policy unit, the AENR team will engage stakeholders and collect data to inform the difficult policy discussion of competing

pressures for development and housing while maintaining safe and sustainable communities. This topic will cover issues ranging from rural housing elements, high fire severity zone mapping, defensible space and local fire prevention initiatives, access to insurance, among other topics. In addition, CSAC will continue to staff and facilitate the work of the CSAC Resiliency Advisory Board to inform these discussions and provide ongoing education and outreach to county officials.

Cannabis. The state will begin in earnest to issue Annual and Provisional Annual licenses for commercial cannabis activity in 2019. This also initiates the state's track and trace system, and the tracking and collection of commercial cannabis data from "seed to sale." CSAC will continue to provide outreach and assistance to counties as they develop and implement local cannabis regulatory ordinances. In addition, CSAC will work with state regulatory agencies to ensure for a coordinated dual-licensing system. CSAC will work with other local government stakeholders to address the issue of cannabis deliveries into jurisdictions that have bans in place, and work to create a system that will ensure for appropriate tax remittance, should the final proposed draft regulations take effect without change. In addition, CSAC will continue to support the work of the California Cannabis Authority to manage a statewide data platform that provides local regulators with accurate, real-time regulatory and compliance data to help ensure for a safe and well-regulated cannabis marketplace in California.

Water Resources and Regulatory Issues. Several significant water proposals failed to pass both the Legislature and voters in 2018, including the failed passage of an \$8 billion water bond on the November ballot, and the failure of SB 623 (Monning), a measure that would have created a sustainable funding source for contaminated drinking water systems, referenced above. CSAC will work with stakeholder groups and the Legislature to reformulate approaches to funding water projects in California while also focusing on outreach and education to inform the public of the

importance of ongoing funding for a variety of water needs, including clean drinking water, stormwater and other programs. In addition, staff will continue to focus on the implementation of several key water issues, including the Sustainable Groundwater Management Act (SGMA), the passage of SB 231 (Hertzberg) and the development of additional stormwater funding tools, and ongoing negotiations about water quality funding and conservation issues.

CSAC will continue to engage Cal Recycle and the waste management stakeholder community on the implementation of SB 1383 (Lara, 2016), and the development of regulations that will require a 50 percent reduction of organic waste by 2020 and a 75 percent reduction by 2025. Funding and the development of infrastructure capable of processing organics will be key elements of this discussion and the focus of CSAC's advocacy efforts. In addition, CSAC will work with Cal Recycle and the Legislature to work towards solutions for the development of additional markets for recyclable materials. This is a critical issue as the

overseas markets have almost been eliminated due to a recent Chinese policy, known as "National Sword." This new policy will significantly limit the import of US recyclables, leaving California with limited options for processing these materials in domestic markets.

With respect to other ongoing regulatory issues, CSAC will continue to participate in the Forest Management Task Force to help implement both the executive order in Forest Resiliency and the California Forest Carbon Plan. The Forest Management Task Force is a successor to the Governor's Tree Mortality Task Force of which CSAC was a member. CSAC will work with the state and local governments to help meet the new renewable energy targets set forth in SB 100 (De Leon, 2018), and support the development of Community Choice Aggregation (CCA) to help fulfill these goals. In addition, CSAC will continue to advocate for ongoing funding of Payment-In-Lieu of Taxes (PILT) payments to counties and any potential for the reinstatement of the Williamson Act subvention program.

Health and Human Services

In-Home Supportive Services. In 2019, CSAC's sustained commitment to navigating the impacts of the increasing In-Home Supportive Services (IHSS) program costs will shift toward seeking a more feasible long-term solution to the IHSS cost pressures. CSAC secured a reopener provision in the 2017-18 budget legislation that established the new IHSS Maintenance of Effort (MOE) that requires the Department of Finance to issue a report examining this new IHSS fiscal structure during the development of the 2019-20 budget. There is a significant and growing gap between IHSS program costs and available revenues, and the impacts of the MOE on other Realignment-funded programs are growing. The priority for 2019 will be leading the effort to reopen the MOE deal and developing fiscal solutions to ensure long-term sustainability for counties to administer IHSS and other realigned programs on behalf of the state. In addition, CSAC will continue working with a new Administration on allocation of offsetting revenue, MOE adjustments, and other provisions.

Finally, CSAC will continue to partner with counties and other stakeholders on implementation and education efforts.

Homelessness and Poverty Issues. Homelessness issues remain at the top of the county agenda and CSAC will continue to leverage the policy expertise of the health and human services, housing and land use, and administration of justice policy committees and staff to implement homelessness funding programs from 2018. CSAC will also continue to identify and solicit new opportunities to assist counties in combatting homelessness, including incentivizing all types of affordable housing – whether it is transitional shelters, permanent supportive housing, sober living environments, and the full spectrum of housing in between. CSAC will also continue to advocate for funding and flexibility at the local level to help meet the unique needs of those who are homeless or at risk of homelessness in each community.

Behavioral Health Issues. County Behavioral Health will continue to be a focus of the federal government, state Department of Health Care Services, and the Legislature in 2019, and remains the linchpin in many of the most difficult policy issues for counties, such as homelessness, housing, and justice system recidivism and diversion. The spotlight on Mental Health Services Act funding and a potential \$180 million federal recoupment of

erroneous mental health billing will require strong advocacy by counties. Furthermore, the state's interest in integrating behavioral health services into the health care system requires close monitoring and coalition-building. CSAC will continue to engage on behalf of all counties on behavioral health funding, services, and legislative proposals in 2019.

Government, Finance and Administration

Disaster Recovery Assistance. CSAC will work with the Administration and the Legislature to partner on solutions this year that will make California more resilient against the impacts of natural disasters and climate change, including modernizing our forest practices, protecting infrastructure, and enhancing emergency communications systems. This also includes securing property tax backfill for counties impacted by the latest slate of wildfires and those that continue to feel the impacts one year later. In some instances these counties are one in the same.

Census Resources for a Full and Complete Count. The decennial census is of critical importance to county programs and funding – over \$11 billion in direct allocations plus additional state subventions. In the coming census California faces unique challenges due to the large percentage of “hard to count” communities – or populations that historically have been undercounted. In addition, the heavy reliance on digital data collection could create hurdles for rural areas or individuals lacking online access. CSAC will act as a communications conduit between state and local agencies, disseminate timely information from regional and statewide stakeholder groups including those representing community based organizations, provide platforms for peer to peer sharing between counties and best practices, and advocate for adequate resources, including financial support.

Preserving County Governance Authority. This priority speaks to a core tenet of CSAC as an organization. Several bills have directly challenged county authority and sought to weaken Boards of Supervisors' discretion and decision-making power

on behalf of their constituents, such as AB 1250 (2017) related to establishing contracts with service providers. Charter county models have also been called into question. CSAC will advocate for protecting Board authority for budget approval, redistricting, and rights granted through charter adoption and amendments; and protect existing mechanisms that reflect local voter will for changes to the board size, district boundaries, or funding levels for local service needs.

Economic Development Tools. Many economic development tools, including the former redevelopment agencies, relied heavily on property tax increment financing. Newer proposals continue to rely on this resource with varying degrees of accountability and oversight. Other state and federal tax credits and incentives to grow and attract business interests may prove helpful with further refinement. Governor-elect Newsom's extensive interest in this policy area, particularly to assist with housing, will mean counties will need to be active partners to ensure local interests are not overwhelmed by statewide goals.

Collaboration with Employee Representatives. CSAC will fully engage again this upcoming year to ensure that counties as employers maintain the ability to effectively manage their workforces while also maintaining the highly valued benefits provided to their employees. Furthermore, CSAC will continue to find partnerships as appropriate with labor union advocates where collaboratively on several issues including most recently property tax revenue protection, including those from Redevelopment 2.0 and the real estate industry threats, and the In-Home Supportive Services MOE.

Administration of Justice

Bail Reform. The California Money Bail Reform Act was signed into law in August of this year. This legislation provides for the establishment of a new pretrial release system that includes pretrial assessment services provided by courts or public agencies, such as county probation departments. Counties will have the option to contract with the Judicial Council to perform this function. This new law will become effective October 1, 2019 and changes the current money bail system to a risk-based system. There is a referendum pending and, if the referendum qualifies, it will delay implementation until 2020. CSAC will work closely with the Administration, Judicial Council and the Chief Probation Officers California to help ensure that counties have the funding necessary for planning, should a county chose to contract with Judicial Council to handle the pre-trial assessments and supervision.

Trial Court Security. Trial Court Security was realigned to the counties as part of 2011 Realignment. The amount of funding that was provided to the counties has not kept up with increased personnel and security costs. As such, a number of counties are either in litigation or on the cusp of litigation with their local courts. CSAC will work to make Trial Court Security more functional.

Mental Health Diversion. Assembly Bill 1810 (Chapter 34, Statutes of 2018) was signed into law last session. This bill created a new diversion program for mentally ill offenders provided certain requirements are met, including the availability of a treatment program for the offender. There were a number of concerns raised by counties about the fact that the program applied to all offenses, as well as concerns about the procedural aspects of

the program. SB 215 (Chapter 1005, Statutes of 2018) helped to remedy a number of these concerns. Specifically, the bill excludes certain violent offenses from the diversion program (including murder and sex offenses), preserves victim restitution, and allows the court to require the defendant to make a prima facie showing that the defendant will meet the minimum requirements of eligibility for diversion and that the defendant and the offense are suitable for diversion. CSAC worked with Senator Beall's office and supported this measure. CSAC will continue to work with the legislature to make this program workable for the counties.

Implementation of Domestic Violence Batterer Intervention Programs. AB 372 (Chapter 290, Statutes of 2018) was sponsored by CSAC and authorizes a pilot program that allows the counties of Napa, Santa Barbara, San Luis Obispo, Santa Clara, Santa Cruz, and Yolo to offer an alternative to the batterer's intervention treatment program. The pilots will serve as the first step in assessing whether alternative approaches are more effective in addressing the criminogenic needs of batterers and reducing recidivism. CSAC will facilitate the discussion of the implementation of AB 372 by providing research and guidance to the six counties to better assess the needs of domestic violence offenders.

Juvenile Hall Repurposing. Juvenile justice in California has undergone a variety of reforms in the past decade. These reforms have led to a lower juvenile offender population and an increase in the number of vacant beds in local juvenile detention facilities. CSAC will work with stakeholders to look at long term solutions for utilization—of these vacant beds.

Housing, Land Use, and Transportation

Protect Local Land Use Authority while Promoting Housing Affordability. With housing affordability and the related homelessness crisis poised to once again be a high-priority issue in 2019, CSAC will continue to advocate for an appropriate balance between legitimate statewide goals for housing production and affordability and appropriate

discretion for local communities in implementing these policies through locally-driven plans. Initial housing funding from the 2017 housing package is beginning to roll out to counties, as the Department of Housing and Community Development has issued draft guidelines for planning grants and homelessness funding from SB 2 (Atkins, 2017),

which is expected to raise approximately \$250 million annually. In 2019 and beyond, counties and cities will receive seventy-percent of this funding to support local affordable housing. In addition, voters approved Proposition 1, a \$4 billion statewide housing bond, on the November General Election ballot, so CSAC will focus on implementation and maximizing opportunities for counties to secure funding for local housing priorities in 2019. While Proposition 1 and SB 2 funding will go a long way to addressing California's backlog of homes affordable to households at all income levels, CSAC will also work with partners in 2019 to expand the ability of the state and local government to meet the need for affordable homes.

Finally, housing-related issues continue to cross over with multiple other policy areas within CSAC. The Housing, Land Use and Transportation policy unit will continue coordinating and collaborating with the Health and Human Services policy unit on interactions between housing and homelessness; with the Agriculture, Environment and Natural Resources policy committee on the relationship between land use and housing with resiliency and disaster recovery; and with the Government, Finance and Administration policy team on the connections between housing and economic development tools for local government.

Protect State Transportation Funding. If legislation introduced in 2018 is any indication of what may come in 2019, counties and transportation stakeholders will need to continue to be vigilant. For instance, proposals to hold hostage transportation funding until affordable housing outcomes are met are likely to resurface. Protecting transportation funding will continue to be a priority for the HLT Policy Unit. CSAC will also continue to pursue additional streamlining opportunities and intends to sponsor legislation to expand the existing "match-exchange" program where the state exchanges local shares of federal funds for state dollars thereby reducing the federal footprint, eliminating duplicative environmental reviews, and saving time and money on transportation projects.

Preparing for the Future of Transportation.

Automated and connected vehicles are being tested and deployed across the country. The implications of autonomous and other transportation related technology are far reaching and can be both beneficial and potentially disruptive to mobility, the economy and overall quality of life. Other advancements such as transportation network companies may have compounding effects on the implications of this rapidly-changing technology. CSAC, through a multidisciplinary county working group, will develop a set of principles regarding the role of counties in the oversight and regulation of automated and connected vehicles. Moreover, to the extent that automated vehicles are electric vehicles and therefore do not adequately pay for their use of transportation infrastructure, CSAC will continue to monitor and engage in discussions about a long-term, sustainable replacement revenue stream to the gas tax.

Cap and Trade Implementation. With the extension of AB 32, the California Global Warming Solutions Act of 2006, through 2030, the California Air Resources Board (CARB) is currently in the middle of a second update to the Scoping Plan to reflect the new greenhouse gas emissions targets (GHGs) targets (reducing our GHGs to at least 40% below the 1990 level by 2030). CSAC HLT staff will continue to work in coordination with the CSAC Agriculture, Environment, and Natural Resources policy committee staff to comment on and participate in the Scoping Plan update process.

CSAC HLT staff will also monitor and defend against efforts to erode local control over land use decisions in a variety of contexts. While it is unclear where the new Administration stands on SB 375 related issues, there appears to be growing dissatisfaction in the Legislature over the implementation of SB 375; specifically the transportation, housing and land use decisions local agencies are making and the perceived impacts those decisions have on statewide climate goals. It is important to get out in front of some of these conversations with proactive, positive information about the land use decisions counties are making that help meet our climate goals and are consistent with sustainable communities strategies and other local climate action plans.

County Priorities in Renegotiated Gaming Compacts. Governor Brown continued to renegotiate state-tribal gaming compacts in 2018 with several tribes whose current compacts would otherwise expire in the near future. While each of these agreements have included key provisions of importance to counties, the change in Administrations will require active engagement from CSAC and affected counties to ensure that ongoing priorities for revised compacts are fulfilled. Those priorities include judicially-enforceable local mitigation agreements for any new or expanded gaming or related facilities, a more comprehensive tribal environmental review process, and mitigation mechanisms for preexisting local off-reservation impacts from gaming enterprises underway prior to the date of any new compact.

The Special Distribution Fund (SDF), which was the sole statewide mechanism for mitigation of local government gaming impacts under the 1999 compacts has not had sufficient funding for SDF grants to local governments since FY 2014-15. The Legislature and Governor have been unwilling to backfill the account while 1999 Compacts are being renegotiated. While SDF grants have been insufficient to mitigate all local impacts since the program's inception, CSAC will continue to look for opportunities to fund the SDF or another mechanism to fund mitigation from pre-existing impacts, especially for counties where local casino mitigation agreements are not in place. The change in Administrations may offer an opportunity to reassess the SDF program.

CSAC 2019 Federal Advocacy Priorities

After two years of Republican control of Congress and the White House, 2019 will usher in the return of divided government as Democrats take the helm of the House of Representatives and the GOP slightly pads what was the narrowest of majorities in the Senate. While attempts at legislative deal making will undoubtedly be influenced by the looming 2020 presidential and congressional elections, there will be opportunities for bipartisan collaboration, particularly, for example, with respect to development of an infrastructure package.

For his part, President Trump will head into the second half of his administration aiming to build upon the aggressive deregulatory agenda that is currently underway at a number of federal departments and agencies. Legislatively, the president has indicated his willingness to work with the new House Democratic majority in several key areas, though it remains to be seen how much room for cooperation will exist in 2019.

California County Spending Priorities. Absent a new bipartisan agreement that lifts the fiscal year 2020 sequester-level spending caps prescribed by the *Budget Control Act* (BCA), congressional appropriators will be forced to cut billions of dollars in defense and non-defense discretionary spending as part of next year's budget. Regardless of whether Congress ultimately votes to suspend the BCA caps, CSAC will be working to protect the myriad of federal spending programs that are of vital interest to California's counties.

Transportation and Infrastructure. While efforts to advance a broad infrastructure package fell short during the 115th Congress, the incoming leaders of the House and Senate along with President Trump have indicated that infrastructure spending will be a key priority in 2019. CSAC will continue to urge members of the California congressional delegation to prioritize the significant infrastructure investment needs at the local level while looking for opportunities to enhance and streamline the transportation project delivery process.

On a closely related matter, the nation's highway and transit authorization law – the *Fixing America's Surface Transportation Act* (FAST Act) – is set to expire during the 116th Congress. Within the context of FAST Act reauthorization, CSAC will continue to emphasize the importance of the county road system with respect to federal transportation policy and advocate for new revenues for programs of importance to counties, such as safety and bridge projects.

Federal Healthcare Policy. CSAC will continue to support efforts to maintain and support the *Affordable Care Act* (ACA), including funding the expanded Medicaid program and insurance subsidies for individuals and families with incomes above the Medicaid eligibility thresholds. Additionally, CSAC will continue to support bipartisan efforts to eliminate the ACA excise tax, which is slated to go into effect in 2022. A number of California counties offer health insurance plans and related programs that will be subjected to the tax on high-cost plans.

Changes to Entitlement Programs. CSAC will work to protect California county interests as part of any Temporary Assistance for Needy Families (TANF) reauthorization legislation, including working to restore state and county flexibility to tailor work and family stabilization activities to families' individual needs. CSAC also will support maintaining the focus on work activities under TANF, while recognizing that "work first" does not mean "work only."

Homelessness. CSAC will support increased federal appropriations and new legislative initiatives to support housing programs that offer comprehensive services and case management for individuals and families experiencing homelessness.

Child Welfare Financing Reform. CSAC will support increased federal funding for services and income support needed by parents seeking to reunify with

children who are in foster care. CSAC also supports increased financial support for programs that assist foster youth in the transition to self-sufficiency, including post-emancipation assistance such as secondary education, job training, and access to health care.

In addition, CSAC will work to protect and retain the entitlement nature of the Title IV-E Foster Care and Adoption Assistance programs while seeking the elimination of outdated rules that base a child's eligibility for funds on parental income and circumstances. The association also supports federal funding to address the service needs of youth who are victims of commercial sexual exploitation.

Finally, CSAC will continue work with Congress and the administration to provide maximum flexibility in meeting provisions of the *Family First Prevention Services Act* (FFPSA), including offering a broad array of prevention services and administrative actions to better align the FFPSA's congregate care provisions with the state's Continuum of Care reforms.

Indian Affairs / Fee-to-Trust Reform. CSAC will continue to lead local government efforts aimed at securing a comprehensive legislative overhaul of the Department of the Interior's fee-to-trust process. Similarly, CSAC will continue to urge the U.S. Department of the Interior to approve a series of key fee-to-trust process reforms as part of the Department's 25 CFR Part 151 regulatory review effort.

Public Lands. CSAC will continue to advocate for a long-term reauthorization of mandatory entitlement funding for the Payments-in-lieu-of-Taxes (PILT) program, as well as the Secure Rural Schools (SRS) program. Absent long-term renewals of these critical funding sources, CSAC will continue to support short-term programmatic extensions.

In addition, CSAC will continue to advocate for responsible reforms to federal land management. Such reform efforts should promote healthy forests, protect endangered species habitat, safeguard downstream water quality, improve California's water supply, and reduce the risk of wildfires.

Finally, CSAC will continue to urge the federal government to provide assistance through the Department of Agriculture and the Federal Emergency Management Agency to help California address its tree mortality crisis.

Justice Funding. CSAC will continue to serve as a lead advocate in efforts to protect, as well as enhance, the State Criminal Alien Assistance (SCAAP) program, which is a key source of federal funding for a significant number of California's counties. CSAC also will continue to advocate for a long-term reauthorization of SCAAP and will continue to seek several key reimbursement-criteria changes to the program.

With regard to the *Victims of Crime Act* (VOCA) and the *Violence Against Women Act* (VAWA), CSAC will continue to urge Congress to provide adequate funding for these importance victim services programs.

Federal Disaster Assistance. In the aftermath of the most destructive and costly wildfires in state history, CSAC will continue to advocate for federal disaster assistance to help communities impacted by the devastating effects of the fires.

Remote Sales Tax. In the wake of the Supreme Court's 2018 ruling in *South Dakota v. Wayfair*, states can now require online retailers to collect and remit sales taxes, regardless of whether they have a "physical presence" in that particular state. Following the *Wayfair* decision, a number of states, including California, are moving to capitalize on this lost tax revenue. Such widespread state-level action could serve as the impetus for Congress to consider legislation – similar to the *Marketplace Fairness Act* – that would create a national framework for tax collection. CSAC will support efforts aimed at further strengthening state and local taxing authority and will oppose legislation that seeks to overturn the *Wayfair* decision.

State and Local Tax Deduction. The 2017 *Tax Cuts and Jobs Act* (PL 115-97) allows taxpayers to deduct property taxes and income or sales taxes,

but only up to a combined cap of \$10,000. Prior to the Act, federal taxpayers could deduct the entirety of their state and local property taxes, as well as their state income taxes or sales tax. CSAC supports legislation that would fully restore the SALT deduction and opposes any effort to further reduce or eliminate this tax benefit.

Tax Exempt Bonds. The *Tax Cuts and Jobs Act* fully preserved the tax exempt status of municipal bonds and Private Activity Bonds (PABs), though eliminated the exemption for advance refunding bonds, which counties use to refinance outstanding bonds to take advantage of better terms and rates. CSAC will continue to support the municipal bond and PAB tax exemption, as well as legislation that would restore the exemption for advance refunding bonds.

Environmental Regulatory Reform. With the Trump administration taking a series of actions to dismantle Obama-era environmental regulations – such as the Clean Power Plan and the Waters of the United States (WOTUS) rule – CSAC will continue to monitor executive and administrative actions that could impact California’s counties.

Executive Action on Immigration-related Policy. CSAC will continue to closely monitor the potential impact of legislative and regulatory actions that

would have the effect of cutting off certain federal funds to California’s counties, including new standards announced by the Department of Justice that would preclude the state’s counties from being eligible for SCAAP payments beginning with the fiscal year 2020 application cycle. It should be noted that the Trump administration’s executive and administrative actions aimed at withholding federal funds from so-called “sanctuary jurisdictions” remain the subject of a number of lawsuits across the country. Accordingly, CSAC will continue to closely monitor the outcome of these judicial proceedings.

Cannabis. While 33 states and the District of Columbia have legalized the use of cannabis for medicinal or recreational purposes, it is still classified as a Schedule 1 narcotic under the *Controlled Substances Act*. As a result, the use, possession, and sale of cannabis remains a federal crime, which has created significant issues for states that have legalized cannabis use. In an effort to address the conflict between federal and state law, CSAC supports legislation that would allow states to determine their own cannabis policies. CSAC also supports legislation that would ensure greater access to banking for cannabis-related businesses, as well as proper medical research on the effects of cannabis use.

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Transportation is vital to California's economy - *the world's fifth largest economy* - representing 12 percent of the U.S. population. Measured by value, more international goods enter California than any other state moving through its 12 seaports, 12 major cargo-handling airports and 3 land ports of entry with Mexico. So, *investment in California's transportation infrastructure powers the entire national economy, and Californians are stepping up and doing their part to support infrastructure investment.*

- California has joined cities, counties, regions and states across the country to increase infrastructure funding. Senate Bill (SB) 1, the landmark *Road Repair and Accountability Act of 2017*, which was backed by a broad coalition of supporters, invests \$54 billion over the next decade - \$5.4 billion annually - to fix roads, freeways, bridges, and put more dollars toward transit, safety programs and active transportation infrastructure in communities across California.
- What is more, residents of California's "Self-Help Counties", representing more than 88 percent of the state's population, have voted to fund regional transportation improvements. Twenty-five California counties have passed measures that will provide over \$194 billion in funding over the next 30 to 40 years for multimodal transportation improvements across the State.

With the passage of SB 1 and local sales tax measures, Californians have prioritized funding for transportation projects – *including nationally significant projects and the preservation of federal-aid highways*. California is eager to partner with the federal government, and we stand ready and willing to match increased federal infrastructure investment.

Yet state, local and tribal governments across America continue to need a strong federal partner to make needed "fix it first" investments to preserve our existing assets, deliver transportation infrastructure improvements that will create jobs, increase safety, improve mobility, address emerging issues including climate change resiliency and keep the economy growing in California and across the nation. We also believe that federal infrastructure investment should recognize and reward states like California that come to the table with new funding to support successful partnership with the federal government.

We recommend the principles below guide the development of Surface Transportation Reauthorization legislation. We would also note that the U.S Senate Environment and Public Works Committee has already advanced the *America's Transportation Infrastructure Act of 2019* reauthorization legislation, which moves in certain policy directions that are consistent with a number of principles we have outlined.

Restore Highway Trust Fund Solvency and Provide a Multi-Year Surface Transportation Reauthorization

To simply maintain the current federal Highway Trust Fund spending levels adjusted for inflation after the Fixing America's Surface Transportation Act (FAST Act, P.L. 114-94)

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expires in federal fiscal year (FFY) 2020, Congress will need to identify an additional \$11.4 billion for a six-year surface transportation reauthorization bill. At the same time, it is crucial that federal transportation programs provide long-term funding stability for transportation projects that can take multiple years to plan and construct.

- Any new Surface Transportation Reauthorization legislation should include new sustainable, user-based revenues to ensure the long-term solvency of the Highway Trust Fund and provide for increased, multi-year direct federal investment. Federal revenue options can draw upon the experience of California and 30 other states that have successfully enacted transportation revenue packages since 2012.
- California supports a six-year Surface Transportation Reauthorization bill that will provide funding stability and certainty and allow for deliberate infrastructure planning and investment.
- In addition to robust General Fund support, Surface Transportation Reauthorization legislation should ensure that the Federal Transit Administration (FTA) programs continue to receive their historical funding share from the Highway Trust Fund.
- The California Department of Transportation (Caltrans) conducted the nation's largest vehicle miles traveled (VMT) road charge pilot to date, which included 5,000 participating vehicles travelling more than 37 million miles. Congress should continue proving funding to states willing to research or pilot innovative transportation user-based revenue mechanisms.

Build on Bipartisan FAST Act Structure and Address Emerging Issues – Climate Resiliency and New Mobility Technologies

California strongly supported the passage of the bipartisan FAST Act. Adopted in 2015, the FAST Act provides long-term certainty needed to advance multi-year highway, transit, passenger rail and multimodal freight improvements. Any new Surface Transportation Reauthorization legislation should increase funding for the core highway, transit, passenger rail, and multimodal freight programs authorized by the FAST Act. Congress should also explore ways to improve core FAST Act programs to provide states greater flexibility to achieve national goals, such as improving safety. Policy recommendations follow:

- Congress should repeal FAST Act section 1438 that requires the rescission of \$7.57 billion in unobligated contract authority for core FAST Act highway programs; the American Association of State Highway and Transportation Officials (AASHTO) estimates that California may have approximately \$693.2 million in unobligated contract authority subject to rescission in FFY 2020 because of FAST Act section 1438. Congress should also exclude any rescission in the next Surface Transportation Reauthorization.

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- California supports maintaining the federal and local match for transportation projects, so that the required local match for projects does not increase unless state or local grantees opt to voluntarily increase their match. Additionally, Congress should maximize the use and flexibility of federal funds by eliminating requirements for non-federal matches, particularly in rural and tribal areas that have less resources.
- California supports increasing Highway Safety Improvement Program (HSIP) funding, consistent with our request to grow the core highway programs, and we recommend restoring flexibility to HSIP funds to be used for non-infrastructure safety programs such as behavioral efforts, public awareness, education, enforcement, research, improving system resilience, and pilot or experimental projects. To improve safety for bicyclists and pedestrians, Congress should consider targeting a portion of HSIP funding to address vulnerable user safety in areas where user fatalities are above the national average.
- California has maintained the Highway Bridge Program for locally-owned bridges that was eliminated by the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). Consistent with our request to grow core highway programs, California supports increased funding for the National Highway Performance Program (NHPP) and Surface Transportation Program Block Grant Program (STBG program), which support California's local Highway Bridge Program. California also supports maintaining the flexibility Congress provided in the FAST Act to use NHPP funding for bridges on non-National Highway System federal-aid roads. The current California local Highway Bridge Program need greatly exceeds the \$300 million allocated annually to the program. Any new bridge program Congress creates must distribute funding on needs-based criteria.

While California supports the FAST Act program structure as the starting point for a Surface Transportation Reauthorization bill, Congress should also consider new funding programs, flexibility or policies to ensure our infrastructure is prepared for rapidly emerging issues, including: *making our infrastructure more resilient to climate change and preparing it for new mobility technologies.*

In recent years, California has experienced extreme weather exacerbated by climate change. Through emergency repair work in the aftermath of the 2017 winter storms and 2018 wildfires, California incurred hundreds of millions in Federal Highway Administration (FHWA) Emergency Relief-eligible costs. Sea level rise due to climate change, in combination with storm surges, has the potential to inundate hundreds of miles of the coastal highway by the end of the century. California's 2018 4th Climate Change Assessment shows that increasing temperatures are expected to increase road construction costs between 3 and 9 percent.

- Congress should increase planning funds to help state and local governments identify and address complexities around climate change.

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- Congress should create a new needs-based multi-modal formula program that will make our transportation networks resilient in the face of a changing climate.
- AASHTO has noted that certain federal requirements slow the delivery of transportation projects using the FHWA's Emergency Relief funds, and it has called for the program to be streamlined. At the same time, federal regulations require Emergency Relief eligible projects to be ready for funding obligation within two years of the disaster event. California believes the Emergency Relief Program should be streamlined, and that state and local governments should be provided five to six years to obligate federal Emergency Relief funds, as called for in H.R. 3193, *Transportation Emergency Relief Funds Availability Act*.

California is also a national leader in technology and intelligent transportations systems. We urge Congress to consider emerging transformative technologies - including connected and autonomous vehicles; app-enabled crowd-sourced data gathering; and integrated, automated multi-modal ticketing that will ease accessibility to all modes of transportation - and the need to take advantage of and prepare our infrastructure for these technologies.

- Congress should create a new flexible program to fund transportation capital and operational investments to take advantage of and prepare our transportation infrastructure for emerging technologies that are transforming the way people and goods are moved.

Freight/Goods Movement

California is the nation's international trade leader in terms of value and quantity of goods handled by its seaports, airports, railroads and roadways; In fact, more than 40 percent of the total containerized cargo entering the U.S. arrives through California and almost 30 percent of the nation's exports flow through ports in the Golden State. The State's agricultural sector, supported by California's rural freight infrastructure, is a critical source of goods for export and is the largest producer of food in the U.S. With the passage of SB 1 and local sales tax measures, California is coming to the table with significant new, non-federal funding to keep goods moving efficiently and boost national economic growth.

Nevertheless, in 2017 and 2018, the U.S. Department of Transportation (U.S. DOT) Announced \$2 billion in discretionary *Better Utilizing Investments to Leverage Development* (BUILD) grants. In those two years, California received five BUILD grants totaling \$81.5 million, representing *only 4 percent* of the total funding from the 132 grants awarded nationwide. Likewise, during that period California was awarded two *Infrastructure for Rebuilding America* (INFRA) grants totaling \$97 million, representing *only 6.3 percent* of the \$1.53 billion awarded. Congress and the U.S. DOT can do better to ensure federal freight/goods movement programs prioritize eligibility for regions with nationally significant freight flows – *which clearly include several parts of California!*

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- California supports freight funding programs to address critical issues facing our nation's major freight corridors and mitigating the impacts on local transportation systems and public health. A Surface Transportation Reauthorization bill should increase funding for freight/goods movement programs and discretionary freight funding programs should prioritize eligibility for regions with nationally significant freight flows, major port complexes and rural/agricultural freight networks, including support for short line rail freight operators to maintain the region's economic competitiveness.
- California supports increasing funding for the National Highway Freight Program (NHFP), removing the 10 percent cap on non-highway investment and providing flexibility for states to use discretion in determining the amount of NHFP formula funding dedicated to multimodal freight projects identified in the state's freight investment plan. Congress should also consider apportioning NHFP funding based on need. Additionally, Congress should remove the caps on the INFRA Program used for grants to freight rail, water (including ports), or other freight intermodal projects.
- Congress should reestablish the National Cooperative Freight Research Program (NCFRP) to provide research products to assist states in their delivery of freight transportation projects with funding beyond the amount prescribed for the federally managed Research Technology & Education Programs, and State Planning & Research funded programs.

Sustainability and Climate Action

California is a national leader in efforts to address climate change, with more than decade of policy leadership that includes the *Sustainable Communities and Climate Protection Act* (SB 375), which requires metropolitan planning organizations (MPOs) to create "sustainable communities strategies" to reduce Greenhouse Gas (GHG) in their long-range transportation plans. California state and local agencies are working to reduce the transportation sector's GHG emissions consistent with state goals, and to adapt the system so it is more resilient to climate risk.

Additionally, some California agencies are investigating pricing strategies, such as tolled express lanes, toll bridges, and cordon pricing, as a means of reducing VMT and providing revenue for transit and active transportation improvements, to subsidize transportation costs for low income households, or to attract private investment.

Moreover, California supports policies that will empower and reward transportation agencies for operating, investing in and managing the transportation system to more efficiently move people and goods with lower environmental, health and climate impacts, through higher vehicle occupancy, support of Zero-Emission Vehicles (ZEV) technology, increased use of rail, transit, cycling and walking, and other strategies.

We are very concerned that the National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) recently proposed to amend Corporate Average Fuel Economy (CAFE) and GHG emissions standards for passenger

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cars and light trucks. The *Safer Affordable Fuel Efficient (SAFE) Vehicles Proposed Rule for Model Years 2021-2026* (SAFE Vehicle Rule) would also revoke California's waiver of preemption to set more stringent vehicle emissions standards than the federal government, and potentially harm the delivery of transportation projects that must demonstrate conformity with air quality plans.

- Federal policy should further reward states like California that have made significant multi-modal investments to improve air quality and advance sustainability strategies.
- Congress should authorize an incentive grant program that rewards states, local governments, tribal governments and MPOs that have adopted or are willing to adopt “Best Practices” to reduce VMT and GHG emissions (including congestion pricing) and integrate transportation planning and investment decisions with other land-use, economic development, pricing and other strategies, and also provide financial incentives for rural sustainability initiatives.
- Congestion Mitigation and Air Quality Improvement (CMAQ) program funds, STBG and other flexible highway and transit programs support California in implementing innovative carbon reduction strategies and, as noted earlier in our letter, we support growing those core programs.
- Congress should provide assistance for data collection, and determining and quantifying GHG emissions, and other important data for addressing climate change. Congress should also provide funding, training, tools, and uniform standards for the collection and sharing of roadway and traffic data specifically for local, rural and tribal roadways, including assistance and funding for data collection required by federal performance management rules.
- Current federal restrictions on commercial activity (and the charging of fees) along interstate right-of-ways (23 U.S.C. § 111) inhibit public-private partnerships to deploy ZEV charging infrastructure. California continues to urge Congress to provide the flexibility needed to encourage private investment in ZEV infrastructure and facilitate its successful deployment along the federal-aid and interstate right-of-way. California also supports S. 674, the *Clean Corridors Act of 2019*, which would provide grant funding for the installation of electric vehicle charging stations and hydrogen fueling infrastructure along designated corridors across the National Highway System.
- A new Surface Transportation Reauthorization bill should facilitate the expanded use of tolling by lifting restrictions on tolling existing interstate general purpose surface lane capacity. California also supports reversing the FTA policy of excluding bus service provided in HOT lanes from the 49 U.S.C. § 5337 “High Intensity Motorbus” funding program; this policy reduces funding for regions across California that convert high-occupancy vehicle lanes to High Occupancy Toll (HOT) Lanes.

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- California supports funding for wildlife crossings and programs to prevent wildlife-vehicle collisions.
- California strongly opposes the NHTSA/EPA *SAFE Vehicle Rule*'s revocation of California's waiver of preemption to set more stringent vehicle emissions standards than the federal government.

Fund Multimodal Mobility Solutions

The transportation sector in California accounts for 50 percent of the state's total GHG when accounting for associated fuel production, making it the single largest source of emissions in the state. At the same time, cities across California suffer from tremendous gridlock – in fact, 5 of the 20 most congested cities in North America are in California. Additionally, California's population is aging: between now and 2026, the number of Californians 65 or older is expected to climb by 2.1 million; An ageing state requires transportation solutions for those who cannot drive. And when 50 percent of California households cannot afford the cost of housing in their local markets, the transportation system must still provide access to jobs and opportunity for those who do not have cars.

Changing this reality requires a multimodal approach to mobility and increased investment – from all levels of government – in proven solutions like public transportation, active transportation and passenger rail. In California, we are doing our part – SB 1, the state's landmark transportation funding package, directs significant funding annually to public transportation, active transportation, and passenger rail; and counties across the state are choosing to tax themselves to invest in an “all of the above” approach to mobility.

Public Transportation: California urges Congress to ensure that the next Surface Transportation Reauthorization bill recognizes California's significant commitment to public transportation programs, and we request that Congress craft policies to reward California's public transit agencies for this commitment.

Additionally, in December 2018 the California Air Resources Board adopted the Innovative Clean Transit regulation (ICT). The regulation establishes a zero-emission bus purchase mandate, beginning as soon as 2030 (2023 for large transit agencies), with the goal of converting all transit buses in California to zero-emission (battery-electric, fuel cell) technologies by 2040. The successful implementation of the ICT will eliminate climate-changing fossil fuels from more than 10,000 buses in California. Components and supply chains developed for transit buses, as a result of the ICT, may one day support electrification in other heavy-duty sectors.

- California supports growing core federal transit programs and transit-eligible highway programs, which have proven effective in delivering essential funds to transit operators to address their pressing state of good repair and capital investment needs. Specifically, the Surface Transportation Reauthorization legislation should increase funding for the following formula programs: FTA's Section 5307 and Section 5311 Urbanized Area and Non-Urbanized Area formula;

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FTA's Section 5337 State of Good Repair; FTA's Section 5339 Bus and Bus Facilities; FHWA STBG and CMAQ Programs.

- California supports increased investment in the FTA's Capital Investment Grants (CIG) Program (greater than \$2.6 billion annually) to fully fund existing Full Funding Grant Agreements (FFGAs) and support new FFGAs. California also supports legislative language directing the U.S. DOT to expeditiously execute FFGA and administer CIG Program as intended by Congress.
- California urges Congress to increase funding of the federal transit program for Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (49 U.S. § 5310) to address the growing transportation needs for these target populations.
- The Surface Transportation Reauthorization bill should help states and transit agencies transitioning to ZEVs by tailoring FTA's Low Emission/No Emission Program to incentivize and reward pursuing aggressive climate change solutions, while also increasing the funding authorized for the Program.
- California supports actions to grow on the successes found through the FTA's Mobility on Demand (MOD) Sandbox Pilot Program. Mobility on Demand and/or Micro Transit projects implemented by local transit agencies and/or transit agency partnerships with shared mobility providers are proving successful for enhancing mobility for the traveling public. These solutions could not be possible without the advent of travel planning application technology. These tools are enabling on-demand ride-hailing-sharing services, and in many cases proving to increase transit's share of overall transportation trips taken regionally and interregionally.
- The FTA's Section 5311(f) Program allocates discretionary grants to California's rural transit agencies. These agencies use this funding to provide critical intercity bus services that connect rural and urban populations. However, funding for this program is not adequate. Caltrans routinely receives more applications than the program can fund. As California's population continues to grow, and the need for transportation between California's communities continues to grow, funding for intercity bus services will become critical to the interregional transportation systems that move people across the State and beyond. California therefore requests an increase to the 5311(f) Program without decreasing the regional apportionments currently allocated to rural transit agencies for services funded through the 5311(f) parent program – FTA's Section 5311.
- California supports initiatives to develop and retain the workforce necessary to successfully deliver transit services, including additional flexibility on the use of federal funds like FTA's sections 5307 and 5311 for training purposes, as well as a significant increase in the funding authorized for FTA's Section 5314 Program. This funding could be used for apprenticeship and other workforce development programs and to expand funding for regional and statewide training consortium

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programs that provide advanced transit specific training through local community colleges, transit associations and similar educational institutions.

- California supports flexibility in the State of Good Repair Program, including reduction of the waiting period for eligibility to access Section 5337 fixed guideway funds. Flexibility will allow public transit agencies that receive funding under both the High-Intensity Fixed Guideway and High-Intensity Motorbus Elements to apply their formula shares toward their highest-priority state of good repair needs.

Active Transportation: Investing in active transportation furthers the State's sustainability and climate preparedness objectives and improves the quality of life and public health of Californians. California has made a major commitment to walking and bicycling through investment in our Active Transportation Program, and we want to continue to increase that investment with new federal funding.

- California supports increasing funding for both the STBG Program, including proportionate growth for the Transportation Alternatives (STBG-TA) set-aside, and HSIP. Funding from STBG-TA and HSIP support California's Active Transportation Program. Congress should ensure that active transportation projects continue to be eligible for funding from the Highway Trust Fund.
- To address the low obligation rate of STBG-TA funding, Congress should take steps to ease the obligation of STBG-TA funds, including: allowing up to 5 percent of these funds to be used for staff or consultant technical assistance to strengthen potential grant applications and allowing HSIP funding to serve as a state or local match for STBG-TA projects that address a safety concern.
- Congress should authorize a competitive grant program to fund planning, design and construction of regional active transportation networks and long-distance inter-regional cycling infrastructure. Congress should also authorize a study to determine best available estimate of the total amount of nonhighway recreational fuel taxes received by the Department of the Treasury and transferred to the Highway Trust Fund to support the Recreational Trails Program.

Passenger Rail: California is making significant investments in intercity passenger and commuter rail, and therefore supports dedicated long-term federal investment in passenger rail programs. Modernizing the state's passenger rail system will: reduce emissions by enabling more Californians to switch from driving and flying to traveling by clean, fast and efficient rail service; open freight capacity to enhance the flow of goods from our fields and ports; connect regional economies (e.g., the Central Valley and the Coast) and sustain an innovative state economy that will help drive America's economic competitiveness. Any new Surface Transportation Reauthorization legislation should provide significant funding for the High-Speed Intercity Passenger Rail program, establish dedicated funding for intercity passenger and commuter rail, increase funding for the FHWA's Railway-Highway Crossings Program (23 U.S.C. § 130), and reauthorize and fully fund FAST Act authorized Federal Railroad Administration intercity passenger

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rail grant programs, including the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program and State of Good Repair (SOGR) Program.

- Congress should establish a dedicated formula capital funding program for intercity passenger rail that is additive to existing transit formula programs. The program should cover capital projects to improve and expand passenger rail service and capital maintenance of equipment. Eligible project costs should be made available under multi-year federal support agreements, with partial funding of project elements (without independent utility) not impacting future applications for additional allocations.
- Railroad crossing incidents are the second leading cause of rail-related deaths in America. California supports strengthening Section 130 to accelerate the number of critically important safety projects that are constructed each year and providing 100 percent federal contribution for Section 130 projects. Many communities are doing what they can to improve safety at at-grade crossings, but the most effective method – grade separation - is often expensive. Additionally, recent requirements for 10 percent non-federal matching funds has created significant challenges as railway-highway grade crossing projects often involve railroad companies, small cities or counties with little or no resources. Increasing Section 130 federal participation to 100 percent would help ensure the selection of projects for this program would continue to be data driven and not influenced by the availability, or lack of, the 10 percent matching funds.
- California supports reauthorizing the CRISI Grant Program, and the SOGR, at no less than FFY 2018 funding levels. California also supports expanding the eligibility of the SOGR Program. The current program is limited to publicly owned assets. This restriction limits the ability for States to partner with private freight railroads to invest in critical assets that are required to serve passenger rail. The program should expand eligibility to allow for funding for non-public assets with the requirement that such funding results in some guaranteed level of public access (e.g., railroad slots) or shared public ownership. Such an approach will incentivize privately owned railroads to partner with public agencies and potentially expand the provision of passenger railroad service.
- California supports creating a legislative resolution to the issue of “States as Railroads” and System Safety Program responsibility. States who sponsor, but do not operate, intercity passenger rail services, are not railroads nor are they railroad carriers. Section 225 of the Railroad Advancement of Innovation and Leadership with Safety (RAILS) Act includes language that clarifies that States are not rail carriers if they do not operate a rail service.
- Congress should include a multi-billion dollar, dedicated and sustainable Positive Train Control Operations and Maintenance support program for intercity passenger and commuter rail operators.

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- California stands with the American Road and Transportation Builders Association, the American Public Transportation Association, the Associated General Contractors of America, the International Brotherhood of Teamsters and the Transportation Trades Department AFL-CIO and others in requesting Congress prohibit the U.S. DOT from terminating its cooperative grant agreements with the California High-Speed Rail Authority.

Shorten Project Delivery Time and Provide Flexibility To Fully and Efficiently Utilize Federal Funds

California transportation agencies are proactively identifying efficiencies and policy improvements to responsibly manage the public's money and assets. For example, under Assembly Bill (AB) 1282, the California State Transportation Agency has convened a multi-agency Transportation Permitting Task Force to establish reasonable deadlines for transportation project permit approvals and provide for greater certainty of permit approval requirements. Additionally, SB 1, the *Road Repair and Accountability Act of 2017*, requires Caltrans to achieve \$100 million in annual efficiencies that can be redirected towards maintaining and rehabilitating the State Highway System. And since 2007, Caltrans has performed federal responsibilities for environmental decisions and approvals under the National Environmental Policy Act (NEPA) for highway projects in California funded by the FHWA. Through "NEPA Assignment," Caltrans has been able to cut the regulatory burden on thousands of road projects, achieving time savings of months and years in reviewing and approving environmental documents.

- California strongly supports efforts to streamline federal regulations to facilitate more expeditious project delivery without diminishing environmental standards and safeguards.
- Given California's successful track record in the NEPA Assignment Program, California supports extending statutory term of years for NEPA Assignment agreements from five to ten years.

Public/Private Partnerships and Financing

Public-private partnership (P3) procurement methods are not a substitute for robust direct federal transportation investment nor a solution for federal infrastructure funding challenges. Rather, the financing element of P3 projects, in some instances, may leverage private sector resources in addition to mitigating design, construction, maintenance, and operations risks for the public sector. These arrangements often involve a project-related revenue stream, such as vehicle tolling and/or federal credit assistance programs.

- California supports innovative financing tools and urges Congress to fund and streamline the application process for the Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation and Improvement Finance (RRIF) Programs, ensuring continuing eligibility for Transit Oriented Development

California Federal Surface Transportation Reauthorization Principles

Final Draft – DEADLINE TO SIGN ON FRIDAY 9/13/2019

(TOD) projects in both programs, and clarify that federal loans should be classified as local funds on federal grant applications.

- California supports expanding tolling options on the interstate highway system, and authorizing the America Fast Forward Transportation Bonds and Build America Bonds to provide a powerful new finance tool for transportation agencies to use when financing major capital projects, and restoring tax exemption for advance refunding bonds.
- California supports new and increased funding for FTA's Section 3005(b) Expedited Project Delivery Program.

Tribal Transportation

California has 109 federally recognized Native American tribes and is home to 750,000 Native Americans, the highest population of any state. There are over 580,000 acres of Tribal trust lands found throughout California. Tribal governments provide transportation infrastructure, including road and bridge construction and maintenance.

In many states, the Native American population is disproportionately represented in fatalities and crash statistics. Native Americans' risk of motor-vehicle related death is about four times that of the general population. The risk is even higher for the population between 4 and 44 years old. Tribal communities must have the tools and funding to provide safe and efficient infrastructure.

- California supports an overall increase in federal transportation spending, including an increase in Tribal Transportation Program (TTP) and TTP planning funds.
- California administers a tribal set-aside for projects using HSIP funding, and California supports an overall increase in HSIP funding that can be used to improve tribal transportation safety.
- The California Native American Advisory Committee has expressed concerns with the new centralized formatting of the Tribal Transportation Technical Assistance Program (TTAP), including reduced quality of training, a lack of one-on-one interaction with trainers, a lack of relevant training subject matter for California tribal transportation programs, and inconvenient course locations. California urges Congress to review recent changes to the TTAP to ensure that it meets the needs of tribal customers, including possibly authorizing a Government Accountability Review of TTAP. Additionally, the TTAP curriculum should include quality instruction on grant application writing and grant administration.
- California supports tribal transit pass programs or other mobility support for tribal members in areas with existing public transit services.

Mono County Local Transportation Commission

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

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

LTC Staff Report

October 7, 2019

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

SUBJECT: Workshop on the 2019 Regional Transportation Plan Update

RECOMMENDATION

Provide any direction to staff

FISCAL IMPLICATIONS

Not applicable

ENVIRONMENTAL COMPLIANCE

Not applicable

RTP/RTIP CONSISTENCY

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

DISCUSSION

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

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

Changes in red reflect additions, new language, and/or updated data to the document. Changes in blue reflect language that was already in the document but was moved to another chapter or section for greater consistency and readability.

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

ATTACHMENT

- Draft 2019 Regional Transportation Plan (RTP)

Mono County Local Transportation Commission

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

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www.monocounty.ca.gov

Staff Report

October 7, 2019

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: Mono County Overall Work Program (OWP) 2019-20

RECOMMENDATIONS

Informational item and provide any desired direction to staff on the revisions to the 2019-20 Overall Work Program

FISCAL IMPLICATIONS

Potential impacts to Rural Planning Assistance (RFA) funds without approved OWP

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

Mono County received a conditional approval letter from Caltrans District 9 on the current fiscal year OWP. Staff has made text revisions to better address the concerns from District 9. Attached is the conditional award letter from District 9 and staff revisions to the OWP.

ATTACHMENTS

- Caltrans letter dated July 3, 2019, on OWP conditional approval
- Revised Mono County 2019-20 OWP

DEPARTMENT OF TRANSPORTATION

DISTRICT 9
500 South Main Street
BISHOP, CA 93514
PHONE (760) 872-0691
FAX (760) 872-5225
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

July 3, 2019

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

Dear Mr. LeFrancois:

Caltrans is conditionally approving the Mono County Local Transportation Commission's (MCLTC) Final Fiscal Year (FY) 2019/20 Overall Work Program (OWP) based on the version received July 1, 2019. Austin West of my staff has reviewed your response to our comment letter and has been interacting with you regarding OWP approval.

Caltrans requires the following conditions be met for OWP approval:

- **Work Element 201-12-1. Regional Trails**
 - For this FY, we accept your response that Requests for Reimbursement (RFR) will break down tasks by funding source. However, we expect your next FY submittal will specifically identify Rural Planning Assistance (RPA) Work Activities or remove other funding sources from this Work Element.
- **Work Element 300-12-0. Regional Transit Planning and Coordination**
 - Please add language to this Work Element stating the frequency of community transit needs collection, the location and frequency of Social Service Technical Advisory Committee meetings, and methods for collection of information at these meetings.
- **Work Element 501-15-0. Airport Planning**
 - Tasks #1 and #2 contain ineligible Work Activities for RPA funds— they can be identified elsewhere in the OWP but should be removed from the table.
 - Please include the Airport Land use Plan completion date in Appendix C.
 - End Products: Please provide more detail for airport planning documents for airport facilities and user demand and use studies.
- **Work Element 600-12-0. Regional Transportation Funding**
 - Tasks #2 and #3 are ineligible Work Activities for RPA funds and should be removed from the table.
 - Task #5: Please identify what deliverables will be produced in FY 19-20.
- **Work Element 900-12-0. Planning, Monitoring and Traffic Management Issues**
 - Please clarify how this Work Element ties to regional transportation planning. A clear nexus to regional transportation planning is required to be eligible for RPA reimbursement. Otherwise, please use another source for this activity.
 - Please further clarify the End Products that will be produced within "Various transportation reports and studies to support planning efforts."

Mr. Gerry LeFrancois
 July 3, 2019
 Page 2

- **Work Element 908-14-1. Regional Maintenance MOU**
 - Task #5: Please identify the "Final Deliverable" in the Work Activity table.
 - Please revise Work Activities and Estimated Completion Dates since many of the tasks have been completed.
- **MCLTC must also complete and submit the following documents for OWP approval:**
 - FY 2019/20 Overall Work Program Agreement
 - FY 2019 FTA Certifications and Assurances

In addition, Caltrans still encourages Mono County to incorporate the following comments:

- **General Comments**
 - Several work elements have multiple fund sources making it difficult to establish if an activity is an eligible or ineligible expense. Please consider adding a column to each Work Element in the Work Activity Table that identifies what the fund source for that specific activity is, this will help us easily establish eligibility for RPA fund activities.
 - We continue to encourage MCLTC to include: (1) more specific timelines for planning activities that have notable milestones, as well as (2) associated deliverables and final products. This would help District 9 monitor progress and provide support for MCLTC requests for RPA reimbursement. Please refer to Section 2 the 2017 Regional Planning Handbook for more information.
 - Please consider adding a Work Activity, potentially under Work Element 614-15-2 or 800-12-1, to collaborate with the Inyo LTC and Kern Council of Governments to sponsor an event during National Drive Electric Week in September to highlight the future of electric vehicles and other transit related technology.
- **Work Element 600-12-0. Regional Transportation Funding**
 - Work Activities #1 and #4 seem redundant. Please consider combining them into one activity.

Caltrans FY 2019/20 OWP approval is based on the understanding that MCLTC staff ensure the preceding conditions are met in the form of a Formal OWP Amendment submitted no later than September 30, 2019 (end of Q1). Mono County LTC will not be eligible for RPA funds reimbursement until these conditions are amended into FY 2019/20 OWP.

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

Sincerely,



RYAN A. DERMODY
 Deputy District Director
 Planning and Environmental

C: Caleb Brock, Office of Regional Planning

Mono County Overall Work Program 2019-2020

2019/20 OWP
Adopted June 10, 2019

with staff changes / clarifications highlighted in yellow based on a conditionally approved OWP from District 9
September 2019

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OVERALL WORK PROGRAM

INTRODUCTION

Mono County is a rural county located on the eastern side of the Sierra Nevada mountains. The county has an area of 3,103 square miles and a total population of 14,202 (2010 US Census). The county's one incorporated area, the town of Mammoth Lakes, contains approximately 58% of the county population. During periods of heavy recreational usage, the town of Mammoth Lakes' population approaches 35,000.

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

Communities in the unincorporated area of the county are dispersed throughout the region, primarily along US Highways 395 and 6. Communities along US 395 include Topaz, Coleville, Walker, Bridgeport, Mono City, Lee Vining, June Lake, and the Crowley communities of Long Valley, McGee Creek, Crowley Lake, Aspen Springs, and Sunny Slopes. These communities are generally small, rural in character and oriented primarily to serving recreational and tourist traffic. Walker, Topaz, Coleville, Bridgeport, and Lee Vining share US 395 as their main street for commerce and community activities. The Mono Local Transportation Commission has been working with Caltrans to develop plans for US 395 that meet community and interregional traveler needs. Similarly, planning efforts have also been pursued for SR 158, which serves as the main street for June Lake, and Hwy 6, which serves as main street for Benton and Chalfant. It is expected that Hwy 6 will see an increase in truck traffic due to recent technology industry development in Nevada. This will continue to be a concern as both Benton and Chalfant have safety concerns with Hwy 6 being used for goods movement and community main streets.

Several Mono County communities are experiencing modest growth. The Long Valley, Paradise and Wheeler Crest communities have experienced development pressures in the past due in part to the increasing development in the Town of Mammoth Lakes, which is developing into a year-round destination resort. The Wheeler Crest Community experienced a tragic wildfire event in February of 2015, the Round Fire, and is in the process of rebuilding and recovery. The June Lake Community has also experienced past resort development pressure across SR 158 from the base of June Mountain. As the gateway to Yosemite, Lee Vining is sharing in the strong seasonal visitation numbers of Yosemite as well as the development influence of the Mammoth-June area. The Antelope Valley communities of Topaz, Coleville, and Walker have been influenced by development pressures from the Gardnerville/Carson City area in Nevada.

Benton, Hammil, and Chalfant, located along US 6 in the Tri-Valley area, have been influenced by the communities of Bishop in Inyo County and, to a lesser degree, from the Town of Mammoth Lakes. These communities, which are situated in agricultural valleys, experience less recreational and tourist traffic than the rest of the county. SR 120 out of Benton, together with the Benton Crossing Road, provides interregional access to Yosemite and Mammoth for Las Vegas, Nevada and other origins east of California.

TRANSPORTATION GOALS AND ISSUES

The goal of the Mono County Regional Transportation Plan (RTP) is to provide and maintain a transportation system that provides for the safe, efficient, and environmentally sound movement of people, goods and services, and which is consistent with the socioeconomic and land use needs of Mono County. The primary transportation mode is the existing highway and local road system. The bikeway/trail component of the transportation system has become an increasingly important mode of circulation, particularly in Mammoth Lakes. Several communities are planning improvements to the pedestrian/livable nature of their communities, particularly on Main Street.

An increase in air travel to and from the Eastern Sierra has triggered substantial improvements in past years at Mammoth Yosemite Airport. Winter air service from Mammoth Yosemite Airport includes nonstop flights to Los Angeles, San Francisco, San Diego, and Las Vegas, Nevada. Year-round air service is available to Los Angeles.

An increase in population and recreational use, particularly in Mammoth Lakes, may contribute more to air pollution problems, primarily related to wood smoke and cinder/dust. Mammoth Lakes is classified as a nonattainment area for state ozone standards, and for state and federal PM-10 standards. Mammoth Lakes has placed a greater emphasis on transit and trail improvements, rather than road improvements, to address the impact of vehicle traffic on air quality problems.

The rural, sparsely populated nature of Mono County makes it difficult to provide equitable transit services to the various communities. The Eastern Sierra Transit Authority (ESTA), which was established through a joint powers agreement between Inyo County, Mono County, Bishop and Mammoth Lakes in 2006, is the transit provider in Mono County. ESTA assumed summer shuttle service to the Reds Meadow / Devils Postpile and winter transit service from Mammoth Mountain within Mammoth Lakes several years ago. Fixed route and public Dial-A-Ride service has been established within the town of Mammoth Lakes, and public transit by ESTA extends in some form to most unincorporated communities. The Mono County LTC is a founding member of the Yosemite Area Regional Transportation System, which provides interregional transit to Yosemite National Park. The Mono County LTC is also a founding member of the Eastern California Transportation Planning Partnership, and has been collaborating with Kern, Inyo and San Bernardino counties to improve the Hwy 14/395 Corridor and transit service to the south. Interregional transit service is provided between Carson-Reno and Lancaster via ESTA. Through transit planning processes, the three counties are examining short-term and long-term methods of retaining and enhancing interregional transit services to the Eastern Sierra.

PUBLIC PARTICIPATION

The LTC utilizes the extensive public participation network of Mono County and the Town of Mammoth Lakes in seeking continual public input in transportation and land use planning. The County, in addition to its Planning Commission and Land Development Technical Advisory Committee, uses standing Regional Planning Advisory Committees (RPACs), Citizen Advisory Committees and community meetings for input and comment from community members. The LTC also relies on its Social Services Transportation Advisory Council and extensive community outreach to provide for public participation on transit-related issues.

The Town's Planning and Economic Development Commission actively reviews and seeks public participation in transportation and airport planning activities, including issues regarding transit service, development review, capital projects, and transportation support infrastructure, policies, and programs.

TRIBAL CONSULTATION

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

ORGANIZATION OF THE MONO COUNTY LTC

The LTC is the designated Regional Transportation Planning Agency for Mono County. Its membership includes two members of the Mammoth Lakes Town Council, one member of the public appointed by the Mammoth Lakes Town Council and three members of the Mono County Board of Supervisors. The Mono County LTC acts as an autonomous agency in filling the mandates of the Transportation Development Act (TDA).

The primary duties of the LTC consist of the following:

- Every four years, prepare, adopt and submit a Regional Transportation Plan (RTP), and, every two years, a Regional Transportation Improvement Program (RTIP) to the Department of Transportation (Caltrans) and the California Transportation Commission;
- Annually, review and comment on the Transportation Improvement Plan contained in the State Transportation Improvement Program (STIP);
- Provide ongoing administration of the Transportation Development Act funds; and
- Annually, prepare and submit the Overall Work Program.

The Town of Mammoth Lakes and the County of Mono have entered into a multi-year Memorandum of Understanding for planning, staff and administrative support services to the Mono LTC. Staff services focus on fulfilling the requirements of the California Transportation Development Act, administering the functions of the Mono County Local Transportation Commission, executing the Regional Transportation Plan and implementing the annual Overall Work Program.

PLANNING EMPHASIS AREAS MAP 21 FAST ACT

The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The ten planning factors for a rural RTPA addressed in the 2019-20 OWP where applicable, and are as follows:

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

WORK ELEMENT 100-12-0**AGENCY ADMINISTRATION AND MANAGEMENT****OBJECTIVE**

To provide management and administration of the Overall Work Program, conduct the day-to-day operations of the agency, and provide support to the Commission and its committees.

DISCUSSION

This element provides for the development and management of the Commission's Overall Work Program, coordination, preparation of the Commission's meeting agendas, and support for the agency's personnel management and operational needs.

PREVIOUS WORK

This Work Element was primarily devoted to developing the Overall Work Program for the next fiscal year. This is an annual and ongoing work element.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review status of current OWP activities and deliverables	LTC	Quarterly
2.	Develop priorities for new OWP	TOML, Mono Co, ESTA	January – March 2020
3.	Prepare amendments as necessary to 2019-20 Overall Work Program: work program amendments, agreements, and staff reports	LTC	As needed
4.	Prepare draft and final 2020-21 Overall Work Program: work program amendments, agreements, and staff reports	LTC	March - June 2020
5.	Day to day transportation planning duties, accounting and evaluation of regional transportation and multi-modal planning issues as directed by MLTC	LTC	As needed
6.	Prepare agendas and staff reports for advisory Committees and the Commission	LTC, TOML, Mono Co, ESTA	Monthly
7.	Prepare quarterly reports and invoicing for Caltrans	LTC	quarterly

END PRODUCTS

- FY 2018/2019 Overall Work Program Closeout Reporting
- FY 2019/2020 Quarterly Reports, budget, and financial statements. Quarterly
- FY 2019/2020 Overall Work Program Amendments. As needed
- FY 2020/2021 Overall Work Program. March 2020 (draft) June 2020 (final)

- Publish hearing notices. As needed
- Staff reports and agenda packets. As needed

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$7000	\$20000	\$27000
PPM FUNDING			
TOTAL FUNDING			\$27000

WORK ELEMENT 200-12-0
REGIONAL TRANSPORTATION PLAN

OBJECTIVE

The purpose of this Work Element is to monitor and amend as needed and submit the Regional Transportation Plan (RTP) to Caltrans and the California Transportation Commission. This task is performed cooperatively by Mono County and Town of Mammoth Lakes staff.

DISCUSSION

The objectives of the RTP are to:

- Establish transportation goals, policies, and actions on a regional and local basis
- Comply with the state Regional Transportation Plan Guidelines, including Complete Streets Program, existing conditions assessment requirements, estimate future transportation needs, identify needed transportation improvements, and establish performance measures
- Reflect Sustainable Communities directives to the extent possible, coordinating with the land use, housing and other general plan elements of the Town and County
- Address Active Transportation needs and increase mobility as a part of the update
- Address Americans with Disability Act needs and increase mobility and access throughout the region to public buildings and facilities as part of the update
- Comply with the California Environmental Quality Act, including Greenhouse Gas analysis requirements

PREVIOUS WORK

An amendment to the RTP, with certified Environmental Impact Report was adopted on Dec. 11, 2017. The RTP includes performance measures to better provide decision makers with quantitative measures/priorities versus qualitative measures (MAP-21/FAST ACT performance measures). Town staff has been working to develop the Town's Capital Improvement Program, which was incorporated into the RTP. County staff has outreached to Regional Planning Advisory Committees (RPACs), completed review of community policy sections, and with the assistance of a consultant, integrated feedback and recommendations into an RTP Draft. An updated Financial Element, Chapter 6, which includes revised commission priorities (short term and long term), financial tables, and revenue sources under MAP-21/FAST ACT was adopted December 2015 and will be further adjusted as needed. The Commission has held a number of review sessions on the working draft.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Continue to conduct community transportation planning efforts including; Bikeway Plan, Main Street Projects (Bridgeport, Lee Vining, June Lake), trails planning, Corridor Management Plan, etc.	County & Town	2020
2.	Incorporate Digital 395/last-mile provider guidance & other communication & infrastructure policies	County	2020
3.	Implement evaluate & revise policy, including identification of future transportation needs/improvements, items required by the RTP guidelines/checklist, Complete Streets requirements, any planning statute requirements for the RTP to also serve as the Circulation	County & Town	2019 - 2020

	Element of the General Plan & summary of TOML Mobility Element policies		
4.	Review draft RTP with Caltrans, Town commissions, RPACs, & conduct workshops with commissions & Board, & make any changes	County	Summer 2019
5.	Coordinate with General Plan to emphasize sustainable community components, housing element timing consistency	County/Town	As Needed
6.	Integration of environmental preservation and natural resource mitigation measures from EIR, including Greenhouse Gas checklist for 15183 streamlining	County	Fall 2019
7.	Integrate bike, pedestrian & other applicable non-motorized policies into an ATP format as a part of RTP	County	2020
8.	Conduct supplemental environmental review if necessary, for RTP adoption	County	Fall 2019
9..	Notice & conduct public hearing for adoption with Commissions & Board if necessary	County	Fall 2019
10.	Certify environmental document & adopt revised RTP/Circulation Element as needed	County	Fall 2019
11.	File Notice of Determination	County LTC	Fall 2019

END PRODUCTS

The Regional Transportation Plan is required to be updated every four years. As RTP work continues, minor amendments will be conducted as necessary and incorporated into the RTP as needed.

- Create a Green House Gas checklist for streamlining CEQA reviews for future projects.
- Draft and final RTP

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$5000	\$7000	\$12000
PPM FUNDING			
TOTAL FUNDING			\$12000

WORK ELEMENT 201-12-1**REGIONAL TRAILS****OBJECTIVE**

The goal of this Work Element is to develop, analyze, and coordinate trail alignments throughout Mono County and the Town of Mammoth Lakes. The Town of Mammoth Lakes and Mono County will continue trail development as a way to provide non-motorized alternatives for residents and visitors.

DISCUSSION

This work element will allow for the collection of GIS mapping and community level trail alignments to develop data for Project Study Reports (PSR) or Project Initiation Documents (PID) for trails projects. The trails will be incorporated into GIS base mapping and data management, for the development and maintenance of a Web Application for the trails system. Staff will incorporate previous studies into this GIS task (e.g. Mono County Recreation Access Tool, etc.). Project Study Reports (PSRs) and any related work on specific trail development or implementation will be funded with PPM funds.

PREVIOUS WORK

This work element was created because we recognized a need for regional planning for multi-use trails specifically for incorporation into the Regional Transportation Plan. Collaborative working relationships have been created between agencies and departments. The Regional Planning Advisory Committee's (RPACs) have been active in identifying community level trail planning. A draft trail concept has been completed for the June Lake Down Canyon trail.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Agency collaboration for trails planning and multi-modal accessibility	County/Town	2020
2.	Develop trails plans/concepts for trail system components county – wide	County/Town	Ongoing
3.	Parking data collection and analysis	County/Town	Ongoing
4.	Investigate and identify funding sources for Trail projects	County/Town	2020
5.	Develop base mapping and data asset development - inclusion of trails	County/Town	Spring 2020
6.	Web Application Development for trails system	County/Town	Spring 2020
7.	Trail Counter Data Management	County/Town	Fall 2019
8.	Evaluate Sidewalk segments for completion, curb extensions & ped-activated flashing lights for crosswalks for priority communities	County/Town	Ongoing
9.	Interregional trail coordination. Work with BLM, USFS & other agencies to ensure cohesive trail planning	County/Town	Ongoing
10.	Development/refinement of Regional Trails Plan	County/Town	2020 to 2021
11.	Conduct Economic Impact Analysis of trails for visitors and residents	County/Town	Ongoing
12.	Conduct user demand and destination/origin Studies	County/Town	Ongoing
13.	Conduct trailhead development studies	County/Town	Ongoing

END PRODUCTS

- Develop a GIS base mapping, data asset development for the identification of future pedestrian and non-motorized mobility improvements that could support development of PSR's and PID's
- Conduct Trail user counts and studies
- Develop Trail concepts between community areas and recreational facilities
- Grant submittals to implement multi use trails within communities

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$22000	\$22000	\$44000
PPM FUNDING	\$4000	\$5779	\$9779
TOTAL FUNDING			\$53779

WORK ELEMENT 202-16-1**REGIONAL TRANSPORTATION PLAN IMPLEMENTATION****OBJECTIVE**

This work element allows for tracking current legislation, ongoing evaluation of local transportation conditions/issues as well as consistently monitoring all regional transportation planning to ensure consistency with the most recently adopted Regional Transportation Plan.

DISCUSSION

Regional transportation is a changing environment that must be monitored to remain up to date on legislation, funding opportunities and current planning efforts. The purpose of this Work Element is to stay current on legislation and potential funding sources for implementation as well as review plans and environmental documents for impacts to and consistency with the Regional Transportation Plan, including Inyo Forest Plan Update, and Federal Highways Long-Range Transportation Plan.

PREVIOUS WORK

This work element that has been separated out to highlight legislation tracking and planning document review to ensure consistency in all planning efforts with the adopted Regional Transportation Plan. Examples include:

- Proposition 6 that would have repealed a 2017 transportation law's taxes and fees designated for road repairs and public transportation (SB 1) and
- SB 152 that proposes to amend the Active Transportation Program.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review plans and initiatives of other agencies related to transportation	County/Town	Summer 2019
2.	Track transportation legislation and California Transportation Commission policy changes	County/Town	Ongoing
3.	Review Caltrans plans, procedure updates and Bulletins	County/Town	Ongoing
4.	Review FHWA updates, initiatives and Bulletins	County/Town	Ongoing
5.	Transportation related public meetings and follow up	County/Town	Summer / Fall 2019
6.	RTP integrating of TOML Mobility Element update	County/Town	Ongoing
7.	RTP / Housing Element coordination – RTP goes to a 4-year adoption cycle	County/Town	Fall 2019

END PRODUCTS

- Consistency amongst regional plans and RTP
- RTP – 4-year adoption cycles (2019, 2023, 2027, etc.)
- YARTS short range transit plan to be incorporated and referenced into 2019 RTP

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$5000	\$7000	\$12000
PPM FUNDING			
TOTAL FUNDING			\$12000

WORK ELEMENT 300-12-0
REGIONAL TRANSIT PLANNING AND COORDINATION

OBJECTIVE

The purpose of this Work Element is to support and integrate the recent and ongoing planning efforts by ESTA and YARTS with the RTP and Mono County and Town planning processes. To review, plan for, and coordinate transit system capital improvements, including transit stops, vehicles, signage or other informational material as needed.

DISCUSSION

The Short-Range Transit Plan **and Coordinated Human Services Plan** of ESTA that is under consideration provides an opportunity to update the transit policies of the RTP and ensure internal compatibility with other components of the local and regional transportation system. Yosemite Area Regional Transit System (YARTS) recently completed a Short-Range Transit Plan. Coordination between these two plans will ensure transit is enhanced and efficiently meeting local and regional transit needs. This includes holding public transit workshops to identify transit issues, unmet needs and to plan for transit route, scheduling, and signage improvements.

This includes holding an annual public transit workshop to identify general transit issues as part of Town and LTC's goals. Also included, will be at least one public workshop to address the LTC's mandated Unmet Needs process. The goal of the Unmet Needs process is to solicit input of transit-dependent and transit-disadvantaged persons, including elderly, persons with disabilities, and persons of limited means.

PREVIOUS WORK

This is an ongoing annual work element that helps identify **and clearly delineate between the unmet transit needs process and the general transit workshops evaluating the areas that have unmet transit needs as well as ensure effectiveness of the regional transit system.** Annual Seasonal Transit maps analysis, schedule and signage.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review of Short-Range Transit Plans including stakeholder meeting and outreach effort	County, Town, ESTA , LTC	Summer 2020
2.	Seasonal transit workshop – these would be general transit needs meetings with TOML, RPAC groups and other interested nonprofits	County, Town, ESTA , LTC	Ongoing – Winter 2020
3.	Identify & analyze summer and winter routes, schedule & signage changes (if any) for winter transit map	County, Town, ESTA , LTC	Winter 2019 / Spring 2020
4.	Identify & analyze summer route, schedule & signage changes (if any) for summer transit map	County, Town, ESTA, LTC	Ongoing
4. 5.	Collect Unmet T ransit needs for community	County, Town, ESTA , LTC	Ongoing December - June 2020
5. 6.	Incorporate Intelligent Transportation System (ITS) Plan policy into transit plans	Caltrans, ESTA , County	2020
6. 7.	Transit grant reporting and management	County, Town, ESTA	As needed

END PRODUCTS

- Identify Unmet and regional transit needs for annual Local Transportation Fund allocation in June of each fiscal year (community meeting agendas, comments, and outcomes for both a) Unmet Transit needs and b) general transit needs that might be contractual issues or services that could be potential pilot routes)
- Winter and summer transit map analysis and schedule development
- Incorporate YARTS Short Range Transit Plan (adopted 2019) into 2019 RTP
- Incorporate any transit related ITS components into 2019 RTP

ONGOING TASK

This is an ongoing RTP development work item.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$7000	\$5000	\$12000
PPM FUNDING			
TOTAL FUNDING			\$12000

WORK ELEMENT 501-15-0
AIRPORT ACCESS PLANNING

OBJECTIVE

The purpose of this work element is to incorporate ground access to airports and other related issues into local transportation planning efforts.

DISCUSSION

This work element will also be used to support development of airport land use compatibility plans, prevention of land use conflicts around airports, traffic management, and capital improvement documents including planning for future airport ground access. This work element will include technical studies to support development of plans and supporting environmental planning documents as needed. Studies will serve to coordinate transit and travel efforts with other OWP work elements. The three public airports are Mammoth Yosemite (TOML), Lee Vining (Mono Co), and Bryant Field (Mono Co).

The Airport Land Use Commission (ALUC) is an independent body responsible to protect safety, public health, and welfare by ensuring the orderly expansion of airports. Since ALUC meets on an as needed basis, staff is exploring the opportunity of combining the ALUC into the LTC.

PREVIOUS WORK

The Town and County have completed an Airport Layout Plan (ALP). There is a need to update access and compatibility plans for the area surrounding airports. The Town and County have begun working with FAA (Federal Aviation Administration) on the Airport Capital Improvement Program documents, which includes, among other things, a new three-gate terminal and additional aircraft parking apron for the Mammoth Yosemite airport. The FAA is currently reviewing conceptual project description and is determining whether the project will require a NEPA Environmental Assessment or an Environmental Impact Statement. All RPA funds will focus on land use and transportation planning at airport facilities.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Technical studies and environmental planning leading to airport access and traffic management planning	Town, County	Ongoing
2.	Airport Land Use Compatibility Plans	County	Ongoing
1. 3.	Conceptual site planning and circulation layouts on getting the public to the airport (Airport Road coordination and timing)	Town, County	Ongoing
4.	Ground service demand and user studies	Town, County	Ongoing
2. 5.	Consider LTC as a designated body for ALUC	Town, County	Fall 2019

END PRODUCTS

- ~~Airport planning documents for airport facilities~~
- Conceptual land side circulation and layout designs **along Airport Road (for instance, coordination with TOML and timing of the Airport Road rehabilitation project)**
- ~~TOML User demand and use studies~~
- ALUC and LTC integration

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$2500	\$1500	\$4000
PPM FUNDING	\$2500	\$1000	\$3500
TOTAL FUNDING			\$7500

WORK ELEMENT 600-12-0
REGIONAL TRANSPORTATION FUNDING

OBJECTIVE

The purpose of this Work Element is to research funding sources for regional transportation efforts and gain grant funding for transportation planning and capital projects, including researching and applying for grants.

DISCUSSION

This Work Element supports efforts to gain grant funding for transportation planning and capital projects, including researching and applying for grants. These grant funds can be effectively leveraged to support more-detailed transportation planning efforts intended to support the construction of new facilities that enhance the circulation network. This work element is funded by either RPA or PPM funds depending on the level of detail of the funding source sought after for transportation planning or a transportation specific project.

PREVIOUS WORK

This work element has included pursuing a range of local, state and federal funding opportunities including:

- Community Based Transportation Planning Grant for district transportation planning;
- Sustainable Communities: June Lake Loop Active Transportation Plan
- Sierra Nevada Conservancy Grant under Prop 68 – Town of Mammoth Lakes
- Active Transportation Program (ATP) funding
- Local Measures U and R to support transportation planning for capital improvements and programming; and
- Administer and implement awarded grants as needed.
- Letter of Support to both Inyo County LTC (Olancha Cartago) and Kern COG (Freeman Gulch) on two separate federal INFRA competitive grants

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research state, federal grants availability, requirements & determine eligible projects	Town, County & LTC	Ongoing
2.	RPA grant applications — transit, transportation planning or related environmental planning	Town, County & LTC	Ongoing
2.	PPM or construction grant applications – project specific needs for grants that allow construction funding (Federal Recreation Trails Program or others)	Town, County & LTC	Ongoing
4.	Research state, federal and local funding opportunities	Town, County & LTC	Ongoing
3. 5.	Final deliverable(s) <ul style="list-style-type: none"> • grants applications that have applied for under items 1 and 2 • List of grants that were considered, but not applied for during FY 19/20 or support to other departments on transportation grants. 	Town, County & LTC	Ongoing

END PRODUCTS

- Identification of funding sources for Transportation related projects and planning
- Grant applications as appropriate (Sustainable Communities **grant for** June Lake Loop, and Sierra Nevada Conservancy **Grant**)
- **List of grants considered, or support/studies provided for construction projects to other agencies on transportation grants (funding will be broken out for planning and project specific components related to construction)**

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	TOWN	COUNTY	TOTAL
2019-20 RPA	\$3000	\$3000	\$6000
PPM FUNDING	\$7500	\$12500	\$20000
TOTAL FUNDING			\$26000

WORK ELEMENT 614-15-2
ALTERNATIVE FUELING STATION CORRIDOR POLICY

OBJECTIVE

To establish policies to guide and promote siting of Electric Vehicle (EV) charging and Zero Emission Vehicle (ZEV) fueling infrastructure to support regional and interregional use of alternative fuel vehicles.

DISCUSSION

The Town has installed Tesla charging stations at the Mammoth Park and Ride site. This has encouraged evaluation of installations in other areas of Mono County such as Gus Hess Park in Lee Vining. Participate with other regional agency partners, as needed, to support EV opportunities along the US 395 and SR 6, 14, and 120 Corridors.

PREVIOUS WORK

Guidance for this effort has been established by Eastern Sierra Electrical Vehicle Association, local commission interest and state policy. There is currently a revised policy under review by the LTC (Mono County & TOML).

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1	Review adjacent County & TOML policies & facilities and research potential fuel type characteristics & related infrastructure requirements	County	Summer 2019
2.	Identify issues, opportunities & constraints pertaining to EV facilities within communities & along major highway corridors and regional attractions including Yosemite. Participate with other regions in support of EV awareness and/or infrastructure.	County	Summer/Fall 2019
3.	Inventory & assess potential sites suitable for EV & ZEV facilities	County	Ongoing
4.	Identify permit streamlining & funding strategies for EV infrastructure. Review California Building Codes & Cal Green for ZEV-ready standards	County	Ongoing
5.	Revise draft & conduct applicable environmental planning review, draft policies with LDTAC, applicable RPACs & Planning Commission	County	Summer 2019
6.	Present final report for adoption by Board of Supervisors & LTC into the 2019 RTP update	County	Fall 2019

END PRODUCTS

- List of opportunities & constraints
- Inventory of potential sites for EV / ZEV
- Incorporate revised goals, policy and standards into the 2019 RTP update

ONGOING TASKS

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$5000	\$7000	\$12000
PPM FUNDING			
TOTAL FUNDING			\$12000

WORK ELEMENT 616-15-0**COMMUNITY EMERGENCY ACCESS ROUTE ASSESSMENT****OBJECTIVE**

To systematically assess emergency access needs and identify potential routes to accommodate these needs for unincorporated communities.

DISCUSSION

There is an ongoing need to systematically assess emergency access needs in communities in Mono County. With the ongoing climatic fluctuations, there is an increased need for hazard mitigation and to identify potential routes to accommodate these needs for unincorporated communities.

PREVIOUS WORK

This is a new work element that builds upon previous work of the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state and local agencies, Cal Fire policies, land management agency plans, and master plans for fire protection districts.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research existing fire plans & policies regarding community access, including the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state & local agencies, & master plans for fire protection districts	County	On going
2.	Review new access requirements of Cal Fire	County	On going
3.	Present final report for adoption by Board of Supervisors, acceptance by LTC & post to website	County	Fall of 2019

END PRODUCTS

- Inventory of existing routes to and through communities, including existing roads and trails on adjacent federal, state & LADWP lands
- Issues, opportunities and constraints for alternatives from RPAC outreach
- Draft policies and standards for community emergency access
- Present final report for adoption by Board of Supervisors & acceptance by LTC
- Regional winter Response / Future needs assessment

ONGOING TASK

This work element is scheduled for completion in summer or fall of 2019.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA		\$1000	\$1000
PPM FUNDING			
TOTAL FUNDING			\$1000

WORK ELEMENT 617-15-0
COMMUNITY WAY-FINDING DESIGN STANDARDS

OBJECTIVE

To develop community municipal way-finding standards for communities to enhance safety, promote economic development and tourism, identify non motorize options for residents and visitors, and support community trails and scenic byway initiatives.

DISCUSSION

A complete system is desired for unincorporated communities to enhance safety, promote economic development and tourism and support community trails and scenic byway initiatives. The Town of Mammoth Lakes has a way-finding program that provides consistency in trails as well as a record locator system for improved safety. This work element includes exploring cost effective ways to implement similar design standards across the region.

PREVIOUS WORK

Past contributing efforts include Highway 395 Corridor Enhancement Plan, Bridgeport Main Street Plan, Scenic Byway design studies, Mammoth Lakes way-finding studies, Caltrans Complete Streets Policies and Standards, and community trails plans. Draft guidelines completed for both Town and County.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research past studies (Corridor Plan, Idea Book, Design Guidelines, Mammoth wayfinding)	County	Summer 2019
2.	Review community policies (area plans & RTP)	County	Ongoing
3.	Review agency sign standards (Caltrans, National Forest, BLM)	County	Ongoing
4.	Develop alternative sign concepts & locations, with applicable hierarchy of sizes/purposes	County, TOML	Ongoing
5.	Review sign alternatives & locations with communities (RPACs & CAC)	County	Ongoing
6.	Present final to PC, BOS & LTC. Incorporate into Regional Transportation Plan update	County	Fall 2019

END PRODUCTS

- Alternative Concepts
- Draft document

- Final report
- Incorporate wayfinding standards into the Regional Transportation Plan

ONGOING TASK

This work element is nearing completion.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$5000	\$4000	\$9000
PPM FUNDING			
TOTAL FUNDING			\$9000

WORK ELEMENT 700-12-0
REGIONAL PROJECT STUDY REPORTS

OBJECTIVE

The purpose of this Work Element is to develop Project Study Reports (PSR) and Project Initiation Documents (PID), as a vehicle for determining the type and scope of project that will be developed to address deficiencies in the RTP.

DISCUSSION

Project Initiation Documents are planning documents used to determine the type and scope of a project. Project Study Reports are a type of PID document that include engineering reports that the scope, schedule, and estimated cost of a project so that the project can be considered for inclusion in a future programming document such as the RTIP/STIP. A PSR is a project initiation document which is used to program the project development support for State Transportation Improvement Program (STIP) candidates.

The primary objectives of a PSR are to:

- Determine and evaluate need and purpose of the project;
- Evaluate and analyze the project alternatives;
- Coordinate with statewide, regional, and local planning agencies;
- Identify potential environmental issues and anticipated environmental review;
- Identify the potential or proposed sources of funding and project funding eligibility;
- Develop a project schedule; and
- Generate an engineer's estimate of probable costs.

PREVIOUS WORK

Project Study Reports performed under this work element include:
 Main Street Phase I through III, Lee Vining Airport, and Bryant Field

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Maintenance of project workflow document	Town, County	Updated workflow	ongoing
2.	Outreach as appropriate to determine needs & potential projects via RPACs, LDTAC, Planning Commission & Board of Supervisors	Town, County	Project list of priorities	ongoing
3.	Complete sighting, engineering, and technical studies to support the development of PSR's and PID's	Town, County	Project list of priorities	ongoing
4.	Conduct public outreach and research to support the development of PSR's and PID's			
5.	Complete PSR	Town, County	PSRs	ongoing

END PRODUCTS

- Project Study Reports for projects to move into STIP cycle and other funding opportunities.
- Reports and studies to support document development
- Public outreach and research to support potential future projects

ONGOING TASK

This is an ongoing RTP/RTIP development work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA			
PPM FUNDING	\$35000	\$41221	\$76221
TOTAL FUNDING			\$76221

WORK ELEMENT 701-12-1
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2020 RTIP) UPDATE

OBJECTIVE

The purpose of this Work Element is to keep an updated Regional Transportation Improvement Program.

DISCUSSION

The RTIP is a five-year planning and programming document that is adopted every two years (odd years) and commits transportation funds to road, transit, bike and pedestrian projects. Funding comes from a variety of federal, state and local sources. Regional and local projects cannot be programmed or allocated by the California Transportation Commission (CTC) without a current RTIP.

The primary objectives of this work element are to:

- Coordinate with statewide, regional, and local planning agencies for future projects,
- Coordinate with MOU partners on funding and revise MOU's when necessary,
- Develop programming needs and/or projects for the 2020 RTIP
- Begin draft a 2020 RTIP and submit approved RTIP to CTC for adoption
- Monitor 2018 RTIP
- Work on updating rural performance measures to maximize federal funding under MAP-21/FAST ACT

PREVIOUS WORK

- Adoption of 2018 RTIP,
- Consistency determination of the 2018 RTIP to the Regional Transportation Plan, and
- Consistency determination of the 2018 RTIP with CTC guidelines.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Conduct quarterly reviews with LTC; amend RTIP if current projects change in scope, cost &/or delivery	LTC	Quarterly
2.	Discuss with Caltrans staff and CTC staff possible amendments to issues or concerns prior to proceeding with amendments & discuss priorities for 2020 RTIP	LTC/Caltrans	Sept 2019
3.	Monitor regional projects (MOU) for any necessary changes	LTC	Sept 2019
4.	Coordinate future programming needs (or projects) for Dist. 9, Town, &/or Mono County	LTC	ongoing
5.	Work with Town, County, Caltrans & CTC staff on development of 2020 RTIP; present draft to LTC for approval & submit to CTC for adoption	LTC	December 2019

END PRODUCTS

- Maintain 2018 RTIP for 2020 RTIP development and inclusion of TOML projects
- Preparation of 2020 submittal to CTC
- Adoption of 2020 RTIP

ONGOING TASK

This is an ongoing project and applies to development of any amendments needed to the 2018 RTIP and preparation and adoption of the 2020 RTIP.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA		\$2000	\$2000
PPM FUNDING			
TOTAL FUNDING			\$2000

WORK ELEMENT 800-12-1**INTERREGIONAL TRANSPORTATION PLANNING****OBJECTIVE**

The purpose of this Work Element is to improve multi-modal access between the Eastern Sierra and other regions, such as Nevada, Southern and Central California, which includes continued participation in the interagency transit system for the Yosemite region, and, in concert with Kern, SANBAG and Inyo RTPAs, ongoing Eastern California transportation planning efforts. This also includes improved access and coordinated planning efforts to national forests and parks.

DISCUSSION

This work element includes coordinating with Kern Council of Governments, San Bernardino Associated Governments, and Inyo County Local Transportation Commission on current and possible future MOU projects and funding opportunities. Interregional Transportation Planning includes:

- Attending meetings once a quarter or as needed;
- Updating MOUs as necessary with partner agencies and Eastern California Transportation Planning Partnership;
- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21/FAST ACT concerns related to funding and specific needs in rural counties;
- Attend RCTF meetings once a quarter & phone conferences as available;
- Participate with YARTS, including development of Short-Range Transit Plan support to the Advisory Committee and Governing Board and consideration of annual funding of YARTS; and
- Collaborative work with Inyo National Forest and Park Service for Reds Meadow Road.

PREVIOUS WORK

This work has included attendance and participation in Eastern California Transportation Planning Partnership, YARTS, and the Rural Counties Task Force to help maintain a coordinated RTIP, Title VI Plan, Transit Plan, and RTP. This Work Element ensures a continued regional approach to transportation planning in Mono County. Red's Meadow EIR complete and Feasibility in process.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Member of Eastern California Transportation Planning Partnership; Monitor MOU projects between SANBAG, Inyo & Kern COG & make/review any necessary changes to existing MOU's	County, LTC	Agendas; Revised MOU	Ongoing
2.	Participate on the Yosemite Area Regional Transit System (YARTS), including the Technical Committee & YARTS/Mono Working Group; & outreach to applicable communities & interest groups	County, LTC	Agendas, planning documents	Ongoing
3.	Preparation for Rural Counties Task Force (RCTF)	County, LTC	Agendas	Quarterly
4.	Public, agency & tribal engagement in transportation & transit-related issues	County, IT, Town	Agendas, informational notices, minutes	as needed
5.	Coordinate with staff and partner agencies for the Transportation Commission meetings	County, LTC, Town	Itinerary/tour for CTC & staff, overview of	as needed

END PRODUCT

- Attending meetings once a quarter
- Updating MOUs and coordinate funding for each agency
- Work with Rural Counties Task Force (RCTF) on statewide matters including SB1 concerns related to funding and specific needs in rural counties
- Attend Rural Counties Task Force meetings once a quarter and phone conferences as available
- Participate with YARTS, including support to the Authority Advisory Committee and Governing Board and consideration of annual funding of YARTS

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$2000	\$5000	\$7000
PPM FUNDING			
TOTAL FUNDING			\$7000

WORK ELEMENT 803-13-1**MAMMOTH LAKES AIR QUALITY MONITORING AND PLANNING****OBJECTIVE**

The purpose of this work element is to offset a portion of the cost for the daily monitoring and collection of air pollution data in Mammoth Lakes associated with particulate matter created by vehicle use (cinders and tire wear) and other emissions in Mammoth Lakes.

DISCUSSION

The data is utilized to monitor the effects of Vehicle Miles Traveled on air pollution and measure the effects of proposed or implemented transportation infrastructure improvements and maintenance policies. The work effort supports the policies and programs of the Great Basin Unified Air Pollution Control District, who coordinates regional air quality monitoring and improvement programs.

PRIOR WORK

Annual daily air pollution data and recording.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Ongoing daily monitoring of air pollution	Town	6/30/2020

END PRODUCT

- Daily air pollution data and recording

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA			
PPM FUNDING	\$500		\$500
TOTAL FUNDING			\$500

WORK ELEMENT 804-15-1**COMMUNITY TRAFFIC CALMING AND COMPLETE STREETS DESIGN STANDARDS****OBJECTIVE**

To supplement Mono County Road Standards with standards for complete streets and traffic-calming measures for application to neighborhoods and community areas. This work element is also to keep Town of Mammoth Lakes Road Standards up to date.

DISCUSSION

Adopted and maintained standards for complete streets and traffic-calming measures for application to neighborhoods and community areas would increase safety and livability of Town of Mammoth Lakes and Mono County communities. RTP policies require transportation improvements to consider complete streets and other traffic calming measures.

PRIOR WORK

Mono County Road Standards, Town of Mammoth Lakes Road Standards

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Conduct review of Bridgeport Main Street Revitalization Report, Caltrans complete streets standards/policies, AASHTO standards & other authoritative sources for traffic calming design directives	County	Ongoing
2.	Assess neighborhood & community issues, opportunities & constraints in the unincorporated area, with a focus on County roads. Update community traffic calming goals & objectives for each applicable community	Town, County	Ongoing
3.	Develop and maintain menu of traffic calming treatments for application to a variety of neighborhood & community circumstances based upon authoritative sources, integrate where feasible with County road standards and Provide design guidance to supplement draft standards where flexibility is appropriate	Town, County	Update as needed
4.	Compile draft standards, conduct workshops to review draft with LDTAC, applicable RPACs, & Planning Commission	Town, County	As needed
5.	Examine priorities & funding sources for traffic calming improvements	Town, County	As needed
6.	Present final report for adoption by Board of Supervisors & acceptance by LTC	Town, County	As needed

END PRODUCTS

- Community issues, opportunities & constraints
- Community parking configurations, deploy radar speed feedback signs (Bridgeport)
- Draft goals, menu, guidelines, standards, and workshop agendas

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA		\$2000	\$2000
PPM FUNDING			
TOTAL FUNDING			\$2000

WORK ELEMENT 900-12-0**PLANNING, MONITORING, AND TRAFFIC MANAGEMENT ISSUES****OBJECTIVE**

The purpose of this Work Element is to provide for the planning review and monitoring of various transportation improvements and traffic management issues that support local and regional transportation. **Regional Transportation Plan (RTP) policies support different modes of travel and reduction of VMTs.**

DISCUSSION

The Town and County evaluates a number of transportation locations and facilities on a regular basis, collecting data and performing analysis to monitor issues and progress toward transportation objectives. These reports are used to plan and evaluate future transportation projects, including safety, multimodal infrastructure, vehicle use, **vehicle miles traveled**, etc. These reports can also be used to evaluate the effectiveness of a completed project. Traffic monitoring data is used to support transportation programs. The County reviews plans of various entities/agencies for compliance with existing plans and policies, including possible alternatives/modifications.

The primary objectives of this work element are to:

- Perform traffic volume, speed studies, turning movement studies, sight distance studies;
- Pedestrian / **bike** user counts;
- Evaluate and analyze regulatory and warning sign issues; and
- Assess planned improvements impacting transportation facilities for planning consistency
- **Better address planning efforts and VMTs within TOML**

PREVIOUS WORK

Previous recommendations and studies include:

- Town Biannual Traffic Study
- Town Annual Traffic Report
- North Village cut through Study

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Schedule applicable transportation-related items on agendas of the Collaborative Planning Team, Planning Commission, Regional Planning Advisory Committees & other applicable boards/committees	LTC, County & Town	Ongoing
2.	Provide oral/written comments or other correspondence on applicable plans & environmental documents	LTC, County & Town	Ongoing
3.	Conduct applicable reviews, such as analysis of non-motorized features	LTC, County	Ongoing
4.	Develop Recommendation, or Policy/Procedure for including in RTP & CA Transportation plan, TOML Mobility Study planning needs update	LTC, County	Ongoing
5.	Demand studies in & OMR (multi-modal) Needs assessment / alternatives	Town, County	6/30/20
6.	Street parking management studies.	Town, County	6/30/20
7.	Transit user needs assessment & implementation plans. Plan will identify & prioritize transit user needs	Town, County	6/30/20

	at departure points including shelters, next bus notifications, Wayfinding, trash/recycle facilities.		
8.	Perform traffic volume, speed studies, turning movement studies, sight distance studies	LTC, County & Town	Ongoing
9.	Pedestrian / bike user counts	LTC, County & Town	Ongoing
10.	Evaluate and analyze regulatory and warning sign issues	LTC, County & Town	Ongoing
11.	Assess planned improvements impacting transportation facilities for planning consistency with Mobility Element and VMTs	LTC, County & Town	Ongoing

END PRODUCTS

- Draft Recommendations, Policy/Procedure for including RTP and CA Transportation plan
- Various transportation reports and studies to support planning efforts specifically:
 - Staff support on the Mobility Element update to help identify future projects under walk, bike, ride
 - Mobility Hub planning
 - Planning support on traffic model inputs (VMTs, different land use generation rates, and seasonal nature of transportation modes within TOML)

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$23000	\$20000	\$43000
PPM FUNDING			
TOTAL FUNDING			\$43000

WORK ELEMENT 902-12-2**REGIONAL TRANSPORTATION DATA COLLECTION EQUIPMENT****OBJECTIVE**

The purpose of this Work Element is to purchase equipment for counting vehicles and pedestrians, including associated software, to support current monitoring and transportation planning activities.

PURPOSE

Data collected through purchased equipment will be used to analyze the use (number, patterns, and trends) of various transportation facilities, including sidewalks, bike trails, and roadways and will be used to aid in planning future transportation policies, programs, and capital projects to improve safety and reduce vehicle use at the local (and thereby regional) level.

PREVIOUS WORK

Annual purchase of equipment to replace old and/or damaged items.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Purchase equipment	Town, County	6/30/20
2.	Final Deliverable(s)	Town, County	6/30/20

END PRODUCT

- Permanent traffic counters equipment, infrared pedestrian/trail counters; Jamar vehicle counters and/or count tubes
- Three Traffix trail counters; two Jamar intersection counters; one maintenance/parts.
- Complete counter kit is maintained through replacement or maintenance

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

PPM

	TOWN	COUNTY	TOTAL
2019-20 RPA			
PPM FUNDING	\$5000	\$7000	\$12000
TOTAL FUNDING			\$12000

WORK ELEMENT 903-12-1
REGIONAL ASSET MANAGEMENT SYSTEM

OBJECTIVE

The purpose of this Work Element is to develop and maintain a GIS-based Infrastructure and Asset Management Program and associated data sets for County- and Town-maintained roads.

DISCUSSION

This work element covers staff time necessary to continually develop and maintain an inventory of Right-of-Way, encroachments, and assets contained within an order to have the best possible data for current and future projects. Data from the program will be used to prioritize projects for Project Study Report development and programming in future STIPs. An effort will be made to include traffic accident reports for car collisions as well as wildlife collisions. The primary objectives of the PMS are to:

- Catalog and report all transportation related infrastructure including current pavement condition information,
- Provide data for development and maintenance of long-range road maintenance/upgrade plan
- Analyze effectiveness and longevity of pavement maintenance techniques,
- Provide reports to plan future maintenance in a cost-effective matter,
- Provide reports that allow for most cost-effective use of rehab dollars, and
- Integrate findings into existing plans such as the five-year Capital Improvement Plan and the Transportation Asset Management Plan

MAP-21/FAST ACT performance measures for rurals are optional now – but consider the points below.

PREVIOUS WORK

Mono County has developed a GIS-based Pavement Management System to help inventory and track pavement conditions across all County-maintained roads and help prioritize future treatment measures. This program is being expanded to track all transportation assets including pavement condition index.

WORK ACTIVITY

- Consider adding data sources like Statewide Integrated Traffic Records System (SWITRS) to County road management
- Work with Mono County Sheriff's office to track local traffic collisions/property damage that may not be reported by law enforcement
- Continue to develop data collection and management frameworks which support multi-year field surveys and the associated long-term need for management of data

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Develop & maintain GIS inventory of Right-of-Way for County & Town roads	County, Town	Ongoing
2.	Develop & maintain pavement condition index data	County, Town	Ongoing
3.	Develop & maintain transportation asset data	County, Town	Ongoing
4.	Data collection & maintenance program	County, Town	Ongoing
5.	Data collection of accident reports	County, Town	Ongoing

END PRODUCT

- ROW & road centerline inventory
- Pavement condition information & reports
- Up-to-date assessment of transportation assets; reports
- Data; field collection program
- Data & reports

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA		\$30000	\$30000
PPM FUNDING		\$44000	\$44000
TOTAL FUNDING			\$74000

WORK ELEMENT 908-14-1
REGIONAL MAINTENANCE MOU

PURPOSE

The purpose of this work element is to create a Memorandum of Understanding between Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for maintenance services and operations for roads with shared interests, such as sections of state highways that also serve as community main streets. The lack of clear partnership agreements for managing and maintaining new improvements has caused past delay and apprehension in pursuing positive multi-modal improvements consistent with the RTP and the mission of Caltrans. Recent successes such as the Bridgeport Main Street Project highlight the potential available through such collaboration and partnerships. This MOU will serve as a basis for updating existing maintenance agreements among Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for applicable improvements. The MOU will address infrastructure and operations, such as transit shelters, signals, signage, streetscape improvements and snow management.

PREVIOUS WORK

Mono County has made headway on a mutual Aid MOU with Caltrans. The Town of Mammoth Lakes had started conversations with regard to Caltrans responsibility for maintaining Town built assets. These conversations between Caltrans and the Town of Mammoth Lakes are headed toward an MOU and will serve as a model for Mono County.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, & opportunities;	Town, County & Caltrans	Meetings with Caltrans staff	Ongoing
2.	Develop Draft Maintenance Agreement (administrative and legal review)	Town, County & Caltrans	Draft Maintenance Agreement (administrative review)	Ongoing
3.	Prepare & present Draft Maintenance Agreement	Town, County & Caltrans	Draft Maintenance Agreement	Spring / Summer 2019 2020
4.	Final Updated Maintenance Agreement	Town, County & Caltrans	Final Updated Maintenance Agreement	As needed
5.	Final deliverable(s)	LTC		As needed

END PRODUCTS

- Consolidation of the numerous existing agreements and encroachment permits with District 9, TOML and County
- Examples include who is responsible for street sweeping, lighting and traffic signals, transit shelter structures, sidewalk management, snow management activities on 203 / Main Street

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA			
PPM FUNDING	\$2000	\$2000	\$4000
TOTAL FUNDING			\$4000

WORK ELEMENT 1000-12-0

TRANSPORTATION TRAINING AND DEVELOPMENT

OBJECTIVE

The purpose of this Work Element is to provide training and professional growth opportunities related to transportation planning for staff involved in LTC projects.

DISCUSSION

In order to plan future projects staff must be up to date on the most current state and federal laws, policies, and regulations related to transportation; and best practices related to multimodal transportation planning, policies, and programs.

The primary objectives are to:

- Provide training on new and updated state and federal laws (e.g., SB1), policies, and regulations,
- Provide training on Manual Traffic Control Requirements(MUTCD), Local Assistance Procedures Manual (LAPM), Federal Highway Administration (FHWA), Caltrans requirements, and
- Investigate new techniques, best practices, programs, and equipment to be adapted and incorporated into future transportation projects.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Identify & attend training opportunities available relating to transportation planning, projects & programs	County, LTC	Ongoing
2.	SB1 training and implementation	County, LTC	Ongoing
3.	Receive training on new & updated state & federal laws, policies, & regulations	County, Town, LTC	6/30/2020
4.	Receive training on new & updated transportation principles & practices	County, Town, LTC	6/30/2020
5.	Receive training on MUTCD, LAPM, FHWA, Caltrans requirements	County, Town, LTC	6/30/2020
6.	Investigate new techniques & equipment to be adapted & incorporated into future projects	County, Town, LTC	6/30/2020

END PRODUCTS

- Training documentation

ONGOING TASK

This is an ongoing project. Scope and deliverables will be amended as new opportunities and training needs are identified.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$7000	\$7000	\$14000
PPM FUNDING			
TOTAL FUNDING			\$14000

APPENDIX A**RPA BUDGET SUMMARY****Proposed Expenditures:**

19/20 Budget Work Element - RPA funds	Town	County	Total
100-12-0: OWP Administration and Management	\$ 7,000.00	\$ 20,000.00	\$ 27,000.00
1000-12-0: Transportation Training & Development	\$ 7,000.00	\$ 7,000.00	\$ 14,000.00
200-12-0: Regional Transportation Plan	\$ 5,000.00	\$ 7,000.00	\$ 12,000.00
201-12-1: Regional Trails	\$ 22,000.00	\$ 22,000.00	\$ 44,000.00
202-16-1: Regional Transportation Plan Implementation	\$ 5,000.00	\$ 7,000.00	\$ 12,000.00
300-12-0: Regional Transit Planning and Coordination		\$ 5,000.00	\$ 5,000.00
501-15-0: Airport Access Planning	\$ 2,500.00	\$ 1,500.00	\$ 4,000.00
600-12-0: Regional Transportation Funding	\$ 3,000.00	\$ 3,000.00	\$ 6,000.00
614 -15-0: Alternative Fueling Station Corridor Policy	\$ 5,000.00	\$ 7,000.00	\$ 12,000.00
616-15-0: Community Emergency Access Route Assessment		\$ 1,000.00	\$ 1,000.00
617-15-0: Community Way-Finding Design Standards	\$ 5,000.00	\$ 4,000.00	\$ 9,000.00
701-12-1: Regional Transportation Improvement Program (RTIP)		\$ 2,000.00	\$ 2,000.00
800-12-1: Interregional Transportation Planning	\$ 2,000.00	\$ 5,000.00	\$ 7,000.00
804-15-1: Community Traffic Calming & Complete Streets Design Standards		\$ 2,000.00	\$ 2,000.00
900-12-0: Planning, Monitoring & Traffic Issues	\$ 23,000.00	\$ 20,000.00	\$ 43,000.00
903-12-1: Regional Pavement & Asset Management System		\$ 30,000.00	\$ 30,000.00
TOTALS	\$ 86,500.00	\$ 143,500.00	\$ 230,000.00

	\$ 230,000.00		
Rollover - not budgeted until mid-year	\$ 57,500.00		
Total Budget	\$ 287,500.00		

APPENDIX B
PPM BUDGET SUMMARY

Proposed Expenditures:

19/20 Budget Work Element - PPM funds	Town	County	Total
201-12-1: Regional Trails	\$4,000	\$5,779	\$9,779
501-15-0: Airport Access Planning	\$2,500	\$1,000	\$3,500
600-12-0: Regional Transportation Funding	\$7,500	\$12,500	\$20,000
700-12-0: Regional Project Study Reports	\$35,000	\$41,221	\$76,221
803-13-1: Mammoth Lakes Air Quality monitoring and planning	\$500		\$500
900-12-0: Planning, Monitoring & Traffic Issue/Policy creation	\$25,000	\$25,000	\$50,000
902-12-2: Regional Transportation Data Collection	\$5,000	\$7,000	\$12,000
903-12-1: Regional Pavement & Asset Management System	\$0	\$44,000	\$44,000
908-14-1: Regional Maintenance MOU	\$2,000	\$2,000	\$4,000
TOTALS	\$ 81,500.00	\$138,500	\$220,000

2016-17

\$

2017-18

130,000.00

\$

2018-19

130,000.00

\$

260,000.00

less what is spent in 2018-2019

APPENDIX C**LIST OF PLANS WITH DATES FOR UPDATE**

Plan Name	Entity Responsible	Last Updated	Frequency of Updates	Next Update Due
Airport Emergency Plan	Town	2013	5 - 10 years	
Airport Land Use Plans (ALUPs)				
Bryant Field (Bridgeport)	County	2006		
Lee Vining Field	County	2006		
Mammoth Yosemite Airport	County	1986		Pending funding A Grant from CT Aeronautics is not available at this time
Airport Safety Management System Plan	Town	New	As necessary	
ESTA Short-Range Transit Plan	ESTA	2016	5 years	2021
Inyo-Mono Counties Consolidated Public Transit-Human Services Plan	ESTA	2015	5 years	2019
Regional Transportation Improvement Plan (RTIP)	LTC	2018	2 years	December 2019
Regional Transportation Plan (RTP)/revised	LTC	2017	4 years	December 2019

APPENDIX D**GLOSSARY OF TERMS AND ACRONYMS**

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

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

Airport Land Use Commission (ALUC): The fundamental purpose of ALUCs is to promote land use compatibility around airports. As expressed in state statutes, this purpose is "... to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." The statutes give ALUCs two principal powers by which to accomplish this objective:

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

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

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

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

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

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

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

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

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

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

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

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

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

- ◆ Regional transportation planning – includes development and preparation of the regional transportation plan;
- ◆ Project planning – includes the development of project study reports or major investment studies conducted by regional agencies or by local agencies, in cooperation with regional agencies;
- ◆ Program development – includes the preparation of regional transportation improvement

- programs (RTIPs) and studies supporting them; and
- ◆ Monitoring the implementation of STIP projects – includes project delivery, timely use of funds, and compliance with state law and CTC guidelines.

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

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

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

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

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

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

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

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

- ◆ To maintain and improve transportation services to County residents of, particularly the elderly

and disabled.

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

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

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

Transportation Development Act (TDA): The Transportation Development Act was enacted in 1971 and provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). The TDA funds a wide variety of transportation programs, including planning and programming activities, pedestrian and bicycle facilities, community transit services, and public transportation projects. One of MCLTC's major responsibilities is the administration of TDA funds.

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

APPENDIX E

Federal Planning Emphasis Areas

	WE	100-12-0	200-12-0	201-12-1	202-16-1	300-12-0	501-15-0	600-12-0	614-15-2	616-15-0	617-15-0	700-12-0	701-12-1	800-12-1	803-13-1	804-15-1	900-12-0	902-12-2	903-12-1	908-14-1	1000-12-0	
Planning Factors																						
Economic vitality			X	X		X				X		X	X	X		X	X	X				X
Safety of transportation sys			X			X				X		X	X	X		X	X	X				X
Security of transportation sys			X	X	X	X	X	X	X			X	X	X		X	X	X				X
Accessibility & mobility			X	X	X	X	X	X	X	X		X	X	X		X	X	X				X
Environment, conservation, quality of life			X	X	X	X	X	X	X	X		X	X	X		X	X	X				X
Connectivity of modes			X	X	X	X	X	X	X	X		X	X	X		X	X	X				X
Efficient management & operations			X	X	X	X	X	X	X	X		X	X	X		X	X	X				X
Preservation of system		X																				
Reliability of system		X																				
Enhance travel & tourism			X	X	X	X	X	X	X	X		X	X	X		X	X	X				X