

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, 932.54
www.monocounty.ca.gov

AGENDA

August 12, 2013 – 9:00 A.M.
Town/County Conference Room, Minaret Village Mall, Mammoth Lakes
Teleconference at CAO Conference Room, Bridgeport

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **APPROVAL OF MINUTES:** July 8, 2013 **p.1**
4. **COMMISSIONER REPORTS**
5. **ADMINISTRATION**
 - A. Receive State Transportation Improvement Program (STIP) fund estimates & provide any desired direction to staff (*Gerry Le Francois*) **p.4**
 - B. Receive funding request for the Olancha-Cartago MOU project and provide any desired direction to staff (*Gerry Le Francois*) **p.15**
 - C. Review final Local Transportation Fund revenue for fiscal year 2012-13 and provide any desired direction to staff (*Mary Booher*) **p.20**
 - D. Receive 2009-2012 triennial performance audit and provide any desired direction to staff (*Mary Booher*) **p.22**
 - E. Regional Surface Transportation Program Federal Exchange: Approve and authorize chair's signature, and allocate revenue equally between Town of Mammoth Lakes and Mono County (*Mary Booher*) **p.44**
 - F. Review commissioners' LTC priorities (*continued from July meeting*) & provide any desired direction to staff **p.57**
6. **TRANSIT**
 - A. Receive Eastern Sierra Transit Authority (ESTA) annual report and provide any desired direction to staff **p.62**
 - B. Yosemite Area Regional Transportation System (YARTS) update
7. **CALTRANS**
 - A. Report activities in Mono County and provide pertinent statewide information
8. **QUARTERLY REPORTS**
 - A. Town of Mammoth Lakes **p.67**
 - B. Mono County (*oral report*)
 - C. Caltrans (*oral report*)

More on back...

9. **INFORMATIONAL**

- A. Changeable Message Sign (CMS) on SR 203 (*request by Chair Johnston*) **p.72**
- B. Electric car-charging comment letter **p.75**

10. **UPCOMING AGENDA ITEMS**, & scheduling October & November meetings set on holidays

11. **ADJOURN** to September 9, 2013

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

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

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DRAFT MINUTES

July 8, 2013

COUNTY COMMISSIONERS: Tim Fesko, Larry Johnston, Fred Stump

TOWN COMMISSIONERS: Jo Bacon, Sandy Hogan **ABSENT:** Matthew Lehman

COUNTY STAFF: Scott Burns, Gerry Le Francois, Garrett Higerd, Mary Booher, Wendy Sugimura, C.D. Ritter

TOWN STAFF: Peter Bernasconi, Jessica Morriss

CALTRANS: Forest Becket, John Fox

ESTA: John Helm

GUEST: Kelly Garcia

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

2. **PUBLIC COMMENT:** None.

3. **MINUTES:** June 10, 2013

MOTION: Adopt minutes of June 10, 2013. (*Bacon/Fesko. Ayes: 5. Absent: Lehman.*)

4. **COMMISSIONER REPORTS:** Fesko: High Point was open over holiday weekend, working on guard rail now.

5. **ADMINISTRATION**

A. State Transportation Improvement Program (STIP) fund estimates: Gerry Le Francois reported on June CTC meeting with fund estimate for Mono at \$8.4 million, with \$4.7 million in 2014 cycle. Each cycle is five years. Next week a State Transportation Improvement Program (STIP) webinar with CTC and metro planning agencies will be held. The move is toward performance-based criteria instead of existing urban/suburban focus. No task force was set up to look at performance criteria.

Commissioner Stump wondered if significant commerce and truck traffic in rural areas were acknowledged *Annual and average daily counts are considered. Lots of Mono traffic is regional/interregional.*

Look at RTIP in fall? *LTC can be driver for new funding stream. Staff will work on it during summer. In September the State will reveal its needs.*

B. Commissioner LTC priorities: Wendy Sugimura noted the matrix has lots of moving pieces, so wanted a common understanding of proposed projects and policies. The funding sources list is not exhaustive.

Commissioner Stump asked about Rock Creek Road (uphill bike lane, location of upper turnoff by Tom's Place). Gerry Le Francois noted a focus on trails and uphill climbing, not intersection relocation. Commissioner Johnston thought it could be part of several projects, or separate bike path to Lower Rock Creek. Sugimura could include realignment here.

Are State Highway Operation & Protection Program (SHOPP) projects safety-funded by Caltrans? Sugimura indicated LTC could request from California Transportation Commission. Le Francois noted LTC could request feasibility study or project initiation document from Caltrans. More projects than money exist in SHOPP. Ask Caltrans to go back to its extensive list.

Format suggestions: numbered list of projects and carry-over headers.

Sugimura noted a pending National Scenic Byway grant, so some projects could be listed as future items.

Tioga Pass Heritage Highway eligible for Transportation Alternative Program (TAP) or Active Transportation Program (ATP)? *Eligibility criteria are not yet set. Request Caltrans to include in its funding sources.*

Airport deer fences: Potential for Federal Aviation Administration (FAA) funding; biological studies in 2014.

Sugimura will add SHOPP and FAA to funding sources.

After San Francisco Asiana airplane crash, safety enhancement of scheduled air flights?

Peter Bernasconi indicated State typically funds 2.5% of FAA grant. Uncertain of match. Garrett Higerd noted last FAA grant did not have funds available from State. It's possible to get State funding for airports.

Stump suggested a separate building with emergency equipment at airport. Airport is geared up for 15-passenger planes, but getting 70 passengers.

Higerd described airport capital improvement as an annual process. FAA issues grant funding based on priorities. Town's top priority is a new terminal building, a high-ticket item. Airport Road would have to incorporate into layout to get FAA funds, but likely would not get funded due to terminal building.

Temporary emergency storage unit or capacity within unused private hangars? Stump noted a year ago every single hangar had stuff in it. *Sugimura suggested listing under existing policies and new projects.*

Eroding slope above Crowley ball fields? *Garrett Higerd noted difficult soil (pumice).* Sugimura will add at bottom of list for now, along with Lower Rock Creek Road slope stabilization. Higerd cited competitive process for funding. Countywide incidents are not reported. Need documentation, rock runs daily. Guard rails need fatality first.

New Policies/New Projects: Sidewalks along Meridian Boulevard.

Prior Policies & Projects: Realign two aforementioned intersections as new project, parts A and B? Smaller pieces have better chance of funding.

Crestview rest area: Should be Caltrans. *Sugimura noted Caltrans does not have funding source for ongoing operational maintenance.* Commissioner Johnston countered that the only rest area in Mono County should be open year round, especially in winter. Maybe Caltrans chooses to not fund it, but LTC does not. Make concerted effort to keep open year round like other rest areas in California. Scott Burns suggested request for clarification by Caltrans.

Jessica Morriss suggested existing projects should include signage and wayfinding under funding by TE (Transportation Enhancement) / TAP (Transportation Alternatives Program).

Sugimura will revise and send new list with deadline for input. Next meeting: commissioner priorities.

C. LTC project development process: Gerry Le Francois described how to take a capital project through to completion. Maybe issue "call for projects." Performance criteria already exist in Regional Transportation Plan (RTP). When submitting a project for State funding, show how it meets performance criteria. Get more-quantitative criteria. If high priority project has no funding, break it into parts. Treat Town and Mono projects separately at first. Reserve of \$8 million exists. In past, pre-selected list prior to LTC consideration. Mono staff discussed pavement management criteria, population density, traffic counts, recreational uses, connectivity to other uses, and wildlife conflicts.

D. Town Transit Facility upgrade: Peter Bernasconi noted a formalizing of May 2011 intent.

MOTION: Approve Resolution R13-08 as formal recognition of Town of Mammoth Lakes as recipient of Public Transportation Modernization Improvement & Service Enhancement Account (PTMISEA) funds for Town Transit Facility upgrade (*Bacon/Hogan. Ayes: 5. Absent: Lehman.*)

6. LOCAL TRANSPORTATION ISSUES

A. Support letter for Highway Safety Improvement Program (HSIP) for Town Main Street: Peter Bernasconi described Main Street sidewalk from Angel's to 8050 at The Village. Retaining wall is not safety-related portion of project. Reconstruct wall, add street lighting, striping, and signage. Some accidents did not show up in data set, but Fire Protection District data sets are eligible. Council approved moving forward.

What happens if it does not move forward -- give money back? Hotel project and townhomes on hilltop are required to build sidewalk and bus turnout; would not affect this project. The \$3 million project still would need Measure U funding.

Address support letter to an individual instead of "To Whom It May Concern."

MOTION: Approve letter of support for Highway Safety Improvement Program (HSIP) for Town Main Street with specific addressee and last line, graph 1: ~~complete~~ **complement** the area geology. (Bacon/Hogan. Ayes: 5. Absent: Lehman.)

7. TRANSIT

A. **Eastern Sierra Transit Authority (ESTA):** Jon Helm noted transition from Mobility Commission to Planning & Economic Development Commission has occurred. ESTA has proposed minor changes, new bus stops. Weekend Dial-A-Ride (DAR) services sometimes saw no riders, so possible reduction or elimination of weekend DAR could fund other services. Implement change after Labor Day weekend. Unusual spike occurred in June when Lakes Basin trolley was temporarily out of service.

What if DAR trips were medical? Maybe cheaper taxi rides? *Fixed route accommodates disabled.*

On very busy holiday weekend trolley appeared in parade, huge crowd. Record day Friday on Reds Meadow shuttle (> 2,000 riders). Overwhelmed both days. Increase in hiker use. Extra trolleys for Jazz Jubilee.

New policy of exact-change fares? *Most service in Mammoth is free. Policy reduces stocking up to \$330/day on all routes, acting as people's banks. Riders were paying small fares with large bills, hoping to ride free. Some complaints have arisen, but word has gotten out and riders now use smaller bills.*

B. **Yosemite Area Regional Transportation System (YARTS):** Scott Burns noted addition of advisory as separate functioning committee. Next meeting is Aug. 5 in Mono.

8. CALTRANS

A. **Chip seal/pavement preservation strategies:** Forest Becket introduced the topic, saying District 5 also had received cyclist complaints about chip-seal. A Caltrans contract with UC Davis authorized test strips for analysis. John Fox presented a PowerPoint on the topic. SHOPP no longer funds rehab projects, and preventive maintenance is allotted \$8 million/year. The plan is to "keep good roads in good shape using the right treatment for the right road at the right time." Types of seals include fog, chip, and thin blanket. Chip seal is designed to eliminate black ice, provide a moisture barrier, and reseal cracks. A modified chip-seal for cyclists is steel-wheel rolling after sweeping to flatten chips, knock off points, and then sweep again + sand seal.

Commissioner Johnston noted cyclists ride travel lane because it's smoother. Suggestions: 1) present this info to Eastside Velo; and 2) let cyclists know in advance about chip-seal proposals. Fox described 12" strip located 6" off fog line. Johnston reminded that the road to June Lake has only a three-foot travel lane, Maybe overlap fog line? Fox agreed to eradicate during next round. He described chip seal as an evolving process, with attempts to reduce coarseness for bikes, snowplows and chip wear. An option on US 395 would be to not chip shoulders.

9. INFORMATIONAL

"A New Direction: Our changing relationship with driving & the implications for America's future"

10. **UPCOMING AGENDA ITEMS:** 1) STIP fund estimate; 2) LTC commissioner priorities; 3) performance audit; and 4) quarterly reports.

11. **ADJOURN** at 11:20 a.m. to August 12, 2013.

Prepared by C.D. Ritter, LTC secretary

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Staff Report

August 12, 2013

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

SUBJECT: 2014 State Transportation Improvement Program (STIP) Fund Estimate and Timeline

RECOMMENDATIONS:

Review STIP fund estimate and timeline, and provide any desired direction to staff.

FISCAL IMPLICATIONS:

The STIP includes funds for local and regional transportation projects in Mono County. The 2014 STIP fund estimate for the Mono County region is \$6,100,000.

ENVIRONMENTAL COMPLIANCE:

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

RTP / RTIP CONSISTENCY:

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

DISCUSSION:

The STIP occurs every two years and is a new five year funding cycle for transportation projects in Mono County. The California Transportation Commission (CTC) adopted the 2014 fund estimate on August 6, 2013. The estimate for the Mono County region in the 2014 STIP is \$6.1 million. This is in addition to the \$8.4 million in unprogrammed shares set aside for Memorandum Of Understanding (MOU) projects on SR 14/395 corridor. As in prior STIP's, any new capacity or available new funding is likely to be available in the later years of this five year cycle.

The following summarizes the 2014 STIP timeline:

Timeline for 2014 STIP	Date
CTC adopted the Fund Estimate	August 6, 2013
Caltrans identifies State highway needs	September, 2013
Mono County submits adopted Regional Transportation Improvement Program (RTIP)	by December 15, 2013
CTC South State hearing	January - February, 2014
CTC releases staff recommendations	Late Winter, 2014
CTC adopts STIP	by April 1, 2014

ATTACHMENT:

2013 Summary of STIP County Shares
Summary of 2014 STIP Fund Estimate

2013 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)

(\$1,000's)

Total County Share, June 30, 2012 (from 2012 Report)	42,099
Less 2011-12 Allocations and closed projects	(5,447)
Less Projects Lapsed, July 1, 2012-June 30, 2013	(165)
Total County Share, June 30, 2013	36,487

Mono

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component						
								Prior	12-13	13-14	14-15	15-16	16-17	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
Mammoth Lakes	loc	2546	Canyon Blvd, Forest Trail-Hillside Dr, rehab			Sep-12	35	0	35	0	0	0	0	0	0	0	0	0	
Mammoth Lakes	loc	2546	Canyon Blvd, Forest Trail-Hillside Dr, rehab			Jun-13	3,650	0	3,650	0	0	0	0	0	0	3,650	0	0	
Caltrans	14	8042A	Kern, Freeman Gulch widening, Seg 1 (RIP 10%)				4,489	0	250	0	1,130	0	3,109	950	2,799	0	250	180	
Caltrans	14	8042B	Kern, Freeman Gulch widening, Seg 2 (RIP 30%)				3,258	0	0	0	0	975	2,283	1,653	0	0	975	630	
Caltrans	395	170	Olanca-Cartago 4-lane expressway (RIP 10%)				2,855	687	513	0	1,655	0	0	1,352	0	687	513	303	
Caltrans	395	260B	SBd, Rt 15-Farmington, widen (RIP)				2,000	2,000	0	0	0	0	0	0	0	2,000	0	0	
Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)				310	310	0	0	0	0	0	0	0	310	0	0	
Mono County	loc	2561	June Lake streets rehab (ext 6-13)		Dec-13		302	0	302	0	0	0	0	60	0	0	242	0	
Mono County	loc	2561	June Lake streets rehab				3,355	0	0	3,355	0	0	0	0	3,355	0	0	0	
Mono County	loc	2563	Chalfant streets rehab				1,419	0	0	1,419	0	0	0	0	1,419	0	0	0	
Mammoth Lakes	loc	2595	Meridian Roundabout and signal relocation				2,645	0	0	35	0	2,610	0	0	2,610	0	35	0	
Mono LTC		2003	Planning, programming, and monitoring				590	0	0	130	130	130	200	0	590	0	0	0	
Subtotal, Highway Projects							24,908	2,997	4,750	4,939	2,915	3,715	5,592	4,015	14,423	2,997	2,050	1,113	310
Rail and Transit Projects:																			
Mono LTC	bus	2566	8 replacement buses, E Sierra Transit Authority			Jun-13	90	0	90	0	0	0	0	0	90	0	0	0	
Mono LTC	bus	2566	8 replacement buses, E Sierra Transit Authority				180	0	0	90	90	0	0	0	180	0	0	0	
Subtotal, Rail & Transit Projects							270	0	90	90	90	0	0	270	0	0	0	0	
Transportation Enhancement (TE) Projects:																			
Mammoth Lakes	te	2597	Mammoth Creek bike trail gap closure			Jan-13	69	0	69	0	0	0	0	0	0	69	0	0	
Mammoth Lakes	te	2597	Mammoth Creek bike trail gap closure (12S-046)				1,847	0	0	0	333	0	1,514	204	1,514	0	129	0	
Mono LTC	res	2516	TE Reserve				954	0	0	0	0	59	895	0	954	0	0	0	
Subtotal TE Projects							2,870	0	69	0	333	59	2,409	204	2,468	69	129	0	
Total Programmed or Voted since July 1, 2012							28,048												
Balance of STIP County Share, Mono																			
Total County Share, June 30, 2013							36,487												
Total Now Programmed or Voted Since July 1, 2012							28,048												
Unprogrammed Share Balance							8,439												
Share Balance Advanced or Overdrawn							0												



SUMMARY OF THE PROPOSED 2014 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE

Edmund G. Brown, Jr.
Governor
STATE OF CALIFORNIA

Brian P. Kelly
Secretary
California State Transportation Agency

Malcolm Dougherty
Director
Department of Transportation



*The 2014 State Transportation Improvement Program Fund Estimate Book is available online at
<http://www.dot.ca.gov/hq/transprog/ctcliaison.htm>*

EXECUTIVE SUMMARY

On August 6, 2013, the California Transportation Commission (Commission) adopted the 2014 State Transportation Improvement Program (STIP) Fund Estimate (FE). The STIP FE is a biennial estimate of all resources available for the state's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and the State Highway Operation and Protection Program (SHOPP). The 2014 STIP FE period covers state fiscal years 2014-15 through 2018-19.

STIP Capacity

STIP projects add capacity to the state's transportation infrastructure. The 2014 STIP FE includes a total estimate of \$3.4 billion in program capacity over the five-year FE period. Program capacity represents the total value of projects that can be funded each year, and includes construction, right-of-way (R/W), and support. Support consists of preliminary engineering, planning, design, and construction engineering. The 2014 STIP FE displays a new, estimated STIP program capacity of almost \$1.2 billion over the FE period. For comparison, the 2012 STIP FE displayed a forecast of \$1.5 billion in new STIP program capacity over the same five-year period. As a result of the new STIP program capacity forecasted in the 2014 STIP FE, some projects currently programmed in the STIP may need to be delayed (reprogrammed into a later year).

- STIP capacity **does not** include federal commitments for Transportation Enhancements (TE) because Moving Ahead for Progress in the 21st Century (MAP-21) eliminated dedicated funding for TE.
- STIP capacity in the future will continue to depend primarily on retail prices and consumption of gasoline and diesel. Both of these sources are difficult to forecast with any certainty due to the current economic climate.

SHOPP Capacity

SHOPP projects consist of major rehabilitation work on the State Highway System. The 2014 STIP FE forecasts SHOPP program capacity of \$11.4 billion over the five-year FE period. Similar to the STIP, SHOPP program capacity represents the total value of projects that can be funded each year, and includes construction, R/W, and support. New SHOPP capacity of over \$7.3 billion is estimated over the FE period. In comparison, the 2012 STIP FE displayed a forecast of \$6.0 billion in new SHOPP program capacity.

- The State Highway Account (SHA), which is the primary funding source of the SHOPP, has a fund balance that is highly volatile in nature. The cash balance in this account fluctuates daily.
- The SHOPP is constrained over the entire FE period. While the 2014 STIP FE forecasts an average of \$2.3 billion of SHOPP program capacity each year over the FE period, the annual SHOPP goal-constrained need is roughly \$8.2 billion as identified in the 2013 Ten-Year SHOPP Plan. As a result of the approximately \$5.9 billion annual shortfall, potential impacts may include delays of needed projects, an inability to fix new and/or ongoing deterioration of the highways, and cost increases over the FE period.

COUNTY AND INTERREGIONAL SHARE ESTIMATES

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

The 2014 STIP Fund Estimate (FE) indicates that there are negative program capacities for the Public Transportation Account (PTA) and the federal Transportation Enhancement Program (TE); therefore, programming targets for the PTA and TE are not needed for the 2014 STIP cycle. PTA funds in the STIP are severely limited and will remain so in the future, and the TE program has been eliminated in the new federal transportation act (MAP-21, Moving Ahead for Progress in the 21st Century Act) signed by the President on July 6, 2012. This means that many of the transit and TE projects currently programmed in the STIP will either have to be delivered with other funds (if the projects are eligible for other STIP fund types) or be unprogrammed. In particular, TE reserve amounts must be unprogrammed.

The following tables display STIP county and interregional shares and targets for the 2014 STIP.

Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the 2014 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA, non-PTA (the State Highway Account, Federal Trust Fund, and the Transportation Facilities Account), and Transportation Enhancements (TE) capacity. The table is based on Commission actions through June 30, 2013.

Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2013 Commission meeting, as well as new statewide STIP capacity. For each county and the interregional share, the table identifies the following target amounts:

- **Total Target:** This target is determined by calculating the STIP formula share of all new capacity through 2018-19. The calculation of this target is shown in Table 3.
- **Maximum:** This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2019-20. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The calculation of this target is shown in Table 4.

Table 3. Calculation of New Programming Targets and Shares - Total Target

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

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 23, 2013 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2014 STIP Target Through 2018-19: This section calculates the total target. The total target is the formula distribution of new capacity available through 2018-19 adjusted for carryover balances and lapses.
 - Formula Distribution: This is the 2014 STIP share through 2018-19. It is the formula distribution of program capacity available through 2018-19. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
 - Add Back Lapses 11-12/12-13: This identifies the amount of projects lapsed in 2011-12 and 2012-13. These amounts are credited back in the 2014 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2016-17.
 - Net Share (Total Target): This is the 2014 STIP target through 2018-19. The Net Share (Total Target) is calculated by adding to the Formula Distribution the lapses and the Unprogrammed Balance or Balance Advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
 - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2018-19) is insufficient to cover prior advances.

Table 4. Calculation of New Programming Targets and Shares – Maximum

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

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 23, 2013 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2014 STIP Share Through 2019-20: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2019-20 adjusted for carryover balances and lapses.
 - Formula Distribution: This column estimates the STIP share of the estimated new capacity through the county share period ending in 2019-20. It is the formula distribution of estimated program capacity available through the county share period ending in 2019-20. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
 - Add Back Lapses 11-12/12-13: This identifies the amount of projects lapsed in 2011-12 and 2012-13. These amounts are credited back in the 2014 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2016-17.
 - Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 2019-20. This represents the maximum

amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The Net Share (Maximum) is calculated by adding to the Formula Distribution the lapses and the Unprogrammed Balance or Balance Advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.

- Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2019-20) is insufficient to cover prior advances.

Table 5. Planning, Programming, and Monitoring (PPM) Limitations

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

- Total: This section identifies the shares for the 2016-17 through 2018-19 share period, based upon the 2012, and 2014 Fund Estimates. These are the amounts against which the 5% is applied.
- 5% PPM Limitation: These are the PPM limitations for the 2016-17 through 2018-19 share period. The PPM limitations for the 2012-13 through 2015-16 are not shown here. They have not changed since the 2012 STIP.

2014 STIP Fund Estimate
County and Interregional Shares
 Table 2. Summary of Targets and Shares
 (,000)

County	2014 STIP Programming		
	Total Target	Maximum	TE Target
	Target through 2018-19	Estimated Share through 2019-20	Target through 2018-19
Alameda	32,031	49,551	0
Alpine	2,147	2,668	0
Amador	2,377	3,559	0
Butte	18,480	21,976	0
Calaveras	2,415	3,823	0
Colusa	2,407	3,343	0
Contra Costa	25,552	37,542	0
Del Norte	0	0	0
El Dorado LTC	0	0	0
Fresno	15,872	29,067	0
Glenn	3,483	4,463	0
Humboldt	423	3,946	0
Imperial	17,405	23,626	0
Inyo	18,461	23,303	0
Kern	28,350	46,137	0
Kings	0	0	0
Lake	7,520	9,050	0
Lassen	5,391	7,631	0
Los Angeles	167,168	273,126	0
Madera	0	0	0
Marin	0	0	0
Mariposa	3,111	4,027	0
Mendocino	6,720	10,009	0
Merced	19,080	23,412	0
Modoc	3,653	4,849	0
Mono	14,770	18,367	0
Monterey	14,102	20,338	0
Napa	6,606	8,763	0
Nevada	0	916	0
Orange	62,339	95,004	0
Placer TPA	0	0	0
Plumas	5,214	6,550	0
Riverside	66,804	95,687	0
Sacramento	46,577	63,174	0
San Benito	0	0	0
San Bernardino	51,066	84,274	0
San Diego	34,490	71,613	0
San Francisco	12,414	21,306	0
San Joaquin	23,713	32,708	0
San Luis Obispo	7,372	13,995	0
San Mateo	20,239	29,287	0
Santa Barbara	1,927	9,386	0
Santa Clara	17,074	37,888	0
Santa Cruz	5,534	9,118	0
Shasta	14,204	18,041	0
Sierra	2,251	2,885	0
Siskiyou	7,286	9,916	0
Solano	10,564	15,995	0
Sonoma	0	0	0
Stanislaus	14,697	21,351	0
Sutter	3,955	5,489	0
Tahoe RPA	2,981	3,795	0
Tehama	6,244	8,194	0
Trinity	3,016	4,399	0
Tulare	8,316	16,535	0
Tuolumne	11,245	12,774	0
Ventura	29,858	40,956	0
Yolo	13,148	16,353	0
Yuba	5,116	6,290	0
Statewide Regional	905,168	1,386,455	0
Interregional	292,229	460,942	0
TOTAL	1,197,397	1,847,397	0

	New Capacity
Statewide Flexible Capacity	1,909,730
Statewide PTA Capacity	(378,695)
Statewide TE Capacity	(333,638)
Total STIP Capacity	1,197,397

**2014 Fund Estimate
County and Interregional Shares**

Table 3. Calculation of New Programming Targets and Shares - Total
(\$1,000's)

County	Net Carryover		2014 STIP Share through 2018-19			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 11-12/12/13	Net Share (Total Target)	Net Advance
Alameda	2,000	0	30,031	0	32,031	0
Alpine	1,255	0	892	0	2,147	0
Amador	350	0	2,027	0	2,377	0
Butte	12,488	0	5,992	0	18,480	0
Calaveras	0	0	2,415	0	2,415	0
Colusa	673	0	1,604	130	2,407	0
Contra Costa	5,000	0	20,552	0	25,552	0
Del Norte	0	(11,560)	1,497	0	0	(10,063)
El Dorado LTC	0	(9,478)	4,203	0	0	(5,275)
Fresno	0	(8,176)	22,618	1,430	15,872	0
Glenn	1,802	0	1,680	1	3,483	0
Humboldt	0	(5,655)	6,038	40	423	0
Imperial	6,741	0	10,664	0	17,405	0
Inyo	9,824	0	8,299	338	18,461	0
Kern	0	(2,711)	30,488	573	28,350	0
Kings	0	(17,941)	4,474	0	0	(13,467)
Lake	4,665	0	2,623	232	7,520	0
Lassen	652	0	3,839	900	5,391	0
Los Angeles	0	(17,809)	181,619	3,358	167,168	0
Madera	0	(14,078)	4,162	0	0	(9,916)
Marin	0	(39,820)	5,617	245	0	(33,958)
Mariposa	1,541	0	1,570	0	3,111	0
Mendocino	1,081	0	5,639	0	6,720	0
Merced	11,655	0	7,425	0	19,080	0
Modoc	1,373	0	2,048	232	3,653	0
Mono	8,439	0	6,166	165	14,770	0
Monterey	0	(6,844)	10,690	10,256	14,102	0
Napa	2,678	0	3,698	230	6,606	0
Nevada	0	(4,118)	3,179	0	0	(939)
Orange	0	(1,653)	55,992	8,000	62,339	0
Placer TPA	0	(45,878)	7,625	0	0	(38,253)
Plumas	2,925	0	2,289	0	5,214	0
Riverside	15,380	0	49,508	1,916	66,804	0
Sacramento	17,630	0	28,447	500	46,577	0
San Benito	0	(6,819)	1,969	0	0	(4,850)
San Bernardino	0	(5,969)	56,920	115	51,066	0
San Diego	0	(29,142)	63,632	0	34,490	0
San Francisco	0	(2,827)	15,241	0	12,414	0
San Joaquin	7,957	0	15,418	338	23,713	0
San Luis Obispo	0	(4,624)	11,354	642	7,372	0
San Mateo	3,728	0	15,511	1,000	20,239	0
Santa Barbara	0	(12,288)	12,785	1,430	1,927	0
Santa Clara	0	(19,262)	35,676	660	17,074	0
Santa Cruz	0	(611)	6,145	0	5,534	0
Shasta	7,628	0	6,576	0	14,204	0
Sierra	1,043	0	1,087	121	2,251	0
Siskiyou	2,470	0	4,509	307	7,286	0
Solano	1,256	0	9,308	0	10,564	0
Sonoma	0	(21,840)	11,444	1,204	0	(9,192)
Stanislaus	3,292	0	11,405	0	14,697	0
Sutter	1,327	0	2,628	0	3,955	0
Tahoe RPA	1,585	0	1,396	0	2,981	0
Tehama	2,422	0	3,343	479	6,244	0
Trinity	586	0	2,370	60	3,016	0
Tulare	0	(6,022)	14,088	250	8,316	0
Tuolumne	8,626	0	2,619	0	11,245	0
Ventura	9,335	0	19,023	1,500	29,858	0
Yolo	6,739	0	5,494	915	13,148	0
Yuba	3,004	0	2,012	100	5,116	0
Statewide Regional	169,150	(295,125)	867,563	37,667	905,168	(125,913)
Interregional	0	(13,246)	289,188	16,287	292,229	0
TOTAL	169,150	(308,371)	1,156,751	53,954	1,197,397	(125,913)
Statewide Flexible Capacity					1,909,730	
Statewide PTA Capacity					(378,695)	
Statewide TE Capacity					(333,638)	
Total					1,197,397	

**2014 Fund Estimate
County and Interregional Shares**

Table 4. Calculation of New Programming Targets and Shares - Maximum
(\$1,000's)

County	Net Carryover		2014 STIP Share through 2019-20			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 11-12/12-13	Net Share (Maximum)	Net Advance
Alameda	2,000	0	47,551	0	49,551	0
Alpine	1,255	0	1,413	0	2,668	0
Amador	350	0	3,209	0	3,559	0
Butte	12,488	0	9,488	0	21,976	0
Calaveras	0	0	3,823	0	3,823	0
Colusa	673	0	2,540	130	3,343	0
Contra Costa	5,000	0	32,542	0	37,542	0
Del Norte	0	(11,560)	2,371	0	0	(9,189)
El Dorado LTC	0	(9,478)	6,655	0	0	(2,823)
Fresno	0	(8,176)	35,813	1,430	29,067	0
Glenn	1,802	0	2,660	1	4,463	0
Humboldt	0	(5,655)	9,561	40	3,946	0
Imperial	6,741	0	16,885	0	23,626	0
Inyo	9,824	0	13,141	338	23,303	0
Kern	0	(2,711)	48,275	573	46,137	0
Kings	0	(17,941)	7,084	0	0	(10,857)
Lake	4,665	0	4,153	232	9,050	0
Lassen	652	0	6,079	900	7,631	0
Los Angeles	0	(17,809)	287,577	3,358	273,126	0
Madera	0	(14,078)	6,590	0	0	(7,488)
Marin	0	(39,820)	8,894	245	0	(30,681)
Mariposa	1,541	0	2,486	0	4,027	0
Mendocino	1,081	0	8,928	0	10,009	0
Merced	11,655	0	11,757	0	23,412	0
Modoc	1,373	0	3,244	232	4,849	0
Mono	8,439	0	9,763	165	18,367	0
Monterey	0	(6,844)	16,926	10,256	20,338	0
Napa	2,678	0	5,855	230	8,763	0
Nevada	0	(4,118)	5,034	0	916	0
Orange	0	(1,653)	88,657	8,000	95,004	0
Placer TPA	0	(45,878)	12,073	0	0	(33,805)
Plumas	2,925	0	3,625	0	6,550	0
Riverside	15,380	0	78,391	1,916	95,687	0
Sacramento	17,630	0	45,044	500	63,174	0
San Benito	0	(6,819)	3,117	0	0	(3,702)
San Bernardino	0	(5,969)	90,128	115	84,274	0
San Diego	0	(29,142)	100,755	0	71,613	0
San Francisco	0	(2,827)	24,133	0	21,306	0
San Joaquin	7,957	0	24,413	338	32,708	0
San Luis Obispo	0	(4,624)	17,977	642	13,995	0
San Mateo	3,728	0	24,559	1,000	29,287	0
Santa Barbara	0	(12,288)	20,244	1,430	9,386	0
Santa Clara	0	(19,262)	56,490	660	37,888	0
Santa Cruz	0	(611)	9,729	0	9,118	0
Shasta	7,628	0	10,413	0	18,041	0
Sierra	1,043	0	1,721	121	2,885	0
Siskiyou	2,470	0	7,139	307	9,916	0
Solano	1,256	0	14,739	0	15,995	0
Sonoma	0	(21,840)	18,121	1,204	0	(2,515)
Stanislaus	3,292	0	18,059	0	21,351	0
Sutter	1,327	0	4,162	0	5,489	0
Tahoe RPA	1,585	0	2,210	0	3,795	0
Tehama	2,422	0	5,293	479	8,194	0
Trinity	586	0	3,753	60	4,399	0
Tulare	0	(6,022)	22,307	250	16,535	0
Tuolumne	8,626	0	4,148	0	12,774	0
Ventura	9,335	0	30,121	1,500	40,956	0
Yolo	6,739	0	8,699	915	16,353	0
Yuba	3,004	0	3,186	100	6,290	0
Statewide Regional	169,150	(295,125)	1,373,703	37,667	1,386,455	(101,060)
Interregional	0	(13,246)	457,901	16,287	460,942	0
TOTAL	169,150	(308,371)	1,831,604	53,954	1,847,397	(101,060)
Statewide Flexible Capacity					2,559,730	
Statewide PTA Capacity					(378,695)	
Statewide TE Capacity					(333,638)	
Total					1,847,397	

2014 STIP FUND ESTIMATE
County and Interregional Shares
 Table 5 - Planning, Programming and Monitoring (PPM) Limitations
 (\$1,000's)

County	Total		5% PPM Limitation	
	2012 STIP FY 2016/17	2014 STIP 16/17-18/19	Total 16/17-18/19	FY 2016/17-2018-19
Alameda	20,348	30,031	50,379	2,519
Alpine	602	892	1,494	75
Amador	1,383	2,027	3,410	171
Butte	4,031	5,992	10,023	501
Calaveras	1,623	2,415	4,038	202
Colusa	1,081	1,604	2,685	134
Contra Costa	13,881	20,552	34,433	1,722
Del Norte	1,011	1,497	2,508	125
El Dorado LTC	2,806	4,203	7,009	350
Fresno	15,366	22,618	37,984	1,899
Glenn	1,132	1,680	2,812	141
Humboldt	4,066	6,038	10,104	505
Imperial	7,218	10,664	17,882	894
Inyo	5,617	8,299	13,916	696
Kern	20,698	30,488	51,186	2,559
Kings	3,035	4,474	7,509	375
Lake	1,769	2,623	4,392	220
Lassen	2,585	3,839	6,424	321
Los Angeles	122,728	181,619	304,347	15,217
Madera	2,810	4,162	6,972	349
Marin	3,792	5,617	9,409	470
Mariposa	1,058	1,570	2,628	131
Mendocino	3,799	5,639	9,438	472
Merced	5,004	7,425	12,429	621
Modoc	1,379	2,048	3,427	171
Mono	4,180	6,166	10,346	517
Monterey	7,227	10,690	17,917	896
Napa	2,497	3,698	6,195	310
Nevada	2,146	3,179	5,325	266
Orange	37,971	55,992	93,963	4,698
Placer TPA	5,140	7,625	12,765	638
Plumas	1,542	2,289	3,831	192
Riverside	33,370	49,508	82,878	4,144
Sacramento	19,227	28,447	47,674	2,384
San Benito	1,328	1,969	3,297	165
San Bernardino	38,336	56,920	95,256	4,763
San Diego	43,126	63,632	106,758	5,338
San Francisco	10,283	15,241	25,524	1,276
San Joaquin	10,407	15,418	25,825	1,291
San Luis Obispo	7,729	11,354	19,083	954
San Mateo	10,617	15,511	26,128	1,306
Santa Barbara	8,644	12,785	21,429	1,071
Santa Clara	24,115	35,676	59,791	2,990
Santa Cruz	4,164	6,145	10,309	515
Shasta	4,436	6,576	11,012	551
Sierra	732	1,087	1,819	91
Siskiyou	3,036	4,509	7,545	377
Solano	6,277	9,308	15,585	779
Sonoma	7,819	11,444	19,263	963
Stanislaus	7,718	11,405	19,123	956
Sutter	1,775	2,628	4,403	220
Tahoe RPA	942	1,396	2,338	117
Tehama	2,269	3,343	5,612	281
Trinity	1,595	2,370	3,965	198
Tulare	9,531	14,088	23,619	1,181
Tuolumne	1,780	2,619	4,399	220
Ventura	12,867	19,023	31,890	1,595
Yolo	3,691	5,494	9,185	459
Yuba	1,357	2,012	3,369	168
Statewide	586,696	867,563	1,454,259	72,713

Note: Limitation amounts include amounts already programmed.

Mono County Local Transportation Commission

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

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

Staff Report

August 12, 2013

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

SUBJECT: Funding Request for Olancha-Cartago Project

RECOMMENDATIONS:

Review funding requests for Olancha-Cartago and provide direction to staff regarding funding for MOU projects on the 14/395 corridor in the 2014 Regional Transportation Improvement Program (RTIP).

FISCAL IMPLICATIONS:

See discussion below.

ENVIRONMENTAL COMPLIANCE:

Not applicable

RTP / RTIP CONSISTENCY:

This project is consistent with the Regional Transportation Plan.

DISCUSSION:

The Mono County Local Transportation Commission (LTC) has entered Memorandums of Understanding (MOU) to jointly fund improvement projects on State Route 14 and the US 395 corridor. The MOU funding partners are the Kern Council of Governments, Inyo County LTC and Mono County LTC. The MOU projects are generally funded with the following funding formula:

- 40% by the County RTIP in which the project is located,
- 40% by the State Interregional Improvement Program (IIP), and
- 10% each by the two remaining County's RTIPs.

In the attached letter, the Inyo LTC, expresses its intent to program construction funds for the Olancha Cartago project in the 2014 Regional Transportation Improvement Program (RTIP) and its request for Mono LTC financial participation. At the Eastern California Transportation Planning Partnership meeting July 26, the Olancha Cartago project was identified by the both Kern COG and Inyo LTC as top priorities for the 2014 STIP. This Hwy 395 project is one of the original projects included in the first MOU signed in 1999, and is also supported as a priority by Caltrans District 9.

As detailed in the attached letter dated July 25, 2013, District 9 calculates \$9.3 million is needed from Mono LTC for Olancha Cartago programming. The fund estimate and allowances for Olancha-Cartago programming for the 2014 Mono RTIP is summarized as follows:

Olancha Cartago 4-Lane Programming	
	\$1,000s
Mono Fund Estimate for 2014 RTIP	\$ 6,166
Existing Reserve	\$ 8,439
subtotal (available to program)	\$ 14,605
Needed for 2014 RTIP Olancha/Cartago	\$ 9,350
balance available to program	\$ 5,255

At this point in time, the remaining components of Freeman Gulch are not viable for funding given the fiscal limitations of the MOU partners and Caltrans.

The remaining balance of \$5.2 million is able to program for other transportation projects in the 2014 RTIP.

ATTACHMENTS

- Inyo County LTC letter dated July 17, 2013
- Caltrans District 9 letter dated July 25, 2013



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001

Doug Wilson
Executive Director

July 17, 2013

Mr. Ahron Hakimi
Executive Director

Kern COG
1401 19th Street, Suite 300
Bakersfield, California 93301

Mr. Scott Burns
Executive Director

Mono County LTC
PO Box 347
Mammoth Lakes, CA 93546

Mr. Tom Hallenbeck
District Director

Caltrans District 9 Office
500 South Main Street
Bishop, CA 93514-3423

Mr. Kurt Scherzinger
Office Chief

Caltrans OCIP
MS-82, P.O. Box 942874
Sacramento, CA 95814

Notice of Intent to Program the Olancha-Cartago Four-Lane Construction Component

Dear Sirs,

The Inyo County Local Transportation Commission (ICLTC) intends to program the Olancha-Cartago four-lane project construction component as part of its 2014 Regional Transportation Improvement Program. The funding for this project is set forth under a Memorandum of Understanding (MOU) approved in 1999.

The ICLTC understands that this project represents a funding challenge to all parties involved. It is our hope that the programming of this project will provide opportunities to fund this project using other available fund sources. In any case, the earlier we tackle this project, the sooner we will be able to contribute to other MOU project on the US 395 and SR 14 corridor.

We plan to work with our Eastern California Transportation Planning Partnership to implement Olancha-Cartago and other MOU projects as a part of the 2014 and future Statewide Transportation Improvement Program funding cycles.

ICLTC staff is available to attend your RTIP hearings to present our perspective on the funding of this important gap closure project on the US 395 / SR 14 corridor. Please don't hesitate to contact Transportation Planner Courtney Smith or myself if you have any questions or concerns regarding this matter.

Sincerely,

Doug Wilson, Executive Director
Inyo County Local Transportation Commission

cc: Joe Stramaglia, Kern COG
Gerry LeFrancois, Mono County LTC
Jeremy Milos, Caltrans District 9
Rich Williams, Caltrans OCIP Programming Liaison

DEPARTMENT OF TRANSPORTATION**DISTRICT 9**

500 South Main Street
Bishop, California 93514
PHONE (760) 872-0602
FAX (760) 872-95225
TTY 711
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RECEIVED
AUG 6 2 2013
MONO COUNTY
Community Development

July 25, 2013

Mr. Scott Burns
Co-Director
Mono County Local Transportation Commission
P.O. Box 347
Mammoth Lakes, California 93546-0347

Dear Mr. Burns:

To effectively plan for the transportation needs of Mono County, and as provided for in Section 20 of the 2014 State Transportation Improvement Program Guidelines, I am submitting to the Mono County Local Transportation Commission a list of transportation projects that are available for programming. These projects may provide great benefits to users of Mono County's transportation facilities and therefore, would be excellent candidates for inclusion in your Regional Transportation Plan and potential funding in your Regional Transportation Improvement Program (RTIP). As you are aware the following projects are part of the Memorandum of Understanding (MOU) agreement with Inyo, Mono and Kern counties.

I look forward to continuing to work with you to implement priority transportation projects in Mono County.

Sincerely,

A handwritten signature in blue ink, appearing to read "T. P. Hallenbeck".

THOMAS P. HALLENBECK
District 9 Director

Enclosure

California Department of Transportation District 9 List of Projects Available for Programming

Freeman Gulch Seg 2
 SR 14 Inyo
 PM 53.0 PM 58.3 Mono
 Kern
 IIP
 Total

PA&ED		PS&E		R/W Support		R/W Capital		Con Support		Con Capital		Programmed	Need for 2014 STIP
Amount	FY	Amount	FY	Amount	FY	Amount	FY	Amount	FY	Amount	FY		
\$195	2003	\$325	2016	\$210	2016	\$295	2016	\$310	2017	\$3,293	2017	\$195	\$3,603
\$195	2003	\$325	2016	\$210	2016	\$295	2016	\$310	2017	\$3,293	2017	\$195	\$3,603
\$779	2003	\$1,300	2016	\$840	2016	\$1,178	2016	\$1,240	2017	\$13,171	2017	\$779	\$14,411
\$779	2003	\$1,300	2016	\$840	2016	\$1,178	2016	\$1,240	2017	\$13,171	2017	\$779	\$14,411
\$1,948	2003	\$3,250	2016	\$2,100	2016	\$5,508	2016	\$3,100	2017	\$32,927	2017	\$1,948	\$36,027

Freeman Gulch Seg 3
 SR 14 Inyo
 PM 45.9 PM 51.8 Mono
 Kern
 IIP
 Total

PA&ED		PS&E		R/W Support		R/W Capital		Con Support		Con Capital		Programmed	Need for 2014 STIP	Future Need
Amount	FY	Amount	FY	Amount	FY	Amount	FY	Amount	FY	Amount	FY			
\$195	2003	\$460	2018	\$276	2018	\$295	2018	\$567	2017	\$4,326	2017	\$195	\$1,031	\$4,893
\$195	2003	\$460	2018	\$276	2018	\$295	2018	\$567	2017	\$4,326	2017	\$195	\$1,031	\$4,893
\$779	2003	\$1,840	2018	\$1,104	2018	\$1,178	2018	\$2,269	2017	\$17,304	2017	\$779	\$4,122	\$19,573
\$779	2003	\$1,840	2018	\$1,104	2018	\$1,178	2018	\$2,269	2017	\$17,304	2017	\$779	\$4,122	\$19,573
\$1,948	2003	\$4,600	2018	\$2,760	2018	\$6,732	2018	\$5,673	2017	\$43,260	2017	\$1,948	\$10,306	\$48,933

Olancha Cartago 4-Lane
 U.S. 395 Mono
 PM 30.8 PM 41.8 Kern
 Inyo
 IIP
 Total

PA&ED		PS&E		R/W Support		R/W Capital		Con Support		Con Capital		Programmed	Need for 2014 STIP
Amount	FY	Amount	FY	Amount	FY	Amount	FY	Amount	FY	Amount	FY		
\$513	2007	\$513	2012	\$303	2014	\$1,352	2014	\$810	2017	\$8,540	2017	\$2,681	\$9,350
\$513	2007	\$513	2012	\$303	2014	\$1,352	2014	\$810	2017	\$8,540	2017	\$2,681	\$9,350
\$2,051	2007	\$2,051	2012	\$1,213	2014	\$5,407	2014	\$3,240	2017	\$34,160	2017	\$10,722	\$37,400
\$2,051	2007	\$2,051	2012	\$1,213	2014	\$5,407	2014	\$3,240	2017	\$34,160	2017	\$10,722	\$37,400
\$6,872	2007	\$5,128	2012	\$3,032	2014	\$13,518	2014	\$8,100	2017	\$86,400	2017	\$28,550	\$93,500

Programmed
 Need for 2014 STIP
 Future Need



Additional Projects that are available for programming

- 1). Conway Ranch Passing Lane (US 395 near Conway Ranch)
- 2). North Conway Passing Lane (US 395 North Conway Summit)

Jul-13

Mono County Local Transportation Commission

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

PO Box 347
Bridgeport, CA 93517
760- 932-5420 phone, 932-5431 fax

Staff Report

August 12, 2013

TO: Mono County Local Transportation Commission

FROM: Mary Booher, Administrative Services Manager

RE: Review of final Local Transportation Fund (LTF) revenue for fiscal year (FY) 2012-13

RECOMMENDATIONS:

Review final Local Transportation Fund revenue for FY 2012-13 and provide any desired direction to staff.

FISCAL IMPLICATIONS: None

ENVIRONMENTAL COMPLIANCE: N/A

RTP / RTIP CONSISTENCY: N/A

DISCUSSION:

For FY 2012-13, the Commission approved Resolution 12-08, allocating funds for the 2012-13 LTF. Attached is the final summary of these funds.

ATTACHMENT:

- 2012-13 LTF Allocation

2012/13
LTF ESTIMATES

	Budget	Revenue in excess of budget	
Estimated Reserve forward	\$107,892.44		
Estimated 2012/13 Revenue	\$560,000.00	\$ 38,868.89	
Estimated Total Revenue	\$ 667,892.44		
Specific Allocations			
Reserve-15%	\$ 43,680.00	\$ 5,830.33	
Administration	\$ 15,000.00		
Bike Path-2% of balance	\$ 11,378.00		Mono County Year 2
ESTA-CTSA <5% of bal	\$ 20,700.00	\$ 29,891.72	Maximum
Senior Services	\$ 20,000.00		
YARTS	\$ 30,000.00		
395 Routes allocation	\$ 91,000.00		
Mammoth Community transit Services	\$ 37,000.00		
Remaining Balance	\$ 399,134.44	\$ 33,038.56	Paid to ESTA 7/10/13
Town of Mammoth Lakes	\$ 231,497.98	\$ 19,162.36	
Mono County	\$ 167,636.46	\$ 13,876.19	

Mono County Local Transportation Commission

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

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

Staff Report

August 12, 2013

TO: Mono County Local Transportation Commission

FROM: Mary Booher, Administrative Services Manager

RE: 2009-2012 Triennial Performance Audit

RECOMMENDATIONS:

Receive 2009-2012 triennial performance audit and provide any desired direction to staff.

FISCAL IMPLICATIONS: None

ENVIRONMENTAL COMPLIANCE: N/A

RTP / RTIP CONSISTENCY: N/A

DISCUSSION:

Pursuant to the Transportation Development Act, the Mono County LTC is required to conduct a triennial performance audit. Fechter and Company, CPA has completed this audit, and there are no recommendations that require attention. Staff would like to thank the staffs of the Town, Mono County, and ESTA for all of their work that resulted in no recommendations.

ATTACHMENT:

- 2009-2012 triennial performance audit

Mono County Local Transportation Commission

■ Triennial Performance Audit



**Fechter
& Company**
Certified Public
Accountants

Triennial Performance Audit
For the Period of July 1, 2009 – June 30, 2012

Prepared for
Mono County Local Transportation Commission

Prepared by
Craig R. Fechter, CPA
Fechter & Company, Certified Public Accountants

June 25, 2013

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INDEPENDENT AUDITOR'S REPORT

June 25, 2013

Board of Directors
Mono County Local Transportation Commission
Mammoth Lakes, California

We have conducted a performance audit of the Mono County Local Transportation Commission for the period of July 1, 2009 – June 30, 2012. Our audit was conducted in accordance with auditing standards generally accepted in the United States of America, *Government Auditing Standards*, and the *Performance Audit Guidebook* as published by Caltrans.

The purpose of this performance audit is to evaluate the efficiency, effectiveness, and economy of the operation of the Mono County Local Transportation Commission.

This report is intended solely for the information of the Mono County Local Transportation Commission, California State Department of Transportation, and the State Controller's Office.

Fechter & Company,
Certified Public Accountants


Sacramento, California

EXECUTIVE SUMMARY

The Mono County Local Transportation Commission is the Regional Transportation Planning Agency (RTPA) for Mono County. A performance audit of all RTPAs receiving funds under the Transportation Development Act (TDA) is required every three years. This is the triennial performance audit for the period July 1, 2009 – June 30, 2012.

During our performance audit, we assessed the Mono County Local Transportation Commission's (Commission) compliance with applicable laws, rules, and regulations as prescribed by the Transportation Development Act, and we examined the functional areas of the Commission's operations. The following were our objectives:

- Determine compliance with TDA performance reporting requirements
- Determine efficiency, effectiveness, and economy of the Commission's activities
- Develop recommendations for improving the Commission's performance

Our review of the Commission indicates that its last performance audit of the Commission was performed in 2009. During the period under audit, the Director of the Community Development Department of Mono County oversaw Commission activities. Our firm is in a unique position in performing the performance audit as we also conduct the annual financial statement and TDA compliance audits. Much of our work involving examination of the Commission's compliance with TDA regulations is completed on an annual basis instead of just once in the three year period.

Our findings and recommendations are as follows:

Compliance Audit

Our audit was conducted under the rules and guidelines provided by the September 2008 edition of the California Department of Transportation's *Performance Audit Guidebook*. We reviewed internal as well as external reports for consistency, thoroughness, and timeliness, and interviewed Commission staff.

We reviewed the 14 areas of compliance as provided by the *Performance Audit Guidebook*. Our findings and recommendations are discussed on pages 7 – 10 of this report. Our review shows that the Commission is in compliance with these TDA rules. It is important to note that there have been noncompliance findings in the past, which the Commission has rectified.

Functional Area Review

We reviewed each of the functional areas of the Commission as identified in the *Performance Audit Guidelines*. Functional areas of the Commission along with our recommendations for improvement and suggested implementation time frames are listed below.

Functional Area Recommendations	Time Frame
<ul style="list-style-type: none">• Administration and Management No recommendation	N/A
<ul style="list-style-type: none">• Transportation Planning and Regional Coordination No recommendation	N/A
<ul style="list-style-type: none">• Claimant Relationships and Oversight No recommendation	N/A
<ul style="list-style-type: none">• Marketing and Transportation Alternatives No recommendation	N/A
<ul style="list-style-type: none">• Grant Applications and Management No recommendation	N/A

INTRODUCTION

This performance audit report on the Regional Transportation Planning Agency (RTPA) activities of the Mono County Local Transportation Commission (Commission) is in compliance with the State of California Public Utilities Code Section 99246. The statute requires a triennial performance audit of the Mono County Local Transportation Commission to be performed by an independent agency. The audit covers the period of July 1, 2009 – June 30, 2012.

The scope of a performance audit is significantly different from the traditional financial audit. While a financial audit analyzes the fairness of information presented in the financial statements, a performance audit analyzes the performance of the activities represented in the financial statements. Performance audits are to be conducted in accordance with the efficiency, economy, and effectiveness standards of the General Accounting Office's Government Audit Standards.

Economy and efficiency standards determine the following:

- Is the entity acquiring, protecting, and using its resources economically and efficiently?
- What are the causes of inefficiencies or uneconomical practices?
- Has the entity complied with laws and regulations concerning matters of economy and efficiency?

Effectiveness standards determine the following:

- To what extent are the desired results or benefits established by the oversight body being achieved?
- How effective are the Commission's organizations, programs, activities, or functions?
- Are the Commission's operations in compliance with laws and regulations applicable to the entity?

Based on the general requirements listed above, our audit of each functional area included the following particular objectives:

- Evaluate the organizational structure, management effectiveness, and staffing levels to support the responsibilities of the Commission
- Assess the Commission's use of human resources and technology
- Review key practices to evaluate operational efficiency
- Assess the effectiveness of services and determine whether the Commission is efficiently maximizing transportation services

ORGANIZATION AND STRUCTURE

The Mono County Local Transportation Commission (Commission) was created by joint resolution of the Mono County Board of Supervisors and the Mammoth Lakes Town Council. Pursuant to Government Code Section 29535, the Mono County Local Transportation Commission thus created was designated by the Secretary of Business, Transportation and Housing as the regional transportation planning agency for Mono County on October 1, 1984. Revenues due to the Local Transportation Fund (LTF) are derived from the quarter-cent portion of the 8.25 percent retail sales tax collected statewide. The overall sales tax rate has fluctuated in recent years due to results of certain state-wide elections. The quarter cent is returned to the County by the State Board of Equalization according to the amount of tax collected in the County on a monthly basis. The State Transit Assistance (STA) funds are derived from the statewide sales tax on gasoline and diesel fuel and are distributed by the California State Controller's Office on a quarterly basis. This funding source has been relatively inconsistent as it has not been made available in certain years during the audit period. Other revenue sources include state and federal grants, including Rural Planning Assistance (RPA), and State Transportation Improvement Program Project Planning and Monitoring (STIP-PPM) grants. These funds are allocated and distributed by Cal-Trans.

The following are the Commission's primary functions:

- Develop Regional Transportation goals and objectives for Mono County
- Administer Transportation Development Act (TDA) funds
- Develop and implement the Regional Transportation Plan (RTP)
- Prepare the annual Overall Work Program (OWP)
- Coordinate and interpret transportation planning
- Review and prioritize grant applications for various funding programs

The Commission and Caltrans mutually carry out the transportation planning process for the transportation planning area in a manner that assures full compliance with state and federal laws, as well as the guidelines prepared by Mono County, Caltrans, and the Federal Department of Transportation. The intent is to ensure that the planning decisions are reflective of and responsive to the partnership of the state, federal, and local agencies.

The Commission board is composed of three members appointed by the Mono County Board of Supervisors, and three members appointed by the Mammoth Lakes Council. For each regular member it appoints, the appointing authority may name an alternate member to serve in the place of the regular member when that person is absent or disqualified from participating in a meeting of the Commission.

The personnel for the Commission are structured as follows: The department head of the Mono County Community Development Department also serves as the Executive Director of the Transportation Commission. The Executive Director is responsible for the general administration over the Commission's activities. The Executive Director appoints a Commission secretary whose main responsibilities include maintaining records, billing funding sources, assisting staff in preparation and dissemination of public notices, agendas, agenda packets, and other official business. The County of Mono provides other technical staff (engineering, legal and planning) services as needed.

The Town of Mammoth Lakes (the Town) also plays an integral role in operating the Commission's business. The town performs outsourced planning services on behalf of the Commission as part of the Work Elements completed in its OWP. The Commission oversees the work performed by the Town in conjunction with Caltrans who oversees the transportation planning services the Commission provides. The Town Public Works Director serves as the Executive Director on matters related to the Town.

There are several committees who assist in the administration of the Commission. The committees' structure and purpose are as follows:

- Regional Planning Advisory Committee (RPAC) – RPACs have been appointed to represent the unincorporated communities on planning matters, including transportation planning. In order to encourage attendance and integration of the SSTAC recommendations into the LTC's deliberations, the SSTAC has been holding concurrent hearings with the Commission in recent years.
- Mono County Social Services Transportation Advisory Council (SSTAC) – The SSTAC is an advisory committee to the Commission on matters pertaining to the transit needs of transit dependent and transit disadvantaged persons. The SSTAC's input is considered in and made an integral part of the Commission's "Unmet Transit Needs" hearing and findings process. The composition of the SSTAC, the terms of the SSTAC appointments and precise responsibilities of the SSTAC are found in Section 99238 of the Public Utilities Code.

AUDIT RESULTS

The performance audit of the Mono County Local Transportation Commission consists of three sections: (1) a compliance review, (2) a status of prior audit recommendations, and (3) a functional review of the Commission.

Compliance Review

The Commission is required to follow the rules and regulations described in the Transportation Development Act (TDA) in administering the Local Transportation and State Transit Assistance Funds. The Transportation Development Act consists of two parts: (1) the Public Utilities Code, and (2) the California Code of Regulations. These two codes outline compliance requirements that the Commission must follow. A review of each compliance requirement and the Commission's status with each requirement is as follows:

Summary and Results of Performance Audit Compliance

1. Public Utilities Code Section 99231 – All operators and city or county governments which have responsibility for serving a given area, in total, claim no more than those Local Transportation Fund moneys apportioned to that area.
 - Mono County comprises two areas of apportionment: Mono County (42 percent) and the Town of Mammoth Lakes (58 percent). The apportionment is based on an annual report from the Federal Department of Finance. Our firm reviews this calculation on an annual basis as part of the regular financial statement audit.
2. Public Utilities Code Sections 99233.3 and 99234 – The Regional Transportation Planning Agency (RTPA) must adopt rules and regulations delineating procedures for the submission of claims for facilities provided for the exclusive use of pedestrians and bicycles.
 - The Commission has adopted a policies and procedures manual that delineates claimant procedures. However, due to the limited number of claimants, these procedures are relatively informal but appear to operate just fine given the needs of the Commission and the local claimants.
3. Public Utilities Code Sections 99238 and 99238.5 – The RTPA must establish Social Services Transportation Advisory Council (SSTAC). The RTPA must ensure that there is a citizen participation process that includes at least an annual hearing.
 - The SSTAC meets on an annual basis. In order to assure public participation, the Commission publicizes meetings in the local newspaper and posts notices in public places in the county.

4. Public Utilities Code Section 99244 – The RTPA must annually identify, analyze, and recommend potential productivity improvements that could lower the operating costs of those operators that operate at least 50 percent of their vehicle service miles within the RTPA’s jurisdiction. Recommendations include, but are not limited to, those made in the performance audit.
 - Potential productivity improvements in current transit service are reviewed on an annual basis through the unmet transit needs hearing process and informal discussions between the Eastern Sierra Transit Authority director and the Commission Executive Director. The Commission reviews potential service changes and determines whether needs can be reasonably met.
5. Public Utilities Code Section 99245 – The RTPA must ensure that all claimants to whom it allocates TDA funds submit to it and to the State Controller an annual certified fiscal and compliance audit within 180 days after the end of the fiscal year.
 - The Commission is in compliance with this requirement.
6. Public Utilities Code Sections 99246 and 99248 – The Commission must designate an independent entity to conduct a performance audit of operators and itself. For operators, the audit must include the calculation of the required performance indicators, and the audit report must be transmitted to the entity that allocates the operator’s TDA monies within 12 months after the end of the triennium. If an operator’s audit was not transmitted by the start of the second fiscal year following the last fiscal year of the triennium, TDA funds are not to be allocated to the operator for that or subsequent fiscal years until the audit is transmitted.
 - The last performance audit of the Commission was submitted to Caltrans in 2009. That audit covered the three years ended June 30, 2009.
7. Public Utilities Code Section 99246(c) – The Commission must submit a copy of its performance audit to the Director of the California Department of Transportation. In addition, the Commission must certify in writing to the Director that the performance audit of operators located in the area under its jurisdiction have been completed.
 - The Commission is in compliance with this requirement.
8. Public Utilities Code Section 99246(d) – The performance audit of the operator providing public transportation services shall include, but not be limited to, a verification of the operator’s operating cost per passenger, operating cost per vehicle service hour, passengers per vehicle service mile, and vehicle service hours per employee, as defined in Section 99247. The performance audit shall include, but not be limited to, consideration of the needs and types of passengers being served and the employment of part-time drivers and the contracting with common carriers of persons operating under a franchise or license to provide services during peak hours, as defined in subdivision (a) of Section 99260.2

- The Eastern Sierra Transit Authority recently had a performance audit completed for the three year period ended June 30, 2010.
9. Public Utilities Code Sections 99270.1 and 99270.2 – The regional transportation planning agency must establish rules and regulations regarding revenue ratios for transportation operators providing services in urbanized and new urbanized areas.
- There are no urbanized areas in Mono County. The Commission applies the revenue ratios established in the TDA to transit operators.
10. Public Utilities Code Section 99275.5 – The Commission must adopt criteria, rules and regulations for the evaluation of claims filed under Article 4.5 of the TDA and the determination of the cost effectiveness of the proposed community transit services.
- The Commission does not allocate funds under Article 4.5, Community Transit Services, and is therefore exempt from this requirement.
11. Public Utilities Code Sections 99310.5 and 99313.3 and Proposition 116 – State Transit Assistance funds received by the RTPA can only be allocated for transportation planning and mass transportation purposes.
- The Commission uses State transit Assistance funds only to provide funding for transit services within Mono County.
12. Public Utilities Code Section 99314.3 – The amount of State Transit Assistance received, pursuant to Public Utilities Code Section 99314, by each RTPA shall be allocated to the operators in the area of its jurisdiction as prescribed by the State Controller’s Office.
- The State Transit Assistance received pursuant to PUC 99314 is allocated in the area of its jurisdiction as prescribed by the State Controller’s Office.
13. Public Utilities Code Section 99401.5 – If TDA funds are allocated for purposes not directly related to public or specialized transportation services, or facilities for exclusive use of pedestrians and bicycles, the Commission will annually do the following:
- A. Consult with the SSTAC established pursuant to PUC Section 99238.
 - B. Identify transit needs, including the following: Groups who are transit -dependent or who are transit- disadvantaged.
 - C. Determine the adequacy of existing transit services to meet the needs of groups identified.
 - D. Analyze potential alternatives to provide transportation services.
 - E. Adopt or re-affirm definitions of “unmet transit needs” and “reasonable to meet”.

- F. Identify the “unmet transit needs” and those needs that are “reasonable to meet.”
 - G. Adopt a finding that there are not unmet transit needs, that there are no unmet transit needs that are reasonable to meet, or that there are unmet transit needs including needs that are reasonable to meet.
 - H. If a finding is adopted that there are unmet transit needs, these needs must have been funded before an allocation is made for streets and roads.
- The Commission’s Social Services Transportation Advisory Council participates in the annual public hearing process to review unmet transit needs prior to making any allocations for streets and roads. It is important to note that no streets-and-roads allocations have been made for a number of years due to shortfalls in LTF funding and the priority given to transit over other allocations such as streets and roads.
14. California Code of Regulations Section 6662 – The Commission must cause an audit of its accounts and records to be performed for each fiscal year by the County Auditor or a Certified Public Accountant. The Commission must transmit the resulting audit report to the State Controller within 12 months of the end of each fiscal year and must be performed in accordance with the Basic Audit Program and Report Guidelines of the California Special Districts prescribed by the State Controller. The Audit shall include a determination of compliance with the Transportation Development Act and the accompanying rules and regulations. Financial statements may not comingle the State Transit Assistance fund, the local transportation fund, or other revenue or funds of any city, county, or other agency. The RTPA must maintain fiscal and accounting records and supporting papers for at least four years following fiscal year close.
- The Commission contracts with a Certified Public Accountant to conduct an annual fiscal and compliance audit of its funds and account groups. The audit meets the requirements of the TDA as well as those imposed by the State Controller’s Office.

Findings: The Mono County Local Transportation Commission appears to be in compliance with Transportation Development Act regulations.

Recommendation: None

Status of Prior Audit Recommendations

Our firm, Fechter & Company, CPAs conducted a previous performance audit and made two recommendations:

We recommend that Commission personnel work closely with the state of California to submit and approve their Overall Work Program to be eligible for Rural Planning Assistance monies in a timely manner.

Status: Implemented.

We recommend that Commission staff review payment claims with their internal staff and the county auditor to determine if claims from the town can be processed in a timelier manner.

Status: Implemented. As part of our annual financial statement audit we noted that claims appeared to have been paid on a timely manner. As part of the performance audit, we made inquiries of both major stakeholders in the Commission: The Town of Mammoth Lakes and the Eastern Sierra Transit Authority. Both parties stated that they were satisfied with the time period in which claims were processed. This represents a major improvement over the previous performance audit period in which claims from both ESTA and the Town were taking months to be processed.

Functional Review, Findings and Recommendations

This section reviews the various functions of the Mono County Local Transportation Commission. In accordance with guidelines in the Performance Audit Guidebook issued by Caltrans, the functional areas are grouped as follows:

1. Administration and Management
2. Transportation Planning and Regional Coordination
3. Claimant Relationships and Oversight
4. Marketing and Transportation Alternatives
5. Grant Applications and Management

In reviewing each functional area, we performed the following procedures:

- Discussed with management what the Commission's policies and procedures are and how their policies and procedures affected the Commission's performance during the last three years
- Obtained or reviewed copies of pertinent documents
- Discussed Commission activities with various Commission staff

The following are our findings and recommendations:

1. Administration and Management

Administration and Management involves the overall administration of the Commission's activities, including Governing Board Activities, Internal Planning and Achievements, and General Administration.

Personnel

The Commission Overall Work Program (OWP) and annual budget details the Commission's ongoing activities regarding transit and transportation planning activities in Mono County. The Executive Director is responsible for managing the various projects outlined in the OWP. The auditor reviewed the OWP's from the previous three years and found them to be sufficient for the needs of the Commission. Moreover, we discussed the OWP's with Caltrans who also expressed the opinion that these OWP's met the needs of the Commission and the County.

In accordance with state TDA law, the Commission conducts an annual transit needs assessment to identify any unmet transit needs in the county. Public hearings are held to obtain input on transit needs. Following the hearings, the Board determines whether or not those needs are reasonable to meet. The auditor reviewed the Commission's Unmet Transit Needs process and found that it is compliant with TDA regulations. We review this process on an annual basis as part of the ordinary fiscal and compliance audits.

Pursuant to Public Utilities Code Section 99238, the Commission has established a Social Services Transportation Advisory Council (SSTAC), which is a group of possible transit-dependent citizens of the County of Mono. This group convenes at least annually and is consulted in the unmet transit needs process.

The Commission is charged with administering the Local Transportation Fund monies allocated to claimants. It is also charged with assuring that each claimant submits an annual fiscal and compliance audit, and that each transit operator submits a triennial performance audit.

Following a previous performance audit recommendation, the Commission has established a policies and procedures manual which outlines its responsibilities. It should be noted that a great deal of time and effort was spent in producing this manual, which should help the Commission in carrying out its assigned duties.

It should be noted that the Commission provides significant technical assistance to the transit provider, Eastern Sierra Transit Authority, and has shown a great deal of creativity in the area of transportation alternatives. For example, in the past Commission staff initiated a web-based ride-share program as an alternative to regular modes of transportation. Individuals residing within county boundaries may visit the Commission website and sign up for the County ride-

sharing program with the website acting as an online liaison between individuals in the community. According to Commission staff, this program has been so successful that other RTPAs have noticed and set about developing similar ride-sharing plans. Specifically, when we inquired of Eastern Sierra Transit Authority staff about the Commission's participation level, ESTA staff had the following to offer:

"I am very satisfied with the MCLTC's participation with ESTA. LTF, STA and PTMISEA reimbursements are paid very timely. The current Commissioners are very involved in transportation issues and willing to weigh-in on transit topics. Although County staff is busy with many other duties, we believe they are appropriately responsive to ESTA and transit issues. Much of the County staff's input is in the form of review of ideas and suggestions forwarded by ESTA. This arrangement has been effective, as they're a valuable sounding board".

As we noted previously, the Commission has no full-time employees and subcontracts with the County of Mono to perform Commission functions. There was a period of time during the previous audit years where the Commission had no acting financial secretary. This ended up causing delays in compiling the records necessary to bill the state on RPA and STIP-PPM projects, which should be done on a quarterly basis. This also caused difficulties in completing the annual audits as we had to wait for records to be provided which should have been available upon the audit dates. As part of our inquiries made of outside parties, Caltrans staff noted that this caused problems in processing claims payable to the Commission. Under normal circumstances we would issue a performance recommendation, but we believe the Commission has already rectified this issue by having a financial secretary in place for the past 20 months who has kept the Commission up to date in posting expenditures to the Commission's general ledger, billing Caltrans, and coordinating the annual fiscal and compliance audits. We believe the Commission is in a strong position to continue their strong performance in this area as long as a financial secretary is kept on staff to arrange its fiscal affairs.

We thus conclude our review of the administrative functions with no additional recommendations.

2. Transportation Planning and Regional Coordination

Transportation Planning and Regional Coordination includes both short- and long-term transportation demand projections, preparation for service provision to meet those needs, and financial planning and analysis. The function ensures that transportation providers within the Commission's region provide services without duplication. This area includes these functions:

- Regional Transportation Plan (RTP) development and adoption
- RTP implementation
- Information generation and distribution

- Information collection

Purpose of the Regional Transportation Plan

RTPs are planning documents developed by RTPAs and Metropolitan Planning Organizations (MPOs) in cooperation with Caltrans and other stakeholders. They are required to be developed as per State legislation, Government Code Section 65080 et seq., of Chapter 2.5 and federal legislation, U.S. Code, Title 23, Sections 134 and 135 et seq.

The state's RTP Guidelines set forth the following purposes of the RTP:

- Provide an assessment of the current modes of transportation and potential new travel options within the region
- Predict the future needs for travel and goods movement
- Identify and document actions necessary to address the region's mobility and accessibility needs
- Identify and detail needed transportation improvements to serve as a foundation for these actions:
 - Development of the Federal Transportation Improvement Program (FTIP), the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP)
 - Identification of project purpose and needs
 - Development of an estimate of emissions impacts for demonstrating conformity with the air quality standards identified in the State Implementation Plan (SIP)
- Provide a forum for participation and cooperation
- Facilitate partnerships that reconcile transportation issues that transcend regional boundaries
- Involve the public; federal, state, and local agencies; and local elected officials early in the transportation planning process. Include these groups in discussions and decisions on the social, economic, air quality and environmental issues related to transportation.

Legal Requirements of the Regional Transportation Plan

According to state guidelines, an RTP must include the following elements:

- Policy – The policy element reflects the mobility goals, policies, and objectives of the region.
- Action – The action element identifies programs and actions to implement the RTP.
- Financial – The financial element summarizes the cost of implementing RTP projects given a financially constrained environment.

The California Transportation Commission recommends that a Regional Transportation Plan include the following:

- Executive Summary – An introductory chapter stating the regional perspective and identifying the challenges and transportation objectives to be achieved.
- Needs Assessment – An identification of personnel, resources, and actions needed to facilitate project development. Part of this assessment should be transportation performance objectives and anticipated outcomes.
- Reference to regional environmental issues and air quality documentation needs.

Updating the Regional Transportation Plan

According to Government Code 65080(c), each RTPA must adopt and submit, every three years beginning September 1, 2001, an updated RTP to the California Transportation Commission and Caltrans. However, a RTPA that does not contain an urbanized area may adopt and submit an RTP once every five years.

Review of Mono County's most recent Regional Transportation Plan

The most recent RTP was finalized by the Commission in December 2008. The Commission prepares the document in-house and utilizes consultants to assist in its preparation. The auditor found that the plan contained no significant deficiencies and complied with State of California RTP guidelines as noted in the "2010 California Regional Transportation Plan Guidelines" book. Specifically, we reviewed the "Regional Transportation Plan Checklist" revised in February of 2010 and found no significant deficiencies in the Commission's report.

Regional Coordination

As we had previously noted above, per our inquiries of ESTA, the major stakeholder in the Commission for the transit function, they expressed the sentiment that the Commission was a willing partner and served as a valuable sounding board on regional transportation issues.

We thus conclude our review of the transportation planning and regional coordination functions with no additional recommendations.

3. Claimant Relationships and Oversight

This functional area involves the Commission's interaction with the transit operators and member agency claimants within its jurisdiction. Interactions include the following:

- Technical and managerial assistance to operators
- Communication of TDA
- Reports and information received by RTPA

- TDA claim processing
- Processing payments of Rural Planning Assistance and State Planning, Programming and Monitoring funds.

In carrying out the duties of TDA administration, the Commission apportions available funding in accordance with the guidelines of the Transportation Development Act. The Commission is also responsible for coordinating usage of Rural Planning Assistance and STIP-PPM funds from the state. In our discussions with the Commission and the Town of Mammoth Lakes in the previous performance audit and financial statement audits, we had found that the Commission had not been processing claims for payment to the town in a timely manner. Some claims had been up to 6 months overdue. Due to this fact, we had made a prior performance audit recommendation that the Commission staff review payment claims with their internal staff and County auditor to determine if claims from the town and ESTA could be processed in a timely manner.

As part of planning the current year audit, we had decided to contact Caltrans, ESTA and the Town in regards to claim processing and invoices submitted to Caltrans for the STIP-PPM and RPA programs. Our inquiries of Caltrans employees indicated that Caltrans had not noted any issues with timeliness of claims being submitted to Caltrans. Our inquiries of Town personnel were very positive in respect of the prior performance audit finding. Specifically, the Town had the following to offer:

“While I have only been with the town for a short time, the billings have been paid promptly (within one month) and I have also audited our LTC accounts to see if there are any past due accounts and there are not. Commission staff promptly answers questions and they were willing to come to the Town to train Town staff on LTC billings”.

ESTA staff had the following feedback to note on claims processing:

“LTF, STA and PTMISEA reimbursements are paid very timely. There was a time several years ago where payments were delayed, however, that has been remedied for several years”.

It appears that the Commission has appropriately addressed its compliance audit finding from the past period and is now keeping up to date with claim processing. This has assuredly improved the relationship with its claimants and service providers.

We thus conclude our review of the claimant relationships and oversight functions with no additional recommendations.

4. Marketing and Transportation Alternatives

This functional area consists of promoting public transportation and alternative transportation within the County. Its activities center around marketing and public relations, and public information and transportation alternatives.

The Commission does not operate a transit service provider in the County as it is part of a regional Joint Powers Authority (ESTA). It is more along ESTA's line of responsibilities to market the services it provides to its constituents. The Commission's responsibility lies more with monitoring ESTA's activities.

The Commission assists the Eastern Sierra Transit Authority whenever the Transit System has marketing needs. The Commission advertises public meetings to encourage citizen participation; however, because the county's population is widely dispersed, citizen participation is limited. However, the RPAC's are used as an established system for local feedback on transit planning matters. ESTA has been very responsive working with Commission staff to periodically schedule items and attend RPAC meetings to seek citizen input. The auditor did note that the public seemed widely involved with the Unmet Needs hearings, which is a credit to the Commission's efforts.

We thus conclude our review of the marketing and transportation functions with no additional recommendations.

5. Grant Applications and Management

This functional area includes technical assistance to operators in the grant application process, coordination of grant applications in the region, and monitoring operator compliance with grant terms.

As the area-wide clearinghouse for federal grant applications, the Commission reviews and comments on applications to eliminate duplication of activities and conflicts with local policies. The Commission reviews all grants submitted to the state of California by the Eastern Sierra Transit Authority.

The Commission has previously applied for grants to supplement their planning fund. Both Rural Planning Assistance (RPA) and State Transportation Improvement Program (STIP) grants have been received and are expected to continue well into the future. We note that the Commission has never lost a grant due to a technical error.

We thus conclude our review of the marketing and transportation functions with no additional recommendations.

As noted in our executive summary the Commission appears to have rectified the prior audit findings and recommendations. The issues that we noted had appeared during the audit period

were also rectified prior to the year-ending June 30, 2012. It appears the level of communication the Commission has with Caltrans, its claimant (ESTA) and service provider (Town of Mammoth Lakes) are all satisfied with the Commission's overall performance. The Commission appears to be doing an excellent job with their limited resources.

Mono County Local Transportation Commission

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

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

Staff Report

August 12, 2013

TO: Mono County Local Transportation Commission

FROM: Mary Booher, Administrative Services Manager

SUBJECT: 2012-13 Regional Surface Transportation Program Funding

RECOMMENDATIONS:

- 1) Approve and authorize chair's signature on the 2012-13 Optional Regional Surface Transportation Program Federal Exchange, and
- 2) Allocate revenue equally between the Town of Mammoth Lakes and Mono County.

FISCAL IMPLICATIONS: \$9,408 in revenue for road maintenance

ENVIRONMENTAL COMPLIANCE: N/A

RTP / RTIP CONSISTENCY: N/A

DISCUSSION:

This is the first year that the Mono County LTC has been provided funding under the Optional Regional Surface Transportation Program (RSTP) for road maintenance. The allocation amount is \$9,408. Mono County also receives a direct allocation under this program. Staff is trying to determine whether the Town receives a direct allocation, but has not confirmed that as of submission time.

While there are varied formulas that could be used to allocate these funds, such as population or maintained mileage shares, due to the small amount available, staff recommends a 50/50 split for this allocation.

Staff would also like to note that while the attached letter indicates a response prior to June 14, 2013, since this is the first time the LTC has received this allocation, staff worked with Caltrans to determine what these funds could be used for before bringing this item to the LTC. We understand that we can still claim these funds.

ATTACHMENT

- RSTP/State Match Exchange letter and agreement

DEPARTMENT OF TRANSPORTATION

Division of Local Assistance
1120 N STREET
P.O. BOX 942874, MS# 1
Sacramento, CA 94274-0001
TTY 711
(916) 654-3151
Fax (916) 653-7621



File : 09-MNO-0-MNTC
X13-6142(016)
2012/2013 Exchange Program

June 6, 2013

Mr. Scott Burns
Executive Director
Mono County Transportation Commission
P.O. Box 8
Bridgeport, CA 93517

Subject: Optional Regional Surface Transportation Program (RSTP) Federal Exchange Program for FY 2012/2013

Dear Mr. Burns:

This letter serves to notify you of the opportunity to participate in the Optional RSTP Federal Exchange Program for FY 2012/2013.

Enclosed is the Federal Exchange Agreement which contains the estimated amount of federal funds you are eligible to exchange and is exclusive of the federal funds exchanged with eligible counties within your jurisdiction. We have not yet received the final apportionment amounts for Federal Fiscal Year (FFY) 2013. The exchanged amount is based on your FFY 2012 apportionment including any adjustments made to prior year RSTP balances. Necessary rescissions or additions will be reflected on next year's Agreement. In order to participate in this year's program and receive the funds, you must do the following:

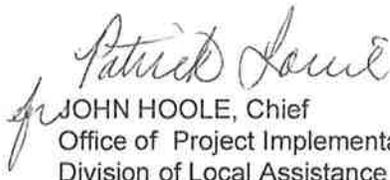
*Concur with the amount shown on the agreement. If you do not agree with this amount, please contact HQ Local Assistance at (916) 653-6220 no later than June 14, 2013.

*Submit a complete list of local entities that received the prior year's exchange. A sample form has been provided. We can not execute the agreement without this report.

*Sign both copies of this agreement and return them by June 28, 2013 to the Department of Transportation, Division of Local Assistance, P.O. Box 942874, MS#1, Sacramento, CA 94274-0001. If the agreement is not received by this date, it may cause a delay in getting the funds to you. When we receive your signed agreements they will be executed and one original will be returned to your agency. Once you receive the executed agreement, forward your invoice directly to the District Local Assistance Office.

The Division of Local Assistance intends to directly provide eligible counties within your region the opportunity to participate in the FY 2012/2013 Federal Exchange & State Match Program. Please contact my office by June 14, 2013 if you do not wish to allow an eligible county within your region to participate in the program.

If you need additional information regarding the program, please refer to Chapter 18 of the Local Assistance Program Guidelines. Please contact me at (916) 653-6220 if you have any questions.


JOHN HOOLE, Chief
Office of Project Implementation - South
Division of Local Assistance

Enclosures
c: OLP AE Project Files

FEDERAL APPORTIONMENT EXCHANGE PROGRAM
CALIFORNIA DEPARTMENT OF TRANSPORTATION
REGIONAL TRANSPORTATION PLANNING AGENCY

46

District: 09
Agency: Mono County Transportation Commission

Agreement No. X13-6142(016)
AMS Adv ID:0913000066

THIS AGREEMENT is made on _____, by Mono County Transportation Commission, a Regional Transportation Planning Agency (RTPA) designated under Section 29532 of the California Government Code, and the State of California, acting by and through the Department of Transportation (STATE).

WHEREAS, RTPA desires to assign RTPA's portion of apportionments made available to STATE for allocation to transportation projects under "Moving Ahead for Progress in the 21st Century Act" (MAP-21), as modified in accordance with Section 182.6 of the Streets and Highways Code (Regional Surface Transportation Program (RSTP) funds) in exchange for nonfederal State Highway Account funds:

NOW, THEREFORE, the parties agree as follows:

1. As authorized by Section 182.6(g) of the Streets and Highways Code, RTPA agrees to assign to STATE the following portion of its estimated annual RSTP apportionment:

\$9,408.00 for Fiscal Year 2012/2013

The above referenced portion of RTPA's estimated annual RSTP apportionment is equal to the estimated total RSTP apportionment less (a) the estimated minimum annual RSTP apportionment set for the County under Section 182.6(d)(2) of the Streets and Highways Code, (b) any Federal apportionments already obligated for projects not chargeable to said County's annual RSTP minimum apportionment, and (c) those RSTP apportionments RTPA has chosen to retain for future obligation.

2. RTPA agrees the exchange for County's estimated annual RSTP minimum apportionment under Section 182.6(d)(2) of the Streets and Highways Code will be paid by STATE directly to Mono County.

For Caltrans Use Only

I hereby Certify upon my own personal knowledge that budgeted funds are available for this encumbrance

Accounting Officer

| Date

| \$



5.23.13

9,408

3. Subject to the availability of STATE funds following the receipt of an RTPA invoice evidencing RTPA's assignment of those estimated RSTP funds under Section 1 to STATE, STATE agrees to pay to RTPA an amount not to exceed \$9,408.00 of non-federal exchange funds ("Funds") that equals the sum of the estimated RSTP apportionment assigned to State in Section 1 above.

4. RTPA agrees to allocate all of these Funds only for those projects implemented by cities, counties, and other agencies as are authorized under Article XIX of the California State Constitution, in accordance with the requirements of Section 182.6(d)(1) of the Streets and Highways Code.

5. RTPA agrees to provide to STATE annually by each August 1 a list of all local project sponsors allocated Funds in the preceding fiscal year and the amounts allocated to each sponsor.

6. RTPA agrees to require project sponsors receiving those Funds provided under this AGREEMENT to establish a special account for the purpose of depositing therein all payments received from RTPA pursuant to this Agreement: (a) for cities within their Special Gas Tax Street Improvement Fund, (b) for counties, within their County Road Fund, and (c) for all other sponsors, a separate account.

7. RTPA agrees, in the event a project sponsor fails to use Funds received hereunder in accordance with the terms of this AGREEMENT, to require that project sponsor to return those exchange Funds to RTPA for credit to the account established under Section 5 above. In the event of any such requirement by STATE, RTPA shall provide written verification to STATE that the requested corrective action has been taken.

8. STATE reserves the right to reduce the STATE Funds payment required hereunder to offset such additional obligations by the RTPA or any of its sponsoring agencies against any RSTP federal apportionments as are chargeable to, but not included in, the assignment made under Section 1 above.

9. COST PRINCIPLES

A) RTPA agrees to comply with, and require all project sponsors to comply with, Office of Management and Budget Circular A-87, Cost Principles for State and Local Government, and with the exception of 49 CFR, Part 18, section 18.36 (i) subsections (3), (4), (5), (6), (8), (9), (12), and (13), will comply with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

B) RTPA will assure that its Fund recipients will be obligated to agree that (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual Project cost items and (b) those parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving Funds as a contractor or sub-contractor under this AGREEMENT shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

C) Any Fund expenditures for costs for which RTPA has received payment or credit that are determined by subsequent audit to be unallowable under Office of Management and Budget Circular A-87, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by RTPA to STATE. Should RTPA fail to reimburse Fund moneys due STATE within 30 days of demand, or within such other period as may be agreed in writing between the Parties hereto, STATE is authorized to intercept and withhold future payments due RTPA from STATE or any third-party source, including, but not limited to, the State Treasurer, the State Controller and the CTC.

10. THIRD PARTY CONTRACTING

A) RTPA shall not award a construction contract over \$10,000 or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed using Funds without the prior written approval of STATE.

B) Any subcontract or agreement entered into by RTPA as a result of disbursing Funds received pursuant to this AGREEMENT shall contain all of the fiscal provisions of this Agreement; and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors.

C) In addition to the above, the preaward requirements of third party contractor/consultants with RTPA should be consistent with Local Program Procedures as published by STATE.

11. ACCOUNTING SYSTEM

RTPA, its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate Fund expenditures by line item. The accounting system of RTPA, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

12. RIGHT TO AUDIT

For the purpose of determining compliance with this AGREEMENT and other matters connected with the performance of RTPA's contracts with third parties, RTPA, RTPA's contractors and subcontractors and STATE shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times for three years from the date of final payment of Funds to RTPA. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and RTPA shall furnish copies thereof if requested.

13. TRAVEL AND SUBSISTENCE

Payments to only RTPA for travel and subsistence expenses of RTPA forces and its subcontractors claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules.

If the rates invoiced are in excess of those authorized DPA rates, then RTPA is responsible⁴⁹ for the cost difference and any overpayments shall be reimbursed to STATE on demand.

14. SINGLE AUDIT

RTPA agrees to include all State and Federal funded projects in the schedule of projects to be examined in RTPA's annual audit and in the schedule of projects to be examined under its single audit prepared in accordance with Office of Management and Budget Circular A-133.

STATE OF CALIFORNIA
Department of Transportation

Mono County Transportation Commission

By: _____
Office of Project Implementation
Division of Local Assistance
Date: _____

By: _____
Title: _____

Date: _____

District: 09
Agency: Mono County Transportation Commission

Agreement No. X13-6142(016)
AMS Adv ID:0913000066

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For Caltrans Use Only

I hereby Certify upon my own personal knowledge that budgeted funds are available for this encumbrance

Accounting Officer	Date	\$
<i>Hanbringuia</i>	5.23-13	9,408

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LTC Commissioners' 2013 Sorted Priority List

#	Project	Category(ies) & Background	Funding Source			Priorities						
			TE/TAP ¹	STIP/RTIP	Local/Other	Bacon	Fesko	Hogan	Johnston	Lehmann	Stump	Staff
IN PROGRESS OR COMPLETED – no further action required by LTC												
16	Paved bicycle climbing lane on Rock Creek Rd from Crowley Lake Dr to Rock Creek Pack Station	<ul style="list-style-type: none"> Policy: existing Project: in progress – part of Rock Creek Road design 			FHP		X	X			X	
7	Planning of trails & connections at Rock Creek Canyon & Ranch, including uphill climbing lane on Lower Rock Creek Road (FS1)	<ul style="list-style-type: none"> Staff work program: existing, 13-14 OWP – planning 	X		LTF trails grants partnerships	X		X			X	
48	Install bus stops in Chalfant (FS2)	COMPLETE!									X	
EXISTING POLICIES & PROJECTS												
1	Add 2'-8' shoulders on two-lane sections of US 395 for multi-modal transportation (LKJ1), north Mono US 395 shoulder widening/ improvement (SH4), widen shoulders on US 395 from Bridgeport to SR 108 (TF7)	<ul style="list-style-type: none"> Policy: existing Project: various sections are existing proposals, some may be new proposals Caltrans request Wetlands may constrain projects; passing lanes around Bridgeport proved infeasible 		X	SHOPP, minor projects		X	X	X		X	
2	SR 203/Main St: Clear snow off sidewalks/bikepaths (LKJ11); MOU with Caltrans for snow management on Minaret & SR 203/Main St (JB2); Caltrans snow management and clear sidewalks/bikepaths (SH3)	<ul style="list-style-type: none"> Policy: existing Project: existing, e.g. relinquishment study Staff work program 			LTF Town County	X		X	X			
3	Complete N. Conway passing lane project (LKJ5); 4-lane N. Conway Summit on US 395 (TF6)	<ul style="list-style-type: none"> Project: existing (Appdx C & D) Caltrans partnership: a possible MOU project (ITIP eligible) 		X	ITIP (MOU)		X	X	X			
7	Program construction & maintenance of trails & connections at Rock Creek Canyon & Ranch, including uphill climbing lane on Lower Rock Creek Road (FS1)	<ul style="list-style-type: none"> Construction & maintenance 	X		LTF trails grants partnerships	X		X			X	
13	Review County pavement management system results and initiate PSRs for highest priority roads	<ul style="list-style-type: none"> Staff work program: existing, 13-14 OWP Pavement management system results expected in July 2013 			County			X	X		X	PW
15	Add sidewalk on SR 203 from Whiskey Creek to Village (ML1)	<ul style="list-style-type: none"> Policy: existing Project: existing 	X		Town	X		X		X		

¹TE/TAP represents funding under the new MAP-21 and Transportation Alternatives Program (TAP), which replaces the old Transportation Enhancement (TE) program. Since TAP guidelines have not yet been released, this is considered a potential funding source for all projects that would have qualified under the old TE program. Other sources, such as the Environmental Enhancement and Mitigation Program (EEMP) are also included.
Updated: July 11, 2013

LTC Commissioners' 2013 Sorted Priority List

#	Project	Category(ies) & Background	Funding Source			Priorities						
			TE/TAP	STIP/RTIP	Local/Other	Bacon	Fesko	Hogan	Johnston	Lehmann	Stump	Staff
4	Conway Summit cut: complete evaluation of slope stabilization trials and complete (LKJ6)	<ul style="list-style-type: none"> Project: existing (Appdx C), very expensive and may exceed single year funding Project: existing Caltrans SHOPP proposal (Appdx D) Caltrans request/partner 	X		County SHOPP			X	X			
8	US 6 flood control issues (bridges, culverts) (FS5)	<ul style="list-style-type: none"> Project: existing – US 6 drainage upgrade on SHOPP candidate list (Appdx D) Caltrans request 			SHOPP Minor projects			X			X	
5	Designate SR 158 as State Scenic Highway (LKJ9)	<ul style="list-style-type: none"> Policy: existing. Current Scenic Byway project could encompass; raises private property issues along corridor 			Current Scenic Byway				X			
6	Complete County downtown parking ordinance revision (LKJ16)	<ul style="list-style-type: none"> Policy: existing Staff work item almost complete: Planning Commission hearing on 7/11, then Board hearing 			LTF				X			
9	Create a Transportation Asset Management Plan matrix for the Town (JB1)	<ul style="list-style-type: none"> Staff work program: existing, 13-14 OWP Needs additional funding to complete 			LTF partially covers, Measure R appl rejected	X						
10	Construct scenic pull-outs on US 395 in Bridgeport Valley (TF1)	<ul style="list-style-type: none"> Project: existing (Appdx D – SHOPP), wetlands impacts likely to be significant barrier Caltrans request 			Future Scenic Byway, County, Caltrans SHOPP		X					
11	Add Bridgeport Twin Lakes Road shoulder and bike lanes (TF4)	<ul style="list-style-type: none"> Project: existing (Appdx C) Caltrans request 		X	SHOPP Minor Projects		X					
12	Add SR 182 shoulder and bike lanes (TF5)	<ul style="list-style-type: none"> Project: existing (Appdx C) Caltrans request 		X	SHOPP Minor Projects		X					
14	Develop trails system in Bridgeport – winter & summer	<ul style="list-style-type: none"> Staff work program: existing, 13-14 OWP Construction & maintenance TBD 			LTF trails grants partnerships							RPAC
EXISTING POLICIES & NEW PROJECTS												
17	Airport Road improvements: interim pavement repair, pavement reconstruction, realign to be main road with Fish Hatchery side road (LKJ13); airport road improvements (SH2)	<ul style="list-style-type: none"> Policy: existing Project: new 		X	County	X		X	X		X	

LTC Commissioners' 2013 Sorted Priority List

#	Project	Category(ies) & Background	Funding Source			Priorities						
			TE/TAP	STIP/RTIP	Local/Other	Bacon	Fesko	Hogan	Johnston	Lehmann	Stump	Staff
18	Create deer/snow/airport safety improvements: deer/snow fence on south side US 395 from SR 203 to south of Benton Crossing Rd and on some northern sides and around airport, and wildlife undercrossings (LKJ14); airport deer fences (SH1)	<ul style="list-style-type: none"> Policy: existing Project: new Caltrans partnership request 	X		County Town	X airport only		X	X		X	
20	Town signage and wayfinding fabrication and installation	<ul style="list-style-type: none"> Policy: existing Project: new 	X		Town Measure U	X		X				X
21	Mammoth Airport safety improvements: buildings for safety equipment	<ul style="list-style-type: none"> Policy: existing support for airport Project: new 			FAA State Aeronautics	X					X	
19	County Road Shop/Yard in Bridgeport: landscape/screen from US 395, add dark-sky compliant lighting (LKJ4)	<ul style="list-style-type: none"> Policy: existing Project: new 	X		County				X			
22	Hwy 203 Main Street Revitalization	<ul style="list-style-type: none"> Policy: existing Project: new 	X		LTF, Town Future Scenic Byway	X						
NEW POLICIES & PROJECTS												
24	Tioga Pass Heritage Highway: safety & scenic/interp enhancements (LKJ7)	<ul style="list-style-type: none"> Policy: new Project: new Project: existing – turnouts on Caltrans STIP list (Appdx D) 	X	X turnouts	Caltrans SHOPP, future Scenic Byway, FHP			X	X			
32	Add Mammoth as destination to mileage signs in Nevada and/or I-15 (ML2)	<ul style="list-style-type: none"> Project: new Caltrans & NV DOT request Eastern CA Transp. Partnership Planning discussion 						X		X		
35	Add northbound left turn lane at US 395 and Mill Canyon (north of Walker)(TF8)	<ul style="list-style-type: none"> Project: new Caltrans request 			SHOPP Minor Projects		X				X	
33	Add Bridgeport welcome/gateway signs (TF2)	<ul style="list-style-type: none"> Policy: new Project: new 	X		Future Scenic Byway, County, pvt		X					RPAC
37	Catch-up with backlog of road striping on County roads to improve safety	<ul style="list-style-type: none"> Project: new 			County						X	PW

LTC Commissioners' 2013 Sorted Priority List

#	Project	Category(ies) & Background	Funding Source			Priorities							
			TE/TAP	STIP/RTIP	Local/Other	Bacon	Fesko	Hogan	Johnston	Lehmann	Stump	Staff	
39	Add bike lanes and/or wider shoulders on major routes in Chalfant	<ul style="list-style-type: none"> Project: new Caltrans request 			SHOPP Minor projects County							X	RPAC
41	Lee Vining/June Lake Main Street Revitalization & walkability	<ul style="list-style-type: none"> Policy: new Project: new Staff work program 	X		Future Scenic Byway, Transp. Planning Grant			X					RPAC
40	Add bike path connecting Chalfant Loop Rd to Chalfant proper (1 mi) creating a safe bike route between White Mtn. Estates and Chalfant	<ul style="list-style-type: none"> Project: new 	X		County							X	RPAC
23	Repair eroding slopes at Auchoberry Pit (LKJ2)	<ul style="list-style-type: none"> Project: new 	X		County				X				
25	Renovate June Lake Loop rumble strip @ US 395 to be safer for bicyclists (LKJ8)	<ul style="list-style-type: none"> Policy: new Project: new 			SHOPP, minor projects				X				
26	Screen old sheriff's substation with berm from US 395 (LKJ12)	<ul style="list-style-type: none"> Policy: new Project: new 	X		County				X				
27	Repainting and maintenance of Mono County entry signs on US 395 (LKJ17)	<ul style="list-style-type: none"> Policy: new Project: new 	X		County				X				
28	Utilize self-weathering steel guardrails in the County (LKJ18)	<ul style="list-style-type: none"> Policy: new Project: new, Caltrans request 			Incorporate into future projects				X				
29	Add grooves cut across US 395 in varying widths to generate different sounds that "play" a song as cars pass over to prevent drivers falling asleep (LKJ20)	<ul style="list-style-type: none"> Policy: new Project: new Caltrans request 			County SHOPP Minor Projects				X				
30	Add signage along US 395 to identify special geographic features (LKJ21)	<ul style="list-style-type: none"> Policy: new Project: new 	X		Future Scenic Byway, County				X				
31	Add right turn land at McGee on southbound US 395 (FS4)	<ul style="list-style-type: none"> Project: new Caltrans request 			SHOPP Minor projects							X	
34	Pave the last 2 miles of Bodie Road to the State Park (TF3)	<ul style="list-style-type: none"> Project: new – State Parks ranger reassigned – previous discussion was for County to secure 50% match 					X						
36	Add Mammoth/Hwy 203 as destinations to US 6, SR 120, and Benton Crossing Rd signs (SH 5)	<ul style="list-style-type: none"> Project: new Caltrans request 						X					

LTC Commissioners' 2013 Sorted Priority List

#	Project	Category(ies) & Background	Funding Source			Priorities							
			TE/TAP	STIP/RTIP	Local/Other	Bacon	Fesko	Hogan	Johnston	Lehmann	Stump	Staff	
38	Bridgeport Main Street projects – long list including streetscape and pedestrian/bicycling improvements	<ul style="list-style-type: none"> Project: new Staff work program 	X		LTF County, Future Scenic Byway								RPAC
42	Rehabilitation and stabilization of cut slope above ball field on Crowley Lake Drive	<ul style="list-style-type: none"> Policy: new Project: new 			HSIP – need doc County							X	
PRIOR POLICIES & PROJECTS													
45	a. Re-initiate US 395 N. Sherwin Grade improvement project (LKJ 15) b. Include realignment of Lower Rock Creek Rd intersection	<ul style="list-style-type: none"> Prior project: SHOPP project was too expensive Caltrans partnership: possible MOU project (ITIP eligible) Prior Caltrans analysis: insufficient accident data when L. Rock Creek & Tom's Place intersections not combined		X	ITIP	X b. phased first?				X		X	
43	Rehabilitation and stabilization of slopes on Lower Rock Creek Rd	<ul style="list-style-type: none"> Policy: new Project: new 			HSIP – need doc County							X	
44	Keep Crestview rest area open year round (LKJ10)	<ul style="list-style-type: none"> Prior request of Caltrans Caltrans request: no funds available 			Caltrans				X				
46	Re-initiate & complete deer fence/grade separate at Sonora Junction (LKJ3)	<ul style="list-style-type: none"> Prior project: funded by Caltrans via TE, dropped due to sensitive environmental issues (wetlands) 	X		County				X				
47	Work with Inyo LTC to designate all of US 395 as State Scenic Highway (LKJ19)	<ul style="list-style-type: none"> Prior staff work item –Inyo LTC was not interested 			LTF				X				
MONITOR													
49	BLM ore-processing pit in Inyo near Laws, >200 trucks/day on US 6. Left turn lane both N & S (FS3)	Resolved for now – monitor situation										X	



Date: August 12, 2013

STAFF REPORT

Subject: ESTA FY2012/13 Annual Operations Report

Initiated by: John Helm, Executive Director

ANALYSIS/DISCUSSION:

Eastern Sierra Transit is presenting this FY2012/13 Operations Report to the Local Transportation Commission to detail ESTA's transit services in Mono County and to provide the Commission with a year-over-year comparison for each of the routes. Overall ridership (passenger trips) in Mono County increased significantly in FY12/13, nearly doubling from the previous year. However, all of the increase was attributable to the addition of the Mammoth Mountain Ski Area (MMSA) service. Excluding the MMSA service, ridership in Mono County actually declined slightly by 3,379 passenger trips (0.6%). The majority of the decline was attributable to the Mammoth fixed-route service, and is believed to be a function of decreased service hours due to the reduction in late-night winter trolley service.

Detailed operating statistics, by route are included on the following pages.

EASTERN SIERRA TRANSIT AUTHORITY - TRANSIT SERVICES IN MONO COUNTY

Route	Fares	Adults	Snr	Dis	W/C	Child	C-5	Total Pax	Yd Hrs	Svc Hours	Yd Mi	SVC MILES	AVG FARE	REV/SVC MILE	PAX / SVC HR	MI / SVC HR	PAX / SVC MI
FY 2012-13																	
Benton to Bishop	\$2,292	146	225	11	0	16	99	497	308	297	9,733	9,198	\$4.61	\$0.25	1.67	32.8	0.05
June Mtn Shuttle	\$19,425	917	0	0	0	124	0	1,041	290	226	7,474	6,044	\$18.66	\$3.21	4.61	33.1	0.17
Lancaster	\$57,178	2,877	493	308	54	61	96	3,889	1,581	1,347	63,436	62,493	\$14.70	\$0.91	2.89	47.1	0.06
Mammoth FR	\$0	260,153	5,897	131	0	89,543	9,459	365,183	15,492	14,814	219,883	212,895	\$0.00	\$0.00	24.65	14.8	1.72
Mammoth DAR	\$16,438	2,935	307	2,503	0	334	263	6,342	3,195	3,152	19,922	18,562	\$2.59	\$0.89	2.01	6.3	0.34
Measure U	\$8,955	7,267	1,852	0	0	95	37	9,251	220	199	1,788	1,578	\$0.97	\$5.67	46.49	9.0	5.86
MMSA	\$0	473,004	0	127	0	56,562	0	529,693	13,985	12,843	207,771	163,738	\$0.00	\$0.00	41.24	16.2	3.24
Mammoth Express	\$27,979	3,654	350	234	1	157	293	4,689	1,392	997	49,674	47,137	\$5.97	\$0.59	4.70	49.8	0.10
Reds Meadow	\$409,791	115,053	0	0	0	31,053	2,307	148,413	5,775	4,858	66,403	58,610	\$2.76	\$6.99	30.55	13.7	2.53
Reno	\$82,225	2,336	623	39	5	44	62	3,109	2,320	2,040	86,526	85,749	\$26.45	\$0.96	1.52	42.4	0.04
Walker (total)	\$9,417	196	1,236	570	2	33	76	2,113	1,967	1,717	19,524	15,378	\$4.46	\$0.61	1.23	11.4	0.14
TOTAL	\$633,700	868,538	10,983	3,923	62	178,022	12,692	1,074,220	46,525	42,490	752,134	681,382	\$0.59	\$0.93	25.28	17.7	1.58
FY 2011-12																	
Benton to Bishop	\$4,143	285	482	46	15	15	57	900	367	351	10,755	10,524	\$4.60	\$0.39	2.56	30.6	0.09
June Mtn Shuttle	\$38,312	1,872	1	0	0	0	0	1,860	713	631	17,995	17,046	\$20.60	\$2.25	2.95	28.5	0.11
Lancaster	\$53,440	2,603	450	196	20	75	59	3,403	1,449	1,327	65,014	63,782	\$15.70	\$0.84	2.56	49.0	0.05
Mammoth FR	\$0	265,515	8,656	199	3	85,698	19,820	379,891	16,730	15,740	226,647	218,854	\$0.00	\$0.00	24.14	14.4	1.74
Mammoth DAR	\$20,082	3,871	218	2,500	137	340	312	7,368	3,826	3,632	33,273	31,561	\$2.73	\$0.64	2.03	9.2	0.23
Measure U	\$0	0	0	0	0	0	0	0	0	0	0	0					
MMSA	\$0	0	0	0	0	0	0	0	0	0	0	0					
Mammoth Express	\$31,582	4,242	463	218	6	242	267	5,438	1,496	1,139	55,957	52,827	\$5.81	\$0.60	4.77	49.1	0.10
Reds Meadow	\$409,190	107,675	0	0	0	33,650	2,361	143,686	4,828	7,327	143,054	55,211	\$2.85	\$7.41	19.61	19.5	2.60
Reno	\$85,097	2,168	621	67	9	153	42	3,060	2,085	1,983	87,535	86,653	\$27.81	\$0.98	1.54	44.1	0.04
Walker (total)	\$11,662	199	885	1,055	5	78	78	2,300	1,709	1,561	25,164	20,720	\$5.07	\$0.56	1.47	16.1	0.11
TOTAL	\$653,508	388,430	11,776	4,281	195	120,251	22,996	547,906	33,203	33,691	665,394	557,178	\$1.19	\$1.17	16.26	19.7	0.98

Route	Fares	Adults	Snr	Dis	W/C	Child	C-5	Total Pax	Yd Hrs	Svc Hours	Yd Mi	SVC MILES	AVG FARE	REV/SVC MILE	PAX / SVC HR	MI / SVC HR	PAX / SVC MI	
VARIANCE FY2012/13 to FY2011/12																		
Benton to Bishop	(\$1,851)	(139)	(257)	(35)	(15)	1	42	(403)	(59)	(54)	(1,022)	(1,326)	\$0.01	(\$0.14)	(0.89)	2.13	(0.03)	
June Mtn Shuttle	(\$18,887)	(955)	(1)	0	0	124	0	(819)	(423)	(405)	(10,521)	(11,002)	(\$1.94)	\$0.97	1.66	4.55	0.06	
Lancaster	\$3,738	274	43	112	34	(14)	37	486	132	20	(1,578)	(1,289)	(\$1.00)	\$0.08	0.32	(1.90)	0.01	
Mammoth FR	\$0	(5,362)	(2,759)	(68)	(3)	3,845	(10,361)	(14,708)	(1,238)	(926)	(6,764)	(5,959)	\$0.00	\$0.00	0.52	0.44	(0.02)	
Mammoth DAR	(\$3,644)	(936)	89	3	(137)	(6)	(49)	(1,026)	(631)	(480)	(13,351)	(12,999)	(\$0.13)	\$0.25	(0.02)	(2.84)	0.11	
Measure U	\$8,955	7,267	1,852	0	0	95	37	9,251	220	199	1,788	1,578	\$0.97	\$5.67	46.49	8.98	5.86	
MMSA	\$0	473,004	0	127	0	56,562	0	529,693	13,985	12,843	207,771	163,738	\$0.00	\$0.00	41.24	16.18	3.24	
Mammoth Express	(\$3,603)	(588)	(113)	16	(5)	(85)	26	(749)	(104)	(142)	(6,283)	(5,690)	\$0.16	(\$0.00)	(0.07)	0.70	(0.00)	
Reds Meadow	\$601	7,378	0	0	0	(2,597)	(54)	4,727	947	(2,469)	(76,651)	3,399	(\$0.09)	(\$0.42)	10.94	(5.86)	(0.07)	
Reno	(\$2,872)	168	2	(28)	(4)	(109)	20	49	235	57	(1,009)	(904)	(\$1.36)	(\$0.02)	(0.02)	(1.73)	0.00	
Walker (total)	(\$2,245)	(3)	351	(485)	(3)	(45)	(2)	(187)	258	156	(5,640)	(5,342)	(\$0.61)	\$0.05	(0.24)	(4.75)	0.03	
TOTAL	(\$19,808)	480,108	(793)	(358)	(133)	57,771	(10,304)	526,314	13,322	8,799	86,740	124,204	(\$0.60)	(\$0.24)	9.02	(2.05)	0.59	
PERCENTAGE VARIANCE FY2012/13 to FY2011/12																		
Benton to Bishop	-44.7%	-48.8%	-53.3%	-76.1%	-100%	6.7%	73.7%	-44.8%	-16.1%	-15.4%	-9.5%	-12.6%	0.2%	-36.7%	-34.7%	7.0%	-36.8%	
June Mtn Shuttle	-49.3%	-51.0%	-100.0%					-44.0%	-59.3%	-64.2%	-58.5%	-64.5%	-9.4%	43.0%	56.3%	16.0%	57.8%	
Lancaster	7.0%	10.5%	9.6%	57.1%	170%	-18.7%	62.7%	14.3%	9.1%	1.5%	-2.4%	-2.0%	-6.4%	9.2%	12.6%	-3.9%	16.6%	
Mammoth FR		-2.0%	-31.9%	-34.2%	-100%	4.5%	-52.3%	-3.9%	-7.4%	-5.9%	-3.0%	-2.7%			2.1%	3.1%	-1.2%	
Mammoth DAR	-18.1%	-24.2%	40.8%	0.1%	-100%	-1.8%	-15.7%	-13.9%	-16.5%	-13.2%	-40.1%	-41.2%	-4.9%	39.2%	-0.8%	-31.0%	46.4%	
Measure U																		
MMSA																		
Mammoth Express	-11.4%	-13.9%	-24.4%	7.3%	-83.3%	-35.1%	9.7%	-13.8%	-7.0%	-12.5%	-11.2%	-10.8%	2.7%	-0.7%	-1.5%	1.4%	-3.4%	
Reds Meadow	0.1%	6.9%				-7.7%	-2.3%	3.3%	19.6%	-33.7%	-53.6%	6.2%	-3.0%	-5.7%	55.8%	-30.0%	-2.7%	
Reno	-3.4%	7.7%	0.3%	-41.8%	-44.4%	-71.2%	47.6%	1.6%	11.3%	2.9%	-1.2%	-1.0%	-4.9%	-2.4%	-1.2%	-3.9%	2.7%	
Walker (total)	-19.2%	-1.5%	39.7%	-46.0%	-60.0%	-57.7%	-2.6%	-8.1%	15.1%	10.0%	-22.4%	-25.8%	-12.1%	8.8%	-16.5%	-29.5%	23.8%	
TOTAL	-3.0%	123.6%	-6.7%	-8.4%	-68.2%	48.0%	-44.8%	96.1%	40.1%	26.1%	13.0%	22.3%	-50.5%	-20.7%	55.5%	-10.4%	60.3%	

The primary performance indicator of Productivity (passenger trips per service hour) increased significantly in FY12/13 from 16.26 to 25.28 trips per hour. This increase is directly attributable to the MMSA service. The MMSA routes are very high volume, far exceeding the productivity for any of ESTA's routes previously. Even though total passenger trips declined for the Mammoth fixed routes in FY2012/13, productivity for these routes increased by 0.52 trips per hour. Comments for the routes that experienced declines in ridership in FY12/13 are identified below.

ROUTE	COMMENT
Benton to Bishop	Certain frequent riders are no longer in the Benton area
June Mtn. Shuttle	June Mtn. Shuttle operated only weekends and holidays in FY12/13. This service operated 7 days/week in FY11/12. Productivity for this route increased by 1.66 trips/hour in 12/13.
Mammoth Dial-a-Ride	Continued transition of riders to the extensive, free fixed route service available in the Town of Mammoth Lakes.
Mammoth Express	Elimination of certain runs which were merged into the Reno route. Passenger trip reduction nearly mirrored the reduction in service hours.
Walker	Transition of regular riders, which occurs normally and can result in significant percentage changes in ridership in small communities.

The recently presented Mono County Local Transportation Commission Project Development Review Process identified two transit performance measures to be monitored. These measures are Transit Farebox Recovery Ratio, and Overall Ridership. As mentioned above, overall ridership increased by 96% (526,314 passenger trips) in FY12/13 as a result of the addition of the MMSA routes. Farebox recovery ratio is a measurement of the contribution toward overall operating costs provided by passenger fares. In Mono County, where the majority of transit service is provided fare-free and is subsidized by contracts with the Town of Mammoth Lakes and Mammoth Mountain Ski Area, farebox recovery ratio is calculated by treating this contract revenue as fare revenue. The recovery ratio for each of the routes is detailed on the following page. It is important to note that the calculation is based on an Agency wide average operating cost of \$66.84 per hour. ESTA staff is in the process of developing specific operating costs by route in order to provide a more meaningful analysis of the farebox recovery ratio. As an example, the operating costs for the Reno and Lancaster routes, when operated with a larger bus which is less fuel efficient and is operating on highways at high speeds (miles per hour), will have a much higher hourly operating cost than a dial-a-ride route which may be operated at comparatively slow speeds and much higher fuel efficiency. Staff expects to have the analysis completed by the end of this summer and will incorporate the more accurate route-specific operating costs in future reports. The greater than 100% farebox recovery ratios for MMSA and Reds Meadow detailed in the following table is a result of the relative inaccuracy caused by using a standard operating cost. The mandated farebox recovery ratio for Eastern Sierra Transit as a rural transit operator is 10%, system wide.

Route	Fares/Contract Revenue	Svc Hours	Fare Recovery Ratio
FY 2012-13			
Benton to Bishop	\$2,292	297	12%
June Mtn. Shuttle	\$19,425	226	129%
Lancaster	\$57,178	1,347	64%
Mammoth FR	\$591,079	14,814	60%
Mammoth DAR	\$142,203	3,152	67%
Measure U	\$8,955	199	67%
MMSA	\$1,089,656	12,843	127%
Mammoth Express	\$27,979	997	42%
Reds Meadow	\$409,791	4,858	126%
Reno	\$82,225	2,040	60%
Walker (total)	\$9,417	1,717	8%
TOTAL	\$2,440,200	42,490	86%

RECOMMENDATION

Receive Information only

Mono County Local Transportation Commission

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

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

Staff Report

August 12, 2013

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

FROM: Peter Bernasconi PE, Senior Associate Civil Engineer

SUBJECT: Update on Town of Mammoth Lakes LTC Projects

RECOMMENDATIONS: Receive quarterly update from Town of Mammoth Lakes regarding current status of LTC projects.

FISCAL IMPLICATIONS: N/A

ENVIRONMENTAL COMPLIANCE: Environmental compliance is determined during the appropriate component of the project development on a project-by-project basis.

RTP / RTIP CONSISTENCY: All of these projects are programmed in previous STIP cycles. Consistency with the RTP / RTIP was established at time of programming.

DISCUSSION:

PROJECT	Design Features	STATUS
Mammoth Lakes Trail System Wayfinding & Signage Phase 4 Local Measure R Funds	Multiuse Path Signage Interpretive Panes	<i>This project is being completed in partnership with the USFS funded with ARRA and Measure R funds. Design and messaging work of eight additional interpretive panels to be installed along the path was completed in 2012. The Recreation Commission authorized construction of 7 of these panels at the August 6, 2013 meeting. Construction is anticipated to be completed in spring 2014.</i>
Southerly Airport Access Project STIP Funds	<ul style="list-style-type: none"> • Two 11 foot lanes • Bike lanes 	<p>The project will construct a 32-foot wide road from Mammoth Yosemite Airport to Benton Crossing Road. This project requires right of way from the USFS and the Department of Water and Power. Construction is currently not programmed because these funds were programmed for the Lake Mary Bike Path in consideration of for funding augmentation on the Lake Mary Road Bike Path Project. Preliminary engineering and environmental work is complete. The project has been allocated funds for right of way acquisition and final design. USFS working on Special Use Permit.</p> <p><i>No construction funds have been identified for this project.</i></p>
<i>Safe Routes 2 School</i> Sierra Nevada Road Sidewalk Project <i>State Funds</i> <i>Local Funds Measure U</i>	<ul style="list-style-type: none"> • <i>Sierra Nevada Road from Laurel Mountain to Chaparral Road</i> • Sidewalks • Bike lanes • Safety signage 	<p><i>Preliminary Engineering and Environmental is complete. Final PS&E is complete, fall 2012. Construction contract awarded July 2013.</i></p> <p><i>The project is under construction and is expected to be completed by the mid-September 2014.</i></p>

PROJECT	Design Features	STATUS
Lower Canyon Boulevard Rehab STIP Funds Federalized Funding	<ul style="list-style-type: none"> • Rehab two 11 foot lanes • 6 foot bike lanes • 7 foot sidewalk • Intersection safety lighting • Drainage 	<p>Project will rehabilitate pavement, curb and gutter, install storm drain, and install sidewalk. CTC approved the project at the June Meeting. The allocation for PE was approved. The design is complete. Construction funding has been delayed until 20012/13 due to programming the STIP Augmentation for the Lake Mary Bike Path. Additional funds have been requested from the 2012 STIP for cost increase and minor scope increase.</p> <p><i>CTC adopted the 2012 STIP. A NEPA document has been completed, CTC authorized PS&E fund December 2012, Constructions funds were approved at the June 2013 CTC meeting. We are expecting authorization to advertise for bids beginning in September 2013. Construction will begin May 2014 and be completed by November 2014.</i></p>
Library College Connector Path BTA State Funds EEM Federal Funds Local Funds Measure R	<ul style="list-style-type: none"> • Class 1 Bike Path 	<p>The Town was awarded BTA funds to construct a Class 1 Bike Path from the intersection of Sierra Park Road to Cerro Coso College and Student Housing. Preliminary engineering and environmental was completed prior to the grant application submittal. A design consultant was selected was complete December 2012.</p> <p><i>Project awarded at the May 5, 2013 Council Meeting and construction is underway. Construction of the bike path was completed before the July 4, 2013 weekend. Light pole and fixture and signage are expected to be completed by November 2013.</i></p>
<i>BTA Grant</i> Meadow Creek Mammoth Creek Park Connector Path <i>State and Local Measure R</i>	<ul style="list-style-type: none"> • 10 foot wide Class 1 Bike Path • Class 2 Bike Lanes 	<p><i>This project will constructed a class 1 bike path from mammoth Creek Park to Meadow Lane, Class 2 bike lanes on Meadow Lane and a Class 1 bike path on the east side of Minaret Road to Mammoth Creek at the Town Loop.</i></p> <p><i>Design is complete summer 2012. The construction project was awarded at the July 2013 Council Meeting. Construction is expected to be completed by the end of November 2013.</i></p>

<u>PROJECT</u>	<u>Design Features</u>	<u>STATUS</u>
<i>Waterford Gap</i> <i>BTA and Measure R Funds</i>	<i>Class 1 Bike Path (includes emergency access)</i>	Construct Class 1 bike path between North Waterford and South Waterford Avenue. Project will include two 14 foot wide bridges for the 12 foot wide bike path. <i>This project was program as a TE project. The Town received a BTA grant so the TE funds were reprogramed to the Minaret Gap Closure Project. Staff has requested preliminary engineering and environmental review funds for the August 2012 CTC meeting. Funds have been allocated for PE which will be completed this summer. Construction is expected summer 2014.</i>
<i>STIP TE Funds</i> <i>Minaret Road Gap Closure Project</i> <i>State and Federal Funds</i>	<i>Class 1 Bike Path</i>	Construct Class 1 bike path and tunnel under Minaret Road at Mammoth Creek. Staff has requested the preliminary engineering and environmental review funds in August 2012 for the October 2012 CTC meeting. The CTC approved the funds at the January 2013 meeting. Staff has selected a consultant for design and environmental services. Environmental and preliminary engineering will be completed 2013/2014. Construction is programed for 2015.
<i>STIP Funds</i> <i>Meridian Roundabout and Signal Relocation</i> <i>State Funds</i>	<i>Round a Bout Class 1 Bike Lanes</i>	Construct a round a bout at the intersection of Meridian Boulevard and Minaret Road. Relocate the signal to Sierra Park Road and Meridian Boulevard. <i>PE funds programed for the 2013/14 fiscal year. Staff will request the engineering funds in August 2013 the next CTC meeting. Construction is programed for 2015.</i>

<u>Project</u>	<u>Design Features</u>	<u>Status</u>
<p><i>Lake George Connector Path</i></p> <p><i>Sarbanes Transit in Parks FTA Grant Program</i></p> <p><i>Federal Funds</i></p>	<p><i>Class 1 Bike Lane</i></p> <p><i>New Trolley</i></p> <p><i>New Bike Trailers</i></p>	<p>The Town received a \$1.3 million FTA grant which will construct a class 1 connector path from the Lakes Basin Path at Pokanobi Lodge to the Lake George Road. This project also includes the purchase on a new Trolley and additional bike trailers. Final grant agreements are being developed. The environmental and PS&E will be completed summer 2013 and construction 2014. FTA also providing funding to analyze alternatives for pedestrian and bike traffic around Lake Mary which will be completed at the same time. A USFS Cost Share Agreement will be before Council at the May 15, 2013 meeting. The USFS will prepare the NEPA document for the project. <i>The Bike Trailers and one Trolley have been ordered. They will be delivered for use in summer 2014. Construction is planned for summer 2014 pending completion of the environmental work by the USFS.</i></p>

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

August 12, 2013

To: Local Transportation Commission
From: C.D. Ritter, LTC secretary
Re: Mammoth Changeable Message Sign (CMS)

Chair Larry Johnston requested that the following information be provided to the commission. The first item is a response to a request from the Collaborative Planning Team at its July 25, 2013, meeting. The subsequent material includes background information consisting of excerpts from LTC minutes on dates shown and other related items.

1) July 26, 2013

The following is a Caltrans response from Gayle Rosander & Forest Becket regarding a Collaborative Planning Team inquiry July 25, 2013, about the Changeable Message Sign (CMS) on SR 203 east of Mammoth Lakes:

Background information on approval of the SR 203 CMS project which is under construction currently. The background on approval of the CMS project is as follows:

- A CEQA/NEPA CE was approved in December 2011
- The Project Report was approved in January 2012
- The project was mentioned at the LTC during the quarterly Caltrans project updates in February 2012
- Caltrans did a presentation on the size and location of the CMS at the April 2012 LTC meeting
- On May 3, 2012 Caltrans attended the Town of Mammoth Lakes Town Council at the Administrator's request. There was an informal 3 to 2 vote in favor of the CMS as advertised.
- Contract was approved in July 2012
- Contract went into winter suspension
- Spring 2013 contractor was still waiting for parts
- Summer 2013/current contractor is installing the CMS

2) February 13, 2012

COMMISSIONER REPORTS: Bacon: Brian McElwain mentioned to her a changeable message sign 1,000' east of Meridian to replace a manually operated sign. The location gives opportunity for safe U-turn, and the sign is not **might be** a scenic impediment **and expressed concern about nighttime glare**.

3) March 12, 2012

CALTRANS

Activities in Mono County and pertinent statewide information: Changeable Message Signs (CMS) signs: Commissioner Bacon asked what else the CMS on 203 heading to 395 (replacing stationary sign) would be used for. Terry Erlwein, traffic engineer, responded anything affecting drivers on road. Caltrans is also engaged in traffic safety with California Highway Patrol (CHP). Public awareness programs and statewide campaigns also run.

Questions/Concerns: 1) Is CMS almost always on? *About six programs a year around holiday periods. CMSs are dark about half of the time.* 2) Opportunity for long-distance notice? *Yes, people could reroute trip. Nighttime brightness level is less than daytime, shielded from the top.* 3) Concerns with location, where options are limited to one two-lane intersection to turn around. If put two lanes through, end up with backup downhill on curve with limited visibility. If go to four-lane, the area is double-striped. Better location would be inbound from Meridian. 4) Use sign for something other than highway closures? *Fire danger, deer migration, etc.* 5) Good percentage of people who leave town on Meridian wouldn't get notice. *Choosing location is complicated.* 6) Three different CMS sizes exist – Bridgeport, Crowley and Tioga Pass. *Readout portion of larger signs is same size, with three lines of text.*

Commissioner Johnston recalled former Caltrans employee David Grah's statement that Caltrans would never again put up a billboard-size sign in Mono County. Why larger CMS? *Size and type are Caltrans standard. Erlwein does not have ability to decide anymore. Another option is not to proceed with the project.*

Johnston thought the CMS was a good idea, but aesthetics were not in keeping with this vicinity – the size of Crowley sign would be more acceptable; Commissioner Lehman would rather not have one, not spend the money; Commissioner Hogan thought it useful for deer migration, but Lehman said if a deer jumps out, nothing can be done about it. More and more signs are just a way to spend money. Commissioner Bacon countered that CMS shows different messages without new signs.

Johnston asked if [LTC] could see what's available. *It's what's in Lee Vining. Keep more in context with smaller sign.* Johnston suggested putting freeway sign on freeway, bringing Crowley sign here. *Multiple systems not cost effective.*

4) April 9, 2012

CALTRANS

Changeable Message Sign (CMS) along SR 203: Forest Becket indicated Caltrans was past point of changing project. A crane at the site did a panorama looking toward town. CMS would be 25' x 6', same as Bishop (Crowley Lake is 22' x 4'). Application for four-lane placement is independent of speed.

Commissioner Johnston noted Crowley sign was vetted with RPAC for carefully selected location and less-intrusive size. He recalled Caltrans's promise to never again put a Bridgeport-size sign in Mono County, describing it as a "travesty."

Commissioner Bacon showed an image of Lee Vining CMS (20' x 4') superimposed locally. She recalled that the CMS had not been discussed much at LTC and was very concerned. What would penalties be for rejecting it? *Should have had more vetting with town council.* Project is planned as is and out for bid. If town council encouraged District 9 to halt project, would have to weigh negative implications of planned delivery. Could pull money, but maybe not get it next year. It's either what exists, or no CMS.

Is CMS really what the community wants, when California Highway Patrol already stops traffic? With significant visual impact, did jurisdictions get notified? Probably did internal review, not public. Engineering thinks it's an appropriate sign.

Commissioner Hazard noted the CMS does not affect county residents, but thought notifying people approaching a downhill curve created a safety issue. He supported the Town, but preferred moving closer to town with a radio information system nearer Meridian and a reasonable turnaround.

Commissioner Hogan saw the worst case as bid cancellation. Look at environmental analysis to see if public had input. Perhaps take to town council for discussion on type and location of sign. Becket was not privy to full implications of pulling project. Hogan wanted more input and public-relations efforts, which would be easier before contract is awarded.

Johnston thought commissioners ought not to do visuals for a Caltrans project, which should have been vetted out with simulation to scale. Becket cited steering clear of visuals because they can be problematic.

Johnston sought LTC action to not support current configuration that would exist forever as an eyesore. Commissioner Lehman agreed with Johnston and Bacon, who indicated town manager was to meet with Hallenbeck. If Council decided, issue could come back to LTC for final discussion.

Putting hold on bid package? Becket spoke with the job's resident engineer, seemed to think bid had not yet been awarded. He suggested written correspondence to Caltrans.

MOTION: Submit letter to District 9 to not award contract until town council and public input is received. (Hogan/Bacon. Ayes: 6-0. Absent: Hansen.)

AMENDED MOTION: Also verify environmental documentation. (Johnston/Bacon. Ayes: 6-0. Absent: Hansen.)

5) April 9, 2012

LETTER TO CALTRANS:

April 9, 2012

Caltrans District 9
Director Tom Hallenbeck
500 S. Main St.
Bishop, CA 93514

Re: SR 203 CHANGEABLE MESSAGE SIGN (CMS)

Dear Mr. Hallenbeck:

At its meeting April 9, 2012, the Mono County Local Transportation Commission, on a unanimous vote, authorized a letter expressing concern with the proposed CMS for SR 203. Specifically, the Commission respectfully requests that a contract for the project not be awarded until such time as the public and the Mammoth Lakes Town Council have an opportunity for additional public input. Questions were also raised concerning the visual impact of the project and the level of environmental analysis conducted under the California Environmental Quality Act.

Your delay in awarding the contract to allow for additional review and public discussion before the Mammoth Lakes Town Council is appreciated. Please call me at (760) 924-1807 if you have questions concerning this request.

Sincerely,

Scott Burns
Executive Director

cc: Mono County Local Transportation Commission
Dave Wilbrecht, Mammoth Lakes Town Manager
Ray Jarvis, Co-Executive Director, MCLTC

----- Forwarded Message -----

From: Aaron Williams <aaron.w2@gmail.com>
To: bridgeportcalifornia@bridgeportcalifornia.com
Sent: Wednesday, June 12, 2013 11:53 PM
Subject: Suggestion

Hi,

I go camping up at Green Creek every year and often head into Bridgeport to buy supplies and of course to stop at Jolly Cone.

Anyway, I have a suggestion. I would love to bring my new car but sadly there are no charging facilities nearby and it looks like there aren't any planned. The closest charging spots will be near Reno and Bishop (if I'm properly decoding Tesla's upcoming supercharger location map at <http://www.teslamotors.com/supercharger>). Overlaying Tesla's map shows a proposed charging station going in Bishop.

Anyway, Tesla is looking for businesses to host their charging stations which add about 200 miles of range in 30 minutes. Bridgeport would be a great halfway point between Reno and Bishop, especially considering the grade along 395 near Lee Vining. What better than to have people with expensive cars having to park for a while, get out and stretch their legs and look for something to eat or do a little shopping.

Tesla has a page for proposing charging sites at <https://teslafactory.wufoo.com/forms/supercharging/>

Also, next year Tesla is coming out with an electric sport utility vehicle that can use the same charging spots.

Ideally for me would be another one located in Jamestown. This would cover people driving over Sonora pass as well as people going to Yosemite.

Sincerely,

Aaron Williams