Mono County
Local Transportation Commission

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AGENDA

June 8, 2015 – 9:00 A.M.
Town/County Conference Room, Minaret Village Mall, Mammoth Lakes
Teleconference at CAO Conference Room, Bridgeport

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

2. **PUBLIC COMMENT**

3. **MINUTES:** Approve minutes of May 11, 2015 ***– p. 1***

4. **ACTION ITEMS**
   A. Transportation Development Act (TDA) allocation *(Megan Mahaffey)*
      1. Local Transportation Funds (LTF): Adopt Resolution R15-05 apportioning and allocating LTF for 2015-16 *(Megan Mahaffey)* ***– p. 7***
      2. State Transit Assistance (STA): Adopt Resolution R15-06 apportioning $178,860 of STA funds for fiscal year 2015-16 to the Eastern Sierra Transit Authority (ESTA) *(Megan Mahaffey)* ***– p. 12***
   B. Title VI Compliance Plan: Adopt Resolution R15-07 adopting the Title VI compliance plan for LTC *(Megan Mahaffey)* ***– p. 14***
   C. Senate Bills 16 & 321: Authorize letters regarding transportation funding bills SB 16 & 321 *(requested by Commissioner Johnston)* ***– p. 44***
   D. Adopt Resolution R15-08 requesting approval of FTA Section 5311(f) for funding Eastern Sierra Transit Authority's 395 inter-regional bus route *(Jill Batchelder)* ***– p. 50***

5. **COMMISSIONER REPORTS**

6. **LOCAL TRANSPORTATION**
   A. Rural Counties Task Force (RCTF) performance measure project *(Gerry Le Francois)* ***– p. 62***
   B. Southern California Edison project status for Rock Creek Road *(Deborah Hess, SCE)*
   C. State Route 108 truck restriction report: Authorize Minute Order M15-03 supporting truck restriction ***– p. 75***

7. **TRANSIT**
   A. Eastern Sierra Transit Authority (ESTA): Approve Resolution R15-08 authorizing
   B. Yosemite Area Regional Transportation System (YARTS) update

8. **CALTRANS**
   A. Report activities in Mono County & provide pertinent statewide information

9. **INFORMATIONAL**
   A. Caltrans Sustainability Program ***– p. 109***
   B. YARTS meeting schedule ***– p. 110***

10. **UPCOMING AGENDA ITEMS**

More on back…

11. **ADJOURN** to July 13, 2015

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

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

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DRAFT MINUTES

May 11, 2015

COUNTY COMMISISIONERS: Larry Johnston, Fred Stump, Tim Fesko (videoconference)

TOWN COMMISSIONERS: Jo Bacon, Sandy Hogan, Shields Richardson

COUNTY STAFF: Scott Burns, Garrett Higerd, Gerry Le Francois, Wendy Sugimura, Megan Mahaffey, Stacey Simon, C.D. Ritter

TOWN STAFF: Haislip Hayes

CALTRANS: Ryan Dermody, Brent Green

ESTA: John Helm

GUESTS: Brooke Bien, MUSD; Charles Broten, Head Start; Dick Whittington, YARTS

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Fred Stump called the meeting to order at 9:04 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and attendees recited the pledge of allegiance.

2. **PUBLIC COMMENT:** None

3. **MINUTES**

> ***MOTION:*** Approve minutes of April 13, 2015, as amended when Commissioner Hogan arrived: 1) Item 7B, 2nd graph: Clarify that response is from Batchelder; and 2) Item 7B, third graph: Can use reserves to buy buses. *(Johnston/Richardson. Ayes: 6-0.)*

4. **ACTION ITEMS**

A. **Protocol for approval of minutes:** Stacey Simon introduced herself as assistant county counsel. Best practice is for voter to have been present at meeting. Accuracy is of high importance, as minutes are official documents, admissible in court as accurate and true. Recommendation is to have been present or familiarized with content by video streaming or some other way.

> ***MOTION:*** Approve suggested amendment to handbook *(Johnston/Fesko. Ayes: 6-0.)*

B. **Unmet Transit Needs:** Wendy Sugimura cited evaluation of input. Typically don't allocate to streets. Bacon: Select all 10? Sugimura: Choose from ballpark estimates.

Johnston: On #7, commuter route from Crowley/Mammoth to Bishop for 8-5 workday in Bishop. Explanation is vanpool possibility. Surveys? Helm: One comment. New service hopefully next month. Johnston: Two largest urban areas in Mono and Inyo counties should have a two-way connection to get to work. See if demand exists. Stump: Might be build-it, they-will-come scenario. Johnston: Demand in Swall or Paradise? Stump: Yes. Helm: Surveys in past. Hogan: Surveys made vanpool available.

Green: Constraint to backing up time? Helm: Timing very early morning from Lone Pine.

> ***MOTION:*** Adopt Resolution R15-03 on Unmet Transit Needs. *(Bacon/Johnston. Ayes: 6-0.)*

C. **Transit Security Grant Program project:** Wendy Sugimura noted safety grant proposes installing solar bus-stop lighting. Transit fencing took three years. Install before expiration next March. Depends on bond sale, when get money. Richardson: Life of Prop 1B? Sugimura: Don't actually know. Green: 2016. Helm: Start phasing incrementally as funds become available. Richardson: Cost of each bus stop? Helm:

$1,500. Stump: Light inside or general area? Helm: Wired lighting in shelters. Four stops on Chateau are dark, difficult to see passengers. Existing poles not stout enough, so added more poles. Bacon: Remove to avoid proliferation of poles.

> ***MOTION:*** Adopt Resolution R15-04 approving FY 2014-15 Cal-OES Transit Security Grant Program project. *(Bacon/Richardson. Ayes: 6.)*

D. **Overall Work Program (OWP) budget:** Megan Mahaffey presented midyear budget adjustment. Data come in month after quarter ends. RPA = Rural Planning Assistance funding. PPM = Planning Programming & Monitoring part of STIP cycle. Hogan: Include NPS/Yosemite? Burns: Not just seasonal, but new normal of open/close.

> ***MOTION:*** Approve Minute Order M15-01 adjusting 2014-15 Overall Work Program (OWP) budget *(Johnston/Hogan. Ayes: 6-0.)*

E. **2015-16 OWP:** Megan Mahaffey included OWP with comments from Town, Mono, and Caltrans. Hogan: Appreciated summaries. Ongoing projects have starts/stops, staff changes, adjustments. May take a while, but don't get dropped; stay on lists.

> ***MOTION:*** Approve Minute Order 15-02 adopting 2015-16 OWP *(Fesko/Hogan. Ayes: 6-0.)*

5. **ADMINISTRATION**

A. **2015 Active Transportation Program (ATP):** Garrett Higerd noted new requirements. Call for projects occurred. Last time, safe routes-to-school project was on cusp, ended up bumped off bottom. Reviewed project, repackaged to be competitive in new grant cycle, a completely competitive grant process. Mono's projects are not ranking according to its rules. Agreed not to submit project this cycle. In order to fund in future, look at new rules for ATP grants, consider other funding sources. Data not competing very well. In statewide competition, difficult for Mono to compete. Deadline June 1, so wanted LTC updated prior.

Green: Sec. Brian Kelly took program under his wing. In our area, not as good as before. Asked to explain why less competitive, he said it was not his intent. Provide specific examples.

Johnston: Partly rural nature, no staff to collect data. Need is there, but hard to justify. Higerd: Also smaller population. Even with data, fewer people. Transportation Enhancement (TE) guaranteed something like Lake Mary bike path; School Street Plaza. After reconfiguration, find a way to compete. Johnston: Some way for smaller districts to have a chance? Under TE grants Mono got lots of money. Green: Numerous hearings prior to finalization. Made commitment to get back to Kelly.

Hogan: Mini MOU with Inyo, or alternating years? Le Francois: Part of 26 Rural Counties Task Force (RCTF) comment letters. Theme was data would be piecemeal. Get copy of letter. Suburban rural counties in better position with more robust staff. Can't get hard data to compete.

Johnston: Maybe minimum allocation to each district so rurals get some money? Le Francois: Rurals felt slighted at small pot. Urbans have most people. Transportation Enhancement (TE) was through STIP, programming had LTC requesting allocation.

Higerd: Other issues arose. Match requirements changed, benefiting competitive projects. Johnston: Origin of match money? Higerd: Less match requirement works out to be population based. Richardson: Crosswalk costs same no matter how many users. Higerd: Benefit/cost ratio.

Sugimura: Population 5,000-200,000, so competing with Palmdale and Lancaster. Last application lost points on data showing increase in number of multi-modal pedestrian/bike; increased safety (just no accident data). Improving public health, participation, scored well but couldn't show change in accident rates. Addition of cost/benefit tool, match went to point system. Already on bubble. Substantial work to get over bubble.

Stump: No consideration for dealing with Highways 395 and 6. Sugimura: Not part of criteria.

Stump: Appreciated Green's raising question with director. Green: Commission-driven concept, but not with outcome.

Dermody: Need specifics in application to show why not meet criteria. Get information to Forest Becket.

B. **Regional Surface Transportation Program (RSTP) federal exchange program:** *Continue to next meeting.*

6. **COMMISSIONER REPORTS:** **Fesko:** Hats off to Caltrans on West Walker River; shoulder work keeps traffic flowing. **Johnston:** Keep abreast of current legislation. State is trying to do something. (Green: Agency Secretary Brian Kelly indicated last decade saw most funding transportation ever received.) **Bacon:** Council approved funding for Red Line after ski area closes, trolley for Memorial weekend. **Hogan:** Attended Authority Advisory Committee for YARTS, but postponed. Traffic control by Mono Lake going well. Special passes for officials? **Richardson:** Electric charging stations have new unit in Mojave, well used, free by Tesla. **Stump:** Snow fell on pavement. (Green: Projects not well published, but director knew signalization installed same day. Doubled interchange.)

7. **LOCAL TRANSPORTATION**

A. **Head Start building relocation:** Brooke Bien, Mammoth Unified School District's business manager, gave a brief update. Haislip Hayes is project manager. On track for moving forward, working with Inyo-Mono Advocates for Community Action (IMACA) on May 22 relocation.

Charles Broten, IMACA, admitted personal responsibility for trying to do things on his own. Now school project starts, with issues still unresolved. Moving modular building – bids open today, start whenever contracts ready. MUSD wants space vacated by June 5. Found over $200,000 from Head Start, but uncertainty exists. Behind four to six weeks, but will do best to complete project when school starts next year. Set up temporary classroom on elementary campus, closed a week to move kids out and remove playground equipment. Few days of demolition prior to moving building. Seeking possible temporary sites (college or High Country Lumber?).

Stump: How meet time frames dropping off kids at two locations? Broten: Staggered school start by 15 minutes. Only eight to nine parents involved. MUSD is giving up several parking spaces. Stump: Interfere with MHS? Bien: See how first year goes, possible adjustments midyear or next year. Maybe [start] child development classes for high school students.

Stump: Parent response? Broten: At first, didn't understand the move.

Johnston: Safety concern when starting construction during school year? Broten: Slight delay might avoid congestion. Johnston: School is out June 9, but Head Start building demolition starts with kids on site? Broten: Town will facilitate moving building at 1 a.m. Not onto highways. Johnston: Safety concerns? Bien: Working on timing of move, critical to move quickly on deadlines. Broten: OK if kids are few minutes late. Johnston: What if no grant? Broten: Would get needed money from somewhere. Money was authorized seven weeks ago, in an account. Things will move quickly for contractors. Regrets delay.

B. **Southern California Edison project status for Rock Creek Road** *(SCE presentation June 8)**:*** Burns spoke with Deborah Hess, requested in writing, but she's in Mexico; committed to appear June 8.

8. **TRANSIT**

A. **Eastern Sierra Transit Authority (ESTA)**

1. **Audited financial statement:** John Helm noted best, non-modified report from auditor. Identified $750,000 net increase. Formerly requested loans for working capital. Strong financial footing exists now even though revenues are down due to drought. Unbudgeted revenue last year: Bishop Paiutes received tribal project grant that helped fund existing service. Retirement among benefited staff, replace by less benefited. Cap replacement funding program in place now.

Hogan: How would Town replacement happen if it owns some of fleet? Helm: Setting aside money for Town fleet, developing grants (80 federal/state, 20% match). Town fortunate in 100% funding. Hogan: Town owned 10-12 buses and trolleys. When USFS backed out, ceded ownership to ESTA. Town will own part of fleet. What about new? Helm: Unknown.

Johnston: Excess ESTA funds in Inyo treasury. Consider Mono for .84% instead of .2%.

Hogan: Kids fare for Reds Meadow? Helm: Maybe need to factor in early start at Memorial Weekend, additional month of service/revenues.

Bacon: Free ticket with summer stewardship trails. Helm: NPS program where every fourth grader gets free admission to national parks. When program takes effect, ESTA will honor. Bacon: Starts 2016.

2. **ESTA activities:** Town Council approved funding for interim service through town. Nobody can remember Mountain closing prior to Memorial Day. Yesterday was final day of Red Line, so two-week period would elapse. Mountain runs connector route from village to slopes while ski area's open. Bus will run Memorial weekend.

CTC approved STIP funding for trolley for extra service during summer events. ESTA was pleased to receive recognition last month as 2015 outstanding rural transit agency.

Stump: How much money to keep Red Line open? Bacon: $7,000. Helm: Summer trolley will start 7 a.m. instead of 9 a.m. for however long ski area's open.

Stump: ESTA in position to contribute itself, or old contractual agreement? Helm: Local Transportation Funds revenue coming in is allocated to Town and Mono.

B. **Yosemite Area Regional Transportation System (YARTS):** Dick Whittington noted YARTS is 15 years old and his first time here in 10 years. YARTS will begin daily service from Fresno (when announced, hiker blogs lit up. Fly to Fresno, hike to Mammoth, ride bus back), but political realities in eastern Madera County precluded service there. Six runs/day, five round trips. Evening route from Oakhurst.

Stump: Oakhurst a stop despite opposition? Whittington: Working on it since 2009. Best Western manager didn't like project. Four months ago, new visitors bureau at Oakhurst didn't like it, but wanted to know about it. Manager said parking lot would make ideal stop. Stump: Why not like? Whittington: Back to 1989 general management plan that would exclude cars from park. Madera and Tuolumne backed out. Strong Tea Party contingent opposed all subsidies: high-speed rail, Amtrak. Reminded them Hwy 41 is subsidized by California taxpayers so residents don't have to pay for it. Good connectivity to Bass Lake.

Johnston: People flying to Fresno can also fly out of Mammoth. Whittington: Fly Alaska Air, ride YARTS! NPS offered gateway communities opportunity to increase service to reduce park congestion. All participated but Madera. "Cars are private enterprise, bus is socialism."

In 2009, YARTS transitioned to its own buses; has 10, needs three more for peak season. Having its own buses saves 25% in operating costs. New buses need less maintenance. In today's market with snow chains, cameras cost is just under $600,000 apiece. Match is a choker for small agencies. Working on five-year budget, try to plan ahead for expenses. Buses good 12 yr/500,000 miles. Racks less expensive than paint jobs, but last only five to seven years ($4,300 apiece). YARTS board approved deficit budget, used money from restricted reserve (need to survive whatever happens). Going to partners Mono, Merced, and Mariposa for support. Roads were clean and dry today all way from Merced.

Stump: Coordinate with ESTA? Whittington: Yes, get to McDonald's 15 minutes prior. Hikers spread word, and agencies link to each other's websites.

9. **CALTRANS**

A. **Caltrans Strategic Management Plan:** Brent Green noted philosophical change: mobility = roads, capacity increase to multi-modal. Statewide basis not big boy on block anymore, LTCs say it's their money, telling what to do. Series of studies was based on President Obama's sustainability premise. Experts of transportation agencies recommended modernizing, bold reform. Fix-it first philosophy. Level of service/pavement distressed lane miles. Mono has <5%, lowest in state. Quality of pavement is even better in Mammoth. Level of service done well. Only Olancha-Cartago is lower. Preservation, sustainability, and safety are highlighted. Mix of projects ahead of times, Mono's matched up with new direction.

Johnston: Mono and Inyo have MOUs with other jurisdictions to create projects. Given most of Mono's money away, yet have best pavement. Green: Recognized by CTC. Johnston: Some of CTC are skiers, come up here a lot. Strategic Plan is really spot on, succinct. Congrats on success.

Burns: ATP performance measures to increase complete streets in communities. Maybe District 9 could take lead in future? Green: Philosophy behind ATP was hodgepodge of programs and different pots of money, so combine into single entity that includes complete streets and safe routes to school.

Dermody: Looking at N. Sierra Highway in Bishop for sidewalks. *Caltrans full maintenance?* Dermody: Resounding no! Install and monitor maintenance.

Hogan: ATP regional approach should include tourism, need to get around, connectivity. Green: 60% recreation traffic. Hogan: Factor into guidelines. Summer tourism larger than winter skiing. Tourism is massive, not just small population.

B. **Draft 2015 California Interregional Transportation Strategic Plan:** Ryan Dermody noted transportation projects are prioritized across state. Government code requires plan. Flow chart identifies 40% MOU funding. 395/14 part of high-emphasis focus routes. Maybe lose status? Draft so far says top tier, critical, important. Up north, 395 was dropped as well as other routes. Stump: Why was Hwy 6 not identified? Dermody: High-emphasis, but not focus route. Happy have 395/14. Now it's corridors not routes; no longer highway-centric. Rails pop up in system, high-speed rail, bikes. Money into corridor since 1998, San Bernardino down by I-15. What's next? May 2015 draft to be published, submitted to CTC June 26 for adoption. Would be great if LTC wrote letter on behalf of draft.

NOTE: Chair Stump introduced "Motion to add 'urgent' agenda item":

MOTION: **"**I move that the LTC determine there is a need to take immediate action on letter of support for Interregional Strategic Plan, need for action came to the LTC's attention subsequently, so add to June agenda." *(Stump/Hogan. Ayes: 5. Abstain due to lack of information: Fesko.)* Support for designating 395. Work with Dermody.

MOTION: Direct staff to respond to plan supporting 395/14 corridor and mention Reno-Tahoe Industrial Park. *(Bacon/Richardson. Ayes: 5. Abstain: Fesko.)*

C. **Activities in Mono County & pertinent statewide information:** Ryan Dermody noted passes closed last week, but are now open. Storms lined up for next week, subject to storm closure. Still pursuing truck restriction on SR 108, in hands of BOS, draft ordinance (Terry Erlwein happy, years in the making).

10. **INFORMATIONAL**

A. **Sage grouse no-listing announcement:** Burns noted huge win for LTC, would have delayed road projects. Hard work ahead, based on commitment to mitigate impact. Commended Wendy for leading effort. BOS will recognize effort tomorrow. AGENDA: Senate Bill 16 to counter.

B. **ESTA earns Cal-ACT award**

C. **Gas tax hike:** Le Francois noted gas tax doesn't pay for transportation.

D. **California road charge**

11. **UPCOMING AGENDA ITEMS:** 1) LTF allocation; 2) RSTP item; 3) Edison; 4) Interregional plan letter; 5) SB 16; and 6) Head Start follow-up.

12. **ADJOURN** at 11:35 a.m. to June 8, 2015.

Prepared by C.D. Ritter, LTC secretary

COUNTY OF MONO

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Megan Mahaffey
Fiscal Analyst

Staff Report

June 8, 2015

To: Mono County Local Transportation Commission

From: Megan Mahaffey, fiscal analyst

RE: **2015-16 Local Transportation Funds Allocation**

RECOMMENDED ACTION:
Approve Resolution R15-05 apportioning and allocating Local Transportation Funds for 2015-16 fiscal year.

DISCUSSION:
Annually, the director of finance is required to provide the Local Transportation Commission (LTC) with estimates for the Local Transportation Fund revenue for the next fiscal year. For 2015-16, the assistant director of finance estimates the revenue to be $622,812. Staff estimates rollover to be $109,883 from the reserve and an additional $44,045.63 from 2013-14 revenues over projections. In addition, the 2014-15 revenues are expected to come in above projections, and staff suggests allocating an additional $10,000. The total available balance for allocation is $786,741.

Each year, the LTC must adopt a resolution establishing how these funds will be allocated. Based on direction from the Commission, staff proposes the attached Resolution R15-05.

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

ATTACHMENTS:
- 2015-16 estimated actuals
- 2015-16 proposed budget
- Resolution R15-05

LTF

267 REV 1701

	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	ROLLING 10 Year Average	% of total
July	$ 38,500.00	$ 46,700.00	$ 39,100.00	$ 31,700.00	$ 29,200.00	$ 30,300.00	$ 34,900.00	$ 38,700.00	$ 39,000.00	*$ 38,020.00*	**$38,020**	**6.11%**
August	$ 51,300.00	$ 62,300.00	$ 52,200.00	$ 37,500.00	$ 38,900.00	$ 40,400.00	$ 46,500.00	$ 51,600.00	$ 52,000.00	*$ 48,412.00*	**$48,412**	**7.78%**
September	$ 82,045.59	$ 41,932.66	$ 59,991.00	$ 52,438.20	$ 48,259.74	$ 67,356.29	$ 69,720.18	$ 58,333.34	$ 54,319.28	*$ 57,894.00*	**$57,890**	**9.30%**
October	$ 38,900.00	$ 55,300.00	$ 53,400.00	$ 45,300.00	$ 40,700.00	$ 45,500.00	$ 50,900.00	$ 50,500.00	$ 51,400.00	*$ 49,130.00*	**$49,130**	**7.89%**
November	$ 120,300.00	$ 73,700.00	$ 71,200.00	$ 51,300.00	$ 54,200.00	$ 60,600.00	$ 67,800.00	$ 67,300.00	$ 68,600.00	*$ 74,283.00*	**$74,283**	**11.93%**
December	$ 51,260.63	$ 57,837.16	$ 54,560.37	$ 44,741.37	$ 64,014.70	$ 59,606.15	$ 42,976.29	$ 49,973.29	$ 60,479.30	*$ 53,215.00*	**$53,215**	**8.55%**
January	$ 51,900.00	$ 48,700.00	$ 43,100.00	$ 36,100.00	$ 31,200.00	$ 36,100.00	$ 38,900.00	$ 37,800.00	$ 41,200.00	*$ 42,730.00*	**$42,730**	**6.86%**
February	$ 69,200.00	$ 64,900.00	$ 47,300.00	$ 48,200.00	$ 41,600.00	$ 48,100.00	$ 51,800.00	$ 50,400.00	$ 54,900.00	*$ 55,186.00*	**$55,186**	**8.87%**
March	$ 55,585.60	$ 46,389.17	$ 52,099.01	$ 24,821.57	$ 64,440.36	$ 58,082.44	$ 42,235.58	$ 62,547.00	$ 48,387.15	*$ 50,667.00*	**$50,489**	**8.11%**
April	$ 56,300.00	$ 48,900.00	$ 44,800.00	$ 35,100.00	$ 43,000.00	$ 41,300.00	$ 40,400.00	$ 43,200.00	$ 46,100.00	*$ 46,803.00*	**$46,610**	**7.49%**
May	$ 75,000.00	$ 65,200.00	$ 48,100.00	$ 51,300.00	$ 63,100.00	$ 55,000.00	$ 53,900.00	$ 57,600.00	$ 61,500.00	*$ 60,491.00*	**$60,523**	**9.72%**
June	$ 39,133.49	$ 55,315.44	$ 29,006.27	$ 67,027.06	$ 27,264.49	$ 41,344.72	$ 57,346.87	$ 61,092.02	*$ 43,782.00*	*$ 45,981.00*	**$45,981**	**7.39%**
Total	$ 729,425.31	$ 667,174.43	$ 594,856.65	$ 525,528.20	$ 545,879.29	$ 583,689.60	$ 597,378.92	$ 629,045.65	$ 621,667.73	$ 622,812.00	**$622,469**	**100.00%**
Estimates	*$ 641,500.00*	*$ 670,000.00*	*$ 630,000.00*	*$ 580,000.00*	*$ 580,000.00*	*$ 497,000.00*	*$ 560,000.00*	*$ 575,000.00*	*$ 592,235.00*	*$ 622,812.00*		

2015/16
LTF ALLOCTION

		Budget	
Reserve forward + unbudgeted revenue	$	109,883	
Estimated 14/15 revenue above projections	$	10,000	*$29,765 projected
Estimated 2015/16 revenue	$	622,812	
LTF above allocated 13/14	$	44,046	
Estimated Total Revenue	**$**	**786,741**	
Specific Allocations			
Reserve -15%	$	118,011	
Administration	$	10,000	
Annual Audit	$	10,000	
Planning and Programming	$	10,000	3 Year maximum allocation
Bike Path-2% of balance	$	12,775	201415 = TOML year 2
ESTA-CTSA <5% of bal	$	31,297	
Senior Services	$	30,000	
YARTS	$	35,000	
ESTA 395 Routes allocation	$	101,800	
Remaining Balance			
	$	**427,858**	
ESTA - Town of Mammoth Lakes 58%	$	248,158	
ESTA - Mono County 42%	$	179,700	

RESOLUTION R15-05
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION APPORTIONING AND ALLOCATING LOCAL TRANSPORTATION FUNDS FOR FISCAL YEAR 2015-16

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

WHEREAS, the County auditor has estimated that **$622,812** of MCLTC moneys will be available for apportionment in fiscal year **2015-16**, staff estimates that an additional **$109,883** of prior year reserve rollover and an additional **$44,045** in 2013-2014 and projected **$10,000** for 2014-15 for revenues above projections, for a total apportionment of **$786,741**; and

WHEREAS, in accordance with the adopted MCLTC Handbook, a reserve of 15% of the budgeted allocation will be established, totaling **$118,011**; and

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

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

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

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

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

- Based upon prior action of the MCLTC, and in accordance with 99233.3 of the Transportation Development Act, 2% of the remaining LTC, or **$12,775**, will be "set aside" for bike path construction. The **2015-16** apportionment and allocation is the **second year** of a three-year allocation to Town of Mammoth Lakes; and

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

- In accordance with 99233.7 of the Transportation Development Act, **$31,297** (less than 5% of the remaining LTF), is available for administration for ESTA serving as the Mono County Consolidated Transportation Service Agency (CTSA); and

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

- **$30,000** of LTF will be allocated and apportioned to the Mono County Senior Program for medical escort service for seniors and other transit dependent adults,
- **$35,000** of LTF will be allocated and apportioned to YARTS for operating costs; and
- **$101,800** will be allocated and apportioned for the 395 Routes Service (TDA Section 99262); and

WHEREAS, the LTC has accepted the pending ESTA-proposed Mono County and Town of Mammoth Lakes transit system budget of **$491,540** for FY **2015-16**; and

WHEREAS, the remaining available LTF moneys, **$427,858,** will be split 58% for the Town of Mammoth Lakes and 42% for Mono County; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission does hereby apportion and allocate **2015-16** LTF moneys as follows:

1. **$118,011** into reserve
2. **$10,000** for LTC annual audit costs for the LTF, Public Utilities Code 99233.1
3. **$10,000** for LTC administration for the LTF, Public Utilities Code 99233.1
4. **$10,000** for LTC planning and programming, Public Utilities Code 99233.2
5. **$12,775** or 2% of remaining LTF moneys for bicycle path "set-aside" to TOML.
6. **$31,297** (included in the ESTA budget) is apportioned and allocated to Eastern Sierra Transit Authority for CTSA administration, Public Utilities Code 99233.7.
7. **$30,000** of remaining LTF to the Mono County Senior Program for medical escort service for seniors and other transit dependent adults.
8. **$35,000** is apportioned and allocated to YARTS for FY **2015-16** for operating costs.
9. **$101,800** is apportioned and allocated to ESTA for the CREST service (TDA Section 99262).
10. **$427,858** of remaining LTF, Public Utilities Code 99400 (c) apportioned and allocated to Mono County and the Town of Mammoth Lakes for system operations **(Town $248,158; County $179,700)**.

BE IT FURTHER RESOLVED that the Mono County Local Transportation Commission does hereby apportion and allocate **2015-16** LTF moneys in excess of budget projections as follows:

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

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

PASSED AND ADOPTED this 8th day of June 2015, by the following vote:

Ayes:
Noes:
Abstain:
Absent:

_____
Fred Stump, Chair
Local Transportation Commission

ATTEST:

_____
C.D. Ritter, Secretary

Mono County
Local Transportation Commission

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

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

June 8, 2015

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, LTC financial analyst

RE: FY 2015-16 State Transit Assistance (STA) Fund Allocation

RECOMMENDATION
Adopt Resolution R15-06 apportioning $178,860 of STA funds for fiscal year 2015-16 to the Eastern Sierra Transit Authority (ESTA).

FISCAL IMPLICATIONS
The 2015-16 estimate, as provided by the State Controller's Office for STA funding, is $178,860. Allocation of these funds is guided by the Transportation Development Act. This is $61,688 above the 2014-15 allocation.

DISCUSSION
The State Controller has estimated that Mono County's share of STA 2015-16 allocation is $178,860 (attached), with $71,526 from PUC 99313 and $107,334 from PUC 99314. The allocation is based on the Public Utilities Code sections 99313 and 99314. It should be noted that the Section 99314 allocation is based on the Annual Report of Financial Transaction of Transit Operators, as submitted by ESTA. Reporting requirements result in ESTA's submitting one report for all services in Inyo and Mono counties. Therefore, the Section 99314 allocation actually reflects the regional allocation for both counties. Note that 30% of the 99314 funds will be directed to Inyo County ($32,200). Staff has a claimant letter on file for these funds, as required by the Transportation Development Act and State law (Public Utilities Code Section 99313 and 99314). The attached resolution allocates these funds to ESTA for transit operations.

ATTACHMENTS
- Resolution R15-06
- State Controller Allocation FY 2015-16

RESOLUTION R15-06
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION ALLOCATING STATE TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 2015-16

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

WHEREAS, the State Controller has allocated **$178,860** of State Transit Assistance funds for public transportation to the Mono County LTC for fiscal years 2015-16; and

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

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission does hereby allocate FY 2015-16 STA funds in the amount of $178,860 to the Eastern Sierra Transit Authority. If additional funds are received, they will also be allocated to Eastern Sierra Transit Authority, upon receipt of an amended claimant letter.

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

PASSED AND ADOPTED this 8th day of June 2015 by the following vote:

Ayes:

Noes:

Abstain:

Absent:

_____
Fred Stump, Chair
Local Transportation Commission

Attest:

_____
C.D. Ritter, Secretary

COUNTY OF MONO

P.O. BOX 347, MAMMOTH LAKES, CALIFORNIA 93546
(760) 924-1836 • FAX (760) 924-1801
mmahaffey@mono.ca.gov

Megan Mahaffey
Fiscal Analyst

Staff Report

June 8, 2015

To: Mono County Local Transportation Commission

From: Megan Mahaffey, fiscal analyst

RE: Title VI Compliance Plan

RECOMMENDED ACTION:
Approve Resolution R15-07 adopting the Title VI compliance plan for Local Transportation Commission

DISCUSSION:
As a direct recipient of federal grant funds, the California Department of Transportation must comply with Federal Transit Administration Circular 4702.1B, which set new guidelines for compliance with Title VI of the Civil Rights Act of 1964. The FTA guidelines require Caltrans and all subrecipients of these federal funds to comply with these requirements. To remain in compliance, the Title VI plan must be updated every three years. All Caltrans subrecipients must submit their Title VI Plan to Caltrans by June 30, 2015.

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

ATTACHMENTS:
- Title VI Plan
- Resolution R15-07

Title VI Compliance Plan

Mono County Local Transportation Commission

Prepared for: Mono County Local Transportation Commission

Adopted:

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INTRODUCTION

The Federal Transit Administration (FTA) is one of 10 operating administrations within the U.S. Department of Transportation (DOT). The federal government, through FTA, provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems. Public transportation includes buses, subways, light rail, commuter rail, monorail, passenger ferry boats, trolleys, inclined railways, people movers, and vans. Public transportation can be either fixed-route or demand-response service. As a subrecipient of FTA funds, the Mono County Local Transportation Commission (LTC) must have a Title VI Plan to ensure compliance with federal statutory and administrative requirements.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have a longstanding policy of actively ensuring nondiscrimination under Title VI of the 1964 Civil Rights Act in federally funded activities. This document was prepared by the Mono County LTC to comply with Title VI of the Civil Rights Act of 1964, including new provisions detailed in U.S. Department of Transportation's FTA Circular 4702.1B, "Title VI Requirement and Guidelines for Federal Transit Administration Recipients."

TITLE VI POLICY

The Mono County LTC assures that no person on the grounds of race, color or national origin, as provided by Title VI of the Civil Rights Act of 1964 and Civil Rights Act of 1987(P.L.100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any agency-sponsored program or activity. All documents and communications can be translated into non-English language as per the Limited English Proficiency (LEP) Plan.

The Mono County LTC further assures that every effort will be made to ensure nondiscrimination in all programs and activities, both federal and non-federally funded.

In the event that the Mono County LTC distributes federal funds to another entity, Title VI language will be included in all written agreements. Title VI compliance is a condition of the receipt of federal funds. The Mono County LTC executive director is the Title VI Compliance Manager and is authorized to ensure compliance with provisions of the policy and with the law.

The Mono County LTC acknowledges its responsibility for initiating and monitoring Title VI activities, preparing required reports, and other responsibilities as required by Title 20 Code of Federal Regulations 200 and by Title 49 CFR Part 21.

ORGANIZATION

The Mono County LTC executive director is authorized to ensure compliance with the law and nondiscrimination by serving as the Title VI Compliance Manager. In support of Title VI compliance the executive director will:

- Monitor and discuss progress, implementation, and compliance issues;
- Review the Commission's Title VI program to assess if administrative procedures are effective and adequate resources are available to ensure compliance;
- Forward all Title VI Complaints received to the appropriate state and/or federal agency; and
- Assess communications and public involvement strategies to ensure adequate participation of impacted Title VI protected groups and address language needs as necessary

TITLE VI STATEMENT

The Mono County LTC fully complies with Title VI of the Civil Rights Act of 1964. The website, www.monocounty.ca.gov/ltc, may be translated into multiple languages. Publications and other public documents may be made available in alternate languages and formats if requested. Mono County LTC meetings are always held in ADA-accessible facilities and in transit accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes to have been aggrieved by an unlawful discriminatory practice under Title VI compliance manager and/or the appropriate state of federal agency within 180 days of the alleged discriminatory occurrence. For more information on the Title VI program, or to obtain a Title VI complaint form, please email mmahaffey@mono.ca.gov

PROGRAM AREA RESPONSIBILITIES

The Mono County LTC is responsible for all transit and transportation programs in Mono County and the town of Mammoth Lakes. These Programs and responsibilities include:

Transportation Planning – Mono County LTC, Mono County & Town of Mammoth Lakes

Transportation Project Implementation - Mono County LTC, Mono County & Town of Mammoth Lakes

Transit Planning - Mono County LTC, Mono County, Town of Mammoth Lakes & Eastern Sierra Transit Authority (ESTA)

Transit Implementation: Mono County LTC, Mono County, Town of Mammoth Lakes & ESTA

COMMUNICATIONS AND PUBLIC INVOLVEMENT PROGRAM

Transportation planning is the process of identifying transportation problems and looking for solutions to those problems. Transportation Programming is the commitment of transportation funds that are available over a period of several years to particular projects. It is the policy of the Mono County LTC to solicit public opinion and consider public comment for all Transportation Planning and Programming. This is done through regularly scheduled Mono LTC meetings. Educating the public on how transportation decisions are made at the regional level is a priority. To help the public understand transportation planning, the Mono County LTC presents materials in clear, understandable and accessible formats.

LOCATIONS WHERE NOTICE IS POSTED:

The Mono County LTC website is located at: http://www.monocounty.ca.gov/ltc All contact information, location information, agendas and minutes can be found on the website.

The Eastern Sierra Transportation Association is the sub recipient for all Transit. The ESTA website has all station stops and details of all Transit vehicles and can be found at: http://www.estransit.com/CMS/

The following principles will be used to develop the Public Involvement Plan for transit projects and programs:

- When a project (e.g., construction activity) may affect a community, special community meetings will be scheduled early in the project planning process. Notices will be sent to organized community groups and any individual who has requested notification.
- All public hearing notices shall be written in clear, concise and understandable language and incorporate graphics when it aids the message. The notices will clearly be identified as an Eastern Sierra Transit notice.

MAJOR PROGRAMS

Federal laws and regulations require the formation of a Regional Transportation Planning Agency for the Mono County region to facilitate a comprehensive, coordinated and continuing transportation planning program. The major programs that reflect the Title VI policy are as follows:

- Mono County Overall Work Program
- Transportation Improvement Program
- Regional Transportation Planning
- Consultant contracts
- Contract procedures

COMPLAINT PROCEDURE

These procedures apply to all complaints filed under Title VI of the Civil Rights Act of 1964, relating to any program or activity administered by Mono County LTC or its subrecipients, consultants, and/or contractors. Intimidation or retaliation of any kind is prohibited by law. These procedures do not deny the right of the complainant to file formal complaints with other state or federal agencies, or to seek private counsel for complaints alleging discrimination. These procedures are part of an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the complainant. Every effort will be made to obtain early resolution of complaints at the lowest level possible.

PROCEDURES

1. Any individual, group of individuals, or entity that believes they have been subjected to discrimination prohibited by Title VI nondiscrimination provisions may file a written complaint with the Mono County LTC's executive director. A formal complaint must be filed within 180 calendar days of the alleged occurrence or when the alleged discrimination became known to the complainant. The complaint must meet the following requirements:

a. Submit written complaint signed by the complainant(s).
b. Include the date of the alleged act of discrimination (date when the complainant(s) became aware of the alleged discrimination; or the date on which that conduct was discontinued or the latest instance of the conduct).
c. Present a detailed description of the issues, including names and job titles of those individuals perceived as parties in the complained-of incident.
d. Allegations received by fax or email will be acknowledged and processed, once the identity(ies) of the complainant(s) and the intent to proceed with the complaint have been established. The complainant is required to mail a signed, original copy of the fax or email transmittal for Mono County LTC to be able to process it.
e. Allegations received by telephone will be reduced to writing and provided to complainant for confirmation or revision before processing. A complaint form will be forwarded to the complainant for him/her to complete, sign, and return to Mono County LTC for processing.

2. Upon receipt of the complaint, the executive director will determine its jurisdiction, acceptability, and need for additional information, as well as investigate the merit of the complaint.

3. In order to be accepted, a complaint must meet the following criteria: The complaint must be filed within 180 calendar days of the alleged occurrence or when the alleged discrimination became known to the complainant.

   a. The allegation(s) must involve a covered basis such as race, color, or national origin.
   b. The allegation(s) must involve a program or activity of a federal-aid recipient, subrecipient, or contractor.
   c. The complainant(s) must accept reasonable resolution based on Mono County LTC's administrative authority (reasonability to be determined by Mono County LTC).

4. A complaint may be dismissed for the following reasons:

   a. The complainant requests the withdrawal of the complaint.
   b. The complainant fails to respond to repeated requests for additional information needed to process the complaint.
   c. The complainant cannot be located after reasonable attempts.

5. Once Mono County LTC decides to accept the complaint for investigation, the complainant will be notified in writing of such determination within five calendar days. The complaint will receive a case number and will then be logged into Mono County LTC's records identifying its basis and alleged harm, and the race, color, and national origin of the complainant.

6. In cases where Mono County LTC assumes the investigation of the complaint, Mono County LTC will provide the respondent with the opportunity to respond to the allegations in writing. The respondent will have 10 calendar days from the date of Mono County LTC's written notification of acceptance of the complaint to furnish his/her response to the allegations.

7. In cases where the Mono County LTC assumes the investigation of the complaint, within 40 calendar days of the acceptance of the complaint, Mono County LTC will prepare an investigative report for review by its commissioners and the executive director. The report shall include a narrative description of the incident, identification of persons interviewed, findings, and recommendations for disposition.

8. The investigative report and its findings will be sent to Mono County LTC's counsel for review. After 10 days, counsel will render a recommendation.

9. Any comments or recommendations from counsel will be reviewed by Mono County LTC's executive director. The executive director will discuss the report and recommendations with counsel within 10 calendar days. The report will be modified as needed and made final for its release.

10. Mono County LTC's final investigative report and a copy of the complaint will be forwarded to the Federal Transit Administration, Region IX, within 60 calendar days of the acceptance of the complaint.
11. Mono County LTC will notify the parties of its final decision.
12. If complainant is not satisfied with the results of the investigation of the alleged discrimination and practices the complainant will be advised of the right to appeal to the Federal Transit Administration, Office of Civil Rights Region IX, 201 Mission Street (Suite 1560) San Francisco, CA 94105. The complainant has 180 days after Mono County LTC's final resolution to appeal to FTA. Unless the facts not previously considered come to light, reconsideration of appeal to Mono County LTC will not be available.

PRIOR COMPLAINTS: None at this time

APPENDIX A: RESOLUTION

APPENDIX B: COMPLAINT FORM

TITLE VI COMPLAINT FORM

Section I: ***Please write legibly***		
1. Name:		
2. Address:		
3. Telephone:	3a. Secondary phone *(Optional):*	
4. Email Address:		
5. Accessible format requirements?	[ ] Large print	[ ] Audio tape
	[ ] TDD	[ ] Other
Section II:		
6. Are you filing this complaint on your own behalf?	YES*	NO
*If you answered "yes" to #6, go to Section III.		
7. If you answered "no" to #6, what is the name of the person for whom you are filing this complaint? Name:		
8. What is your relationship with this individual:		
9. Please explain why you have filed for another party:		
10. Please confirm that you have obtained permission of the aggrieved party to file on their behalf.	YES	NO
Section III:		
11. I believe the discrimination I experienced was based on *(check all that apply):* [ ] Race [ ] Color [ ] National Origin		
12. Date of alleged discrimination: (*mm/dd/yyyyy)*		
13. Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known), as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.		

Page 2

Section IV:		
14. Have you previously filed a Title VI complaint with Mono County Local Transportation Commission?	YES	NO
Section V:		
15. Have you filed this complaint with any other federal, state, or local agency, or with any federal or state court? [ ] YES* [ ] NO If yes, check all that apply: [ ] Federal Agency _____ [ ] State Agency _____ [ ] Federal Court _____ [ ] Local Agency _____ [ ] State Court _____		
16. If you answered "yes" to #15, provide information about a contact person at the agency/court where the complaint was filed.		
Name:		
Title:		
Agency:		
Address:		
Telephone:	Email:	
Section VI:		
Name of Transit Agency complaint is against:		
Contact Person:		
Telephone:		

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date are required below to complete form:

Signature_____ Date_____

Submit form and any additional information to:

Mono County Local Transportation Commission
PO Box 347
Mammoth Lakes, CA 93546
Phone: 760.924.1800
Fax: 760.924.1801

APPENDIX C: LEP PLAN (Limited English Proficiency)

The Limited English Proficiency Plan has been prepared to address the Mono County LTC's responsibilities as a recipient of federal financial assistance as they relate to needs of individuals with limited English proficiency language skills. Executive Order 13166, "Improving Access to Services for Persons with limited English proficiency," indicates that differing treatment based upon a person's inability to speak, read, write or understand English is in fact discrimination. Title VI of the Civil Rights Act of 1964 directs each agency to publish guidance for its respective recipients clarifying their obligation to ensure that discrimination does not take place. This order applies to all state and local agencies that receive federal funds.

FOUR-FACTOR ANALYSIS:

i. *The number of proportion of LEP persons eligible to be served or likely to be encountered by the program or recipient is 22.4% of the Mono County population.*

   The U.S. Census Bureau's American Community survey data shows that among the area's adult population, 77.6% speak English only, 89.9% of Mono County residents speak English very well, and 10.10% speak English "less than very well" In Inyo County and, with whom we share a border 85.1% speak English only, 94.3% of Inyo County residents speak English very well, and 5.7% speak English "less than very well."

ii. *The frequency with which LEP persons come into contact with the program.*

   The Mono County LTC staff reviewed the frequency with which the commission and staff have, or could have, contact with LEP persons. This includes phone and in person. Since 2005, Mono County LTC has had minimal requests for translated program documents.

iii. *The nature and importance of the program activity, or service provided by the program to people's lives.*

   The Mono County LTC is a Regional Transportation Planning Agency whose Transit services are provided through the Eastern Sierra Transit Authority (ESTA) The RTPA is a vital part of creating policy. The majority of the population speaks English only. And 89.9% speak English very well. Consequently, there are very few organizations that focus on LEP public outreach.

iv. *The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach.*

   The Mono County LTC provides language assistance services by including an option for machine translation into multiple languages. The LTC provides notice to an LEP person about the availability of language assistance by providing materials on the LTC website that includes options for interpretive services. If the target audience is expected to include LET individuals, the documents, meeting notices, fliers, and agendas will be printed in alternative languages based on the know LEP population. Interpreters will be available as needed. The agency monitors, evaluates and updates the language access plan annually to ensure that all needs are met. Additionally, the Mono County LTC trains employees to provide timely and reasonable language assistance to LEP population. The language access plan is reviewed annually and changes are made as needed. The Mono County LTC trains employees by informing them of fair practices in accordance with all labor laws and fair practices. The Mono County LTC provides language assistance services based on need in any desired language.

Safe Harbor Provision

The Mono County LTC has adopted the Department of Justice's Safe Harbor Provision, which outlines the circumstances that can provide a "safe harbor" for recipients regarding translation of written materials for LEP populations. The Safe Harbor Provision states that, if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes 5% or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations. The intent is to provide meaningful access by LEP individuals to critical services and programs while not imposing undue burdens on recipients.

Subject	Mono County, California					
	Total		Percent of specified language speakers			
			Speak English "very well"		Speak English less than "very well"	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population 5 years and over	13,380	+/-37	89.90%	+/-2.0	10.10%	+/-2.0
Speak only English	77.60%	+/-3.2	(X)	(X)	(X)	(X)
Speak a language other than English	22.40%	+/-3.2	55.20%	+/-5.2	44.80%	+/-5.2
Spanish or Spanish Creole	19.80%	+/-2.9	52.20%	+/-5.4	47.80%	+/-5.4
Other Indo-European languages	1.70%	+/-1.3	73.50%	+/-24.5	26.50%	+/-24.5
Asian and Pacific Island languages	0.90%	+/-0.7	83.50%	+/-27.0	16.50%	+/-27.0
Other languages	0.00%	+/-0.1	100.00%	+/-100.0	0.00%	+/-100.0
SPEAK A LANGUAGE OTHER THAN ENGLISH						
Spanish or Spanish Creole	2,647	+/-384	52.20%	+/-5.4	47.80%	+/-5.4
5-17 years	853	+/-108	95.90%	+/-5.6	4.10%	+/-5.6
18-64 years	1,690	+/-305	30.50%	+/-8.1	69.50%	+/-8.1
65 years and over	104	+/-67	48.10%	+/-47.9	51.90%	+/-47.9
Other Indo-European languages	230	+/-173	73.50%	+/-24.5	26.50%	+/-24.5
5-17 years	0	+/-19	-	**	-	**
18-64 years	111	+/-131	66.70%	+/-37.6	33.30%	+/-37.6
65 years and over	119	+/-120	79.80%	+/-26.7	20.20%	+/-26.7
Asian and Pacific Island languages	121	+/-99	83.50%	+/-27.0	16.50%	+/-27.0
5-17 years	0	+/-19	-	**	-	**
18-64 years	121	+/-99	83.50%	+/-27.0	16.50%	+/-27.0
65 years and over	0	+/-19	-	**	-	**
Other languages	2	+/-4	100.00%	+/-100.0	0.00%	+/-100.0
5-17 years	0	+/-19	-	**	-	**
18-64 years	2	+/-4	100.00%	+/-100.0	0.00%	+/-100.0
65 years and over	0	+/-19	-	**	-	**

Mono County Racial Breakdown

Geography	Total Population	White	Black or African American	American Indian and Alaska Native	Hispanic or Latino (of any race)	Mexican	Puerto Rican	Cuban	Other Hispanic or Latino
Mono County	***14,202***	***11,697***	***47***	***302***	***3,762***	***3,261***	***34***	***16***	***451***
Aspen Springs	65	62	0	0	1	1	0	0	0
Benton	280	199	1	59	38	36	0	0	2
Bridgeport	575	484	1	43	148	130	0	0	18
Chalfant	651	594	0	13	67	55	0	0	12
Coleville	495	386	6	10	110	78	11	0	21
Crowley Lake	875	769	4	6	128	104	4	1	19
June Lake	629	534	0	7	137	116	2	0	19
Lee Vining	222	126	0	25	96	93	0	0	3
McGee Creek	41	39	0	0	2	2	0	0	0
Mammoth Lakes	8,234	6,643	29	49	2,772	2,413	13	13	333
Mono City	172	156	0	1	37	31	1	1	4
Paradise	153	130	0	2	14	9	0	0	5
Sunny Slopes	182	159	0	2	3	0	0	0	3
Swall Meadows	220	201	0	3	6	5	0	0	1
Topaz	50	44	0	1	24	23	0	0	1
Walker	721	629	3	57	70	63	3	1	3

APPENDIX D: PUBLIC PARTICIPATION PLAN

LTC Citizen Advisory Committees

Public participation during the transportation planning process is provided through committee meetings, public workshops, and outreach programs. The County's Regional Planning Advisory Committees (RPACs) serve as citizens advisory committees to the LTC to identify issues and opportunities related to transportation and circulation in their community areas and to develop policies based on the identified needs. The purpose of the citizen advisory committees is to ensure that Mono County develops a transportation plan responsive to the changing needs and desires of its citizens, as well as to the users of the system. Outreach was conducted during the summer and fall of 2005 to the June Lake CAC and RPACs. There are planning advisory committees in Antelope Valley, Bridgeport Valley, Mono Basin, June Lake, Long Valley, Swall Meadows, and Tri-Valley (Benton/Hammil and Chalfant).

In addition to regularly scheduled citizen advisory committee meetings, the LTC holds public information meetings and workshops to address specific transportation issues, projects, and planning processes. These meetings have addressed pedestrian safety on Highway 395 in Lee Vining and the Highway 395 widening process in the Mono Basin; livable communities in Crowley Lake, Mammoth Lakes, June Lake, Lee Vining, and Bridgeport; 4-laning of 395 in the Antelope Valley; and other transportation issues.

The LTC has also partnered with Caltrans District 9 in Bishop to develop new methods of outreach for local residents. Caltrans has drafted a Public Participation Plan and similar policies have been included in this RTP. Outreach efforts focus on providing local residents with easier access to information concerning transportation projects in the region in order to increase community participation in the planning process. These efforts have included websites established by both Caltrans and the LTC, in addition to the public information meetings discussed above.

Town of Mammoth Lakes Advisory Committees

Planning Process

The Town of Mammoth Lakes used a Transit Technical Advisory Committee to assist in developing the Town's Transit Plan. The committee included representatives from Town staff, the Local Transportation Commission, the U.S. Forest Service, Great Basin Unified Air Pollution Control District, and the Mammoth Lakes Lodging Association. The Town is also using an extensive public review process during the ongoing update of its General Plan, including the Circulation Element.

Collaborative Planning Team

The Collaborative Planning Team is a multi-agency planning team that coordinates planning efforts in Mono County for a variety of needs (e.g. jobs, transit, recreation, wildlife mitigation and enhancement, etc.). It includes representatives from the following organizations:

- Benton Paiute Reservation
- Bridgeport Indian Colony
- Bureau of Land Management, Bishop field office
- California Department of Fish & Wildlife
- California Department of Transportation (Caltrans), District 9
- Lahontan Regional Water Quality Control Board
- Los Angeles Department of Water & Power
- Mammoth Lakes Town Council
- Mono County Board of Supervisors
- Mono County Community Development Department (Building, Planning, Code Compliance)
- National Park Service/Devils Postpile
- National Park Service/Yosemite
- U.S. Forest Service/Inyo National Forest
- U.S. Forest Service/Humboldt-Toiyabe National Forest

- U.S. Fish & Wildlife Service/Nevada office
- U.S. Marine Corps Mountain Warfare Training Center

The team meets quarterly to discuss a wide variety of ongoing and proposed projects.

Tribal Consultation

Mono County has several Native American communities located in Antelope Valley, Bridgeport, Lee Vining, and Benton. The two federally recognized tribes, the Bridgeport Indian Colony and the Benton Paiute Reservation, have small tribal housing areas and residential roadways. Input concerning their transportation system needs was provided through use of the transportation plans prepared by the Bureau of Indian Affairs for the Bridgeport Indian Colony and the Benton Paiute Reservation. Outreach is conducted periodically to the Bridgeport Indian Colony and Benton Paiute Reservation. In addition, the Benton and Bridgeport communities are members of the Collaborative Planning Team (see above) and participate in planning discussions on an ongoing basis. Regional Planning Advisory Committees (see above) in the Antelope Valley and the Mono Basin provide a regular forum for input from Native American residents in those areas. Ongoing outreach programs to all of the county's Native American communities provide additional input concerning tribal concerns; e.g., the County is currently working with the Bridgeport Indian Colony to coordinate transportation issues for the tribe's expansion plans.

Disabled Population

Input from persons with disabilities was provided through the Unmet Transit Needs hearing process and through consultation with social services providers serving the disabled population in the county [e.g., the Inyo-Mono Area Agency on Aging (IMAAA) and Mono County Department of Social Services).

APPENDIX E: LIST OF COMPLAINTS OR LAWSUITS

RESOLUTION R15-07
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION TO ADOPT THE TITLE VI PLAN FOR COMPLIANCE WITH CALTRANS FTA AUDIT

WHEREAS, Caltrans underwent an FTA audit in September 2013, whereby it needed to expedite implementation of Title VI compliance requirements; and

WHEREAS, the Mono County Local Transportation Commission (MCLTC) is a Caltrans subrecipient of Federal Transit Administration (FTA) funds; and

WHEREAS, all Caltrans subrecipients must submit their Title VI Plan to Caltrans by June 30, 2015, including a resolution.

NOW, THEREFORE, BE IT RESOLVED the MCLTC adopts the Title VI Compliance Plan.

PASSED AND ADOPTED this 8th day of June 2015 by the following vote:

Ayes:
Noes:
Abstain:
Absent:

_____
Fred Stump, Chair
Mono County Local Transportation Commission

ATTEST:

_____
C.D. Ritter, Secretary

TERRI ANDERSEN – Nevada City City Council
NATE BEASON – Nevada County Board of Supervisors
CAROLYN WALLACE DEE – Truckee Town Council
JASON FOUYER – Grass Valley City Council (2015 Vice-Chair)
ANN GUERRA – Member-At-Large
LARRY JOSTES – Member-At-Large (2015 Chairman)
ED SCOFIELD – Nevada County Board of Supervisors

DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

NEVADA • COUNTY • TRANSPORTATION
NCTC
COMMISSION

Grass Valley • Nevada City

Nevada County • Truckee

File: 1250.1

MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director

SUBJECT: Rural Counties Task Force: Streets and Roads Performance Measurement Data Project

DATE: May 7, 2015

ACTION REQUESTED: Adopt Resolution 15-22 accepting the Rural Counties Task Force (RCTF) Performance Measurement Data project as complete in accordance with the contract with Nichols Consulting Engineers (NCE), CHTD.

BACKGROUND: Nevada County Transportation Commission (NCTC) served as the project leader for a RCTF project to provide each of the RCTF members with the data and methods that will help them coordinate performance measures with the goals of the Regional Transportation Plans, and to improve monitoring and reporting of performance measurement within the regional transportation planning process. In an effort to integrate the requirements of the federal transportation act, known as MAP-21, the Moving Ahead for Progress in the 21st Century Act, into the regional planning process in California, the project focused on pavement maintenance and management. NCE's final report also included technical data that facilitated the RCTF response to the Federal Highway Administration's (FHWA) January 15, 2015, Notice of Proposed Rulemaking (NPRM) for Assessing Bridge and Pavement Condition for the National Highway Performance Program. A copy of the RCTF response letter, prepared by NCTC Transportation Planner, Michael Woodman, for the signature of the RCTF Chairman, is included in this packet. Due to the size of the final report, a summary of information from the final report is provided in this memorandum. The complete report may be downloaded at: http://www.ruralcountiestaskforce.org/Pavement_Needs_Assessment.html

Executive Summary

The 26 rural counties included in this study own and maintain over 24,000 centerline miles of local roads and streets, and over 5,000 centerline miles of unpaved roads. They cover 41.5 percent of the total land area and maintain approximately 14.2 percent of the total lane-miles of the local road network. However, they contain only 5.6 percent of the state's population and have 9.4 percent of the available funding for pavement expenditures. From this data it is concluded that:

- *Residents in rural counties have to maintain almost three times as many lane-miles as urban residents.*
- *Pavement funding per mile available to rural counties is approximately 60 percent compared to the rest of California.*

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E-mail: nctc@nccn.net · Web Site: www.nctc.ca.gov

Clearly, this reflects a disproportionate burden that is being shouldered by the rural counties as compared to the rest of California.

The average Pavement Condition Index (PCI) for rural roads is only 58, significantly lower than the statewide average of 66. It will require more than $9.8 billion over the next 20 years to make all necessary repairs and bring the rural local road condition to what is considered to be best management practices. In addition, the portion of the state highway system in the 26 rural counties will require an additional $732 million over the next ten years. However, the existing funding available to the rural counties is only $3.08 billion over the next 20 years for local roads. Of this, more than 50 percent comes from the gas tax, which is a decreasing revenue source. In order for all 26 counties to reach their target PCIs (average of 68), a total of $7.3 billion will be required for local roads alone. This results in a funding shortfall of $4.2 billion.

NCE developed the following information for each of the 26 rural counties:

1. *A comparison of revenues versus pavement maintenance needs.*
2. *Three funding scenario samples:*
    a. *Impacts of existing funding using preventative maintenance practices.*
    b. *Impacts of existing funding using a "fix the worst first" approach.*
    c. *Funding required to reach a Pavement Condition Index (PCI) target.*

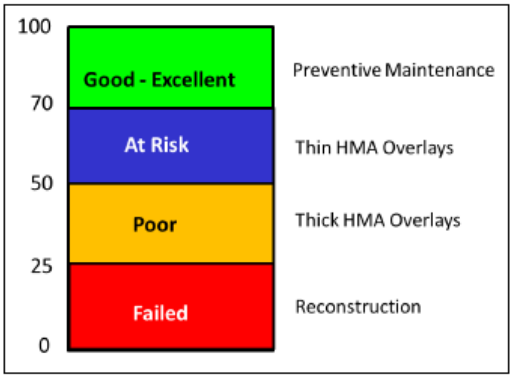
Pavement Condition Data

PCI is a numerical index between 0 and 100, which is used to indicate the general condition of a pavement. It is widely used in transportation civil engineering. It is a statistical measure based on a visual survey of the number and types of distresses in a pavement. The result of the analysis is a numerical value between 0 and 100, with 100 representing the best possible condition and 0 representing the worst possible condition.

Generally the goal is for pavements to reach a condition where best management practices can occur, so that only the most cost-effective pavement preservation treatments are needed. Other benefits such as reduced impact to the public in terms of delay and environment (dust, noise, energy usage) are also realized. In short, the best management practices goal is to reach a PCI in the low 80s and to eliminate deferred maintenance or "unfunded backlog", which is defined as work that is needed, but not funded.

The table below illustrates that good to excellent pavements (PCI>70) are best suited for pavement preservation techniques, (e.g., preventive maintenance treatments such as chip seals or slurry seals). These are usually applied at intervals of five to seven years depending on the type of road and their traffic volumes.

As pavements deteriorate, treatments that address structural adequacy are required. Between a PCI of 25 to 69, hot mix asphalt (HMA) overlays are usually applied at varying thicknesses. This may be accompanied by milling or recycling techniques. Finally, when the pavement has failed (PCI<25), reconstruction is typically required. Note that if a pavement section has a PCI between 90 and 100, no treatment is applied.



The photos below are provided to give a better idea of what PCI means:

It should be noted that the PCI in the report is a weighted average for each county and includes the cities within the county. The map and table below illustrate the average PCI for each county. Table 2.7 shows that the average PCI for all counties is 58. In general, an average pavement condition of 58 is in the "At Risk" category. At this point, the pavement life cycle will deteriorate rapidly. If repairs are delayed by just a few years, the costs of proper treatment will increase significantly, as much as five times.

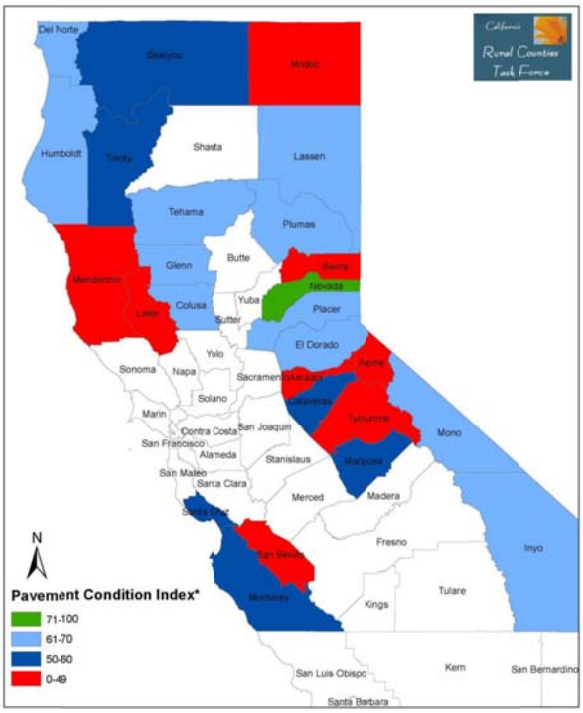


Table 2.7 Summary of Inventory & Condition Data by County (including Cities)

County	Centerline Miles	Total Lane Miles	Total Areas (Square Yard)	Average Weighted PCI*
Alpine	135	270	1,900,800	44
Amador	478	958	6,485,201	33
Calaveras	717	1,333	8,937,332	51
Colusa	987	1,524	12,503,304	62
Del Norte	324	644	5,334,695	63
El Dorado	1,253	2,508	21,671,673	63
Glenn	910	1,822	13,917,626	68
Humboldt	1,471	2,933	24,234,864	64
Inyo	1,135	1,803	13,700,999	62
Lake	753	1,494	9,997,345	40
Lassen	431	879	6,282,324	66
Mariposa**	1,122	561	3,949,440	53
Mendocino	1,124	2,256	16,004,034	35
Modoc	1,491	2,983	17,545,534	46
Mono	727	1,453	10,071,369	67
Monterey	1,779	3,726	33,599,361	50
Nevada	802	1,617	10,370,868	71
Placer	1,986	4,194	34,182,680	69
Plumas	704	1,409	11,409,902	64
San Benito	452	916	5,951,814	48
Santa Cruz	874	1,790	14,190,207	57
Sierra	398	799	3,669,765	45
Siskiyou	1,519	3,050	20,519,624	57
Tehama	1,197	2,401	15,834,143	62
Trinity	693	1,114	11,757,354	60
Tuolumne	553	1,116	8,200,702	47
Totals	**24,017**	**45,551**	**342,222,958**	**58**

*PCI is weighted by area

The financial advantages of maintaining pavements in good condition are many, including saving the taxpayer's dollars with less disruption to the traveling public as well as environmental benefits.

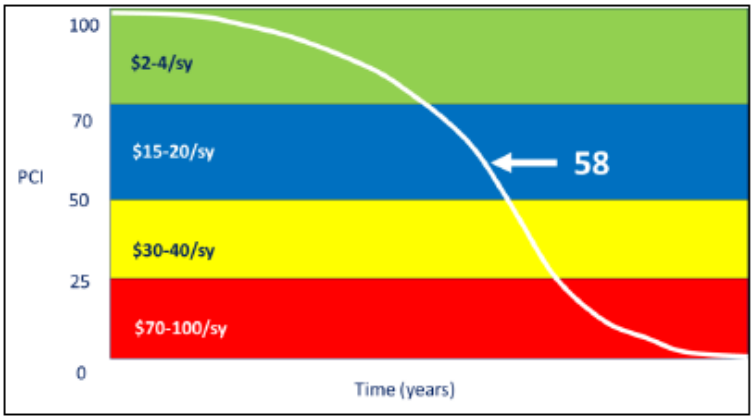


Figure 2.9 Generalized Pavement Life Cycle Curve

The methodology for determining the pavement needs and the unfunded backlog is conceptually simple; essentially, four main elements are required in the analysis:

- *Existing condition, i.e., PCI;*
- *Appropriate treatment(s) to be applied from decision tree and unit costs;*
- *Performance models; and*
- *Funding available during analysis period.*

Once the PCI of a pavement section is known, a treatment and unit cost can be applied. This is performed for all sections within the 20-year analysis period. A road section may receive multiple treatments within this time period, e.g., Main Street may be overlaid in Year 1, and then sealed in Year 5 and again in Year 10.

The deferred maintenance or "unfunded backlog" is defined as work that is needed, but is not funded. It is possible to fully fund all the needs in the first year, thereby reducing the backlog to zero. However, the funding constraint for this exercise is to achieve the best management practices (BMP) goal within 20 years. Assuming a constant annual funding level for each scenario, the unfunded backlog will gradually decrease to zero by the end of 20 years. The results are summarized in Table 3.1 and indicate that $9.8 billion is required to achieve the BMP goal in 20 years.

Table 3.1 Summary of Local Pavement Needs by County (20 Years)

County	Total Centerline Miles	Total Lane Miles	Total Area (sq. yards)	2014 Average PCI	Pavement Needs ($ million over 20 years)
Alpine	135	270	1,900,800	44	**$47.6**
Amador	478	958	6,485,201	33	**$292.9**
Calaveras	717	1,333	8,937,332	51	**$318.3**
Colusa	987	1,524	12,503,304	62	**$316.9**
Del Norte	324	644	5,334,695	63	**$130.1**
El Dorado	1,253	2,508	21,671,673	63	**$566.4**
Glenn	910	1,822	13,917,626	68	**$348.6**
Humboldt	1,471	2,933	24,234,864	64	**$614.8**
Inyo	1,135	1,803	13,700,999	62	**$344.0**
Lake	753	1,494	9,997,345	40	**$371.7**
Lassen	431	879	6,282,324	66	**$171.9**
Mariposa**	1,122	561	3,949,440	53	**$195.2**
Mendocino	1,124	2,256	16,004,034	35	**$557.4**
Modoc	1,491	2,983	17,545,534	46	**$541.2**
Mono	727	1,453	10,071,369	67	**$189.0**
Monterey	1,779	3,726	33,599,361	50	**$1,175.4**
Nevada	802	1,617	10,370,868	71	**$240.0**
Placer	1,986	4,194	34,182,680	69	**$766.4**
Plumas	704	1,409	11,409,902	64	**$230.7**
San Benito	452	916	5,951,814	48	**$216.3**
Santa Cruz	874	1,790	14,190,207	57	**$431.3**
Sierra	398	799	3,669,765	45	**$124.3**
Siskiyou	1,519	3,050	20,519,624	57	**$587.1**
Tehama	1,197	2,401	15,834,143	62	**$430.4**
Trinity	693	1,114	11,757,354	60	**$331.4**
Tuolumne	553	1,116	8,200,702	47	**$308.0**
Totals	**24,017**	**45,551**	**342,222,958**	**58**	**$ 9,847.4**

*PCI is weighted by area

The maps in Figure 3.1 illustrate the needs by county as well as by population. The map on the left highlights the total ten-year paving needs for every county in California – the darker the color, the higher the needs. (Ten year needs was used for comparison as this data was available for the other counties from the 2014 Statewide Needs report.)

The map on the left shows that rural counties, overall, have lower needs than the rest of the state – they range from $47 million to $1.2 billion, compared to needs of more than $10 billion for Los Angeles County.

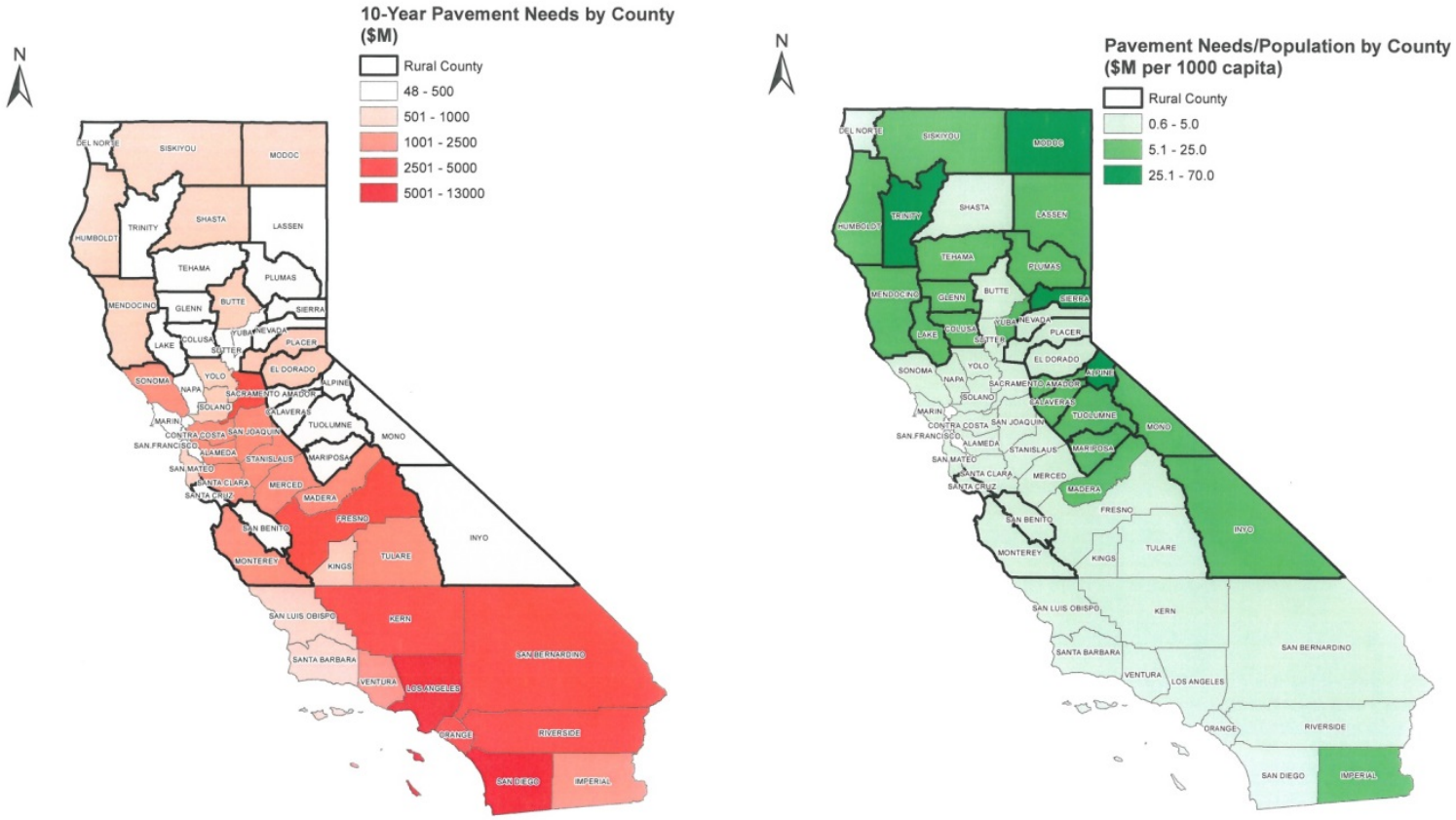


Figure 3.1 Pavement Needs by County and Per Capita

The map on the right shows that when compared on a per capita basis, a rural resident shoulders a much greater burden of the needs, as much as 14 times as an urban resident! This is a trend that is a result of the mileage and population distribution.

Funding Data

The financial data provided for the report was first reviewed to ensure that the description matched the funding source (i.e. federal, state or local). Funds were also further categorized as gas tax, sales tax, general fund or other, based on the description. Funds and expenditures were then summed by agency and year. Funds and expenditures for each agency were then divided by the number of lane-miles of roadway in that agency. The funding and expenditures data per lane-mile were then averaged for cities and counties. These averages were used to determine the estimated total funds and expenditures for all cities and counties. Then the total expenditures and funds for these categories were then summed to determine pavement funding available for all counties.

Table 5.1 Funding Sources for Pavements

	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	Future
Federal	10%	23%	18%	16%	10%	11%	13%
State	62%	49%	53%	53%	52%	50%	54%
Local	28%	27%	29%	30%	38%	38%	35%

Note that federal funding was a significant component in 2009/10 and 2010/11, reflecting the influx of American Recovery and Reinvestment Act (ARRA) funding which occurred during the recession. Since then, the percentage of federal funds has fluctuated between 10 to 13 percent. This is an important item to note since it indicates that cities and counties, in general, do not rely heavily on federal funds. Rather, state and local funds typically make up almost 90 percent of pavement funding, with state funds as the predominant source at more than 50 percent.

The Highway User Tax Account (HUTA), more commonly known as the state gas tax, is by far the single largest funding source for cities and counties. Table 5.1 shows an increasing dependence on a revenue source that is projected to decline. Part of this is because of declining gas consumption due to more gas-efficient and electric vehicles, and partly this is due to the additional responsibilities for most cities and counties e.g. compliance with the American Disabilities Act (ADA) in the form of curb ramps and sidewalk, which reduces the amount of funding available for pavements. The resulting funding available for the rural counties was determined to be approximately $3.08 billion over the next 20 years, or $154 million a year.

Based on each county's pavement condition and road characteristic (percentage of urban roads and rural roads), a total of 26 databases were utilized to perform three funding scenarios:

1. *Impacts of existing funding (assuming preventive maintenance first)*
2. *Impacts of existing funding (assuming worst first)*
3. *Funding required to improve current PCI level*

Scenario 1: Existing Funding (Preventive Maintenance First)

In this scenario, the existing funding is estimated to be $154 million a year for the next 20 years. The first two years funding was applied on preventive maintenance or preservation strategies, such as seals. The results for each county were aggregated, and the pavement condition is expected to deteriorate to 42, while the unfunded backlog or deferred maintenance increases to $6.7 billion. Table 5.2 summarizes the budget, PCI in 2034 and deferred maintenance for each

county. As an example, Figure 5.1 graphically illustrates the trends for the average PCI and deferred maintenance over the analysis period for Nevada County.

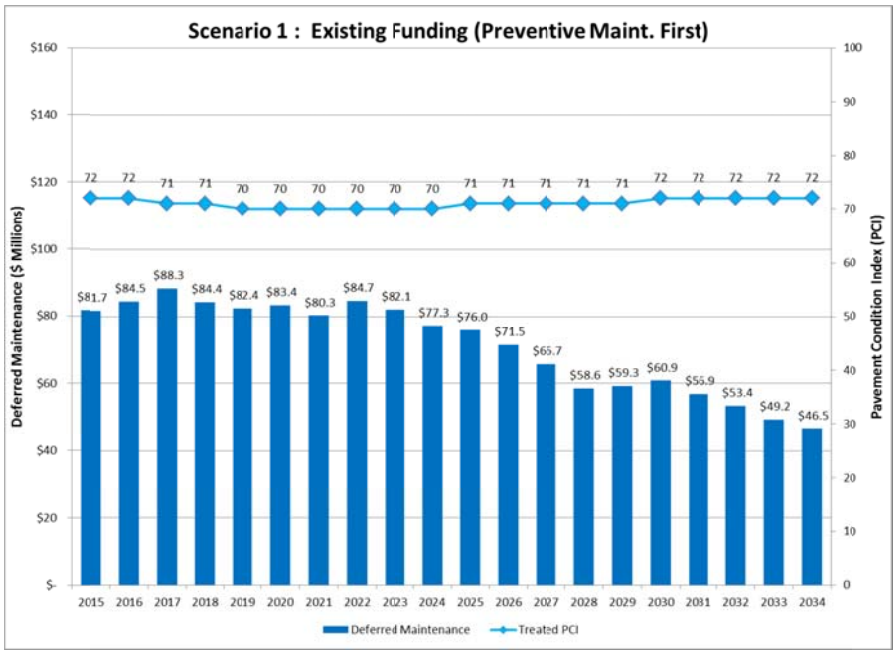


Figure 5.1 PCI and Deferred Maintenance for Scenario 1 (Nevada County)

Scenario 2: Existing Funding (Worst Sections First)

Scenario 2 has the same funding level as Scenario 1 but assumes that the worst roads are repaired first. The average pavement condition for all rural counties will also drop to 42 by 2304; however, the deferred maintenance will increase to $ 8.1 billion, 21 percent more than in Scenario 1. Figure 5.2 shows these results for Nevada County.

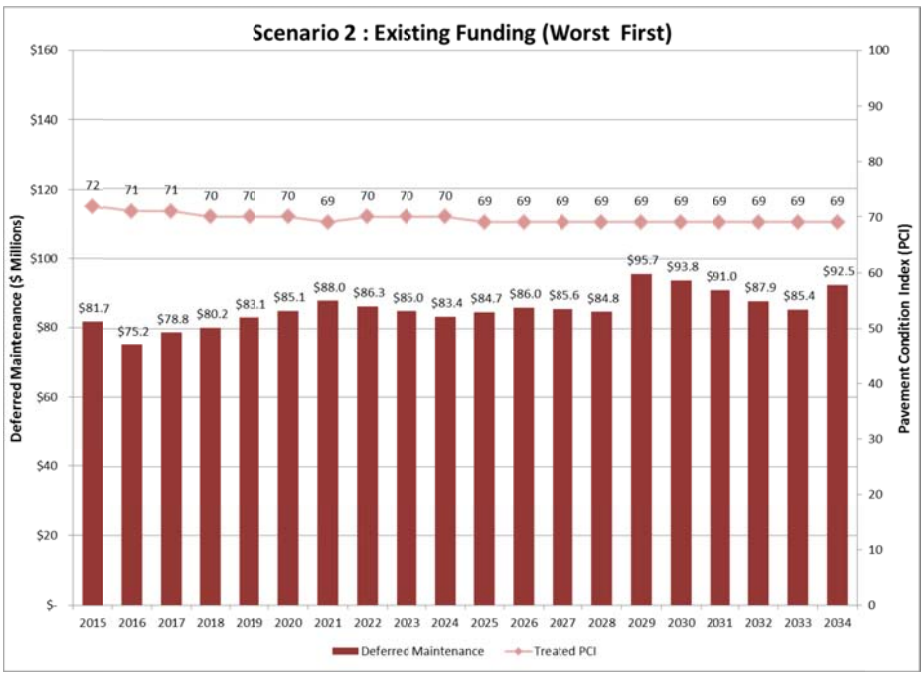


Figure 5.2 PCI vs Deferred Maintenance for Scenario 2 (Nevada County)

Scenario 3: Funding Required to Improve PCI

In Scenario 3, a total funding level of $7.3 billion ($364 million/year) over 20 years will be required to improve the network PCI to the recommended targets for each county (see Table 5.1 and note that the PCI goals range from 50 to 80, with about half the counties indicating a goal of 70.) As a result, the average PCI for all the rural counties will increase to 68, and the deferred maintenance will be $2.5 billion by 2034. This funding level is more than twice what is currently available, or to put it another way, the funding shortfall is $4.2 billion. Figure 5.3 indicates the results for Nevada County, which has a target PCI of 75.

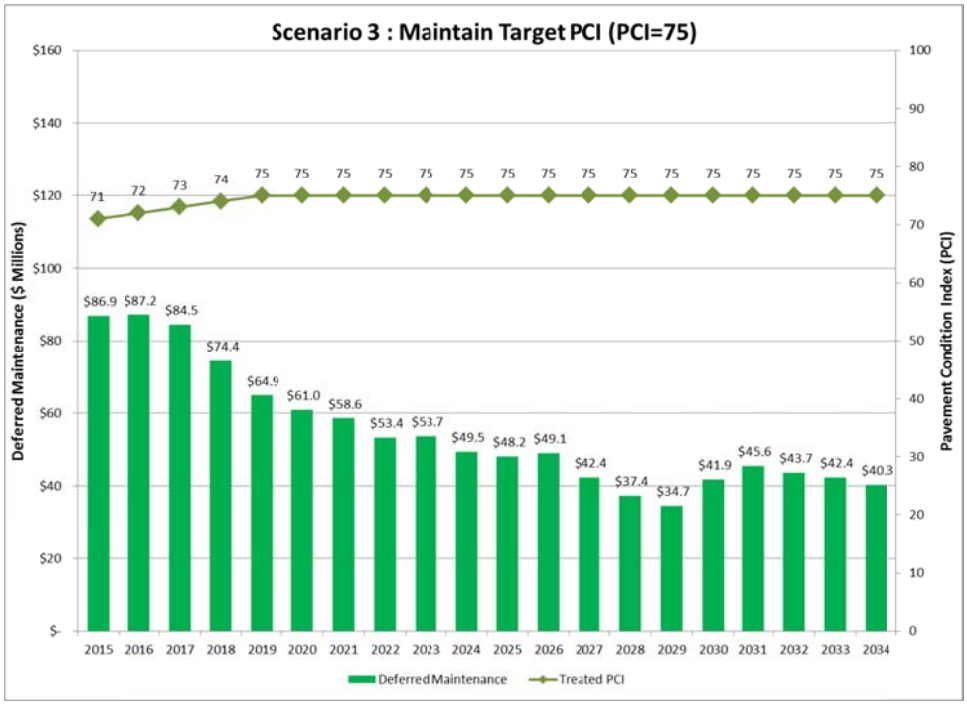


Figure 5.3 PCI vs Deferred Maintenance for Scenario 3 (Nevada County)

Table 5.2 Summary of Scenario Results by County

County	2014 Overall PCI	Scenario 1			Scenario 2			Scenario 3		
		Total Budget ($M)	2034 PCI	2034 Deferred Maintenance ($M)	Total Budget ($M)	2034 PCI	2034 Deferred Maintenance ($M)	Total Budget ($M)	Target PCI	2034 Deferred Maintenance ($M)
Alpine	44	11.8	40	20.6	11.8	39	22.5	28.4	70	5.4
Amador	33	8.8	9	292.6	8.8	9	302.3	188.4	50	121
Calaveras	51	33.9	24	278.5	33.9	24	322.5	205.9	60	109.5
Colusa	62	102.5	46	201.1	102.5	42	261.5	232.3	70	67.2
Del Norte	63	11.5	29	109.8	11.5	29	139	89.1	70	27.4
El Dorado	63	137.9	37	512	138.0	35	653.9	493.8	70	143.1
Glenn	68	98.2	43	248.5	98.3	41	364.9	312.9	75	55.4
Humboldt	64	218.4	44	474.7	218.7	42	609.9	524.7	70	151.6
Inyo	62	58.6	38	179.7	58.5	37	236.5	190.5	70	52.9
Lake	40	89.7	31	263.7	89.7	31	276.7	205.4	50	158.4
Lassen	66	62.7	45	125.9	62.6	44	166.9	143.6	70	44.4
Mariposa	53	29.8	35	90.9	29.5	35	91.8	72.6	60	37.8
Mendocino	35	99.0	24	414.2	99.1	23	431.5	304.9	50	221.6
Modoc	46	38.5	19	441.5	38.6	19	486.9	398.5	70	82.6
Mono	67	51.9	56	51.3	52.0	55	70.8	78.5	70	24
Monterey	50	303.2	35	998.3	302.8	33	1107.2	821.2	60	455.5
Nevada	71	170.3	72	46.5	170.3	69	92.5	181.5	75	40.3
Placer	69	839.6	81	0	839.6	77	185.3	828.6	80	18.4
Plumas	64	203.7	79	0	203.7	77	37.9	161.8	70	48.2
San Benito	48	51.2	33	178.9	51.3	32	190.1	153.3	60	76.7
Santa Cruz	57	149.6	42	346.4	149.8	41	399.8	380.6	70	100.9
Sierra	45	11.3	27	59.1	11.2	25	64.8	49.2	60	22.8
Siskiyou	57	88.2	31	470.4	88.2	30	539.6	432.3	70	107
Tehama	62	121.5	42	302.7	121.7	40	390.3	323.2	70	102.6
Trinity	60	28.4	25	298.5	28.4	25	373.9	250.5	70	70.8
Tuolumne	47	60.0	28	278.3	60.0	27	298.1	223.3	60	109.2
Total	58	3,080	42	6,684	3,081	41	8,117	7,275	68	2,455

Nevada County

A review of the data shows that for Nevada County, continuing expenditure of approximately $8.6 million per year for rehabilitation and preventative maintenance will keep the Pavement Condition Index (PCI) at 72, and will reduce the level of deferred maintenance from the current $82 million to $48 million in 2034. If a policy of fixing the "worst roads first" is followed, the 20 year total cost of rehabilitation and preventive maintenance would increase from $168.6 million to $170.3 million, the level of deferred maintenance would increase from $82 million to $92.5 million, and the PCI would decline from 72 to 69. If countywide expenditures for rehabilitation and pavement maintenance are increased by $775,000 per year, the PCI would improve from 72 to 75, and deferred maintenance would be reduced from $86 million to $35.5 million in 2034.

It is interesting to note that of the Nevada County agencies, the Town of Truckee has the highest average PCI (89), followed by Nevada City (67), Grass Valley (65) and Nevada County (63). Truckee has had additional local funds to use for pavement maintenance from a local sales tax that has been in effect since 1998.

Mono County
Local Transportation Commission

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www.monocounty.ca.gov

June 8, 2015

The Honorable Tom Berryhill
California State Senate
State Capitol, Room 3076
Sacramento, CA 95814

Re: SB 16 (Beall): Transportation Funding – SUPPORT with amendments.

Dear Senator Berryhill,

The Mono LTC supports Senate Bill 16 by Senator Jim Beall, which would inject much-needed new revenues into the statewide transportation network to address maintenance backlogs on local streets and roads and state highways. However, Mono County objects to the tax on fuel vendors and requests that language be removed. The bill strikes a good balance by ensuring that existing transportation revenues fund transportation projects and imposing targeted tax and fee increases needed to address the significant funding shortfalls. Research by counties, cities and regional transportation agencies has idenfied unmet needs of $79 billion on the local streets and roads system, and the state reports $59 billion in deferred maintenance on the state highways. While there is no single solution to this problem, it is clear that now is the time to act on these pressing needs.

The Mono LTC believes that before the state can increase taxes or fees for transportation, all existing transportation fund loans should be repaid and diversions of transportation funds should be eliminated. SB 16 requires transportation loan repayment within three fiscal years, with the first repayment due on or before June 30, 2016. The measure would also return truck weight fees back to transportation projects and provide a backfill for transportation related bond debt service.

Statewide, local streets and roads receive about $3 billion per year from all funding sources, whereas $10.8 billion per year would be needed over the next decade to bring the local system into a good state of repair, at which point maintenance costs would be significantly lower. SB 16's five-year funding program would raise approximately $2.3 million per year for the County of Mono to supplement existing funds. Locally, these funds would be used to maintain over 684 miles of roads in the eastern Sierra of California. These roads provide vital transportation links for residents, tourists, recreationalists, travelers, businesses, and even the military (the Marine Corps Mountain Warfare Training Center is located within Mono County).

The Mono LTC recognizes that increasing taxes is a difficult decision, but SB 16 will save taxpayers money in the long run. As roads deteriorate, they become increasingly expensive to repair. In fact, rebuilding a road from scratch can cost as much as twenty times more than routine maintenance to extend the service life of our roadway infrastructure. Investing in our roads and highway through targeted and balanced increases in revenue as proposed by SB 16 will improve California's roadways today while saving taxpayers money tomorrow.

For all of these reasons, the Mono LTC supports SB 16 and respectfully requests your "AYE" vote.

Sincerely,

_____

Fred Stump, Chair

cc: The Honorable Jim Beall, California State Senate

California Rural Counties Task Force

www.ruralcountiestaskforce.org

Maura Twomey, Vice Chair
Association of Monterey Bay Area Governments
831.883.3750

Jerry Barton, Chair
El Dorado County Transportation Commission
530.642.5260

Adam Hansen, Secretary
Tehama County Public Works
530.385.1462

DRAFT

May 15, 2015

The Honorable Jim Beall
Chair, Senate Transportation and Housing Committee
State Capitol, Room 5066
Sacramento, CA 95814

Re: SB 16 (Beall) Transportation Funding – Support in Concept

Dear Senator Beall:

The Rural Counties Task Force (RCTF) represents the 26 Rural Regional Transportation Planning Agencies and Local Transportation Commissions in California that coordinate with local, state, and federal agencies to plan, fund, design, and construct transportation projects that address statewide sustainability and environmental goals. The RCTF was established in 1988 in partnership with the California Transportation Commission (CTC) to provide a direct opportunity for rural counties to remain involved with changing statewide and federal transportation policies and programs in an advisory role.

Rural counties rely on the partnership with the State of California to provide a vital transportation system that serves local communities, the state, and county. For instance, the gas tax is the single largest funding source for cities and counties, yet this revenue is projected to decline statewide and nationally. Additionally, he recent reduction of the price-based excise tax on gasoline will delay maintenance and add cost to projects, as it is exponentially more expensive to maintain or rebuild failed pavements than it is to maintain those in good condition.

Rural counties have small populations therefore have very little ability to generate local transportation funding. For example, Alpine County has a population of 1,159, Sierra County has a population of 3,047, and Modoc County has a population of 9,147. While they have small populations, they also have a proportionately high number of lane miles per person to maintain. Our recently completed Rural Streets and Roads Needs assessment concluded that rural counties have 14% of the statewide roadway network, they receive only 9% of the available funding, and have 6% of the population. The needs assessment also concluded that rural areas have the worst pavement in the state, the average Pavement Condition Index (PCI) statewide is 66, and the PCI for rural areas is significantly lower at 58.

Senate Bill 16 would provide much needed revenue to assist rural areas in addressing deferred maintenance needs. We hope that your legislation will take a performance-based approach to provide funding for implementation consistent with best practices in pavement maintenance. Our recent pavement needs assessment will help inform project priorities, support the efficient expenditure of state funding, and ensure rural areas remain relevant in an increasingly competitive economic environment.

We support the SB 16 assurance that revenue to will be used exclusively for road, street and bridge repairs. Since the bill includes a 47.5 percent local government share to be divided equally between cities and counties for local streets and roads, we believe this would go a long way in helping cities and counties reach their goals for improved pavement condition.

Thank you for your leadership in moving this bill forward for California. The RCTF looks forward to working with the Legislature and Governor to assure that California's infrastructure is maintained at the highest level.

Sincerely,

Jerry Barton
Chair, RCTF

Cc: Janet Dawson, Chief Consultant, California State Assembly Transportation Committee
Will Kempton, Executive Director, California Transportation Commission
Rural Counties Task Force Membership

Mono County
Local Transportation Commission

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

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

June 8, 2015

The Honorable Frank Bigelow
California State Assembly
State Capitol, Room 6027
Sacramento, CA 94249

Re: Senate Bill 321 (Beall) - Motor vehicle fuel taxes: rate adjustments - SUPPORT

Dear Assemblyman Bigelow,

The Mono LTC supports Senate Bill 321 by Senator Jim Beall. This important measure will make a much-needed technical fix to the complex process for setting the gasoline excise tax rate under the gas tax swap, while maintaining revenue neutrality with the former sales tax on gasoline. SB 321 will be helpful in maintaining staffing levels to lessen the degradation of our roads, but it is simply a revenue-neutral, technical fix to the gas tax swap.

The Mono LTC supports Senate Bill 321 by Senator Jim Beall. This important measure will make a much-needed technical fix to the complex process for setting the gasoline excise tax rate under the gas tax swap, while maintaining revenue neutrality with the former sales tax on gasoline. SB 321 will be helpful for planning and budgeting for transportation projects such as road maintenance and striping, but it is simply a revenue-neutral, technical fix to the gas tax swap.

Due to the existing procedures used to set the excise tax rate, the County of Mono anticipates losing $574,583 between 2014-15 and 2015-16. With a total annual budget of only $4 million, this 15% loss will result in loss of staff and inability to provide even minimal road maintenance. While the gas tax will still decrease next year under SB 321, the reduction will be $323,620 dollars less in Mono County. Gas prices have already increased significantly since the 2015-16 rate was set in February, so the smaller excise tax decrease if SB 321 is passed as an urgency measure would mean a smaller upward adjustment in the future. The increased stability of the SB 321 framework is therefore beneficial to both consumers paying the tax and governments agencies that rely on the revenues to build and maintain California's transportation infrastructure.

For these reasons, the Mono LTC supports SB 321 and respectfully requests your "AYE" vote.

Sincerely,

_____

Fred Stump, Chair

cc: The Honorable Jim Beall, California State Senate
The Honorable Tom Berryhill, California State Benate
Ted Morley, Consultant, Senate Republican Caucus

Date: June 8, 2015

STAFF REPORT

Subject: FTA Section 5311(f) Intercity Bus Program Continued Funding for Operating Assistance for the 395 Inter-Regional Bus Route Certifications and Assurances

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

It is recommended that the Commission authorize by Resolution R15-05 the executive director to sign the Certification and Assurances for the Federal Transit Administration Section 5311(f) Continued Funding for Operating Assistance for the 395 Inter-Regional Bus Route.

BACKGROUND:

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

Eastern Sierra Transit operates the 395 Route-North four days per week between Lone Pine and Reno, making connections with Greyhound and Reno-Tahoe International Airport. The 395 Route-South is operated three days per week between Mammoth and Lancaster connecting with the Metrolink train. These Routes have been supported by FTA Section 5311(f) since the inception of the route. This grant application is seeking $270,000 in FTA funds.

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

Historically, Local Transportation Funds have been use in combination with the grant funding for the operation of the 395 Route. Based on the funding estimates for FY 2015-16, there will be sufficient funds for the operation of these routes. Eastern Sierra Transit as the CTSA for Inyo County has coordinated with other transportation providers and social services agencies in the region.

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

The 395 Route and the FTA Section 5311(f) funding have met STIP requirements. The local matching funds are to be split equally between Mono and Inyo County's Local Transportation Commissions. These funds will be requested with Eastern Sierra Transit FY 2015-16 budget.

Eastern Sierra Transit Authority is seeking approval by Resolution R15-05 for the approval for the executive director to sign the Certification and Assurances for the Federal Transit Administration Section 5311(f) Continued Funding for Operating Assistance for the 395 Inter-Regional Bus Route.

RESOLUTION R15-08
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION, STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN ALL REQUIRED CERTIFICATIONS AND ASSURANCES FOR THE FEDERAL TRANSIT ADMINISTRATION SECTION 5311(F) CONTINUED FUNDING FOR OPERATING ASSISTANCE FOR THE 395 INTER-REGIONAL BUS ROUTE.

WHEREAS, Eastern Sierra Transit Authority (ESTA) is the recognized public transportation operator in Mono County and therefore receives state and federal funds to operate and provide public transportation services in and for Mono County; and

WHEREAS, sufficient funds exist to operate the vehicles, or facility, or equipment purchased under this project, as applicable and ESTA has coordinated with other transportation providers and users in the region, including social services agencies; and

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

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

PASSED AND ADOPTED this 8th day of June 2015 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Fred Stump, Chair
Mono County Local Transportation Commission

Attest:

_____
C.D. Ritter, Secretary

STATE OF CALIFORNIA
FTA SECTION 5311(f) CONTINUED FUNDING OPERATING ASSISTANCE PROJECT APPLICATION
FY 2015

General Information:

Name of Applicant:	Eastern Sierra Transit Authority		
Address:	PO Box 1357		
City/State/Zip Code:	Bishop	CA	93515
Contact Person:	John Helm	Title:	Executive Director
Phone:	760-872-1901	E-Mail:	jhelm@estransit.com

Amount of Federal Section 5311 (f) Funds Requested: $ 270,000.00

Operating Assistance

CONTINUED FUNDING APPLICATION (No changes to existing project)

If there are **no changes** to the existing 5311(f) project, please **complete** this application.

This application is for **CONTINUED FUNDING** for **applicants** that were awarded Operating projects in **FY 2014** for the operating period **July 1, 2014** through **JUNE 30, 2015**.

I certify that the project I am requesting is the same as was funded in FY13/14 and that there are no changes to the project/or projects. Funding increase above what was provided for your project in FY 2014 will be allowed but must be based on prior year actual 5311(f) expenditures and not above the 5311(f) program cap for the project. **Continued funding participants with multiple 5311(f) Operating Assistance projects must identify each project in Section 2, 3 and 4 of this application. You will receive one (1) contract for all your projects.**

To expedite the processing of your application, please submit the actual prior year expenditures budget with your application using the **attached Budget and Fiscal Plan Sheet in Part 1, Section 3** of this application.

In accordance with Federal Transit Administration directive, projects that use previous program savings are not eligible to use TOLL CREDITs for local match. Because of this directive, the FY 2015 5311(f) continued funding projects will not qualify for TOLL CREDITs. However, if applicants want to utilize TOLL CREDIT for their projects they can reapply for funding during the regular 5311(f) competitive call for new projects which is due to our office on **May 1, 2015.**
.

Please note that all FY2015 continued funding application will require the following documentation:

- A complete electronic application
- All required supporting documentation in PDF format
- 2015 FTA Certification and Assurances (available on DMT website)
- Authorized Resolution by your Board/Commission

Submit scanned electronic PDF copy of the **signed** (blue ink) completed application via email to ronaldo_hu@dot.ca.gov and cc katherine_pongratz@dot.ca.gov by **June 1, 2015**.

Applications must be complete and final as submitted. Note: Incomplete applications will be returned to the applicant for revision.

The application is provided in fillable PDF format that can be saved.

For questions or concerns about the continued funding application, please contact the 5311(f) program manager, Ronaldo Hu at 916-657-3955.

I certify that data in this application are true and correct and the person whose signature appears below has been duly authorized by the governing body of the subrecipient to submit this application.

Certifying Representative:

(Please Print)

Name: John Helm Title: Executive Director

Signature ***(Blue Ink)***: _____ Date:

PART I , SECTION 1
FTA SECTION 5311(f) CONTINUED FUNDING OPERATING ASSISTANCE PROJECT APPLICATION

Section One: Certifications and Assurances:

1. Pursuant to 49 CFR, Part 21, **Title VI of the Civil Rights Act of 1964**, the subrecipient assures that no person, on the grounds of race, color, creed, national origin, sex, age, or disability shall be excluded from participation in, or denied the benefits of, or be subject to discrimination under any project, program or activity funded in whole or in part by Federal Transit Administration (FTA).

2. Pursuant to 49 CFR, Part 21, **Title VI of the Civil Rights Act of 1964**, the subrecipient assures that it shall not discriminate against any employee or subrecipient for employment because of race, color, religion, sex, national origin, and that it shall take affirmative action to ensure that subrecipients are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, or national origin.

3. Pursuant to 49 CFR, Part 27, **U.S. DOT Regulations implementing the Rehabilitation Act of 1973**, the subrecipient certifies that it will conduct any program or operate any facility that receives or benefits from Federal financial assistance administered by FTA in compliance with all imposed requirements, Nondiscrimination on the basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.

4. **Pursuant to 49 CFR, Part 26**, the subrecipient must prepare and maintain complaint procedures for investigating and tracking Title VI complaints filed against them. Such procedures include record of investigations, complaints, and/or lawsuits, and notice to public about rights containing instructions on how to file a discrimination complaint. Recipients of federal financial assistance are required to take reasonable steps to ensure meaningful access to their programs and activities by **limited English proficient persons**.

5. Pursuant to 49 CFR Part 21, the subrecipient certifies that special efforts are being made to provide the **level and quality of transportation** services that disabled persons, including wheelchair users and semi-ambulatory persons, can use. This transportation shall be reasonable in comparison to the transportation provided to the general public and shall meet a significant fraction of actual transportation needs of such persons within a reasonable time.

6. Pursuant to FTA Circular **9040.1F & 9050.1,** the subrecipient assures and certifies that it will comply with the Federal statutes, regulations, executive orders and administrative requirements, which relate to applications made to and grants received from FTA. The subrecipient acknowledges receipt and understanding of the list of such statutes, regulations, executive orders and administrative requirements.

7. The subrecipient agrees and assures that it will comply with U.S. DOT regulations, **"Participation by Disadvantaged Enterprises in Department of Transportation Financial Assistance Programs,"** 49 CFR part 26. Among other provisions, this regulation requires recipients of DOT Federal financial assistance, namely State and local transportation agencies, to establish goals for the participation of disadvantaged entrepreneurs and certify the eligibility of DBE firms to participate in their DOT-assisted contracts. The recipient agrees and assures that it will comply with 49 CFR 26.49 which requires each transit vehicle manufacturer, as a condition of being authorized to bid or propose a FTA-assisted transit vehicle procurement (new vehicles only), certify that it complied with the requirements of the DBE program.

8. The subrecipient assures and certifies that it will adhere to the **California State DBE Program Plan** as it applies to local agencies. The subrecipient must complete and submit to the Department a DBE implementation Agreement. The subrecipient certifies that it must report twice annually on DBE participation in their contracting opportunities; their award/commitments and actual payments.

9. The subrecipient assures and certifies that its services funded by Section 5311 are, and shall remain, open to the general public.

10. The subrecipient certifies that its **procurements** and procurement system will comply with all applicable requirements imposed by Federal laws, executive orders, or regulations and the requirements of FTA Circular 4220.1F, "Third Party Contracting Requirements," and such other implementing requirements as FTA may issue. The subrecipient certifies that it will include in its contracts, financed in whole or in part with FTA assistance, all clauses required by Federal laws, executive orders, or regulations and will ensure that each subrecipient and each contractor will

also include in its sub agreements and contracts financed in whole or in part with FTA assistance all applicable contract clauses required by Federal laws, executive orders, or regulations.

11. The subrecipient assures and certifies that **private for-profit transit** operators have been afforded a fair and timely opportunity to participate to the maximum extent feasible in the planning and provision of the proposed transportation services.

12. The subrecipient assures and certifies that the project complies with the **environmental impact** and related procedures of 23 CFR Part 771.

13. The subrecipient certifies that it has established and implemented an **anti-drug and alcohol misuse prevention program** and has conducted employee training complying with the requirements of 49 CFR part 655, "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations".

14. The subrecipient assures and certifies that it requires its subcontractors and subrecipients to have established and implemented an **anti-drug and alcohol misuse prevention program**, to have conducted employee training complying with the requirements of 49 CFR part 655, "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations".

15. The subrecipient certifies that before expending any Federal assistance to acquire the first bus of any new **bus model or any bus model with a new major change in configuration or components** or before authorizing final acceptance of that bus (as described in 49 CFR part 665), that model of bus will have been tested at a bus testing facility approved by FTA and subrecipient and FTA will have received a copy of the test report prepared on that bus model.

16. The subrecipient certifies that the recipient shall comply with 49 CFR Part 604 in the provision of any **charter service** provided with FTA funded equipment and facilities. The subrecipient certifies that in the provision of any charter service provided, subrecipient and its recipients will provide charter service that uses equipment or facilities acquired with Federal assistance authorized for 49 U.S.C. 5309, or 5311 only to the extent that there are no private charter service operators willing and able to provide those charter services that it or its recipients desire to provide unless one or more of the exceptions in 49 CFR part 604-Subpart B applies. The subrecipient assures and certifies that the revenues generated by its incidental charter bus operations (if any) are, and shall remain, equal to or greater than the cost (including depreciation on federally assisted equipment) of providing the service. The subrecipient understands that the requirements of 49 CFR part 604 will apply to any charter service provided, the definitions in 49 CFR part 604 apply to this agreement, and any violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further Federal assistance for transportation.

17. As required by 49 U.S.C. 5323 (f) and FTA regulations, **"School Bus Operations,"** at 49 CFR 605.14, the subrecipient agrees that it and all its recipients will: (1) engage in school transportation operations in competition with private school transportation operators only to the extent permitted by an exception provided by 49 U.S.C. 4323 (f) and implementing regulations, and (2) comply with requirements of 49 CFR part 605 before providing any school transportation using equipment or facilities acquired with Federal assistance awarded by FTA and authorized by 49 U.S.C. Chapter 53 or Title 23 U.S.C. for transportation projects. The subrecipient understands that the requirements of 49 CFR part 605 will apply to any school transportation it provides, that the definitions of 49 CFR part 605 apply to any school transportation agreement, and a violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further Federal assistance for transportation.

18. The subrecipient assures and certifies that when procuring capital equipment acquired with Federal assistance it will comply with all **Buy America provisions** as pertaining to all 5311 subrecipients, **49 CFR Part 661 and 49 USC 5323(j)(2)(c)**. This policy means that certain steel, iron, and manufactured products used in any capital equipment acquired with Federal assistance must be produced in the United States. Buy America requirements apply to all purchases, including materials and supplies funded as operating costs, if the purchase exceeds the threshold for small purchases (currently $100,000).

19. The subrecipient certifies that it will comply with the requirements of 49 CFR parts 663, in the course of purchasing revenue rolling stock. Among other things, the subrecipient will conduct, or cause to be conducted, the prescribed **pre-award and post-delivery reviews** and will maintain on file the certifications required by 49 CFR part 663, subparts B, C, and D.

20. The subrecipient certifies that it will submit the "Fiscal Year 2015 **FTA Annual List of Certifications and Assurances** for Federal Transit Administration Grants and Cooperative Agreements" and Appendix A Certifications and Assurances Checklist and Signature Page **when made available by the FTA**.

21. The subrecipient has provided documentation needed by the Department to assure FTA that it has properly and sufficiently delegated and executed authority, by Resolution, to the appropriate individual(s) to take official action on its behalf.

22. The subrecipient, providing **complimentary paratransit service**, certifies that they submitted to the Department an initial plan for compliance with the complimentary paratransit service provision as of January 26, 1992, as required by 49 CFR Part 37, Section 135[b] and have provided the Department annual updates to its plan on January 26 of each year, as required by 49 CFR Part 37, Section 139[c]. The subrecipient has provided the Department an initial **complimentary paratransit service** plan signed and dated October 16, 2009 **(Updated plans must be submitted with application).** Subrecipient who provides fixed route service must provide ADA complementary service. Subrecipients who provide other route deviation transit services in lieu of ADA complementary service such as deviated fixed-route or demand responsive must make the service accessible and available to the general public. To be considered demand responsive, service provided must deviate for the general public, not just for persons with disabilities meeting paratransit eligibility criteria. If deviations are restricted to a particular group, the service ceases to be a form of demand-responsive service for the general public and ADA complementary paratransit service is required.

23. The subrecipient certifies that all **direct and indirect costs** billed are allowable per Title 2 Code of Federal Regulations, Part 225 (2 CFR 225) (formerly Office of Management and Budget (OMB) Circular A–87), the federal guidelines for allowable costs for subrecipients that are State, Local and Indian Tribal governments or 2 Code of Federal Regulations, Part 230 (2 CFR 230), (formerly, OMB Circular A–122), OMB Circular A-133 if the subrecipient is a non-profit organization. With regards to private for-profit organizations, refer to **48 CFR Part 3**.

24. The subrecipient certifies that all indirect costs billed are supported by an annual **indirect cost allocation plan** submitted in accordance with 2 CFR 225. The plan or subrecipients' cognizant agency approval of plan was submitted to the Department's Audits and Investigations and approved before subrecipient submits request for reimbursement of any indirect costs. Indirect costs prior to having a plan approved as evidenced by a letter from the Departments' Audits and Investigations is not an allowable expense. If subrecipient does not bill for indirect cost then an indirect cost allocation plan is not required.

25. Before a subrecipient may lease an asset, FTA regulations, **"Capital Leases,"** 49 CFR 639, Subpart C, require a written comparison of the cost of leasing the asset compared with the cost of purchasing or constructing the asset. Costs used in the comparison must be reasonable, based on realistic current market conditions, and based on the expected useful service life of the asset.

26. The subrecipient certifies that they understand that **Transit Employee Protection** is specified in Title 49 U.S.C. 5333(b). This Title requires that the interests of employees affected by assistance under most FTA programs shall be protected under arrangements the Secretary of Labor concludes are fair and equitable. Title 49 U.S.C. 5311(b) requires that the Department of Labor (DOL) use "a special warranty that provides a fair and equitable arrangement to protect the interests of employees" in order for the 5311(i) requirements to apply to Section 5311.

27. To the best of my knowledge and belief, data in this local application are true and correct, and the person whose signature appears below has been duly authorized by the governing body of the subrecipient for filing of this application.

Certifying Representative:

(Please Print)

Name: John Helm Title: Executive Director

Signature ***(Blue Ink)***: _____ Date:

PART I , SECTION 2
CERTIFICATION AND ASSURANCES OF THE REGIONAL TRANSPORTATION PLANNING AGENCY (TPA) OR GOVERNING BOARD

Name-Regional Agency/TPA:	Mono County Local Transportation Commission		
Contact Person:	Scott Burns	Title:	Executive Director
Phone:	760-9241807	E-Mail:	sburns@mono.ca.gov
Name of Subrecipient:	Eastern Sierra Transit Authority		
Project Description:	Operation Assistance for the 395 Route		

The transportation planning agency/governing board has approved, by resolution, the following:

State Transportation Improvement Program - Metropolitan Planning Organizations Only

Document (or Amendment) Number	Document (or Amendment) Year	FHWA/FTA Federally Approved TIP (Date)

And further certifies:

1. The subrecipient has, or will have by the time of delivery, sufficient funds to operate the vehicles, or, facility, or equipment purchased under this project, as applicable and has coordinated with other transportation providers and users in the region, including social service agencies.

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

Certifying Representative:

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

(Please Print)

Name: Scott Burns Title: Executive Director

Signature ***(Blue Ink)***: _____ Date: June 8, 2015

PART I , SECTION 3
BUDGET AND FISCAL PLAN

Project Description: Operation Assistance for the 395 Route

Operating Period: JULY 1, 2015 THROUGH JUNE 30, 2016

(1) Total DIRECT Operating Expenses (Itemize)

Salary and Benefits	$	317,000			
Equipment	$	218,000			
Other	$	118,000			
	$				
TOTAL DIRECT OPERATING EXPENSES	**$**	653,000			
TOTAL INDIRECT EXPENSE (Indirect Rate: %)	**$**				
TOTAL DIRECT & INDIRECT EXPENSE			**$**	653,000	**(1)**

(2) Less Fare box and Other Revenue

Fares	$	150,000			
	$				
	$				
	$				
TOTAL FAREBOX AND OTHER REVENUE APPLIED AGAINST ELIGIBLE EXPENSES	**$**	150,000	**$**	150,000	**(2)**

(3) Less Ineligible Expenses

Preventive Maintenance	$	15,000			
Other (Specify)	$				
	$				
	$				
TOTAL INELIGIBLE EXPENSES	**$**	15,000	**$**	15,000	**(3)**

(4) NET PROJECT COST (Line 1 – Line 2 – Line 3) **$** 488,000 **(4)**

(5) Local Share (Itemized by Source Type & Amount)

	$	218,000			
	$				
	$				
TOTAL LOCAL SHARE	**$**	218,000	**$**	218,000	**(5)**

(6) FEDERAL SHARE * $ 270,000 **(6)**

*Federal Share Max Allowed 55.33% of Net Project Cost (Item 4):

(7) BUDGET SUMMARY: Local Share + Federal Share = Net Project Cost

LOCAL SHARE:		$	218,000	(5)
FEDERAL SHARE:	+	$	270,000	(6)
NET PROJECT COST:	=	**$**	488,000	**(7)**

PART I , SECTION 3
BUDGET AND FISCAL PLAN (CONTINUED)

Fiscal Strategy Plan

Please identify how you intend to use the funding and in what fiscal year

Fund Source	FY 14 - 15		FY 15 - 16		TOTAL	
A. FEDERAL						
5311(f)	$	270,000	$	270,000	$	
5311	$	220,000	$	184,000	$	
5307	$		$		$	
CMAQ	$		$		$	
STIP (RSTP/TIF)	$		$		$	
5309	$		$		$	
Subtotal	$	490,000	$	454,000	$	
B. LOCAL						
TDA (LTF, STAF)	$	1,570,000	$	1,399,000	$	
Tax or Measure	$	690,000	$	690,000	$	
Subtotal	$	2,260,000	$	2,089,000	$	
C. STATE						
State Highway Account	$		$		$	
Public Transportation Account	$		$		$	
Other:	$		$		$	
Subtotal	$		$		$	
TOTAL (A+B+C)	$	2,750,000	$	2,543,000	$	

PART I , SECTION 4
TRANSIT SECURITY AND EMERGENCY PREPAREDNESS

- Do county emergency evacuation plans identify you as community responder-transportation provider? Y/N
  Yes
- What is your **capacity** to move individuals with disabilities during an emergency situation from schools, neighborhoods, medical facilities, etc?

  Every revenue vehicle in Eastern Sierra Transit's fleet is fully ADA accessible. Inyo and Mono County have a complete list of vehicles and their domicile locations with seating and wheelchair capacities that can be place in service in the event of an emergency.

- Do you participate in transportation infrastructure security/emergency planning, drills/exercises, and/or decision making activities (to prevent, prepare for, mitigate, respond to, and recover from security/emergency acts) upon which to identify sufficient resources to maintain operating performance of your transit system in order to meet comprehensive transportation needs during a time of an emergency situation?
  Yes
- Do these activities encourage the development of integrated passenger transportation opportunities that are coordinated, and connected to enhance personal mobility during a time of an emergency situation?
  Yes
- Do you have a program for personnel (i.e. a security coordinator having authority to implement security actions, coordinate security improvements, and /drivers to support preparation and response activities to further enhance security measures, thus encouraging an active role during a time of an emergency situation?
  Yes
- Have you applied for funding under the Department of Homeland Security Intercity Bus Security Grant Program? Yes ☐ No ☒

- Have you completed a vulnerability assessment and developed a security plan? Yes ☐ No ☒

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

June 8, 2015

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, principal planner

RE: Rural Counties Task Force (RCTF) 2015 Pavement Needs Assessment

RECOMMENDATIONS:
Review and provide any desired direction to staff.

FISCAL IMPLICATIONS:
This report continues past efforts to highlight declining pavement conditions and funding availability for the 26 rural counties participating in the study.

ENVIRONMENTAL COMPLIANCE:
Not applicable

DISCUSSION:
The RCTF is made up from 26 rural counties and formed in 1988 as a joint effort between the California Transportation Commission (CTC) and the 26 Regional Transportation Planning Agencies (RTPAs).

The 2015 Rural Counties Pavement Needs Assessment continues to highlight maintenance and funding limitations facing rural counties. The Nevada County Transportation Commission managed the grant to complete this study and has provided the attached Executive Summary.

Staff has copies of the complete report or it can be found here:
http://www.ruralcountiestaskforce.org/Pavement_Needs_Assessment.html

TERRI ANDERSEN – Nevada City City Council
NATE BEASON – Nevada County Board of Supervisors
CAROLYN WALLACE DEE – Truckee Town Council
JASON FOUYER – Grass Valley City Council (2015 Vice-Chair)
ANN GUERRA – Member-At-Large
LARRY JOSTES – Member-At-Large (2015 Chairman)
ED SCOFIELD – Nevada County Board of Supervisors

DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

NEVADA • COUNTY • TRANSPORTATION NCTC COMMISSION

Grass Valley • Nevada City

Nevada County • Truckee

File: 1250.1

MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director

SUBJECT: Rural Counties Task Force: Streets and Roads Performance Measurement Data Project

DATE: May 7, 2015

Executive Summary

The 26 rural counties included in this study own and maintain over 24,000 centerline miles of local roads and streets, and over 5,000 centerline miles of unpaved roads. They cover 41.5 percent of the total land area and maintain approximately 14.2 percent of the total lane-miles of the local road network. However, they contain only 5.6 percent of the state's population and have 9.4 percent of the available funding for pavement expenditures. From this data it is concluded that:

- *Residents in rural counties have to maintain almost three times as many lane-miles as urban residents.*
- *Pavement funding per mile available to rural counties is approximately 60 percent compared to the rest of California.*

Clearly, this reflects a disproportionate burden that is being shouldered by the rural counties as compared to the rest of California.

The average Pavement Condition Index (PCI) for rural roads is only 58, significantly lower than the statewide average of 66. It will require more than $9.8 billion over the next 20 years to make all necessary repairs and bring the rural local road condition to what is considered to be best management practices. In addition, the portion of the state highway system in the 26 rural counties will require an additional $732 million over the next ten years. However, the existing funding available to the rural counties is only $3.08 billion over the next 20 years for local roads. Of this, more than 50 percent comes from the gas tax, which is a decreasing revenue source. In order for all 26 counties to reach their target PCIs (average of 68), a total of $7.3 billion will be required for

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local roads alone. This results in a funding shortfall of $4.2 billion.

NCE developed the following information for each of the 26 rural counties:

1. *A comparison of revenues versus pavement maintenance needs.*
2. *Three funding scenario samples:*
    a. *Impacts of existing funding using preventative maintenance practices.*
    b. *Impacts of existing funding using a "fix the worst first" approach.*
    c. *Funding required to reach a Pavement Condition Index (PCI) target.*

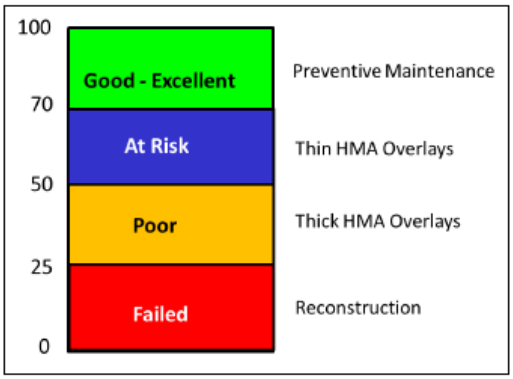
Pavement Condition Data

PCI is a numerical index between 0 and 100, which is used to indicate the general condition of a pavement. It is widely used in transportation civil engineering. It is a statistical measure based on a visual survey of the number and types of distresses in a pavement. The result of the analysis is a numerical value between 0 and 100, with 100 representing the best possible condition and 0 representing the worst possible condition.

Generally the goal is for pavements to reach a condition where best management practices can occur, so that only the most cost-effective pavement preservation treatments are needed. Other benefits such as reduced impact to the public in terms of delay and environment (dust, noise, energy usage) are also realized. In short, the best management practices goal is to reach a PCI in the low 80s and to eliminate deferred maintenance or "unfunded backlog", which is defined as work that is needed, but not funded.

The table below illustrates that good to excellent pavements (PCI>70) are best suited for pavement preservation techniques, (e.g., preventive maintenance treatments such as chip seals or slurry seals). These are usually applied at intervals of five to seven years depending on the type of road and their traffic volumes.

As pavements deteriorate, treatments that address structural adequacy are required. Between a PCI of 25 to 69, hot mix asphalt (HMA) overlays are usually applied at varying thicknesses. This may be accompanied by milling or recycling techniques. Finally, when the pavement has failed (PCI<25), reconstruction is typically required. Note that if a pavement section has a PCI between 90 and 100, no treatment is applied.



The photos below are provided to give a better idea of what PCI means:

It should be noted that the PCI in the report is a weighted average for each county and includes the cities within the county. The map and table below illustrate the average PCI for each county. Table 2.7 shows that the average PCI for all counties is 58. In general, an average pavement condition of 58 is in the "At Risk" category. At this point, the pavement life cycle will deteriorate rapidly. If repairs are delayed by just a few years, the costs of proper treatment will increase significantly, as much as five times.

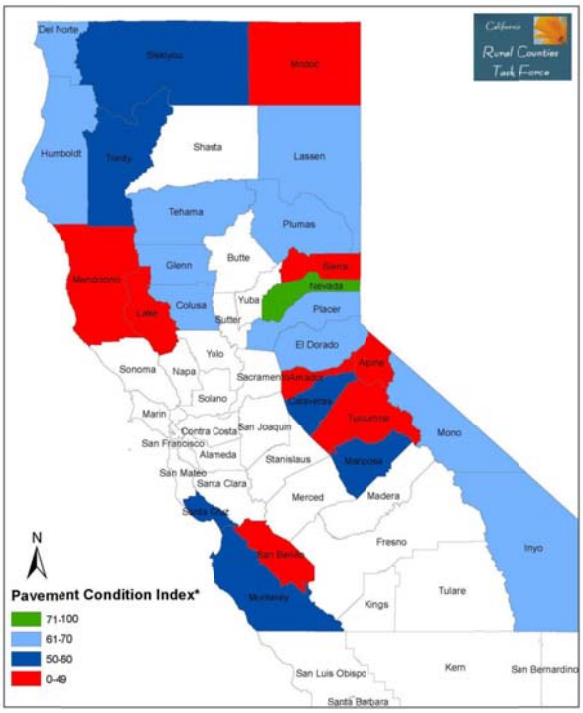


Table 2.7 Summary of Inventory & Condition Data by County (including Cities)

County	Centerline Miles	Total Lane Miles	Total Areas (Square Yard)	Average Weighted PCI*
Alpine	135	270	1,900,800	44
Amador	478	958	6,485,201	33
Calaveras	717	1,333	8,937,332	51
Colusa	987	1,524	12,503,304	62
Del Norte	324	644	5,334,695	63
El Dorado	1,253	2,508	21,671,673	63
Glenn	910	1,822	13,917,626	68
Humboldt	1,471	2,933	24,234,864	64
Inyo	1,135	1,803	13,700,999	62
Lake	753	1,494	9,997,345	40
Lassen	431	879	6,282,324	66
Mariposa**	1,122	561	3,949,440	53
Mendocino	1,124	2,256	16,004,034	35
Modoc	1,491	2,983	17,545,534	46
Mono	727	1,453	10,071,369	67
Monterey	1,779	3,726	33,599,361	50
Nevada	802	1,617	10,370,868	71
Placer	1,986	4,194	34,182,680	69
Plumas	704	1,409	11,409,902	64
San Benito	452	916	5,951,814	48
Santa Cruz	874	1,790	14,190,207	57
Sierra	398	799	3,669,765	45
Siskiyou	1,519	3,050	20,519,624	57
Tehama	1,197	2,401	15,834,143	62
Trinity	693	1,114	11,757,354	60
Tuolumne	553	1,116	8,200,702	47
Totals	**24,017**	**45,551**	**342,222,958**	**58**

*PCI is weighted by area

The financial advantages of maintaining pavements in good condition are many, including saving the taxpayer's dollars with less disruption to the traveling public as well as environmental benefits.

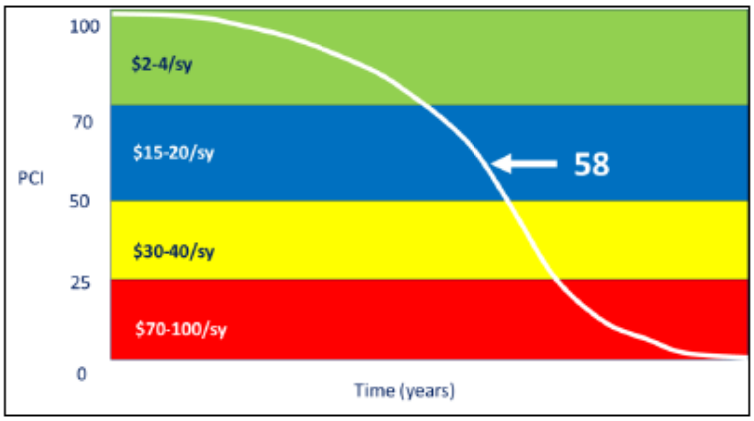


Figure 2.9 Generalized Pavement Life Cycle Curve

The methodology for determining the pavement needs and the unfunded backlog is conceptually simple; essentially, four main elements are required in the analysis:

- *Existing condition, i.e., PCI;*
- *Appropriate treatment(s) to be applied from decision tree and unit costs;*
- *Performance models; and*
- *Funding available during analysis period.*

Once the PCI of a pavement section is known, a treatment and unit cost can be applied. This is performed for all sections within the 20-year analysis period. A road section may receive

multiple treatments within this time period, e.g., Main Street may be overlaid in Year 1, and then sealed in Year 5 and again in Year 10.

The deferred maintenance or "unfunded backlog" is defined as work that is needed, but is not funded. It is possible to fully fund all the needs in the first year, thereby reducing the backlog to zero. However, the funding constraint for this exercise is to achieve the best management practices (BMP) goal within 20 years. Assuming a constant annual funding level for each scenario, the unfunded backlog will gradually decrease to zero by the end of 20 years. The results are summarized in Table 3.1 and indicate that $9.8 billion is required to achieve the BMP goal in 20 years.

Table 3.1 Summary of Local Pavement Needs by County (20 Years)

County	Total Centerline Miles	Total Lane Miles	Total Area (sq. yards)	2014 Average PCI	Pavement Needs ($ million over 20 years)
Alpine	135	270	1,900,800	44	**$47.6**
Amador	478	958	6,485,201	33	**$292.9**
Calaveras	717	1,333	8,937,332	51	**$318.3**
Colusa	987	1,524	12,503,304	62	**$316.9**
Del Norte	324	644	5,334,695	63	**$130.1**
El Dorado	1,253	2,508	21,671,673	63	**$566.4**
Glenn	910	1,822	13,917,626	68	**$348.6**
Humboldt	1,471	2,933	24,234,864	64	**$614.8**
Inyo	1,135	1,803	13,700,999	62	**$344.0**
Lake	753	1,494	9,997,345	40	**$371.7**
Lassen	431	879	6,282,324	66	**$171.9**
Mariposa**	1,122	561	3,949,440	53	**$195.2**
Mendocino	1,124	2,256	16,004,034	35	**$557.4**
Modoc	1,491	2,983	17,545,534	46	**$541.2**
Mono	727	1,453	10,071,369	67	**$189.0**
Monterey	1,779	3,726	33,599,361	50	**$1,175.4**
Nevada	802	1,617	10,370,868	71	**$240.0**
Placer	1,986	4,194	34,182,680	69	**$766.4**
Plumas	704	1,409	11,409,902	64	**$230.7**
San Benito	452	916	5,951,814	48	**$216.3**
Santa Cruz	874	1,790	14,190,207	57	**$431.3**
Sierra	398	799	3,669,765	45	**$124.3**
Siskiyou	1,519	3,050	20,519,624	57	**$587.1**
Tehama	1,197	2,401	15,834,143	62	**$430.4**
Trinity	693	1,114	11,757,354	60	**$331.4**
Tuolumne	553	1,116	8,200,702	47	**$308.0**
Totals	**24,017**	**45,551**	**342,222,958**	**58**	**$ 9,847.4**

*PCI is weighted by area

The maps in Figure 3.1 illustrate the needs by county as well as by population. The map on the left highlights the total ten-year paving needs for every county in California – the darker the color, the higher the needs. (Ten year needs was used for comparison as this data was available for the other counties from the 2014 Statewide Needs report.)

The map on the left shows that rural counties, overall, have lower needs than the rest of the state – they range from $47 million to $1.2 billion, compared to needs of more than $10 billion for Los Angeles County.

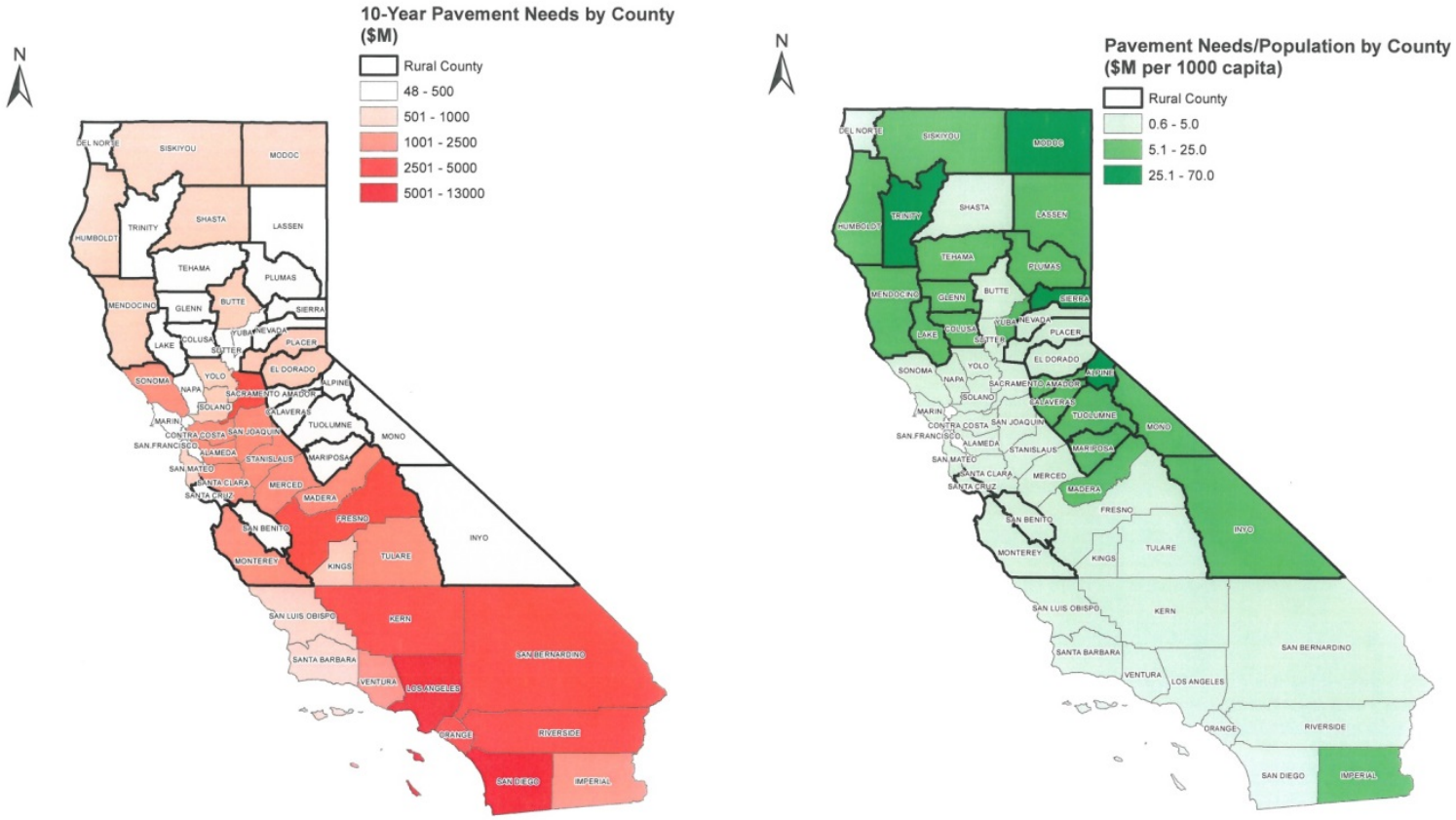


Figure 3.1 Pavement Needs by County and Per Capita

The map on the right shows that when compared on a per capita basis, a rural resident shoulders a much greater burden of the needs, as much as 14 times as an urban resident! This is a trend that is a result of the mileage and population distribution.

Funding Data

The financial data provided for the report was first reviewed to ensure that the description matched the funding source (i.e. federal, state or local). Funds were also further categorized as gas tax, sales tax, general fund or other, based on the description. Funds and expenditures were then summed by agency and year. Funds and expenditures for each agency were then divided by the number of lane-miles of roadway in that agency. The funding and expenditures data per lane-mile were then averaged for cities and counties. These averages were used to determine the estimated total funds and expenditures for all cities and counties. Then the total expenditures and funds for these categories were then summed to determine pavement funding available for all counties.

Table 5.1 Funding Sources for Pavements

	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	Future
Federal	10%	23%	18%	16%	10%	11%	13%
State	62%	49%	53%	53%	52%	50%	54%
Local	28%	27%	29%	30%	38%	38%	35%

Note that federal funding was a significant component in 2009/10 and 2010/11, reflecting the influx of American Recovery and Reinvestment Act (ARRA) funding which occurred during the recession. Since then, the percentage of federal funds has fluctuated between 10 to 13 percent. This is an important item to note since it indicates that cities and counties, in general, do not rely heavily on federal funds. Rather, state and local funds typically make up almost 90 percent of pavement funding, with state funds as the predominant source at more than 50 percent.

The Highway User Tax Account (HUTA), more commonly known as the state gas tax, is by far the single largest funding source for cities and counties. Table 5.1 shows an increasing dependence on a revenue source that is projected to decline. Part of this is because of declining gas consumption due to more gas-efficient and electric vehicles, and partly this is due to the additional responsibilities for most cities and counties e.g. compliance with the American Disabilities Act (ADA) in the form of curb ramps and sidewalk, which reduces the amount of funding available for pavements. The resulting funding available for the rural counties was determined to be approximately $3.08 billion over the next 20 years, or $154 million a year.

Based on each county's pavement condition and road characteristic (percentage of urban roads and rural roads), a total of 26 databases were utilized to perform three funding scenarios:

1. *Impacts of existing funding (assuming preventive maintenance first)*
2. *Impacts of existing funding (assuming worst first)*
3. *Funding required to improve current PCI level*

Scenario 1: Existing Funding (Preventive Maintenance First)

In this scenario, the existing funding is estimated to be $154 million a year for the next 20 years. The first two years funding was applied on preventive maintenance or preservation strategies, such as seals. The results for each county were aggregated, and the pavement condition is expected to deteriorate to 42, while the unfunded backlog or deferred maintenance increases to $6.7 billion. Table 5.2 summarizes the budget, PCI in 2034 and deferred maintenance for each

county. As an example, Figure 5.1 graphically illustrates the trends for the average PCI and deferred maintenance over the analysis period for Nevada County.

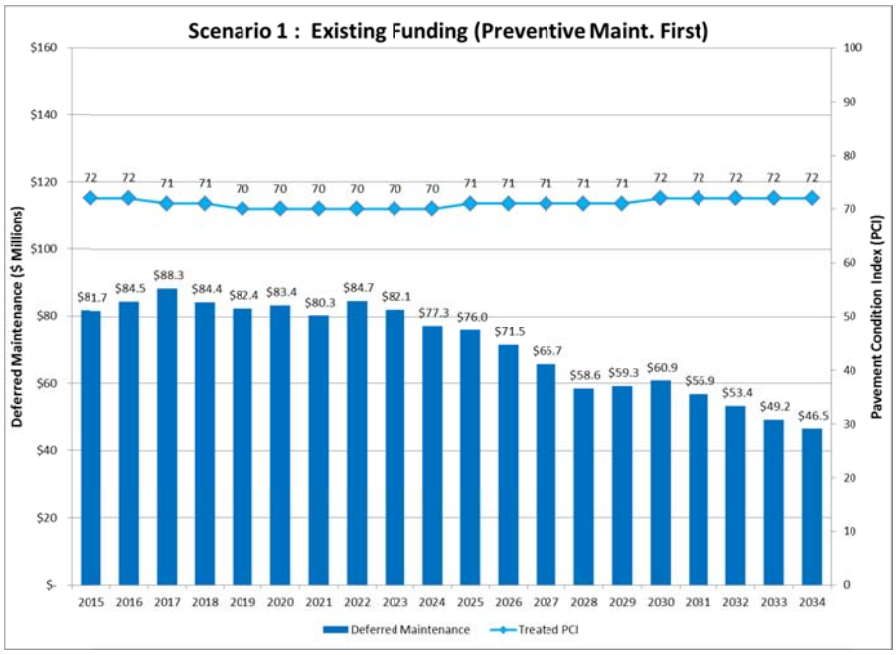


Figure 5.1 PCI and Deferred Maintenance for Scenario 1 (Nevada County)

Scenario 2: Existing Funding (Worst Sections First)

Scenario 2 has the same funding level as Scenario 1 but assumes that the worst roads are repaired first. The average pavement condition for all rural counties will also drop to 42 by 2304; however, the deferred maintenance will increase to $ 8.1 billion, 21 percent more than in Scenario 1. Figure 5.2 shows these results for Nevada County.

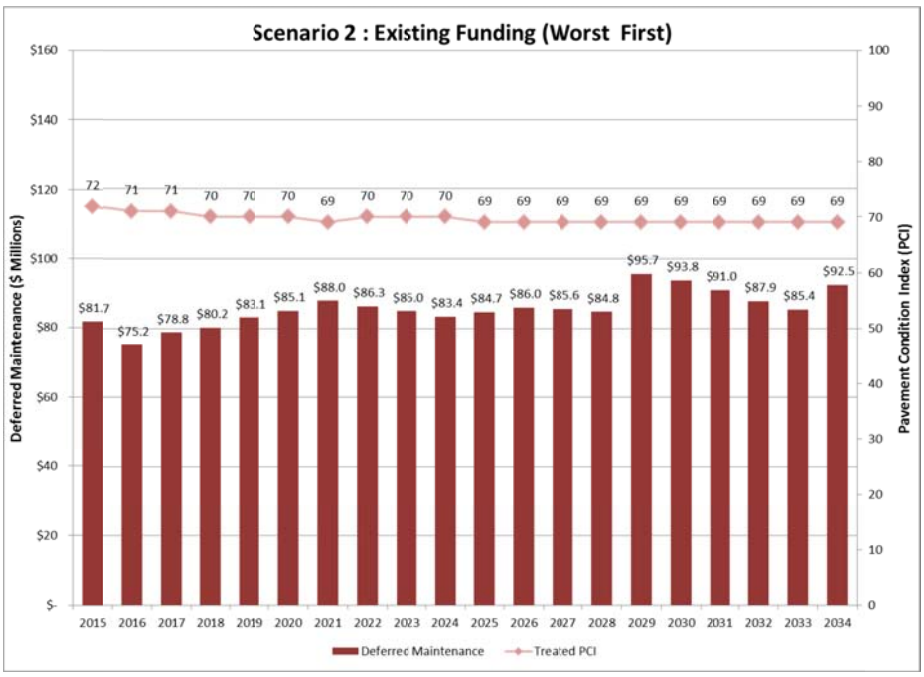


Figure 5.2 PCI vs Deferred Maintenance for Scenario 2 (Nevada County)

Scenario 3: Funding Required to Improve PCI

In Scenario 3, a total funding level of $7.3 billion ($364 million/year) over 20 years will be required to improve the network PCI to the recommended targets for each county (see Table 5.1 and note that the PCI goals range from 50 to 80, with about half the counties indicating a goal of 70.) As a result, the average PCI for all the rural counties will increase to 68, and the deferred maintenance will be $2.5 billion by 2034. This funding level is more than twice what is currently available, or to put it another way, the funding shortfall is $4.2 billion. Figure 5.3 indicates the results for Nevada County, which has a target PCI of 75.

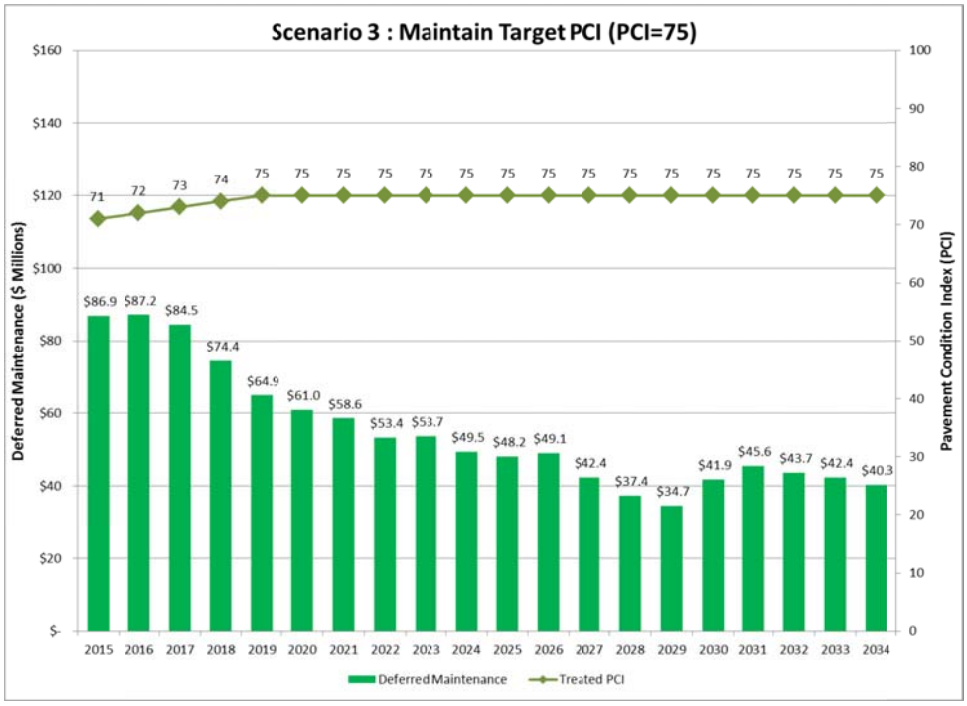


Figure 5.3 PCI vs Deferred Maintenance for Scenario 3 (Nevada County)

Table 5.2 Summary of Scenario Results by County

County	2014 Overall PCI	Scenario 1			Scenario 2			Scenario 3		
		Total Budget ($M)	2034 PCI	2034 Deferred Maintenance ($M)	Total Budget ($M)	2034 PCI	2034 Deferred Maintenance ($M)	Total Budget ($M)	Target PCI	2034 Deferred Maintenance ($M)
Alpine	44	11.8	40	20.6	11.8	39	22.5	28.4	70	5.4
Amador	33	8.8	9	292.6	8.8	9	302.3	188.4	50	121
Calaveras	51	33.9	24	278.5	33.9	24	322.5	205.9	60	109.5
Colusa	62	102.5	46	201.1	102.5	42	261.5	232.3	70	67.2
Del Norte	63	11.5	29	109.8	11.5	29	139	89.1	70	27.4
El Dorado	63	137.9	37	512	138.0	35	653.9	493.8	70	143.1
Glenn	68	98.2	43	248.5	98.3	41	364.9	312.9	75	55.4
Humboldt	64	218.4	44	474.7	218.7	42	609.9	524.7	70	151.6
Inyo	62	58.6	38	179.7	58.5	37	236.5	190.5	70	52.9
Lake	40	89.7	31	263.7	89.7	31	276.7	205.4	50	158.4
Lassen	66	62.7	45	125.9	62.6	44	166.9	143.6	70	44.4
Mariposa	53	29.8	35	90.9	29.5	35	91.8	72.6	60	37.8
Mendocino	35	99.0	24	414.2	99.1	23	431.5	304.9	50	221.6
Modoc	46	38.5	19	441.5	38.6	19	486.9	398.5	70	82.6
Mono	67	51.9	56	51.3	52.0	55	70.8	78.5	70	24
Monterey	50	303.2	35	998.3	302.8	33	1107.2	821.2	60	455.5
Nevada	71	170.3	72	46.5	170.3	69	92.5	181.5	75	40.3
Placer	69	839.6	81	0	839.6	77	185.3	828.6	80	18.4
Plumas	64	203.7	79	0	203.7	77	37.9	161.8	70	48.2
San Benito	48	51.2	33	178.9	51.3	32	190.1	153.3	60	76.7
Santa Cruz	57	149.6	42	346.4	149.8	41	399.8	380.6	70	100.9
Sierra	45	11.3	27	59.1	11.2	25	64.8	49.2	60	22.8
Siskiyou	57	88.2	31	470.4	88.2	30	539.6	432.3	70	107
Tehama	62	121.5	42	302.7	121.7	40	390.3	323.2	70	102.6
Trinity	60	28.4	25	298.5	28.4	25	373.9	250.5	70	70.8
Tuolumne	47	60.0	28	278.3	60.0	27	298.1	223.3	60	109.2
Total	58	3,080	42	6,684	3,081	41	8,117	7,275	68	2,455

Mono County
Local Transportation Commission

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www.monocounty.ca.gov

P.O. Box 8
Bridgeport, CA 93517
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www.monocounty.ca.gov

June 9, 2015

TO: Local Transportation Commission

FROM: Scott Burns

RE: STATE ROUTE 108 TRUCK RESTRICTION

RECOMMENDATION
Adopt Minute Order supporting prohibition of trucks exceeding 38 feet kingpin-to-rear axle (KPRA) on State Route (SR) 108 from the Mono/Tuolumne County line, postmile (PM) 0.0, to the winter closure gate at PM 9.8.

REGIONAL TRANSPORTATION PLAN CONSISTENCY
The proposed restriction is consistent with the RTP, which promotes a freight transportation system to provide for the safe and efficient movement of goods.

DISCUSSION
The attached Truck Restriction Report has been drafted by Caltrans in collaboration with Mono County to assist in imposing truck restrictions on California State Route 108. The report highlights the difficulty trucks have "navigating SR 108 from PM 0.0 to 9.8 due to small-radius curves, steep grades, and power loss experienced at high altitude. The warping of the roadway through the super-elevation transitions of the reversing curves at PM 4.5 also creates traction problems that compound these factors. Trucks must off-track into the opposing lane and onto the unpaved shoulders to navigate many of the curves between PM 0.0 and 9.8. Trucks blocking the road interrupt the flow of traffic including any potential emergency response vehicles or equipment on SR 108. When trucks get stuck they frequently end up crushing roadside vegetation and risk spilling their load. Traffic can be blocked for several hours while Caltrans, California Highway Patrol (CHP), and tow services attend to the situation."

Caltrans is not unilaterally authorized to prohibit truck travel on State highways. The California Vehicle Code allows counties to restrict, by ordinance or resolution, commercial vehicles subject to specific conditions in the law. In conjunction with Caltrans, Mono County has drafted an ordinance to prohibit travel by trucks greater than 38 feet KPRA from PM 0.0 to PM 9.8 (see Attachment B - *Mono County Draft Resolution*).

A public notice inviting review and comment on the report was published in local newspapers, and Caltrans District 9 staff, including Deputy District Director Ryan Dermody and District Engineer Terry Erlwein, have presented the concept to both the Bridgeport and Antelope Valley RPACs. Comments to date have been supportive, and no comments in opposition have been received. The ordinance will be considered June 9 by the Board of Supervisors, and if approved, will be forwarded to Caltrans for further processing, with the effective date of the restriction occurring after approval by the Caltrans director and installation of signs notifying of the truck restrictions.

ATTACHMENT
- Truck Restriction Report

Mono County
Local Transportation Commission

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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

MINUTE ORDER
M15-03

Adopt Minute Order supporting prohibition of trucks exceeding 38 feet kingpin-to-rear axle (KPRA) on State Route (SR) 108 from the Mono/Tuolumne County line, postmile (PM) 0.0, to the winter closure gate at PM 9.8.

At the Mono County LTC meeting of June 8, 2015, it was moved by Commissioner xx and seconded by Commissioner yy to support truck restriction on State Route 108 (Sonora Pass).

AYES:

NOES:

ABSTAIN:

ABSENT:

Attest:

_____
C.D. Ritter, LTC Secretary

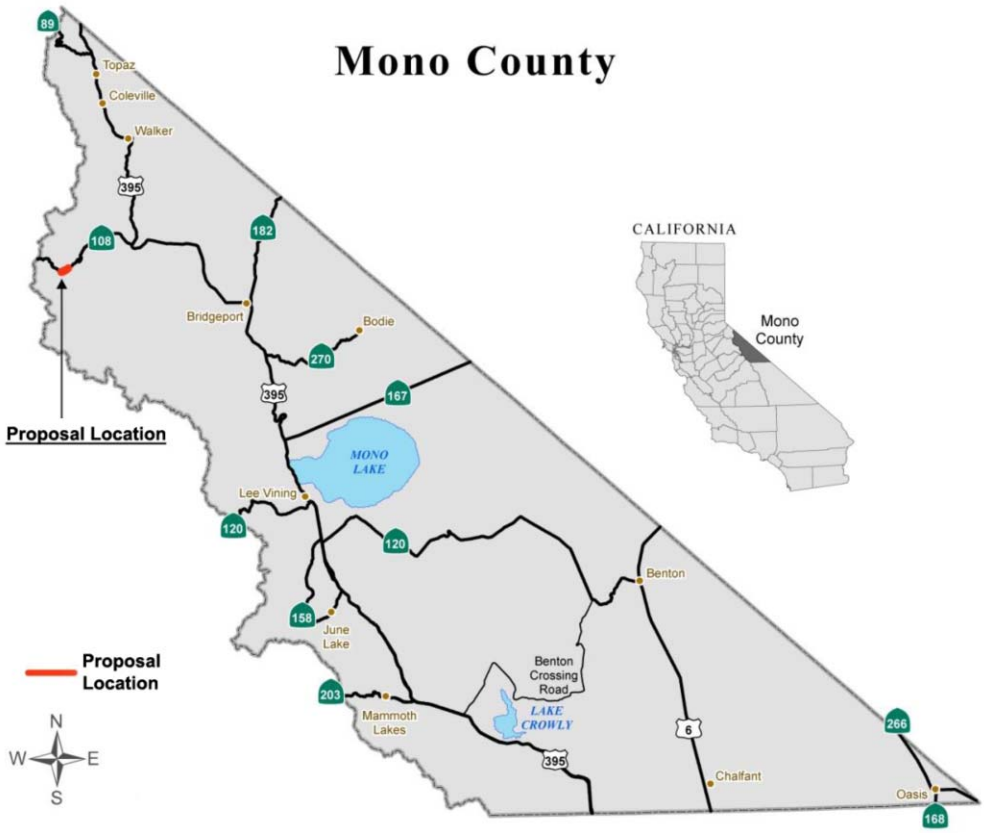
cc: Caltrans

Truck Restriction Report
California State Route 108

In Caltrans District 9 in Mono County on State Route 108 near Sonora Junction
from the Tuolumne/Mono County Line to the Winter Closure Gate at Postmile 9.8

TRUCK RESTRICTION REPORT FOR MONO COUNTY DRAFT RESOLUTION 15-___.

LOCATION MAP



In Caltrans District 9 in Mono County on State Route 108 near Sonora Junction from the Tuolumne/Mono County Line to the Winter Closure Gate at Postmile 9.8

1. PROPOSAL

The proposed project involves implementing a restriction in truck length on the westerly portion of State Route (SR) 108 in Mono County from the Mono/Tuolumne County line, postmile (PM) 0.0, to the winter closure gate at PM 9.8; west of the Marine Corps Mountain Warfare Training Center (MCMWTC). The restriction would prohibit vehicles longer than 38 feet kingpin to rear axle (KPRA) west of the MCMWTC, which is a terminus for the Surface Transportation Assistance Act (STAA) portion of SR 108. This restriction would prohibit all STAA-sized vehicles and the majority of CA Legal-sized trucks.

The STAA allows large trucks to operate on Interstate and certain Federal Aid Primary System routes - collectively called the National Network. In California the STAA Network consists of the National Network and Terminal Access routes. STAA trucks are limited to the STAA Network routes.

California Legal (CA Legal) trucks can travel on STAA, CA Legal, and CA Legal Advisory routes. CA Legal trucks have access to the entire State highway system except where prohibited. California statutes limit the overall length of a tractor semi-trailer combination to 65 feet for truck operation on all highways in California unless National Network provisions apply. For the designated CA Legal tractor semi-trailer combination, the law limits the KPRA length to 40 feet for semi-trailers with two or more axles and 38 feet for a single-axle semi-trailer.

SR 108 in Mono County, from the MCMWTC at PM 11.073 to the junction of US 395 at PM 15.15 is considered a Terminal Access route and part of the STAA network. Therefore, lawful access by the longer federally legal STAA combination vehicles is allowed.

Between PM 0.0 and PM 11.073 STAA trucks are prohibited and only CA Legal combination vehicles are currently allowed. SR 108 in Mono County between PM 0.0 and PM 11.073 has an existing advisory 30-foot maximum KPRA length designation per the Caltrans Truck Networks on California State Highways Map. SR 108 in Tuolumne County between PM 31.3 and PM 46.4 has an advisory 30-foot maximum KPRA length designation on the Caltrans Truck Networks on California State Highways Map (see Attachment A - *Truck Networks on California State Highways – Districts 9 & 10*).

Caltrans is not unilaterally authorized to prohibit truck travel on State highways. California Vehicle Code (CVC) sections 21101 through 21104, 35400 through 35401 and 35701 through 35715 allow cities and counties to restrict, by ordinance or resolution, commercial vehicles subject to the specific conditions in those sections. In conjunction with Caltrans, Mono County has drafted an ordinance to prohibit travel by trucks greater than 38 feet KPRA from PM 0.0 to PM 9.8 (see Attachment B - *Mono County Draft Resolution* and Attachment C - *Relevant CVC*).

2. JUSTIFICATION

Trucks have difficulty navigating SR 108 from PM 0.0 to 9.8 due to small radius curves, steep grades, and power loss experienced at high altitude. The warping of the roadway through the super-elevation transitions of the reversing curves at PM 4.5 also creates traction problems that compound these factors. Trucks must off-track into the opposing lane and onto the unpaved shoulders to navigate many of the curves between PM 0.0 and 9.8. Trucks blocking the road interrupt the flow of traffic, including any potential emergency response vehicles or equipment on SR 108. When trucks get stuck they frequently end up crushing roadside vegetation and risk spilling their load. Traffic can be blocked for several hours while Caltrans, California Highway Patrol (CHP), and tow services attend to the situation. The approximate average per hour cost for delay and response is $1,981.

Existing Geometrics:
Between the Tuolumne/Mono County line and US 395 there are several grades steeper than 20%, and seven curves with radii less than 100 feet that turn through more than 80 degrees. Of all of the locations on SR 108 in Mono County, the curves between PM 4.5 and 4.6 have the most extreme geometrics. This location consists of reversing curves, a 91-foot radius curve to the right followed immediately by an 89-foot radius curve to the left. The super-elevation rotation compounded with the steep longitudinal profile results in an instantaneous gradient of 29% at about PM 4.56, the point where the curve reverses. Both of the curves turn over 80 degrees. There are 11-foot-wide lanes with no paved shoulders along this section. Only about two feet of dirt shoulder is restricted by a rock escarpment on one side and a steep embankment on the other.

Operational and Safety Considerations:
According to Bishop, Sonora and Merced CHP dispatch records, stuck trucks have blocked SR 108 for one to six hours, approximately 80 separate times between January 2005 and February 2010 (see Attachment D - *Mapping of Frequency of Stuck Vehicles on SR 108 By Location* and Attachment E - *Summary of CHP Dispatch Logs - Stuck Vehicles*). Forty-one of the 80 incidents occurred at PM 4.5. Nearly every one of these incidents involved five axle truck and trailer combinations. At least 78% (32 of 41) of the trucks stuck at PM 4.5 were STAA-sized trucks. According to CHP radio logs only seven trucks became stuck to the west of PM 0.0 and 4.5. The exact location of 11 of the 80 incidents could not be determined by the CHP dispatch records. There is no evidence that buses get stuck on SR 108.

A video camera study at PM 4.5 between August 7, 2010, and August 30, 2010, recorded a total of 39 trucks during that period for an average truck volume of 1.70 trucks/day. Of the 39 trucks that passed PM 4.5, two became stuck and all 39 off-tracked into the opposing lane. That would indicate an average rate of 5% of the trucks that get to PM 4.5 get stuck at PM 4.5. All stuck trucks were traveling uphill, westbound.

Westbound trucks have no opportunity to turn around once past PM 9.8. Trucks risk getting stuck if they stop; due to insufficient traction, power, or truck-turning radius.

Stuck trucks often completely block the road; causing major delays and requiring Caltrans and/or CHP personnel to direct traffic. Tow trucks from Lee Vining or Walker often cannot get around the truck trailer to access the cab, and must come from Tuolumne County on the west side of the Sierra. The response time from Tuolumne is usually more than one hour.

Off-tracking occurs when the rear wheels of a vehicle do not follow the same path as the front wheels as a vehicle negotiates a turn. Longer vehicles off-track more than shorter vehicles. Additionally, off-tracking increases as curve radius decreases. The short-curve radii combined with long trucks negotiating curves along SR 108 can result in significant off-tracking. The photo below illustrates the off-tracking that occurs at PM 7.0, the first short-radius curve that a westbound truck will encounter. The green lines simulate the innermost and outermost wheel tracks for a 40' King Pin-to-Rear Axle (KPRA) truck. As seen in this photo, the truck occupies the opposing lanes in order to make the turn. Trucks are making this move while unable to see approaching traffic.

MNO 108 – Example of Truck Off-Tracking at PM 7.0

Current Regulations, Policy, and Signage on SR 108

SR 108 Trucking Route Designations – Districts 9 and 10

Begin PM	End PM	Trucking Route Designation
TUO 31.3	MNO 11.073	CA Legal Advisory Route – 30-foot KPRA Advisory
MNO 11.073	MNO 15.1	Terminal Access Route – STAA allowed

Yellow and black warning signs posted on US 395 northbound and southbound just before SR 108 caution drivers; "Tractor-Semis over 30 feet King Pin to Rear Axle Not Advised on 108 Over Sonora Pass." Four yellow and black advisory signs are posted on westbound SR 108.

Advisory Signs on SR 108

Location	Message/Description of Sign
PM 15.1	"**Steep grades ahead not advisable for trucks or trailers**"
PM 14.6	"**26% grade 10 miles ahead**" / This is a pictorial sign showing a tractor and trailer on a grade.
PM 11.2	"**Tractor-semis over 30 feet kingpin-to-rear axle not advised**" "**End STAA Truck Route" symbol posted on both sides of the road**
PM 7.3	"**Sonora Pass Ahead Steep and Narrow Grade Not Advisable to tow House Trailers**"

Note: All signs face westbound drivers

At PM 11.2 there is a blue and white "End T" sign indicating that Terminal access to the STAA trucks stops at the USMC MWTC. According to the CHP, this California sign is not understood by most out-of–state truck drivers. As a result, some STAA trucks continue beyond this point into the sections of SR 108 where STAA trucks are prohibited.

The *Trucker Road Atlas Map Book* and the STAA maps delineate the highway as being restricted to STAA combination vehicles. However, common road atlases and maps produced for the general public do not show that restriction. In addition, programs for laptop computers and GPS devices do not show the restrictions. With the high cost of fuel and maintenance, trucking companies and drivers seek out shorter routes of travel from the Eastern Sierra to the west side of the mountains. The STAA restriction and the advisory signing are not effective at stopping over-length trucks from using SR 108.

Alternatives Considered

In the past, trucks towing "Trailerhouses" frequently departed the road at PM 4.5 due to brake failure, thus the name "Trailerhouse Curve" was given to the reversing curves at this location. In 1990, the District 9 Traffic Engineer drafted a Traffic Report that discussed two build and two no build alternatives. The alternatives proposed in the report were to straighten curves at PM 4.5 and 7.0, and/or to install regulatory signage and turn-arounds for trucks. As a result of this report, a project to realign SR 108 at Trailerhouse Curve was proposed in 1999 for the District 9 Minor Program. Initial scoping was completed on this project, but it was not developed to the point of having an approved Project Report with an Environmental Document. The project was never funded and was ultimately dropped due to environmental concerns and lack of funding.

Advisory signage was installed around the year 2000, however trucks continue to use SR 108 at a rate of about 1.7 trucks/day. About 5% of the trucks that manage to get to PM 4.5 from the east, traveling westbound, get stuck at PM 4.5.

In 2011, Caltrans District 9 Project Development wrote a Feasibility Study to look at alternative project ideas for realigning SR 108. Five alternatives were presented and analyzed. Alternative 4 was a truck length restriction and is being pursued with this proposal.

The effectiveness of a maximum KPRA length restriction is dependent upon enforcement by the CHP. Four advisory signs posted for westbound traffic warn truckers of the geometric restrictions ahead (see table "Advisory Signs on SR 108" above). A regulatory restriction on STAA-sized trucks currently exists on SR 108 in Mono County between PM 0.0 and 11.4 (CVC Sections 35400 (a), 35401 (a) and 35401.5 (a)). With the current regulatory restriction and the four advisory signs posted for westbound traffic STAA trucks still travel or attempt to travel over Sonora Pass. 78% (32 of 41) of the vehicles stuck at PM 4.5 were STAA trucks, trucks that are already statutorily prohibited.

Environmental Conditions:
It is anticipated that this project will require a Categorical Exemption under the California Environmental Quality Act (CEQA). Mono County determined the following : the proposed regulation is exempt from CEQA as a Categorical Exemption Class 1, existing highway operation with no expansion of use; addition of safety devices for existing structures (including navigational devices); and new copy on existing signs. Also as a Class 8 regulatory agency action for protection of the environment; and as a Class 11 exemption for signs appurtenant to institutional facilities. The project is also covered by the general rule exemption (section 15061), which provides that where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

Land Use:
SR 108 begins at SR 132 in Modesto (Stanislaus County) and ends at Sonora Junction in Mono County. 15.15 miles of SR 108 is within Mono County, Caltrans District 9. Within Mono County the elevation of SR 108 varies from approximately 9,628 feet at Sonora Pass to 6,900 feet at US 395. SR 108 is a two-lane conventional highway classified as a minor arterial. It is an Interregional Road System route and is eligible for status as a State Scenic Highway. The existing two-lane conventional highway has 11-foot lanes and no shoulders in the area of potential restriction. Caltrans has a Federal Highway Administration easement, 100 feet wide centered on the existing alignment.

SR 108 is also a Forest Highway (FH-038) serving the Stanislaus and Toiyabe national forests. There are 21 US Forest Service (USFS)-owned campgrounds on the route. The USFS owns most of the land along SR 108, with an easement for the MCMWTC. The USFS Bridgeport Ranger District has indicated no logging or mining operations in Mono County that are dependent upon use of SR 108. Cattle graze the pastures along SR 108 in Mono County, where fencing prevents them from entering the highway.

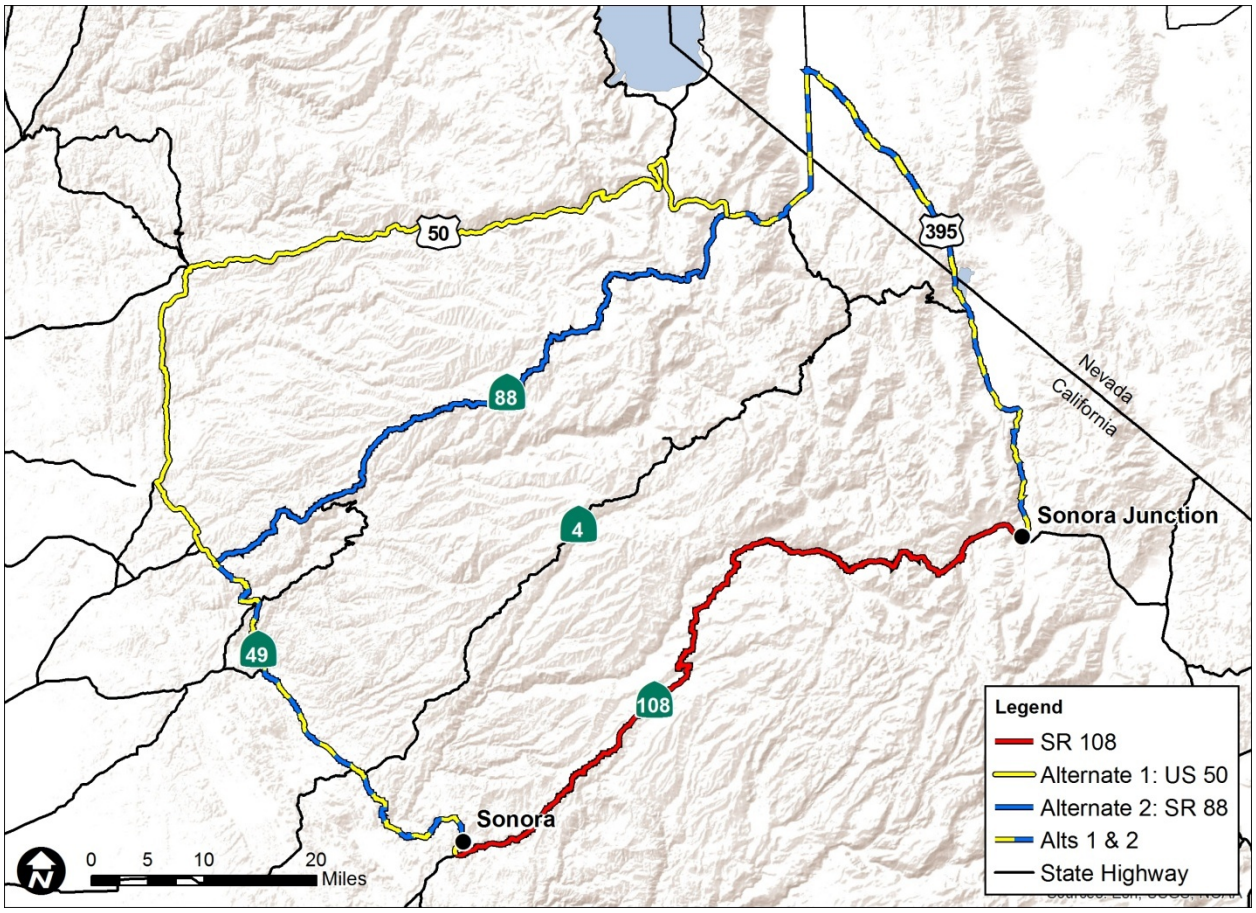
In Mono County SR 108 primarily serves recreational and MCMWTC traffic during the summer months. The *US 395 Origination and Destination Study* conducted during the summer of 2011 showed that approximately 50% of the trips on SR 108 are for recreational purposes. Due to severe winter weather conditions, SR 108 between PM 0.0 to PM 9.84 is usually closed from

November to May, for an annual average of 177 days. Only the section from US 395 to the MCMWTC is kept open year round.

In Tuolumne County, on the west side of the Sierra, SR 108 is typically closed in the winter between PM 37.40 at the first closure gate beyond Strawberry and PM 66.97 at the Mono County Line. Truck traffic volume tapers down to about 2% by the time it nears the Mono County Line. Truck traffic on SR 108 west of Sonora Pass is a mixture of timber-hauling trucks, delivery trucks, and recreational vehicles.

SR 108 is currently operating at a Highway Capacity Level of Service (LOS) C. There are no capacity increasing projects being proposed for SR 108 due to the steep mountainous terrain and environmental constraints; therefore the concept LOS D is acceptable. Because SR 108 is in an environmentally sensitive area and funding constraints, the highway will likely remain a two-lane conventional highway between PM 0.0 and PM 15.15, the entire length of SR 108 in Mono County, for the foreseeable future.

Alternative Routes



If a truck restriction is put in place on SR 108, existing routes already approved for truck use will be recommended. SR 108 and nearby routes all traverse the same alpine terrain and high mountain areas. US 50 is the recommended truck route under the proposed restriction. US 50

remains open year-round and is subject to winter driving conditions. US 50 is predominantly four lanes from Carson City, NV, to the junction with US 99 in California. When traveling north on US 395 and then west, many travelers use SR 88 and SR 89 to get to US 50. This route is shorter than using US 395 to US 50 and is open year round and approved for trucks. The SR 88 and SR 89 portions are two-lane with few passing opportunities.

SR 88 is also open to trucks and is open year round, but is two-lane conventional highway with few passing opportunities and is subject to winter driving conditions. Interstate 80 is also a trans-Sierra route, but it is considerably longer than either US 50 or SR 88 to get to Sonora. If a truck destination is Sacramento, the Bay Area or points north, Interstate 80 is the most appropriate route.

Economic Analysis

If trucks greater than 38 feet are prohibited on US 108, the driving distance between the US 395/SR 108 junction and the SR 108/SR 49 junction (in Sonora) would be 91 and 113 miles longer by the two shortest alternatives. The distances are :

- Via SR 108 - 80 miles.
- Via SR 88 - 171 miles.
- Via SR 89 to US 50 - 196 miles.

There are approximately two trucks per day that use SR 108 to get to Sonora. The extra fuel cost to drive SR 88 would be $273 at $3 per gallon for fuel and to drive SR 88 to US 50 would be $339 more than SR 108 at $3 per gallon for fuel.

Some stuck truck incidents last only one hour and some go as long as 6 hours. Assuming a stuck truck incident averages three hours, the number of vehicles caught in a three-hour delay would be approximately 150 (50 cars per hour). According to the Caltrans Traffic Management Plans delay costs, the cost per car per hour for delay is $12.07. This would result in a cost of $3620 per incident just for delay for cars (50 cars for three hours, 50 cars for two hours and 50 cars for one hour). The cost per hour per truck from the same source is $29.86, resulting in a cost of $90 per incident for the truck delay. The cost for a tow truck capable of moving an STAA size semi-truck is $300 per hour according to the single local tow company. The tow company starts the charges when they leave their facility. For a three-hour incident, there will generally be five hours charged for the drive time plus the time to move the truck. The average cost of stuck truck incidents for a tow is $1,500.

The cost for Caltrans and CHP response has been calculated to be $90.98 per hour for CHP and $152.25 per hour for Caltrans labor and equipment resulting in a cost of $730 for each incident. The total cost estimate for an average three-hour incident is $5,940 for vehicle delay, tow charges and CHP and Caltrans response time. The average per hour cost for delay, tow charges and response would be $1,981.

The cost to an individual truck is substantially less than the cost to the State, the trucking company and the traveling public for any one incident.

Stakeholder Consultations
Research into the feasibility of a maximum KPRA length restriction has been completed already. On April 7, 2010, the Caltrans District 9 Director met with the Policy Development committee for the California Truckers Association to discuss the effects a reduction of the maximum KPRA length would have on their membership. The committee indicated that there would be minimal effect on their members since most trucking companies avoid SR 108 and route deliveries on alternative routes. In addition, the committee indicated that it would not oppose a reduction of the maximum KPRA length. Caltrans District 10 Maintenance, operations and public information have indicated support for a maximum KPRA restriction.

Caltrans District 9 planning and traffic operations staff met with the Mono County Local Transportation Commission (LTC), the Mono County Board of Supervisors (BOS), the Antelope Valley Regional Planning Advisory Committee (RPAC) and the Bridgeport RPAC. All of the consulted boards and commissions have voiced support for the proposed truck-length restriction. The California Highway Patrol, the Mono County Sheriff's department and the MCMWTC have been informed of the proposed truck restriction and have written letters and emails of support (see Attachment F - *Process for CVC Restriction and Recommendations for the Final Truck Restriction Report).*

Public Hearings
In order to pass a resolution to restrict the length of trucks in Mono County, the Board of Supervisors has to undergo a public reading of the draft ordinance, take public comment and then read the final draft at a public hearing. The public process has been initiated via conceptual concurrence from the Mono County BOS. Public outreach to potentially impacted communities has occurred through the RPACs and Mono LTC (see Attachment G - *Process for CVC Restriction and Recommendations for the Final Truck Restriction Report).*

3. LIST OF ATTACHMENTS

Attachment A	Map, "Truck Networks on California State Highways – Districts 9 & 10"
Attachment B	Mono County Draft Resolution
Attachment C	Relevant CVC
Attachment D	Mapping of Frequency of Stuck Vehicles on SR 108 By Location
Attachment E	Summary of CHP Dispatch Logs – Stuck Vehicles
Attachment F	Letters of support
Attachment G	Process for CVC Restriction and Recommendations for the Final Truck Restriction Report

ATTACHMENT A

Truck Networks on California State Highways – Districts 9 & 10

TRUCK NETWORKS
on
California State Highways

DISTRICT 9

Map 9 of 12

Not to scale

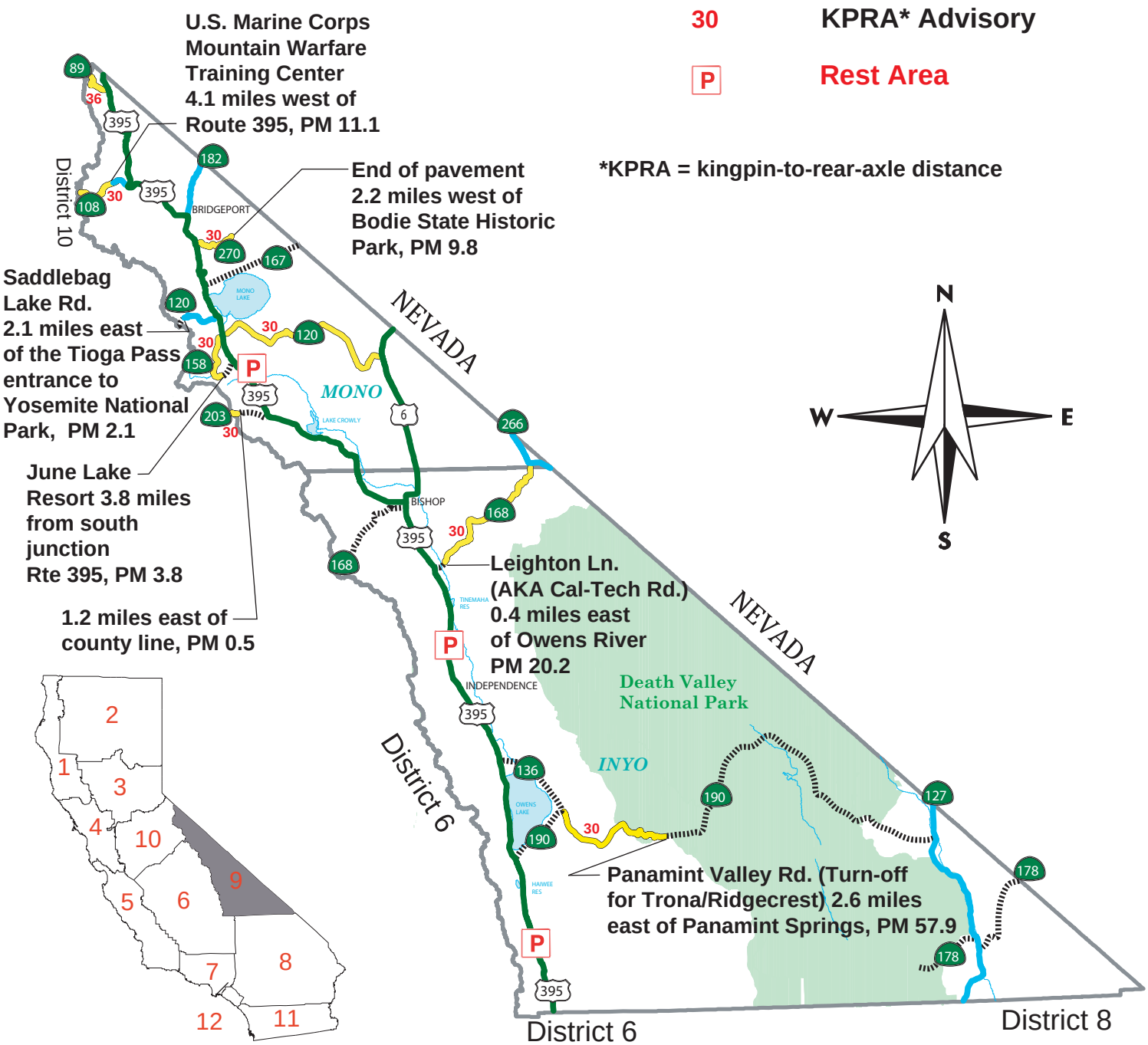
Last revised April 23, 2014

LEGEND

(CLICK HERE FOR MORE DETAILED LEGEND)

- National Network (STAA)
- Terminal Access (STAA)
- California Legal Network
- Ca Legal Advisory Route
- 30 KPRA* Advisory
- P Rest Area

*KPRA = kingpin-to-rear-axle distance



California Department of Transportation
Legal Truck Access Branch

TRUCK NETWORKS on California State Highways

DISTRICT 10

Map 10 of 12

Not to scale

Last revised March 20, 2013

LEGEND

(CLICK HERE FOR MORE DETAILED LEGEND)

- National Network (STAA)
- Terminal Access (STAA)
- California Legal Network
- Ca Legal Advisory Route
- 30 KPRA* Advisory
- Port
- P Rest Area

*KPRA = kingpin-to-rear-axle distance

Rte 104 near Ione: Begin Advisory at Michigan Bar Rd., 3.3 miles west of Jct Rte 124 (PM 2.4). Begin California Legal at Foothill Blvd., 0.5 miles east of Jct Rte 124 (PM 6.3). End California Legal at Jct Rte 88 (PM 8.2).

Rte 124 near Ione: Begin Advisory 1.5 miles south of Ione, 0.2 miles north of Ione-Buena Vista Rd. (PM 1.0). Begin California Legal at Waterman Rd. 1.2 miles north of Jct Rte 104 (PM 3.5).

(Ione: See Notes above.)

Port of Stockton Expressway (Daggett Rd.), PM 12.6

Tracy Blvd., PM 6.0

West access road to Podesta Farms, 1.35 miles east of Fine Rd. (turn left at "Podesta Packing" sign), PM 14.0

Escalon-Bellota Rd. PM 15.1

Rte 140 in Gustine: Advisory 30 from S. Jct 33 (PM 4.4) to N. Jct 33 (PM 6.1)

Cottonwood Rd. PM 22.4

TURNING RESTRICTION: STAA trucks on eastbound 104 may not turn right onto southbound 49.

Schneider Rd., PM 2.2

Main St. in Plymouth, PM 17.2

Markleeville, PM 14.8

Pine Hill Resort, 2.5 miles north of Jct Rte 4, PM 12.5

Silvertip Campground Entrance, PM 3.0

Herring Creek Ln. in Strawberry, PM 31.3

Rock Creek Rd. at O'Byrnes Ferry Rd. near Copperopolis, PM 8.1

Pondorosa Dr. in Sonora, PM 17.3

S. Jct Rte 49, PM 23.9

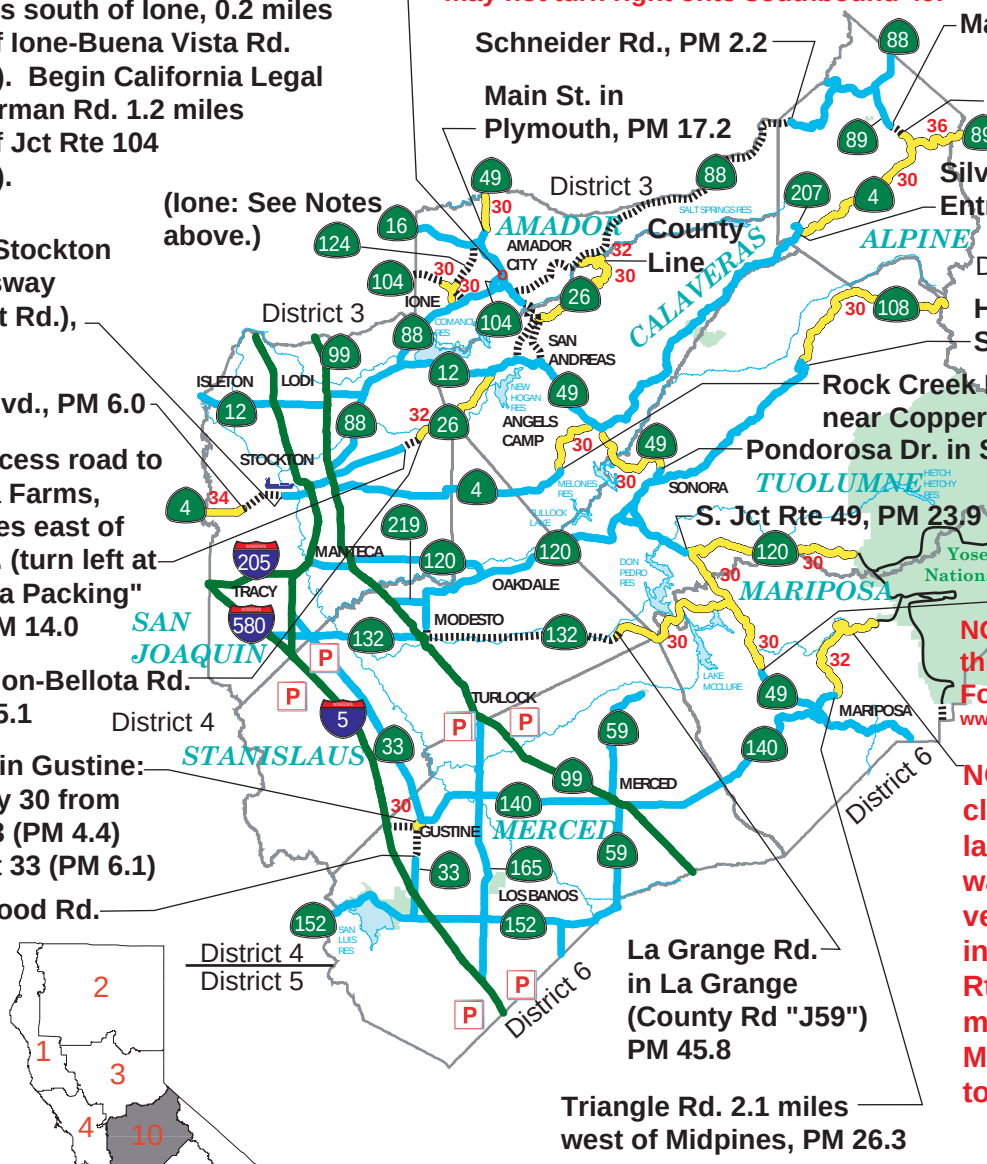
Turn-around at 1.25 miles north of Bear Valley, PM 30.7

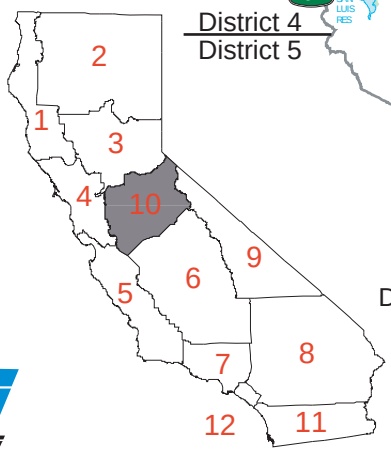
NOTE: Commercial trucking through Yosemite is prohibited. For vehicle size limits see: www.nps.gov/yose/planyourvisit/restrictions.htm

NOTE: Rte 140 has been closed temporarily due to a landslide. A temporary detour was constructed; however, vehicles MORE THAN 45 feet in length MAY NOT use the Rte 140 detour. All vehicles more than 45 feet in length MUST use Rte 120 or Rte 41 to enter Yosemite.

La Grange Rd. in La Grange (County Rd "J59") PM 45.8

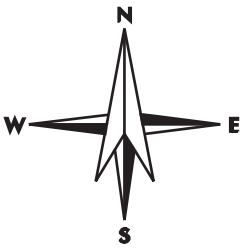
Triangle Rd. 2.1 miles west of Midpines, PM 26.3





California Department of Transportation Truck Size Unit

Caltrans



ATTACHMENT B

Mono County Draft Resolution

RESOLUTION NO. 15-__
A RESOLUTION OF THE MONO COUNTY BOARD OF SUPERVISORS RECOMMENDING THE PROHIBITION OF VEHICLES AND COMBINATION VEHICLES WITH AN OVERALL LENGTH GREATER THAN 38 FEET KING PIN TO REAR AXLE FROM ACCESSING AN EASTERLY SEGMENT OF STATE ROUTE 108

WHEREAS, the California Department of Transportation (Caltrans) has determined that certain large vehicles and combination vehicles described herein, cannot travel on the westerly segment of State Route 108, specified herein, without crossing over the center stripe; and

WHEREAS; Caltrans has determined that this problem can only be resolved by imposing the herein identified restrictions; and

WHEREAS, the County of Mono is requested to support Caltrans' findings and recommendations regarding State Route 108, a highway within the exclusive jurisdiction of the State of California;

WHEREAS, the County of Mono determined the following: the proposed regulation is exempt from CEQA as a Categorical Exemption Class 1, existing highway operation with no expansion of use; addition of safety devices for existing structures (including navigational devices); and new copy on existing signs. Also as a Class 8 regulatory agency action for protection of the environment; and as a Class 11 exemption for signs appurtenant to institutional facilities. The project is also covered by the general rule exemption (section 15061), which provides that where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

NOW, THEREFORE, the Board of Supervisors of the County of Mono **RESOLVES** as follows:

SECTION ONE: The County of Mono concurs with Caltrans and recommends that vehicles and combination vehicles with an overall length greater than thirty eight (38) feet king pin to rear axle (KPRA) be prohibited access to State Route 108 from postmile (PM) 0.0 (Mono County/Tuolumne County line) to PM 9.8 (closure gate west of Marine Corps Mountain Warfare Training Center).

SECTION TWO: This action, taken at the request of the California Highway Patrol and Caltrans, shall have no effect on the continuing legal responsibilities of the State of California, by and through Caltrans, for the continued and future maintenance

of the subject highway and for its duty to the users of said State highway.

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SECTION THREE: This resolution shall become effective upon appropriate State action and notification of all involved enforcement agencies and the installation of regulatory roadside signs.

PASSED, APPROVED and ***ADOPTED*** this ____ day of _____, 2015, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Timothy E. Fesko, Chair
Mono County Board of Supervisors

ATTEST:

_____
ROBERT MUSIL, Clerk

APPROVED AS TO FORM:

_____
COUNTY COUNSEL

ATTACHMENT C

Relevant CVC

The California Vehicle Code (CVC) Section 21101 allows the restriction of certain vehicles, by stating that, "*Local authorities...may adopt rules and regulations by ordinance or resolution... (c) Prohibiting the use of particular highways by certain vehicles...*" CVC Section 21104 further states *"...an ordinance or resolution which is submitted to the Department of Transportation...in complete draft form for approval...is effective as to any state highway...*"

CVC Section 35702 requires Caltrans approval, and the designation of an alternate route, by stating that, "*No ordinance proposed under Section 35701 is effective with respect to any...state highway, until the ordinance has been submitted by the...local authority to, and approved in writing by, the Department of Transportation. ...the local authority shall designate...an alternate route...*"

Restrictions on the length of vehicle allowed on California State Highways are outlined in the California Vehicle Code (CVC) under Division 15, Chapter 4, Section 35401, "Combination Vehicles". The method for achieving a restriction is described in sub sections (e) and (f).

<u>Restrictions below the 38 foot maximum KPRA are explicitly prohibited by this statute</u>.

The CVC states under sub-section (e),

"*A city or county, upon a determination that a highway or portion of highway under its jurisdiction cannot, in consideration of public safety, sustain the operation of trailers or semitrailers of the maximum kingpin-to-rearmost axle distances permitted under Section 35400, may, by ordinance, establish lesser distances consistent with the maximum distances that the highway or highway portion can sustain, except that a city or county may not restrict the kingpin-to-rearmost axle measurements to less than 38 feet on those highways or highway portions. A city or county considering the adoption of an ordinance shall consider, but not be limited to, consideration of all of the following:*

(1) A comparison of the operating characteristics of the vehicles to be limited as compared to operating characteristics of other vehicles regulated by this code.
(2) Actual traffic volume.
(3) Frequency of accidents.
(4) Any other relevant data.

In addition, the city or county may appoint an advisory committee consisting of local representatives of those interests that are likely to be affected and shall consider the recommendations of the advisory committee in adopting the ordinance. The ordinance may not be effective until appropriate signs are erected indicting the highways or highway portions affected by the ordinance.

This subdivision shall only become operative upon the adoption of an enabling ordinance by a city or county."

The CVC states under sub-section (f),

"Whenever, in the judgment of the Department of Transportation, a state highway cannot, in consideration of public safety, sustain the operation of trailers or semitrailers of the maximum kingpin-to-rearmost axle distances permitted under Section 35400, the director, in consultation with the Department of Highway Patrol, shall compile data on total traffic volume, frequency of use by vehicles covered by this subdivision, accidents involving these vehicles, and other relevant data to

assess whether these vehicles are a threat to public safety and should be excluded from the highway or highway segment. The study, containing the conclusions and recommendations of the director, shall be submitted to the Secretary of the Business, Transportation and Housing Agency. Unless otherwise notified by the secretary, the director shall hold public hearings in accordance with the procedures set for in Article 3 (commencing with Section 35650) of Chapter 5 for the purpose of determining the maximum kingpin-to-rear axle length, which shall be not less than 38 feet, that the highway or highway segment can sustain without unreasonable threat to the safety of the public. Upon basis of the findings, the Director of Transportation shall declare in writing the maximum kingpin-to-rear axle lengths which can be maintained with safety upon the highway. Following the declaration of maximum lengths are provided by this subdivision, the Department of Transportation determines to be necessary to give adequate notice of the length limits.

The Department of Transportation in consultation with the Department of the California Highway Patrol, shall compile traffic volume, geometric, and other relevant data, to assess the maximum kingpin-to-rearmost axle distance of vehicle combinations appropriate for those state highways or portion of highways, affected by this section, that cannot safely accommodate trailers or semitrailers of the maximum kingpin-to-rearmost axle distances permitted under Section 35400. The department shall erect suitable sights appropriately restricting truck travel on those highways, or portions of highways."

ATTACHMENT D

Mapping of Frequency of Stuck Vehicles on SR 108 By Location

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
09	Mno	108			

MAPPING OF FREQUENCY OF STUCK VEHICLES ON SR 108 BY LOCATION

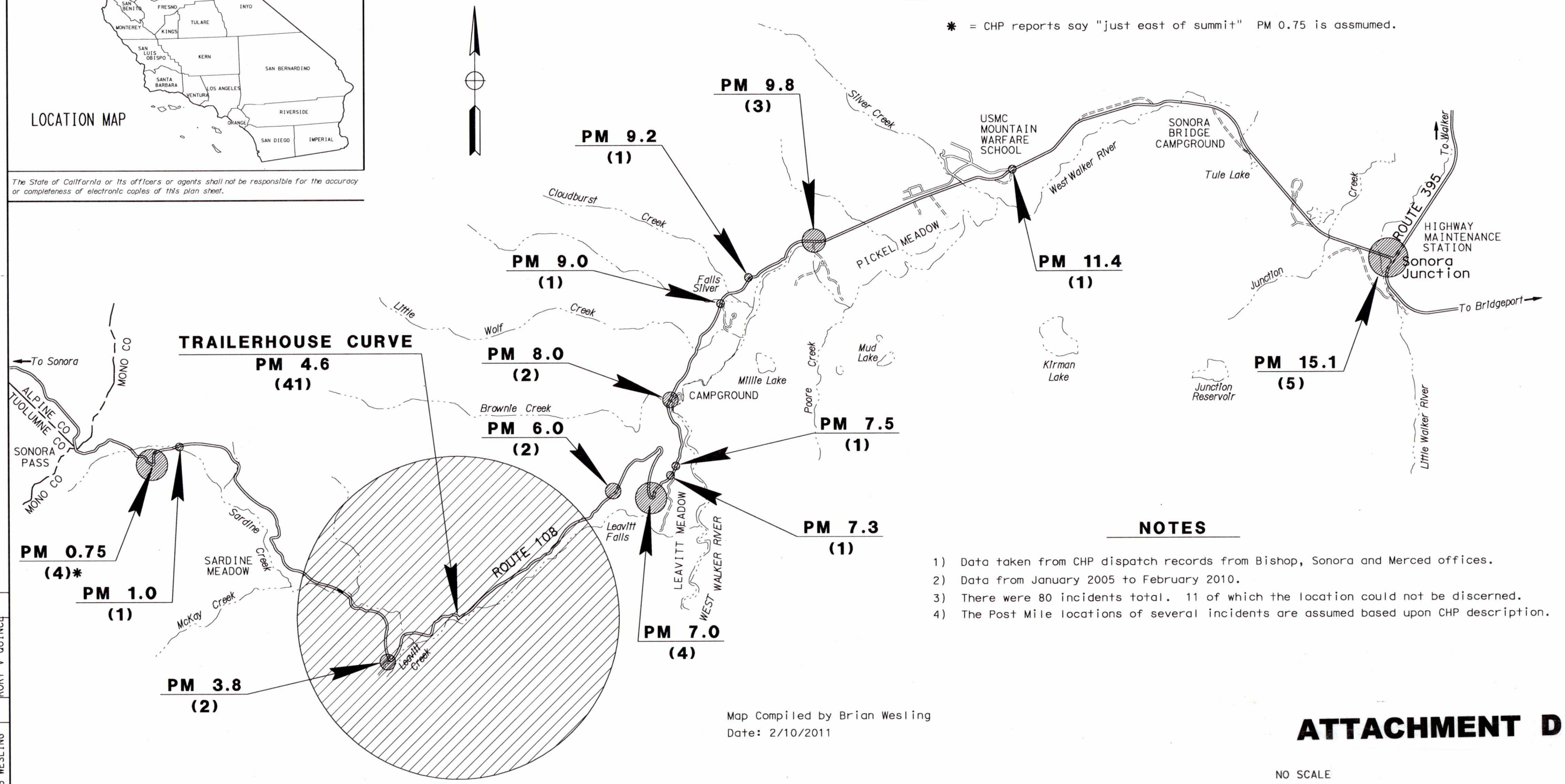
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

LEGEND

⊘ = One Incident of a Stuck Vehicle
(Size of circle is proportional to frequency of stuck vehicles)

PM X.X / (X) = Top Number is the Post Mile / Bottom Number is the Number of Stuck Vehicles

✱ = CHP reports say "just east of summit" PM 0.75 is assmumed.



NOTES

1) Data taken from CHP dispatch records from Bishop, Sonora and Merced offices.
2) Data from January 2005 to February 2010.
3) There were 80 incidents total. 11 of which the location could not be discerned.
4) The Post Mile locations of several incidents are assumed based upon CHP description.

Map Compiled by Brian Wesling
Date: 2/10/2011

ATTACHMENT D

NO SCALE

PROJECT ENGINEER	DATE	PROJECT MANAGER	DATE
B WESLING		RORY V QUINCE	

LAST REVISION

ATTACHMENT E

Summary of CHP Dispatch Logs – Stuck Vehicles

Summary of CHP Dispatch Logs - Stuck Vehicles
2/10/2011

Incident #	Post Mile	Location	Incident	Vehicle Type	Duration of Hwy Blockage	Trailer Weight	Notes
26	0.75	JEO pass	Block	Type 9	5	67k#	PM 0.75 assumed
14	0.75	JEO summit	Block	53' T-9	5.5	40k#	PM 0.75 assumed
32	0.75	JEO summit	Block	Type 9	3		PM 0.75 assumed
55	0.75	JEO summit	Block	Type 9	?		PM 0.75 assumed
39	1	PM 1	Block	Type 9			No Chains - Escorted Down Hill
75	3.8	Leavitt Lake	Block	Type 9			
76	3.8	Leavitt Lake	Block	Type 9	5	70k	
49	4.5	In Curves		46' T-9	3		PM 4.5 is assumed
5	4.5	PM 4.5	Block	Type 9	2		
6	4.5	PM 4.5	Block	53' T-9	4		Tried 3 pt Turn in dirt and Jack Knived
7	4.5	PM 4.5	Block	bus	4.5		
11	4.5	PM 4.5	Block	53' T-9	5		
12	4.5	PM 4.5	Block	2 axle van	1.5		
16	4.5	PM 4.5	Block	Type 9	5	7k#	
18	4.5	PM 4.5	Block	53' T-9	3	20k#	
25	4.5	PM 4.5	Block	Type 9	?		
27	4.5	PM 4.5	Block/2	Type 9	3.5	35k	
29	4.5	PM 4.5	Block/2	53' T-9	1.5	76k	
30	4.5	PM 4.5	Block	Type 9	6		
34	4.5	PM 4.5	Block/2	Type 9	2		
38	4.5	PM 4.5	Block	Type 9	1		
44	4.5	PM 4.5	?	Type 9	3	?	Big Rig
46	4.5	PM 4.5	Block	50' T-9	1	e	
47	4.5	PM 4.5	Block	Type 9	2		
48	4.5	PM 4.5	Block	53' T-9	2.5		Managed U-turn
52	4.5	PM 4.5	Block	Type 9	2		
53	4.5	PM 4.5	Block	?	0.5		
54	4.5	PM 4.5	Block	Type 9	0.3		
56	4.5	PM 4.5	Block	53' T-9	2.5	42k	
57	4.5	PM 4.5	Block	53' T-9	3.5	19k	
59	4.5	PM 4.5	Block	53' T-9	5	12k	
62	4.5	PM 4.5	Block	53' T-9	12	44k	
64	4.5	PM 4.5	Block	53' T-9		18k	
65	4.5	PM 4.5	Block	53' T-9	1		
66	4.5	PM 4.5	stuck	Type 9	4	30k	
67	4.5	PM 4.5	stuck	Type 9	1.5		
68	4.5	PM 4.5	Block/2	53' T-9	1.5	10k	
70	4.5	PM 4.5	Block	Type 9	1		
72	4.5	PM 4.5	Block	Type 9	1.5		
77	4.5	PM 4.5	Block	48'	4		Towed from the West
78	4.5	PM 4.5	Block	53' T-9	3	e	
79	4.5	PM 4.5	Block		3		
80	4.5	PM 4.5	Block				
13	4.5	PM 4.5	Block	Type 9	2.5		Towed from the West
81	4.5	tollhouse?	Block	Type 9			
45	4.5						same as 44
60	4.5						same as 59

Summary of CHP Dispatch Logs - Stuck Vehicles
2/10/2011

Incident #	Post Mile	Location	Incident	Vehicle Type	Duration of Hwy Blockage	Trailer Weight	Notes
63	4.5						same as 62
41	6	PM 6.0	Block/2	53' T-9	0.5	22k	EB
42	6	PM 6.0			5		pg 41 see note about duration
37	7	PM 7.0	Stuck	Type 9			Driver managed u-turn
71	7	PM 7.0	Block	Type 9	2.5		
83	7	PM 7.0	Block	Type 9			
40	7	PM 7.0	Block	5th Whl	?		
73	7.3	Pack Station	Block	Type 9	0.3		
4	7.5	JEO Leavitt Meadow	Block	53' T-9	1.5	e	
24	8	PM 8	Stuck	Type 9			CT assisted
28	8	PM 8	Block	Type 9	4		
74	9	PM 9	Block	Type 9	2.5		
50	9.2	7000' elev	Block/2	40' T-9	0.5		
20	9.8	JWO Base	Block				??
23	9.8	JWO Base	Stuck	53' T-9			Trying to U-turn
82	9.8	JWO Main Gate					
9	11.4	Marine Base	Block	Type 9	0.5		
36	15.1	395					
43	15.1	395					
61	15.1	395					
69	15.1	395					
22	15.1	108@395	?	Type 9			Not Blocking
21		?	Block	Type 9	1.5	?	
31		?	Block	Type 9	2		Trying to U-turn
33		?	Block/2	Type 9	2		
35		Billie Mine					Cement Mixers unable to make grade
8		Moving	Slow	53' T-9	na		
10		Unknown	Block	Type 9	1		
15		Unknown					Duplicate of 1814/1910
17			Block	Type 9	3		
19							Slippery Road - not specific
51							Unknown
58							

Legend

JWO = Just West Of
JEO = Just East Of

Data from CHP dispatch records from Bishop, Sonora and Merced offices.
Data from January 2005 to February 2010
The Post Mile locations of several incidents are assumed based upon CHP description.

ATTACHMENT F

Letters of Support

State of California—Transportation Agency EDMUND G. BROWN Jr., Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
Bridgeport Area
125 Main Street
Post Office Box 158
Bridgeport CA, 93517-0158
(760) 932-7995
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

March 25, 2015

File No.: 820.14702.18227

Ms. Terry Erlwein
District Traffic Operations Engineer
California Department of Transportation, District Nine
500 S. Main Street
Bishop, CA 93514-3423

Dear Ms. Erlwein:

The California Highway Patrol (CHP) Bridgeport Area recently reviewed the California Department of Transportation's draft resolution report entitled "Truck Restriction Report California State Route 108." This proposal would prohibit truck/trailer combination traffic on State Route (SR) 108 through Sonora Pass for vehicles in excess of 38 feet, kingpin to rear axle. According to the report, "This restriction would prohibit all STAA [Surface Transportation Assistance Act] sized vehicles and the majority of the CA [California] legal sized trucks."

Large truck/trailer combination traffic on SR-108 through Sonora Pass has been a historic problem for the CHP Bridgeport Area. State Route 108 has extreme grades and curves, and is generally not conducive to large truck/trailer combination traffic. As the report notes, "According to Bishop, Sonora and Merced CHP dispatch records, stuck trucks have blocked SR-108 for one to six hours, approximately eighty separate times between January 2005 and February 2010 [...]." Each one of these disabled large truck/trailer combinations that occurs within Mono County requires a response from the CHP Bridgeport Area, and generally results in lengthy roadway closures. These closures present a significant safety hazard to the motoring public, the involved truck driver and the officers who respond. Additionally, these roadway closures usually produce extended traffic delays, deplete and limit CHP resources within the Bridgeport Area, and cause avoidable overtime expenditures to CHP.

In essence, this proposal would allow the motoring public to travel safely over SR-108 (Sonora Pass) and greatly assist the CHP Bridgeport Area. Therefore, the California Highway Patrol Bridgeport Area is in full support of the proposed truck restriction on SR-108 within Mono County.

Sincerely,

J. HOLT, Lieutenant
Commander

cc: Inland Division

Erlwein, Terry J@DOT

From: Jim Leddy [jleddy@mono.ca.gov]
Sent: Monday, April 27, 2015 3:34 PM
To: Erlwein, Terry J@DOT
Subject: FW: SR 108 truck restriction report
Attachments: image003.gif; image004.png

Here is feedback:

Jim:
The report looks good. Our comments (with input from Wendy and Gerry) are minor, as follows:

- The second paragraph on the page 3 describes the term "off-tracking," and all or a portion of the paragraph could maybe be moved earlier in the document to the first time the term is used.
- Attachment B, the Mono County draft Resolution, is incomplete (only has page 1).
- On page 5, the text should probably reflect the Attachment B Resolution regarding the project qualifying for CEQA exemptions 1, 8, 11 and the general rule exemption.
- Typo on the Antelope Valley RPAC on page 7.
- The map in attachment D needs to be re-sized to fit the page.

Thanks

Scott

And

My only comment would be on the second line of page 3, the report references "Tow trucks from Bridgeport or Walker..." There is no tow service in Bridgeport. It should read "Lee Vining or Walker"

Other than that, I have nothing to add other than I fully support the truck restriction on 108.

Ingrid Braun
Mono County Sheriff-Coroner

Jim Leddy
County Administrative Officer
Mono County
PO Box 696
Bridgeport, CA 93517
(760) 932-5414 Bridgeport
(760) 924-1703 Mammoth Lakes
(707) 529-4510 cell

Erlwein, Terry J@DOT

From: John Vallejo [jvallejo@mono.ca.gov]
Sent: Thursday, February 26, 2015 12:36 PM
To: Erlwein, Terry J@DOT
Cc: Jim Leddy; Sburns@mono.ca.gov
Subject: MCMWTC SR 108 and Truck traffic
Attachments: image001.jpg; image002.png; 01 20 2015 Caltrans request for limitation of truck traffic on SR 108 Cover memodocx.docx; SR 108 stuck vehicles map.pdf

FYI from the MWTC below.

John-Carl Vallejo
Deputy County Counsel
County of Mono
P.O. Box 2415
Mammoth Lakes, CA 93546
760.924.1712 (Phone)
760.924.1701 (Fax)

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-----Original Message-----
From: Power Civ Douglas E [mailto:douglas.power@usmc.mil]
Sent: Monday, January 26, 2015 1:17 PM
To: Jim Leddy
Subject: MCMWTC SR 108 and Truck traffic

Jim, from a mutual aid perspective, a jack-knifed big-rig is considered an accident even though it may not involve a collision. Consequently, they are a drain on our recourses because our FD is usually the first on scene, whether or not the mono-county dispatcher mentions human casualties. If the accident blocks 108 then certainly timely EMS ground response is degraded for service calls further uphill. Also if the road is closed it can limit access to the training area.
So, overall this proposed change restricting the size/length of the trucks is good for us. We fully support this effort. Please let me know if you need anything else from me.

R/S
Doug
Douglas E. Power
Community Plans and Liaison Officer
Marine Corps Mountain Warfare Training Center Bridgeport, CA 93517
(760) 932-1661
douglas.power@usmc.mil

ATTACHMENT G

Process for CVC Restriction and Recommendations for the Final Truck Restriction Report

TRUCK RESTRICTION PROCESS

The following suggested procedures are in accordance with CVC Sections 21101, 35701, 35702 and their related sections.

1. **Local Agency Prepares a Draft Truck Restriction Ordinance or Resolution.** The local agency prepares a draft ordinance or resolution of the proposed truck restriction and informs the appropriate Caltrans District Truck Coordinator. The ordinance or resolution must cite the CVC Section providing the justification for the truck restriction. Caltrans districts should notify the Headquarters Office of Truck Services (see Caltrans Contacts at end of these guidelines) in writing as soon as possible after learning of a truck restriction proposal. Districts should request and forward copies of local agencies' draft ordinances or resolutions to Headquarters Office of Truck Services, Legal and Environmental Programs for review.
2. **Local Agency Prepares Initial Study.** The initial study provides the information necessary to justify the proposed restriction, and may also indicate if the proposed restriction is subject to California Environmental Quality Act (CEQA) review. The initial study allows the preliminary submittal of information by Caltrans, local agencies, and California Highway Patrol staff, as well as initial comments from the trucking industry, affected industries, and citizen groups. It should include the proposed restriction type, location, existing conditions, alternatives, maintenance and safety considerations on the alternative route(s), any initial public comment, and conditions that may involve further CEQA compliance.
3. **Local Agency Provides Public Review and Comment Period.** During the public review period, the local agency gives public notice of the proposed truck restriction, and public hearings can be advertised and held. All documentation acquired to date regarding the proposed truck restriction should be available for public review prior to the public hearing.
4. **Local Agency Receives Comments and Prepares Final Truck Restriction Report.** The local agency considers all comments received. If the local agency still wants to proceed with the proposed restriction, a final truck restriction report is prepared and forwarded to the Caltrans district office. This final report includes any comment revisions, and the draft restriction ordinance or resolution. The Caltrans District Director forwards the report with the District's recommendations to the Caltrans Traffic Operations Division Chief at Headquarters. (See the checklist for the contents of the truck restriction report, following these guidelines).
5. **Caltrans Traffic Operations Submits Recommendation to the Director's Office.** The Traffic Operations, Office of Truck Services, in cooperation with Caltrans Headquarters Environmental and Legal Divisions, prepares a recommendation regarding the truck restriction and submits it to the Caltrans Director's Office.
6. **Caltrans Director Issues Written Approval.** If approved, the Caltrans Director issues a written approval of the draft ordinance of resolution for the truck restriction.
7. **Local Agency Passes Final Truck Restriction Ordinance or Resolution.**
8. **Local Agency Erects Restriction Signs**, and **Restriction is Enforced.**

TRUCK RESTRICTION REPORT CHECKLIST

Approval of restriction requests is contingent upon a complete identification and documentation of impacts on highway safety, structural integrity, environment and operational efficiency. Some items may not apply. This checklist is a guide only.

I. COVER

_____ The document cover clearly states the Caltrans District, County, Route and postmile limits of the proposal. Any proposed local ordinance or resolution number should also be placed on the cover.

II. PROPOSAL STATEMENT

_____ The proposed restriction and references to specific codes, regulations and any local ordinances or resolutions are clearly presented in the proposal statement. If exemptions to general rules apply; cite appropriate statutory law or regulations.

III. JUSTIFICATION FOR THE PROPOSAL

Justification depends on rationale: safety, hazardous materials, bridge weight limit, construction zones, seasonal operation, etc.

_____ Analyses of present and future safety, operational (capacity, geometrics) and/or structural adequacy supporting the restriction. A description of existing versus proposed conditions. Include supporting data tables, maps and/or photographs.

_____ List of alternatives considered, e.g. truck advisory, restriction of 39-foot vehicles, or restriction of all trucks over a certain gross weight. Statement of the proposed restriction selected.
_____ Analysis of environmental considerations for the restriction proposal with an explanation of impacts and mitigation measures.
_____ Existing and future land use plans.
_____ Analysis of the impact on interstate and intrastate commerce. Analysis of the economic impact on communities, shippers and trucking companies due to increased travel distances.
_____ Analysis and recommendations of any alternative routes that can safely accommodate any California legal commercial motor vehicles and serve the proposed restriction area.
_____ Evidence of consultation with the local or adjoining state governments affected by the proposed restriction.
_____ Results of any public hearings.

IV. APPENDICES

_____ Copies of any draft local restriction ordinances or resolutions.
_____ Copies of any supportive correspondence or documents for the restriction.
_____ Minutes of public hearings (audio or videocassette tape).

CD Ritter

From: Caltrans Sustainability Program <sustainability=dot.ca.gov@mail228.atl121.mcsv.net> on behalf of Caltrans Sustainability Program <sustainability@dot.ca.gov>
Sent: Wednesday, May 20, 2015 11:45 AM
To: CD Ritter
Subject: Transportation Sustainability, Recent Items of Interest: May, 20, 1015

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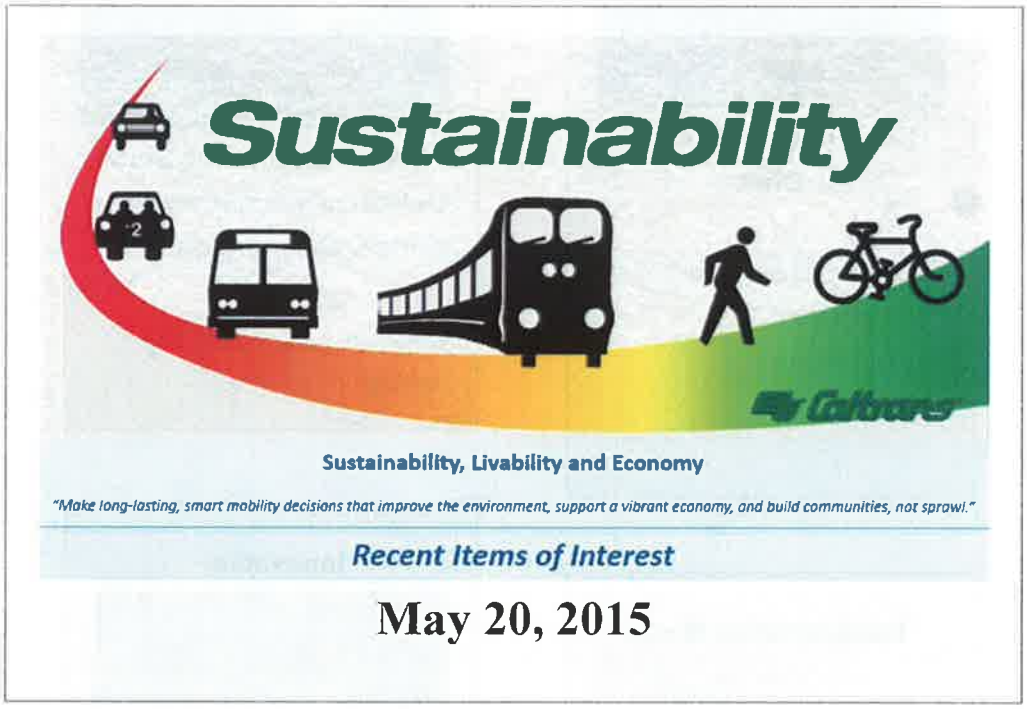

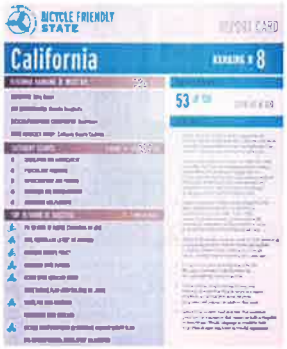

California climbs in ranking of bike-friendly states

California continued its climb up the ranks of bike-friendly states, moving up to eighth in the nation, according to the annual list compiled by the League of American Bicyclists.

Click here to read more.

Click Report Card For More Information

CD Ritter

Subject: FW: Yarts meeting dates for JPA and AAC 2015/2016

Subject: Yarts meeting dates for JPA and AAC 2015/2016

Good morning,

I have been requested to send out the meeting dates for the 2015/2016 year. They are as follows:

YARTS AAC COMMITTEE:

Wednesday, July 22, 2015
Wednesday, October 21, 2015
Wednesday, January 20, 2016
Wednesday, April 6, 2016

All AAC meetings start at 10:30 a.m. and are held here at MCAG with video conferencing to Mammoth Lakes.

YARTS JPA BOARD:

Monday, July 27, 2015 – Mono County
Monday, October 26, 2015 – Mariposa County
Monday, January 25, 2016 – Merced
Monday, April 11, 2016 – Merced

All JPA Board meetings start at 1:00 p.m. Meetings being held in Mono County and Merced will have video conferencing with Mammoth Lakes.

Of you have any questions please let me know.

Have a great day.

Robin Lamas
Administrative Assistant II
369 W. 18th Street
Merced, CA 95340
209-723-3153
Robin.lamas@mcagov.org