

# Mono County Local Transportation Commission

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## AGENDA

May 13, 2019 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes  
Teleconference at CAO Conference Room, Bridgeport  
Call 1-669-900-6833, enter meeting number 760-924-1815

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

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

2. **PUBLIC COMMENT**

3. **MINUTES**

A. Approve minutes of April 8, 2019 – **p. 1**

4. **PUBLIC HEARING. Unmet Transit Needs:** Receive input & testimony from public and Social Services Transportation Advisory Council, provide feedback to staff about evaluation of unmet needs, & provide any other desired direction to staff (*Michael Draper*) – **p. 7**

5. **COMMISSIONER REPORTS**

6. **LOCAL TRANSPORTATION**

A. Information & timeline on 2020 State Transportation Improvement Program (*Gerry Le Francois*) – **p. 11**

B. EV charging-station policy document. Discuss and provide any desired direction to staff. (*Hailey Lang*) – **p. 13**

C. Senate Bill 152 Beall/ATP (Active Transportation Program) Follow up & provide any desired direction to staff (*Gerry Le Francois*) – **p.37**

D. Eastern Sierra Wildlife Stewardship Team update (*Hailey Lang*) – **p. 46**

7. **ADMINISTRATION**

8. **TRANSIT**

A. Eastern Sierra Transit Authority (ESTA)

1. Resolution R19-02: Reallocate unallocated STA (State Transit Assistance) funding (*Phil Moores*) – **p. 47**

2. Resolution R19-03: Authorize executive director to sign the Certification and Assurances for the Federal Transit Administration Section 5311(f) Continued Funding for Operating Assistance for the 395 Intercity Bus Routes. (*Phil Moores*) – **p. 48**

B. Yosemite Area Regional Transportation System (YARTS)

9. **CALTRANS:** Activities in Mono County & pertinent statewide information **More on back...**

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### COMMISSIONERS

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

10. **INFORMATIONAL:** Town of Mammoth Lakes update on transportation-related activities
11. **UPCOMING AGENDA ITEMS:** 1) Review and adopt 2019-20 OWP (Overall Work Program); 2) SB 152 Beall update
12. **ADJOURN** to June 10, 2019

**\*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

April 8, 2019

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**COUNTY COMMISSIONERS:** Jennifer Halferty, John Peters, Fred Stump

**TOWN COMMISSIONERS:** Sandy Hogan, Dan Holler for John Wentworth. **ABSENT:** Lynda Salcido

**COUNTY STAFF:** Gerry Le Francois, Garrett Higerd, Megan Mahaffey, Hailey Lang, Pat Espinosa, CD Ritter

**TOWN STAFF:** Haislip Hayes

**CALTRANS:** Brent Green, Brandon Fitt, Austin West

**ESTA:** Phil Moores

**PUBLIC:** Commander Chuck Mairs, CHP; Don Condon, Electric Auto Association; Tom Choe, System Metrics Group

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

2. **PUBLIC COMMENT:** None

3. **MINUTES**

**MOTION:** Approve minutes of March 11, 2019, as submitted (*Hogan/Halferty. Ayes: 5-0. Absent: Salcido & Wentworth*).

4. **COMMISSIONER REPORTS:** **Halferty:** None. **Peters:** Bodie road work. **Hogan:** YARTS Authority Advisory Committee met in afternoon so Mono's Michael Draper and Jeff Simpson could attend. **Holler:** None. **Stump:** Will adjourn BOS early in honor of deceased cyclist. CHP Commander Chuck Mairs introduced himself.

A. **Social Services Transportation Advisory Committee (SSTAC) appointments:** Phil Moores appointed Joe Warta as ESTA designee.

Halferty did not know who corresponds with which category. No correlation between table and requirements. Matrix doesn't correspond.

Draper went through list. Group will appear next month when adopt process.

Halferty found it helpful to articulate matrix to demonstrate meeting statutes. Not so sensitive to age because it's a requirement. Membership geo and minority, unsure about that. Struggle to have minority rep in this region, make concerted effort since called out in statute. Start by saying it's a priority.

**MOTION:** Appoint/reappoint named/unnamed persons to SSTAC. (*Peters/Hogan. Ayes: 5-0. Absent: Salcido & Wentworth*)

5. **LOCAL TRANSPORTATION**

A. **EV charging-station policy:** Hailey Lang will have update in May. Lang and Le Francois met with Town on EV policies in general. Talked with Edison, act as sole proprietor. Site-specific projects depend on size. Liberty Utilities sole proprietor in north county. Not confirmed with county counsel.

Don Condon, EV Association of Mammoth Lakes, stated Edison has charge-ready program that funds costs of level 2 chargers, Town staff in February, application for 10 chargers at park-and-ride site. Edison evaluates site, returns. File application to see how process works. EV sponsor table at Village April 20. Ribbon-cutting ceremony for Hess Park charger, BOS asked for CEQA process, Mono

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### COMMISSIONERS

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

climate seminar April 13. Shell station has parts/pieces ready in Bridgeport. Lakeview Lodge in Lee Vining may install on its own.

Town staff on park-and-ride? *Holler: Challenges on lot for winter, no guarantee of access. Not touch chargers. Resolve issues.*

Parking spaces? *Holler: Public lot, anyone can park there, zero enforcement on EV spaces.*

Green noted government commitment of 30 locations statewide for free EV charging on state property. Ready for construction, moving forward after SB 1 passed. Line item. Energy Commission/Legislature needs to approve funds other than gas tax money. Caltrans has right of way, funding, ready to go.

**B. Overall Work Plan (OWP) final draft:** Gerry Le Francois still getting comments, preliminary budget will be tweaked again. Two funding sources: RPA (Rural Planning Assistance) and PPM (Planning Programming & Monitoring). Through STIP (State Transportation Improvement Program), spend in three years. Some elements go away. Time on RTIP (Regional Transportation Improvement Program) for this fiscal year. BOS considers adopting local hazard mitigation plan, reimburse staff if needed. Elements carry over year to year. Go to RPACs to update area plans if needed.

Holler noted no Town RPAC, so use Planning/Economic Development Commission for that purpose. Hayes: Working with Mono staff, incorporate before next meeting.

Peters expressed concern about Walker signage, speed, passing in middle lane. Covered in OWP? *Bridgeport Valley RPAC two years ago requested signage on jake brake usage on Hwy 182, southbound on US 395. CSA and Mono working with Caltrans on flashing end-of-town lights on actual speed.*

Green conversed with Peters on issues. Terry Erlwein indicated Caltrans would do maintenance after installation indefinitely. Flexible.

Peters stated CSA would need BOS approval for appropriation of its money. He mentioned traffic calming in Walker. Commander Mairs noted issue worsens every year. Briefing item for all officers, spend extra time there. Stopped local passing in center lane. More traffic north and south. Staffing's down a bit, but a priority.

Caltrans monitor? *Green: Report every year. Supported by truck survey: traffic increasing 3%-4%/year. Perception is reality. Traffic counters all over.*

**C. OWP budget adjustment:** Megan Mahaffey wanted to amend budget adopted last fall. Take money away from projects not moving along to do best job.

no issues, formal amendment to Caltrans after LTC approval.

**MOTION:** Adopt Amendment 01 to Mono County Overall Work Program 2018-19 and approve signing of OWPA by LTC co-executive director for increase of \$57,500 due to rollover Rural Planning Assistance funds from 2017-18 allocation. *(Peters/Halferty. Ayes: 5-0. Absent: Salcido, Wentworth)*

**D. Amendment to RTIP (Regional Transportation Improvement Program):** Gerry Le Francois added Long Valley streets project to RTIP, into STIP. Staff requests moving \$300,000 from upcoming fiscal year into 2020-21 fiscal year.

Higerd wants to optimize ability to deliver projects. SB 1 and STA make processing more efficient. Package projects large enough for economy of scale, still manage paperwork load internally. If move money, have larger construction budget. Proposes spending SB 1 to get projects through, then on to construction. Update to CIP (Capital Improvement Program), to BOS next week explaining how to break up funding. Deliver most-efficient projects into infrastructure.

Holler noted reduced number of submittals. Stump thought timing and scope would not change. *Higerd: Scope potentially could change. Price escalation significant in marketplace.* Holler suggested cushion to ensure full project completed. *Higerd: Costs escalate but reduces pool of SB 1 funds for other things. Use it strategically, help move forward. More submittals to CTC delay projects. Find sweet spot with funding sources. Get projects big enough.*

## 6. ADMINISTRATION

A. **SB 152/Beall:** Gerry Le Francois received information late last week from RCTF (Rural Counties Task Force) about potential legislation. ATP (Active Transportation Program) very competitive, more projects than funding available (26 rural counties). Town very active in ATP program, south side Main Street not funded this round. Mono has limited ability to do ATP projects.

Hayes stated fourth cycle of ATP had several independent programs. Guaranteed money, but rural set-aside. More and more complicated to be competitive. Town successful only one application. Outside MPO (>200,000). Most rural to Santa Barbara and Chico. Recommend strong opposition to proposal that sends more money to larger cities.

Halferty saw only change as increasing allocation by 5%. Biggest hit is availability of funds in competitive section.

Tracking SB 152? *Hayes: Will be heard in committee tomorrow.*

Stump wanted recommendation on how to proceed. Could state opposition today. Not have letter in front of us. BOS likely opposes, also Town Council. *Le Francois: Two contacts in Beale office. Call or email to state broader concepts. Trying to climb hill, this not help.*

Hogan saw all rural counties more difficult in competitive portion. *Holler: Go through process, express loss of competitive funding for rurals.* Hogan recalled before ATP rurals had a chance. Point that out.

Le Francois noted suburban RTP agencies have staff constantly tracking, mass email last week.

Hogan saw whole Eastern Sierra affected, into Kern, San Bernardino lots of traffic and people.

Increasing % share like in STIP program. Not allow for % to be competitive regionally? *Hayes: Increasing "less than 200,000 population." Difficult to compete against significantly more traffic, more students, more users, more disadvantaged communities. Looking at strict benchmarks.*

Peters thought maybe dedicated share going to districts to encompass share for chunk of geographic area that would not compete with Santa Barbara

Le Francois recalled Transportation Enhancements (TE) combined, changed.

Peters wanted to oppose but tell what's happened. May look good for urban areas. Hogan thought oppose but propose. Our area seasonal, lots of people at different times. Difference between us and Chico is tourists not students. Regional distinction needed.

Stump wanted to oppose with positive alternatives based on old way or other formula to guarantee pool there. Get input out ASAP. *Le Francois: Email or phone call.*

Holler suggested amendments for truly rural communities.

Hayes thought with each iteration, maybe delegates at workshops voice concerns, reaching out to truly rural partners on how funding distributed.

Peters suggested talking points to CSAC, wholesale redefining of rural. Hogan opined addition of fourth category.

Halferty noted Fresno thinks its rural. Nobody ever happy with def of rural, leaves somebody out. USDA says 50,000 or less. Bill wants to not limit guidelines to include disadvantaged communities. Trying to remove requirement. Everyone working to benefit themselves, don't have much power.

Holler stated Mammoth Lakes does not qualify as disadvantaged community.

Hogan thought USDA definition important.

Green sat through commission meetings. More debate on ATP than almost any other topic. Only way to institute change is attend meetings, fight position. Start with phone call, but battles for years. Peters offered to attend.

Stump trusted Le Francois and Holler to get document. Include email next meeting. Status update on bill itself.

RCRC, League of Cities taking position? *Le Francois: Not know.* Halferty opined strength in numbers.

## 7. TRANSIT

A. **Eastern Sierra Transit Authority (ESTA):** Phil Moores applied for three grants with support from Town and Mono. Vehicle purchases from Caltrans. Stop human trafficking: need to support police, always work together. Ten 40' buses have video on board. Lancaster to Reno good corridor for

justification. Maintenance a real concern: ESTA has 72% units beyond useful life. Met with Town maintenance facility, MMSA, discussed challenges of maintaining growing fleets. ESTA has seven bays without mechanics for de-icing and chaining. Tremendous facility, MMSA, Town, ESTA to improve maintenance of fleets.

Readying for Reds Meadow opening, meeting with USFS. Road in bad shape, so meeting with large group on road condition, how/when improved. Cutting trees in couple years. Each \$1 of Reds ticket toward road rehab. Hoping no hard closures during peak times. ESTA gets \$500,000/year from Reds.

Looking at different aspects of communities, unmet needs targeted at Antelope

Valley and June Lake. Really good suggestions in Antelope Valley. Extend Bridgeport/Gardnerville service to Carson City.

Stump: First four years every request rejected as not reasonable to meet. Hwy 6 corridor became disinterested. When community hears that, won't show up to repeat same concerns. Unless indication of more positive response in fastest-growing area of Mono, why bother? Does not like trying to explain why doing again if ignored. Needs haven't changed. Disadvantaged communities exist. Housing costs in Bishop up, so Tri-Valley provides housing. Research past.

Hogan urged not to stop, because little pot of money might emerge. Keep on it, understand process. Just a matter of money. ESTA contract service. Got to be on there.

Stump mentioned reducing speed limit through Chalfant. Caltrans plans left turn pocket. No cell service or high-speed internet. Frontier system not fixing. Happy to send unmet needs same as always.

Peters lauded Moores' refreshing/creative outlook. Transporting seniors on trips has cost. Recognize value of service. Good to see Antelope Valley community engaged with ESTA. People need to become more aware of DAR. Appreciate outreach.

Moores: Intention to define core to market development, experiment Bishop Creek, market to support. Lifeline key term for certain communities to gov svc, health/medicine not just shopping. Get to larger support not have in their town. Eventually to Carson City. Unmet good way to find out what's going on. Economic component. Chalfant stop installed in 2013 for \$20,000, not used now. One rider every two months. Garrett and Moores working on repairing stop.

Verbal defense and influence outstanding program to customize into transportation. Looking for partners, not just for ESTA. Most effective training ever. Asked to return. Works in all aspects of life.

Hogan: YARTS drivers stay at village in summertime. Suggest to YARTS. Lots of drivers on west side.

**B. Yosemite Area Regional Transportation System (YARTS):** Cindy Kelly provided an update. Hogan noted free days increasing again this year by six (FLAP grant allows). YARTS is profile agency for LCTOP (. Mammoth Yosemite airport passengers ride YARTS to Valley free.

How do passengers know? Maybe banner at airport. *Will ask Cindy Kelly to send information.*

Stump noted banner only in summertime, not needed year-round.

Hogan stated YARTS' big target is nothing but electric.

Natural gas or propane cleaner than diesel? *Elevational, tested a lot. Propane has poor acceleration.*

Holler indicated no fill stations for propane or natural gas.

## 8. CALTRANS

A. **D9 Intelligent Systems:** Tom Choe, System Metrics Group, mentioned motorists traveling too fast, increased travel demand. Plan will evolve around six goals. Traffic signals, CMS, EMS, vehicles collecting traffic volumes. Five key strategies: gaps in coverage, central control, replace aging devices, fiber communications, advancement in ITS tech, pilot project. Pedestrian hybrid signal. New CMS northbound into BP.

Pedestrian crossing at post office? Raised sidewalks? Improve crosswalks on 203. *Pedestrian-activated device gets better attention. Main is challenging street to cross.*

CCTV = videocams. Le Francois noted Conway Summit ones go out. Green indicated not good communication coverage there, reset in Bishop. If goes off again, take it off completely. Constant issue.

Choe cited aging device replacement. No dire need now, but next five to 10 years. Fiber communications. Tier 1 lower cost, tier 2 or 3 costly. Fiber could be hundreds of millions of dollars. Caltrans wanted to extend D395, fiber from private entity. D395 follows corridor so easy to make connections. Potential fiber connections at lower cost. Pretty significant coverage. Virtual CMS only a few lines. Could have longer messages texted to vehicle.

Animal detection system: Warning of animal crossing ahead. Adaptive signals need central control. Variable speed limits expensive to install, challenging for enforcement.

Funding shortfall \$8 million in next five years.

Le Francois recalled gamut of participants in 2002. Federal partners need to be aware. Choe stated all stakeholders should get copy.

Hogan thought wildlife fencing could be a project.

Moore's noted ESTA uses technology to share info.

Green stated SB 1 mandates where to put funding. Performance measures on ITS elements. Allocate funding to improve performance. Use of technological potential is huge. Things happen quickly. Choe indicated draft plan later summer, copy for review/comments.

Halferty requested copy of presentation.

B. **2019 construction map:** Brandon Fitt noted Ryan Dermody is at headquarters in Sacramento a while. Conway Summit drains/culverts serving no purpose will be gone. Chalfant left-turn lane soon. Sheep Ranch shoulders grinding/stripping in June.

Conway guard rails natina? Yes. Green stated contractor will have pre-construction meeting. Peters will post in advance.

Riparian? *Purchasing credits available or pre-doing.*

Land holdings along Walker, maybe partner?

North of Mammoth Creek, lake forms by tanks. Maybe improve culverts?

Peters asked about North County projects. Last year good practice for CHP and Caltrans to not divert 100% from business corridor onto Hwy 182. Avoid complete diversion when US 395 open. Sheep Ranch? *Week at most, minimal.*

C. **Activities in Mono County & pertinent statewide information:** Brent Green cited FG-1 (Freeman Gulch-1) in Mile Marker. Workers Memorial April 16. Several LTC commissioners have attended in past.

Pass openings: Monitor: Cleared, waiting for other side to open in weeks, maybe May 1. Sonora: Already one mile west of gate, likely three weeks before snow removal even starts on west side (7'-8' snowpack). Bodie Road: About three miles from park entrance. Hwy 120E: Maybe today, few high snowbanks. No snow, but wind could temporarily close. June Lake Loop: Snow mostly gone, avalanche crew observing, maybe open this week. Tioga: Most challenging. Not even full operations yet on east side. Lee Vining crew assessing. Sno-cat up to green bridge. Blue Slide has huge boulder to blast; most treacherous due to rock slides. No projected date but NPS (National Park Service) thinking after Memorial Day.

Hogan noted YARTS hopes for daily [not weekend] service June and September. Peters stated Mono is working with MMSA. Green indicated Caltrans has executed service with Mono.

Enough personnel/equipment on Bodie and Sonora? *Manpower OK. Move equipment around.*

Peters commended Conway effort.

Aspendell? Hwy 168W up to lakes is Inyo County.

## 9. QUARTERLY REPORTS

A. **Town of Mammoth Lakes:** Dan Holler noted Main Street project April 15, south side primary focus. Circulation/transportation issues on 25-acre project. Housing/Safety looking at transportation-related issues, adoption by June. Parking hubs and Yotelpad remaining sidewalk. Winter damage cleanup.

Hogan recalled past roundabouts planned at Minaret/Meridian, move signal by school. *Programmed out due to economics and traffic status.*

Le Francois recalled money went into reducing Meridian's four lanes to three. Holler stated low priority, unsure where reprogrammed.

Timeline for pothole filling? *Weather dependent. Soon if weather warms up.*

Road repair schedules? *Ongoing maintenance all summer.*

Hogan requested an answer to roundabout.

B. **Mono County:** Eastside Lane rehab project, construction at end of season. Met last week on Airport Road project environmental, collaborating with Town on airport development. Budget not include intersection improvements. Town working on process for future improvements with USFS and other partners. SB 1 projects: Mono City asphalt maintenance, Benton Crossing Road at green church, South Landing Road, and Walker senior center area. In-depth five-year plan to BOS next week, report on longer outlook to LTC.

Peters stated Phil Touchstone, who volunteered to meet on Pine Nut issue, is huge asset to Antelope Valley and Mono. Higerd will pass word on to Touchstone, who is working as retired annuitant till end of December.

C. **Caltrans:** See p. 66.

## 10. INFORMATIONAL: No items

11. **UPCOMING AGENDA ITEMS:** 1) follow-up on SB 152 email bill status; 2) roundabout update; 3) OWP adoption; 4) unmet transit needs; 5) fuller chart for advisory committee; 6) LTF allocation; 7) EV policy

Peters introduced Pat Espinosa, Social Services representative for North County.

## 12. ADJOURN at 12:13 p.m. to May 13, 2019

*Prepared by CD Ritter, LTC secretary*



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### Staff Report

May 13, 2019

**TO:** Mono County Local Transportation Commission

**FROM:** Michael Draper, Planning Analyst  
Phil Moores, ESTA/CTSA

**SUBJECT:** 2019-20 Unmet Needs Public Hearing

**RECOMMENDATION:** Receive public and Social Services Transportation Advisory Council input and testimony, provide feedback to staff about the evaluation of unmet needs and provide any other direction to staff.

**FISCAL IMPLICATIONS:** To be determined.

**ENVIRONMENTAL COMPLIANCE:** N/A

**POLICY CONSISTENCY:** Consistent with State law requirements for the unmet transit needs process and the annual public hearing for the citizen participation.

#### **DISCUSSION:**

##### Background

State law provides for a Citizen Participation Process that requires the LTC to hold at least one public hearing to ensure broad community participation and solicit the input of transit-dependent and transit-disadvantaged persons, including the elderly, handicapped, and persons of limited means. A public hearing on unmet transit needs is also required prior to LTC's allocating any funds not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles. The purpose of the unmet needs hearing is to solicit comments on unmet transit needs that may exist within Mono County and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

To meet the public hearing requirement for both the Citizen Participation Process and unmet transit needs, and facilitate public input on transit needs, the LTC scheduled this public hearing for May 13, 2019, at 9:00 a.m. in Mammoth Lakes with videoconferencing in Bridgeport. Public notices of these hearings have been published in accordance with state law in local newspapers, and flyers printed in both Spanish and English were posted in County offices.

An additional requirement of the Citizen Participation Process and unmet transit needs process is the LTC must consult with the Social Services Transportation Advisory Council (SSTAC) on transit needs in Mono County. SSTAC members are appointed by the LTC to ensure a broad representation of social service and transit providers representing the elderly, the handicapped,

and persons of limited means (see Attachment #1). The SSTAC is jointly hosting this public hearing in order to provide direct input to the commission.

Before August 2019, the LTC must adopt, by resolution, a finding that there are no unmet needs, there are no unmet transit needs that are reasonable to meet, or there are unmet transit needs, including needs that are reasonable to meet. If the LTC finds that there are unmet transit needs, including needs that are reasonable to meet, then the unmet needs shall be funded before any allocation is made for streets and roads. It should be noted that the law specifically prohibits comparing unmet transit needs with the need for streets and roads. It should also be noted that the LTC has not allocated any funds to streets and roads for at least several years.

LTC Resolution 98-01 (Attachment #2) defines "unmet transit needs" and "reasonable to meet" transit needs as follows:

- Unmet Transit Needs: A need of the Mono County elderly, disabled, low income, youth, and other transit-dependent groups for transit service that is currently not available and, if provided for, would enable the transit-dependent person to obtain the basic necessities of life primarily within Mono County. "Necessities of life" are defined as trips necessary for medical and dental services, essential personal business, employment, social service appointment, shopping for food or clothing, and social and recreational purposes.
- Reasonable to Meet: Transit needs for the necessities of life that pertain to all public and/or specialized transportation services that:
  - a. Can be proven operationally feasible;
  - b. Can demonstrate community acceptance;
  - c. Would be available to the general public;
  - d. Can be proven to be economical; and
  - e. Can demonstrate cost effectiveness by meeting current fare box revenue requirements of the Mono LTC within two years.

#### Public Outreach and Comments

The Eastern Sierra Transit Authority, in its role as the Consolidated Transportation Services Agency (CTSA) for Mono County and with some assistance from LTC/County staff, attended Regional Planning Advisory Committee (RPAC) meetings in Antelope Valley, Bridgeport Valley, June Lake, and Mono Basin to solicit public input.

Public comments received by the time this staff report was written have been summarized in the matrix below to evaluate whether they are unmet needs, and whether they are reasonable to meet. Because this process also collects general comments on transit, the last column in the matrix offers actions and/or solutions to address input not considered unmet needs. Any input provided after the staff report was written or at the public hearing will be added to this matrix and evaluated for the May meeting.

Staff recommends the commission receive further public input at the public hearing, provide feedback to staff about the evaluation of unmet needs in this staff report, and provide any other direction to staff regarding unmet needs or transit services. A resolution finding unmet needs and reasonable-to-meet needs is anticipated to be considered at the May meeting.

#### Analysis of RTP Objectives

The following objectives under Transit, Goal 13, Policy 13.A. of the Regional Transportation Plan are to be reviewed annually at the unmet needs hearing:

Objective 13.A.2: Maintain and improve transit services for transit dependent citizens in Mono County, including the continuation and improvement of social service transportation services.

Ensure that transit services comply with the requirements of the Americans with Disabilities Act (ADA).

Review: Social service providers are represented on the SSTAC, and services are intended to be maintained for the coming year. Transit services provided by ESTA comply with ADA requirements.

Objective 13.A.3: Support public transit financially to the level determined by 1) the “reasonable to meet” criteria during the annual unmet needs hearing, and 2) by the amount of available funds.

Review: The commission typically allocates all available funds to transit, taking into consideration identified unmet needs, and does not fund local streets and roads.

Objective 13.A.4: Continuously survey transit use to determine the effectiveness of existing services and to identify possible needed changes in response to changes in land use, travel patterns, and demographics. Expand services to new areas when density is sufficient to support public transit. When and where feasible, promote provision of year-round scheduled transit services to link the communities of Mono County with recreational sites and with business and employment centers.

Review: ESTA periodically surveys riders, the Town of Mammoth Lakes reviews transit service and routes twice a year, and Mono County solicits RPAC input annually. Services are expanded as feasible.

Objective 13.A.5: Pursue all available funding for the provision of transit services and facilities, including state and federal funding and public/private partnerships.

Review: Varied federal, state, and local dollars are used to fund transit, including 5311 grants, transit security/PTMISEA/low carbon grants, and local transient occupancy taxes (within the town of Mammoth Lakes). Mammoth Mountain Ski Area and ESTA also have a public/private partnership to fund transit. Other sources are included in the transit funding mix, and these are meant as examples to demonstrate the breadth and depth of funding sources.

Objective 13.A.6: Maximize the use of existing transit services by actively promoting public transportation through mass media and other marketing strategies.

Review: ESTA regularly markets transit services through newspaper and radio outlets, and maintains a website (<http://www.estransit.com>).

## **ATTACHMENTS**

- LTC Resolution 98-01 defining “unmet transit needs” and “reasonable to meet.”

## RESOLUTION 98-01

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

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

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

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

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

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

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

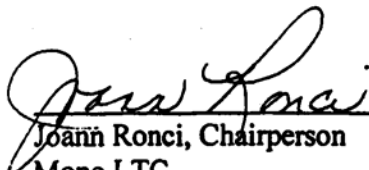
Ayes: Ronci, Hunt, Cage, Eastman, Inwood, Rowan.

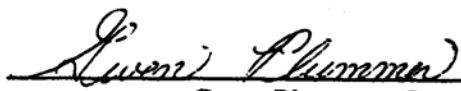
Noes:

Absent:

Abstain:

Attest:

  
 \_\_\_\_\_  
 Joann Ronci, Chairperson  
 Mono LTC

  
 \_\_\_\_\_  
 Gwen Plummer, Secretary  
 Mono LTC

## Mono County Local Transportation Commission

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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  
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www.monocounty.ca.gov

### LTC Staff Report

**TO:** Mono County Local Transportation Commission

**DATE:** May 13, 2019

**FROM:** Gerry Le Francois, Principal Planner

**SUBJECT:** 2020 Regional Transportation Improvement Program (RTIP) fund estimate and timeline

**RECOMMENDATION:**

Informational item – Preview of 2020 RTIP and State Transportation Improvement Program (STIP) and timeline.

**FISCAL IMPLICATIONS:**

The RTIP and STIP funds local and regional transportation projects in Mono County.

**ENVIRONMENTAL COMPLIANCE:**

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

**RTP / RTIP CONSISTENCY:**

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

**DISCUSSION:**

The STIP cycle occurs every two years and is a new five-year funding cycle for transportation projects in Mono County.

**ATTACHMENT:**

- Preliminary 2020 STIP Schedule

# Preliminary <sup>12</sup> 2020 STIP Schedule

Task	What	Who	When
1	Go over ITIP needs with Districts (1 thru 12) and HQ Rail	Caltrans HQ Programming, Districts, and Rail	Late February 2019 thru March 2019
2	Brief Project Delivery Advisory Committee (PDAC) regarding process and schedule	Caltrans HQ Programming	February 2019
3	Approve assumptions for the 2020 Fund Estimate	CTC	May 16, 2019
4	<b>Current projects carried over to 2020 STIP:</b> Process PCRs for HQ's approval and submit updated PPRs to HQ Programming to document all changes to cost, schedule, and scope in the 2020 STIP	Caltrans Districts	March 2019 thru June 2019
5	Submit Draft 2020 Fund Estimate to CTC	Caltrans HQ Budgets	June 26, 2019
6	2020 STIP Guidelines & Fund Estimate Workshop	CTC	July 22, 2019
7	2020 STIP Development Statewide Kickoff Meeting (Teleconference)	Caltrans HQ Programming & Districts	July 23, 2019
8	<b>New Projects:</b> Submit signed PSRs and Fact Sheets for any new ITIP candidates to HQ Programming	Caltrans Districts and HQ Rail	July 31, 2019
9	Adopt the 2020 Fund Estimate and STIP Guidelines	CTC	August 14 - 15, 2019
10	Prepare initial Draft 2020 ITIP for Caltrans Executive review	Caltrans HQ Programming	Early August 2019
11	Caltrans submits Final Draft ITIP to CTC	Caltrans HQ Programming	October 1, 2019
12	North ITIP Hearing (Modesto)	CTC, Caltrans HQ Programming	October 8, 2019
13	South ITIP Hearing (Los Angeles)	CTC, Caltrans HQ Programming	October 16, 2019
14	Final 2020 ITIP submitted to the CTC	Caltrans HQ Programming	December 13, 2019
15	South STIP Hearing	CTC	January 30, 2020
16	North STIP Hearing	CTC	February 6, 2020
17	Release CTC Staff Recommendations	CTC Staff	February 28, 2020
18	Adopt the 2020 STIP	CTC	March 18-19, 2020

## Mono County Local Transportation Commission

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### LTC Staff Report

May 13, 2019

**FROM:** Hailey Lang, Planning Analyst

**SUBJECT:** Electric vehicle draft policy document

#### **RECOMMENDATION**

Update on electric-vehicle (EV) charging station draft policy document. Discuss and provide any desired direction to staff.

#### **FISCAL IMPLICATIONS**

Staff time associated with updating draft EV charging-station policy

#### **ENVIRONMENTAL COMPLIANCE**

EV station installations are ministerial projects under the building permit process

#### **RTP/RTIP CONSISTENCY**

The Regional Transportation Plan policies support EV charging stations, as shown below:

Policy 4.D. Encourage the use of alternative fuels in County operations and throughout the community.

Objective 4.D.2. Consider installation of electric-vehicle charging stations at public facilities, such as parking lots and airports, for community use.

Time frame: Within the 10-year short-term time frame of this plan.

Objective 4.D.5. Encourage new commercial and visitor-serving projects to include electric-vehicle charging stations in parking areas.

Time frame: Within the 10-year short-term time frame of this plan.

#### **DISCUSSION**

Staff has continued to conduct outreach and has refined the draft policy document based on commissioner comments and recommendations. Staff has made the following updates to the document:

- Incorporated language regarding the Town's efforts on EV and added language that the Town supports this document;
- Added language describing EV implications among fleet vehicles, as well as associated costs and benefits;
- Updated EV map; and
- Refined policy language.

#### **ATTACHMENT**

- Draft EV charging station policy document (updates in red)

# Mono County Alternative Fueling Station Corridor Policy



Mono County Local Transportation  
Commission  
Adopted X/XX/2019



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## 2 PURPOSE AND NEED

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Federal and state policies promote the use of zero-emission vehicles (ZEVs), and California is one of the largest ZEV markets. Due to Governor Jerry Brown calling for 1.5 million ZEVs in California by 2025, significant growth has occurred in the state's ZEV market within the last few years. There are elevated levels of ZEV ownership in the metropolitan areas of Los Angeles, San Diego, and the San Francisco Bay Area, all of which are visitors to Mono County. Recent legislative requirements and increasing consumer desire for clean energy vehicles, the demand for fueling and charging infrastructure is on the rise throughout California. Mono County can accommodate and encourage ZEV fueling infrastructure along the major travel corridors, including US Route 395, US Route 6, and State Route (SR) 120.

In addition to legislation requirements, the Federal Highway Administration (FHWA) established a national network of alternative fueling and charging infrastructure along national highway system corridors. One of the corridors in this designation is US 395. The designation of an, "Alternative Fuel Corridor" intends to support the expansion of this national network through a process that provides opportunity, catalyze public interest, and encourages mutli-State and regional cooperation and collaboration.

Mono County Local Transportation Commission (LTC) is a designated Regional Transportation Planning Agency (RPTA) in order to meet specific transportation planning needs of the County. Unlike a Metropolitan Planning Organization (MPO) or Council of Governments (COG), LTC does not construct projects. One of LTC's main functions is to create and implement plans and policies. LTC acts as a method to formalize engagement from non-metropolitan area officials to incorporate rural transportation needs into the statewide transportation planning process.

Mono County LTC is proposing a broader set of actions to address ZEV fueling along highway corridors for various types of zero-emission and low carbon-emission vehicles, including all-electric vehicles, plug-in hybrid vehicles, hydrogen fuel cell vehicles, and vehicles that run on cleaner fuels such as biodiesel (also known as renewable diesel), compressed natural gas, and propane. Having a reliable network of charging and fueling stations for these vehicle types presents several benefits, including increasing driving range and accessibility for ZEV drivers traveling through the county and allowing the County and its local businesses to take advantage of state, federal, and private incentives, grants, and loans. In addition, it will generate economic activity as visitors driving ZEVs stop in Mono County communities and shop at local businesses while charging their cars or after filling up with alternative fuels.

This policy document also supports implementation of renewable energy and transportation goals in the Mono County Regional Transportation Plan (RTP). In particular, the actions undertaken to implement this policy will further the objectives of RTP Goal 3, which calls for the County to "plan and implement a resource-efficient transportation and circulation system that supports sustainable development within the county" as well as Policy 3.A to "reduce greenhouse gas emissions through local land use and

development decisions, and collaborate with local, state, and regional organizations to promote sustainable development.” In addition to the RTP, the Town of Mammoth Lakes has adopted its Walk, Bike, Ride action plan to prioritize alternative transportation options and improvements, including electric bikes and vehicles.

The infrastructure and facilities needed for alternative fuel vehicles (e.g., hydrogen fuel cell, biodiesel, compressed natural gas, and propane vehicles) are fundamentally different from those required for electric vehicles. The locations and types of fuel-dispensing systems are generally similar to those for conventional petroleum fueling stations; however, the specific facilities for alternative fuels (e.g., tanks, pumps) can differ from petroleum fuel-dispensing facilities and are regulated differently. The County's roles in promoting alternative fueling stations for clean energy vehicles are primarily to supply information to owners of existing gas stations along the designated highways, and to help interested owners access financing and other incentives to install alternative fueling facilities.

The following policies and actions will guide and encourage the installation of alternative fueling and EV charging infrastructure throughout Mono County. The County will focus on ensuring an adequate number and distribution of charging and fueling stations for existing and future ZEVs, including personal and commercial vehicles, providing a model for major transportation corridors and similar counties in the region. Both the Town of Mammoth Lakes and the rest of the unincorporated Mono County are committed to setting policy standards in order to support the development and growth of electric vehicles and related technology.

## 3 OVERALL CHARGING NETWORK

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### 3.1 VEHICLE TYPES

Zero-emission vehicles (ZEVs) are vehicles with no harmful tailpipe emissions and including plug-in electric vehicles (PEVs) and full cell electric vehicles (FCEVs). Zero-emission vehicle technology has developed rapidly with several vehicle models available and more in development.

#### **Zero-Emission Vehicles (ZEVs)**

ZEVs are more affordable to operate over time than conventional vehicles, more convenient to refuel, and require less maintenance. The decision to buy a ZEV is not made on vehicle cost, appearance, or performance, but by infrastructure and policies within a community that exist to support ZEV usage. A potential ZEV buyer will consider whether their homes, communities, and regions have the capability to support their vehicle.

#### **Plug-In Electric Vehicles (PEVs)**

A PEV can operate on battery power and recharges from the electrical grid. Two types of PEVs currently available are battery-electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs).

##### *Battery-Electric Vehicles (BEVs)*

BEVs run completely on electricity stored in batteries and have an electric drive motor to operate the vehicle. These vehicles are also referred to as all-electric vehicles or electric vehicles (EVs). Presently, most BEVs have a range of 50-100 miles on a single charge.

##### *Plug-In Hybrid Electric Vehicles (PHEVs)*

PHEVs combine an electric drive system with an internal combustion gasoline engine. These vehicles plug into the electrical grid to recharge the onboard battery and have a refillable gasoline tank. PHEVs operate in electric mode first and then switch to or blend with gasoline power as necessary. These vehicles release emissions when running on their internal combustion engines and require maintenance comparable to a traditional gasoline vehicle. PHEVs typically have a range between 10-40 miles because they have smaller battery packs than BEVs.

#### **Fuel Cell Electric Vehicles (FCEVs)**

FCEVs create electricity from hydrogen to oxygen. When running low, the tank is filled at a hydrogen fueling station. FCEVs take 3 to 7 minutes to fill and have a range similar to gasoline vehicles. In a FCEV, hydrogen is 2-3 times more efficient than gasoline in a conventional vehicle.

### 3.2 CHARGER TYPES

There are a variety of charger types that connect to the power grid. Charger types widely range based on price of charger and average charging time per charge use.

#### PEV Charging

PEV charging stations come in many shapes, sizes, and brands. Charging equipment is broadly separated into levels based on the amount of electricity that is transferred to a vehicle battery in a certain period. Three categories are used to describe PEV charging:

**AC Level 1:** The most basic and common form of vehicle charging is Level 1. Level 1 charging transfers 120-volts of electricity from the electrical grid to vehicle batteries. PEVs typically come with a 120-volt charging cord that enables PEVs to plug into any traditional 120-volt outlet. Level 1 charging can also occur through dedicated charging equipment built for PEVs. This charging category is easy to implement but takes the longest to fully recharge a battery. A PEV typically gains 4-6 miles of range for every hour of charge.

**AC Level 2:** This level of charging transfers up to 240-volts of electricity to vehicles and recharges faster than the AC Level 1. A PEV typically gains 10-20 miles of range for every hour of charge. Since it operates at a higher voltage, Level 2 chargers often require the purchase and installation of dedicated charging equipment. Level 2 chargers encompass most of the publicly available charging equipment across California. Many owners of PEVs, particularly BEVs, have installed Level 2 charging in their homes.

**DC Fast Charging:** This level of charging provides the fastest battery recharge available for PEVs. DC Fast charging transfers a high voltage amount, typically between 400 and 500-volts. These chargers are mostly found in publicly available locations near major transportation corridors to maximize the use of BEVs and to attract an adequate number of vehicles that can charge during a brief period.

#### Hydrogen Fueling Stations

Hydrogen fueling stations operate similarly to traditional fueling stations. Hydrogen dispensers at a retail gasoline station appear similar to gasoline dispensers with a slightly different nozzle. A hydrogen fueling station consists of equipment for storing, compression, and dispensing hydrogen.

### 3.3 TRANSIT FLEET

Electric transit vehicles are increasingly gaining popularity for a variety of reasons. Electric Vehicle transit bus technology has also improved throughout the years. Electric vehicles have expanded to transit use, and communities are increasingly switching to all-electric fleets.

#### Electric Vehicle Transit Benefits

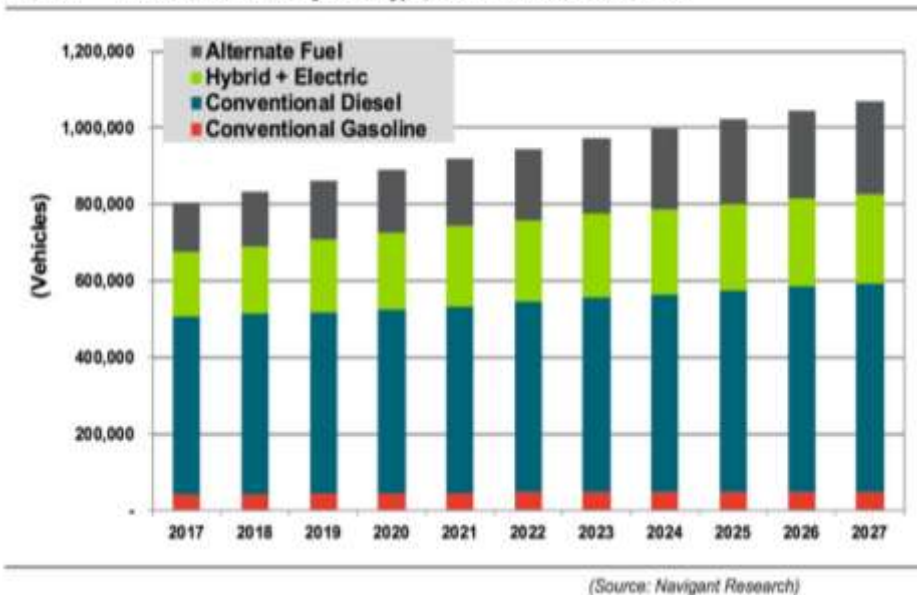
Electric buses offer a wide range of benefits to communities such as cleaner air, quieter neighborhoods, and efficiency for both cost and fuel. EV buses can lower the cost of fuel and maintenance for heavy-duty vehicles such as transit and school buses. Replacing diesel buses with electric buses brings EV technology to those who cannot afford to purchase their own EV vehicle; low-income residents rely more heavily on transit.

There are multiple benefits of EV transit buses, including:

- Longer service life due to few parts requiring maintenance;
- Lower operations and maintenance costs due to better reliability and fuel savings;
- Reduced bus garage heating and air conditioning costs due to fewer diesel engines idling in garages, which reduces expensive, winter heating and ventilation needs;
- A quiet and smooth propulsion providing an improved ride experience;
- EV buses can be used as a grid resource- charging when the electricity load is off-peak to better integrate renewable electricity, and potentially serving as a storage resource; and
- Being highly visible in the community.

#### Electric Vehicle Transit Costs

Chart 1.1 Annual Bus Sales by Fuel Type, World Markets: 2017-2027



Diesel sales are projected to decline from 58% to 51% over the next 10 years. Research also projects that the global bus market will expand from 800,000 to over a million. Hybrids and BEBs (battery-electric buses) will grow from 21% to 22% by 2027. Based on a one-year life cycle cost analysis

by Metro Transit, there are \$15,000 in fuel cost savings and \$10,000 in maintenance cost

savings per year, which result in a simple 12-year payback or return on investment for each bus. As the technology advances, the return on investment is expected to continue to improve.

### **EV Transit Programs**

The Eastern Sierra Transit Authority (ESTA) is the transit agency that serves Mono County residents and visitors. The ESTA service territory is quite large and services a vast geographic area. ESTA routes traverse from Reno, Nevada, down to Lancaster. ESTA is committed to EV implementation through policy and capital purchases.

Known as the Innovative Clean Transit Measure, the California Air Resources Board approved a pioneering regulation that sets a statewide goal for public transit agencies to transition to full electric fleets by 2040. This new program recognizes that pollution doesn't affect communities equally; disadvantaged and largely low-income communities of color are greatly affected by transportation pollution. By replacing diesel buses, transit agencies can reduce pollution in overburdened communities and subsequently decrease diesel exposure among children.

The Federal Transit Administration (FTA) is offering grant opportunity for low- and no-emission vehicles. The purpose of this program is to support the transition of the nation's transit fleet to the lowest polluting and most energy-efficient transit vehicles. The, "Low-No Program" provides funding to State and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities.

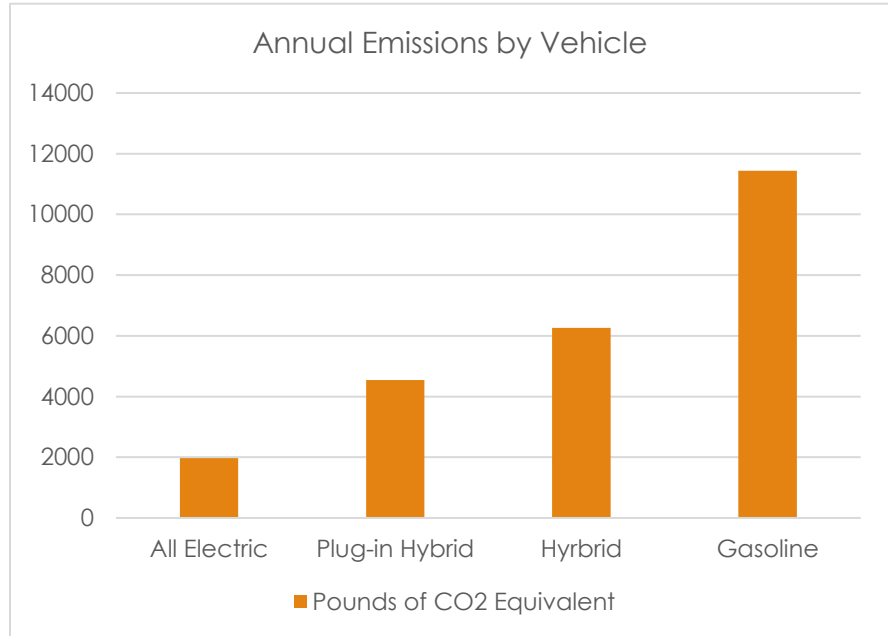
### 3.4 POINTS OF INTEREST WITHIN MONO COUNTY





## 4 BENEFITS OF ZERO-EMISSION VEHICLES

ZEVs benefit California cities, towns, counties, and rural communities. ZEVs provide new vehicle choices, fun and smooth electric driving, reduced noise, and lower the total cost of car ownership. Significant potential savings can result for ZEV drivers through lower costs to charge/fuel the vehicle and less required maintenance over time. ZEVs benefit communities by reducing local pollution from vehicle tailpipes, help local governments meet goals and combat climate change, and enable residents to transform their lifestyles using recent technologies.



2016 Clean Cities Alternative Fuel Vehicle Inventory

### 4.1 SPECIFIC COMMUNITY BENEFITS OF ZEVs

The following provide more detail on the specific community benefits of Electric Vehicles:

1. Increasing the number of ZEVs on the road reduce tailpipe pollution and its harmful effects on local residents. The ZEVs quieter engines also reduce localized noise pollution.
2. With zero tailpipe emissions, the carbon footprint of a ZEV is significantly less than a conventionally powered vehicle. While climate change is a global issue, the impact is often felt in local communities.
3. Installing public charging equipment and hydrogen fueling stations ensures that local communities are an attractive place for ZEV drivers to live, shop, and do business. Locating public charging equipment near retail business, can attract drivers to shop there.
4. Many potential drivers are uncertain whether infrastructure of other ZEV services are available in their communities. By providing infrastructure and other local support and by publicly promoting such services, communities expand consumer choice and encourage residents that want to make this transition.

5. The use of electricity and hydrogen to power vehicles supports domestically produced sources of energy. This can reduce reliance on imported energy sources and uncertainty over fuel costs. As “vehicle-to-grid” technologies develop, they will enable car batteries and fuel cells to provide electricity back to the grid, allowing ZEVs to become an important source of distributed energy storage in communities.
6. ZEVs offer new, clean, and economical fuel choices to local residents and businesses. PEVs enable to convenience of charging at home over night.
7. Adding ZEVs into fleets can bring forth potential cost savings, environmental benefits, and further establish electrifying communities.

The following table outlines community benefits based on the electric vehicle type:

<b>Benefits of Electric Vehicles</b>			
<b>Benefit</b>	Hybrid Electric	Plug-in Electric	All-Electric
<b>Fuel Economy</b>	Better than similar conventional vehicles. Most mid-size HEVs achieve combined fuel economy ratings higher than 40 mpg	Better than similar HEVs and conventional vehicles. Most PHEVs achieve combined fuel economy ratings higher than 90 mpge.	Better than similar HEVs, PHEVs, and conventional vehicles. Most EVs achieve fuel economy ratings higher than 100 mpge.
<b>Emissions Reductions</b>	Lower emissions than similar conventional vehicles. HEV emissions vary by vehicle and type of hybrid power system. HEVs are often used to meet local air quality improvement strategies and federal requirements.	Lower emissions than HEVs and similar conventional vehicles. PHEVs produce no tailpipe emissions when in electric-only mode. Life cycle emissions depend on the sources of electricity, which vary region to region.	Zero tailpipe emissions. EVs produce no tailpipe emissions. Life cycle emissions depend on the sources of electricity, which vary from region to region. Emissions reductions are substantial in most regions of the US.
<b>Fuel Cost Savings</b>	Less expensive to run than a conventional vehicle. HEV fuel cost savings vary by vehicle model and type of hybrid power system. For many HEV models, fuel costs are approximately 8 cents per mile.	Less expensive to run than an HEV or conventional vehicle in electric-only mode, PHEV electricity costs range about 2-4 cents per mile. On gasoline only, fuel costs range about 5-10 cents per mile.	Less expensive than an HEV or conventional vehicle. EVs run on electricity only. Electricity costs for a typical EV range 2-4 cents per mile.
<b>Fueling Flexibility</b>	Can fuel at gas stations.	Can fuel at gas stations; can charge at home; public charging stations, and some workplaces	Can charge at home, public charging stations, and some workplaces.

2016 Clean Cities Coalition

## 5 PROGRAMS AND INCENTIVES

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### 5.1 STATE POLICY

The state legislature passed Assembly Bill (AB) 1236 in 2015, with the goal of making the use of ZEVs more feasible and accessible for drivers in California and facilitating the development of infrastructure to support these vehicles. AB 1236 requires local governments to adopt an ordinance creating a streamlined and expedited permitting process for electric vehicle (EV) charging stations, and to publish a checklist of criteria that EV charging stations must comply with for a permit to be issued.

### 5.2 REGIONAL PROGRAMS

*Mono County developed a draft EV charging station permitting ordinance and checklist. Refer to Appendix A to view the checklist.*

#### **Liberty Utilities-Walker/Coleville**

##### *Electric Vehicle Program*

Liberty Utilities offers time-of-use (TOU) rates to residential and small commercial customers who wish to charge their electric vehicles during off-peak periods. Upon approval from the California Public Utilities Commission (CPUC), Liberty will offer incentives to eligible customers who install EV charging stations in their home or small business: \$1,500 for residential customers and \$2,500 for small commercial customers. The program also includes plans to install innovative technology EV chargers throughout our service territory enabling customers to extend their EV driving range.

Additionally, Liberty has a grant program for the installation of DC fast chargers that includes oversight, full funding of installation and any infrastructure improvements, and 50% of cost of charger.

#### **Southern California Edison (SCE)-Bridgeport, Lee Vining, and South County**

##### *Charge Ready Home Installation Rebate Program*

For a limited time, Southern California Edison (SCE) is offering a rebate program to help electric vehicle (EV) drivers offset the cost of installing and permitting the necessary electric infrastructure for certain types of home EV charging.

Through the Charge Ready Home Installation Rebate Program, residential customers can receive a rebate of up to \$1,500 toward their out-of-pocket costs for the electrical upgrades and permitting fees necessary to allow installation of a Level 2 (240-volt) EV charging station. The rebate does not cover the cost of the charging stations, but it will help cover the cost of installing and permitting the charging station. The electrical upgrades eligible for the rebate may include a new 240-volt circuit and socket, new or upgraded panel, new meter socket, and permit fees. In order to receive the rebate, the applicant must be a customer of SCE and enroll in an eligible SCE Time-Of-Use (TOU) rate.

TOU rates are based on the time of day and the season when electricity is used, and these rate plans can help customers manage their energy costs by taking advantage of lower rates during off-peak and super-off-peak periods.

*Charge Ready Program*

The program supports the deployment of a minimum of 10 charging stations (Type 1 or Type 2) per site. The number of charging stations approved through the program will be determined based on several criteria, including current and near term EV adoption and the number of parking spaces available at your site. A limited number of sites with significant deployment costs, based on estimates, may not be eligible to participate in the program. All charging stations must be installed on a new dedicated circuit deployed by SCE. The program covers all electric infrastructure costs related to the new circuit. SCE also offers a rebate to offset some or all of the costs for the charging stations and their installation.

**Valley Electric Association-Oasis**

*Nevada's Electric Highway*

As part of Nevada's Electric Highway program headed by former Governor Brian Sandoval, Valley Electric has received funding in order to install EV charging stations near US Highway 95. Funding for EV charging stations is entirely for communities along or near US Highway 95, and no service-wide programs are available at this time. The Nevada "Electric Highway" project is believed to be the nation's first in a rural area.

**5.3 INCENTIVES OFFERED**

**National**

- [Federal Tax Credit for Plug-in Vehicles](#)
  - Plug-in electric vehicles purchased in or after 2010 may be eligible for a federal income tax credit of up to \$7,500. Plug-in electric vehicles purchased in or after 2019 may be eligible for a federal income tax credit up to \$3,750.
  - The credit amount will vary based on the capacity of the battery used to fuel the vehicle.
- [Federal Tax Credit for Fuel Cell Vehicles](#)
  - A federal tax credit of up to \$8,000 is available for the purchase of qualified light-duty fuel cell vehicles, depending on the vehicle's fuel economy. Tax credits are also available for medium- and heavy-duty fuel cell vehicles; credit amounts are based on vehicle weight.

**Statewide**

- [The California Access Program \(CalCAP\)](#)
  - Loans enrolled in the Electric Vehicle Charging Station Financing Program can be used for the design, development, purchase, and installation of electric vehicle charging stations at small business locations in California. Funded by the California Energy Commission, the California Capital Access Program (CalCAP) may provide up to 100% coverage to lenders on certain loan defaults. Borrowers may be eligible to receive a rebate of 10-15% of the enrolled loan amount.
- [Property-Assessed Clean Energy \(PACE\)](#)
  - Property-Assessed Clean Energy (PACE) financing allows property owners to borrow funds to pay for energy improvements, including purchasing and installing EVSE. The borrower repays over a defined period of time through a special assessment on the property. Local governments in California are authorized to establish PACE programs. Property owners must agree to a contractual assessment on the property tax bill, have a clean property title, and be current on property taxes and mortgage
- [The Clean Vehicle Assistance Program](#)
  - The Clean Vehicle Assistance Program provides grants and affordable financing to help low-income Californians purchase a new or used hybrid or electric vehicle. Our goal is to make clean vehicles accessible and affordable to all who qualify
- [Clean Vehicle Rebate](#)
  - In addition to the standard rebate amount provided through the CVRP of up to \$5,000, qualifying low income households may receive an additional \$2,000 CVRP rebate. This increased rebate amount is for consumers with household incomes less than or equal to 300 percent of the federal poverty level. Increased rebate amounts are available for fuel-cell EVs, battery EVs and plug-in hybrid EVs.
- [Consumer Assistance Program \(CAP\)](#)
  - The Consumer Assistance Program (CAP) is administered by the Bureau of Automotive Repair (BAR) and is designed to help improve California's air quality. A consumer may retire a qualified vehicle and receive \$1000. Consumers meeting low income eligibility requirements may receive \$1500. In addition, CAP provides qualified consumers who own a vehicle that cannot pass its biennial (every other year) Smog Check inspection up to \$500 in financial assistance toward emissions-related repairs.
- [Adopt-A-Charger](#)
  - Adopt-a-charger is a nonprofit organization that spreads adoption of plug-in chargers by utilizing sponsors to "adopt" chargers to make them free.

## 6 FUNDING AND COSTS

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Electric vehicles are generally more expensive than their conventional counterparts. However, lower fueling and maintenance costs can make them a competitive option. As battery technology improves, the cost of electric vehicles is expected to continue to drop.

### 6.1 VEHICLE COSTS

Fuel costs for HEVs, PHEVs, and EVs are lower than for similar conventional vehicles. Electric drivetrains are mechanically more efficient than internal combustion engines; EVs convert about 59%–62% of the electric energy from the grid to power at the wheels, while conventional gasoline vehicles only convert about 17%–21% of the energy stored in gasoline to power at the wheels. HEVs and PHEVs use significantly less gasoline or diesel fuel than their conventional counterparts, and the more electricity a PHEV uses, the lower its fuel costs. Additionally, electricity prices are less volatile than gasoline and diesel fuel prices, so drivers can forecast their fueling expenses over longer periods of time. Over the life of the vehicle, electric-drive vehicle owners can expect to save thousands of dollars in fuel costs, relative to the average new vehicle.

The fuel efficiency of an all-electric vehicle may be measured in kilowatt-hours (kWh) per 100 miles. To calculate the cost per mile of an all-electric vehicle, the cost of electricity (in dollars per kWh) and the efficiency of the vehicle (how much electricity is used to travel 100 miles) must be known. If electricity costs \$0.11 per kWh and the vehicle consumes 34 kWh to travel 100 miles, the cost per mile is about \$0.04. If electricity costs \$0.11 per kilowatt-hour, charging an all-electric vehicle with a 70-mile range (assuming a fully depleted 24 kWh battery) will cost about \$2.64 to reach a full charge. This cost is about the same as operating an average central air conditioner for about 6 hours. General Motors estimates the annual energy use of the Chevy Volt is about 2,520 kilowatt-hours, which is less energy than what is required to power a typical water heater or central air conditioning.

### 6.2 CHARGER COSTS

The cost of a single port Electric Vehicle Charging Station (EVSE) unit ranges from \$300-\$1,500 for Level 1, \$400-\$6,500 for Level 2, and \$10,000-\$40,000 for DC fast charging (shown below). Installation costs vary greatly from site to site with a ballpark cost range of \$0-\$3,000 for Level 1, \$600-\$12,700 for Level 2, and \$4,000-\$51,000 for DC fast charging.

There is an industry consensus that the cost of EVSE units is trending downwards and will continue to decrease. However, installation costs are highly variable and there is no consensus among industry stakeholders about the direction of future installation costs. In addition, state and local incentives in many places encourage EVSE installation through funding and technical assistance. For the cost to charge your electric vehicle, there are three primary approaches: 1) pay-as-you-go, 2) monthly subscriptions, and 3) free.

Maintenance of charging stations can range and vary depending on charger manufacturer. Most agencies create a maintenance agreement with the charger manufacturer that renews annually. Maintenance agreements may cost between \$500 and \$1,500.

Charging Options						
Type	Amperage	Voltage	Power Output	Typical Charging Timeline	Primary Use	Unit Cost Range*
<b>AC Level 1</b>	12-16 amps	120 V	1.3-1.9 kW	2 to 5 miles of range per hour of charging	Residential and workplace charging	\$300-\$1,500
<b>AC Level 2</b>	Up to 80 amps	208 V or 240 V	Up to 19.2 kW, typically for residential applications	10 to 20 miles of range per hour of charging	Residential, workplace, and public charging	\$400 to \$6,500
<b>DC Fast</b>	Up to 200 amps	208 to 600 V	25-150 kW	50 to 70 miles of range in less than 20 minutes	Public charging	\$10,000 to over \$40,000

\*2015 Data from Alternative Fuels Data Center

DRAFT

## 7 GOALS, OBJECTIVES, AND POLICIES

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### 7.1 GOAL

Promote US 395, US 6, and SR 120 in Mono County as alternative fueling station corridors.

### 7.2 Objectives

1. Facilitate the provision of ZEV fueling and charging infrastructure along US 395, US 6, and SR 120 to
  - Encourage Mono County's ZEV local drivers to visit other local communities and businesses;
  - Inspire ZEV drivers to visit Mono County communities and patronize local businesses;
  - Promote regional and interregional development of ZEVs and charging stations;
  - Educate the community on electric vehicles;
  - Protect the environment and promote clean air; and
  - And comply with federal and state clean energy and greenhouse gas reduction requirements.

### 7.3 Policies and Actions

#### *Policy A General Guidelines*

#### *Action A.1 Establish guidelines for siting of EV charging stations.*

Identify and prioritize communities targeted for installation of charging stations, based on population, location/distribution along the highways, and number of visitor points of interest.

#### 1st Tier Priority Communities:

- Bridgeport
- Lee Vining
- Benton
- Crowley Lake

#### 2nd Tier Priority Communities:

- Walker
- Mono City
- Chalfant

#### 3rd Tier Priority Communities

- Coleville
- Sunny Slopes



The charging stations in the communities, focusing on the following criteria:

- Proximity to local businesses providing services to visitors (cafes, grocery stores, shops, Wi-Fi hotspots, restrooms, etc.)
- Proximity to visitor amenities (visitor centers, parks, community centers)
- Availability at hotels, campgrounds, recreational vehicle (RV) parks

The locations will identify the desired number of charging stations by community, as well as by charging station type:

- Level 2 pedestal chargers (220V AC)
- Level 3 super charging stations (480V DC)
- Tesla Superchargers

*Action A.2 Determine cost to charge for public use of charging stations.*

Conduct research and outreach to determine the optimal rate and method for charging customers for the use of EV charging stations (e.g., by the hour, by the kilowatt-hour [kWh], or by the charging session). A different method and/or rate may be appropriate for several types/levels and locations of charging stations.

*Action A.3 Install EV charging stations at County-owned sites.*

Install EV charging stations at County-owned sites. Public locations that may accommodate EV chargers include:

- Parks
- Libraries
- Community centers
- County courthouses and administration buildings
- Schools

*Action A.4 Develop sign guidelines and standards for EV charging and alternative fueling stations.*

Develop guidelines and design standards for signage along highways and within communities directing drivers to EV charging stations and alternative fuel stations. The guidelines are to be consistent with standards in the California Manual on Uniform Traffic Control Devices.

Install directional signage for EV charging stations and alternative fuel stations along the designated highways and within the central Main Street areas of communities with visitor points of interest.

*Policy B Permitting and Processing*

*Action B.1 Amend the Zoning Ordinance to support provision of EV charging stations.*

Enact the following amendments to Mono County Code Title 19 – Zoning:

Consistent with the goals and requirements of AB 1236, adopt an ordinance creating an expedited and streamlined permitting process for EV charging stations.

Adopt a subsequent ordinance specifying EV charging stations as a permitted accessory use in all residential and commercial zones. In the case of a proposal for EV charging as the primary use of a property, a conditional use permit would be required (in certain commercial zones only, as determined to be appropriate).

Establish incentives for new commercial developments to provide EV charging stations.

Allow for a reduction in overall parking requirements for new commercial buildings in exchange for provision of one or more charging station(s), as follows:

For buildings requiring five to nine parking spaces, allow for a 20 percent reduction in the overall parking requirement for a space providing a Level 2 EV charger. The maximum parking reduction allowed is 40 percent in exchange for two Level 2 EV chargers.

For buildings requiring 10 or more parking spaces, allow for a 10 percent reduction in the overall parking requirement for each space providing a Level 2 EV charger, and a 20 percent reduction for each space providing a Level 3 EV charger or Tesla Supercharger. The maximum parking reduction allowed is 30% in exchange for up to three EV chargers.

Applies to new developments located within one-half mile of US 395, US 6, or SR 120.

Ensure that standards for parking spaces and EV charging stations are consistent with the California Building Code Title 24 and Americans with Disabilities Act.

Establish incentives for providing EV charging stations as part of expansions of existing commercial buildings.

Allow for a reduction in the number of additional parking spaces required for expansions of existing commercial buildings in exchange for provision of one or more charging station(s), as follows:

For expansion projects triggering a requirement for two to four additional parking spaces, allow for a 50 percent reduction in the additional parking requirement for each space providing a Level 2 EV charger. The requirement for additional parking may be eliminated entirely in exchange for the provision of the corresponding number of chargers.

For expansion projects triggering a requirement for five or more additional parking spaces, allow for a 20 percent reduction in the additional parking requirement for each space providing a Level 2 EV charger, and a 50 percent reduction in the additional parking requirement for each space requiring a Level 3 EV charger or Tesla Supercharger. The requirement for additional parking may be eliminated entirely in exchange for the provision of the corresponding number of chargers.

Applies to new developments located within one-half mile of US 395, US 6, or SR 120.

Ensure that standards for parking spaces and EV charging stations are consistent with the California Building Code Title 24 and Americans with Disabilities Act.

*Policy C Marketing and Development*

*Action C.1 Perform outreach and collaborate with other groups.*

Conduct outreach to business organizations, business owners, and property owners to inform them of the policy and encourage them to install EV charging stations. Potential groups for targeting outreach may include, but are not limited to, the following:

- Chambers of Commerce (Bridgeport, Lee Vining, and Northern Mono)
- Business owners/property owners of key EV charger sites
- Public lands and visitor sites (e.g., Mono Basin National Forest Scenic Area Visitor Center)

Seek to establish interagency partnerships between the Planning Division and the Economic Development, Tourism & Film Commission, to promote EV charging and alternative fueling stations in tourist information and materials. Work with Economic Development to create an informational guide and supporting presentation for businesses/property owners summarizing:

- The benefits of installing EV chargers (attracting customers)
- Equipment and energy supply needs
- Installation costs
- Installation and permitting procedures
- Optimal cost to charge public users for EV charging (for various charger types)

Assist business owners and property owners in accessing information about state and federal grants, loans, tax credits, and other incentives supporting installation of EV charging infrastructure.

*Action C.2 Promote the availability and locations of EV charging and alternative fueling stations through visitor/tourist materials.*

Promote US 395, US 6, and SR 120 in Mono County as alternative fueling station corridors through visitor information, including but not limited to visitor guides, brochures, maps, and other printed materials, and the County tourism website. These information sources should include references and/or links to websites or mobile apps that support locating EV charging and alternative fueling stations (e.g., PlugShare, ChargePoint, NextCharge, Alternative Fuels Data Center).

*Action C.3 Create Standardization guidelines for EV charger development.*

Support the creation of standard design guidelines for EV charger development. Design guidelines enforce best practices and will ensure consistency throughout the County.

*Policy D Financing and Incentives*

*Action D.1 Provide procedural incentives for provision of EV charging stations for renovations of existing buildings and facilities.*

Consider offering incentives such as waived or reduced permit fees for property renovation projects that include installation of EV charging stations. These incentives would apply to projects located within one-half mile of US 395, US 6, or SR 120.

*Action D.2 Identify potential sources of funding and share information with property owners.*

Conduct research to identify available sources of funding for installation of EV charging and alternative fueling infrastructure, including state and federal grants, loans, tax credits, and other incentives. Potential sources include, but are not limited to:

- California Energy Commission – Alternative and Renewable Fuel and Vehicle Technology Program
- US Department of Energy – Energy Efficiency & Renewable Energy Program
- Federal Alternative Fueling Infrastructure Tax Credit
- Utility incentive and rebate programs

*Action D.3 Provide EV charging and alternative fueling infrastructure information and assistance to business owners and property owners.*

Make information about financing and incentives available to property owners and business owners, in conjunction with outreach, to encourage installation of EV charging and alternative fueling infrastructure. The County will also offer resources and/or technical assistance in applying for funds to property owners and business owners wishing to install EV charging or alternative fueling stations for public use.

## 8 APPENDIX A: EV CHARGING PERMIT CHECKLIST

**Mono County Community Development Department  
Building Division**

PO Box 3569  
Mammoth Lakes, CA 93546  
760-924-1800

PO Box 8  
Bridgeport, CA 93517  
760-932-5420

**Electric Vehicle Charging Station Permit  
Eligibility Checklist for Expedited Electric Vehicle Charging Station Permit:  
Non-Residential Buildings and Facilities**

Type of Charging Station(s)	Power Levels (proposed circuit rating)	Check one
Level 1	110/120 volt alternating current (VAC) at 15 or 20 Amps	<input type="radio"/>
Level 2-3.3 kilowatt (kW) (low)	208/240 VAC at 20 or 30 Amps	<input type="radio"/>
Level 2 6.6 kW (medium)	208/240 VAC at 40 Amps	<input type="radio"/>
Level 2 9.6kW (high)	208/240 VAC at 50 Amps	<input type="radio"/>
Level 2 192 kW (highest)	208/240 VAC at 100 Amps	<input type="radio"/>
Other (provide detail): _____	Provide rating: _____	<input type="radio"/>

**Permit Application Requirements:**

Does the application include EVCS manufacturer’s specs and installation guidelines?	Y	N
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**Electrical Load Calculation Worksheet:**

A. Is an electrical load calculation worksheet included? (CEC 220)	Y	N
B. Based on the load calculation worksheet, is a new electrical service panel upgrade required?	Y	N
If yes, do plans include the electrical service panel upgrade?	Y	N
C. Is the charging circuit appropriately sized for a continuous load of 125% ?	Y	N
D. If charging equipment proposed is a Level 2-9kW station with a circuit rating of 50 Amps or higher, is a completed circuit card with electrical calculations included with the single line diagram?	Y	N

**Site Plan and Single Line Drawing:**

A. Is a site plan and separate electrical plan with a single-line diagram included with the permit application?	Y	N
If mechanical ventilation requirements are triggered for indoor venting requirements (CEC625.29 {D}), is mechanical plan included with the permit application?	Y	N
B. Is the site plan fully dimensioned and drawn to scale?	Y	N
1) Showing location, size and use of all structures?	Y	N
2) Showing location of electrical panel to charging system?	Y	N
3) Showing type of charging system and mounting?	Y	N

**Compliance with the 2016 California Electrical Code:**

A. Does the plan include EVCS manufacturer’s specs and installation guidelines?	Y	N
B. Does the electrical plan identify the amperage and location of the existing electrical service panel?	Y	N
If yes, does the existing panel schedule show room for additional breakers?	Y	N
C. Is the charging unit rated more than 60 amps or more than 150V to ground?	Y	N
If yes, are disconnecting means provided in a readily accessible location in line of site and within 50’ of EVCS? (CAC 625.23)	Y	N
D. Does the charging equipment have a Nationally Recognized Testing Laboratory (NRTL) approved listing mark? (UL 2202/UL02200)	Y	N
E. If trenching is required, is the trenching detail called out?	Y	N
1) Is the trenching in compliance with electrical feeder requirements from structure to structure? (CEC 225)	Y	N
2) Is the trenching in compliance with minimum cover requirements for wiring methods or circuits? (18" for direct burial per CEC 300)	Y	N

**Compliance with the 2016 California Green Building Standards Code (CGBSC):**

A. Do the CAL Green EV Readiness installation requirements apply to this project?	Y	N
1) Do the plans demonstrate conformance with CGBSC Table 5.106.5.3.3 for the minimum required number of charging spaces?	Y	N
2) Do the construction plans comply with the design requirements set forth in CGBSC 5.106.5.31 for single charging spaces or CGBSC 5.106.5.3.2 for multiple charging spaces?	Y	N

**Compliance with the 2016 California Building Code, Chapter 11-B Accessibility Features:**

A. Do the Plans clearly depict all required accessible EVCS features for the disabled?	Y	N
1) Do the plans identify the correct number and type of accessible EVCS stalls required in accordance with Table 11B-228.3.2.1?	Y	N
2) Do the plans detail compliance with the accessible EVCS features required by 11B-812 and Figure 11B-812.9?	Y	N

**Notes:** This criteria is intended for an expedited EVCS permitting process. If any items are checked NO, please revise plans to fall within the eligibility checklist. Otherwise the permit application may go through the standard plan review and approval process.

Electrical plans shall be completed, stamped and signed by a California Licensed Electrical Engineer or a C-10 Electrical Contractor.

**Project Address:** \_\_\_\_\_

**Applicant Signature:** \_\_\_\_\_

**Applicant Printed Name:** \_\_\_\_\_

## Mono County Local Transportation Commission

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

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

### LTC Staff Report

May 13, 2019

**TO:** Mono County Local Transportation Commission

**FROM:** Gerry Le Francois, Co-Executive Director

**SUBJECT:** Senate Bill 152 Beall may change Active Transportation Program for Small Urban/Rural communities

#### **RECOMMENDATION**

Discuss and provide any desired direction to staff

#### **FISCAL IMPLICATIONS**

See Discussion below

#### **ENVIRONMENTAL COMPLIANCE**

NA

#### **RTP / RTIP CONSISTENCY**

NA

#### **DISCUSSION**

SB 152 is legislation that Metropolitan Transportation Commission (MTC) is sponsoring to change the Active Transportation Program. The purpose of the ATP is to encourage increased use of active modes of transportation, such as biking and walking. The goals of ATP are to:

- 1) Increase the proportion of trips accomplished by biking and walking;
- 2) Increase the safety and mobility of non-motorized users;
- 3) Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals;
- 4) Enhance public health, including reduction of childhood obesity through programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
- 5) Ensure that disadvantaged communities fully share in the benefits of the program; and
- 6) Provide a broad spectrum of projects to benefit many types of active transportation users.

While the current program is not perfect and many rural agencies struggle to compete, I believe that it still provides significant access to ATP funds for rural agencies. In addition, the California Transportation Commission staff is committed to assisting rural agencies in becoming more competitive and working with the RCTF (Rural Counties Task Force) to achieve this goal. The bill is scheduled to be heard by the Senate Appropriations Committee on Monday, May 13, 2019.

#### **ATTACHMENTS**

- Amended SB 152
- Correspondence to Senator Beall and Borgeas staff


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### SB-152 Active Transportation Program. (2019-2020)

**SECTION 1.** Section 2381 of the Streets and Highways Code is amended to read:

**2381.** (a) The Active Transportation Program shall be funded by state and federal funds from appropriations in the annual Budget Act. ~~Funds-~~ *Notwithstanding subdivision (b) of Section 2032, funds* for the program shall be appropriated to the department, for allocation by the commission. *With respect to funding provided pursuant to this chapter, it is the intent of the Legislature that any project savings or funds remaining if a project loses funding provided pursuant to this chapter remain in the Active Transportation Program.* The amount to be appropriated *annually* shall include 100 percent of the federal Transportation Alternative Program funds, except for any federal Recreational Trails Program funds appropriated to the Department of Parks and Recreation; twenty-one million dollars (\$21,000,000) of federal Highway Safety Improvement *Program* funds or other federal funds; ~~and- one hundred million dollars (\$100,000,000) from the Road Maintenance and Rehabilitation Account pursuant to subdivision (b) of Section 2032; and~~ State Highway Account funds. Future funding may be augmented if state or federal funds increase, or if other funding sources are identified. Funds appropriated for the Active Transportation Program shall be distributed as follows:

(1) ~~Forty Sixty~~ percent to metropolitan planning organizations in urban areas with populations greater than 200,000, in proportion to their relative share of population. Funds ~~allocated~~ *awarded* under this paragraph shall be obligated for eligible projects selected through a competitive process by the metropolitan planning organizations ~~in consultation with the department and the commission and- and~~ in accordance with guidelines established pursuant to this chapter. *These funds shall be allocated by the commission as a lump sum amount to the department for disbursement to metropolitan planning organizations in the same manner as other local assistance funds, except if the metropolitan planning organization requests the commission to perform the competitive selection process pursuant to subdivision (l) of Section 2382. In order to apply for funding for a project pursuant to this paragraph, a project applicant is not required to also apply for funding for that project pursuant to paragraph (3). If a metropolitan planning organization requests the commission to perform the competitive project selection process on its behalf pursuant to subdivision (l) of Section 2382, the commission may authorize the department to allocate a portion of those funds.*

(2) ~~Ten Fifteen~~ percent to small urban and rural regions with populations of 200,000 or less, with projects competitively awarded by the commission to projects in those regions. *The commission may authorize the department to allocate a portion of the funds to be allocated pursuant to this paragraph.*

(3) ~~Fifty Twenty-five~~ percent to projects competitively awarded by the commission on a statewide ~~basis-~~ *basis with consideration of broad geographic balance. The commission may authorize the department to allocate a portion of the funds to be allocated pursuant to this paragraph.*

(b) For the purpose of paragraph (1) of subdivision (a), the following shall apply in the region served by the ~~multicounty designated transportation planning agency described in Section 130004 of the Public Utilities Code-~~ *Southern California Association of Governments:*

(1) The ~~multicounty designated transportation planning agency~~ *Southern California Association of Governments* shall consult with the county transportation commissions created pursuant to Sections 130050, 130050.1, and 132800 of the Public Utilities ~~Code, the commission, and the department-~~ *Code* in the development of competitive selection criteria to be adopted by the ~~multicounty designated transportation planning agency,~~ *Southern California Association of Governments,* which should include consideration of geographic equity, consistent with program objectives.

(2) The ~~multicounty designated transportation planning agency~~ *Southern California Association of Governments* shall place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located.



(3) The ~~multicounty designated transportation planning agency~~ *Southern California Association of Governments* shall obtain concurrence from the county transportation commissions, adopt the projects selected in a comprehensive program of projects, and make funds available to selected project recipients.

(c) The Legislature finds and declares that the program described in this chapter constitutes a highway purpose under Article XIX of the California Constitution and justifies the expenditure of highway funds therefor, and all expenditures of Article XIX funds under this program shall be consistent with Article XIX.

**SEC. 2.** Section 2382 of the Streets and Highways Code is amended to read:

**2382.** (a) The ~~California Transportation Commission~~ *commission* shall develop guidelines and project selection criteria for the Active Transportation Program in consultation with the Active Transportation Program Workgroup, which shall be formed for purposes of providing guidance on matters including, but not limited to, development of and subsequent revisions to program guidelines, schedules and procedures, project selection criteria, performance measures, and program evaluation. The workgroup shall include, but not be limited to, representatives of government agencies and active transportation stakeholder organizations with expertise in pedestrian and bicycle issues, including Safe Routes to School programs.

(b) The guidelines shall be the complete and full statement of the policies and criteria that the commission intends to ~~use~~ *be used* in selecting projects to be included in the program. The guidelines shall address subjects that include, but are not limited to, project eligibility, application timelines, application rating and ranking criteria, project monitoring, reporting, and transparency, and project performance measurement.

(c) The guidelines shall include a process to ensure that no less than 25 percent of overall program funds benefit disadvantaged communities during each program cycle. The guidelines shall establish a program definition for disadvantaged communities that may include, but ~~need shall~~ not be limited to, the ~~definition~~ *description* in Section 39711 of the Health and Safety Code and the definition of low-income schools in paragraph (7) of subdivision (b) of former Section 2333.5, as that section read on January 1, 2013. A project eligible under this subdivision shall clearly demonstrate a benefit to a disadvantaged community or be directly located in a disadvantaged community.

(d) The guidelines shall allow streamlining of project delivery by authorizing an implementing agency to seek commission approval *or department approval, as applicable*, of a letter of no prejudice that will allow the agency to expend its own funds for a project programmed in a future year of the adopted program of projects, in advance of allocation of funds to the project by the ~~commission,~~ *commission or department*, and to be reimbursed at a later time for eligible expenditures.

(e) The ~~California Transportation Commission~~ *commission* shall adopt the guidelines and selection criteria for, and define the types of projects eligible to be funded through, the program following at least two public hearings. Projects funded in this program shall be limited to active transportation ~~projects.~~ *projects, including ancillary costs associated with the construction of those projects. Ancillary costs may include costs associated with followup bicycle and pedestrian counts, installation of ongoing bicycle and pedestrian counters, and changes to underlying utility and sewer systems necessitated by the active transportation project, if these costs are consistent with the eligibility requirements of the funding sources and requirements applicable to any federal funding provided for the project.* The guidelines shall ensure that eligible projects meet one or more of the goals set forth in Section 2380 and may give increased weight to projects meeting multiple goals.

(f) In developing the guidelines with regard to project eligibility, the commission shall include, but need not be limited to, the following project types:

(1) Development of new bikeways and walkways, or improvements to existing bikeways and walkways, that improve mobility, access, or safety for nonmotorized users.

(2) Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings.

(3) Bicycle-carrying facilities on public transit, including rail and ferries.

(4) Installation of traffic control devices to improve the safety of pedestrians and bicyclists.

(5) Elimination of hazardous conditions on existing bikeways and walkways.

(6) Maintenance of bikeways and walkways.

(7) Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails.

(8) Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59.

(9) Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops.

(10) Educational programs to increase biking and walking, and other noninfrastructure investments that demonstrate effectiveness in increasing active transportation. *Projects described in this paragraph shall be eligible to receive funding in more than one cycle.*

(g) In developing the guidelines with regard to project selection, the commission shall include, but need not be limited to, the following ~~criteria:~~ *criteria, unless the particular criteria does not apply to the type of project:*

(1) Demonstrated needs of the applicant.

(2) Potential for reducing pedestrian and bicyclist injuries and fatalities.

(3) Potential for encouraging increased walking and bicycling, especially among students.

(4) Identification of safety hazards for pedestrians and bicyclists.

(5) Identification of walking and bicycling routes to and from schools, transit facilities, and community centers.

(6) Identification of the local public participation process that culminated in the project proposal, which may include noticed public meetings and consultation with local stakeholders.

*(7) (A) Benefit to disadvantaged communities.*

~~(7) (B) Benefit to disadvantaged communities.~~ In developing guidelines relative to this paragraph, the commission shall consider, but ~~need shall~~ not be limited to, the definition of disadvantaged communities as applied pursuant to subdivision (c).

*(C) In developing regional guidelines pursuant to paragraph (1) of subdivision (l) relative to this paragraph, a metropolitan planning organization shall consider the definitions of disadvantaged communities included in the state guidelines adopted by the commission. A metropolitan planning organization may adopt an additional definition of disadvantaged communities within its regional guidelines if the commission, in consultation with the metropolitan planning organization, reviews and approves that definition.*

*(D) A metropolitan planning organization that performs the competitive project selection process in accordance with guidelines adopted by the commission for metropolitan planning organizations shall track and report to the commission the projects that it selects that benefit disadvantaged communities in each program cycle.*

(8) Cost-effectiveness, defined as maximizing the impact of the funds provided.

(9) The adoption by a city or county applicant of a bicycle transportation plan, pursuant to Section 891.2, a pedestrian plan, a safe routes to school plan, or an overall active transportation plan.

(10) Use of the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141.

(11) Other factors, such as potential for reducing congestion, improving air quality, reducing greenhouse gas emissions, and increasing and improving connectivity and mobility of nonmotorized users.

(h) For the use of federal *Surface* Transportation ~~Alternative-Block Grant~~ Program funds, or other federal funds, commission guidelines shall meet all applicable federal requirements.

(i) For the use of federal Highway Safety Improvement Program funds for active transportation projects specific to reducing fatalities and serious injuries, the criteria for the selection of projects shall be based on a data-driven process that is aligned with the state's Strategic Highway Safety Plan.

(j) The guidelines may include incentives intended to maximize the potential for attracting funds other than program funds for eligible projects.

(k) In reviewing and selecting projects funded by federal funds in the Recreational Trails Program, the commission shall collaborate with the Department of Parks and Recreation to evaluate proposed projects, and to ensure federal requirements are met.

(l) (1) To ensure that ~~regional agencies~~ *metropolitan planning organizations* charged with allocating funds to projects pursuant to paragraph (1) of subdivision (a) of Section 2381 have sufficient discretion to ~~develop~~ *adopt* regional guidelines, the commission ~~may~~ *shall* adopt separate guidelines for the state and for the ~~regional agencies relative to subdivision (g)~~ *metropolitan planning organizations pursuant to this section to provide metropolitan planning organizations with greater flexibility in the application and evaluation process, and in the administration of their programs. In the guidelines the commission adopts for metropolitan planning organizations, the commission shall do both of the following:*

(A) *Require regular reporting on project status and benefits pursuant to the commission's SB 1 Accountability and Transparency Guidelines (Resolution G-18-09).*

(B) *Ensure that metropolitan planning organizations comply with adopted statewide goals and priorities set forth in state law and by executive order.*

(2) *Each metropolitan planning organization may perform the competitive project selection process in accordance with the guidelines adopted for metropolitan planning organizations or may request the commission to perform the competitive project selection process on its behalf in accordance with the guidelines adopted for the state. Each metropolitan planning organization that performs its own competitive project selection process shall share with the commission its scoring criteria for review and comment to ensure the criteria are consistent with the guidelines that the commission adopts for metropolitan planning organizations.*

**SEC. 3.** Section 2384 of the Streets and Highways Code is amended to read:

**2384.** (a) *The commission shall adopt a program of projects to receive funding pursuant to paragraphs (2) and (3) of subdivision (a) of Section 2381. Each program shall cover a period of four fiscal years beginning on July 1 of the year of adoption. The commission shall form a multidisciplinary advisory group to assist it in evaluating project applications.*

~~The (b) —commission—~~ *A metropolitan planning organization shall adopt a program of projects to receive allocations under this chapter. The guidelines for an initial two-year program of projects shall be adopted within six months of the enactment of the act enacting this section. The commission— funding pursuant to paragraph (1) of subdivision (a) of Section 2381. A metropolitan planning organization shall adopt each program by—* no later than July 1 of each odd-numbered ~~year, but may alternatively elect to adopt a program annually. Each subsequent year.~~ *Each* program shall cover a period of four fiscal ~~years, years~~ *years* beginning July 1 of the year of adoption, and shall be a statement of intent by the commission for the allocation or expenditure of funds during those four fiscal years. ~~The commission shall form a multidisciplinary advisory group to assist it in evaluating project applications.~~ *adoption. If a metropolitan planning organization requests the commission to perform the competitive project selection process on its behalf, as described in subdivision (l) of Section 2382, the commission shall adopt the program of projects for the metropolitan planning organization pursuant to subdivision (a).*

(c) *To allow additional time for guideline development and stakeholder input, the commission and metropolitan planning organizations may adopt the program of projects for the fifth funding cycle pursuant to this chapter no later than October 31, 2021.*

**SEC. 4.** Section 2384.5 is added to the Streets and Highways Code, to read:

**2384.5.** *Any funding awarded pursuant to this chapter in the commission's fourth funding cycle, or in a previous funding cycle, shall be governed by this chapter as it read on December 31, 2019.*

**From:** [Ginsburg, Estevan](#)  
**To:** [Gerry LeFrancois](#)  
**Subject:** RE: Mono County Local Transportation Commission - Oppose SB 152 in current form !  
**Date:** Monday, May 06, 2019 5:47:35 PM

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Gerry,

My apologies for the delayed response to your email. I do appreciate hearing from you. Your concerns are shared by other groups I've heard from and we've amended the bill to reflect some of the feedback. The percentages are now 60% MPOs, 25% state, and 15% rural and urban. I recognize that this may not fully address your concern, and Senator Beall is open to continue working on the bill to make it work across the state. I am happy to hear any additional feedback.

All the best,  
 Estevan

---

**From:** Gerry LeFrancois <glefrancois@mono.ca.gov>  
**Sent:** Monday, April 08, 2019 5:12 PM  
**To:** Ginsburg, Estevan <Estevan.Ginsburg@sen.ca.gov>  
**Subject:** Mono County Local Transportation Commission - Oppose SB 152 in current form !

Good Afternoon Estevan. My apologies for the impersonal nature of this email.

The Mono County Local Transportation Commission (MCLTC) is the Regional Transportation Planning Agency (RTPA) for this region. The Commission is made up of three members of the Board of Supervisors and three members of the Mammoth Lakes Town Council.

Mono County has a population of approximately 18,800 residents, with one incorporated community, Town of Mammoth Lakes, with a population of approximately 8,316 residents.

I am sending this email to voice opposition of SB 152 Beall, The Active Transportation Program Reform Act, at the direction of the MCLTC. The following are brief points of concern of the bill in its current form:

- As a small urban rural <200,000 population, the demand for ATP funding is very competitive. While SB 152 proposes to increase this share by 5% (up from the current 10%), many projects go unfunded and will probably continue to go unfunded.
- If the state's amount of funding drops from 50% down to 10% for "transformative projects," this further reduces the amount of funding for small urban rural applications.
- On a positive note, the relief or flexibility on disadvantage communities would be helpful.

Some very broad level options might be; 1) to give every region a set allocation (in past years

under Transportation Enhancement Activity TEA / TE every region received some share (but this too also had it problems for very rural agencies), or 2) to break down the small urban rural population into three tiers vs the current two.

Thank you for your time. I am happy to discuss this if you have any questions.

Sincerely,




Gerry Le Francois  
Co-Director Mono County Local Transportation Commission  
760.924.1810 (office)

**From:** [Seely, Sandi](#)  
**To:** [Gerry LeFrancois](#)  
**Subject:** RE: Mono County Local Transportation Commission opposes SB 152  
**Date:** Thursday, May 02, 2019 2:31:38 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Mr. LeFrancois,

Thank you for your email and have forwarded it to our Sacramento team and field representative who covers Mono County.

Sandi Seely  
 The Office of Senator Andreas Borgeas  
 6215 North Fresno Street, Suite 104  
 Fresno, CA 93710  
 Tel: 559.253.7122  
 Fax: 559.253.7127  
 Email: [sandi.seely@sen.ca.gov](mailto:sandi.seely@sen.ca.gov)




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**From:** Gerry LeFrancois <glefrancois@mono.ca.gov>  
**Sent:** Tuesday, April 23, 2019 1:54 PM  
**To:** Seely, Sandi <Sandi.Seely@sen.ca.gov>  
**Subject:** Mono County Local Transportation Commission opposes SB 152

Thank you for your help today Sandi.

The Mono County Local Transportation Commission (MCLTC) is the Regional Transportation Planning Agency (RTPA) for this region. The Commission is made up of three members of the Board of Supervisors and three members of the Mammoth Lakes Town Council.

Mono County has a population of approximately 18,800 residents, with one incorporated community, Town of Mammoth Lakes, with a population of approximately 8,316 residents.

I am sending this email to voice opposition of SB 152 Beall, The Active Transportation Program Reform Act, at the direction of the MCLTC. The following are brief points of concern of the bill in its current form:

- As a small urban rural <200,000 population, the demand for ATP funding is very competitive. While SB 152 proposes to increase this share by 5% (up from the current

10%), many projects go unfunded and future projects will probably continue to go unfunded.

- If the state's amount of funding drops from 50% down to 10% for "transformative projects," this further reduces the amount of funding for small urban rural applications.
- On a positive note, the relief or flexibility on disadvantage communities would be helpful.

Some very broad level options might be; 1) to give every region a set allocation (in past years under Transportation Enhancement Activity TEA / TE every region received some share (but this too also had its problems for very rural agencies), or 2) to break down the small urban rural population into three tiers vs the current two.

Thank you for your time. I am happy to discuss this if you have any questions.

Sincerely,

Gerry Le Francois

Co-Director Mono County Local Transportation Commission

760.924.1810 (office)

## Mono County Local Transportation Commission

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

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

### LTC Staff Report

May 13, 2019

**FROM:** Hailey Lang, Planning Analyst

**SUBJECT:** Eastern Sierra Wildlife Stewardship team update

#### **RECOMMENDATION**

Provide any additional direction to staff.

#### **FISCAL IMPLICATIONS**

Unknown at this time

#### **ENVIRONMENTAL COMPLIANCE**

Not applicable

#### **RTP/RTIP CONSISTENCY**

Not applicable

#### **DISCUSSION**

The Eastern Sierra Wildlife Stewardship team was created in response to the Wildlife Crossing project, led by Caltrans. Caltrans has voiced that it has adequate funding to begin the Project Initiation Document (PID) process but more funding is needed for additional phases. Formerly housed within the Collaborative Planning Team, the Eastern Sierra Wildlife Stewardship team discussed the following topics at the last meeting:

- Finalize charter
- Stewardship team and project agreement
- Discussion of agency responsibilities
- Project timeline/update
- California Department of Fish and Wildlife (CDFW) update

The main focus of this group is to discuss options to secure extra funding for additional project phases.



May 13, 2019

**STAFF REPORT**

Subject: Unallocated STA Funds  
 Presented by: Phil Moores, Executive Director – Eastern Sierra Transit

**BACKGROUND**

In the year's FY 13/14 and FY 16/17 there were portions of State Transit Assistance funds held in account for ESTA. These funds are available for high-priority regional transit activities. In addition to these funds, interest continues to accrue. The FY 13/14 funds were returned to the Commission and require LTC approval for use. The FY 16/17 funds will be returned to the Commission unless spent on capital purchases before June 2019.

The record and balance of funds as of May 1, 2019, are as follows:

STA Funds as of May 1, 2019					
Year	PUC	Total	Spent	Interest	Balance
13/14	99313	\$77,893.00	\$9,158.58		\$87,051.58
13/14	99314	\$111,953.00			\$111,953.00
14/15				\$1,519.08	\$1,519.08
15/16				\$1,585.80	\$1,585.80
16/17	99313	\$47,021.00	\$7,335.45	\$2,112.22	\$56,468.67
16/17	99314	\$92,608.00			\$92,608.00
17/18				\$3,006.82	\$3,006.82
18/19				\$2,649.81	\$2,649.81
				Total	\$356,842.76

**ANALYSIS/DISCUSSION**

ESTA is currently applying for a grant that would provide for the purchase of vehicles. The entirety of the funds in the table above is intended for local match moneys to make the purchases. The nature of grant applications requires ESTA to confirm a commitment of local matching funds. The grant application involved is:

1. 5339 Bus and Bus Facilities
  - a. Two 5339 grants are in progress to replace revenue vehicles

One of the grants is competitive, and the other 5339 grant is assured.

**RECOMMENDATION**

The Commission is requested to approve Resolution R19-02, approving the commitment of the balance of STA funds. If these grants prove unsuccessful, the funds could be used toward future grant applications for vehicles or cameras.

**RESOLUTION R19-02**  
**RESOLUTION APPROVING THE MONO COUNTY LOCAL TRANSPORTATION**  
**COMMISSION AND EASTERN SIERRA TRANSIT AUTHORITY**  
**Commitment of STA Funds as Local Match to Federal Grant Applications**

**WHEREAS**, the Mono County Local Transportation Commission is an eligible project sponsor and has received State Transit Assistance funding through California Public Utility Codes 99313 and 99314; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, if these grants prove unsuccessful, the funds could be used toward future grant applications for vehicles or cameras.

**NOW, THEREFORE, BE IT RESOLVED** by the Mono County Local Transportation Commission that the fund recipient (Eastern Sierra Transit Authority) agrees to comply with all conditions and requirements set forth in the Certification and Assurances documents and applicable statutes, regulations and guidelines for all federally funded transit projects.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the ESTA Executive Director be authorized to execute all required documents of the grant programs and any amendments thereto with the California Department of Transportation.

**PASSED AND ADOPTED** this 13<sup>th</sup> day of May 2019 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

\_\_\_\_\_  
Fred Stump, LTC Chair

Attest:

\_\_\_\_\_  
CD Ritter, LTC Secretary

Approved as to form:

\_\_\_\_\_  
Christian Milovich, Assistant County Counsel



May 13, 2019

## STAFF REPORT

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

Initiated by: Phil Moores, Executive Director

### **RECOMMENDATION**

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

### **BACKGROUND**

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

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

The net operating expense for the operation of the two 395 Routes is projected to be \$784,128. This grant application is seeking \$290,000 in FTA funds and the \$234,128 in matching funds. The balance of the operating expense is covered by fare revenue. Many of these funds are anticipated to be provided through toll credits. The balance would be matching funds provided by Kern Regional Transit. If toll credits are not available, the required matching funds are requested in equal measures from the Inyo County LTC and Mono County LTC.

<b>Agency</b>	<b>Matching Funds</b>
Inyo County**	\$105,064.00
Mono County**	\$105,064.00
Kern Regional Transit	\$ 24,000.00
	\$234,128.00
** only if toll credits are not available	

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

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

The resolution also certifies the programming of funds for this project, and that project has met all Statewide Transportation Improvement Program (STIP) requirements and that some combination of state, local, or private funding sources 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 the STIP requirements. The local matching funds are to be split equally between Mono and Inyo County's Local Transportation Commissions. These funds will be requested in the TDA allocation for this purpose and will be reflected as matching funds in Eastern Sierra Transit FY 2019/20 budget.

Eastern Sierra Transit Authority is seeking approval by Resolution R19-03 for approval for the executive director to sign the Certification and Assurances for the Federal Transit Administration Section 5311(f) Operating Assistance for the 395 Intercity Bus Routes.

**RESOLUTION R19-03**

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

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

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

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

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

**PASSED AND ADOPTED** this 13<sup>th</sup> day of May 2019 by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

\_\_\_\_\_  
Fred Stump, LTC Chair

Attest:

\_\_\_\_\_  
CD Ritter, LTC Secretary

Approved as to form:

\_\_\_\_\_  
Christian Milovich, Assistant County Counsel



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

**Regional Agency/TPA:** Mono County Local Transportation Commission

**Contact Person:** Gerry Le Francois

**Contact Email:** glefrancois@mono.ca.gov

**Contact Phone:** 760.924.1810

**Name of Subrecipient:** Eastern Sierra Transit Authority

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

**Project Amount and Fund Type**

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

\* Prior approval by Caltrans required

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

**Check all that apply:**

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

**Certifying Representative:**

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

Name: Gerry Le Francois

Title: Executive Director

Signature: \_\_\_\_\_ Date: 5/13/2019