

Mono County Local Transportation Commission

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PO Box 8
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www.monocounty.ca.gov

MEETING AGENDA

April 8, 2024 – 9:00 A.M.

Dana Room-Mono County Civic Center
1290 Tavern Rd Mammoth Lakes, CA

This meeting will be held in person at the location listed above. Additionally, a teleconference location will be available where the public and members of the Commission may participate by electronic means. Members of the public may participate in person and via the Zoom Webinar, including listening to the meeting and providing comment, by following the instructions below.

TELECONFERENCE INFORMATION

1. Bridgeport Teleconference Location- Mono County CAO Conferences Room, First floor Annex 1, 74 N. School Street, Bridgeport, CA 93517.

2. Joining via Zoom

You may participate in the Zoom Webinar, including listening to the meeting and providing public comment, by following the instructions below.

To join the meeting by computer

Visit: <https://monocounty.zoom.us/j/89940069828>

Or visit <https://www.zoom.us/> and click on “Join A Meeting.” Use Zoom Meeting ID: 899 4006 9828 To provide public comment (at appropriate times) during the meeting, press the “Raise Hand” hand button on your screen and wait to be acknowledged by the Chair or staff. Please keep all comments to 3 minutes.

To join the meeting by telephone

Dial (669) 900-6833, then enter Webinar ID: 899 4006 9828

To provide public comment (at appropriate times) during the meeting, press *9 to raise your hand and wait to be acknowledged by the Chair or staff. Please keep all comments to 3 minutes.

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT:** Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.
3. **PUBLIC HEARING** no earlier than 9:00 a.m.
 - a) Input on Unmet Transit Needs & Transportation Issues, with the Social Services Transportation Advisory Council (SSTAC) (*Phil Moores and Aaron Washco*) (pg. 1)

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan Chris Bubser Bill Sauser Paul Chang

4. **ADMINISTRATION**
 - a) Nomination and Election of Vice Chair (continued from February 27, 2024, meeting)

5. **CONSENT AGENDA ITEMS**
 - a) Approval of minutes from February 27, 2024 (pg.8)
 - b) FY 24-25 Local Transportation Fund (LTF) projection (pg. 11)
 - c) Low Carbon Transit Operations Program (LCTOP) – Receive staff report and consider allocating \$85,984 of FY 2023-24 funds to Eastern Sierra Transit Authority (ESTA); authorize Wendy Sugimura to sign the contributing sponsor letter. (pg. 13)

6. **LOCAL TRANSPORTATION**
 - a) Caltrans System Investment Strategy (CSIS) comment letter (*Aaron Washco*) (pg. 15)
 - b) Mono County Quarterly Report (pg. 17)
 - c) Town of Mammoth Lakes Quarterly Report (pg. 19)

7. **CALTRANS**
 - a) Update on Caltrans activities in Mono County:
<https://caltrans.maps.arcgis.com/apps/dashboards/67670a6e24ee42628f5a852c61b57abf>
(*CT staff*)

8. **TRANSIT**
 - a) ESTA Update (*Phil Moores*) (pg. 23)
 - b) YARTS Update
 - YARTS Summer Schedules
 - Introduction to new Transit Director, Serenity Anderson

9. **REPORTS**
 - a) Co-Executive Directors (pg. 27)
 - b) Commissioners

10. **CORRESPONDENCE/INFORMATIONAL** - none

11. **UPCOMING AGENDA ITEMS**
 - a) Adoption of unmet transit needs - May
 - b) FY 24-25 Overall Work Program (OWP) adoption - May
 - c) Local Transportation Fund (LTF) allocation – June

12. **ADJOURN TO DATE May 13, 2024**

***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).

COMMISSIONERS

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Staff Report

April 8, 2024

TO: Mono County Local Transportation Commission

FROM: Aaron M. Washco, Planning Analyst
Phil Moores, ESTA/CTSA

SUBJECT: 2024-25 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 the LTC allocating any funds not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles. The purpose of the 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 April 8, 2024, at 9:00 a.m., to be conducted online with videoconferencing and in person at the Mono County Civic Center in Mammoth Lakes. Public notices of these hearings have been published in accordance with state law in local newspapers.

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. The SSTAC is jointly hosting this public hearing in order to provide direct input to the Commission.

Before August 2024, 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 by Local Transportation Fund (LTF) dollars 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 LTF funds to streets and roads for at least several years.

LTC Resolution 98-01 (Attachment #1) 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 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.

Public Outreach and Comments

The Eastern Sierra Transit Authority, in its role as the Consolidated Transportation Services Agency (CTSA) for Mono County and with assistance from LTC/County staff, attended Regional Planning Advisory Committee (RPAC) meetings in Long Valley, 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 June 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: A variety of 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 has 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

1. LTC Resolution 98-01 defining “unmet transit needs” and “reasonable to meet.”
2. Unmet Needs - current requests

RESOLUTION 98-01

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

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

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

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

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

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

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

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

Noes:

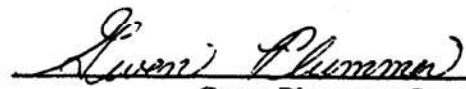
Absent:

Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2024-25

	RPAC	Request/Comment	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
Unmet Transit Needs That Are Reasonable To Meet					
None.					
Unmet Transit Needs That Are Not, or May Not Be, Reasonable To Meet					
1.	Mono County Board of Supervisors (countywide)	Free fares for Mono County residents on YARTS 395/120 route into Yosemite.	Yes. There are numerous transit-dependent groups in Mono County, including the elderly, low income, and disabled, and recreation is considered to be a necessity of life.	No. Because fares are free, fare box revenue requirements would not be met. All other "reasonable to meet" criteria are satisfied.	Subsidized tickets for Mono County residents are to be funded with \$3,300 in LTF funds. County will cover remainder if \$3,300 is exceeded in 2024.
2.	Mono Basin	Bus stop in front of Chevron station in Lee Vining (people run across the street from the bus stop on the east side of US 395 when the bus comes).	Yes, the creation of a new transit stop is a new transit service. This stop could serve the unmet needs population by providing transit for necessities of life.	Undetermined.	Over the next year, LTC staff will investigate feasibility with Caltrans, community acceptance with the RPAC, cost, and funding source. The new stop could potentially be integrated into the Lee Vining Rehabilitation project.
3.	Antelope Valley	Transit requested to transport senior citizens for recreational "field trips."	Yes. Senior citizens are considered a transit-dependent group, and social and recreational purposes are both considered necessities of life.	To be updated by ESTA.	To be updated by ESTA.
4.	Antelope Valley	Dial-a-ride service requested to transport senior citizens to doctor's appointments when Antelope Valley Senior Center is unable to provide transportation.	Yes. Senior citizens are considered a transit-dependent group, and medical and dental services are considered a necessity of life.	To be updated by ESTA.	To be updated by ESTA.

Not Unmet Transit Needs					
5.	Mono Basin	Additional transit service to Mono City and Lee Vining.	No, this is a current service. Mono City and Lee Vining are both included in ESTA's Walker to Mammoth route on Tuesdays.	N/A	None.
6.	Mono Basin	Enhanced YARTS signage: bus stop infrastructure or enhanced signage in far parking lot at Mono Basin Visitor Center (people often wait at the Visitor Center itself), bus stop infrastructure or enhanced signage at Tioga Inn on SR 120.	No, not a new transit service.	No, not an unmet need.	LTC staff will discuss improved signage with YARTS.
7.	Mono Basin	Increased advertising of transit options. Suggestions include County social media blasts, mailers, QR codes.	No, not a new transit service.	No, not an unmet need.	ESTA will review and implement expanded outreach programs.
8.	Mono Basin	Bike path connecting Mono City and Lee Vining.	No, not transit related. This is a general transportation request.	No, not an unmet need.	The project can be added to the Regional Transportation Plan and further discussions about alignment will inform feasibility and cost.
9.	Mono Basin	Avalanche bypass route (Mattly Avenue continuing north along lake – i.e., the old 395 alignment).	No, not a request for additional transit service.	No, not an unmet need.	This project is included in the County's appropriation request. It is also being considered for CalOES funding and can be added to the Hazard Mitigation Plan update.
10.	Mono Basin	Town-to-Trails alignment for non-motorized connectivity.	No, not transit related. This is a general transportation request.	No, not an unmet need.	The Mono County LTC currently tracks the Town-to-Trails project.
11.	Mono Basin	Multi-modal connectivity from Mono City to County park and/or Conway Ranch.	No, not transit related. This is a general transportation request.	No, not an unmet need.	The project can be added to the Regional Transportation Plan and further discussions about alignment will inform feasibility and cost.

12.	Mono Basin	Multi-modal usage at Conway Ranch (e.g., a public use area/park facility)	No, not transit related. This is a general transportation request.	No, not an unmet need.	The project can be added to the Regional Transportation Plan and further discussions will inform feasibility and cost.
13.	Bridgeport	Bike paths on or paralleling the US 395 corridor. Increase bicyclist safety.	No, not transit related. This is a general transportation request.	No, not an unmet need.	This policy is currently in the RTP, and bike paths are constructed when feasible and appropriate with Caltrans projects. Outside the Caltrans right-of-way is under the control of the property owners, usually either federal or private.
14.	Bridgeport	Bike path to Twin Lakes.	No, not transit related. This is a general transportation request.	No, not an unmet need.	This project was previously scoped and wetland issues were prohibitive.

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Draft Minutes

February 27, 2024 – 9:00 A.M.

COUNTY COMMISSIONERS: Rhonda Duggan, Jennifer Kreitz, John Peters

TOWN COMMISSIONERS: Dan Holler

LTC STAFF: Heidi Willson, Deanna Tuetken, Aaron Washco, Wendy Sugimura, Gerry LeFrancois, Haislip Hayes, Marcella Rose, Kalen Dodd

CALTRANS: Neil Peacock, Maggie Ritter, Ben Doward

ESTA: Phil Moores

YARTS: Jose Perez

Public: Tim Bevins, Bobby Tanner, L. Reif, Kim Anaclerio

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE

- Meeting called to order at 9:03 am and the Commission lead the Pledge of Allegiance.

2. PUBLIC COMMENT: Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.

- Holler introduced Rob Patterson as the new Town Manager and alternate to the LTC. He reported that Bill Sauser will be out for a while with the intention to return to LTC. Council Member Amanda Rice was appointed to the LTC to replace John Wentworth; however, she has take a full-time role with the school district and will be unable to attend until school is out.

3. ADMINISTRATION

- a) Nomination and Election of Chair and Vice Chair. The Chair would normally be filled by the Town this year, but due to expected upcoming changes to Town Commissioner appointments, the Town deferred to the County.

Motion: Nominate Commissioner Kreitz as Chair.

Peters motioned; Kreitz seconded.

Roll Call – Ayes: Holler, Peters, Kreitz, Duggan. Absent: Chang, Rice. Motion carries 4-0 with 2 absent.

Election of Vice Chair deferred to a future meeting.

4. CONSENT AGENDA ITEMS

- a) Approval of minutes from December 11, 2023
b) Receive and accept LTC Financial Statement with Independent Auditor’s Report ending June

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan Amanda Rice Bill Sauser Paul Chang

30, 2023 (*Deanna Tuetken*)

Motion: Approve consent agenda items as presented.

Holler motioned; Duggan seconded.

Roll Call – Ayes: Peters, Holler, Kreitz, Duggan. Absent: Chang, Rice. Motion carries 4-0 with 2 absent.

5. LOCAL TRANSPORTATION

- a) Reds Meadow Road Construction Update (*Haislip Hayes/Rebecca Wong*)
 - Hayes gave an overview of the expected road construction on Reds Meadow and answered questions from the Commission.
 - Public Comment from Bobby Tanner.
- b) Input on draft FY 24-25 Overall Work Program (OWP) for submittal to Caltrans by March 1 (*Gerry LeFrancois/Aaron Washco*)
 - Sugimura presented the Overall work Program and answered questions from the Commission.
- c) Unmet Transit Needs process & schedule (*Aaron Washco*)
 - Washco and Moores gave an overview of the Unmet Transit Needs and answered questions from the Commission.

6. CALTRANS

- a) Update on Caltrans activities in Mono County (*CT staff*)
 - Downard gave a Caltrans update and answered questions from the Commission.

7. TRANSIT

- a) Social Services Transportation Advisory Council (SSTAC) Appointments (*Aaron Washco*)
 - Washco gave an overview of the SSTAC and answered questions from the Commission.

Motion: To appoint Social Services Transportation Advisory Council Appointments as presented. Duggan motioned; Holler seconded.

Roll Call – Ayes: Peters, Holler, Kreitz, Duggan. Absent: Chang, Rice. Motion carries 4-0 with 2 absent.

- b) ESTA Annual Report & Update (*Phil Moores*)
 - Moores gave an update and answered questions from the Commission.
- c) YARTS Update (*Nav Baghri/Jose Perez*)
 - Perez gave an update and answered questions from the Commission.

8. REPORTS

- a) Commissioners
 - Commissioner Peters gave a brief report.
- b) Co-Executive Directors
 - Sugimura answered questions from the Commission on the published Directors report.

9. CORRESPONDENCE/INFORMATIONAL - none

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan Amanda Rice Bill Sauser Paul Chang

10. UPCOMING AGENDA ITEMS

11. ADJOURN TO DATE: March 11, 2024 (which may be cancelled).

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan Amanda Rice Bill Sauser Paul Chang

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April 8, 2024

TO: Mono County Local Transportation Commission

FROM: Deanna Tuetken, Administrative Services Specialist

RE: Local Transportation Account (LTF) projections for FY 2024-25

RECOMMENDATION

None

FINANCIAL IMPLICATIONS

The 2024-25 estimate from the Mono County Auditor/Controller Office for LTF funding is \$836,788. Allocation of these funds is guided by the Transportation Development Act. The 2024-25 estimate is \$87,573 above the 2023-24 estimate.

DISCUSSION

The Mono County Local Transportation Commission (LTC) is the Regional Transportation Planning Agency (RTPA) responsible for apportioning and administering the Local Transportation Fund in accordance with the Transportation Development Act. The Local Transportation Fund is comprised of 0.25% of local sales and use tax distributed by the State Board of Equalization monthly based on sales tax collected in each county. Annually, the Mono County Director of Finance provides the Local Transportation Commission with an estimate for the Local Transportation Fund revenue for the upcoming fiscal year based on a 10-year rolling average. The Mono County LTF 2023-24 estimate was \$749,215. The projection for 2024-2025 is \$836,788. Each year, the LTC adopts a resolution establishing how these funds will be allocated. The recommended annual resolution is based on the Local Transportation Act, Auditor's LTF estimate, unmet transit needs, the submitted claimant letters and direction from the Commission. The LTC will bring a resolution in June 2024 apportioning and allocating 2024-25 LTF projected revenues.

For questions regarding this item, please contact Deanna Tuetken at 760-924-1816.

ATTACHMENT

- LTF 2024-25 auditor estimate



DEPARTMENT OF FINANCE

AUDITOR-CONTROLLER

COUNTY OF MONO

Kim Bunn
Assistant Finance Director
Auditor-Controller

Janet Dutcher, DPA, MPA, CGFM, CPA
Director of Finance

Gerald Frank
Assistant Finance Director
Treasurer - Tax Collector

February 23, 2024

Mono County Local Transportation Commission
P.O. Box 8
Bridgeport, CA 93517

RE: California Code of Regulations Title 21, Division 3, Chapter 2
Transportation Development Article 3 Section 6620 (Annual LTF Estimate)

Assuming there are no unallocated funds as of June 30, 2024, the monies available for allocation by the Local Transportation Commission during the Fiscal Year 2024-2025 are estimated to be \$836,788, determined as follows:

LTF Estimated Revenues for FY 2024-25	
267-00-000-17010	
	<u>FY 24-25</u>
July	66,384
August	59,638
September	75,483
October	99,380
November	68,771
December	67,183
January	64,398
February	75,843
March	65,889
April	66,194
May	67,561
June	60,063
Annual Estimate	836,788

Don't hesitate to contact me if you require additional information.

Sincerely,

Janet Dutcher, DPA, MPA, CGFM, CPA
Director of Finance
Mono County, CA

Cc: Wendy Sugimura, Community Development Director (Mono County)
Deanna Tuetken, Community Development Administrative Services Specialist (Mono County)

April 8, 2024
Agenda Item 5-C

STAFF REPORT

Subject: Low Carbon Transit Operations Program FY 2023-24 Funds
Initiated by: Phil Moores, Executive Director

BACKGROUND:

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities. Disadvantaged community in this program is focused on air quality, not income. Mono County does not have any disadvantaged communities as defined in the LCTOP program.

This program is administered by Caltrans in coordination with Air Resource Board (ARB) and the State Controller's Office (SCO). The California Department of Transportation (Caltrans) is responsible to ensure that the statutory requirements of the program are met in terms of project eligibility, greenhouse gas reduction, disadvantaged community benefit, and other requirements of the law.

ANALYSIS/DISCUSSION:

Funding to the LCTOP is consistent to prior FY 22-23 where ESTA received \$127,112. \$136,035 is available in FY 23-24.

Eastern Sierra Transit is requesting FY 2023-24 LCTOP funds from both the Inyo and Mono County LTCs to fund two projects: The purchase of an additional electric paratransit vehicle and supporting infrastructure to be used in Bishop Dial-a-Ride service This is year 3 of 4 for that the Inyo County LCTOP funds have been reserved for this vehicle. For Mono County this will be the first year that the LCTOP funds will be reserved to purchase an electric Trolley to be used in the Town of Mammoth.

Both vehicles will be fully ADA accessible. Each project will utilize four years of LCTOP roll over funding, vouchers and incentives funds. The Inyo County vehicle is anticipated to be purchased in 2026. The Mono County electric trolley is anticipated to be purchased in 2028.

FINANCIAL CONSIDERATIONS:

The (LCTOP) provides formula funding for approved operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. The allocation of funding from the State Controller's office for the Eastern Sierra Region totals \$136,035. The Section 99314 funds allocated to Eastern Sierra Transit are based primarily on ridership and fares received during the previous fiscal year.

Mono County (99313)	\$ 34,847
Eastern Sierra Transit Authority (99314)	\$ 51,137
Inyo County (99313)	\$ 50,051
Total	\$136,035

PROJECT COSTS:

The proposed costs for the projects are below.

Mono County Electric Trolley	\$ 85,984
Inyo County Dial-a-Ride Electric Vehicle	\$ 50,051
Total	\$136,035

RECOMMENDATION

It is recommended that the Mono LTC approve and write a letter of support allocating \$85,984 of FY 2023-24 Low Carbon Transit Operations Program (LCTOP) funds for the purchase of an electric vehicle and infrastructure, and to authorize the Eastern Sierra Transit Authority's Executive Director to complete and execute all documents for the Low Carbon Transit Operations Program submittal, allocation requests, and required reporting.

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April 8, 2024

California Department of Transportation
Division of Transportation Planning
1120 N Street
Sacramento, CA 95814
CSIS@dot.ca.gov

RE: Draft Caltrans System Investment Strategy

Division Chief Flournoy,

The Mono County Local Transportation Commission (MCLTC) would like to thank you for the opportunity to comment on the Draft Caltrans System Investment Strategy (CSIS). CSIS will affect funding decisions and project nominations throughout the State of California. While the MCLTC appreciates CSIS' intended role in achieving state climate, equity, and mobility goals, the MCLTC has concerns about certain CSIS metrics and the ways in which they may negatively impact rural counties' ability to obtain state transportation funding as compared to more urban counties.

A major concern of the MCLTC is that many of the CSIS metrics appear to favor more densely populated jurisdictions. For instance, the proposed CSIS vehicle miles travelled (VMT) metric awards the highest score of ten points if a project reduces yearly VMT by at least ten million miles. While such a reduction is possible and within reach for urban counties with millions of residents, in rural areas like Mono County (which has under 13,000 residents), it does not seem possible to achieve such a high reduction in VMT. Further, transit in rural areas has less direct impact on reducing VMT and greenhouse gas emissions than it does in urban regions. For these reasons, the CSIS VMT metric seems to favor urban transportation projects.

The Accessibility CSIS metric also appears to disadvantage rural counties. While it may be fairly simple to make additional destinations reachable in a two-hour timeframe in urban areas, it is much more difficult in rural areas due to the distances between destinations. Similar issues seem to exist in the Passenger Mode Shift CSIS metric. Projects score well in the Passenger Mode Shift metric by increasing the ratio of destinations that one can access via non-auto modes, which is far more difficult to achieve when destinations have so much distance between them.

For CSIS to be successful in rural areas, the MCLTC believes the metrics must be modified to consider the unique challenges facing rural communities. Alternatively, as with other State programs, some funding could be set aside for and competitively awarded to rural communities.

Thank you for the opportunity to comment on the Draft Caltrans System Investment Strategy. Please contact Aaron Washco, MCLTC staff, at (760) 924-1810 or awashco@mono.ca.gov if you have any questions.

Sincerely,

Jennifer Kreitz
Chair, Mono County Local Transportation Commission

Cc: Caltrans District 9
Inyo County Local Transportation Commission
Alpine County Local Transportation Commission
California Rural Counties Task Force

Mono County Local Transportation Commission

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LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: April 8, 2024

FROM: Chad Senior, Associate Engineer

SUBJECT: Update on Mono County Transportation Projects

RECOMMENDATIONS: Receive quarterly update from Mono County regarding status of transportation projects.

FISCAL IMPLICATIONS: n/a

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

RTP / RTIP CONSISTENCY: These projects are programmed in previous and current STIP cycles and under Mono County's 5-year Capital Improvement Program. Consistency with the RTP/RTIP was established at time of programming.

DISCUSSION:

Status of current projects.

Upcoming Road Construction Projects

<u>PROJECT</u>	<u>DESIGN FEATURES</u>	<u>STATUS</u>
Mono County Systemic Safety Curve Signage Project (HSIP)	Installation / upgrade of curve warning signs throughout the county. Installation of curve chevron signs at relevant curve locations. Upgrade existing sign reflectivity. Roads include Lower Rock Creek Rd, Benton Crossing Rd, Convict Lake Rd, Twin Lakes Rd, and Lundy Lake Rd, and Eastside Lane.	Engineering complete. Construction summer 2024.
Mono County Right-Edgeline Project (HSIP)	Restore right-edgeline paint striping on Twin Lakes Rd, North Shore Dr, Topaz Lane, and Eastside Lane (Offal Rd to Cunningham Lane).	Engineering complete. Construction summer 2024.
Mono County Guardrail Replacement Project Phase 1 (HSIP)	Upgrade of existing guardrail at select locations throughout the county including portions of Benton Crossing Rd, Lower Rock Creek Rd, Twin Lakes Rd, and Gull Lake Rd.	Engineering complete. Possible construction summer/fall 2024.
Eastside Lane Rehabilitation Project Phase 2 (STIP, Federal Funding)	Rehabilitation of Eastside Lane from Hwy 395 to Offal Road and from Cunningham Lane to Topaz Lane.	Construction funding (\$3.748M) allocated by CTC on March 22nd. Target start of construction for culvert replacement and road rehabilitation June 24, 2024.
Pine Nut Road Rehabilitation (SB1 / RMRA Funding)	Rehabilitation of Pine Nut Road in Walker.	Preliminary Engineering and Environmental in progress.
Aspen Springs Ranch Road Rehabilitation (SB1 / RMRA Funding)	Rehabilitation of Aspen Springs Ranch Road in the Aspen Springs Community.	Preliminary Engineering and Environmental in progress.

Town of Mammoth Lakes: Capital Project Update

April 3, 2024 Update
(Created March 27, 2024)

***** Text shown in bold has changed from the previous update *****

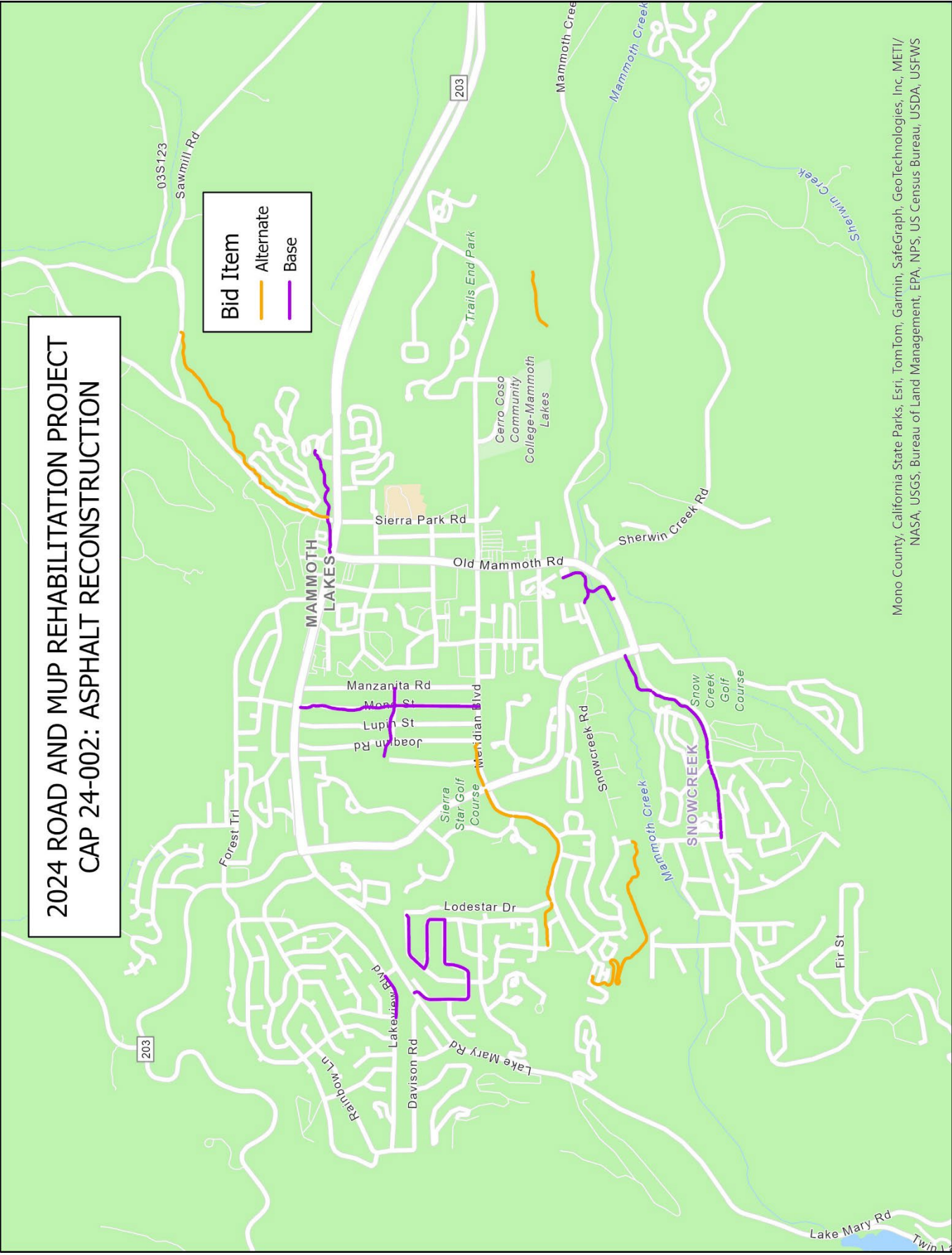
Project	Notes	Budget
CRC	The CRC continues to be open and available to the public, and the contractor as demobilized. Many punchlist items which were not completed by the contractor may be included in the "Phase 2" Interior TI Work (see below).	~\$15M
CRC - Mobility Hub	All site work is complete except for installation of parking lot lighting to be installed by TOML staff in the spring.	\$1.75M
CRC "Phase 2" - Interior TI Work	Building permit plans have been approved , work is scheduled to be bid for construction this summer . Scope items include bleachers, stairs and ADA lift, rubber flooring, office space, east patio railing, and front entry "canopy".	\$1.05M
The Parcel Phase 1 "The Sawyer"	Electrical system complications affecting the commissioning of elevator and fire alarm systems are delaying opening of both buildings into at least May. However, good progress continues to be made on both the buildings and on site. Upcoming work scheduled for this spring includes the Center St sidewalk, additional MUPs, streetlights, bus shelters, landscaping and the public playground and park.	\$58M (buildings) ~\$5.6M (public infrastructure)
The Parcel Phase 2 "Kingfisher"	The contractor expects to break ground on " Kingfisher 1 " (four 3-story "tuck-under" buildings along Inyo St and Tavern Rd) this summer. Staff are reviewing building and grading permit applications. Funding for " Kingfisher 2 " (one 4-story "podium" building in NE corner of site) is pending. This combined Phase 2 includes 148 housing units, but does not include any additional "public" infrastructure.	\$46M (Kingfisher 1) TBD (Kingfisher 2)
Chaparral Extension (The Parcel)	The project is currently in winter suspension. Work will resume on underground dry utilities (electrical and telecom), sidewalks and multi-use paths in the spring.	\$1.8M
60 Joaquin	The project is currently in winter suspension. The contractor expects to finish work on the foundations once snow melts in May, and set the modular building units in site in late-May/early-June.	\$2.42M
Laurel Mountain Rd Rehab & Sidewalk	All work is now complete. A close-out report will be included on the 5/1 Town Council agenda.	\$3.5M
Fuel Island	The fuel island is currently in service, however, the previously completed work does not meet Town specifications and will be removed and replaced in the spring (by June 15) at the contractor's cost.	\$466K
Main Street Landscaping Phase 1	Staff is close to successfully negotiating with a contractor for completion of the project this summer. Town Council is being requested to authorize execution of a contract with Grays Grasshopper Inc. at this April 3 meeting.	\$508K
OMR Beautification Phase 1	Staff is close to successfully negotiating with a contractor for completion of the project this summer. Town Council is being requested to authorize execution of a contract with Alpine Landscape at this April 3 meeting.	\$500K

Town Civic Center	The project is scheduled for Design Review approval at the April 10 PEDC meeting. Meanwhile, the design team is working on construction drawings and specifications adequate for permit submittal and bidding. The Town continues to await results of a \$10 million grant application for construction of the EOC/Community Resiliency Center component of the project. Staff anticipates awarding a construction contract in July . Construction on site – including grading, utilities, and building foundations - could begin as early as July 2024.	~\$20M + (TBD)
Childcare Center (Core & Shell only)	Town Council is being requested to award a contract with JPB Designs at this April 3 meeting. Construction on site could begin this month , with re-location of the portable units occurring in late July after the end of the school year. This project currently consists of providing a core and shell building only. The details of childcare facility operation are in progress.	\$1.65M
Dog Park	The project is currently in winter suspension. Construction of concrete curb, asphalt, and fencing will occur along with installation of the restroom and artificial turf in the spring.	\$1.1M
SHARP Trailhead Infrastructure	The contract has been executed. Work on site is expected to start after Motocross and the July 4 holiday.	\$1M
2024 Road & MUP Rehab	Staff has finalized plans (see attachments included at the end of this report) for the rehabilitation of several road and MUP segments throughout Town. Proposed treatment methods include full removal and replacement of existing failing asphalt as well as slurry seals to preserve the life of pavement on many arterial and collector roads. Staff intends to split this project into 2 separate contracts, planning to go out to bid this week or next , with work beginning in June or July. Due to the large scope of work, the project may extend into 2026. Final selection of road segments to actually be treated may depend on bid prices received.	\$4M
Mammoth Creek Park West (CRC)	Scope of work includes installation of a picnic/performance pavilion, bouldering structure, playground wood chips, asphalt path, irrigation and grass, artificial turf, and fence repair. Work under this “project” is planned to be completed using a variety of “CMAS” contracts, or be included in other related bids (e.g. Road Rehab and CRC “Phase 2”). Our goal is to complete all work prior to the Town’s 40 th Anniversary celebration on Labor Day.	\$500K
Mammoth Arts & Cultural Center (MACC)	The design team is preparing a revised SD cost estimate (expected early April) based on the reconfigured site design, then will resume work on DD-level plans. A final DD cost estimate will be provided at the end of May. Upon approval, the design team will then begin preparing construction documents, with the goal of bidding in late August – mid-September. Staff hopes to begin construction this fall.	~\$15M + (TBD)
Town Facility Painting	Staff is developing plans for exterior and interior painting of almost all Town building facilities , with the intent of going out to bid in March and awarding a contract by May 15. Work is expected to occur this summer.	~\$250K
Town Fencing Repairs	The project is out to bid , staff hopes to be able to award a contract by May 15. Work is expected to occur this summer.	~\$35K

2024 ROAD AND MUP REHABILITATION PROJECT CAP 24-002: ASPHALT RECONSTRUCTION

Bid Item

- Alternate
- Base

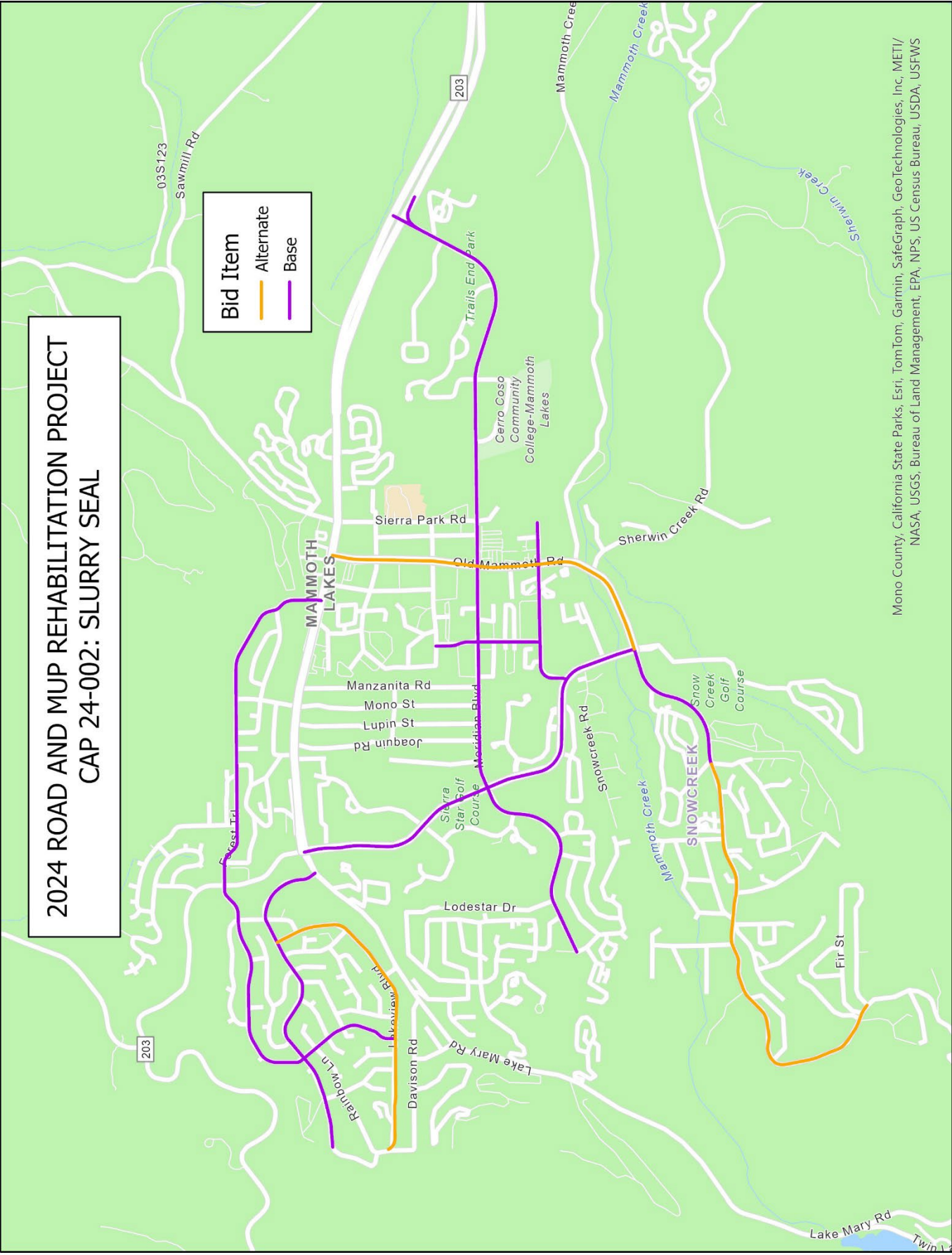


Mono County, California State Parks, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

2024 ROAD AND MUP REHABILITATION PROJECT CAP 24-002: SLURRY SEAL

Bid Item

- Alternate
- Base



Mono County, California State Parks, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

April 11, 2024
Item B-1

STAFF REPORT

Subject: Executive Director's Report
Presented by: Phil Moores, Executive Director

Staffing

Our Employee of the Quarter, Denise Estrada, demonstrated outstanding teamwork during a recent staffing change. After losing two dispatchers, Denise stepped up and worked 12-hour days to ensure our passengers received service. Throughout, she maintained a professional attitude and assisted coworkers however she could. Please join me in congratulating Denise. Well Done!

ESTA has turned a corner on staffing our company. We received nine applications for a few driver jobs, and actually had the luxury of accepting only the best applicants. This is very different from recent years where we received only one or two applicants per opening.

We hired two new Bishop dispatchers, Anthony Aguilar & Gregg Black. They round out the team of dispatchers and bring great talent to the company.

Vehicles

Besides our people, ESTA's vehicles are our most valuable asset. Of the 72 vehicles in ESTA's fleet, the heavy-duty buses serving Mammoth Lakes are in the greatest need of replacement. Mono LTC, Mammoth Lakes, and ESTA have combined to save around \$6 million to purchase 6-9 new buses of the 13 bus Mammoth fleet. The remaining 4-7 buses will be replaced or maintained until the day they too, will be replaced. All of the 13 Mammoth buses are beyond their federally defined useful life in years, but not miles. We are attempting to convince Caltrans that the Mammoth fleet endures harsh conditions and long days, but not a lot of miles. Therefore, the fleet should be judged by years and hours, not years and miles. I believe Caltrans will accept the argument, but whether they award us a grant ahead of a high years/mileage applicant is yet to be seen.

Community

Our All Aboard! Childrens program is making a big splash in the community. Feedback is positive and our reputation is strengthened. I have plans for a special bus for the program with a library and car seats. A special bus wrap will advertise the program and catch the community's eye. More to come for this marketing effort.

April 11, 2024
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Please visit our Bishop Earth Day event April 20, from 10a-3p at Bishop City Park. All Bishop dial-a-ride trips are free on Earth Day, because every day is Earth Day in public transit! We advertised through the usual channels.

Technology

Our new microtransit software program will be working this summer in Bishop. Other markets like Mammoth and Lone Pine will follow once all the kinks are worked out.

Our website is scheduled for an overhaul with a new software company called Streamline. They promise a new look and improved website management.

Contactless payment systems are all the rage in public transit. ESTA plans to integrate this payment system late this year. Installation includes the marriage of software and onboard hardware that allows the use of phones and prepaid cards.

Reds Meadow Shuttle

Road construction is expected to last through summer 2025 at least. With a very abbreviated shuttle schedule we are left with drivers needing work. We are working with our partners and finding creative ways to provide hours for our employees. We don't want to lose a single person due to this road construction project.

Ridership

ESTA's ridership growth is continuing to evolve as the new Saturday Reno route develops into a productive service. There were no significant service cancellations affecting ridership.

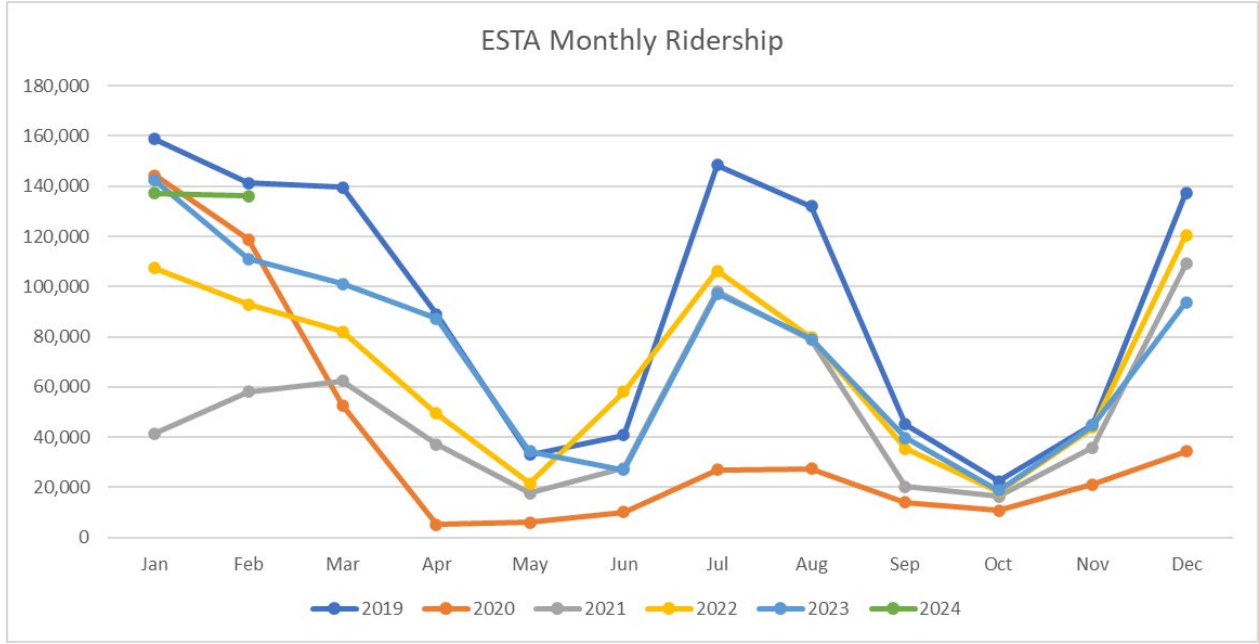
April 11, 2024
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January Ridership Report								
Route	Pre-Covid 2019	2020	2021	2022	2023	2024	Change Current vs. Last year	% Change Current vs Pre-Covid
Benton	28.00	38.00	1.00	0.00	1.00	8.00	7	-71%
Bishop Dial-a-Ride	3,637.00	3,492.00	2,170.00	2,428.00	3,531.00	3,598.00	67	-1%
Bridgeport-Carson	14.00	20.00	3.00	12.00	8.00	8.00	0	-43%
Lancaster	356.00	383.00	120.00	298.00	289.00	350.00	61	-2%
Lone Pine-Bishop	273.00	272.00	133.00	169.00	234.00	231.00	-3	-15%
Lone Pine Dial-a-Ride	370.00	481.00	319.00	351.00	393.00	400.00	7	8%
Mammoth Fixed Route	30,904.00	28,658.00	5,269.00	16,693.00	23,961.00	29,006.00	5,045	-6%
Mammoth Dial-a-Ride	426.00	151.00	97.00	183.00	327.00	210.00	-117	-51%
Mammoth Mountain	121,230.00	108,752.00	32,894.00	85,954.00	112,126.00	101,217.00	-10,909	-17%
Mammoth Express	564.00	520.00	141.00	454.00	518.00	572.00	54	1%
Night Rider	230.00	324.00	88.00	218.00	210.00	266.00	56	16%
Other	682.00	612.00	0.00	0.00	238.00	369.00	131	-46%
Reno	606.00	592.00	240.00	620.00	546.00	874.00	328	44%
Walker Dial-a-Ride	116.00	32.00	6.00	3.00	0.00	35.00	35	-70%
Total	159,436	144,327	41,481	107,383	142,382	137,144	-5,238	-14%

February Ridership Report								
Route	Pre-Covid 2019	2020	2021	2022	2023	2024	Change Current vs. Last year	% Change Current vs Pre-Covid
Benton	33.00	38.00	3.00	0.00	6.00	4.00	-2	-88%
Bishop Dial-a-Ride	3,279.00	3,334.00	1,957.00	2,112.00	3,250.00	3,192.00	-58	-3%
Bridgeport-Carson	14.00	18.00	4.00	20.00	19.00	13.00	-6	-7%
Lone Pine-Bishop	174.00	213.00	197.00	146.00	211.00	239.00	28	37%
Lone Pine Dial-a-Ride	331.00	464.00	317.00	372.00	387.00	369.00	-18	11%
Mammoth Fixed Route	27,317.00	24,221.00	6,917.00	16,280.00	19,514.00	27,746.00	8,232	2%
Mammoth Dial-a-Ride	309.00	121.00	127.00	185.00	255.00	286.00	31	-7%
Mammoth Mountain	108,157.00	89,277.00	47,820.00	72,116.00	85,746.00	102,098.00	16,352	-6%
Mammoth Express	446.00	396.00	215.00	515.00	441.00	497.00	56	11%
Night Rider	300.00	238.00	80.00	241.00	214.00	285.00	71	-5%
Other	254.00	242.00	0.00	0.00	101.00	0.00	-101	-100%
Walker Dial-a-Ride	94.00	45.00	9.00	0.00	0.00	44.00	44	-53%
Lancaster	378.00	311.00	172.00	317.00	308.00	305.00	-3	-19%
Reno	408.00	457.00	353.00	566.00	614.00	900.00	286	121%
Total	141,494	119,375	58,171	92,870	111,066	135,978	24,912	-4%

The charts below show the ridership by month and year since pre-Covid. The blue line is 2019, and the green line is 2024.

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LTC Co-Executive Director Report

April 8, 2024

Administration

- Met with staff and Caltrans to coordinate the agenda.

Meetings

- 3/4: Met with Caltrans Headquarters staff regarding requirements for contractors billed to the OWP.
- 3/15: Rural Counties Task Force meeting.
- 3/18: staff meeting to coordinate work on trails.

Trainings

- Institute for Local Government training on public engagement and public meeting administration.

Programs

- Multi-Jurisdictional Hazard Mitigation Plan (MJHMP): proposals evaluated by selection committee, interviews with finalists scheduled for the week of April 8.
- Awaiting comments from Caltrans to edit the 24-25 Overall Work Program (OWP).
- Tracking 2024 RTIP submittal and approval by the California Transportation Commission (CTC): CTC adopted the 2024 State Transportation Improvement Program (STIP) on March 21, 2024.
- Development of a work plan on parking issue in unincorporated Mono County regarding RVs.
- Tracking various state and federal transportation meetings.

Grant Tracking

- Eastern Sierra Council of Governments (ESCOG) announced the Eastern Sierra Corridor was not selected for the Caltrans Reconnecting Highways-to-Boulevards grant. ECOG staff is reviewing the application with Caltrans staff to make improvements and continuing to review other funding opportunities.

Please contact Haislip Hayes for questions about Town of Mammoth Lakes projects at 760-965-3652 or hhayes@townofmammothlakes.ca.gov.

For questions about Mono County projects and/or administration, please contact Wendy Sugimura at 760-924-1814 or wsugimura@mono.ca.gov to be directed to the appropriate staff.