

Mono County Local Transportation Commission

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

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

MEETING AGENDA

December 13, 2021 – 9:00 A.M.

This meeting will be held via teleconferencing with members of the Commission attending from separate remote locations. As authorized by AB 361, dated September 16, 2021, a local agency may use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency and local officials have recommended or imposed measures to promote social distancing or the body cannot meet safely in person and the legislative body has made such findings.

Members of the public may participate via the Zoom Webinar, including listening to the meeting and providing comment, by following the instructions below. If you are unable to join the Zoom Webinar of the Board meeting, you may still view the live stream of the meeting by visiting

TELECONFERENCE INFORMATION

As authorized by Gov. Newsom's Executive Orders, N-25-20 and N-29-20, the meeting will be accessible remotely by live cast with Commissioners attending from separate remote locations. There is no physical meeting location. This altered format is in observance of recent recommendations by local officials that certain precautions be taken, including social distancing, to address the threat of COVID-19.

Important Notice to the Public Regarding COVID-19

Based on guidance from the California Department of Public Health and the California Governor's Office, in order to minimize the spread of the COVID-19 virus, please note the following:

1. Joining via Zoom

There is no physical location of the meeting open to the public. 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/83664610950>

Or visit <https://www.zoom.us/> and click on "Join A Meeting." **Use Zoom Meeting ID:** 836 6461 0950

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.

To join the meeting by telephone

Dial (669) 900-6833, then enter **Webinar ID:** 836 6461 0950

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.

2. Viewing the Live Stream

You may also view the live stream of the meeting without the ability to comment **by visiting:**

http://monocounty.granicus.com/MediaPlayer.php?publish_id=d4bb1177-9f88-486b-a2c6-6ce0746437c1

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Jennifer Burrows

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. **ADMINISTRATION**
 - a) Adopt Resolution R21-08 to continue Brown Act remote rules under AB 361 (pg. 1)
4. **CONSENT AGENDA ITEMS**
 - a) Approval of minutes from October 18, 2021. (pg. 5)
5. **LOCAL TRANSPORTATION**
 - a) RSTP (Regional Surface Transportation Program) allocation for Saddle Bag Lake Road Federal Lands Access Program – Scoping phase (*Chad Senior & G. LeFrancois*) (pg. 7)
 - b) Update on 2022 Regional Transportation Improvement Program submittal and Memorandum of Understanding on State 14/US 395 projects (*G. LeFrancois & Bentley Regehr*) (pg. 17)
 - c) Town of Mammoth Lakes quarterly transportation verbal update (*Haislip Hayes*)
 - d) Mono County quarterly transportation update (*Chad Senior*) (pg. 29)
 - e) Update on Bipartisan Infrastructure Law also known as Infrastructure Investment and Jobs Act (*G. LeFrancois*) (pg. 32)
6. **CALTRANS**
 - a) Activities in Mono County & pertinent statewide information
7. **TRANSIT**
 - a) ESTA Update (*Phil Moores*) (pg. 55)
 - b) YARTS Update (*Christine Chavez*)
8. **CORRESPONDENCE**
9. **COMMISSIONER REPORTS**
10. **INFORMATIONAL**
 - a) United States Bike Route (USBR) 85 update information only (*staff*) (pg. 62)
 - b) State of California Grant Opportunity – Clean California (*staff*) (pg. 65)
11. **UPCOMING AGENDA ITEMS**
12. **ADJOURN TO January 10, 2021**

***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.

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Jennifer Burrows

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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LTC Staff Report

December 13, 2021

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: Assembly Bill 361 Virtual Meetings

RECOMMENDATION / DISCUSSION Adopt Resolution R21-08 to continue meeting under modified teleconferencing rules.

On March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency in response to the COVID-19 pandemic. That Proclamation remains in effect. Subsequently, on March 17, 2020, Governor Newsom issued Executive Order N-29-20, which modified the teleconferencing rules set forth in the California Open Meeting law, Government Code section 54950 et seq. (the "Brown Act"), in order to allow legislative bodies to meet from remote locations without opening those locations to the public or complying with certain agenda requirements. Those modifications remained in effect through September 30, 2021.

In anticipation of the expiration of the applicable provisions of Executive Order N-29-20, the California legislature adopted, and Governor Newsom signed, AB 361. AB 361 amended the Brown Act to allow local legislative bodies to continue to meet under the modified teleconferencing rules until January 1, 2024, if the meeting occurs during a proclaimed state of emergency and the legislative body finds that it has reconsidered the circumstances of the state of emergency and either:

- measures to promote social distancing have been imposed or recommended by local health officials; or
- the state of emergency continues to directly impact the ability of the members to meet safely in person.

The Local Health Officer and the Director of Mono County Public Health have recommended that measures be implemented to promote social distancing, including the holding of virtual meetings. A copy of the memo memorializing that recommendation is attached.

In order to continue meeting virtually under those modified rules after December 13, the Commission will again need to reconsider the circumstances of the state of emergency and again make one of the additional findings required by AB 361.

FISCAL IMPLICATIONS

NA

A

ENVIRONMENTAL COMPLIANCE

NA

RTP / RTIP CONSISTENCY

NA

Attachments: Resolution R21-08 and Public Health Recommendation on remote meetings

RESOLUTION 21-08
OF THE LOCAL TRANSPORTATION COMMISSION AUTHORIZING REMOTE TELECONFERENCE
MEETINGS FOR THE PERIOD OF DECEMBER 13, 2021, THROUGH JANUARY 13, 2022, PURSUANT
TO AB 361

WHEREAS, on March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency in response to the COVID-19 pandemic, which Proclamation remains in effect; and

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20, modifying the teleconferencing rules set forth in the California Open Meeting law, Government Code section 54950 et seq. (the "Brown Act"), subject to compliance with certain requirements; and

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order N-08-21, providing that the modifications would remain in place through September 30, 2021; and

WHEREAS, on September 16, 2021, Governor Newsom signed AB 361, providing that a legislative body subject to the Brown Act may continue to meet under modified teleconferencing rules if the meeting occurs during a proclaimed state of emergency and state or local officials have imposed or recommended measures to promote social distancing; and

WHEREAS, the Local Health Officer and the Director of Mono County Public Health have recommended that measures be implemented to promote social distancing, including the holding of virtual meetings of legislative bodies within the County of Mono, a copy of that recommendation is attached as an exhibit and incorporated herein; and

WHEREAS, in the interest of public health and safety, and in response to the local recommendation for measures to promote social distancing, the Local Transportation Commission (the "Legislative Body") deems it necessary to invoke the provisions of AB 361 related to teleconferencing;

NOW, THEREFORE, THE LEGISLATIVE BODY FINDS AND RESOLVES that:

SECTION ONE: The recitals set forth above are true and correct and are adopted as findings of the Legislative Body.

SECTION TWO: The Legislative Body has reconsidered the circumstances of the State of Emergency.

SECTION THREE: State or local officials have recommended measures to promote social distancing, including the holding of virtual meetings for legislative bodies within the County of Mono that are subject to the Brown Act.

SECTION FOUR: Meetings of the Legislative Body shall be held 100% virtually through January 13, 2022.

SECTION FIVE: Staff is directed to return to the Legislative Body no later than thirty (30) days after the adoption of this resolution, or at the next meeting of the Legislative Body, if later, for the Legislative Body to consider whether to again make the findings required to meet under the modified teleconference procedures of AB 361.

PASSED, APPROVED and ADOPTED this 13 day of December 2021, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Jennifer Kreitz, Chair LTC



MONO COUNTY HEALTH DEPARTMENT

Public Health

P.O. BOX 476, BRIDGEPORT, CA 93517 PHONE (760) 932-5580 • FAX (760) 932-5284
P.O. BOX 3329, MAMMOTH LAKES, CA 93546 PHONE (760) 924-1830 • FAX (760) 924-1831

To: Board of Supervisors

From: Bryan Wheeler, Director of Public Health

Re: Recommendation regarding Social Distancing and Virtual Meetings

Both Mono County “covering” Health Officer Dr. Rick Johnson and I strongly recommend that physical/social distancing measures continue to be practiced throughout our Mono County communities, including at meetings of the Board of Supervisors and other County-related legislative bodies subject to the Brown Act, to minimize the spread of COVID-19.

Whether vaccinated or not, positive individuals are contracting the Delta variant and infecting others in our communities. Social distancing and masking are crucial mitigation measures to prevent the disease’s spread. Virtual board meetings allow for the participation of the community, county staff, presenters, and board members in a safe environment, with no risk of contagion. It is recommended that legislative bodies in Mono County implement fully-remote meetings to the extent possible.

If you have any questions regarding this recommendation, please do not hesitate to contact me. We will continue to evaluate this recommendation on an ongoing basis and will communicate when there is no longer such a recommendation with respect to meetings for public bodies.

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MEETING AGENDA

November 8, 2021 – 9:00 A.M.

COUNTY COMMISSIONERS: Jennifer Kreitz, Rhonda Duggan

TOWN COMMISSIONERS: Bill Sauser, Jen Burrows, John Wentworth

COUNTY STAFF: Gerry LeFrancois, Wendy Sugimura, Haislip Hayes, Heidi Willson, Bentley Regehr

CALTRANS: Jacob Burkholder, Mark Heckman, Dennee Alcalá

ESTA: Phil Moores

Public: Justine Kokx, Dan Holler, Pam Bold

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Meeting called to order and Commissioner Sauser led 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.
 - No public Comment
3. **MINUTES**

Motion: Approval of minutes as presented in the packet.
Sauser motioned; Wentworth seconded
Roll-call vote- Ayes: Duggan, Burrows, Sauser, Wentworth, Kreitz Motion passes 5-0
4. **ADMINISTRATION**
 - a) Adopt Resolution R21-05 to continue Brown Act remote rules under AB 361
Motion: Adopt Resolution R21-05
Wentworth motioned; Burrows seconded
Roll-call vote- Ayes: Duggan, Burrows, Sauser, Wentworth, Kreitz Motion passes 5-0
 - b) Review of legislation tracked by LTC over the past calendar year
 - Gerry presented and answered questions from the Commission.
5. **Consent Agenda**
 - a) Authorize the Chair's signature on Wildlife Conservation Board pending Proposition 68 grant application
Motion: Approve the chairs signature on Wildlife Conservation Board pending Proposition 68 grant application.
Sauser motioned; Wentworth seconded
Roll-call vote- Ayes: Duggan, Burrows, Sauser, Wentworth, Kreitz Motion passes 5-0

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Jennifer Burrows

6. LOCAL TRANSPORTATION**a) Adopt Resolution R21-06 approving the 2022 Regional Transportation Improvement Program**

- Motion: Approve Resolution R21-06

Sauser motioned; Wentworth seconded

Roll-call vote- Ayes: Duggan, Burrows, Sauser, Wentworth, Kreitz Motion passes 5-0

7. CALTRANS**a) Activities in Mono County & pertinent statewide information**

- Dennee presented and answered questions from the Commission.

8. TRANSIT**a) ESTA Update (*Phil Moores*)**

- Phil presented and answered questions from the commission

b) YARTS Update (*Christine Chavez*)

- Christine was unable to attend the meeting
- Commissioner Wentworth requested to have fare increases and ridership numbers presented as a percentage.

9. CORRESPONDENCE

- No items

10. COMMISSIONER REPORTS

- Commissioner Duggan: Attended a Western Interstate Regional Conference and saw a presentation on Instant Bridged which are a prefab steel infrastructures that aid in the process of Building and repairing bridges. This could be an option for wildlife crossings.
- Commissioner Wentworth: groundbreaking for the parcel last week that went well.
- Commissioner Sauser: Most of the slabs for the CRC have been poured. No opening date yet.
- Chair Kreitz: Re-districting meeting being held tonight. Zoom meeting webinar format like most other meetings. Hoping to get lots of public interaction.

11. INFORMATIONAL**12. UPCOMING AGENDA ITEMS**

- Quarterly updates (December)

13. ADJOURN TO December 13, 2021

***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

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Jennifer Burrows



MONO COUNTY DEPARTMENT OF PUBLIC WORKS

POST OFFICE BOX 457 • 74 NORTH SCHOOL STREET • BRIDGEPORT, CALIFORNIA 93517
760.932.5440 • Fax 760.932.5441 • monopw@mono.ca.gov • www.monocounty.ca.gov

PAGE 1 OF 1

December 13, 2021

To: Mono County Local Transportation Commission

From: Chad Senior, Mono County Associate Engineer

RE: 2019-20 Regional Surface Transportation Program (RSTP) Federal Exchange Program

RECOMMENDED ACTION

Authorize spending RSTP Federal Exchange Program for FY 2019-20 in the amount of \$10,000.00 for the Saddlebag Lake Road Rehabilitation FLAP Project.

DISCUSSION

The Mono County Local Transportation Commission has a pending RSTP 2019-20 Federal Exchange Agreement, which contains a remaining balance of \$52,814.75 of federal funds that the Mono County LTC is eligible to exchange. The RSTP exchange funds must be used for projects as defined in Sections 133(b) and 133(c) of Title 23 of the United States Code (USC) – Highways, and not otherwise excluded by Article XIX – Motor Vehicle Revenues of the State Constitution. Only direct project-related costs are eligible. Local agency overhead and other non-direct charges are ineligible. As per prior RSTP agreements, LTC staff is bringing forward preferred projects for spending a portion of the 2019-20 RSTP exchange for authorization.

In May of 2021, Mono County along with the Inyo National Forest submitted a Federal Lands Access Program (FLAP) grant application for the rehabilitation of 2.5 miles of Saddlebag Lake Road. On November 24, 2021, Mono County received a letter (attached) that the FLAP Project Decision Committee (PDC) had short-listed the application for this project and requested County entry into a Project MOU to establish roles and responsibilities for the scoping process and a Scoping Fund Transfer Agreement to provide the \$10,000 match requirement. Staff recommends a portion of the FY 2019-20 exchange be applied to provide the required \$10,000 match.

The project's scope of work, schedule, and budget will be further evaluated for the PDC's final decision, likely to be in the fall 2022. Should the scoping, scheduling and budget process go according to plan (without unanticipated environmental or other costs), the County stands to receive a \$6 million transportation project for today's contribution of \$10,000. Construction would be estimated to begin in FY 27-28.

Prior uses of RSTP funds include:

- Mono County Road Striping Materials and Equipment
- Town of Mammoth Lakes Main Street Pedestrian Improvements
- Mono County Upper Summers Meadows Road Bridge
- Emergency Eastside Lane Guardrail Replacement Project

ATTACHMENTS

- CA Federal Lands Access Program, Project Notification Letter - Saddlebag Lake Road
- RSTP Federal Exchange Program – Contract



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

November 24, 2021

12300 West Dakota Avenue
Suite 380A
Lakewood, CO 80228-2583
Office: 720-963-3698
james.herlyck@dot.gov

In Reply Refer To:
HFPP-16

Mono County
Tony Dublino
Director of Public Works
74 North School Street
Bridgeport, CA 93517
tdublino@mono.ca.gov

Re: CA FLAP MNO 01N04(1) SADDLEBAG LAKE ROAD
California Federal Lands Access Program Project Application

Mr. Dublino:

Congratulations. The California Program Decisions Committee (PDC) has short-listed your application for the above referenced project as a part of the Call for Projects. Your application is no longer competing against other applications. The project's scope of work, costs, and schedule will be further evaluated for the PDC's final decision, likely to be in the fall 2022. The scope, funding, and preliminary schedule are proposed as follows:

Purpose: The purpose of this project is to improve multimodal (primarily vehicular and bicycle) access to Saddlebag Lake and other recreational areas in the Inyo National Forests on Saddlebag Lake Road from CA State Route 120 to the end of county maintenance.

Scope: The scope of this project includes:

- 2.5 miles of rehabilitation and asphalt cement pavement
- Widening to at least 20 feet
- Drainage improvements
- Improving roadside parking

Preliminary Schedule: This project is preliminarily programmed for construction funding in late fiscal year 2027 based on availability of funding. Construction would likely occur in 2028. The actual year funds are obligated for construction may change due to changes to the program and/or program funding.

This is contingent on if Program funding is available. The Federal Lands Access Program is currently authorized under the new Infrastructure Investment and Jobs Act, which is set to expire on September 30, 2026. The FLAP Program, or a similar program where this project can be grandfathered into, would need to be extended, renewed, or created through additional federal legislation.

Funding: The application estimated the project to cost \$4,800,000. The PDC desktop-level estimate of total project cost, including engineering and escalation of construction costs to the program year, is \$6,000,000. Mono County will provide \$10,000 in cash funds. Caltrans will provide \$680,000 in toll credits to meet the 11.47% match requirement. The Federal Lands Access Program will provide \$5,990,000 in cash funds.

Right of Way (ROW) and Utilities: The application does not anticipate ROW or utility impacts for this project. This will be verified through scoping and project development.

Additional PDC Considerations: None.

Project Delivery: The Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD) will lead the project delivery, construction contracting, and contract administration of this project.

Prior to final selection by the PDC, CFLHD will conduct a scoping effort. This effort will yield Project Delivery Plan (PDP) documents detailing the proposed scope, schedule, and budget anticipated for the project to allow the PDC to finalize the program of projects. The CFLHD Project Manager will be Matt Ambroziak, who can be reached at matthew.ambroziak@dot.gov or (720) 963-3619. Mr. Ambroziak will be contacting you and other project stakeholders shortly to schedule the scoping trip.

As specified under the conditions of the FLAP Project Application, a scoping Funds Transfer Agreement (FTA) will be required between your agency and CFLHD in the amount of \$10,000, along with a Memorandum of Agreement (MOA) establishing the project scope, roles, and responsibilities. The drafts of these agreements are attached to this letter. Please fill in the appropriate information for your agency and email a scanned PDF of the executed versions to Mr. Ambroziak and me by **January 21, 2022**.

The total project cost and associated match may be updated during scoping. The PDC will make the final determination of the total program amount and required match. If the PDC and your agency agree with the project scope and cost estimate once scoping is complete, the PDC will place the project in the final program of projects, the FTA will be modified to include all projected project costs, and a new MOA will be developed and signed by all of the project partners. The PDC determines the final program year for funding based on total available funding and other needs in the program.

We appreciate your interest in the Federal Lands Access Program and look forward to working with you on this project.

Sincerely,

James Herlyck, P.E.
Federal Lands Access Program Manager &
Federal PDC Representative
FHWA-CFLHD

Attachments: Draft Scoping Funds Transfer Agreement and Memorandum of Agreement

cc: Bob Baca, Caltrans, State PDC Representative, bob.baca@dot.ca.gov
Joshua Pack, Butte County, Local PDC Representative for CEAC, jpack@buttecounty.net
John Gay, Imperial County, Alternate Local PDC Representative for CEAC,
johngay@co.imperial.ca.us
Christopher Longley, Planning and Programs Branch Chief, FHWA-CFLHD,
christopher.longley@dot.gov
Jill Locken, Program Manager (Detail Assignment), FHWA-CFLHD, jill.locken@dot.gov
Amanda Peters, Programming (Detail Assignment), FHWA-CFLHD,
amanda.peters@dot.gov
Jeff Sanders, Transportation Planner, FHWA-CFLHD, jeffrey.sanders@dot.gov
Matt Ambroziak, Project Manager, FHWA-CFLHD, matthew.ambroziak@dot.gov
Nora Gamino, Forest Engineer, USFS, nora.gamino@usda.gov
Lesley Yen, INYO Forest Supervisor, USFS, Lesley.yen@usda.gov

FLMA Technical Advisory Group:

Jon Christensen, National Park Service, Jon_Christensen@nps.gov
Amy Marshall, Presidio Trust, amarshall@presidiotrust.gov
Jonna Hildenbrand, US Army Corps of Engineers, Jonna.M.Hildenbrand@usace.army.mil
Robert Paul, US Army Corps of Engineers, Robert.B.Paul@usace.army.mil
Zeferina Ruvalcaba, US Army Corps of Engineers, Zeferina.J.Ruvalcaba@usace.army.mil
Phil Smith, US Army Corps of Engineers, Phil.Smith@usace.army.mil
Mark Kougl, US Bureau of Land Management, mkougl@blm.gov
Jason Quinones, US Bureau of Reclamation, JQuinones@usbr.gov
Carrie Scott, US Bureau of Reclamation, cmscott@usbr.gov
Dan Staton, US Bureau of Reclamation, dstaton@usbr.gov
Armando Porras, US Fish and Wildlife Service, armando_porras@fws.gov
Andrea Smith, US Fish and Wildlife Service, andrea_smith@fws.gov
Shanisha Reese, US Forest Service, Shanisha.Reese@usda.gov

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

District: 09
Agency: Mono County Transportation Commission

Agreement No. X20-6142(029)
AMS Adv ID:0920000033

THIS AGREEMENT is made on November 5, 2020, by Mono County Transportation Commission, a Regional Transportation Planning Agency (RTPA) designated under Section 29532 of the California Government Code, and the State of California, acting by and through the Department of Transportation (STATE).

WHEREAS, RTPA desires to assign RTPA's portion of federal apportionments made available to STATE for allocation to transportation projects in accordance with Section 182.6 of the Streets and Highways Code (Regional Surface Transportation Program/Regional Surface Transportation Block Grant Program [RSTP/RSTBGP] funds) in exchange for nonfederal State Highway Account funds:

NOW, THEREFORE, the parties agree as follows:

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

\$92,171.00 for Fiscal Year 2019/2020

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

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

For Caltrans Use Only

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

Accounting Officer	Date	\$
<i>Jennie Yee</i>	<i>3/4/2020</i>	<i>92,171.00</i>

3. Subject to the availability of STATE funds following the receipt of an RTPA invoice evidencing RTPA's assignment of those estimated RSTP/RSTBGP funds under Section 1 to STATE, STATE agrees to pay to RTPA an amount not to exceed \$92,171.00 of non-federal exchange funds ("Funds") that equals the sum of the estimated RSTP/RSTBGP apportionment assigned to State in Section 1 above.

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

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

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

7. RTPA agrees, in the event a project sponsor fails to use Funds received hereunder in accordance with the terms of this AGREEMENT, to require that project sponsor to return those exchange Funds to RTPA for credit to the account established under Section 6 above. In the event of any such requirement by STATE, RTPA shall provide written verification to STATE that the requested corrective action has been taken.

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

9. COST PRINCIPLES

A) RTPA agrees to comply with, and require all project sponsors to comply with Office of Management and Budget Supercircular 2 CFR 200, Cost Principles for State and Local Government and the Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

B) RTPA will assure that its fund recipients will be obligated to agree that (A) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, Et Seq., shall be used to determine the allowability of individual project cost items and (B) Those parties shall comply with Federal Administrative Procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements To State And Local Governments. Every sub-recipient receiving funds as a contractor or sub-contractor under this agreement shall comply with Federal administrative procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

C) Any fund expenditures for costs for which RTPA has received payment or credit that are determined by subsequent audit to be unallowable under Office of Management and Budget Supercircular 2 CFR 200 are subject to repayment by RTPA to STATE. Should RTPA fail to reimburse fund moneys due STATE within 30 days of demand, or within such other period as may be agreed in writing between the parties, hereto, STATE is authorized to intercept and withhold future payments due RTPA and STATE or any third-party source, including but not limited to, the State Treasurer, The State Controller and the CTC. The implementation of the Supercircular will cancel 49 Cfr Part 18.

10. THIRD PARTY CONTRACTING

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

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

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

11. ACCOUNTING SYSTEM

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

12. RIGHT TO AUDIT

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

13. TRAVEL AND SUBSISTENCE

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

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

STATE OF CALIFORNIA
Department of Transportation

Mono County Transportation Commission

By: Patrick Louie
Office of Project Implementation
Division of Local Assistance

Date: November 5, 2020

By: Amy Hancock
Title: Co-Executive Director
Mono County LTC
Date: July 6, 2020

FEDERAL APPORTIONMENT EXCHANGE BUYOUT PROGRAM ANNUAL REPORT FOR

Mono County Local Transportation Commission

2019 2020 Exchange

A		B		C = A+B-D		D			
	Cash Retained by RTPA as of 07/1/19	Cash Received From Caltrans 7/1/19 to 6/30/20	Cash Retained by RTPA as of 6/30/20	Cash Disbursed by RTPA From 7/1/19 to 6/30/20					
	Date of Disbursement			Amount of Cash Disbursement	Name of Agency or Contractor Receiving				
	12/18/2019			80622	Mono County Cash				
\$ 83,964.00	\$ 94,884.00	\$ 98,226.00							

RESOLUTION R20-08
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
AUTHORIZING THE CO-EXECUTIVE DIRECTOR'S SIGNATURE ON FUNDING
AGREEMENTS

WHEREAS, the Mono County Local Transportation Commission (hereinafter identified as the MCLTC) is the designated transportation planning agency for Mono County pursuant to Section 29535 of the Government Code and Action of the Secretary to Business, Transportation and Housing; and

WHEREAS, Caltrans, Federal Transit Administration (FTA), and/or Federal Highways Administration (FHWA) has numerous agreements and paperwork to authorize and allow for state or federal planning funds to be passed through to regional agencies; and

WHEREAS, these planning funds may include state Rural Planning Assistance (RPA), Regional Surface Transportation Program (RSTP), Highway Infrastructure Program (HIP), discretionary grant components of federal planning grants and any other federal or state funds administered by and through Caltrans; and

WHEREAS, this resolution authorizes the Co-Executive Director to sign necessary agreements to reimburse or receive pass through funding for the MCLTC.

NOW, THEREFORE, BE IT RESOLVED the MCLTC hereby authorizes the Co-Executive Director signature on reimbursement requests, various grant components, and pass through funding agreements.

Approved and adopted this 10th day of August 2020, by the following vote:

Ayes: Sandy Hogan, John Peters, Fred Stump, John Wentworth, Dan Holler, Jennifer Kreitz

Noes:

Abstain:

Absent:


 Jennifer Kreitz (Sep 7, 2020 16:08 PDT)

 Jennifer Kreitz, Chair
 Mono County Local Transportation Commission

Approved as to form:


 Christy Milovich (Sep 8, 2020 12:36 PDT)

 Christy Milovich, Assistant County Counsel

ATTEST:


 Melissa Bell (Sep 4, 2020 18:31 MDT)

 Melissa Bell, Secretary

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

TO: Mono County Local Transportation Commission

DATE: December 13, 2021

FROM: Gerry Le Francois, Co-Executive Director
Bentley Regehr, Planning Analyst

SUBJECT: Update on 2022 Regional Transportation Improvement Program (RTIP) and Memorandum of Understanding on State Route 14 / US 395 projects

RECOMMENDATION

Informational and provide any desired direction to staff

FISCAL IMPLICATIONS

The RTIP is one of many funding sources for local and regional transportation projects in Mono County. RTIP shares are allocated to each Regional Transportation Planning Agency (RTPA) based on

ENVIRONMENTAL COMPLIANCE

All RTIP/STIP projects require environmental compliance as a condition of project development. The adoption of the 2021 program qualifies for a California Environmental Quality Act (CEQA) statutory exemption §15276 Transportation Improvement and Congestion Management Programs;

(a) CEQA does not apply to the development or adoption of a regional transportation improvement program or the state transportation improvement program. Individual projects developed pursuant to these programs shall remain subject to CEQA.

RTP/RTIP CONSISTENCY

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

DISCUSSION on 2022 RTIP/STIP

The STIP cycle occurs every two-years and is a new five-year funding cycle for transportation projects in Mono County. Mono County LTC is programming shares \$5,079,000 for Benton Crossing Road phase 1. The RTIP will be submitted to the State by December 15th.

UPDATE ON MOU PROJECTS ON SR 14/395

In addition, staff recently met with the Eastern California Transportation Planning Partnership (ECTPP) to discuss the limited availability of STIP/Interregional Transportation Improvement Program (ITIP) funds for existing Memorandum of Understanding (MOU) projects on the SR 14/US 395 corridor. The Eastern California Transportation Planning Partnership is made up of Inyo County LTC, Kern COG, Mono County LTC, and District 9. The funding mechanism for the MOU projects are:

- 40% by County RTIP where the project is located,
- 40% by State Interregional Transportation Improvement Program (ITIP),
- 10% each by the two remaining County RTIPs.

The three remaining MOU projects are Freeman Gulch segments 2 & 3 (Kern Co), and North Conway Truck Climbing Lane (Mono Co).

The existing MOU listed a completion date for programming these three projects by the 2022 State Transportation Improvement Program (STIP). Since that is not going to happen, Inyo, Mono, and Kern are interested in pursuing a successor agreement. Staff will discuss with the commission about recent updates to this process.

ATTACHMENT

- MOU draft successor agreement and financial tables
- Map of MOU projects

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County and Mono County Local Transportation Commission (LTC's), and the Kern Council of Governments (Kern COG). This 2022 MOU replaces all prior MOU between the above parties.

PRINCIPLES

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532 and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the completion of previously identified projects on State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395 in Mono County.

The cooperation between these two RTPAs and one MPO, is to provide for the joint planning and funding of the three remaining projects on the SR 14 and US 395 corridor with the following principles:

1. Maintaining the existing coalition and adopting this successor MOU with Inyo, Mono, Kern County, and Caltrans District 9;
2. Meeting regularly;
3. Defining the planning and funding process in the CORRIDOR development;
4. Jointly funding projects on the CORRIDOR with RTIP and ITIP shares with 40% from County where the project is located, 40% from ITIP, and 10% from the two remaining County RTIP shares; and
5. While these projects have been funded via RTIP and ITIP shares, any available funding source should be considered given the limitations on both RTIP and ITIP shares.

The three remaining and uncompleted projects are:

1. State Route 14 Freeman Gulch segment 2;
2. State Route 14 Freeman Gulch segments 3 in Kern County; and
3. US 395 North Conway Truck Climbing Lane in Mono County.

PROJECTS COMPLETED UNDER PRIOR MOU'S

Through prior MOUs, the cooperation and funding by Inyo and Mono County RTPAs, Kern Council of Governments, and Caltrans District 6 and 9, three major projects have been completed on the CORRIDOR.

Project and year completed	County
North Mojave 4-Lane	Kern
High Point Curve correction	Mono
Freeman Gulch segment 1	Kern

Attachment A is a listing of MOU RTIP & ITIP programming for all current and past MOU projects.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RTIP) funds (county shares) for the purpose of jointly sponsoring PROJECTS on the CORRIDOR. The RTPAs

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

draft

hereby request the CTC commit Interregional Transportation Improvement Program (ITIP) funding toward the joint-sponsored PROJECTS. Without future ITIP funding, the commitment of regional RTIP shares are not guaranteed.

The RTPAs agree to continue to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during a future STIP cycle if the MOU is terminated.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified above are complete or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all the PROJECTS have not been completed or programmed in the 2032 STIP adopted by the CTC. This MOU can only be modified or amended by mutual written consent of all parties. Likewise, future MOUs may be entered into between any or all the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void.

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order authorized their duly appointed officers to execute this agreement.

Kern Council of Governments

Bob Smith, Chairperson

Counsel

Ahron Hakimi, Executive Director

Date

Inyo County Local Transportation Commission

Doug Thompson, Chairperson

County Counsel

Michael Errante, Executive Director

Date

draft

draft

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

Mono County Local Transportation Commission

Jennifer Kreitz, Chairperson

Stacey Simon, County Counsel

Gerry LeFrancois, Co-Executive Director

Date

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RTIP county shares with ITIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.

Ryan Dermody, Caltrans District 9 Director

Date

draft

draft

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

ATTACHMENT A MOU Programming Summaries provided by District 9.

draft

ATTACHMENT A

2013 Memorandum of Understanding Between Inyo County, Mono County and Kern County

MOU Programming Summary - (\$ X 1,000) - BOLD - Programmed Italic - Not Yet Programmed							
	FY	IIP	Inyo	Kern	Mono	Total	Status
(Kern) North Mojave 4-Lane		\$27,403	\$6,851	\$27,403	\$6,851	\$68,508	Constructed
(Inyo) Olancha Cartago		\$48,820	\$48,820	\$12,205	\$12,205	\$122,050	Final Environmental
Environmental	7/8	\$2,749	\$2,749	\$687	\$687	\$6,872	In Progress
Design	12/13	\$2,051	\$2,051	\$513	\$513	\$5,128	Not Started
Rights-of-Way	14/15	\$6,620	\$6,620	\$1,655	\$1,655	\$16,550	Not Started
Construction	17/18	\$37,400	\$37,400	\$9,350	\$9,350	\$93,500	Proposed in 2014 Cycle
(Mono) High Point		\$597	\$150	\$150	\$597	\$1,494	Constructed
Environmental	2/3	\$541	\$135	\$135	\$541	\$1,352	Completed
Design	7/8	\$56	\$15	\$15	\$56	\$142	Completed
Since the remainder of this project was delivered in the state highway maintenance program (SHOPP) - (figures below) another project will be selected for Mono County at a futured date, as reflected in the MOU.							
Design	11/12					\$1,770	Completed
Rights-of-Way	11/12					\$288	Completed
Construction	11/12					\$20,100	Completed
(Kern) Inyokern		\$1,240	\$310	\$1,240	\$310	\$3,100	Shelved
Environmental	2/3	\$1,240	\$310	\$1,240	\$310	\$3,100	
This project is currently shelved but still part of the MOU.							
(Kern) Freeman Gulch Env.		\$779	\$195	\$779	\$195	\$1,948	Completed
Environmental	2/3	\$779	\$195	\$779	\$195	\$1,948	
This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below.							
(Kern) Freeman Gulch Seg. 1		\$17,955	\$4,489	\$17,955	\$4,489	\$44,888	In Design
Design	12/13	\$1,000	\$250	\$1,000	\$250	\$2,500	In Progress
Rights-of-Way	14/15	\$4,520	\$1,130	\$4,520	\$1,130	\$11,300	Not Started
Construction	16/17	\$12,435	\$3,109	\$12,435	\$3,109	\$31,088	Not Started
(Kern) Freeman Gulch Seg. 2		\$19,075	\$3,258	\$19,075	\$3,258	\$44,666	In Design
Design	15/16	\$1,300	\$975	\$0	\$975	\$3,250	In Progress
Rights-of-Way	16/17	\$3,044	\$2,283	\$0	\$2,283	\$7,610	Not Started
Construction	Future	\$14,731	\$0	\$19,075	\$0	\$33,806	
(Kern) Freeman Gulch Seg.3		\$21,726	\$5,419	\$21,726	\$5,419	\$54,290	Not Started
Design	Future	\$1,840	\$460	\$1,840	\$460	\$4,600	Not Programmed
Rights-of-Way	Future	\$510	\$115	\$510	\$115	\$1,250	Not Programmed
Construction	Future	\$19,376	\$4,844	\$19,376	\$4,844	\$48,440	Not Programmed
Total :		\$137,595	\$69,492	\$100,533	\$33,324	\$340,944	
		IIP	Inyo	Kern	Mono		County Total
Inyo		\$48,820	\$48,820	\$12,205	\$12,205		\$122,050
Kern		\$88,178	\$20,522	\$88,178	\$20,522		\$217,400
Mono		\$597	\$150	\$150	\$597		\$1,494
Total By Agency		\$137,595	\$69,492	\$100,533	\$33,324		\$340,944
Agency		Outside County		Received in County		Total Expended by County	
Inyo		\$	20,672	\$	122,050	\$	69,492
Kern		\$	12,355	\$	217,400	\$	100,533
Mono		\$	32,727	\$	1,494	\$	33,324

Programming indicated above reflects both advanced phases from previous STIP cycles in addition to future needs. Cost estimates are subject to revision.

ATTACHMENT A

~~2016 Memorandum of Understanding Between Inyo County, Mono County and Kern County~~
MOU Programming Summary - (\$ X 1,000) - BOLD - Programmed Italic - Not Yet Programmed

	FY	IIP	Inyo	Kern	Mono	Total	Status
(Kern) North Mojave 4-Lane			\$27,402	\$6,850	\$27,403	\$6,851	CONSTRUCTED
(Inyo) Olancha Cartago			\$11,420	\$11,420	\$2,855	\$2,855	IN DESIGN
Environmental	07/08	\$2,749	\$2,749	\$687	\$687	\$6,872	COMPLETED
Design	12/13	\$2,051	\$2,051	\$513	\$513	\$5,128	IN PROGRESS
Rights-of-Way	14/15	\$6,620	\$6,620	\$1,655	\$1,655	\$16,550	IN PROGRESS
Construction	Future						PROPOSED IN 2018 STIP
(Inyo) Olancha Cartago Archeological			\$2,000	\$2,000	\$500	\$500	NOT STARTED
Construction	18/19	\$2,000	\$2,000	\$500	\$500	\$5,000	NOT STARTED
(Mono) High Point			\$597	\$150	\$150	\$597	CONSTRUCTED
Environmental	02/03	\$541	\$135	\$135	\$541	\$1,352	COMPLETED
Design	07/08	\$56	\$15	\$15	\$56	\$142	COMPLETED
Since the remainder of this project was delivered in the state highway maintenance program (SHOPP) - (figures below) another project will be selected for Mono County at a future date, as reflected in the MOU.							
Design	11/12					\$1,770	COMPLETED
Rights-of-Way	11/12					\$288	COMPLETED
Construction	11/12					\$20,100	COMPLETED
(Kern) Inyokern			\$1,240	\$310	\$1,240	\$310	SHELVED
Environmental	02/03	\$1,240	\$310	\$1,240	\$310	\$3,100	COMPLETED
This project is currently shelved but still part of the MOU.							
(Kern) Freeman Gulch Env.			\$779	\$195	\$779	\$195	COMPLETED
Environmental	02/03	\$779	\$195	\$779	\$195	\$1,948	COMPLETED
This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below.							
(Kern) Freeman Gulch Seg. 1			\$5,520	\$24,866	\$5,520	\$8,982	IN CONSTRUCTION
Design	12/13	\$1,000	\$250	\$1,000	\$250	\$2,500	COMPLETED
Rights-of-Way	14/15	\$4,520	\$1,130	\$4,520	\$1,130	\$11,300	IN PROGRESS
Construction	16/17	\$0	\$23,486	\$0	\$7,602	\$31,088	IN PROGRESS
(Kern) Freeman Gulch Seg. 2			\$479	\$360	\$0	\$360	In Design
Design	15/16	\$479	\$360	\$0	\$360	\$1,199	IN PROGRESS
Rights-of-Way	Future						NOT STARTED
Construction	Future						NOT PROGRAMMED
(Kern) Freeman Gulch Seg. 3			\$0	\$0	\$0	\$0	NOT STARTED
Design	Future						NOT PROGRAMMED
Rights-of-Way	Future						NOT PROGRAMMED
Construction	Future						NOT PROGRAMMED
Total :			\$49,437	\$46,151	\$38,447	\$20,650	\$154,685
			IIP	INYO	KERN	MONO	COUNTY TOTAL
INYO			\$13,420	\$13,420	\$3,355	\$3,355	\$33,550
KERN			\$35,420	\$32,581	\$34,942	\$16,698	\$119,641
MONO			\$597	\$150	\$150	\$597	\$1,494
Total By Agency			\$49,437	\$46,151	\$38,447	\$20,650	\$154,685
AGENCY		OUTSIDE COUNTY		RECEIVED IN COUNTY		TOTAL EXPENDED BY COUNTY	
INYO		\$32,731		\$33,550		\$46,151	
KERN		\$3,505		\$119,641		\$38,447	
MONO		\$20,053		\$1,494		\$20,650	

Programming indicated above reflects both advanced phases from previous STIP cycles in addition to future needs. Cost estimates are subject to revision.

MOU Status (as of 2018 STIP)

MOU Programming Summary - (\$ X 1,000) - BOLD - Programmed Italic - Not Yet Programmed							
	FY	IIP	Inyo	Kern	Mono	Total	Status
(Kern) North Mojave 4-Lane		\$27,402	\$6,850	\$27,403	\$6,851	\$68,506	CONSTRUCTED
(Inyo) Olancha Cartago		\$67,607	\$41,487	\$13,793	\$15,043	\$137,930	IN DESIGN
Environmental	07/08	\$3,748	\$3,748	\$937	\$937	\$9,370	COMPLETED
Design	12/13	\$2,924	\$2,924	\$731	\$731	\$7,310	IN PROGRESS
Rights-of-Way	14/15	\$11,320	\$11,320	\$2,830	\$2,830	\$28,300	IN PROGRESS
Construction	21/22	\$49,615	\$23,495	\$9,295	\$10,545	\$92,950	PROGRAMMED - 2018 STIP
(Inyo) Olancha Cartago Archeological		\$2,000	\$2,000	\$500	\$500	\$5,000	NOT STARTED
Construction	18/19	\$2,000	\$2,000	\$500	\$500	\$5,000	NOT STARTED
(Mono) High Point		\$597	\$150	\$150	\$597	\$1,494	CONSTRUCTED
Environmental	02/03	\$541	\$135	\$135	\$541	\$1,352	COMPLETED
Design	07/08	\$56	\$15	\$15	\$56	\$142	COMPLETED
Since the remainder of this project was delivered in the state highway maintenance program (SHOPP) - (figures below) another project will be selected for Mono County at a future date, as reflected in the MOU.							
Design	11/12					\$1,770	COMPLETED
Rights-of-Way	11/12					\$288	COMPLETED
Construction	11/12					\$20,100	COMPLETED
(Kern) Inyokern		\$1,240	\$310	\$1,240	\$310	\$3,100	SHELVED
Environmental	02/03	\$1,240	\$310	\$1,240	\$310	\$3,100	COMPLETED
This project is currently shelved but still part of the MOU.							
(Kern) Freeman Gulch Env.		\$779	\$195	\$779	\$195	\$1,948	COMPLETED
Environmental	02/03	\$779	\$195	\$779	\$195	\$1,948	COMPLETED
This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below.							
(Kern) Freeman Gulch Seg. 1		\$5,520	\$24,866	\$5,520	\$8,982	\$44,888	IN CONSTRUCTION
Design	12/13	\$1,000	\$250	\$1,000	\$250	\$2,500	COMPLETED
Rights-of-Way	14/15	\$4,520	\$1,130	\$4,520	\$1,130	\$11,300	IN PROGRESS
Construction	16/17	\$0	\$23,486	\$0	\$7,602	\$31,088	IN PROGRESS
(Kern) Freeman Gulch Seg. 2		\$1,960	\$0	\$1,481	\$260	\$3,701	In Design
Design	18/19	\$ 1,960	\$ -	\$1,481	\$ 260	\$ 3,701	IN PROGRESS
Rights-of-Way	Future						NOT PROGRAMMED
Construction	Future						NOT PROGRAMMED
(Kern) Freeman Gulch Seg.3		\$0	\$0	\$0	\$0	\$0	NOT STARTED
Design	Future						NOT PROGRAMMED
Rights-of-Way	Future						NOT PROGRAMMED
Construction	Future						NOT PROGRAMMED
Total :		\$107,105	\$75,858	\$50,866	\$32,738	\$266,567	
		IIP	INYO	KERN	MONO		COUNTY TOTAL
INYO		\$ 69,607	\$ 43,487	\$ 14,293	\$ 15,543		\$ 142,930
KERN		\$ 36,901	\$ 32,221	\$ 36,423	\$ 16,598		\$ 122,143
MONO		\$ 597	\$ 150	\$ 150	\$ 597		\$ 1,494
Total By Agency		\$107,105	\$75,858	\$50,866	\$32,738		\$266,567
AGENCY		OUTSIDE COUNTY		RECEIVED IN COUNTY		TOTAL EXPENDED BY COUNTY	
INYO		\$	32,371	\$	142,930	\$	75,858
KERN		\$	14,443	\$	122,143	\$	50,866
MONO		\$	32,141	\$	1,494	\$	32,738

Programming indicated above reflects both advanced phases from previous STIP cycles in addition to future needs. Cost estimates are subject to revision.

ATTACHMENT A (DRAFT UPDATED FOR 2020 STIP)

2020 Memorandum of Understanding Between Inyo County, Mono County and Kern County

MOU Programming Summary - (\$ X 1,000) - BOLD - Programmed, <i>Italic</i> - Not Yet Programmed								
	FY	IIP	Inyo	Kern	Mono	Total	Status	
(Kern) North Mojave 4-Lane			\$27,402	\$6,850	\$27,403	\$6,851	\$68,506	CONSTRUCTED
(Inyo) Olancha Cartago			\$67,607	\$41,487	\$13,793	\$15,043	\$137,930	95% Design
Environmental	07/08	\$3,748	\$3,748	\$937	\$937	\$9,370	COMPLETED	
Design	12/13	\$2,924	\$2,924	\$731	\$731	\$7,310	IN PROGRESS	
Rights-of-Way	14/15	\$11,320	\$11,320	\$2,830	\$2,830	\$28,300	IN PROGRESS	
Construction	21/22	\$49,615	\$23,495	\$9,295	\$10,545	\$92,950	IN PROGRESS	
(Inyo) Olancha Cartago Archeological			\$2,000	\$2,000	\$500	\$500	\$5,000	IN PROGRESS
Construction	18/19	\$2,000	\$2,000	\$500	\$500	\$5,000	IN PROGRESS	
(Mono) High Point			\$597	\$150	\$150	\$597	\$1,494	CONSTRUCTED
Environmental	02/03	\$541	\$135	\$135	\$541	\$1,352	COMPLETED	
Design	07/08	\$56	\$15	\$15	\$56	\$142	COMPLETED	
Since the remainder of this project was delivered in the state highway maintenance program (SHOPP) - (figures below) another project will be selected for Mono County at a future date, as reflected in the MOU.								
Design	11/12					\$1,770	COMPLETED	
Rights-of-Way	11/12					\$288	COMPLETED	
Construction	11/12					\$20,100	COMPLETED	
(Kern) Inyokern			\$1,240	\$310	\$1,240	\$310	\$3,100	SHELVED
Environmental	02/03	\$1,240	\$310	\$1,240	\$310	\$3,100	COMPLETED	
This project is currently shelved but still part of the MOU.								
(Kern) Freeman Gulch Env.			\$779	\$195	\$779	\$195	\$1,948	COMPLETED
Environmental	02/03	\$779	\$195	\$779	\$195	\$1,948	COMPLETED	
This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below.								
(Kern) Freeman Gulch Seg. 1			\$5,520	\$24,866	\$5,520	\$8,982	\$44,888	COMPLETED
Design	12/13	\$1,000	\$250	\$1,000	\$250	\$2,500	COMPLETED	
Rights-of-Way	14/15	\$4,520	\$1,130	\$4,520	\$1,130	\$11,300	COMPLETED	
Construction	16/17	\$0	\$23,486	\$0	\$7,602	\$31,088	COMPLETED	
(Kern) Freeman Gulch Seg. 2			\$1,481	\$0	\$1,960	\$260	\$3,701	30% DESIGN
Design	18/19	\$ 1,481	\$ -	\$1,960	\$ 260	\$ 3,701	IN PROGRESS	
Rights-of-Way	<i>Future</i>						NOT PROGRAMMED	
Construction	<i>Future</i>						NOT PROGRAMMED	
(Kern) Freeman Gulch Seg.3			\$0	\$0	\$0	\$0	\$0	NOT STARTED
Design	<i>Future</i>						NOT PROGRAMMED	
Rights-of-Way	<i>Future</i>						NOT PROGRAMMED	
Construction	<i>Future</i>						NOT PROGRAMMED	
Total :			\$106,626	\$75,858	\$51,345	\$32,738	\$266,567	
			IIP	INYO	KERN	MONO		COUNTY TOTAL
	INYO		\$ 69,607	\$ 43,487	\$ 14,293	\$ 15,543		\$ 142,930
	KERN		\$ 36,422	\$ 32,221	\$ 36,902	\$ 16,598		\$ 122,143
	MONO		\$ 597	\$ 150	\$ 150	\$ 597		\$ 1,494
Total By Agency			\$106,626	\$75,858	\$51,345	\$32,738		\$266,567
AGENCY		OUTSIDE COUNTY		RECEIVED IN COUNTY		TOTAL EXPENDED BY COUNTY		
	INYO		\$ 32,371		\$ 142,930		\$ 75,858	
	KERN		\$ 14,443		\$ 122,143		\$ 51,345	
	MONO		\$ 32,141		\$ 1,494		\$ 32,738	

Programming indicated above reflects both advanced phases from previous STIP cycles in addition to future needs. Cost estimates are subject to revision.

ATTACHMENT A (DRAFT UPDATED FOR 2022 STIP)

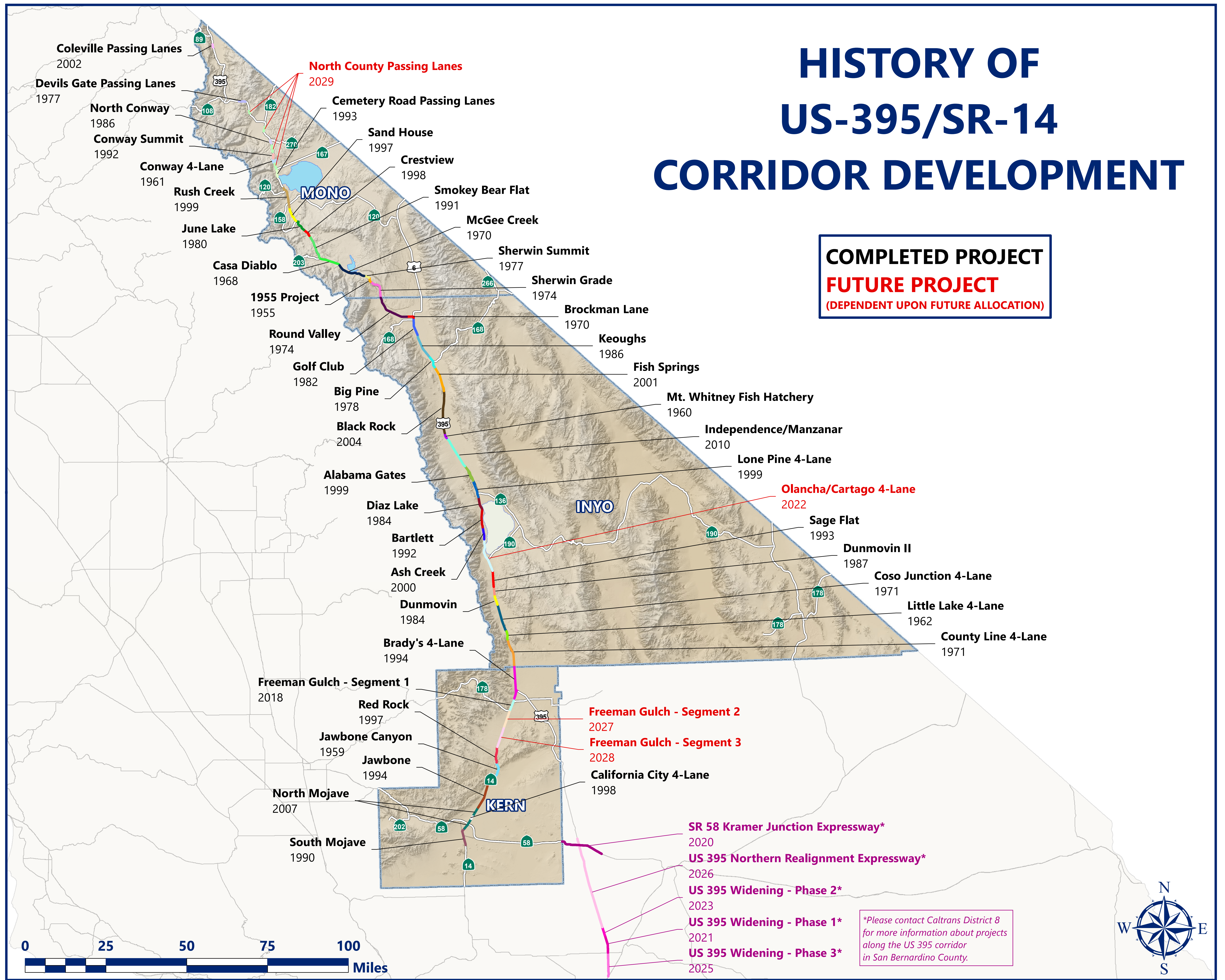
2022 Memorandum of Understanding Between Inyo County, Mono County and Kern County

MOU Programming Summary - (\$ X 1,000) - BOLD - Programmed, <i>Italic</i> - Not Yet Programmed								
	FY	IIP	Inyo	Kern	Mono	Total	Status	
(Kern) North Mojave 4-Lane			\$27,402	\$6,850	\$27,403	\$6,851	\$68,506	CONSTRUCTED
(Inyo) Olancha Cartago			\$67,607	\$41,487	\$13,793	\$15,043	\$137,930	IN PROGRESS
Environmental	07/08		\$3,748	\$3,748	\$937	\$937	\$9,370	COMPLETED
Design	12/13		\$2,924	\$2,924	\$731	\$731	\$7,310	COMPLETED
Rights-of-Way	14/15		\$11,320	\$11,320	\$2,830	\$2,830	\$28,300	IN PROGRESS
Construction	21/22		\$49,615	\$23,495	\$9,295	\$10,545	\$92,950	IN PROGRESS
(Inyo) Olancha Cartago Archeological			\$2,000	\$2,000	\$500	\$500	\$5,000	IN PROGRESS
Construction	18/19		\$2,000	\$2,000	\$500	\$500	\$5,000	IN PROGRESS
(Mono) High Point			\$597	\$150	\$150	\$597	\$1,494	CONSTRUCTED
Environmental	02/03		\$541	\$135	\$135	\$541	\$1,352	COMPLETED
Design	07/08		\$56	\$15	\$15	\$56	\$142	COMPLETED
Since the remainder of this project was delivered in the state highway maintenance program (SHOPP) - (figures below) another project will be selected for Mono County at a future date, as reflected in the MOU.								
Design	11/12					\$1,770	COMPLETED	
Rights-of-Way	11/12					\$288	COMPLETED	
Construction	11/12					\$20,100	COMPLETED	
(Kern) Inyokern			\$1,240	\$310	\$1,240	\$310	\$3,100	SHELVED
Environmental	02/03		\$1,240	\$310	\$1,240	\$310	\$3,100	COMPLETED
This project is currently shelved but still part of the MOU.								
(Kern) Freeman Gulch Env.			\$779	\$195	\$779	\$195	\$1,948	COMPLETED
Environmental	02/03		\$779	\$195	\$779	\$195	\$1,948	COMPLETED
This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below.								
(Kern) Freeman Gulch Seg. 1			\$5,520	\$24,866	\$5,520	\$8,982	\$44,888	COMPLETED
Design	12/13		\$1,000	\$250	\$1,000	\$250	\$2,500	COMPLETED
Rights-of-Way	14/15		\$4,520	\$1,130	\$4,520	\$1,130	\$11,300	COMPLETED
Construction	16/17		\$0	\$23,486	\$0	\$7,602	\$31,088	COMPLETED
(Kern) Freeman Gulch Seg. 2			\$1,481	\$0	\$1,960	\$260	\$3,701	30% DESIGN
Design	18/19	\$	1,481	\$ -	\$1,960	\$ 260	\$ 3,701	IN PROGRESS
Rights-of-Way	<i>Future</i>							NOT PROGRAMMED
Construction	<i>Future</i>							NOT PROGRAMMED
(Kern) Freeman Gulch Seg.3			\$0	\$0	\$0	\$0	\$0	NOT STARTED
Design	<i>Future</i>							NOT PROGRAMMED
Rights-of-Way	<i>Future</i>							NOT PROGRAMMED
Construction	<i>Future</i>							NOT PROGRAMMED
Total :			\$106,626	\$75,858	\$51,345	\$32,738	\$266,567	
		IIP	INYO	KERN	MONO		COUNTY TOTAL	
INYO		\$ 69,607	\$ 43,487	\$ 14,293	\$ 15,543		\$ 142,930	
KERN		\$ 36,422	\$ 32,221	\$ 36,902	\$ 16,598		\$ 122,143	
MONO		\$ 597	\$ 150	\$ 150	\$ 597		\$ 1,494	
Total By Agency		\$106,626	\$75,858	\$51,345	\$32,738		\$266,567	
AGENCY		OUTSIDE COUNTY		RECEIVED IN COUNTY		TOTAL EXPENDED BY COUNTY		
INYO		\$	32,371	\$	142,930	\$	75,858	
KERN		\$	14,443	\$	122,143	\$	51,345	
MONO		\$	32,141	\$	1,494	\$	32,738	

Programming indicated above reflects both advanced phases from previous STIP cycles in addition to future needs. Cost estimates are subject to revision.

HISTORY OF US-395/SR-14 CORRIDOR DEVELOPMENT

COMPLETED PROJECT
FUTURE PROJECT
(DEPENDENT UPON FUTURE ALLOCATION)



Coleville Passing Lanes 2002
Devils Gate Passing Lanes 1977
North Conway 1986
Conway Summit 1992
Conway 4-Lane 1961
Rush Creek 1999
June Lake 1980
Casa Diablo 1968
1955 Project 1955
Round Valley 1974
Golf Club 1982
Big Pine 1978
Black Rock 2004
Alabama Gates 1999
Diaz Lake 1984
Bartlett 1992
Ash Creek 2000
Dunmavin 1984
Brady's 4-Lane 1994
Freeman Gulch - Segment 1 2018
Red Rock 1997
Jawbone Canyon 1959
Jawbone 1994
North Mojave 2007
South Mojave 1990

North County Passing Lanes 2029
Cemetery Road Passing Lanes 1993
Sand House 1997
Crestview 1998
Smokey Bear Flat 1991
McGee Creek 1970
Sherwin Summit 1977
Sherwin Grade 1974
Brockman Lane 1970
Keoughs 1986
Fish Springs 2001
Mt. Whitney Fish Hatchery 1960
Independence/Manzanar 2010
Lone Pine 4-Lane 1999
Olancha/Cartago 4-Lane 2022
Sage Flat 1993
Dunmavin II 1987
Coso Junction 4-Lane 1971
Little Lake 4-Lane 1962
County Line 4-Lane 1971

Freeman Gulch - Segment 2 2027
Freeman Gulch - Segment 3 2028
California City 4-Lane 1998

SR 58 Kramer Junction Expressway* 2020
US 395 Northern Realignment Expressway* 2026
US 395 Widening - Phase 2* 2023
US 395 Widening - Phase 1* 2021
US 395 Widening - Phase 3* 2025

**Please contact Caltrans District 8 for more information about projects along the US 395 corridor in San Bernardino County.*

Mono County Local Transportation Commission

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

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

LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: December 13, 2021

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.

Projects Underway

PROJECT	DESIGN FEATURES	STATUS
Long Valley Streets Project (STIP – State-Only Funding)	This project will rehabilitate existing pavement on the following roads: Substation Road, Meadow View Drive, Lake Manor Place, Aspen Terrace, Delta Drive, Hilton Creek Drive, Hilton Creek Place, Crowley Lake Circle, Elderberry Lane, Placer Road (portion), Pearson Road (portion), Wildrose Drive, Sierra Springs Road, Sunny Slopes Road, Wheeler View Drive / Montana Road, Foothill Road, and the westerly portion of Mountain View Drive.	Contract awarded; construction to begin in spring 2022.
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.	Environmental and ROW phases complete. Engineering in progress. Allocation of construction funds permitted after March 1, 2022. Construction planned for 2022.
Mono County Right-Edgeline Project (HSIP)	Restore right-edgeline paint striping on the northerly portion of Lower Rock Creek Road, easterly portion of Benton Crossing Road, North Shore Dr, Topaz Lane, and Eastside Lane (south of Larson Lane).	Environmental and ROW phases complete. Engineering in progress. Allocation of construction funds permitted after March 1, 2022. Construction planned for 2022.
2022 Pavement Preservation Project (RMRA Funding)	Pavement preservation treatment on Upper Rock Creek Rd, Convict Lake Rd, Mt Morrison Rd, Aspen Springs Ranch Rd, Gregory Lane, Larkspur Ln, Shanna Cr, Camp Antelope Rd, Patricia Ln, and others.	Preliminary Engineering in progress. Construction planned for 2022.
June Lake Village Pedestrian Safety Project (RMRA Funding)	Apply traffic safety / calming measures within the June Lake Village to provide for pedestrian and traffic safety.	Engineering in progress. Installation of safety improvements planned for summer of 2022.

PROJECT	DESIGN FEATURES	STATUS
Crowley Lake Drive / McGee Creek Road Intersection Safety Improvements (RMRA Funding)	Safety improvements on Crowley Lake Drive near the McGee Creek Inn. Additional warning signs, paint markings, and double Stop Sign.	PS&E in progress by County engineering staff. Installation of safety improvements 2022.
County-Wide Crack Sealing and/or Centerline Paint Striping (RMRA Funding)	Road Department annual maintenance of County roads.	Crack sealing done this fall. On-going yearly.

Other Projects

PROJECT	DESIGN FEATURES	STATUS
Upper Rock Creek Road Drainage Repairs (RMRA Funding)	Repair damaged pavement due to roadside drainage issues. Install drainage corrective measures.	Preliminary engineering in progress by County engineering staff. Start of construction to be determined.
Benton Crossing Road Safety Assessment – Wild Willy’s Access Road Realignment (Joint Project with BLM)	Realignment of Wild Willy’s Hot Springs Access Road and construction of off-street dirt parking area.	Safety Assessment completed by Mono County. Coordinating with BLM for possible construction by Road Department and BLM.
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, Virginia Lakes Rd, and Gull Lake Rd.	Environmental and ROW phases complete. Engineering in progress. Allocation of construction funds permitted after March 1, 2022. Construction timeframe to be determined.

Mono County Local Transportation Commission

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commdev@mono.ca.gov

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www.monocounty.ca.gov

LTC Staff Report

December 13, 2021

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: Legislation of interest to Regional Transportation Planning Agencies (RTPAs)

RECOMMENDATION

Discuss and provide any desired direction to staff.

FISCAL IMPLICATIONS

TBD

ENVIRONMENTAL COMPLIANCE

NA

RTP / RTIP CONSISTENCY

NA

DISCUSSION / LEGISLATION TRACKED

Staff receives information about various pieces of legislation from Rural Counties Task Force (RCTF), and Regional Transportation Planning Agency Group (RTPA).

Bill	Summary	Signed
Bipartisan Infrastructure Law / Infrastructure Investment & Jobs Act	Around \$550 B in new Federal infrastructure investment, including— <ul style="list-style-type: none"> ○ Largest federal investment in public transit ever ○ Largest federal investment in passenger rail since the creation of Amtrak ○ Largest dedicated bridge investment since the construction of the Interstate System ○ Largest investment in clean drinking water & wastewater infrastructure in U.S. history ○ Largest investment in clean energy transmission & electric vehicle infrastructure in history ○ Ensuring every American has access to reliable high-speed internet 	Sign by President



Gavin Newsom
Governor

915 Capitol Mall, Suite 350B
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

David S. Kim
Secretary

The *Infrastructure Investment and Jobs Act of 2021* (IIJA, P.L. 117-58) is a federal bill that addresses provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the U.S. Department of Transportation (U.S. DOT). The bill was approved by the 117th Congress (Senate passage on August 10, 2021 and House passage on November 5, 2021). On Monday November 15, 2021, President Biden signed IIJA into law.

The bill includes \$1.2 trillion in investments over five years, from Federal Fiscal Year (FFY) 2022 through FY 2026, including \$550 billion in new spending on transportation, water and power infrastructure, and pollution cleanup, in addition to regular annual spending on infrastructure projects. This memo focuses on major IIJA transportation formula (apportionment) and discretionary (competitive) funding programs, particularly in areas where California actively sought to shape the bill through engagement with Congress (climate action, equity, freight/goods movement, rail/transit, etc.). Under IIJA, California is estimated to receive the following guaranteed formula transportation funding:

- \$25.3 billion for federal-aid highway apportioned programs over five years (compared to approximately \$19.4 billion under the Fixing America's Surface Transportation Act (FAST Act), the last five-year authorization of federal-aid highway programs);
- \$4.2 billion over five years from a new bridge program;
- \$384 million over five years from a new program to support the expansion of an electric vehicle (EV) charging network; and
- \$9.45 billion over five years to improve public transportation options across the state (compared to approximately \$8.1 billion under the FAST Act, the last five-year authorization of federal-aid highway programs).

It should be noted that in the past, California - through the California Department of Transportation (Caltrans) - traditionally reached an agreement with local transportation agencies to divide federal-aid highway funding apportioned to California at 60 percent to be controlled by the state and 40 percent by local agencies.

IIJA also creates new transportation discretionary grant programs and increases funding for existing discretionary grant programs between FY 2022 and FY 2026 including:

November 19, 2021

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- Existing: Local and Regional Project Assistance (formerly RAISE/BUILD/TIGER) funded at \$7.5 billion over five years (\$15 billion total including authorized funding);
- Existing: INFRA funded at \$8 billion over five years (\$14 billion total including authorized funding);
- Existing: Federal Railroad Administration's (FRA) CRISI program funded at \$5 billion over five years;
- Existing: Federal-State Partnership for Intercity Passenger Rail funded at \$36 billion over five years;
- Existing: Federal Transit Administration (FTA) Low-No Emission Vehicle Program funded at \$5.6 billion over five years;
- New: Bridge Investment Program (in addition to bridge formula program) funded at \$12.5 billion over five years;
- New: National Infrastructure Project Assistance (for megaprojects) funded at \$5 billion over five years (\$15 billion total including authorized funding);
- New: Safe Streets and Roads for All funded at \$5 billion over five years (\$6 billion total including authorized funding);
- New: Railroad Crossing Elimination Program at \$3 billion over five years;
- New: Culvert removal, replacement, and restoration funded at \$1 billion over five years; and
- New: Strengthening Mobility and Revolutionizing Transportation Grant Program funded at \$500 million over five years.
- New: Reconnecting Communities Pilot Program at \$1 billion over five years.
- New: Charging and Fueling Infrastructure Discretionary Grants at \$2.5 billion over five years.

IIJA also provides five years of National Network funding to Amtrak, totaling \$16 billion, which can be used to upgrade California Amtrak stations and related facilities to full Americans with Disabilities Act (ADA) compliance, rehabilitate and replace old Amtrak-owned fleet and conduct corridor development activities. More detail is below.

Finally, IIJA guarantees \$8 billion, and authorizes \$15 billion more in future appropriations for FTA Capital Investment Grants.

I. Federal Highway Administration (FHWA) Core Apportionment Programs and Bridge Funding

● National Highway Performance Program (NHPP, Section 11105)

IIJA provides \$148 billion nationally for the NHPP between FFY 2022 and FFY 2026, of which California is estimated to receive approximately \$12.8 billion during that period. Under IIJA, California's NHPP funding will increase by almost \$400 million annually between FFY 2021 and FFY 2022 and by approximately \$600 million annually by FFY 2026.

California IIJA NHPP Apportionment (in \$ millions)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
2,065	2,459	2,509	2,559	2,610	2,662

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward performance targets established in a State's asset management plan for the NHS. IIJA augments the purpose of the NHPP to include a focus on measures that increase resiliency to the impacts of sea level rise, extreme weather events, flooding, and other natural disasters. It expands eligibility to use NHPP funds for resiliency, cybersecurity, and undergrounding utility infrastructure. It also allows a state to use up to 15 percent of its NHPP funding for protective features on a federal-aid highway or bridge that is off the NHS if the protective feature is designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters.

- **Surface Transportation Block Grant Program (STBG, Section 11109)**

IIJA also provides \$72 billion nationally for the STBG program between FFY 2022 and FFY 2026, of which California is estimated to receive approximately \$6.3 billion during that period. Under IIJA, California's STBG funding will increase by approximately \$150 million annually between FFY 2021 and FFY 2022 and by approximately \$250 million annually by FFY 2026.

California IIJA STBG Apportionment (in \$ millions)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
1,041	1,196	1,220	1,245	1,269	1,295

The STBG program provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

IIJA increases the amount of funding set-aside within the STBG Program for the Transportation Alternatives Program (TAP), increases the minimum percentage of TAP funding that is sub-allocated on the basis of population to 59 percent, and provides a process by which states may opt to increase that percentage to as high as 100 percent. It also allows a state to elect to use up to 5 percent of TAP funds on technical and application assistance and administration, and adds eligibilities for smaller communities to apply for TAP funding.

IIJA also adds new eligibilities to STBG including construction of wildlife crossing structures, electric vehicle charging infrastructure and vehicle-to-grid infrastructure, installation and deployment of intelligent transportation technologies, projects that facilitate intermodal connections between emerging transportation technologies,

resilience features, cybersecurity protections, and rural barge landings, docks, and waterfront infrastructure projects, and the construction of certain privately-owned ferry boats and terminals.

Additionally, IIJA increases the off-system bridge set-aside and allows low water crossing replacement projects to be eligible for use under this set-aside, and creates a new set-aside for projects in rural areas.

Note: Increased STBG flexibility provides more options for the state to achieve CAPTI and active transportation goals.

● **Bridge Replacement, Rehabilitation, Preservation, Protection and Construction Program (Division J – Appropriations Title VIII)**

IIJA creates a new \$27 billion needs-based apportionment / formula *Bridge Replacement, Rehabilitation, Preservation, Protection and Construction Program*. **California is estimated to receive approximately \$4.2 billion between FFY 2022 and FFY 2026 in guaranteed bridge funding from this new apportionment formula program.** Additionally, IIJA allows 15 percent of these funds to be used for bridges off the NHS (“off-system bridges”).

Note: Increased flexibility and funding for NHPP, STBG and the new bridge formula program should enable Caltrans to meet its goal of increasing funding for the California local Highway Bridge Program from approximately \$300 million to \$600 million annually.

● **Bridge Investment Program (Section 11118)**

IIJA also creates a new competitive Bridge Investment Program funded at \$12.5 billion over five years to assist state, local, federal and tribal entities in rehabilitating or replacing bridges, including culverts, and eligibility for large projects and bundling of smaller bridges. Under this program, at least 50 percent of program funds, in the aggregate from FFY 2022 through FFY 2026, must be used for large projects, and a total of \$100 million over five years would be set-aside for tribal bridge projects.

Note: This program also allows grants for federal agencies to divest federally-owned bridges such as the Bureau of Reclamation’s Pit River Bridge that carries Interstate 5 over Shasta Lake in Shasta County, California.

II. Freight/Goods Movement

● **National Highway Freight Program (NHFP, Section 11114)**

IIJA provides \$7.15 billion nationally for the *National Highway Freight Program (NHFP, Section 11114)* guaranteed apportionment between FFY 2022 and FFY 2026, of which California is estimated to receive approximately \$662 million.

California IIJA NHFP Apportionment (in \$ millions; 30 percent multimodal in parenthesis)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
137	127.2 (38)	129.8 (39)	132.4 (40)	135.1 (41)	137.8 (41)

NHFP exists to support projects that will improve efficient movement of freight on the National Highway Freight Network (NHFN). IIJA increases the maximum number of highway miles a state may designate as critical rural freight corridors from 150 to 300 miles, and as critical urban freight corridors from 75 to 150 miles.

It also increases the percent of program funds that may be used for eligible multimodal projects from a 10 percent cap to a 30 percent cap, and adds lock, dam, and marine highway projects as eligible if the projects are functionally connected to the NHFN and are likely to reduce on-road mobile source emissions.

Note: To address supply chain challenges, California could take steps to ensure the maximum NHFP annually apportioned dollar amount (approximately \$40 million a year) is actually allocated to multimodal freight projects.

● **Nationally Significant Freight and Highway Projects (INFRA, Section 11110)**

IIJA provides \$8 billion over five years (averaging \$1.6 billion a year) for the INFRA competitive grant program for freight projects (\$14 billion total including authorized funding). IIJA makes some noteworthy amendments to the INFRA program, including raising the cap on eligible multimodal projects to 30 percent of the amounts made available annually for grants. It also sets aside \$150 million annually for a pilot program that prioritizes applications offering the greatest non-federal share of project costs.

Note: To address supply chain challenges, California may consider pledging a large non-federal match to a program of multimodal projects to maximize their competitiveness and take advantage of these new IIJA amendments to INFRA.

This section also adds the enhancement of freight resilience to natural hazards or disasters such as high winds, heavy snowfall, flooding, rockslides, mudslides, wildfire, or steep grades as an additional consideration by the U.S. DOT when making NSFHP grants. The section adds wildlife crossings, surface transportation improvements functionally connected to an international border crossing, and marine highway projects functionally connected to the NHFN as eligible projects. In addition, 10 percent of the funds for the NSFHP are set aside annually for multistate corridor organizations.

● **National Infrastructure Project Assistance Program (Section 21201)**

IIJA creates a new *National Infrastructure Project Assistance Program* (for megaprojects) competitive grant program. This new program provides \$5 billion for single- or multi-year grants to projects generating national or regional economic,

mobility, or safety benefits (\$15 billion total including authorized funding). Eligible projects include highway or bridge projects, freight intermodal or freight rail projects, railway-highway grade separation or elimination projects, intercity passenger rail projects, and certain public transportation projects. Fifty percent of funding in this program is set aside for projects with a cost between \$100 million and \$500 million.

Note: A program of interrelated projects, such as portions of the California Supply Chain Resilience Emerging Projects Agreement program of projects, could be an attractive candidate for this program.

● **Local and Regional Project Assistance (Section 21202)**

IIJA authorizes the *Rebuilding American Infrastructure with Sustainability and Equity* program (RAISE – formerly known as “TIGER” and “BUILD” grants) as a new Local and Regional Project Assistance program that emphasizes safety, sustainability and equity criteria funded at \$7.5 billion (\$1.5 billion annually) between FFY 2022 – FFY 2026 (\$15 billion total including authorized funding). IIJA effectively doubles current funding levels for the RAISE program. Eligible projects include highway or bridge projects, passenger or freight rail projects, port infrastructure projects, and surface transportation components of airport projects, among other surface transportation projects. IIJA limits the size of each grant to \$25 million and provides an equal split between rural and urban areas.

● **Port Infrastructure Development Program (Division J – Appropriations Title VIII)**

IIJA includes \$2.25 billion over five years, or \$450 million annually, for the Port Infrastructure Development Program (PIDP). The program provides grants to improve facilities, operations, and intermodal connections near or within seaports, inland ports, and Great Lakes ports. The PIDP program has been subject to the annual appropriations process and most recently received \$230 million in the FFY 2021 appropriations act. The program remains separate from surface transportation authorizations within IIJA, funded through multi-year direct appropriations from the General Fund at significantly increased levels to enhance maritime and intermodal transportation infrastructure.

Note: The Biden-Harris Administration’s Action Plan for America’s Ports and Waterways calls for the Maritime Administration (MARAD) to open competition for PIDP (\$450 million) and the Marine Highways Program (\$25 million) by February 2022; to support supply chain resilience, CalSTA/Caltrans should lead a call for projects and provide support letters to California projects.

Note: Section 110013 of the Build Back Better Act (H.R. 5376) federal budget reconciliation now pending in Congress includes \$600 million (available through FFY 2026) for port infrastructure and supply chain resilience grants through MARAD.

- **Reduction of Truck Emissions at Port Facilities (Section 11402)**

IIJA establishes a \$400 million program to reduce idling and emissions at port facilities. IIJA requires the U.S. DOT to study how ports would benefit from electrification and to study emerging technologies that reduce emissions from idling trucks. It also requires the U.S. DOT to coordinate and fund projects through competitive grants that reduce port-related emissions from idling trucks.

- **Office of Multimodal Freight and Infrastructure Policy (Section 21101)**

IIJA creates a new Office of Multimodal Freight and Infrastructure Policy at the U.S. DOT. The creation of this new office will elevate and focus national attention on supply chain and goods movement issues that are critical to California's and the nation's economy.

- **Freight planning and research**

As guided by the new Freight Office, IIJA calls for changes to State Freight Advisory Committees, Multi-State Freight Corridor Planning, the National Multimodal Freight Network, and the National Freight Strategic Plan to align overarching priorities, improve public and private industry collaboration, and consider emerging opportunities and challenges. IIJA also reinstates the National Cooperative Freight Transportation Research Program to study issues related to freight efficiency and resiliency, future freight trends, and workforce considerations.

III. Rail

- **National Network Grants to Amtrak (Section 22101)**

IIJA provides five years of National Network funding to Amtrak, totaling \$16 billion, which can be used to upgrade California Amtrak stations and related facilities to full Americans with Disabilities Act (ADA) compliance, rehabilitate and replace old Amtrak-owned fleet and facilities, and conduct corridor development activities.

Amtrak has conducted a thorough evaluation of stations that could be eligible for such ADA upgrades, and they span the state. A small portion of the equipment used in California is Amtrak owned and old enough to be replaced. Nearly all of the long-distance route equipment used in California is on Amtrak's near-term replacement list. While Amtrak owns relatively few facilities in California, investments may be seen in Oakland and Los Angeles. Finally, Amtrak has a strong desire to conduct corridor development, starting with the Los Angeles-Phoenix-Tucson route. It has recently begun to support efforts by Caltrans, Riverside County Transportation Commission and the LOSSAN Rail Corridor Agency to advance service extension into the Coachella Valley as a supporting project to the broader goal of increasing rail service between California and Arizona.

● **Federal-State Partnership for Intercity Passenger Rail grants (Section 22307)**

IIJA provides \$36 billion over five years (\$7.2 billion annually) for the Federal-State Partnership for Intercity Passenger Rail competitive grants.

IIJA would reform the Federal-State Partnership grant program by broadening project eligibility beyond Amtrak- and state-owned assets and to allow expansion of or construction on new intercity passenger rail routes, in addition to capital projects that address state-of-good repair. The program requires:

- At least 45 percent of the funds (\$16.2 billion of total) to go to projects located on the Northeast Corridor, and
- At least 45 percent of the funds (\$16.2 billion of total) to be for projects not located on the Northeast Corridor, of which not less than 20 percent (\$3.24 billion of total) shall be for projects that benefit (in whole or in part) an Amtrak National Network long-distance route.

Note: Section 110006 of the Build Back Better Act (H.R. 5376) federal budget reconciliation now pending in Congress includes \$10 billion (available through FFY 2026) for Passenger Rail Improvement, Modernization, and Emissions (PRIME) reduction grants for high-speed rail projects (160 miles per hour or faster on a shared use right-of-way; or 186 miles per hour or faster on a dedicated right-of-way).

● **Consolidated Rail Infrastructure and Safety Improvement Program (CRISI, Section 22303)**

IIJA provides \$5 billion to the Federal Railroad Administration's (FRA) CRISI competitive grant program for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. IIJA would expand CRISI's eligibility to tribes and short line associations and clarifies eligibility for projects that prevent trespassing, fund innovative rail technologies, and improve hazardous material response plans.

● **Railway-Highway Crossings (Section 11108) and Railroad Crossing Elimination Program (Section 22305)**

IIJA provides \$1.2 billion nationally for the FHWA Railway-Highway Crossings program (a.k.a., Section 130 program) over five years (FFY 2022 – FFY 2026); California is estimated to receive \$83.6 million over five years. IIJA amends the Section 130 program to increase the federal share for projects funded under the program from 90 percent to 100 percent.

California IIJA Railway-Highway Crossings Apportionment (in \$ millions)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
16.7	16.6	16.6	16.6	16.6	16.6

IIJA also creates a new \$3 billion five year (\$600 million annually) competitive *Railroad Crossing Elimination* competitive grant program whereby U.S. DOT will award grants for projects that make improvements to highway and pathway rail crossings, such as eliminating highway-rail at-grade crossings that are frequently blocked by trains, adding gates or signals, relocating track, or installing a bridge. The program would improve the safety of communities and the mobility of people and goods. At least 20 percent of grant funds are reserved for projects located in rural areas or on tribal lands.

Note: A program of interrelated projects, such as portions of the California Supply Chain Resilience Emerging Projects Agreement program of projects, could be an attractive candidate for this program.

IV. Safety

- **Highway Safety Improvement Program (HSIP, Section 11111)**

IIJA provides \$15.6 billion nationally between FFY 2022 and FFY 2026, of which California is estimated to receive approximately \$1.37 billion during that period. Under IIJA, California's HSIP funding will increase by approximately \$50 million annually between FFY 2021 and FFY 2022 and by approximately \$75 million annually by FFY 2026.

California IIJA HSIP Apportionment (in \$ millions)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
209.2	262.3	267.9	273.6	279.4	285.3

Additionally, IIJA restores flexibility to fund certain non-infrastructure activities and behavioral safety projects, such as educational campaigns about traffic safety and enforcement activities, and allows a state to spend up to 10 percent of its HSIP funding on such projects.

The IIJA HSIP authorization includes leading pedestrian intervals, construction or installation of features, measures, and road designs to calm traffic and reduce vehicle speeds, installation or upgrades of traffic control devices for pedestrians and bicyclists, roadway improvements that provide separation between pedestrians and motor vehicles or between bicyclists and motor vehicles, and a pedestrian security feature designed to slow or stop a motor vehicle as an eligible highway safety improvement project.

Amendments to the IIJA HSIP program define a "safe system approach" and "vulnerable road user" and requires that when total annual fatalities of vulnerable road users in a state represents not less than 15 percent of the total annual crash fatalities in

the state, that state shall be required to obligate not less than 15 percent of its HSIP funds for the following fiscal year for projects to address the safety of vulnerable road users. IIJA also directs the U.S. DOT to update the study on high-risk rural roads.

- **Safe Streets and Roads for All Grant Program (Section 24112)**

IIJA creates a new *Safe Streets for All* program funded at \$5 billion between FFY 2022 and FFY 2026 (\$1 billion annual average; \$6 billion total including authorized funding). This program will provide competitive grants for metropolitan planning organizations (MPOs), local governments, and tribal governments to develop and carry out comprehensive safety plans to prevent death and injury on roads and streets, commonly known as “Vision Zero” or “Toward Zero Deaths” initiatives.

Note: It does not appear that state departments of transportations are eligible to apply for these competitive grants, but Caltrans may need to coordinate with local governments or provide technical assistance to tribal governments.

NHTSA Funding Authorization and Changes to NHTSA Grant Programs

IIJA authorizes continued funding of NHTSA highway safety grant programs and makes various changes to specific grant programs, including eligibility criteria and allowable uses, many of which will take effect with the FFY 2024 Highway Safety Plan. These changes include:

- **Section 402 - State and Community Highway Safety Grant Program (Section 24102)**

IIJA will allow Section 402 funds to be used for programs to address driver misuse of new technology, pediatric vehicular hyperthermia education, prevent move over crashes, address unsecured vehicle loads, and increase recall awareness. States with legalized marijuana are also directed to take into consideration implementing programs to address marijuana-impaired driving.

The annual Highway Safety Plan (HSP) will be changed to a triennial HSP, beginning for FFY 2024. Triennial HSPs will be due July 1 every three years. In addition, states must produce an Annual Grant Application that includes any updates of analysis in the triennial plan, identification of projects and subrecipients to be funded, and application for any additional grants. States must continue to submit an Annual Report 120 days after the end of each Federal Fiscal Year that has a performance report.

- **Section 405 - National Priority Safety Program Grants (Sections 24105 and 4106)**

IIJA adjusts Section 405 allocations between national priority safety programs (occupant protection, traffic records, impaired driving, distracted driving, motorcyclist safety, nonmotorized safety, preventing roadside deaths (new), and driver and officer traffic stop safety education (new)). It also eliminates funding for graduated driver licensing programs.

● **Section 1906 - Racial Profiling Prohibition Grants (Section 25024)**

IIJA amends allowable uses of 1906 grant program funds to include implementing programs, public outreach, and training to reduce the impact of racial profiling in traffic enforcement. Annual funding is increased from \$7.5 million to \$11.5 million per year.

● **New USDOT Grant Program for Crash Data (Section 24108)**

IIJA directs NHTSA to revise federal crash reporting databases to distinguish “personal conveyance devices”, to add data elements on vulnerable road users, coordinate with the CDC on pedestrian injury health data linkage, and coordinate with states on related Model Minimum Uniform Crash Criteria (MMUCC) updates. A new competitive grant program will be available for states for data system modernization and electronic data transfer capability to NHTSA. States are eligible if they submit an e-data transfer plan; funds may be used for database updates, electronic crash reporting, and MMUCC updates.

● **Section 403 (Section 24103)**

Among other changes in this section, IIJA directs NHTSA to evaluate the effectiveness of innovative behavioral traffic safety countermeasures, other than enforcement, that are considered promising or likely to be effective in order to further enrich the “Countermeasures That Work” publication.

● **Vehicle Safety (Subtitle B)**

IIJA directs various actions by NHTSA, the Government Accountability Office (GAO), or Original Equipment Manufacturers (OEMs) related to vehicle safety, recall campaigns, and research, including:

- Advanced Impaired-Driving Technology (Section 24220): Requires the development of a new Federal Motor Vehicle Safety Standards (FMVSS) to require all new passenger motor vehicles be equipped with advanced drunk and impaired driving prevention technology that can passively monitor and accurately detect that a driver is impaired.
- Child Safety (Section 24222): Directs development of a final rule to require passenger vehicle be equipped with rear passenger awareness technologies to alert the operator to check rear-designated seating positions after the vehicle engine or motor is deactivated by the operator.

V. Climate Action and Resilience

- **Carbon Pollution Reduction Program (Section 11403)**

IJA creates a new *Carbon Pollution Reduction Program* that provides a five-year \$6.42 billion national apportionment to the states to fund projects that reduce transportation emissions. California is estimated to receive approximately \$555.3 million from this program (about \$110 million annually).

California IJA Carbon Reduction Program Apportionment (in \$ millions)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
N/A	106.7	108.8	111.0	113.2	115.5

Projects eligible for *Carbon Pollution Reduction* program funding include projects to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems, a public transportation project that is eligible for assistance under Section 142 (Public Transportation), the construction, planning, and design of on-road and off-road trail facilities for pedestrians and bicyclists, a project for advanced transportation and congestion management technologies, a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, a project to replace street lighting and traffic control devices with energy-efficient alternatives, the development of a carbon reduction strategy, and retrofitting of DSRC technology under certain conditions.

- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT, Section 11405)**

IJA creates a new *Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation* (PROTECT) competitive and formula grant program that provides a five-year \$7.3 billion national apportionment to help states improve the resiliency of transportation infrastructure. California is estimated to receive approximately \$631 million from this program over five years.

IJA also includes a PROTECT competitive grant program that provides \$1.4 billion over five years.

California IJA PROTECT Apportionment (in \$ millions)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
N/A	121.3	123.8	126.2	128.8	131.3

- **Congestion Mitigation and Air Quality Improvement (CMAQ, Section 11115)**

IJA provides a five-year \$13.2 billion national apportionment for CMAQ; California is estimated to receive \$2.63 billion over five years. Under IJA, California's CMAQ funding

will increase by approximately \$10 million annually between FFY 2021 and FFY 2022 and by approximately \$50 million annually by FFY 2026.

California IIJA CMAQ Apportionment (in \$ millions)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
494.5	505.7	515.8	526.1	536.6	547.3

The CMAQ program supports surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief. IIJA adds flexibility to the CMAQ program by allowing states to spend up to 10 percent of CMAQ funds on certain lock and dam modernization or rehabilitation projects and certain marine highway corridor, connector, or crossings projects if such projects are functionally connected to the federal-aid highway system and are likely to contribute to the attainment or maintenance of a national ambient air quality standard. This section also clarifies when eligible transit operating costs are not subject to a time limitation or phase-out requirement. It also adds eligibility for shared micromobility, including bike share and shared scooter systems, as well as for the purchase of medium- or heavy-duty zero-emission vehicles and related charging equipment.

● **Congestion Relief Program (Section 11404)**

IIJA establishes a \$250 million congestion relief program to provide competitive grants (\$50 million annually) to states, local governments, and MPOs, for projects in large urbanized areas to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas.

The goals of the congestion relief program are to reduce highway congestion, economic and environmental costs related to congestion, and to optimize existing highway capacity and usage of transit systems that provide alternatives to highways. To achieve these goals, the program allows states and MPOs to compete for grants for eligible projects within urbanized areas containing populations of more than 1 million people. Grant awards shall be not less than \$10 million.

Eligible projects consist of planning, design, implementation, and construction activities to achieve program goals, including the deployment and operation of mobility services, integrated congestion management systems, and systems that implement or enforce high-occupancy vehicle toll lanes, cordon pricing, parking pricing, or congestion pricing. Incentive programs that encourage travelers to carpool or use non-highway travel modes are also included. When selecting grants, the U.S. DOT shall give priority to eligible projects located in urbanized areas that are experiencing high degrees of recurrent congestion. The federal cost-share shall not exceed 80 percent of the total cost of a project.

In addition, the congestion relief program permits the U.S. DOT to allow the use of tolls on the Interstate System as part of a project carried out with a program grant, subject to

certain requirements. The U.S. DOT may not approve the use of tolls on the Interstate System under the program in more than 10 urbanized areas.

Subsection (b) of Section 11404 amends Section 129(a) of Title 23 to require toll facilities on the Interstate System constructed or converted after the date of enactment to allow high-occupancy vehicles, transit, and paratransit vehicles to use the facility at a discounted rate or without charge unless the public authority determines that the number of such discounted vehicles would reduce the travel time reliability of the facility.

- **National Culvert Removal, Replacement, and Restoration Grant Program (Section 21203)**

IIJA provides \$1 billion over five years (\$200 million annually) for a National Culvert Removal, Replacement, and Restoration Program to provide grants to states, local governments, and tribes to address anadromous fish passage as well as provide funding for certain freshwater impacts to marine fish and shellfish species.

- **Strengthening Mobility and Revolutionizing Transportation Grant Program (Section 25005)**

IIJA establishes a new \$500 million five-year (\$100 million annually) competitive grant program for city or community demonstration projects that incorporate innovative transportation technologies or uses of data, including coordinated automation, connected vehicles, and intelligent sensor-based infrastructure. The Secretary is directed to consider geographic diversity and select projects across rural, midsized, and large communities.

Note: Section 110002 of the Build Back Better Act (H.R. 5376) federal budget reconciliation now pending in Congress includes \$4 billion (available through FFY 2026) for Community Climate Incentive Grants.

VI. Zero-Emission Vehicle (ZEV) Charging Infrastructure

- **National Electric Vehicle Formula Program (Division J – Appropriations Title VIII)**

IIJA creates a new “National Electric Vehicle Formula Program” that provides a \$5 billion apportionment for FFY 2022 through FFY2026 to states for strategic deployment of electric vehicle charging infrastructure; California is estimated to receive \$383.7 million in guaranteed apportionment funding from this program over five years. Key features of this new program:

- Eligible activities include strategically deploying electric vehicle charging infrastructure and establishing an interconnected network to facilitate data collection, access, and reliability.

- Can be used for contractor, which can cover 20 percent non-federal share.
- Federal share at 80 percent.
- Only for publicly accessible charging stations.
- Must be used on a designated alternative fuel corridor; if fuel corridor is built out, can be used on any public road or publicly-accessible parking facilities.
- State department of transportation plans required on use of funding for each FFY 2022 to FFY 2026. If actions are not taken, funds could be reallocated to localities and other states.
- \$300 million for establishment of Joint Office of Energy and Transportation at U.S. DOT and U.S. Department of Energy.
- 10 percent set-aside for "additional assistance" on deployment.

● **Grants for Charging and Fueling Infrastructure (Section 11401)**

IIJA directs the U.S. Secretary of Transportation to establish a \$2.5 billion five-year competitive grant program (FFY 2022 - \$300 million, FFY 2023 - \$400 million, FFY 2024 - \$500 million, FFY 2025 - \$600 million, FFY 2026 - \$700 million) for alternative fuel corridors, as well as a set-aside grant program for community grants. These programs are designed to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors or in certain other locations that will be accessible to all drivers of electric vehicles, hydrogen vehicles, propane vehicles, and natural gas vehicles. Eligible entities include a state or political subdivision of a state, a MPO, a unit of local government, a special purpose district or public authority with a transportation function, including a port authority, tribe, and a territory of the United States.

VII. Road Charge

California has conducted the nation's largest VMT road charge pilot to date, which included 5,000 participating vehicles traveling more than 37 million miles. CalSTA/Caltrans and the California Transportation Commission (CTC) urged Congress to continue providing funding to states willing to research or pilot innovative transportation user-based revenue mechanisms.

● **Strategic Innovation for Revenue Collection (Section 13001)**

IIJA reauthorizes and renames the *Surface Transportation System Funding Alternatives Program* at \$15 million annually between FFY 2022 and FFY 2026, to continue the program to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund, through pilot projects at the state, local, and regional level.

The section expands eligible applicants from state departments of transportation to include a local government or a group of local governments, an MPO, and a group of MPOs. The section also increases the federal-share for the program to 80 percent of the

total cost of a project carried out by an eligible entity that has not otherwise received a grant under this section, and 70 percent of the total cost of a project carried out by an eligible entity that has received at least one grant previously.

● **National Motor Vehicle Per-Mile User Fee Pilot (Section 13002)**

IIJA directs the U.S. Secretary of Transportation, in coordination with the Secretary of the Treasury, to establish a pilot program to demonstrate a national motor vehicle per-mile user fee. In carrying out the pilot program, the Secretary, in coordination with the Secretary of the Treasury, shall provide different methods that volunteer participants can choose from to track motor vehicle miles traveled, solicit volunteer participants from all 50 states, the District of Columbia, and Puerto Rico, ensure an equitable geographic distribution by population among volunteer participants, and include commercial vehicles and passenger motor vehicles. For the purposes of the pilot program, the Secretary of the Treasury shall establish, on an annual basis, per-mile user fees for passenger motor vehicles, light trucks, and medium- and heavy-duty trucks, the amount for which may vary between vehicle types and weight classes to reflect estimated impacts on infrastructure, safety, congestion, the environment, or other related social impacts.

IIJA also establishes a Federal System Funding Alternative Advisory Board to assist with providing the Secretary with recommendations related to the structure, scope, and methodology for developing and implementing the pilot program, carrying out the public awareness campaign, and developing a report.

VIII. Project Delivery – NEPA Assignment (Sections 11313 and 11314)

Caltrans has performed federal responsibilities for environmental decisions and approvals under the National Environmental Policy Act (NEPA) for highway projects in California funded by the FHWA. Through “NEPA Assignment,” Caltrans has been able to cut the regulatory burden on thousands of road projects, achieving time savings of months and years in reviewing and approving environmental documents.

IIJA (Sections 11313 and 11314) include provisions that extend the statutory term of years for NEPA Assignment agreements, including for categorical exclusions. This provision will help California deliver transportation projects more efficiently.

IX. Equity / Reconnecting Communities (Section 11509)

IIJA establishes a community connectivity pilot program through which eligible entities may apply for planning funds to study the feasibility and impacts of removing, retrofitting, or mitigating existing transportation facilities that create barriers to mobility, access, or economic development, and for construction funds to carry out a project to remove, retrofit or mitigate an eligible facility and, if appropriate, replace it with a new facility. An eligible facility includes a limited access highway, viaduct, or any other principal arterial facility that creates a barrier to community connectivity, including

barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. The program is funded at \$1 billion over five years (FFY 2022 – \$195 million, FFY 2023 - \$198 million, FFY 2024 - \$200 million, FFY 2025 - \$202 million, FFY 2026 - \$ 205 million).

Under IIJA, the U.S. DOT will award planning grants and provide technical assistance to eligible entities. Planning grant awards may not exceed \$2 million, and the federal cost-share for a project may not exceed 80 percent. IIJA also allows the Secretary to award capital construction grants to owners of eligible facilities for eligible projects for which all necessary feasibility studies (and other planning activities) have been completed. Eligible projects include the removal and replacement of eligible facilities. Capital construction grants must be at least \$5 million. The federal cost-share for a project may not exceed 50 percent, and the maximum federal involvement shall not exceed 80 percent.

Note: Section 110003 of the Build Back Better Act (H.R. 5376) federal budget reconciliation now pending in Congress includes \$4 billion (available through FFY 26) for Neighborhood Access and Equity Grants.

X. Transit

IIJA provides an overall \$91.1 billion funding level for Federal Transit Administration (FTA) discretionary and apportionment programs between FFY 2022 and FFY 2026. Under IIJA, California would receive approximately \$9.45 billion in FTA-apportioned federal funding over five years.

- **Low-No Emission Vehicle Program (Section 30018; 49 U.S.C § 5339(c))**

IIJA provides \$5.6 billion nationally between FFY 2022 and FFY 2026 (approximately \$1.125 billion annually) for the FTA's Low-No Emission Bus Grants Program competitive grants. In FFY 2022, this program will be funded at \$1.12 billion, a 523 percent increase above the FFY 2021 \$180 million funding level.

- **Capital Investment Grants (Section 30005; 49 U.S.C § 5309)**

IIJA guarantees \$8 billion (\$1.6 billion annually) and authorizes \$15 billion more in future appropriations for FTA Capital Investment Grants.

XI. Additional IIJA Non-Surface Transportation Infrastructure Funding

- A minimum of \$100 million to help provide broadband coverage across the state;

- \$84 million over five years to protect against wildfires and \$40 million to protect against cyberattacks;
- \$3.5 billion over five years to improve water infrastructure across the state and ensure clean, safe drinking water for California communities; and
- \$1.5 billion for infrastructure development for airports over five years.



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 Office of Public Affairs
 1200 New Jersey Avenue, SE
 Washington, DC 20590
www.transportation.gov/newsroom

News

The Bipartisan Infrastructure Law Will Deliver for California

President Biden and Vice President Harris’s Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in California is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for California.** For decades, infrastructure in California has suffered from a systemic lack of investment. In fact, the American Society of Civil Engineers gave California a C- on its infrastructure report card. The historic Bipartisan Infrastructure Law will make life better for millions of California residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In California there are 1,536 bridges and over 14,220 miles of highway in poor condition. Since 2011, commute times have increased by 14.6% in California, and on average, each driver pays \$799 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, California would expect to receive approximately \$29.5 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 44.1% more than the State's Federal-aid highway formula funding under current law (1). California can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. California can also expect to receive approximately \$555 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$631 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America’s Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, California will receive approximately \$179 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels (3). Local and tribal governments in California will also be eligible to compete for \$6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these entities to support their efforts to advance “vision zero” plans and other improvements to reduce

crashes and fatalities, especially for cyclists and pedestrians. In addition, California can expect to receive approximately \$152.2 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP) formula grant. This represents about a 65% increase in funding compared to FAST Act levels (4). California will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified. California also includes communities that will be eligible to apply for grants to community owned utilities to support the repair or replacement of leaky and unsafe cast iron and bare steel natural gas distribution pipelines, some of which are over 100 years old.

Improve healthy, sustainable transportation options for millions of Americans. Californians who take public transportation spend an extra 66.6% of their time commuting and non-White households are 1.6 times more likely to commute via public transportation. 15.6% of transit vehicles in the state are past useful life. **Based on formula funding alone, California would expect to receive about \$10.3 billion over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 37% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, California would expect to receive about \$384 million over five years to support the expansion of an EV charging network in the state (6). California will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes \$66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, and \$12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, California will be eligible to compete for \$5 billion for rail improvement and safety grants and \$3 billion for grade crossing safety improvements.

Improve our nation's airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in California would receive approximately \$1.5 billion for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation's airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build. The BIL provides funds that may support the 25 projects included in FTA's Annual Report on Funding Recommendations for FY22 as well as additional projects across the country seeking CIG funding over the next five years. Projects must meet CIG program requirements to receive funding. In California, such recommended projects include six projects under construction including the Westside Subway phases 1, 2, and 3 projects in Los Angeles, the San Diego Mid Coast Corridor light rail project, and the San Carlos Peninsula Corridor Electrification Project and the San Francisco BART Transbay Corridor Core Capacity projects.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **Port Infrastructure Development Program (\$2.25B, expanded)** – BIL will increase investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.

- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.5B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

- (1) *These values are estimates and may change based on updated factor data each fiscal year.*
- (2) *These values are estimates and may change based on updated factor data each fiscal year.*
- (3) *These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in “equal amounts for each fiscal year 2022 through 2026”. This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) *These values are estimates and may change based on updated factor data each fiscal year.*
- (5) *Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA’s National Transit Database.*
- (6) *These values are estimates and may change based on updated factor data each fiscal year.*
- (7) *Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.*

December 13, 2021

Subject: **ESTA Mono LTC REPORT**
 Presented by: Phil Moores, ESTA Executive Director

Recruitment

The recruiting market has become highly competitive with starting wages for all businesses rising considerably. In transit, comparative agencies are starting drivers between \$18.00 and \$22.50 per hour. ESTA is moving in this direction to prevent losing drivers and to attract new ones. Negotiations with the ESTA employee association is currently under way. I am working with all of our partners to increase revenue to help pay for what is shaping up to be a significant increase in expenses. I am not certain if the increase will be covered with planned revenues at this time. The potential for budget deficits is something to prepare for.

Ridership

Unsurprisingly, overall ridership increased in October compared to last year. Compared to pre-Covid, ridership was 27% down, which is less "down" than previous months.

October Ridership Report					
Route	Pre-Covid April 2019	Covid 2020	Current 2021	Change Current vs. Last year	% Change Current vs Pre- Covid
BEN	54.00	6.00	5.00	-1	-90.74%
BISDAR	3,792.00	2,439.00	2,762.00	323	-27.16%
BISFR	0.00	0.00	0.00	0	0.00%
BPTCAR	19.00	10.00	6.00	-4	-68.42%
LANC	476.00	215.00	350.00	135	-26.47%
LP/BIS	289.00	158.00	228.00	70	-21.11%
LPDAR	473.00	312.00	396.00	84	-16.28%
MAMFR	15,620.00	6,795.00	11,569.00	4,774	-25.93%
MDAR	266.00	124.00	150.00	26	-43.61%
MMSA	0.00	0.00	0.00	0	0.00%
MXP	369.00	190.00	180.00	-10	-51.22%
NRIDER	322.00	134.00	275.00	141	-14.60%
REDS	195.00	0.00	0.00	0	-100.00%
RENO	591.00	289.00	513.00	224	-13.20%
WLK	27.00	12.00	5.00	-7	-81.48%
Total	22,493	10,684	16,439	5,755	-27%

December 13, 2021

Finance

ESTA remains under budget year to date. The largest line items of salaries, fuel prices and maintenance costs have not exceeded budgeted amounts. However, employee negotiations will require budget amendments.

Service

The ESTA Board approved a six-month service review in November. The review focused on winter services, but included analysis on summer service. The often-discussed trailhead service was also considered.

The following service ideas and standard offerings were reviewed:

1. The idea of serving trailheads directly with public transit during summer months has been proposed by elected officials as well as the public. The trailhead service is proposed not only to facilitate access to the trails, but to reduce parking congestions at the trailheads. It is not recommended that ESTA take sole responsibility for the Forest Service challenges. The expense and logistics of the project is prohibitive.
2. Increasing Bishop DAR hours is an Unmet Needs request. We received a grant to get this started. After the grant period ends, we will need to find funding to continue this extra service.
3. Weekend Mammoth Express service has been requested to meet the needs of Bishop residents that work and recreate in Mammoth.
4. Weekend 395 Routes - Some of the challenges in delivering these services includes funding, vehicles, and driver availability. The 400-mile corridor itself strains drive-time hour limits and driver stamina. High wind days on the 395 South restricts us to smaller vans when high profile vehicles are prohibited. Still despite these challenges, pilot programs should be considered. We can try to apply for this expansion through 5311(f) next year.
5. Warren and Church stop – adding this stop to existing express and 395 Routes can be done at a near zero cost, but will improve convenience for riders looking to reach downtown Bishop.
6. Bishop Creek Shuttle – This route has performed poorly with little or no ridership growth for the last five years (1.37, 2.35, 2.34, 1.69, and 2.07). ESTA's Strategic Business Plan measures Market Development Routes on a three-year trajectory, with the third year serving as the final year of pilot designation. This route delivers about 266 service hours at about \$90 per hour, \$24,000 annually. The recommendation is to divert these funds toward a Saturday Mammoth Express and/or

December 13, 2021

Bishop DAR expansion. While this is not considered a Winter service, an early decision will help with communication and the Public Hearing process.

7. Airport Service – With little costs, our express routes that begin and end at the Bishop Yard can be extended to the Bishop Airport

1. 395 South Saturday service

Saturdays would likely yield the most ridership on the 395 Routes, and would be a good place to start in expanding this service.

Saturdays, Mammoth or Bishop to Lancaster.

Annual Service Hours: 11 times 52 = 572 annual service hours

Cost: Operational: 572 times \$84 = \$48,048

Capital: \$0

Marketing: \$2,000

Total: **\$53,000**

Funding Source: Fares and

2. 395 North Saturday service

Saturdays, Lone Pine to Sparks connecting to Greyhound (Sacramento) at 2:18pm

Annual Service Hours: 13 hours times 52 = 676 annual service hours

Cost: Operational: 676 times \$84 = \$56,784

Capital: \$0

Marketing: \$2,000

Total: **\$63,000**

Funding Source: Fares and

3. Mammoth Express Saturdays

Two round trips one in the morning and one in the evening.

Annual Service Hours: 50 min one-way, 1:55 roundtrip (includes layover), 52 Saturdays times 1:55 = 100 service hours

Cost: Operational: 100 times \$84 = \$8,400

Capital: \$0

Marketing: \$2,000

Total: **\$10,500**

Funding Source: LCTOP

December 13, 2021

4. Bishop DAR Expansion

Later evening service and later Sunday service has been requested in Unmet Needs proceedings. A grant application to fund this service is currently under review.

Annual Service Hours: 13.5 weekly hours times 52 = 702 annual service hours. Must add 7.5 dispatch hours and 1.5 hours admin also.

Cost: Operational: \$31,000, includes fuel, maintenance
 Capital: \$0
 Marketing: \$2,100
 Total: **\$33,100**

Funding Source: Community Rides Grant if successful, then Fares and Transportation Development Act (LTF/STA)

5. Trailhead Service

Only the Whitney Portal has the potential for shuttle service to be successful. To succeed, a Lone Pine to the Portal service would require US Forest Service cooperation in the form of restricted access similar to the Reds Meadow model. This includes a manned gate from 7am to 3pm and a mandatory shuttle. Anything short of this would not yield sufficient ridership to sustain the cost of a shuttle system. Even with this, US Forest Service financial support would be needed and expected. Solving Forest Service trailhead parking challenges should not be solely ESTA's responsibility.

The Portal Road would be very hard on buses. The turns and incline increase wear and tear dramatically as we have seen in Reds Meadow. Therefore, vehicle purchasing and replacement would need to be funded. ESTA does not have the vehicles to even start this service and purchasing Trailhead service buses is not a priority since the current Bishop fleet is in need of replacement. A diesel cutaway costs over \$210k, and we would need several to meet the demand if the traffic were restricted. Service and repair of these buses would likely be an hour away in Bishop. This is a large financial undertaking. Assuming all the requirements were met, we still need 4 drivers to cover 14 weekly shifts for only two months of the year. Lone Pine would not likely satisfy this manpower need.

December 13, 2021

Another consideration is the private shuttle companies that currently serve the trailheads in Inyo County. Any publicly subsidized shuttle service would certainly hurt their business.

As an aside, The Bishop Creek Shuttle has a very low productivity of 2 riders per service hour, and does not generate nearly enough revenue to cover costs. There is a strong argument for cancelling this service.

Annual Service hours: two shifts per day totaling 14 hours times 68 days (July 4th to Labor Day) yields 952 hours.

Cost: Operational: 952 times \$94 = \$89,488
 Capital: \$630,000
 Marketing: \$2,000
 Administration: 2 hours weekly at \$31 times 52 = \$3,224
 First year total: **\$724,712**

Funding Source: fares and USFS

6. Warren and Church Stop (behind Joseph's)

The Unmet Needs meetings revealed a need for 395 Routes to stop in a more central location in Bishop. The only stop is Vons grocery store. This is reasonable to meet, and adding this stop as a call stop will not impact the service very much. As a call stop, the route would not deviate if no one needs the stop.

December 13, 2021

7. The following table describes proposed service through Spring 2022:

Planned ESTA Services October 2021 through April 2022											
Route	Type	Days of Week							Hours	Service Period	Description
		S	M	T	W	T	F	S			
Walker DAR	DAR		X	X	X	X	X		8am-4:30pm	year-round	1 bus, expand to Bridgeport 1 days
Bridgeport - Carson	LL				X				11am-6:30pm	year-round	1 roundtrip on Wednesday
Walker to Mammoth	LL		X	X	X	X	X		8am-5pm	Tuesdays	Operated by Walker DAR driver. Res. Only
Mammoth DAR	Par		X	X	X	X	X		8am-5pm	year-round	Provides ADA paratransit backup
Purple Line	Cor	X	X	X	X	X	X	X	7am-6pm	year-round	1 bus with 30-minute headways
Mammoth Winter Trolley	Cor	X	X	X	X	X	X	X	5:40p-2am	Through April 21	2 buses with 30-minutes service till 2am
Mammoth Shoulder Season Trolley	Cor	X	X	X	X	X	X	X	7am-10pm	mid-April to mid-June Labor Day till Nov.	2 buses with 30-minutes service till 2am
Mammoth Summer Trolley	Cor	X	X	X	X	X	X	X	7am-2am	May 26-Nov 16	3 buses with 30-minutes service until 10pm. Reduced till 2am
Mammoth Lakes Basin Trolley	Cor	X	X	X	X	X	X	X	8am-6pm	after Labor Day till Oct. 1	2 buses with 30-minutes service, 3 on Sat. 1 bus with 60-minute service and 2 on Sat.
Red Line	Cor	X	X	X	X	X	X	X	7am-5:30pm	Thru April	3 buses with 20-minute service As many as 6 buses on busy days
Blue Line	Cor	X	X	X	X	X	X	X	7am-5:20pm	Thru April	1 bus with 15-minute service
Green Line	Cor	X	X	X	X	X	X	X	7:30am-5:30pm	Thru April	1 bus with 15-minute service
Yellow Line	Cor	X	X	X	X	X	X	X	7:30am-5:30pm	Thru April	1 bus with 20-minute service
Mammoth Express	Com		X	X	X	X	X		see schedule	year-round	8 trips daily
395 Reno	Cor		X	X	X	X	X		see schedule	year-round	1 roundtrip daily
395 Lancaster	Cor		X	X	X	X	X		see schedule	year-round	1 roundtrip daily
Benton - Bishop	LL				X				8:30am leave 2:30pm return	year-round	1 roundtrip daily, 2 days per week
Bishop DAR	DAR	X	X	X	X	X	X	X	7am-6:30pm (M-F) 8:30am-6pm (Sat) 8am-1pm (Sun)	year-round	Door-to-door service in Bishop
Nite Rider	DAR							X	6pm-2am	year-round	Friday and Saturday nights (and New Years Eve & Tri-county Fair Sunday)
Bishop Creek Shuttle	MD	X	X	X	X	X	X	X	8am-9:45a 4pm-5:45pm	Weather permitting June 16-Labor Day	RECOMMEND DISCONTINUATION
Lone Pine - Bishop	Com		X	X	X	X	X		see schedule	year-round	6 trips daily
Lone Pine DAR	DAR		X	X	X	X	X		7:30am-3:30pm	year-round	1 bus - door-to-door service
Reds Meadow Shuttle	Cor	X	X	X	X	X	X	X	7am-8pm	June 16-Labor Day	6-11 buses with 20-minute service

Legend: Cor=Core, Chr=Charter, DAR=Dial-a-Ride, Par=Paratransit Required, MD=Market Development, LL=Lifeline, Com=Commuter

Summary

The Bishop DAR expansion grant was awarded award up to \$73,000, we plan on using around \$51,000. January 3, 2022 is the target start date for adding one more hour of DAR service Monday through Thursday.

The Trailhead service is a large and costly service requiring USFS cooperation and funding. ESTA has made some phone calls to test the appetite for partnership, but has not received much response. Considering all the challenges the Trailhead service presents, it is not recommended that ESTA pursues this project any further at this time.

That leaves Saturday Mammoth Express and 395 Route Saturday expansions as the most probable. These each have potential funding sources and have good ridership potential. With the cancellation of Bishop Creek, a pilot Saturday Mammoth Express could start once driver availability is assessed. The 395 Routes should attempt funding through grant application before starting. We can apply next year.

Most of the listed service items are not included in approving a Winter Service Plan. The Bishop Creek Shuttle discontinuation requires a public

December 13, 2021

hearing. The Summer Service Plan will be presented in the Spring for Board consideration.

Mono County Local Transportation Commission

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

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

November 18, 2019

Ryan Dermody, Deputy District 9 Director
500 So. Main Street
Bishop, CA 93514

Re: Support of US Bike Route 85 CA in Mono County

Dear Ryan Dermody,

Mono County LTC would like to offer our support for the designation of the proposed U.S. Bicycle Route 85 (USBR 85) through Mono County. The American Association of State Highway and Transportation Officials (AASHTO) has designated a bicycle route corridor through California to be developed as USBR 85 that follows the Sierra Nevada range. Mono County lies within that corridor.

As the Regional Transportation Planning Agency (RTPA), the LTC finds the proposed route is consistent with the adopted Regional Transportation Plan (RTP) Chapter 4, Regional Policy Element, Active and Non-Motorized Transportation:

GOAL 12. PROVIDE FOR THE USE OF NON-MOTORIZED MEANS OF TRANSPORTATION, WHICH INCREASES THE PROPORTION OF TRIPS ACCOMPLISHED BY BIKING AND WALKING, INCREASES THE SAFETY AND MOBILITY OF NON-MOTORIZED USERS, ENHANCES PUBLIC HEALTH, AND PROVIDES A BROAD SPECTRUM OF PROJECTS TO BENEFIT MANY TYPES OF ACTIVE TRANSPORTATION USERS.

Policy 12.A. Develop and implement multi-modal transportation plans, programs or projects for all community areas to provide for the development of well-coordinated and designed non-motorized and motorized transportation facilities.

Policy 12.B. Seek opportunities for federal, state, county, town, and private participation, when appropriate, in the construction and maintenance of non-motorized facilities.

Objective 12.B.1. Seek partnership opportunities for the following projects:

- *Countywide bicycle and pedestrian trail development*
- *Pedestrian improvements in community areas*
- *Transportation options to Bodie State Historic Park*
- *Other non-motorized transportation projects as applicable*
- *ADA compliance*

In addition, the Mono County Bicycle Transportation Plan within the RTP states the following:

CHAPTER 3: POLICIES

The following goals, policies and programs provide specific direction for the planning and implementation of bicycle facilities in Mono County. The policies have been developed to be consistent with, and

COMMISSIONERS

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

complementary to, policies in the Mono County Circulation Element, the Mono County Regional Transportation Plan, the Inyo County Collaborative Bikeways Plan, and the Town of Mammoth Lakes Mobility Plan.

COUNTYWIDE SYSTEM

Goal 1. Develop a cohesive regional and community bikeway system that provides safe and convenient access to all communities and recreational opportunities in Mono County.

Policy 1.A. Maintain a Bikeway Master Plan that identifies existing and future needs, and provides specific recommendations for facilities and programs including adequate provisions for bicycle use to, within, and from Mono County.

Action 1.A.1. Review the Mono County Bicycle Transportation Plan biannually and revise as necessary.

Policy 1.B. Develop a system of community bikeways that connect commercial, recreational and residential areas in communities and that link communities to regional bike routes.

Policy 1.C. Designate regional bike routes that connect communities and that allow for regional travel to, within, and from Mono County.

RECREATIONAL USE

Goal 3. Develop and implement a bikeway system that supports bicycle-oriented recreation.

Policy 3.B. Support on-road bicycle touring opportunities within the Eastern Sierra.

Action 3.B.1. Work with local biking groups to identify bicycle touring opportunities within the Eastern Sierra.

Action 3.B.2. Develop and implement a uniform signage program to identify bicycle touring routes and to direct bicyclists to biking facilities (parking, restrooms, etc.).

Action 3.B.3. Work with Caltrans, the Town of Mammoth Lakes, Inyo County, the Collaborative Planning Team, land management agencies, local biking groups, and other interested entities to develop promotional materials (printed, video, online) that highlight biking opportunities in the Eastern Sierra.

We recognize that bicycle tourism is a growing industry in North America, contributing to the economies of communities that provide facilities for such tourists. Our local communities stand to benefit from this opportunity both economically and from the health- and environmental-related benefits of encouraging bicycle travel in the Eastern Sierra region.

I am contacting you to indicate our support for designating USBR 85 through Mono County. A link to the proposed route can be found here: <https://ridewithgps.com/routes/26882556>

LTC staff has investigated the proposed route and found it to be suitable for bicycle tourists as the proposed route is along state highways and/or along Town of Mammoth Lakes/Mono County facilities currently designated as bike lanes or routes.

Please contact LTC staff Gerry Le Francois, with any questions or comments regarding our support.

Sincerely,

Signed original sent to District 9

Fred Stump
LTC Chair

cc: Kerry Irons, Adventure Cycling Association

From: Heckman, Mark A@DOT
To: Deston Dishon; Elaine Kabala; Ron Phillips; John Wentworth; John Pinckney; Justine Kokx; Gerry LeFrancois; Haislip Hayes
Cc: Alcalá, Dennee@DOT; Weitzmann, Adam@DOT; Burkholder, Jacob@DOT; Talbot, Lianne F@DOT; Shonafelt, Jennifer@DOT; Dermody, Ryan A@DOT; Erlwein, Terry J@DOT
Subject: US Bicycle Route 85 in California
Date: Monday, November 15, 2021 7:29:04 AM

Inyo, Mono, Bishop, and Mammoth partners-

Some of you may remember this from years ago and I've been keeping tabs on this endeavor for five years now, but it appears that the "Adventure Cycling Association" has secured the necessary local approvals for US Bike Route 85 and the route is planned to traverse through your jurisdictions (take a look at the link). In my opinion, it won't affect operations of any of the routes but just be aware that this endeavor is picking up steam again. Also, from my understanding the next step will be for Caltrans HQ to ascertain the necessary approvals from either FHWA or AASHTO (?).

Mark A. Heckman
 Caltrans District 9
 Clean California Coordinator
 760-874-8325

-----Original Message-----

From: Kerry Irons <irons54vortex@gmail.com>
 Sent: Friday, November 12, 2021 10:55 AM
 To: 'Moore, Paul C@DOT' <paul.moore@dot.ca.gov>
 Cc: 'Jennifer Hamelman' <jhamelman@adventurecycling.org>
 Subject: RE: US Bicycle Route 85 in California

Paul,

Checking in on this. My note references Victorville but actually the needed approval is from Hesperia. I have reached out to them but no response yet. I will continue my outreach on the assumption that Caltrans is supportive. Please let me know if there are any issues to address in this significant change to the USBR 85 project.

Kerry

-----Original Message-----

From: Kerry Irons <irons54vortex@gmail.com>
 Sent: Saturday, October 16, 2021 7:08 PM
 To: 'Moore, Paul C@DOT' <paul.moore@dot.ca.gov>
 Cc: tamy.quivley@dot.ca.gov; Dianira.Soto@dot.ca.gov; Rena.Tang@dot.ca.gov; maria.aranguiz@dot.ca.gov; mark.heckman@dot.ca.gov; Charles.Carroll@dot.ca.gov; Jennifer Hamelman' <jhamelman@adventurecycling.org>
 Subject: US Bicycle Route 85 in California

Paul,

Per previous communications around USBR 85, it is clear that we will not be able to complete the route to Mexico as originally desired due to resistance from Los Angeles and Riverside Counties. Discussions with all the concerned Caltrans folks (I think) have resulted in a new alignment with a southern terminus at USBR 66 in Victorville:

https://urldefense.com/v3/https://ridewithgps.com/routes/26882556_!!LW16xHDyrA:rsDXnpBYeWwexq1erXDvZDwLywzrdCOepjTrDLWnmq374X9gzHiiDwBbaxVBrPh2XZJqqQs
 As you have seen separately, I have contacted Victorville for their approval of the short section of the route that connects US 395 with the USBR 66 route.

We have all the needed local agency approvals for the route north of Victorville (attached). The route log (attached) is complete. With the presumed approval from Victorville, we request that Caltrans plan to request designation of the route in the next AASHTO approval round (early April, 2022 application deadline). Let me know what I can do to help move this forward within Caltrans. Feel free to call to discuss.

Kerry Irons
 Adventure Cycling Association
 989-513-7871



CLEAN CALIFORNIA

Local Grant Program

The Clean California Local Grant Program, administered by the California Department of Transportation (Caltrans), will provide approximately \$296 million as part of a two-year program to beautify and improve streets and roads, tribal lands, parks, pathways, and transit centers to restore pride in public spaces.

Applicants must be local or regional public agencies, transit agencies, or tribal governments. Nonprofit organizations may be sub-applicants.

Project Types

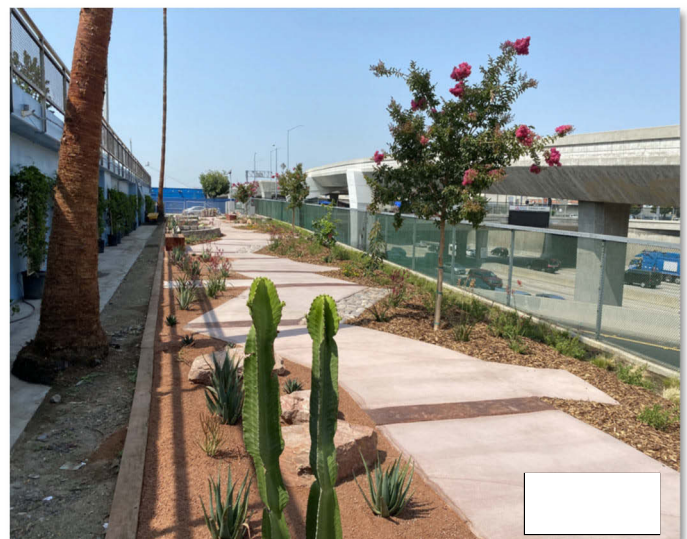
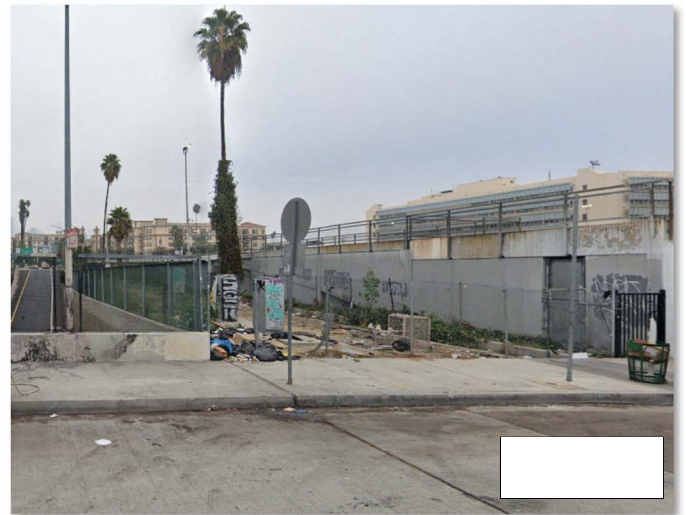
Eligible projects shall include, but not be limited to:

- Community litter abatement and beautification
- Community litter abatement events and/or educational program

Funding

The grant program guidelines are being developed with a framework that recognizes the diverse funding needs of potential applicants throughout the state.

- The local match component will range from 0% to 50% of the project costs.
- Half of the overall program funds will benefit or be located in underserved communities.
- The maximum grant is \$5 million.



110/28th Street, Los Angeles



CLEAN CALIFORNIA

Local Grant Program

Project Selection Criteria

Caltrans will develop project selection criteria that will incorporate:

- Community need
- Potential to enhance and beautify public space
- Potential for greening to provide shade, reduce the urban heat island effect, and use native drought-tolerant plants
- Potential to improve access to public space
- Public engagement in the project proposal that reflects community priorities
- Benefit to underserved communities

These funds shall not be used to displace people experiencing homelessness. Projects must be completed by June 30, 2024.

Program Guidelines & Call for Projects

Caltrans is developing program guidelines and will solicit input through stakeholder workshops.

Event	Date
Application Workshop	November 18, 2021*

* Pre-Registration for the workshop, click [HERE](#)

Projected timeline:

Milestone	Date
Call for Projects	December 2021**
Project Application Deadline	February 2022**
Project Award Notification	March 2022**

** Visit the website listed below for the most up-to-date information.

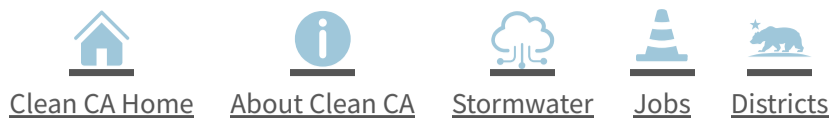
Prepare Your Project(s) Now!

- Identify potential project site(s) and/or educational program concept(s)
- Plan and begin your community engagement
- Start project/program design plans
- Stay informed on guideline drafts and updates through workshops and website

For more information, please visit: <https://cleancalifornia.dot.ca.gov/local-grants>

Sign up for our mailing list [HERE](#)

Questions? Email: CleanCA.LocalGrant@dot.ca.gov



[Home](#) Local Grant Program

The California Department of Transportation (Caltrans) is developing the Clean California Local Grant Program as part of a two-year program through which approximately \$296 million in funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces. Through the combination of adding beautification measures and art in public spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation.

View the [Clean California Local Grant Program Factsheet \(PDF\)](#) for more information.

Guidelines and Application Documents

Stakeholders are invited to participate in three workshops designed to support the development of the Grant Program.

Learn more about the Clean California Local Grants Program [Guidelines and Application Documents](#)



Intent

Through this \$296 million Clean California Local Grant Program, Caltrans anticipates supporting more than 200 local projects to invigorate and brighten communities across the state.

Goals

The Clean CA Local Grant Program is to achieve the following goals:

- Reduce the amount of waste and debris within public rights-of-



Funding

Recognizing the diverse funding needs and abilities of local agencies across the state, the Clean California Local Grant Program guidelines are being developed with a framework that does not apply a one-size fits all approach. The local match component will range from 0% to 50% of the project costs and will be based on the capacity of the community to leverage local capital. Additionally, with an eye on equity, half of the overall program funds will benefit or be located in

way, pathways, parks, transit centers, and other public spaces.

- Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect.
- Enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.
- Advance equity for underserved

underserved communities. The maximum project amount is \$5 million.

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