

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

April 11, 2022 – 9:00 A.M.

SUITE Z and Zoom

437 Old Mammoth Road (above the Vons Starbucks)

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

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/86861004902>

Or visit <https://www.zoom.us/> and click on “Join A Meeting.” **Use Zoom Meeting ID:** 868 6100 4902

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:** 868 6100 4902

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=a33eabb0-25c9-4414-acff-8c4362668370

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE

- 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.

COMMISSIONERS

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

3. **CONSENT AGENDA ITEMS**
 - a) Approval of minutes from January 10 (pg. 1)
 - b) Approval of minutes from February 28, AB 361 meeting (pg. 4)
 - c) Approval of minutes from February 28, special meeting (pg. 5)
4. **9:05 a.m. PUBLIC HEARING**
 - a) Unmet Transit Needs – Joint meeting with Social Service Transportation Advisory Committee (M. Draper and ESTA/Phil Moores) (pg. 8)
5. **ADMINISTRATION**
 - a) Review Mono County staffing plan for LTC Co-Executive Director transition and future handbook / by-law changes (G. LeFrancois) (pg. 13)
6. **LOCAL TRANSPORTATION**
 - a) Approve Minute Order 22-02 to allocating carryover funds from the 20/21 OWP to Work Elements 100.2, 200.1, 200.2, 800.1, 900.6, 900.8 (G. LeFrancois) (pg. 18)
 - b) Review of Fiscal Year 22/23 Overall Work Program (B. Regehr) (pg. 28)
 - c) Update to Memorandum of Understanding on remaining projects on State Route 14 and US 395 and provide any desired direction to staff (B. Regehr) (pg. 74)
 - d) Tuolumne Meadows Construction activities – *approximately 11:am* (NPS staff)
 - e) Red’s Meadow Federal Lands Access Program (FLAP) update (Town of Mammoth Lakes)
 - f) Update on legislation of interest to Regional Transportation Planning Agencies - verbal (G. LeFrancois)
7. **CALTRANS**
 - a) Update on Caltrans activities in Mono County (CT staff)
8. **TRANSIT**
 - a) ESTA Update (Phil Moores) (pg. 79)
 - b) Approval of ESTA Low Carbon Transit Operations Program (LCTOP) in the amount of \$32,379 (pg. 82)
 - c) YARTS Update (Christine Chavez)
9. **CORRESPONDENCE**
10. **COMMISSIONER REPORTS**
11. **INFORMATIONAL**
 - a) Governor Newsom Proposes \$11-Billion Relief Package for Californians facing higher gas prices (pg. 86)
12. **UPCOMING AGENDA ITEMS**
 - a) Adoption of the 22/23 OWP
 - b) Quarterly reports from TOML, Mono County, Caltrans
 - c) Proposed LTC By Law changes
 - d) Adoption of Unmet Needs
 - e) LTF / STA
 - f) June ATP grant
13. **ADJOURN TO DATE- May 9, 2022**

COMMISSIONERS

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

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

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Draft Minutes

January 10, 2022 – 9:00 A.M.

COUNTY COMMISSIONERS: Jennifer Kreitz, Rhonda Duggan, Bob Lawton

TOWN COMMISSIONERS: Bill Sauser, Dan Holler, John Wentworth

COUNTY STAFF: Gerry LeFrancois, Wendy Sugimura, Haislip Hayes, Heidi Willson, Bentley Regehr, Wendy Sugimura, Michael Draper, Deanna Tuetken

CALTRANS: Jacob Burkholder, Mark Heckman, Dennee Alcalá, Ryan Dermody

ESTA: Phil Moores

Public: Garrett Higerd, Dan Holler

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE-** Meeting called to order and Commissioner 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.
 - Dan Holler reported that Jennifer Burrows would be stepping down from the LTC,
3. **ADMINISTRATION**
 - Adopt Resolution R22-01 to continue Brown Act remote meeting rules under AB 361
 - **Motion:** Adopt R22-01 to continue remote meetings
 - Sauser motioned; Holler seconded
 - *Roll-Call Vote- Ayes: Duggan, Holler, Lawton, Sauser, Wentworth, Kreitz passes 6-0*
 - Elections of officers with nomination of a Chair and Vice Chair for the 2022 calendar year
 - **Motion:** Nominated Commissioner Wentworth for Chair and Commissioner Peters for Vice Chair.
 - Chair Kreitz motioned; Duggan seconded
 - *Roll-Call Vote- Ayes: Duggan, Holler, Lawton, Sauser, Wentworth, Kreitz passes 6-0*
 - Receive and accept LTC Financial Statement with Independent Auditor's Report ending June 30, 2021 (*Megan Mahaffey*)
 - **Motion:** Receive and accept the financial report as presented
 - Holler motioned; Kreitz seconded
 - *Roll-Call Vote- Ayes: Duggan, Holler, Lawton, Sauser, Kreitz, Wentworth passes 6-0*
4. **CONSENT AGENDA ITEMS**
 - Approval of minutes from December 13, 2021.
 - Motion: Approve minutes as presented.

COMMISSIONERS

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

- Duggan motioned; Kreitz seconded
- *Roll-Call Vote- Ayes: Duggan, Holler, Lawton, Sauser, Kreitz, Wentworth passes 6-0*

5. LOCAL TRANSPORTATION

- Update on 2022 Regional Transportation Improvement Program (RTIP) (*G. LeFrancois*)
 - Gerry gave an update on the RTIP and answered questions from the commission
- Update on Bipartisan Infrastructure Law also known as Infrastructure Investment and Jobs Act. (*G. LeFrancois*)
 - Gerry gave an update on the Bipartisan Infrastructure Law and answered questions from the commission.

6. CALTRANS

- Update on Caltrans activities in Mono County (*CT staff*)
 - Ryan Dermody presented and answered questions from the commission.

7. TRANSIT

- ESTA Update (*Phil Moores*)
 - Phil presented and answered questions from the commission.
- YARTS Update (*Christine Chavez*)
 - YARTS was unable to attend to give a presentation.

8. CORRESPONDENCE

- No items

9. COMMISSIONER REPORTS

- Bill Sauser- Collectively need have a better plan for snow removal and clearing roads.
- Jennifer Kreitz- Supports the proposed idea for a dedicated bike lanes and would like to look more into slowing traffic on Main Street in the Town of Mammoth Lakes.
- Rhonda Duggan- Reported that the utility district struggled to support people across the county.
- Dan Holler- with snowstorm caused lots of challenges requiring us to think ahead. Closing problem roads ahead of the storm preventing stuck cars. Scheduling the gas company to fill tanks ahead of the storm. Expanded town response to 24-hour coverage. Lots of unskilled drivers throughout town. Equipment worked well through-out town. Grand prix was held at Mammoth Mountain which brought lots of visitors.

10. INFORMATIONAL

- Eastern Sierra Wildlife Crossing submittal to Wildlife Conservation Board – Prop 68 grant (*Bentley Regehr*)
- Yosemite Area Regional Transportation System (YARTS) support letter for federal funding to build a maintenance facility and bus purchase (*G. LeFrancois*)

11. UPCOMING AGENDA ITEMS

- Special meeting to adopt Resolution for remote meetings
- Draft Overall Work Program for 22/23
- Tuolumne Meadows summer 2022 construction update

12. ADJOURN TO DATE- February 14, 2022

COMMISSIONERS

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

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Draft Minutes

February 28, 2022 – 9:00 A.M.

1. **CALL TO ORDER-** Meeting called to order by Chair Wentworth

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. **ADMINISTRATION**
 - a) Adopt Resolution R22-02 to continue Brown Act remote meeting rules under AB 361
 - Motion: Adopt resolution R22-02 to continue remote meetings
 - Peters motioned; Duggan seconded
 - *Roll-Call Vote- Ayes: Duggan, Sauser, Peters, Wentworth. Nays Kreitz Passes 4-1*

ADJOURN TO DATE- FEBRUARY 28, 2022, AT 9:15 AM

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DRAFT MINUTES

February 28, 2022 – 9:15 A.M.

COUNTY COMMISSIONERS: Jennifer Kreitz, Rhonda Duggan, Bob Lawton

TOWN COMMISSIONERS: Bill Sauser, Dan Holler, John Wentworth

COUNTY STAFF: Gerry LeFrancois, Wendy Sugimura, Haislip Hayes, Heidi Willson, Bentley Regehr, Wendy Sugimura, Michael Draper, Deanna Tuetken

CALTRANS: Jacob Burkholder, Mark Heckman, Dennee Alcalá, Ryan Dermody

ESTA: Phil Moores

Public:

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**-Chair Wentworth called the meeting to order and commissioner Holler lead the pledge of allegiance.
2. **PUBLIC COMMENT:** Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.
 - Commissioner Kreitz asked about the replacement of Commissioner Burrows, and could we get an update on when we would have a replacement.
3. **CONSENT AGENDA ITEMS**
 - Approval of minutes from Jan 10, 2022.
 - Differed till the April meeting
4. **ADMINISTRATION**
 - Receive update on Local Transportation Fund (LTF)for 22/23 fiscal year revenues (M. Mahaffey)
 - Gerry presented on behalf of Meghan and answered questions from the commissioners.
 - Review of Unmet Transit / Transportation needs schedule (Michael Draper)
 - Michael gave a presentation and answered questions from the commissioners.
 - Review membership and appointment to Social Service Advisory Committee (SSTAC) (Michael Draper)
 - Michael gave a presentation and answered questions from the commissioners.
5. **LOCAL TRANSPORTATION**
 - Update on Bipartisan Infrastructure Law (BIL) also known as Infrastructure Investment
COMMISSIONERS

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

and JobsAct (IIJA) (G. LeFrancois)

- Gerry gave a presentation and answered questions from the commissioners
- Formal amendment to 21/22 fiscal year Overall Work Program allocating carryover funds from the 20/21 OWP to Work Elements 400.1, 400.2, and 900.6 (G. LeFrancois)
 - Gerry gave a presentation and answered questions from the commissioners
- Presentation on Local Roads Safety Plan and provide any desired direction to staff (Chad Senior)
 - Chad gave a presentation and answered questions from the commissioners
- Update to Memorandum of Understanding on remaining projects on State Route 14 and US 395 and provide any desired direction to staff (G. LeFrancois & CT staff)

6. CALTRANS

- Update on Caltrans activities in Mono County (CT staff)
 - 395 Critical Rural Freight Corridor (CRFC)
 - Lee Vining Streets rehabilitation update

7. TRANSIT

- ESTA Update (Phil Moores)
- YARTS Update (Christine Chavez)

8. CORRESPONDENCE

Letter from Brian Moore to re-establish regional rail service in the eastern Sierra

9. COMMISSIONER REPORTS

- Commissioner Holler: Summer projects are getting ready to start.
- Commissioner Kreitz: Would like to look into the programs through ROUTES and how it can be used in our area.
- Chair Wentworth: Town of Mammoth lakes received a study regarding transit huts. More information to come.

10. INFORMATIONAL

11. UPCOMING AGENDA ITEMS

- Overall Work Program for 22/23 fiscal year
- Tuolumne Meadows summer 2022 construction update (*April meeting*)
- Unmet Transit & transportation needs
- Quarterly reports from TOML, Mono County, Caltrans

12. ADJOURN TO - April 11, 2022 at 9m

COMMISSIONERS

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

***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.

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Staff Report

April 11, 2022

TO: Mono County Local Transportation Commission

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

SUBJECT: 2022-23 Unmet Needs Public Hearing

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

FISCAL IMPLICATIONS: To be determined.

ENVIRONMENTAL COMPLIANCE: N/A

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

DISCUSSION/BACKGROUND:

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

To meet the public hearing requirement for both the Citizen Participation Process and unmet transit needs, and facilitate public input on transit needs, the LTC scheduled this public hearing for April 11, 2022, at 9:05 a.m., to be conducted entirely online with videoconferencing and teleconferencing capacity. Public notices of these hearings have been published in accordance with state law in local newspapers, and flyers printed in both Spanish and English were posted in County offices.

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

direct input to the commission. LTC staff also met with the SSTAC on March 18, 2022, to discuss this process and unmet transit needs.

Before August 2022, the LTC must adopt, by resolution, a finding that there are no unmet needs, there are no unmet transit needs that are reasonable to meet, or there are unmet transit needs, including needs that are reasonable to meet. If the LTC finds that there are unmet transit needs, including needs that are reasonable to meet, then the unmet needs shall be funded before any allocation is made for streets and roads. It should be noted that the law specifically prohibits comparing unmet transit needs with the need for streets and roads. It should also be noted that the LTC has not allocated any funds to streets and roads for at least several years.

LTC Resolution 98-01 (Attachment #1) defines "unmet transit needs" and "reasonable to meet" transit needs as follows:

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

Public Outreach and Comments

The Eastern Sierra Transit Authority, in its role as the Consolidated Transportation Services Agency (CTSA) for Mono County and with assistance from LTC/County staff, attended Regional Planning Advisory Committee (RPAC) meetings in Long Valley, Antelope Valley, Bridgeport Valley, June Lake, and Mono Basin to solicit public input. Staff also met with the Social Service Technical Advisory committee on March 18, 2022, to discuss Unmet Transit Needs.

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

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

Analysis of RTP Objectives

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

Objective 13.A.2: Maintain and improve transit services for transit dependent citizens in Mono County, including the continuation and improvement of social service transportation services. Ensure that transit services comply with the requirements of the Americans with Disabilities Act (ADA).

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

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

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

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

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

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

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

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

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

ATTACHMENTS

1. LTC Resolution 98-01 defining “unmet transit needs” and “reasonable to meet.”
2. Current Unmet Transit Needs summary 2022-23.

RESOLUTION 98-01

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

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

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

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

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

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

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

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

Noes:

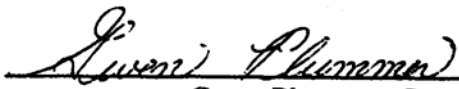
Absent:

Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2022-23

	RPAC	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
1.	Long Valley	Desire for bicycle trails, paths, or dedicated bicycle lane between Crowley Lake and Mammoth	No, not transit related. This is a general transportation request	No, not transit related	N/A
2.	Long Valley	Provide greater capacity on busses to carry bicycles.	No, capacity is provided.	No, maximum capacity is already achieved.	N/A
3.	June Lake	The June Lake Loop is underserved by transit services.	No, June Lake has once a week service. This service is mostly unused.	No, already provided	N/A
4.	June Lake	Weekend visitation causes traffic congestion and parking issues – there is not enough parking to support the visitors.	No, Not transit related	No, Not transit related	N/A
5.	SSTAC	Extend hours of the Mammoth Lakes' Purple line once a week	yes	No, not at this time. Expanded service is not achievable due to driver shortages.	Address this next year if conditions improve.
6.	SSTAC	Provide clarity on Mammoth Lakes trollies that wheelchair lifts are installed on trollies and assistance can be provided when needed.	ESTA website states, "all ESTA vehicles are accessible"	No, already provided	N/A
7.	SSTAC	Provide weekend service between Bishop and Mammoth Lakes	yes	No, however, ESTA is applying for additional funding to deliver this request.	Complete the FTA 5311(f) grant application to include this service
		Bridgeport – No items Antelope Valley -TBD at the time this report was created. Meeting is on 4/7.			

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Staff Report

April 11, 2022

TO: Mono County Local Transportation Commission

FROM: Gerry LeFrancois, Co-Executive Director

SUBJECT: LTC staffing and transition plan

RECOMMENDATION: Receive staff report and provide any desired direction to staff

FISCAL IMPLICATIONS:

None currently.

ENVIRONMENTAL COMPLIANCE: N/A

BACKGROUND and DISCUSSION

The Mono County Local Transportation Commission (MCLTC) was created by joint resolution of the Mono County Board of Supervisors (Res. 84-93, dated August 21, 1984) and the Mammoth Lakes Town Council (Res. 84-26, dated August 20, 1984). Pursuant to Government Code Section 29535, the Mono County Local Transportation Commission was created and designated by the Secretary of Business, Transportation and Housing as the transportation planning agency for Mono County on October 1, 1984. The MCLTC replaced the Mono County Transportation Commission, which served as the transportation planning agency for Mono County from April 1, 1972, through December 1984.

The Mono County LTC is the agency responsible for transportation planning in our region. Staffing was established in 1995 via M.O. 95-271 between Town of Mammoth Lakes and County. It continues under this model today. The Town of Mammoth Lakes Public Works Director and the Mono County Community Development Director (or their designee) have jointly managed the LTC over many years.

With a pending retirement of Mono County staff, the Mono County Community Development Director will assume the role of Co-Executive Director at your May meeting.

After reviewing the current LTC Handbook (By-Laws), staff will be recommending the addition of language explaining the Co-Executive Directors position. The proposed changes will come before the Commission at your May meeting.

ATTACHMENT: M.O. 95-271

OFFICE OF THE BOARD OF SUPERVISORS
 COUNTY OF MONO
 P. O. BOX 715, BRIDGEPORT, CA 93517
 (619) 932-5215

Nancy Wells
 Clerk of the Board

Roberta Reed
 Deputy

MINUTE ORDER
95-271

TO: Planning Director

FROM: Board of Supervisors

SUBJECT: MOU between County, Town of Mammoth Lakes, and LTC

At the regular meeting of the Mono County Board of Supervisors of
 September 19, 1995, it was:

Moved by Supervisor Andrea Lawrence, seconded by Supervisor Paul Rowan
 and unanimously carried to approve and authorize the Chairman's signa-
 ture on Addendum to Memorandum of Understanding between the County,
 the Town of Mammoth Lakes and the Mono County Local Transportation
 Commission for FY 1995-96.

Cc: Clerk of the Board
 County Counsel - Contract Administration
 County Administrative Officer
 Town of Mammoth Lakes
 Local Transportation Commission
 Asst. County Counsel
 Auditor-Controller
 Contract File

Directed to: Planning Director

Response date: n/a

95-271
 3)

#95-126

1995-1996

ADDENDUM

LTC

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding ("MOU") is made and entered into by and among the County of Mono ("County"), the Town of Mammoth Lakes ("Town"), and the Mono County Local Transportation Commission ("MCLTC") and updates the previous MOU concerning LTC Staff Services.

RECITALS:

1. The County, Town and MCLTC have entered a MOU to provide planning services, staff and administrative support for the MCLTC in order to fulfill the requirements of the California Transportation Development Act ("TDA"), to accomplish the mandated functions of the MCLTC and to carry out the annual Overall Work Program ("OWP").

2. It is in the best interests of the County, Town and the MCLTC to continue to implement the most efficient and professionally economical method of providing the aforementioned services.

3. It is the prerogative of the MCLTC to allocate and expend the funds necessary to provide these services to the County and the Town.

4. A close working relationship on a daily basis among the staff of the County, Town and the MCLTC has been beneficial to all parties.

NOW, THEREFORE, based upon the foregoing recitals, it is mutually understood by all parties and agreed to as follows:

1. The Town Public Works and Planning Departments and the County Public Works and Planning Departments agree to provide personnel as required to perform the necessary functions of the TDA and to accomplish the state mandated tasks of the MCLTC.

2. For the Fiscal year 1995/96, secretarial services shall be proportionately provided by the County and the Town Planning Departments as to each entity's share of the OWP.

3. Public Works and MCLTC staff personnel are not employees of the MCLTC. The staff of the County Planning Department provided to the MCLTC shall remain employees of the County, subject to its rules and regulations, and shall be provided salary, benefits and companion costs by the County. The staff of the Town Public Works and Planning Department provided to the MCLTC shall remain employees of the Town, subject to its rules and regulations, and shall be provided salary, benefits and companion costs by the Town.

4. Division of MCLTC staff responsibilities among the County, Town and MCLTC shall be established annually. Allocation of staff time and administrative/planning funding shall be based upon the OWP for the year. The term of this MOU shall commence as of the date of its execution by all parties and

continue in effect from year to year unless terminated by any party to the MOU by the giving of ninety (90) days prior written notice.

5. The OWP shall be cooperatively drafted by the County and Town staff.

6. Routine administrative matters shall be handled by the Town and County staff. If differences exist between the Town and County staff on certain matters, both staff positions shall be submitted to the MCLTC for final determination.

7. The Town Public Works and Planning Departments shall be responsible for major administrative matters and projects directly affecting the incorporated area. The County Public Works and Planning Departments shall be responsible for major administrative matters and projects directly affecting the unincorporated area.

8. If lack of expertise or prior staff commitments prevent either the Town or County staff from conducting MCLTC studies or duties, the Town or County staff may, with the concurrence of the MCLTC, initiate the process for subcontracting with qualified consultants.

9. The County Auditor-Controller shall provide all payroll, maintenance of various trust funds (as required by the TDA), white claim disbursement and audit services as required.

10. The following is a comprehensive list of courtesy services and facilities available to the MCLTC by the County and Town, which defines a cooperative working relationship between all parties:

a) County / Town:

Complete agenda packets for all LTC meetings.

Telephone receptionist and actual cost of allowable outgoing calls

Use of Annex I Board Conference Room and coffee facilities for meeting as needed.

Uses of copy machines for agendas and major projects.

County Auditor-Controller functions as described in Item 9.

County Counsel as needed on behalf of the County.

Town Attorney as needed on behalf of the Town.

Town/County Conference Room facilities and coffee room amenities as required for meeting held in the Town as needed.

Telephone receptionist and cost of allowable outgoing calls.

Interoffice and outgoing mail services.


Copier paper and machine use as needed.

11. The County and the Town agree to furnish the MCLTC with sufficient matching funds or services in order to meet the required 30% match referred to in the TDA. These matching funds or services shall be furnished 50% by the County and 50% by the Town, or as otherwise specified in the OWP.


IN WITNESS WHEREOF, the parties hereto have executed this MOU as of the 12th of June 1995.

COUNTY


TOWN



Tim Alpers, Chairman
Mono County Board of Supervisors



M. Byng Hunt, Mayor
Town of Mammoth Lakes




Jon Anderson, Chairman
Mono County Local Transportation
Commission

Approved as to Form:



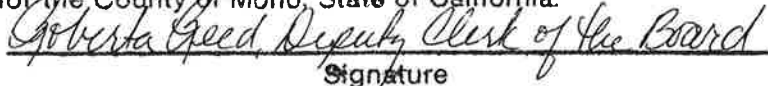
James S. Reed, County Counsel



Peter Tracy, Town Attorney

The foregoing instrument is a full, true and correct copy of the original on file in this office.

Attest September 22, 1995
NANCY WELLS, Clerk of the Board of Supervisors in and
for the County of Mono, State of California.



Signature

Mono County Local Transportation Commission

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

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

Staff Report

April 11, 2022

TO: Mono County Local Transportation Commission

FROM: Gerry LeFrancois, Co-Executive Director

SUBJECT: Formal Amendment 02 to the 2021/22 Overall Work Program carryover Rural Planning Assistance funds

RECOMMENDATION

Adopt the Formal Amendment 02 to the Mono County Overall Work Program 2021/22 with Minute Order 22-02, and authorized Co-Executive Director to file a new Overall Work Program Agreement for these RPA carryover funds from the 2020/21 fiscal year

FISCAL IMPLICATIONS

Additional budget capacity of \$30,792 from fiscal year 2020/2021 carryover Rural Planning Assistance funds.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The current OWP was adopted by the Local Transportation Commission in June 2021. This Formal Amendment 02 would incorporate rollover funds from the 2020/21 OWP in the amount of \$30,792. This Formal Amendment will adjust budgets to Work Elements 100.2, 200.1, 200.2, 800.1, 900.6, and 900.8.

ATTACHMENTS

- FY 2021/22 OWP Budget Adjustment for various Work Elements
- Minute Order 22-02 Formal Amendment 02

100.2 Overall Work Program Development and Administration

Purpose: This task includes administration of FY 2021/22 OWP and development of the FY 2021/22 OWP by County staff in cooperation with other local, state, or federal agencies. This task also includes OWP amendments, as needed.

Previous Work: This WE include reporting on amendments to the current FY 2019/20 OWP.

Task Elements:

- Administration of the FY 2021/22 OWP.
- Quarterly reporting of current year OWP progress and billing.
- Implementation of the OWP including amendments.
- Development and preparation of the FY 2022/23 OWP.

Expected Products:

- FY 2021/22 OWP quarterly reports.
- Amendments to the OWP, as needed.
- An adopted FY 2021/22 OWP
- Prior FY 2019/20 deliverables
- FY 2022/23 OWP

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June 2022

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$5,000	\$2,000	\$7,000
RPA carryover 20/21 funds	Formal amendment 02	\$2,000	\$2,000
RPA budget			\$9,000

200.1 Regional Transportation Plan

Purpose: The objective of the RTP is to maintain an up-to-date transportation plan that furthers the goals, policies, actions, and assessment of current modes on a regional and local basis. This element also coordinates other agency documents that are transportation-related (such as the TOML and Mono County Housing Elements).

Previous Work: Update and adoption of the 2019 Regional Transportation Plan and CEQA adoption documentation.

Task Elements:

- Evaluate and revise transportation policies as needed. This includes identification of future transportation needs/improvements.
- Implement RTP policies and programs for Housing Element and General Plan consistency
- Continue public engagement and outreach to community groups on transportation-related topics.
- Review state and federal agency planning documents for consistency with 2019 RTP.
- Review capital improvement programs from TOML and County for consistency with 2019 RTP.

Expected Products:

- Reports on and agendas from meetings with Regional Planning Advisory Committees (RPACs) and/or other stakeholders on transportation-related issues
- Housing and General Plan amendments
- Identification of future community needs and opportunities for RTP implementation
- Determine RTP amendments as necessary to comply with Regional Transportation Guidelines
- Incorporate the 2022 RTIP
- Incorporate any necessary County and TOML planning documents

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June 2022

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$1,000	\$2,000	\$3,000
RPA carryover 20/21 funds	Formal amendment 02	\$3,000	\$3,000
RPA budget			\$6,000

200.2 Regional Transportation Plan Monitoring

Purpose: Regional transportation is a changing environment that must be monitored to remain up to date on legislation, funding opportunities, and current planning efforts. The purpose of this Work Element is for Mono County and TOML to stay current on legislation and statutory requirements to maintain an adequate RTP.

Previous Work: This work element has been separated out to highlight legislation tracking and planning document review to ensure consistency in all planning efforts with the adopted Regional Transportation Plan. Past and current examples include Proposition 6 (effort to repeal SB 1); SB 152 (changes to Active Transportation Program formulas); SB 743 (VMT implementation); and Coronavirus Aid, Relief and Economic Security Act (CARES).

Task Elements:

- Track transportation state and federal legislation
- Track new funding opportunities
- Review California Transportation Commission (CTC) and/or Caltrans plans and policy changes
- Provide RTP consistency with Regional Transportation Improvement Program

Expected Products:

- RTP amendments as necessary
- Additional funding opportunities (may include grants like sustainable communities and or affordable housing grants)
- Correspondence to state and federal representatives on areas of concern (as determined by the Commission)

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June 2022

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$1,000	\$2,000	\$3,000
RPA carryover 20/21 funds	Formal amendment 02	\$3,000	\$3,000
RPA budget			\$6,000

800.1. Regional Transportation Planning

Purpose: This work element includes coordinating with Rural Counties Task Force (RCTF), Kern Council of Governments, San Bernardino County Transportation Agency, and Inyo County Local Transportation Commission on current issues, funding opportunities, and MOU projects. Kern COG, SBCTA, Inyo, and Mono LTCs make up the Eastern California Transportation Planning Partnership.

Previous work: Staff participation and attendance with the Eastern California Transportation Planning Partnership (ECTPP), and Rural Counties Task Force. The ECTPP and staff met twice last year. RCTF and staff participated in five meetings last year.

Task Elements:

- Serve as a member of Eastern California Transportation Planning Partnership
- Monitor MOU projects between SBCTA, Inyo County, and Kern Council of Governments (COG) and make/review any necessary changes to existing MOU's
- Participate in Rural Counties Task Force (RCTF) via phone/video conference
- Participate as needed with the Mono County Collaborative Planning Team and other regional efforts such as the Eastern Sierra Planning group and Eastern Sierra Council of Governments.
- Work collaboratively with Inyo and Humboldt-Toiyabe National Forest, Bureau of Land Management, and National Park Service as needed

Expected Products:

- Attendance at Collaborative Planning Team and other regional meetings
- Update MOUs and coordination of funding for each agency
- Rural Counties Task Force (RCTF) meetings on statewide transportation matters, including SB 743
- Attendance at Rural Counties Task Force meetings once a quarter via phone conference as available

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: This is an annual work element

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA		\$3,000	\$3,000
RPA carryover 20/21	Formal amendment 02	\$3,000	\$3,000
RPA budget			\$6,000

900.6 Regional Trails Planning

Purpose: This work element will review community projects and implementation of the Trail and Bike Plans. This component may also consider Off Highway Vehicle (OHV) and Over Snow Vehicle (OSV) connections within and adjoining communities with public lands (combined use roads). Significant planning efforts and various design standards have been developed by the TOML, Mammoth Lakes Trails and Public Access (MLTPA), and Mammoth Lakes Recreation (MLR). Trail planning within the County will follow existing templates and standards where possible.

Previous work: Met with trail proponents (Community Service Area 1 and MLR) on projects in the greater Long Valley area. Staff has reviewed future road rehabilitation projects for incorporation of bike lanes and other features where appropriate. Staff meets quarterly with Mammoth Lakes Recreation (MLR) to collaborate on various bike/pedestrian activities throughout the County. Supported Adventure Cycling Association pursuit of USBR 85 through Mono County.

Staff will incorporate previous studies into this GIS task/data layer. Project Study Reports (PSRs) and any related work on specific trail development or implementation will be funded with PPM funds or CSA 1/5 funding.

Task Elements:

- Conduct collection of GIS data and mapping to plan for future trail alignments
- Continue agency collaboration for trails planning and multi-modal accessibility including possible OHV connections (Combined Use Roads)
- Develop and refine trails plans and concepts for bike/pedestrian system components where there is an interest
- Investigate and identify funding sources for trail projects
- Develop mapping and baseline data for inclusion into WE 900.3
- Work with BLM, USFS, TOML, and MLR to ensure cohesive trail planning
- Develop a Regional Trails Plan for greater Long Valley area (CSA 1 trails and connectivity plan – Tom’s Place, Whitmore, to Sherwin Creek / Sawmill Cutoff Road)
- Continue work on North County Regional Trails Network – Bridgeport and Antelope Valleys (Combined Use Roads / OHV and the West Walker River/Mt Gate Planning effort)
- Community outreach to coordinate OHV/OSV staging areas for summer/winter recreation needs and community access points in the region
- Possible amendment to adopted Bicycle Plan and or Trails Plan

Expected Products:

- Preliminary trail alignments for Long Valley area CSA 1
- Long Valley area CSA 1 trails program from Tom’s Place, Whitmore, to Sherwin Creek / Sawmill Cutoff Road
- Combined Use demonstration or conceptual plan that would make OHV connections with communities and adjoining public lands
- Conceptual plan for the West Walker River / Mountain Gate Plan
- Community outreach efforts for summer/winter recreational access points

Estimated Benchmarks: Preliminary trail alignments – Summer / Fall 2021, Long Valley area CSA 1 trails program – June 2022

Estimated Completion Date: On going tasks

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$2,000	\$4,000	\$6,000
RPA carryover 20/21	Formal amendment 01	\$6,282	\$6,282
RPA carryover 20/21	Formal amendment 02	\$4,000	\$4,000
RPA budget			\$16,282

900.8 Mono County Public Works Projects

Purpose: Completion of various projects administered by the Mono County Public Works department. Projects include planning and coordination for regional trails and emergency access routes, modeling through the use of drone surveys and GIS, gathering data for speed surveys and Average Daily Traffic (ADT) counts, updating the Pavement Surface Evaluation and Rating (PASER) System, performing research and planning for the life cycle costs for pavement preservation treatments, updates to Mono County Road Standards, completion of the Local Road Safety Plan (LRSP), tracking of yearly traffic accident data and collision rates for evaluation of roadway safety, and support software. Some of these task elements are listed by probably funded in the 2022/23 OWP.

Previous work:

- This is a new WE for FY 21/22
- The Systemic Safety Analysis Report Program (SSARP) is completed. The LRSP will expand county road safety beyond engineering countermeasures.
- Emergency access routes for Swall Meadows and the Petersen Tract in June Lake have been proposed and partially analyzed, as identified in the Multi-Jurisdictional Hazard Mitigation Plan.
- GIS shapefiles exist for roads and some signs.
- PASER System has been developed. Data has been collected for 2017-2018 and 2019-2020.
- Speed survey / traffic count device has been acquired.
- Life cycle analysis using equivalent annual cost method is being used to identify road maintenance treatments based on PASER ratings.
- Implementation of safety projects are in progress. Yearly assessment would inform effectiveness of implemented projects.

Task Elements:

- Prepare LRSP report, including community coordination, goal setting for safety, draft report, and tracking
- Planning of emergency access routes
- Inventory existing assets to be included in shapefiles and imported into GIS
- Refine life cycle costs for pavement preservation
- Update PASER database for 2021-22 by collecting and importing data
- Development of ten speed/traffic surveys throughout the county
- Create framework for a yearly assessment of safety plans and tracking of traffic collisions
- Work with relevant community groups on regional trails planning
- Perform research and planning on the life cycle cost for pavement preservation and development of life cycle software for implementation
- Use of drone surveys for asset management products to be incorporated into WE 900.3

Expected Products:

- LSRP report
- Draft design of emergency access routes
- Completion of GIS map, including inventory of existing assets
- Updated PASER database that reflects data from 2021-22
- Report on data collected from ten speed/traffic surveys
- Identification of most cost-effective road maintenance treatments for incorporation into the 5-Year CIP
- Determination of current traffic collision frequencies and collision rates on relevant county roads

Estimated Benchmarks: First draft of GIS map in 2022, updated PASER dataset by end of fiscal year, draft report of LSRP winter 2021, draft of Mono County Road Standards in 2021

Estimated Completion Date: GIS map ongoing, PASER system data updates ongoing, speed/traffic surveys ongoing, tracking of traffic collision data ongoing, Mono County Road Standards adopted by the Board of Supervisors in FY 21/22, regional trails planning ongoing, completion of LSRP report in FY 21/22

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	-	\$30,000	\$30,000
RPA carryover 20/21	Formal amendment 02	\$15,792	\$15,792
RPA budget			\$45,792

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www.monocounty.ca.gov

**MINUTE ORDER
MO 22-02**

Adopt Formal Amendment 02 to the 2021/22 Overall Work Program

At the Mono County LTC meeting of April 11, 2022, it was moved by Commissioner _____ and seconded by Commissioner _____ to adopt Formal Amendment 02 to the 2021/22 Overall Work Program (OWP) and authorize signing of OWPA by Co-Executive Director for the increase \$30,792 of rollover Rural Planning Assistance funds from 2020-21 OWP.

AYES:

NOES:

ABSTAIN:

ABSENT:

Attest: _____
Heidi Willson

c: Caltrans

Mono County Local Transportation Commission

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Mammoth Lakes, CA 93546
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www.monocounty.ca.gov

Staff Report

April 11, 2022

TO: Mono County Local Transportation Commission

FROM: Bentley Regehr, Planning Analyst

SUBJECT: Mono County Overall Work Program (OWP) 2022-23

RECOMMENDATIONS

Review of the draft 2022-23 OWP and provide any direction to staff

FISCAL IMPLICATIONS

This is the annual state funding program for transportation planning activities of the Commission. The OWP has two main funding sources. Rural Planning Assistance (RPA) and Planning Programming and Monitoring (PPM). The Rural Planning Assistance (RPA) funding is \$230,000 annually dependent of approval of a state budget. The budgeting of PPM funds is limited and subject to the Regional Transportation Improvement Program (RTIP) every two years.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The draft Overall Work Program 2022-23 has been developed through consultation with Mono County and Town of Mammoth Lakes staff. A draft was submitted to Caltrans for review by March 1, 2022. Comments from District 9 are pending and will be incorporated into the final document. It is the upcoming fiscal year work plan for transportation planning. The OWP is approved and adopted by the Commission.

ATTACHMENTS

- Draft OWP 2022-23

DRAFT 22/23 OWP

Overall Work Program Fiscal Year 2023/2023

July 1, 2022, to June 30, 2023

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Adopted: _____

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Introduction

The Overall Work Program (OWP) defines the regional transportation planning process for the Mono County Local Transportation Commission (LTC). It establishes regional transportation planning objectives for Fiscal Years 2022/2023 covering the period of July 1, 2022, to June 30, 2023, and includes a corresponding budget to complete eligible activities as defined by the Regional Planning Handbook. This strategic management tool is organized by Work Elements that identify activities and products to be accomplished during the Fiscal Year. These activities include core regional transportation planning functions, mandated planning requirements, and other regional planning activities. Each activity listed in the OWP indicates who will do the work, the schedule for completing the work, the resulting product, the proposed funding, and a summary of total amounts and sources of State funding and matching funds. Funding for planning activities is made possible by the State of California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA). The majority of the funding is typically spent by Mono County and the Town of Mammoth Lakes. Figure 1.1 depicts the Mono County LTC boundary.

Geographical Overview

Mono County is a rural county located on the eastern side of the Sierra Nevada mountains. The county has an area of 3,103 square miles and a total population of 14,168 (2010 US Census). The county's one incorporated area, the Town of Mammoth Lakes (TOML), contains approximately 58% of the county population.

Approximately 94% of Mono County is public land administered by the U.S. Forest Service (USFS), the Bureau of Land Management (BLM), the State of California, and the Los Angeles Department of Power and Water (LADWP). The scenic and recreational attributes of this public land help support tourism and recreation as the major industry in the county. Approximately 80% of all employment is directly, or indirectly, associated with this industry. Annually, more than 6 million visitor-days of use occur on public lands in Mono County. The majority of these visitors travel to and through the county on the state highway system. Major attractions include Mammoth and June Mountain ski areas, Yosemite National Park, Mono Lake, Devils Postpile National Monument, Bodie State Historic Park, and the many lakes, streams, and backcountry attractions accessed through Mono County communities.

Communities in the unincorporated area of the county are dispersed throughout the region, primarily along US Highways 395 and 6. Communities along US 395 include Topaz, Coleville, Walker, Bridgeport, Mono City, Lee Vining, June Lake, and the Crowley communities of Long Valley, McGee Creek, Crowley Lake, Aspen Springs, and Sunny Slopes. The community of June Lake is located along State Route (SR) 158. The Town of Mammoth Lakes is located on SR 203. The communities of Chalfant, Hammil Valley, and Benton are located on SR 6. The community of Oasis is located on SR 266/168 in the southeastern portion of the county. The communities are generally small, rural in character, and oriented primarily to serving recreational and tourist traffic. Walker, Topaz, Coleville, Bridgeport, and Lee Vining share US 395 as their main street for commerce and community activities. SR 158 serves as the main street for June Lake. SR 203 is the Town of Mammoth Lakes' main street. Highway 6 serves as a main street for Benton and Chalfant.

Organizational Overview

Every county in California is served by a regional transportation planning agency (RTPA), created by state law. RTPAs are known as local transportation commissions, county transportation commissions, councils of government, and associations of government. Counties with urbanized areas over 50,000 people also have

metropolitan planning organizations (MPO) to guide regional transportation planning. Both MPOs and RTPAs are required to develop an OWP and regional transportation plan (RTP). They also select projects identified in the Regional Transportation Improvement Programs (RTIP).

RTPAs play an important role in Caltrans' overall planning efforts. In California, there are currently 44 RTPAs, 18 of which are MPOs or exist within MPO boundaries. They utilize federal and state funds to achieve regional transportation goals as outlined in their OWPs. Federal and state funding includes FHWA SPR funds, FTA Section 304 Statewide Planning Funds, and Rural Planning Assistance (RPA) funds. RTPAs have significant involvement in both the planning and project investment processes.

Mono County LTC carries out transportation planning activities within the County. Mono County and TOML staff serve as support staff to the LTC. Town issues are typically handled by TOML staff and County issues are managed with County staff. There is an existing MOU between Mono County and TOML. The Executive Director position is shared by the TOML Public Works Director and County Community Development Director or designee. There is one transit system within the County and is administered by Eastern Sierra Transit Authority (ESTA), which is based out of Bishop in Inyo County. ESTA is a Joint Powers Authority between Mono and Inyo Counties, the Town of Mammoth Lakes, and the City of Bishop.

The Mono County LTC policy board is comprised of seven (7) members: three (3) Mono County Board of Supervisors members, three (3) TOML Council members, although the TOML has appointed one at-large member, and (1) representative from Caltrans who also serves as ex-officio, non-voting member.

Table 1.1 Mono County LTC Policy Board

Commissioner	Governmental Body Represented
Ms. Ronda Duggan (Vice Chair)	Mono County
Ms. Jennifer Burrows	TOML / Planning & Economic Development Commission
Ms. Jennifer Kreitz	Mono County
Mr. John Peters	Mono County
Mr. Bill Sauser	TOML
Mr. John Wentworth (Chair)	TOML
Mr. Ryan Dermody*	Caltrans Dist. 9 Director or designee

*Non-Voting ex-officio member

Additionally, County and Town staff work closely with the Commission on development of the OWP and to carry out related tasks. All tasks identified in the OWP are undertaken by staff with periodic updates to the Mono County LTC board.

Table 1.2 Mono County LTC Staff

Staff Member	Title and Agency
Wendy Sugimura	LTC Co-Executive Director, Mono County
Haislip Hayes	LTC Co-Executive Director, TOML
Gerry LeFrancois	Principal Planner, Mono County
Bentley Regehr	Planning Analyst, Mono County
Michael Draper	Planning Analyst, Mono County
Deanna Tuetken	Fiscal Specialist, Mono County
Heidi Willson	Commission Secretary, Mono County

Chad Senior	Engineer, Mono County
Paul Roten	County Engineer, Mono County
Nate Greenberg	IT Director, Mono County
Tony Dublino	Public Works Director, Mono County
Phil Moores	Director, ESTA

Responsibilities and Priorities

The majority of state designated RTPAs are described under California Government Code Section 29532 et seq.

An RTPA has the following core functions:

- Maintain a setting for regional decision-making.
- Implementation of the Transportation Development Act (TDA)
- Prepare and administer the Overall Work Program (OWP).
- Involve the public in transportation decision-making.
- Prepare and update a Regional Transportation Plan (RTP) every four years; and
- Development of a Regional Transportation Improvement Program (RTIP) and a list of federally funded or regionally significant projects for inclusion in the Federal Surface Transportation Improvement Program (FSTIP).

Organizational Procedures and Documents

The following list of documents includes organizational policies and procedures, programming documents, planning studies, and other required documents, which are available at:

<https://monocounty.ca.gov/ltc/page/resources>

- 2019 Regional Transportation Plan
- 2022 Regional Transportation Improvement Program (RTIP)
- Caltrans District 9 Wildlife Vehicle Collision Reduction Feasibility Study
- California Department of Fish and Wildlife (CDFW) Wildlife Crossing Study
- Past and Current MOU Projects
- US 395 Corridor Improvement Projects
- Electric Vehicle Policy
- Mono County Title VI
- Mono County LTC Handbook

Public Involvement

The LTC utilizes a comprehensive public participation process which is outlined in the 2019 Regional Transportation Plan (p. 5 & 11-15). The goals and objectives discussed in the RTP emphasize efforts to coordinate with and involve all stakeholders and members of the public in the transportation planning process, transportation needs, transit needs, to implement the Regional Transportation Plan.

Public participation during the transportation planning process is provided through committee meetings, public workshops, and outreach programs. The county Regional Planning Advisory Committees (RPACs) serve as citizen advisory committees to the LTC to identify issues and opportunities related to transportation and circulation in their community areas and to develop policies based on the identified needs. There are planning advisory committees in Antelope Valley, Bridgeport Valley, Mono Basin, June Lake, Mammoth Lakes Vicinity/Upper Owens, Long Valley, and Tri-Valley. Some committees meet monthly, and others meet on an as-needed basis.

Native American participation includes contact with representatives of the two Tribal Governments; the Bridgeport Indian Colony and Utu Utu Gwaitu Paiute tribe of the Benton Reservation. Tribal governments also participate in the Mono County Collaborative Planning Team, which meets quarterly to collaborate on regional planning issues with state, federal and local agencies, such as Caltrans, BLM, USFS, the Town of Mammoth Lakes, and Mono County. Tribal representatives also occasionally participate at RPAC meetings. Staff continues to outreach on projects to both tribal governments on transportation issues and opportunities such as the Regional Transportation Plan, and the Regional Transportation Improvement Program.

Summary of FY 2021/22 accomplishments

The following are primary tasks that were undertaken during FY 2021/2022:

- TOML completed revision to its Mobility Hub Study,
- Project Study Report review for potential 2022 Regional Transportation Improve Program (RTIP) future projects,
- 2022 Regional Transportation Improvement Program approved and submitted,
- Advancing the region’s MOU Projects with Inyo County LTC and Kern Council of Governments,
- Continuation of Regional Asset Management Systems
- Air Quality Monitoring in Town of Mammoth Lakes
- June Lake Loop (SR 158) Active Transportation Plan under way during FY 21/22,
- ESTA Short Range Transit Plan and Coordinated Human Services Plan under way in FY 21/22
- Mono County’s vehicle miles traveled (VMT) standard and an update to countywide greenhouse gas emission inventory are underway,
- Update of Mono County Public Works development standards which includes roads and other transportation infrastructure.

Planning Emphasis Areas

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) developed Planning Emphasis Areas (PEAs) to promote policy, procedural, and technical topics that are to be considered by MPOs and RTPAs in preparation of work plans.

Planning Emphasis Areas

- **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**
Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning

organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential **solutions**.

- **Equity and Justice in Transportation Planning**

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans, and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development [Executive Order 13985](#) (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities. To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

- **Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles. To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

- **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

- **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD’s facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET](#)

system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

- **Federal Land Management Agency (FLMA) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

- **Planning and Environment Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

- **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be

used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

Federal Planning Emphasis Areas and OWP Tasks

The applicable PEA goal(s) and the corresponding Work Element are shown in Table 3.1 below.

3.1 FY 2022/23 OWP Work Elements and Planning Emphasis Areas/Planning Considerations

2021 Planning Emphasis Areas	Work Elements
Tackling Climate Crisis	200.2, 200.3, 300.1, 400.1, 400.2, 800.2
Equity and Justice	200.2, 200.3, 400.1, 400.2, 800.2, 900.3, 900.6, 900.7
Complete Streets	200.2, 200.3, 400.1, 400.2, 800.2, 900.3, 900.6, 900.7
Public Involvement	100.1, 200.1, 200.2, 800.1, 800.2,
Strategic Highway Network / DOD Coordination	200.1, 200.2, 800.1
Federal Land Management Coordination	200.2, 700.1, 800.1
Planning and Environmental Linkages	200.1, 200.2
Data in Transportation Planning	900.2, 900.3, 900.4

FY 2022/23 OWP

LTC's planning activities are divided into 19 Work Elements. Funding sources for LTC planning activities include a combination of RPA, LTF, and PPM dollars. Table 4.1 lists the Work Elements and the total estimated cost for each. The following pages contain a detailed description of each of the work elements for the OWP, including work tasks, work products, estimated benchmarks, and estimated costs. A detailed summary table containing estimated cost and funding sources for all work elements is still in development. A few work elements are annual programs, and the two grant work elements will be completed in the 22/23 FY.

Draft Overall Work Program FY 2022/23

4.1 Total Budgeted Amount by Work Element

Work Element	Description	RPA Amount	PPM Amount	RMRA	FTA 5304	SB-2 Grant	LTF
100.1	Agency Administration and Management	8,000					5,000
100.2	Overall Work Program Development & Admin	8,000					
100.3	Training and Professional Development	3,000					
200.1	Regional Transportation Plan	4,000					
200.2	RTP Implementation and Monitoring	3,000					
200.3	Multi Modal Planning RPA	70,500					
300.1	VMT and Implementation	15,000				30,000	
400.1	June Lake ATP	12,000		145,089			
400.2	Short Range Transit Plan	5,000			113,372		
500	<i>Reserved for future needs</i>						
600	<i>Reserved for future needs</i>						
700.1	Regional Transportation Improvement Program	3,000					
700.2	Project Development and Project Study Reports		40,000				
800.1	Regional Transportation Planning	3,000					
800.2	Regional Transit Planning and Coordination	5,000					
900.1	Planning, Monitoring and Traffic Management	8,000					
900.2	Regional Data Collection Equipment	14,000					
900.3	Regional Asset Management - RPA	15,000					
900.4	Regional Asset Management - PPM		20,000				
900.5	Air Quality Monitoring	500					
900.6	Trails Planning	15,000					
900.7	Community Traffic Calming / Complete Streets / Design	5,000					
900.8	Mono County Public Works Projects	33,000					
	Total						
	Final Budget	230,000	\$60,000	145,089	113,372	30,000	5,000
	Reserve RPA/PPM	\$TBD	\$TBD				

Note: WEs 400.1 and 400.2 RPA funding matches get spent down before the end of the current FY, the budgeted PRA amounts above will change before OWP adoption.

Invoicing / Reimbursement

The OWP is a reimbursement-based program on eligible activities contained in the adopted program. The two main funding sources are Rural Planning Assistance (RPA) and Planning Programming and Monitoring (PPM) funds. Request for reimbursement is outlined below:

All costs need to be submitted to LTC staff from Mono County by the 15th of the month following the quarter end. Late submittals will not be included.

Q1 = July 1 – Sept 30: Billing must be submitted by October 15

Q2 = October 1 – December 31: Billing must be submitted by January 15

Q3 = January 1 -March 31: Billing must be submitted by April 15

Q4 = April 1 – June 30: Billing must be submitted by July 15

Full requirements for billing submittals are provided in appendix A.

COVID -19

Task and projects in this OWP may be delayed at times during the COVID-19 pandemic for other higher priority needs. LTC had an RPA carryover balances into the new Fiscal Year. If there are instances where tasks or projects will be delayed, staff will prioritize end products to meet the needs of Mono County and Town of Mammoth Lakes.

Work Element 100—Agency Administration and Management

The tasks in this work element cover activities related to the overall administration of LTC’s transportation planning program. All tasks are annual or ongoing activities undertaken to maintain compliance with regulations, organize and manage activities, and staff training.

100.1 General Administration and Management

Purpose: This task includes general administrative functions related to transportation planning and implementation of the Regional Transportation Plan goals and policies. This may include preparation of Commission agendas, reports, public noticing, and other administrative functions of the Commission.

Previous Work:

This work element provides ongoing transportation-focused administrative duties. Work includes agendas, reports, public notices, and general coordination for the transportation planning activities of staff and the commission.

Task Elements:

- Preparation of required reports and memoranda supporting the activities of the LTC.
- Management and administration of budgets and agreements.
- LTC support, such as providing staff reports, researching LTC/RTPA issues for Commissioners, preparation of board/public meeting materials, and attendance at LTC regular and special meetings.

Expected Products:

- Monthly agenda meeting materials for LTC Commission meetings and other public hearings, as needed.
- Miscellaneous reports, analyses, correspondence, task summaries and memoranda, and funding management and invoicing for LTC, as needed.

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June 2023

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$3,000	\$5,000	\$8,000
LTF		\$5,000	\$5,000
Total			\$13,000

100.2 Overall Work Program Development and Administration

Purpose: This task includes administration of FY 2022/23 OWP and development of the FY 2022/23 OWP by County staff in cooperation with other local, state, or federal agencies. This task also includes OWP amendments, as needed.

Previous Work: This WE include reporting on amendments to the current FY 2019/20 OWP.

Task Elements:

- Administration of the FY 2022/23 OWP.
- Quarterly reporting of current year OWP progress and billing.
- Implementation of the OWP including amendments.
- Development and preparation of the FY 2022/23 OWP.

Expected Products:

- FY 2022/23 OWP quarterly reports.
- Amendments to the OWP, as needed.
- An adopted FY 2022/23 OWP
- Prior FY 2021/22 deliverables
- Initial work on 23/24 OWP

Estimated Benchmarks: Ongoing for the complete fiscal year
The draft 2023/24 OWP is due March 1, 2023

Estimated Completion Date: June 2023

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$3,000	\$5,000	\$8,000

100.3 Training and Professional Development

Purpose: This task includes training and professional development opportunities related to transportation planning for staff. Staff must be up to date on current federal, state, and local regulations and policies that relate to and affect transportation. Training may include topics related to SB 1, SB 743, Transportation Development Act (TDA), Manual on Uniform Traffic Control Devices (MUCTD) requirements, Local Assistance, Federal Highway Administration (FHWA), Caltrans, complete streets design and best practices, and others.

Previous Work: Attendance in various webinars such as SB 1, and SB 743 implementation for rural agencies.

Task Elements:

- Attendance by staff for necessary workshops, conferences, webinars, and/or other transportation planning events.

Expected Products:

- Training documentation and attendance.

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June 2023

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$1,000	\$2,000	\$3,000

Work Element 200—Regional Transportation Series

The tasks of this Work Element are to maintain, monitor, and amend as needed the Regional Transportation Plan (RTP). This task is performed cooperatively by Mono County and Town of Mammoth Lakes staff. The series includes RTP development, monitoring, and multi-modal planning efforts.

200.1 Regional Transportation Plan

Purpose: The objective of the RTP is to maintain an up-to-date transportation plan that furthers the goals, policies, actions, and assessment of current modes on a regional and local basis. This element also coordinates other agency documents that are transportation-related (such as the TOML and Mono County Housing Elements).

Previous Work: Update and adoption of the 2019 Regional Transportation Plan and CEQA adoption documentation.

Task Elements:

- Evaluate and revise transportation policies as needed. This includes identification of future transportation needs/improvements.
- Implement RTP policies and programs for Housing Element and General Plan consistency
- Continue public engagement and outreach to community groups on transportation-related topics.
- Review state and federal agency planning documents for consistency with 2019 RTP.
- Review capital improvement programs from TOML and County for consistency with 2019 RTP.

Expected Products:

- Reports on and agendas from meetings with Regional Planning Advisory Committees (RPACs) and/or other stakeholders on transportation-related issues
- Housing and General Plan amendments
- Identification of future community needs and opportunities for RTP implementation
- Determine RTP amendments as necessary to comply with Regional Transportation Guidelines
- Incorporate the 2023 RTIP
- Incorporate any necessary County and TOML planning documents

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June 2023

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$2,000	\$2,000	\$4,000

200.2 Regional Transportation Plan Monitoring

Purpose: Regional transportation is a changing environment that must be monitored to remain up to date on legislation, funding opportunities, and current planning efforts. The purpose of this Work Element is for Mono County and TOML to stay current on legislation and statutory requirements to maintain an adequate RTP.

Previous Work: This work element has been separated out to highlight legislation tracking and planning document review to ensure consistency in all planning efforts with the adopted Regional Transportation Plan. Past and current examples include Proposition 6 (effort to repeal SB 1); SB 152 (changes to Active Transportation Program formulas); SB 743 (VMT implementation); and Coronavirus Aid, Relief and Economic Security Act (CARES).

Task Elements:

- Track transportation state and federal legislation
- Bipartisan Infrastructure Bill & IIJA tracking and serving on working groups as needed
- Track new funding opportunities
- Review California Transportation Commission (CTC) and/or Caltrans plans and policy changes
- Provide RTP consistency with Regional Transportation Improvement Program

Expected Products:

- RTP amendments as necessary
- Additional funding opportunities (may include grants like sustainable communities and or affordable housing grants)
- Correspondence to state and federal representatives on areas of concern (as determined by the Commission)
- Project identification for use of BIL / IIJA funds

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June 2023

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$1,000	\$2,000	\$3,000

200.3 Multi Modal Planning (WE 900-12-0) RPA funded

Purpose: Development of and implementation of multi-modal transportation plans for the TOML and County. Examples include Mobility Element, Mobility Hub, Walk Bike Ride, and other programs. This would also include updates to the TOML transportation model. These plans and models would provide for coordinated development programs that include housing, transit, bike, and pedestrian transportation facilities. This is predominately a Town of Mammoth Lakes WE.

Previous Work: This work element is a multi-year effort. The TOML continues to work on the update to its transportation model. This has been separated out to highlight legislation tracking and planning document review to ensure consistency in all planning efforts with the adopted Regional Transportation Plan. Past and current examples include Proposition 6 (effort to repeal SB 1); SB 152 (changes to Active Transportation Program formulas); SB 743 (VMT implementation); and Coronavirus Aid, Relief and Economic Security Act (CARES).

- TOML completed updates to its Mobility Hub Study
- TOML advanced development of a Mobility Master Plan

Task Elements:

- Development of TOML Mobility Master Plan
- RTP integration of TOML Transportation Planning documents and modeling analysis

Expected Products:

- Updated RTP and policy changes as needed
- Identification of Transportation needs of the Parcel
- TOML Mobility Hub Study document
- Data and research deliverable that will be incorporated into a Mobility Master Plan to consolidate TOML planning documents

Estimated Benchmarks: TOML has selected a consultant to complete the Mobility Master Plan. This effort will begin in 22/23, completion is expected in 23/24

Estimated Completion Date: Major components of this work element are estimated to be completed by Summer 2021, but other activities will be ongoing.

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	70,500	\$0	\$70,500

Work Element 300—Vehicle Miles Traveled and Implementation

The task of this Work Element is compliance and implementation of Senate Bill 743 mandated by the Governor’s Office of Planning and Research (OPR) to develop a new metric for determining the level of significance of transportation impacts under the California Environmental Quality Act (CEQA).

300.1 VMT Planning and Implementation

Purpose: California Senate Bill 743 (SB 743) represents a change in land use development planning and potential transportation impacts. The law changes how transportation impacts are measured in the review of land use and transportation plans and projects under the California Environmental Quality Act (CEQA). SB 743 removes automobile delay as the primary measure of transportation impacts of environmental significance, typically measured by traffic level of service (LOS) and replaces it with vehicle-miles traveled (VMT). Once this study is completed, this item would reside under WE 900.1 as an on-going work element. Some of the funding is from a SB 2 Planning Grant received by the Community Development Department for jobs housing balance and VMT needs. The SB-2 grant will be used in conjunction with funds from this WE to hire a consultant.

Previous Work: This WE will implement the County’s Vehicle Miles Traveled study.

Task Elements:

- Prepare request for proposal (RFP) for VMT study and VMT CEQA checklist
- Select consultant
- Work with consultant to develop VMT standards and review administrative draft study
- Adopt VMT study
- Amend the RTP

Expected Products:

- RFP and consultant selection
- Administrative review of draft VMT study
- Final VMT study and VMT CEQA checklist
- RTP amendment

Estimated Benchmarks: RFP – Spring 2021, Consultant selection – Spring/Summer 2021, Draft VMT study – Winter 2021, Adopt VMT study – Summer 2023, RTP amendment – after completion of study adoption 2022/23.

Estimated Completion Date: Fall 2023

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$	\$15,000	\$15,000
SB 2 Grant (2021 funding?)	\$	\$30,000	\$30,000

Work Element 400—Grants

The purpose of this Work Element accounts for two transportation grants received in 2020. These one-time grants and the Work Element will be removed upon close out of the grants.

400.1 June Lake Loop Active Transportation Plan / Sustainable Communities Grant

Purpose: This grant will develop an Active Transportation Plan for the June Lake Loop that will identify priority areas for pedestrians and cyclists to walk or bike along or across SR 158.

Previous Work: Contract for the consultant doing this study, retained traffic engineering firm to work with community and District 9 staff, and started community outreach efforts.

Task Elements:

- Project Planning and Coordination
- Community Outreach including local, state, and federal agencies
- Community Engagement
- Plan content development and review
- Draft and Final Plan
- Grant Administration

Expected Products:

- Meeting agendas, data collection, outreach efforts, and stakeholder groups
- Charrette schedule, materials, and meeting presentations
- Draft and final plan
- Grant administration and final closeout

Estimated Benchmarks: Community Outreach – Summer 2022, Community Engagement – Summer/Fall 2022, Draft and Final Plan – Winter of 2023, Grant Closeout – Summer 2023

Estimated Completion Date: Summer of 2023

Funding:

	Mammoth Lakes	Mono County
RPA	\$	12,000
	\$	
RMRA	\$	\$145,089
	Total	\$163,887

Note, the RPA budget for the coming FY will change based on closeout of 4th quarter billing.

400.2 ESTA Short Range Transit Plan & Coordinated Human Services Plan

Purpose: This grant will develop a Short-Range Transit Plan and Coordinated Human Service Plan for Eastern Sierra Transit Authority (ESTA).

Previous Work: This is a new work element. Consultant selected, and draft plan is under development.

Task Elements:

- Project Initiation
- Review of Existing Conditions
- Public Outreach
- Security and Technology
- Needs Assessment & Alternatives Analysis
- Coordinated Strategies
- Short Range Transit Plan & Coordinated Human Service Plan
- Grant Management

Expected Products:

- Meeting agendas, Consultant Selection
- Comprehensive review of area characteristics, Driver Retention report, Maintenance Program report
- Stakeholder meetings, Technology and Security report
- Alternatives Analysis and Coordinated Strategies
- Draft and final plan

Estimated Benchmarks: Project Initiation with consultant Spring 2022, Review of Existing Conditions, Public Outreach – Summer 2022, Security and Technology Report – Summer 2022, Alternatives Analysis & Coordinated Strategies – Summer / Fall 2022, Draft and Final Plan –Spring 2022, Grant Closeout – Summer 2022

Estimated Completion Date: Winter 2023

Funding:

	Mammoth Lakes	Mono County
RPA		\$5,000
FTA 5304	\$	\$113,372
	Total	\$135,000

Note, the RPA budget for the coming FY will change based on closeout of 4th quarter billing.

Work Element 700—Regional Transportation Improvement Program (RTIP) and Project Development Series

The RTIP and Project Development Series is the design and programming of various work elements for projects that are ready for construction funding. The funding may come from a variety of federal (FTIP, grants), State (STIP, grants) and local sources (SB 1, grants).

700.1 RTIP

Purpose: The RTIP is a two-year planning and programming document that is adopted in odd calendar years. The funds can be used for road, transit, bike, and pedestrian construction projects in the County and TOML. The funding comes from a variety of federal, state, and local sources. Regional and local projects cannot be programmed or allocated by the California Transportation Commission (CTC) without a current RTIP.

Previous Work: Adoption of 2020 RTIP, consistency determination of the 2020 RTIP to the 2019 Regional Transportation Plan, and consistency of the 2020 RTIP with CTC guidelines.

Task Elements:

- Coordinate with statewide, regional, and local planning agencies on future capital projects
- Coordinate with MOU partners on funding and revised MOU time frames when necessary
- Monitor 2021 Mid-Cycle STIP Cycle (CRRSSS) for any necessary amendments
- Develop programming needs and/or projects for the 2024 RTIP
- Monitor / amend the 2020 RTIP as necessary
- Identification of any 2024 RTIP needs

Expected Products:

- This is an ongoing project and applies to development of any amendments needed for the 2020, 2022 RTIP or prior projects
- Preliminary development of the 2024 RTIP

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: May 2023

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$1,000	\$2,000	\$3,000

700.2 Project Development Work / Project Study Reports

Purpose: This WE will develop Project Initiation Documents (PID) and Project Study Reports (PSR) for future construction programming. PIDs are planning documents used to determine the type and scope of a project. PSRs are a type of PID document that include engineering reports on the scope, schedule, and estimated cost of a project. A PSR is used to program the project for State Transportation Improvement Program (STIP) funding.

PID and PSR work under this element can also include development of trail projects with Active Transportation Program (ATP) or Recreational Trails Program (RTP) funding opportunities.

Previous Work: PSRs to support RTIP funding in 2020. Examples include Long Valley PSR, Airport Road PSR, TOML Local Roads PSR, and Eastside Lane phase 2 PSR.

Task Elements:

- Complete necessary engineering and technical studies to support the development of PSR’s and PID’s
- Conduct public outreach and research to support the development of PSR’s and PID’s
- Maintain a list of fundable and construction ready projects
- Review emergency access routes for PSR development consistent with Local Hazard Mitigation Plan (LHMP)
- Update existing PSRs as needed for the 2024 RTIP cycle
- Meet any new documentation and/or funding requirements of BIL/IIJA

Expected Products:

- PIDs and PSRs development for 2021 Mid-Cycle and 2023 RTIP
- Other technical studies needed for project development
- BIL / IIJA project submittals

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: May/June 2023

Funding:

	Mammoth Lakes	Mono County	Total Funding
PPM	\$20,000	\$20,000	\$40,000

Work Element 800—Regional Transportation Planning Series

This Work Element is to improve multi-modal access between the Eastern Sierra and other regions, such as Nevada, Southern, and Central California. Interagency partners include National Park Service, US Forest Service, Kern Council of Governments (COG), San Bernardino County Transportation Agency (SBCTA), and Inyo County LTC.

800.1. Regional Transportation Planning

Purpose: This work element includes coordinating with Rural Counties Task Force (RCTF), Kern Council of Governments, San Bernardino County Transportation Agency, and Inyo County Local Transportation Commission on current issues, funding opportunities, and MOU projects. Kern COG, SBCTA, Inyo, and Mono LTCs make up the Eastern California Transportation Planning Partnership.

Previous work: Staff participation and attendance with the Eastern California Transportation Planning Partnership (ECTPP), and Rural Counties Task Force. The ECTPP and staff met twice last year. RCTF and staff participated in five meetings last year.

Task Elements:

- Serve as a member of Eastern California Transportation Planning Partnership
- Monitor MOU projects between SBCTA, Inyo County, and Kern Council of Governments (COG) and make/review any necessary changes to existing MOU’s
- Participate in Rural Counties Task Force (RCTF) via phone/video conference
- Participate as needed with the Mono County Collaborative Planning Team and other regional efforts such as the Eastern Sierra Planning group and Eastern Sierra Council of Governments.
- Work collaboratively with Inyo and Humboldt-Toiyabe National Forest, Bureau of Land Management, and National Park Service as needed

Expected Products:

- Attendance at Collaborative Planning Team and other regional meetings
- Update MOUs and coordination of funding for each agency
- Rural Counties Task Force (RCTF) meetings on statewide transportation matters, including SB 743
- Attendance at Rural Counties Task Force meetings once a quarter via phone conference as available

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: This is an annual work element

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA		\$3,000	\$3,000

800.2 Regional Transit Planning and Coordination

Purpose: Coordination on transit and transit related issues and/or policies with Eastern Sierra Transit Authority (ESTA) and Yosemite Area Regional Transit System (YARTS). This may include holding public transit workshops to identify transit issues, unmet needs, planning additional service routes, and coordination between transit operators and the Commission.

One of the critical assets is the ESTA fleet of vehicles is due to reach the end of useful life in 2024. The Commission is supportive of dedicated support for replacing ESTA's fleet, including support to purchase zero emissions buses, fueling infrastructure, buildings, and planning.

Previous work: Staff and Commission participation with YARTS on 2020 summer service (123 service days) and increase in annual in LTF funding (now \$40,000/yr). In conjunction with ESTA, conduct unmet transit and transportation needs with RPACs.

Task Elements:

- Attend stakeholder meetings as appropriate
- Conduct community outreach on an annual basis
- Conduct seasonal transit workshop – these would be general transit needs meetings with TOML, RPAC groups and other interested nonprofits
- Meet with Social Service Technical Advisory Committee (SSTAC) members as needed
- Collect Unmet Transit needs for community
- Incorporate Intelligent Transportation System (ITS) Plan policy into transit plans
- Participate in the YARTS Authority Advisory Committee (AAC)
- Staff involvement with YARTS strategic planning group
- Catalog needs for ESTA transitioning to a zero-emission fleet
- Provide support to ESTA in maintaining capital assets in good repair. This includes the planning for replacement, maintenance, and infrastructure needs for the fleet.

Expected Products:

- Identify Unmet and regional transit needs for annual Local Transportation Fund allocation in June of each fiscal year. This may include community meeting agendas, comments, and outcomes for Unmet Transit needs
- Identification of any general or contractual transit needs or service issues within the region
- Participation with YARTS, including support to the AAC and Governing Board and consideration of annual operating schedules or funding
- YARTS strategy for fleet replacement and contract needs
- Annual allocation of STA and LTF funds

Estimated Benchmarks: Unmet Transit needs process January – June 2023, Consultation with YARTS –on a monthly basis, Annual STA/LTF allocations June 2023

Estimated Completion Date: June 2023

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$1,000	\$4,000	\$5,000

900 Asset Management and Traffic Issues

Mono County and the Town of Mammoth Lakes make base operational decisions and work priorities from data. For the past two decades, the organizations have incrementally developed a comprehensive enterprise-scale GIS to house the information necessary to make those decisions and continue to prioritize work efforts to keep the information within Asset Management up to date.

This is fundamentally important as we strive for data-driven decision making in the way that we manage transportation assets throughout the region. To ensure that we can continue doing so in the future, there is an ongoing commitment of staff resources and funding to ensure that we have the appropriate data needed to drive and carry out projects.

At the core of this is a series of transportation and asset management datasets which contain information on a variety of elements which exist within the right of way and are managed as part of our overall transportation infrastructure. In order to adequately perform planning work for future efforts, we must continue to maintain this data to ensure that we have the right information to help with our decision making.

900.1 Planning, Monitoring, and Traffic Management Issues

Purpose: The purpose of this Work Element is to provide for the planning, review and monitoring of various transportation improvements and traffic management issues. These tasks support local and regional transportation planning including safety, multimodal infrastructure, vehicle use, vehicle miles traveled, bike and pedestrian counts, etc.

Previous work: TOML Biannual Traffic Study, Town Annual Traffic Report, and North Village Cut-Through Study, TOML VMT modeling

Task Elements:

- Conduct applicable reviews, such as analysis of non-motorized features
- Conduct street parking management studies
- Perform studies such as: traffic volume, speed studies, turning movements, VMTs, and sight distance studies
- Conduct pedestrian / bike user counts

Expected Products:

- Staff support on the Mobility Element update to help identify future projects under Walk, Bike, Ride
- Various TOML studies (traffic volume, speed, turning movements, sight distance studies, VMT surveys and background data, and bike/ped counts)
- Update to TOML VMT model

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June of 2023

Draft Overall Work Program FY 2022/23

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$6,000	\$2,000	\$8,000

900.2 Regional Data Collection Equipment

Purpose: This Work Element will purchase equipment for counting vehicles, cyclists, and pedestrians. WE may include associated software to support current monitoring and transportation planning activities. Data collected through purchased equipment will be used to analyze the use (number, patterns, and trends) of various transportation facilities, including sidewalks, bike trails, and roadways and will be used to aid in planning future transportation policies, programs, and capital projects to improve safety and reduce vehicle use at the local level. This WE also supports deployment of trail counters and retrieving data.

Previous work: County has deployed counters over the 2020/21 fiscal year. It is evident that additional trail and or vehicle counters are needed for data collection on public lands.

Task Elements:

- Purchase equipment and software if necessary
- Purchase trail counters and or vehicle counters
- Deployment of trail/vehicle counters as necessary

Expected Products:

- Purchase of equipment
- Purchase, outfit, and deployment of trail and or traffic counters
- Reports compiled and usage rates determined at various recreation hubs. This data will be used to implement WE 900.1 and 900.3.
- Collection of trail and traffic counts for inclusion into Regional Asset Management System WE 900.3

Estimated Benchmarks: Order trail counters – Summer 2022, take delivery of trail counters in FY 2022/23 2021

Estimated Completion Date: June of 2023

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$5000	\$9000	\$14,000

900.3 Regional Asset Management System - RPA

Purpose: This work element is done on a regional basis to provide a comprehensive and consistent program around asset management. Because the staff necessary to do the appropriate work are County employees, 100% of the budget is allocated to the County, despite the fact that some of the work being done is within and for the TOML.

This work element covers staff time necessary to continually develop and maintain an inventory of Right-of-Way, encroachments, culverts, signs, and other transportation issues or facilities in order to have the best possible data on current and or future projects. This quantitative baseline data helps staff analyze and prioritize potential projects.

Previous Work: On going work to develop and maintain an Asset Management System to help inventory and track transportation infrastructure.

Task Elements:

- Catalog and report all transportation related infrastructure as a baseline quantitative data set. These may include current pavement conditions, ROWs, culverts, signs, traffic counts, trail counts, center line data, lane miles, etc.
- Coordinate / store regional agency data for traffic counts, trail count and user counts for recreational areas
- Improve centerline data quality
- Integrate linear reference information into future projects
- Provide support to TOML and for County regarding transportation data base requests

Expected Products:

- Updated transportation and attribute data to ensure accuracy of GIS
- Reports that prioritize, and plan future projects related to asset management information (decision tool)
- Quantitative data for traffic & trail counts and recreational areas user rate in grant applications, and future funding requests

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June of 2023

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA		\$15,000	\$15,000

900.4 Regional Asset Management System - PPM

Purpose: This work element is done on a regional basis to provide a comprehensive and consistent program around asset management. Because the staff necessary to do the appropriate work are County employees, 100% of the budget is allocated to the County, despite the fact that some of the work being done is within and for the TOML.

This work element covers staff time necessary to continually develop and maintain an inventory of Right-of-Way, encroachments, culverts, signs, and other transportation issues or facilities in order to have the best possible data on current and or future projects. This quantitative data is used for project development such as PIDs and PSRs.

Previous Work: On-going work to develop and maintain an Asset Management System to help inventory and track transportation infrastructure. This data is used to develop PIDs, PSRs, and capital projects.

Task Elements:

- Catalog and report all transportation related infrastructure including current pavement condition information and Pavement Management System (PMS)
- Provide reports to plan future maintenance in a cost-effective matter
- Improve center line data quality
- Integrate linear reference dataset into highway and road projects
- Provide support to TOML for County and TOML on transportation data request

Expected Products:

- Asset management data used to develop PIDs and PSRs
- Findings integrated into existing plans such as the five-year Capital Improvement Plan and the Transportation Asset Management Plan

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: June of 2023

Funding:

	Mammoth Lakes	Mono County	Total Funding
PPM	\$20,000	\$20,000	\$40,000

900.5 Air Quality Monitoring and Planning TOML

Purpose: The purpose of this work element is to offset a portion of the cost for the daily monitoring and collection of air pollution data in Mammoth Lakes associated with particulate matter created by vehicle use (cinders and tire wear) and other emissions in Mammoth Lakes. The data is utilized to monitor the effects of Vehicle Miles Traveled on air pollution and measure the effects of proposed or implemented transportation infrastructure improvements and maintenance policies. The work effort supports the policies and programs of the Great Basin Unified Air Pollution Control District, which coordinates regional air quality monitoring and improvement programs.

Task Elements & Products:

- Annual daily air pollution data and reporting

Estimated Benchmarks:

- FY 22/23 daily air pollution data report

Estimated Completion Date: On-going work element

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$500	\$	\$500

900.6 Regional Trails Planning

Purpose: This work element will develop community trail projects and revision/implementation of the Mono County Trails and Bicycle Transportation Plans. This component may also consider Off Highway Vehicle (OHV) and Over Snow Vehicle (OSV) connections within and adjoining communities with multiple public land management units (combined use roads, strategic staging-area and transportation/trailhead related needs) to plan multi-modal trails and transportation elements that address existing user trends. Trail planning within the County will follow existing templates and standards where possible, consistent with those developed by the Town of Mammoth Lakes and federal/state land management units.

Previous work: Significant planning efforts and various design standards have been developed by the Town of Mammoth Lakes, and Mammoth Lakes Trails and Public Access (MLTPA) in past-planning efforts – consistent with federal/state standards as required. In the last two years, Mono County has contributed to this WE by meeting with federal/state land managers and participating in community planning meetings to identify trails and multi-modal transportation needs and trends.

Mono County Planning and Public Works Divisions met with trail proponents in the Walker/Coleville Area to plan multi-modal trail connectivity in Walker Canyon (Mountain Gate Parkway) to reduce vehicle miles and provide safe bicycle/pedestrian corridors which address existing trends. (This task element is on-going and identified below.) Public Works Division also met with Community Service Area #1, the June Lake Citizens Advisory Committee, Mono Basin and Bridgeport RPACS, and U.S. Forest Service/BLM/CDFW representatives to address a spectrum of trail-planning needs throughout the County including the development of wayfinding, vehicle/snow staging areas, and trailhead/transportation needs related to the County trails and bicycle plans. Staff has also reviewed future road rehabilitation projects for incorporation of bike lanes and other features where appropriate and met with federal land-management units to plan OHV/OSV connectivity adjoining local communities. Mono County has supported Adventure Cycling Association pursuit of USBR 85 through Mono County as part of this WE.

Task Elements:

- Meet with community stakeholders, federal/state land-managers, and pertinent regulatory agencies (BLM, USFS, LADWP, CT, TOML, MLTPA, ESCOG, ESSRP and others)
- Conduct collection of GIS data and mapping to plan for future trail alignments
- Continue agency collaboration for trails planning and multi-modal accessibility including possible OHV connections (Combined Use Roads)
- Investigate and identify funding sources for trail projects
- Develop mapping and baseline data from WE 900.2 and WE 900.3
- **Develop and inventory wayfinding standards that inform WE 900.7 (Community Traffic Calming, Complete Streets and Design Standards)**
- Work with BLM, USFS, TOML, and MLR to ensure cohesive trail planning
- Develop a Regional Trails Plan for greater Long Valley area (CSA 1 trails and connectivity plan – Tom’s Place, Whitmore, to Sherwin Creek / Sawmill Cutoff Road)
- Continue work on North County Regional Trails Network – Bridgeport and Antelope Valleys (Combined Use Roads / OHV and the West Walker River/Mt Gate Planning effort)
- Support the Eastern Sierra Sustainable Recreation Partnership (ESSRP) efforts such as Trails to Towns
- Community outreach to coordinate OHV/OSV staging areas for summer/winter recreation needs and community access points in the region

Draft Overall Work Program FY 2022/23

- Future amendment(s) to adopted Bicycle Plan and or Trails Plan

Expected Products:

- Preliminary trail alignments for community “Towns to Trails” concepts and community/township connectivity (on-going)
- Combined Use demonstration or conceptual plan that would make OHV/OSV connections with communities and adjoining public lands
- Conceptual plan for the Walker Canyon (Mountain Gate Parkway) multi-modal (non-motorized) bicycle/pedestrian safe-access trail corridor
- Community/inter-agency outreach for summer/winter recreational access points
- Wayfinding standard inventory and development

Estimated Benchmarks: This is a multi-year work element. Preliminary trail alignments – Summer / Fall 2022, Towns to Trail effort Spring / Summer 2023

Estimated Completion Date: On going tasks

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$2,000	\$13,000	\$15,000

900.7 Community Traffic Calming, Complete Streets and Design Standards

Purpose: Develop and maintain standards for complete streets and traffic calming measures for application in neighborhoods and community areas to increase safety and livability for Mono County communities. RTP policies require transportation improvements to consider complete streets and other traffic calming measures.

Previous Work:

Task Elements:

- Continue to conduct community outreach on complete street transportation planning efforts including, Main Street Projects (Bridgeport, Lee Vining, June Lake), Corridor Management Plan, etc.
- Public Works and CDD review of June Lake Village traffic patterns, conduct traffic counts, parking and snow storage constraints, and possible solutions to improve circulation in the Village. This is in coordination with the June Lake Loop Active Transportation Plan / Sustainable Communities Planning Grant.
- Assess neighborhood & community issues, opportunities & constraints in the unincorporated area, with a focus on June Lake and main streets
- Coordination of wayfinding for vehicle access points and consistency with Manual on Uniform Traffic Control Devices (MUTCD)
- Community outreach

Expected Products:

- Traffic count updates, snow storage constraints for June Lake Village and SR 158
- Wayfinding and MUTCD sign implementation

Estimated Benchmarks: Update of Mono County Road Standards – Summer of 2021

Estimated Completion Date: September of 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA		\$5,000	\$5,000

900.8 Mono County Public Works Projects

Purpose: Completion of various projects administered by the Mono County Public Works department. Projects include planning and coordination for regional trails and emergency access routes, modeling through the use of drone surveys and GIS, gathering data for speed surveys and Average Daily Traffic (ADT) counts, updating the Pavement Surface Evaluation and Rating (PASER) System, performing research and planning for the life cycle costs for pavement preservation treatments, updates to Mono County Road Standards, completion of the Local Road Safety Plan (LRSP), tracking of yearly traffic accident data and collision rates for evaluation of roadway safety, and support software. Some of these task elements are listed by probably funded in the 2022/23 OWP.

Previous work:

- The Systemic Safety Analysis Report Program (SSARP) is completed. The LRSP will expand county road safety beyond engineering countermeasures.
- Emergency access routes for Swall Meadows and the Petersen Tract in June Lake have been proposed and partially analyzed, as identified in the Multi-Jurisdictional Hazard Mitigation Plan.
- GIS shapefiles exist for roads and some signs.
- PASER System has been developed. Data has been collected for 2017-2018 and 2019-2020.
- Speed survey / traffic count device has been acquired.
- Life cycle analysis using equivalent annual cost method is being used to identify road maintenance treatments based on PASER ratings.
- Implementation of safety projects are in progress. Yearly assessment would inform effectiveness of implemented projects.

Task Elements:

- Prepare LRSP report, including community coordination, goal setting for safety, draft report, and tracking
- Planning of emergency access routes
- Inventory existing assets to be included in shapefiles and imported into GIS
- Refine life cycle costs for pavement preservation
- Update PASER database for 2021-22 by collecting and importing data
- Development of ten speed/traffic surveys throughout the county
- Create framework for a yearly assessment of safety plans and tracking of traffic collisions
- Work with relevant community groups on regional trails planning
- Perform research and planning on the life cycle cost for pavement preservation and development of life cycle software for implementation
- Use of drone surveys for asset management products to be incorporated into WE 900.3

Expected Products:

- LSRP report
- Draft design of emergency access routes

Draft Overall Work Program FY 2022/23

- Completion of GIS map, including inventory of existing assets
- Updated PASER database that reflects data from 2021-22
- Report on data collected from ten speed/traffic surveys
- Identification of most cost-effective road maintenance treatments for incorporation into the 5-Year CIP
- Determination of current traffic collision frequencies and collision rates on relevant county roads

Estimated Benchmarks: First draft of GIS map in 2023, updated PASER dataset by end of fiscal year, draft report of LSRP winter 2021, draft of Mono County Road Standards in 2021

Estimated Completion Date: GIS map ongoing, PASER system data updates ongoing, speed/traffic surveys ongoing, tracking of traffic collision data ongoing, Mono County Road Standards adopted by the Board of Supervisors in FY 22/23, regional trails planning ongoing, completion of LSRP report in FY 22/23

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	-	\$33,000	\$33,000

APPENDIX A OWP BILLING PROCEDURES

- 1) All costs need to be submitted by the 15th of the month following the quarter end. Late submittals will not be included. The deadlines are:

Quarter 1 = July 1 – Sept 30: Billing must be submitted by October 15

Quarter 2 = October 1 – December 31: Billing must be submitted by January 15

Quarter 3 = January 1 -March 31: Billings must be submitted by April 15

Quarter 4 = April 1 – June 30: Billings must be submitted by July 15

- 2) All expenditures must include the following:
 - A. OWP Work Element number and work element description that has a budget. If there is no approved budget the costs will be omitted.
 - B. Staff time must include hours worked per day with a rate.
 - C. If consultant costs are included, then detail of consultant costs must be included.
 - D. A brief narrative of quarterly work completed per Work Element and explanation of expenditures for the overall billing.
- 3) All OWP expenditures require a final closeout for the prior fiscal year to Caltrans District 9 by August 31. Please include all WE deliverables no later than July 31.

APPENDIX B GLOSSARY OF TERMS AND ACRONYMS

Active Transportation Program (ATP): Created in 2013 by the passage of SB 99 and AB 101, the Active Transportation Program consolidates existing federal and state transportation programs into a single program with a focus to make California a national leader in active transportation. The purpose of the Active Transportation Program is to encourage increased use of active modes of transportation by achieving the following goals:

- ◆ Increase the proportion of trips accomplished by biking and walking,
- ◆ Increase safety and mobility for non-motorized users,
- ◆ Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009),
- ◆ Enhance public health and ensure that disadvantaged communities fully share in the benefits of the program, and
- ◆ Provide a broad spectrum of projects to benefit many types of active transportation users.

Airport Land Use Commission (ALUC): The fundamental purpose of ALUCs is to promote land use compatibility around airports. As expressed in state statutes, this purpose is "... to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." The statutes give ALUCs two principal powers by which to accomplish this objective:

1. ALUCs must prepare and adopt an airport land use plan; and
2. ALUCs must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

California Environmental Quality Act (CEQA): A statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

Community Service Areas (CSA): A body that provides services to specific areas of the County. Typical services include may include services not provided by Special Districts or services not provided on a Countywide basis. Examples include, TV service, parks and recreational services, fire/police, mosquito abatement, and/or other community needs. CSA spending is dependent on Board of Supervisor approval.

Eastern California Transportation Planning Partnership (ECTPP): This group is made of Inyo County Local Transportation Commission (ICLTC), Kern Council of Governments (Kern COG), MCLTC, San Bernardino County Transportation Agency (SBCTA), and Caltrans District 9. Other Caltrans Districts also participate (District 6 in Fresno and District 8 in San Bernardino) depending on project location or District involvement.

Eastern Sierra Transit Authority (ESTA): The Eastern Sierra Transit Authority (ESTA) was established in November of 2006 as a Joint Powers Authority between the Counties of Inyo and Mono, the City of Bishop, and the Town of Mammoth Lakes. ESTA is the public transit agency created to provide for public transportation in and for the four member jurisdictions and throughout the entire Eastern Sierra region.

Federal Highway Administration (FHWA): An agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands).

Fixing America's Surface Transportation (FAST) Act: A federal law enacted in 2015 to provide long-term funding for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

Interregional Transportation Improvement Program (ITIP): The ITIP is a five-year program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline. The ITIP is prepared by the California Department of Transportation (Caltrans) and is submitted to the California Transportation Commission (CTC) for approval.

Local Transportation Fund (LTF): The LTF is derived from a 1/4-cent general sales tax collected statewide. The State Board of Equalization, based on the sales tax collected in each county, returns the sales tax revenues to each county's LTF. The LTF was created in 1971 when legislation was passed to provide funding to counties for transit and non-transit related purposes.

Memorandum of Understanding (MOU): An agreement between two (or more) parties. It expresses a convergence of will between the parties, indicating an intended common line of action. Many government agencies use MOUs to define a relationship between agencies.

Metropolitan Planning Organization (MPO): MPOs are the regional planning entities in urbanized areas, usually an area with a population of 50,000 or more. There are 18 MPOs in California, accounting for approximately 98% of the state's population.

Mono County Local Transportation Commission (MCLTC): MCLTC is the recognized RTPA for the Town of Mammoth Lakes and County.

Overall Work Program (OWP): MCLTC annually adopts a budget through the preparation of an Overall Work Program. This work program describes the planning projects and activities or work elements that are to be funded, and the type of funds that will pay for the expenditures.

Planning, Programming, and Monitoring (PPM): PPM is funding allocated by the California Transportation Commission (CTC) through the State Transportation Improvement Program (STIP). Designated uses of PPM include:

- ◆ Regional transportation planning – includes development and preparation of the regional transportation plan;
- ◆ Project planning – includes the development of project study reports or major investment studies conducted by regional agencies or by local agencies, in cooperation with regional agencies;
- ◆ Program development – includes the preparation of regional transportation improvement;
- ◆ Monitoring the implementation of STIP projects – includes project delivery, timely use of funds, and compliance with state law and CTC guidelines.

Project Initiation Document (PID): a report that documents the purpose, need, scope, cost, and schedule for a transportation project. The PID identifies and describes the viable alternatives to a transportation problem.

Project Study Report (PSR): A report of preliminary engineering efforts, including a detailed alternatives analysis, cost, schedule, and scope information for a transportation project. A PSR also includes estimated schedule and costs for environmental mitigation and permit compliance.

Regional Transportation Improvement Program (RTIP): MCLTC submits regional transportation projects to the California Transportation Commission (CTC) for funding in a list called the RTIP. The RTIP is a five-year program that is updated every two years. Projects in the RTIP are funded from the Regional Improvement Program (RIP).

Regional Transportation Plan (RTP): The Regional Transportation Plan has been developed to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mono County residents over the next 20 years. This document is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mono County.

Regional Transportation Planning Agency (RTPA): County or multi-county entities charged by state law in meeting certain transportation planning requirements. As the RTPA for Mono County, MCLTC coordinates transportation planning for the Town of Mammoth Lakes and County.

Rural Counties Task Force (RCTF): There are 26 rural county Regional Transportation Planning Agencies (RTPAs), or Local Transportation Commissions represented on the Rural Counties Task Force (RCTF). The RCTF is an informal organization with no budget or staff that generally meets every other month. A member of the CTC usually acts as liaison to the RCTF, and CTC and Caltrans staff typically attend these meetings to explain and discuss changing statewide transportation issues that may be of concern to the rural counties.

Rural Planning Assistance (RPA): Annually the 26 rural RTPAs receive state transportation planning funding, known as RPA, on a reimbursement basis, after costs are incurred and paid for using local funds.

Social Services Transportation Advisory Council (SSTAC): Consists of representatives of potential transit users including the general public, seniors and/or disabled; social service providers for seniors, disabled, and persons of limited means. The SSTAC meets at least once annually and has the following responsibilities:

- ◆ To maintain and improve transportation services to County residents, particularly the elderly and transit dependent
- ◆ Review and recommend action to the MCLTC relative to the identification of unmet transit needs and advise the Commission on transit issues, including coordination and consolidation of specialized transportation services.
- ◆ Provide a forum for members to share information and concerns about existing elderly and handicapped transportation resources.

State Transit Assistance (STA): These funds are provided by the State for the development and support of public transportation needs. They are allocated by the State Controller's Office to each county based on population and transit performance.

State Transportation Improvement Program (STIP): The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The STIP has two funding programs, the Regional Improvement Program, and the Interregional Improvement Program.

Transportation Development Act (TDA): The Transportation Development Act was enacted in 1971 and provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). The TDA funds a wide variety of transportation programs, including planning and programming activities, pedestrian and bicycle facilities, community transit services, and public transportation projects. One of MCLTC's major responsibilities is the administration of TDA funds.

Yosemite Area Regional Transportation System (YARTS): a joint powers agreement between Merced, Mariposa, and Mono Counties created in September 1999 to improve transportation to and from Yosemite National Park. YARTS provides seasonal transit service into the park from Mono County via SR 120.

APPENDIX C BUDGET BREAKDOWN FOR 2022/23

Placeholder for 2022/23 Budget

Mono County Local Transportation Commission

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

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

LTC Staff Report

TO: Mono County Local Transportation Commission (LTC)

DATE: April 11, 2022

FROM: Gerry Le Francois, Co-Executive Director
Caltrans Staff

SUBJECT: Memorandum of Understanding (MOU) projects remaining on State Route (SR) 14/395 and successor agreement update

RECOMMENDATION

Provide any desired direction to staff, particularly on the following: (1) Honoring repayment of funds to Inyo County LTC; (2) Repayment of funds to Mono County LTC, as per the standing MOU.

FISCAL IMPLICATIONS

A potential 80% funding gap for Kern County projects, and 50% funding gap for Inyo and Mono County projects.

ENVIRONMENTAL COMPLIANCE

Future projects require environmental compliance as a condition of project planning.

RTP/RTIP CONSISTENCY

All Regional Transportation Improvement Program (RTIP)/State Transportation Improvement Program (STIP) projects are required to be consistent with the Regional Transportation Plan (RTP).

DISCUSSION

Status of MOU projects on SR 14/395

Staff 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 ECTPP is made up of Inyo County LTC, Kern Council of Governments (COG), Mono County LTC, and District 9. The funding split for the MOU projects was:

- 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 MOUs started in 1999 and were amended most recently in 2014. The current funding allocations and MOU are no longer feasible due to (1) State ITIP funding being reallocated to Greenhouse Gas (GHG) reduction projects, leaving a 40% funding gap; and (2) Kern COG pulling their funding, which leaves an 80% funding gap for the stated projects in Kern County. Staff is working on a successor agreement to complete the list of projects that have been identified in these MOUs (see Table 1). Three projects have yet to be completed: Freeman Gulch 2 & 3, and North Conway Truck Climbing Lane. The

parties are interested in completing the three remaining projects, but the timeframe on completion and funding is still unknown

Table 1: List of projects identified in MOUs

Projects	County	Status
Olancha Cartago	Inyo	Under construction
North Mojave	Kern	Completed
Mono Co project – High Point Curve	Mono	Completed via SHOPP
InyoKern	Kern	shelved
Freeman Gulch 1	Kern	Completed
Freeman Gulch 2	Kern	Planning & Environmental
Freeman Gulch 3	Kern	Planning & Environmental
North Conway Truck Climbing Lane	Mono	Planning Initiation Document

The three Regional Transportation Planning Agencies (RTPAs) recognize the previous MOU funding mechanism is not viable in 2022 due to the redirection of ITIP funding and loss of Kern COG contributions. Mono County LTC will need to determine whether it would like to support honoring the commitment stated in the previous MOU: “Funds advanced shall be repaid during a future STIP cycle if the MOU is terminated.” Specifically, Inyo County LTC and Mono County LTC advanced funds for Freeman Gulch, which should be repaid by Kern COG through future available funding streams, including STIP. Repayment to Inyo County LTC is the priority given that projects are being delayed due to lack of funds created by this past advancement of funds. Staff recommends honoring the commitment to repay Inyo County LTC. Staff is seeking direction on whether the repayment of funds to Mono County LTC is also a priority.

Attachment

1. Draft Successor MOU Agreement

**MEMORANDUM OF UNDERSTANDING 2022 BETWEEN INYO COUNTY LOCAL TRANSPORTATION
COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS**

draft

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission (ICLTC), Mono County Local Transportation Commission (MCLTC), and the Kern Council of Governments (Kern COG). This 2022 MOU replaces the prior MOU dated in 1996, amended in 2013, between the above parties.

BACKGROUND

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 of California Business, Transportation and Housing Agency.

The RTPAs delivered four regional projects under the previous MOU: North Mojave 4-Lane (Kern County; 2007), High Point Curve correction (Mono County), Freeman Gulch segment 1 (Kern County; 2018), and Olancho Cartago (Inyo County: under construction in 2022). ICLTC and MCLTC both contributed more than the required 10% share for Freeman Gulch under the acknowledgement that Kern COG would return the funding to each RTPA through the remaining regional projects:

- State Route 14 Freeman Gulch segment 2 4-lane safety project,
- State Route 14 Freeman Gulch segment 3 4-lane safety project, and
- US 395 North Conway Truck Climbing Lane.

The RTPAs recognize the previous MOU funding mechanism of 40% (Interregional Transportation Improvement Program (ITIP), 40% Regional Transportation Improvement Program (RTIP) based on project location, and 10% from the two remaining Counties is not viable in 2022 due to ITIP funding being redirected to other state transportation priorities. Without the ITIP funding, the commitment of regional RTIP shares cannot deliver projects and therefore are not guaranteed. However, the parties agree safety improvements to the US 395/State Route 14 corridor are important and continue efforts to fund and complete the remaining projects.

Therefore, the ICLTC, MCLTC, and Kern COG wish to continue cooperating in an effort to complete the 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, without specific implementation dates.

PRINCIPLES

The parties agree to the following principles:

1. Honor the commitment stated in the previous MOU: "Funds advanced shall be repaid during a future STIP cycle if the MOU is terminated." Specifically, the \$6.323 advanced by ICLTC and the \$5.633 advanced by MCLTC for Freeman Gulch segment 1 shall be repaid by Kern COG through any available funding streams, including STIP. Repayment to ICLTC is the priority given that projects are being delayed due to lack of funds created by this past advancement of funds. The repayment plan shall be accepted or approved by both Kern COG and the receiving RTPA.
2. Maintain the existing coalition by adopting this successor MOU with ICLTC, MCLTC, Kern COG and Caltrans District 9 (State of CA);
3. Meet on an as needed basis;

draft

MEMORANDUM OF UNDERSTANDING 2022 BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

draft

- 4. Define the planning and funding process to complete the remaining MOU projects based on state funding allocations.
- 5. Future funding is best determined by each individual entity/party, but all three entities/parties should/shall participate to fund the remaining projects;
- 6. Jointly fund the remaining projects listed above on the SR 14/US 395 corridor with RTIP shares and/or other state/federal funding sources to the greatest extent possible; and
- 7. Any available funding source should be considered given the limitations on both RTIP and ITIP shares.

ENDORSEMENTS

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the projects identified above are complete or abandoned by a unanimous vote of the parties hereto. 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 not withstanding this MOU.

Inyo County LTC, Mono County LTC, and Kern COG 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

Mono County Local Transportation Commission

John Wentworth, Chairperson

Stacey Simon, County Counsel

draft

MEMORANDUM OF UNDERSTANDING 2022 BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

draft

Wendy S. or Haislip H, Co-Executive Director

Date

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their county transportation funding with state and/or federal funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.

Ryan Dermody, Caltrans District 9 Director

Date

draft

STAFF REPORT

Date: February 16, 2022
Subject: ESTA Annual Report FY20-21
Initiated by: Phil Moores, Executive Director

BACKGROUND:

The ESTA Joint Powers Authority agreement requires the submission of an annual report after the close of the fiscal year. With the fiscal audit completed, the financials of FY20-21 are fixed and ready for reporting. The annual report includes information on ridership, costs, revenue, and expenses.

ANALYSIS/DISCUSSION:

ESTA has several exciting projects underway including our Short Range Transit Plan and Coordinated Human Services Plan. Also being worked on is our zero-emissions transition plan.

While the Covid-19 pandemic took a bite out of our revenue, FY20-21 ended with a budget surplus and ESTA reserves remain strong in 2022, and the fiscal audit ended without findings.

Reds Meadow Shuttle in the summer of 2020 did not run due to Covid-19.

The ESTA fleet size is not optimal in that we have too many older buses as spares. Once we receive the new cutaways, the older buses will be retired. This will optimize our fleet size and reduce maintenance costs.

ESTA's IT is satisfactory, but would benefit from some new technology. The ongoing Short-Range Transit Plan will evaluate our systems and make some recommendations for upgrades. Facility security, micro-transit in Bishop, and Mobile ticketing are being considered.

Ridership was down 57% for the year. Reduced service hours and ridership absorbed the still required expenses and resulted in increases in cost per hour and subsidy per passenger. The loss in passenger fare revenue is something to watch. Accidents were down without the hazardous Reds Meadow Shuttle.

The following tables summarize the performance and state of ESTA at the end of FY20-21, June 30, 2021.

System Stats					
Fiscal Year	18	19	20	21	Var
Ridership	1,076,085	1,123,614	880,531	379,312	-56.92%
Service Hours	58,287	58,340	52,466	49,069	-6.47%
Revenue Miles	961,034	944,357	863,766	838,087	-2.97%
Fare Revenue ¹	1,899,354	2,011,500	1,808,606	1,325,413	-26.72%
Subsidy Revenue ²	3,062,731	3,060,994	3,488,148	3,608,061	3.44%
Operating Expenses	4,623,575	4,454,065	4,433,259	4,281,611	-3.42%
Preventable Accidents	15	22	13	9	-30.77%
Maintenance Expense ³	550,469	566,724	609,460	575,304	-5.60%
KPI's					
Fiscal Year	18	19	20	21	Var
Farebox Recovery	41.08%	45.16%	40.80%	30.96%	-24.12%
Subsidy per Passenger	\$2.85	\$2.72	\$3.96	\$9.51	140.12%
Maintenance Cost per Mile	\$0.57	\$0.60	\$0.71	\$0.69	-2.71%
Passengers per Hour	18.5	19.3	16.8	7.7	-53.94%
Accidents per 100,000 Miles	1.56	2.33	1.51	1.07	-28.65%
Cost per Hour	\$79.32	\$76.35	\$84.50	\$87.26	3.27%

¹ Includes marketing revenue and MMSA revenue, but does not include treasury interest.

² Includes Town funds and other operating funds, but does not include insurance payments or fares.

³ Include Maintenance of equipment

Revenues were overall strong thanks to federal assistance and contract services (MMSA & Town). Passenger fares were down considerably without Reds Meadow Shuttle. Maintenance and fuel-and-oil expenses were reduced, and the overall expenses were reduced mostly due to cancelled Reds Meadow Shuttle in the summer.

Revenues					
Fiscal Year	18	19	20	21	Var
Passenger Fares	905,063	985,620	916,764	243,409	-73.4%
Local & State Funds	1,702,091	1,824,239	1,988,979	1,545,541	-22.3%
Federal Funds	483,684	404,990	517,195	1,113,659	115.3%
Contract Services	1,854,362	1,838,603	1,767,535	1,952,395	10.5%
Other	61,139	124,453	108,791	80,367	-26.1%
total	5,006,339	5,177,905	5,299,264	4,935,371	-6.9%
Operating Expenses					
Fiscal Year	18	19	20	21	Var
Salaries & Benefits	2,278,406	2,412,360	2,383,312	2,259,477	-5.2%
Insurance	601,979	534,066	539,694	556,846	3.2%
Fuel & Oil	454,960	475,648	409,337	384,306	-6.1%
Maintenance	550,470	566,725	609,460	575,304	-5.6%
Other	737,760	1,189,106	491,455	505,672	2.9%
Capital Replacement	175,030	170,520	158,990	123,490	-22.3%
total	4,623,575	5,177,905	4,433,258	4,405,095	-0.6%

April 11, 2022

STAFF REPORT

Subject: Low Carbon Transit Operations Program FY 2021-22 Funds
Initiated by: Phil Moores, Executive Director, ESTA

BACKGROUND:

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

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

ANALYSIS/DISCUSSION:

Funding to the LCTOP increased this year. In FY 20-21 ESTA received \$53,260, while \$125,243 is available in FY 21-22.

Eastern Sierra Transit is requesting FY 2021-22 LCTOP funds from both the Inyo and Mono County LTCs to fund three projects: continuation of an expansion of the Mammoth Express fixed route, reduction of the price of the 10-punch pass price on the Mammoth Express and the purchase of an additional electric paratransit vehicle and supporting infrastructure to be used in Bishop dial-a-ride service.

The expansion of the Mammoth Express route is a continuation from the prior year and would continue to provide an additional northbound run departing Bishop. The trips are at 6:45am to permit passengers to arrive in Mammoth in time to work a

Fares	\$ 8,297
Total	\$ 83,863

Mammoth Express Pass Reduction

- Operating cost for reduction in 10-Punch pass price: ~\$20,474
- Funding Sources

LCTOP (Mono 99313)	\$ 20,474
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Total	\$ 20,474
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Electric Vehicle (Bishop DAR)

- Anticipated vehicle and infrastructure costs = \$217,219

\$45,209	21/22 LCTOP funding
\$45,000	22/23 LCTOP funding (est)
\$42,000	23/24 LCTOP funding (est)
\$40,000	24/25 LCTOP funding (est)
\$45,000	Incentives/Vouchers
\$217,209	TOTAL

RECOMMENDATION

It is recommended that the Mono LTC approve allocating \$32,379 of FY 2021-22 Low Carbon Transit Operations Program (LCTOP) funds for the continuation of the expanded Mammoth Express routes and Mammoth Express pass reduction program. Also, to appoint an authorized agent to complete and execute all documents for the Low Carbon Transit Operations Program submittal, allocation requests, and required reporting.



FY 2021-2022 LCTOP

Authorized Agent

AS THE Executive Director
(Chief Executive Officer/Director/President/Secretary)

OF THE Mono County Local Transportation Committee
(Name of County/City/Transit Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

(Name and Title of Authorized Agent) OR

(Name and Title of Authorized Agent) OR

Click here to enter text. _____ OR
(Name and Title of Authorized Agent)

Click here to enter text. _____ OR
(Name and Title of Authorized Agent)

(Print Name) (Title)

(Signature)

Approved this 11th day of April, 2022

FOR IMMEDIATE RELEASE:

Wednesday, March 23, 2022

Governor's Press Office: (916) 445-4571

Governor Newsom Proposes \$11 Billion Relief Package for Californians Facing Higher Gas Prices

Registered vehicle owners in California will be eligible for at least \$400 per vehicle, totaling \$9 billion in direct payments to millions of Californians

\$2 billion in relief for free public transportation for three months, pausing a portion of the sales tax rate on diesel, and suspending the inflationary adjustment on gas and diesel excise tax

\$500 million to support active transportation programs, like walking and biking projects

Fast-tracking \$1.75 billion of the Governor's historic \$10 billion ZEV package to get more Californians into clean vehicles faster, build charging stations

SACRAMENTO – Today, as oil and gas companies continue to rake in record profits, [Governor Gavin Newsom unveiled](#) the details of his proposal to deliver \$11 billion in relief to Californians facing record-high gas prices.

“We’re taking immediate action to get money directly into the pockets of Californians who are facing higher gas prices as a direct result of Putin’s invasion of Ukraine,” said Governor Newsom. “But this package is also focused on protecting people from volatile gas prices, and advancing clean transportation – providing three months of free public transportation, fast-tracking electric vehicle incentives and charging stations, and new funding for local biking and walking projects.”

The Governor’s proposal calls for \$9 billion in tax refunds to Californians in the form of \$400 direct payments per vehicle, capped at two vehicles. This package also provides \$2 billion in broader relief including:

- \$750 million in incentive grants to transit and rail agencies to provide free transit for Californians for 3 months. As a result, roughly 3 million Californians per day who take the bus, subway, or light rail won't have to pay a fare every time they ride.
- Up to \$600 million to pause a part of the sales tax rate on diesel for one year.
- \$523 million to pause the inflationary adjustment to gas and diesel excise tax rates.

The package also calls for \$500 million in active transportation for projects that promote biking and walking throughout the state. Additionally, this proposal fast-tracks a \$1.75 billion portion of the Governor's historic \$10 billion ZEV package to further reduce the state's dependence on oil and save Californians money, including the investments in more ZEV passenger vehicles and building more charging infrastructure throughout the state – especially in low-income communities.

The tax refund will take the form of \$400 debit cards for registered vehicle owners, and individuals will be eligible to receive up to two payments. An average California driver spends approximately \$300 in gasoline excise tax over a year.

The proposal provides up to two \$400 rebates per vehicle, for owners to support families with more than one vehicle in use. Eligibility will be based on vehicle registration, not tax records, in order to include seniors who receive Social Security Disability income and low-income non-tax filers. The Governor's proposal does not have an income cap in order to include all Californians who are facing higher prices due to the cost of oil.

The Newsom administration will meet with the Legislature to negotiate the details of the proposal in the coming days. Once approved through the Legislature, the first payments could begin as soon as July.

Governor Newsom has allocated billions of dollars in direct relief to Californians over the past two years, including \$12 billion in direct checks through the Golden State Stimulus, \$5.2 billion in rent relief, and \$2 billion in utility relief. Since 2019, the Administration and Legislature have added significant expansions of the Earned Income Tax Credit, including expanding the credit to taxpayers with ITINs, expanding the credit to every Californian working full time at minimum wage, and adding the Young Child Tax Credit. Additionally, the Governor's historic \$37.6 billion climate package provides the resources needed to forge an oil-free future and bolster the state's clean energy economy.

###

Governor Gavin Newsom

1021 O Street, Suite 9000

Sacramento, CA 95814

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