

Mono County Local Transportation Commission

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MEETING AGENDA

May 10, 2021 – 9:00 A.M.

TELECONFERENCE INFORMATION

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

Important Notice to the Public Regarding COVID-19

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

1. Joining via Zoom

There is no physical location of the meeting open to the public. You may participate in the Zoom Webinar, including listening to the meeting and providing public comment, by following the instructions below.

To join the meeting by computer

Visit:

<https://monocounty.zoom.us/j/97066327993?pwd=N0RYWHICZWI4L2NHdURbUdGVDRXUT09>

Or visit <https://www.zoom.us/> and click on “Join A Meeting.” **Use Zoom Meeting ID:** 970 6632 7993 password 1234

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:** 970 6632 7993 Password 1234

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=8ae46a11-4c0c-4575-89cf-182b099eb2d8

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT:** Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.

3. **MINUTES**
 - A. Approval of minutes from April 12, 2021 **p.1**

4. **LOCAL TRANSPORTATION**
 - A. **9:00 am Public Hearing** Commission and the Social Services Transportation Advisory Council to receive public input and testimony, provide feedback to staff about the evaluation of unmet needs, and provide any other direction to staff. *(Michael Draper & Phil Moores)* **p.5**
 - B. Discuss and approve Administrative Amendment 02 to current fiscal year 2020/21 Overall Work Program budget *(Gerry LeFrancois)* **p.10**
 - C. Discuss and consider adoption of the 2021/22 Overall Work Program (OWP) by Minute Order 21-04 *(Bentley Regehr & Gerry LeFrancois)* **p.12**

5. **CALTRANS**
 - A. Activities in Mono County & pertinent statewide information *(Dist. 9 staff)*

6. **TRANSIT**
 - A. ESTA Update *(Phil Moores)*
 1. Consideration and approval by Resolution R21-01 for Federal Fiscal Year 2021 Section 5311 Program of Projects (POP) for Eastern Sierra Transit Authority *(see separate Item 6A-1)* **p.61**
 2. Consideration and approval by Resolution R21-02 for FTA Section 5311(f) Intercity Bus Program Operating Assistance for the 395 Intercity Bus Routes *(see separate Item 6A-2)* **p.64**
 3. Consideration and approval by Resolution R21-03 for 5311 program Corona Relief and Response Supplemental Appropriations Act (CRRSAA) program *(see separate Item 6A-3)* **p.67**
 - B. YARTS Update *(Christine Chavez)*

7. **ADMINISTRATION**
 - A. Consideration to approve the Chair's signature on the State Transportation Agency's Draft Climate Action Plan for Transportation Infrastructure (CAPTI) plan *(Gerry LeFrancois)* **p.70**
 - B. Update on 2021 Mid-Cycle State Transportation Improvement Program *(Gerry LeFrancois)* **p.73**
 - C. Tioga Pass Road update Yosemite National Park *(staff)*

8. **QUARTERLY UPDATES**
 - A. Next quarterly update is July 12

9. **CORRESPONDENCE**

No items

10. **COMMISSIONER REPORTS**

11. **INFORMATIONAL**
 - A. Mono County LTC support letter for the Olancho/Cartago Four-Lane project under the Community Project Funding Request signed by Co-Executive Director **p.88**

12. UPCOMING AGENDA ITEMS

- A. 2022 State Transportation Improvement Program (STIP)
- B. Unmet Adoption
- C. LTF and STA allocations

13. ADJOURN TO June 14, 2021

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

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

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Draft Minutes

April 12, 2021 – 9:00 A.M.

COUNTY COMMISSIONERS: Jennifer Kreitz, John Peters, Rhonda Duggan

TOWN COMMISSIONERS: John Wentworth, Bill Sauser, Jennifer Burrows

COUNTY STAFF: Gerry LeFrancois, Wendy Sugimura, Megan Mahaffey, Bentley Regehr, Michael Draper, Chad Senior, Heidi Willson

TOWN STAFF: Haislip Hayes,

CALTRANS: Dennee Alcalé, Jacob Burkholder, Mark Heckman

CHP: Bridgeport Commander Chuck Mairs

ESTA: Phil Moores

YARTS: Kate Molton

Inyo County LTC: John Pickney

Public: Lynn Boulton, Pam Bold, Dan Holler

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Kreitz called the meeting to order at 9:01 a.m. Commissioner Peters 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.
 - A. Commissioner Duggan brought up concerns on behalf of the public regarding speed in the Sunny Slope area and along the 395.
3. **MINUTES**
 - A. March 15, 2021

***Motion:** Approve amended minutes with corrections.
Peters motioned; Sauser seconded
Ayes: Peters, Duggan, Burrows, Souser, Wentworth, Kreitz Motion passes 6-0*
4. **LOCAL TRANSPORTATION**
 - A. Update on Unmet needs process and timeline (*Michael Draper / Phil Moores*)
 - R98-01 Unmet needs
 - Unqualifying Needs
 - Michael and Phil presented with no questions from the commission or the public.

- B. Approve Minute Order 21-02 to amend the 20/21 Overall Work Program funding (*Gerry LeFrancois / Megan Mahaffey*)
- *Gerry and Megan presented and answered questions that followed*
- Motion:** Approve the minute order as presented
Wentworth motioned; Souser seconded
Ayes: Peters, Duggan, Burrows, Souser, Wentworth, Kreitz Motion passes 6-0

5. **CALTRANS**

- A. Activities in Mono County & pertinent statewide information
- Introduction the new Caltrans employee Jacob Burkholder by Mark Heckman
 - Dannee presented and answered questions that followed

6. **TRANSIT**

- A. ESTA Update (*Phil Moores*)
- Phil Moore gave an update and answered questions
- B. YARTS Update (*Christine Chavez*)
- Kate Molton gave a YARTS update and answered questions
 - Limit number of passengers on buses
 - Day reservations for visiting Yosemite are required again this year

7. **ADMINISTRATION**

- A. Update on Coronavirus Response and Relief Supplemental Appropriations Act of 2020 HR 133 distribution plan (*Gerry LeFrancois / Haislip Hayes*)
- *Gerry and Haislip presented. No questions followed*
- B. Approve Minute Order 21-03 approving project(s) under Coronavirus Response and Relief Supplemental Appropriations Act HR 133 (*staff*)
- Haislip presented and answered questions that followed
- Motion:** Approve minute order as presented
Wentworth motioned; Peters seconded
Ayes: Peters, Duggan, Burrows, Souser, Wentworth, Kreitz motion passes 6-0
- C. Tioga Pass coordination update / opening 2021 (*staff*)
- *Chad and Gerry gave an update regarding the Tioga Pass opening.*

8. **QUARTERLY UPDATES**

- A. TOML project update (*verbal update, Haislip Hayes*)
- Haislip gave a verbal update on all projects for this year and answered questions that followed
- B. Mono County projects update (*Chad Senior*)
- *Chad gave a quarterly update and answered questions that followed*

9. **CORRESPONDENCE**

No Item

10. **COMMISSIONER REPORTS**

- Commissioner Peters-

- Spoke about the road to Bodie. The collaboration and cooperation between everyone to get the road open safely and adjust where needed so that people could visit Bodie Easter weekend. Wanting to create a MOU to prevent this from happening in the future.
- Recommended people join the CHP Facebook page to keep up to date and see how the CHP is keeping our area safe
- Commissioner Wentworth-
 - Reopening of the area will be a bumpy road and we will need to be prepared to be flexible.
 - Congressman Obernolte will be with Mammoth Voices between 2-3pm on Thursday answering questions. Best place to find information is on Facebook.
 - Finalizing a vulnerability assessment for the region and what is really sticking out are challenges with the GIS system and how the federal departments are not able to identify the areas that could affect our region.
 - Governor Newsom's push for nature base solutions which is not directly related to transportation however important and could affect us.
 - When will the Civic center reopen?
 - Town and county staff are waiting on risk assessment to determine when staff will be back in the offices and when we will be welcome the public in the new civic center.
 - MOU projects?
 - Inyo county took the lead on the grant for the Olancho Cartago. Build grand that would pay a chunk on the Olancho Cartago project. John Pinckney from Inyo County spoke on the update regarding the Olancho Cartago project. Letter was submitted under the understanding that both the NES and the build grand application.
- Commissioner Duggan-
 - We need a plan of action to reopen as mid-June is not that far away.
 - Air service for the eastern sierra and how we are going to connect individuals throughout the area. Mammoth Lake tourism on air service and who they are supporting.
 - Brought up concerns regarding the forest service prescribe burns. How are we going to be able to respond if the prescribe burn gets out of control
- Commissioner Burrows-
 - Announced the approval to use bird scooters in the town of Mammoth Lakes that will help with the connectivity though out town.
- Commissioner Souser- no report
- Chair Kreitz-
 - Wanting Lt. Mares to join our future meetings to discussing speed and safety. Asking to support affordable housing in our area. Keeping him engaged and educated on Mono County.
 - Met with Congressman Obernolte staff and will be meeting with him this week to discuss affordable housing and asking for his support this year. Keeping him engaged and educating him in the needs of our area.

11. INFORMATIONAL

No Item

12. UPCOMING AGENDA ITEMS

- A. Joint Meeting of SSTAC and Commission / Unmet needs
- B. Review of Unmet Needs / and future allocation of funds
- C. Tioga Pass
- D. 2021 / 22 OWP adoption
 - Wentworth requested OWP to be submitted earlier than the LTC packet to be able to review ahead of time.

13. ADJOURN TO May 10, 2021

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Staff Report

May 10, 2021

TO: Mono County Local Transportation Commission

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

SUBJECT: 2021-22 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 May 10, 2021, at 9:00 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

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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 April 8, 2021 to discuss this process and unmet transit needs.

Before August 2021, 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 April 8, 2021 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.

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. Summary and Analysis of Public Transit Requests for Fiscal Year 2021-22
2. LTC Resolution 98-01 defining “unmet transit needs” and “reasonable to meet.”

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2021-22

QUALIFYING UNMET NEEDS

	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
1.	Long Valley – request to extend/add a mid-town Bishop stop to expresses and 395 routes	Necessary to meet basic needs, medical needs, banking, grocery shopping year-round. Not asking for five days a week, two would be enough. This is a request for a service for the purpose of getting necessities of life.	Reasonable to meet.	No measurable cost in that the added stop is along deadheading routes and very near existing service alignments.
2.	Walker – Continue to fund the Dial-A-Ride service for medical needs and senior programs.	This is a request for a service for the purpose of getting necessities of life.	Reasonable to meet under current conditions. The recent fire closed the Walker clinic.	This is being offered and will continue.
3.	Provide an employee and visitor service between Mammoth and June Mountain during winter operation.	This is a request to increase media and marketing to promote routes used for the purpose of getting necessities of life.	Reasonable to meet on a limited basis.	This service currently exists on Tuesday's year around.

NOT CONSIDERED TO BE AN UNMET NEED

	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
4.	Add a bus stop at 395 and Sonora Junction	This is a request for a service expansion, <i>for the purpose of getting necessities of life. Demand comes from PCT hikers wanting a ride.</i>	Volume does not justify the service or expense.	The primary cost is bus stop infrastructure and administrative labor. \$20,000 would be a conservative estimate. This all assumes Caltrans permitting is successful for this location.
5.	Improve the reservation system.	This is not an unmet need. However, long wait times and complicated phone trees inhibit passengers.	NA	NA

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:

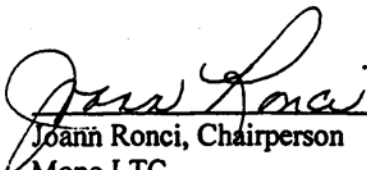
Ayes: Ronci, Hunt, Cage, Eastman, Inwood, Rowan.

Noes:

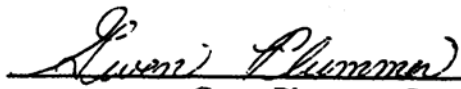
Absent:

Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

Mono County Local Transportation Commission

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Staff Report

May 10, 2021

TO: Mono County Local Transportation Commission

FROM: Gerry LeFrancois, Co-Executive Director
Megan Mahaffey, Accountant II

SUBJECT: Administrative Amendment 02 to the 2020/21 Overall Work Program

RECOMMENDATION

Approve the Administrative Amendment 02 to the Mono County Overall Work Program 2019-20 budget

FISCAL IMPLICATIONS

Reallocation funds from existing work elements based on the third quarter expenditures.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

Staff is requesting a reallocation of funds in the current fiscal year 2020/21 OWP budget. After completing the third quarter Rural Planning Assistance reimbursement requests, staff would like to increase/decrease the budget amounts in following Work Elements:

- 1) 100.1 - General Administration and Management a **\$10,000 increase**,
- 2) 900.7 - Community Traffic Calming, Complete Streets & Design Standards a **\$10,000 – decrease**

The total budget remains the same for FY 2020/21 Overall Work Program.

ATTACHMENTS

- Administrative Amendment 02 to FY 2020-21 OWP Budget

Staff Report

May 10, 2021

TO: Mono County Local Transportation Commission

FROM: Bentley Regehr, Planning Analyst; Gerry LeFrancois, Co-Executive Director

SUBJECT: Mono County Overall Work Program (OWP) 2021-22

RECOMMENDATIONS

Adopt Minute Order 21-__ that:

- 1) adopts the Mono County Overall Work Program for fiscal year 2021-22,
- 2) authorizes the Executive Director to sign the necessary Overall Work Program Agreement and,
- 3) authorizes staff to make minor technical corrections based on District 9 review.

FISCAL IMPLICATIONS

This is the annual state funding program for transportation planning activities of the Commission. The Rural Planning Assistance (RPA) funding amount is \$260,000. The funding is dependent on adoption of a state budget and is a reimbursement program.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The Mono County Overall Work Program 2021-22 was initially drafted through consultation with Mono County and Town of Mammoth Lakes staff. A draft was submitted to Caltrans for review. The attached OWP includes revisions in response to District 9 comment letter dated April 5. Staff made changes to the draft document based on the District 9 letter and those changes are reflected in the OWP presented here.

The Mono County OWP is a joint work effort, with work elements projected to be active from July 1, 2021, to June 30, 2022. The final approved and adopted OWP and fully executed OWPA are due to Office of Regional & Interagency Planning (ORIP) June 30, 2021.

The recommended motion allows for staff to make minor technical corrections to the OWP based on additional District 9 feedback prior to the June 30 deadline. Any significant changes, including modifications to content, will require the OWP to be re-adopted by the LTC.

ATTACHMENTS

- Minute Order 21-04
- Mono County 2021- 22 Overall Work Program, with edits based on Caltrans comments included.
- Caltrans District 9 comment letter on Draft OWP dated April 5, 2021.

Overall Work Program Fiscal Year 2021/2022

July 1, 2021 to June 30, 2022

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Adopted: xx/xx/xxxx

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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 2021/2022 covering the period of July 1, 2021 to June 30, 2022 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 an ex-officio, non-voting member.

Table 1.1 Mono County LTC Policy Board

Commissioner	Governmental Body Represented
Ms. Ronda Duggan	Mono County
Ms. Jennifer Burrows	TOML / Planning & Economic Development Commission
Ms. Jennifer Kreitz (chair)	Mono County
Mr. John Peters	Mono County
Mr. Bill Sauser	TOML
Mr. John Wentworth (vice-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	Community Development Director, Mono County
Gerry Le-Francois	LTC Co-Executive Director, Mono County
Haislip Hayes	LTC Co-Executive Director, TOML
Bentley Regehr	Planning Analyst, Mono County
Michael Draper	Planning Analyst, Mono County
Megan Mahaffey	Fiscal Specialist, Mono County
Becky Peratt	Secretary, Mono County
Chad Senior	Engineer, Mono County

Nate Greenberg	IT Director, Mono County
Tony Dublino	Public Works Director, Mono County
Grady Dutton	Engineer, TOML
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 an Overall Work Program (OWP).
- Involve the public in this decision-making.
- Prepare and update as needed a Regional Transportation Plan (RTP); 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
- 2020 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, including development of the OWP.

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 2020/21 accomplishments – in progress

The following are primary tasks that were undertaken during FY 2019/2020:

- TOML completed a VMT analysis and adopted VMT thresholds
- TOML completed a traffic model update
- Preliminary work on planning studies need for the federal Highway Infrastructure Plan (HIP)
- Project Study Report review for potential 2022 RTIP projects
- 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
- Successful grant applications for an active transportation plan for the June Lake Loop (SR 158), ESTA Short Range Transit Plan and Coordinated Human Services Plan and development of vehicle miles traveled (VMT) standards, that includes an update to the countywide greenhouse gas emissions inventory.

Planning Emphasis Areas/FAST Act Planning Factors

The Federal Highway Administration (FHWA), in consultation with 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. In addition to PEAs, the FAST Act expanded the scope of factors to consider in the transportation planning process.

Planning Emphasis Areas

The three PEAs are described below:

- MAP-21/FAST Act Implementation- *Transition to performance-based planning and programming.* The development and implementation of performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.
- Models of Regional Planning Cooperation- *Ensure a regional approach to transportation planning by promoting cooperation and coordination across agencies.* To improve effective of transportation

decision-making, a coordinated approach should support common goals and capitalize on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across regions.

- Ladders of Opportunity- *Access to essential services*. Agencies that are a part of the transportation planning process should identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation. Suggested OWP tasks include developing and implementing analytical methods to identify these gaps.

FAST Act Planning Factors

The FAST Act carried forward and expands the performance-based transportation planning framework established under MAP-21. Transportation legislation lists ten factors that must be considered as part of the transportation planning process for all MPOs and RTPAs. The ten factors are addressed in the OWP, where applicable, include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.
7. Emphasize the preservation of the existing transportation system.
8. Promote efficient system management and operation.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Federal Planning Emphasis Areas/FAST Act Planning Considerations and OWP Tasks

Table 3.1 outlines FY 2021/22 OWP Work Elements that address and support each Planning Emphasis Area and FAST Act Planning Consideration. As illustrated below, all PEAs and FAST Act Planning Considerations are integrated into Mono County LTC's FY 2021/22 work program.

3.1 FY 2021/22 OWP Work Elements and Planning Emphasis Areas/Planning Considerations

		Work Elements
PEAs	MAP-21/Fast Act Implementation	200.1, 700.1
	Models of Regional Planning Cooperation	100.1, 200.1, 200.2, 200.3, 800.1, 900.3, 900.5, 900.8
	Ladders of Opportunity	100.1, 100.3
FAST Act Planning Factors	Economic Vitality	200.1, 200.2, 200.3, 900.3 & .4, 900.7
	Safety of Transportation Systems	200.2, 700.1, 700.2, 900.8
	Security of Transportation Systems	100.3, 200.1, 200.2, 200.3
	Accessibility and Mobility	200.1, 200.2, 200.3, 700.1, 800.2, 900.3 & .4, 900.6
	Environment, Conservation, and Quality of Life	200.2, 200.2, 300.1, 700.1, 800.1, 900.6
	Connectivity of Modes	200.1, 200.3, 700.1, 800.1 & .2, 900.6
	Efficient Management and Operations	100.3, 200.2, 700.1, 900.3 & .4
	Preservation of Systems	200.1, 700.1, 900.3, .4, & .8
	Reliability of Systems	200.1, 700.1, 700.2, 900.3, .4, & .8
	Enhance Travel and Tourism	200.1, 700.1, 700.2, 800.2, 900.6

FY 2021/22 OWP – Draft

LTC's planning activities are divided into 19 Work Elements. Funding sources for LTC planning activities include a combination of RPA 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 of the Work Elements, such as 200.3, will change once complete details of tasks, future projects, and funding requests are identified. One Work Element, 900.8 is a multi year work element. Staff will finalize the list of projects for the 2021/22 FY, but will include other possible task in case funding is available to advance certain tasks before 2022/23 FY.

4.1 Total Budgeted Amount by Work Element – draft TBD

Work Element	Description	RPA Amount	PPM Amount	RMRA	FTA 5304	SB-2 Grant	Mono Co
100.1	Agency Administration and Management	10,000					
100.2	Overall Work Program Development & Admin	10,000					
100.3	Training and Professional Development	4,000					
200.1	Regional Transportation Plan	4,000					
200.2	RTP Implementation and Monitoring	4,000					
200.3	Multi Modal Planning RPA	95,000					
300	VMT Implementation						
300.1	VMT and Implementation	25,000				30,000	
400	Grants						
400.1	June Lake ATP	10,000		145,089			8,798
400.2	Short Range Transit Plan	10,000			113,372		11,628
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		60,000				
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	12,000					

900.3	Regional Asset Management - RPA	15,000					
900.4	Regional Asset Management - PPM		25,000				
900.5	Air Quality Monitoring	500					
900.6	Trails Planning	6,000					
900.7	Community Traffic Calming / Complete Streets / Design	5,000					
900.8	Mono County Public Works Projects	60,500					
Total		\$TBD	\$TBD	\$TBD	\$TBD		\$TBD
Budget		\$287,000	\$85,000	\$TBD	\$TBD		\$TBD
Reserve RPA/PPM		\$57,500	\$TBD				

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 are 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.

Work Elements to be deleted from 2020/21 OWP:

- WE 200.4 Multi Modal Planning PPM funded

COVID -19

Task and projects in this OWP may be delayed at times during the COVID-19 pandemic for other higher priority needs. 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 2022

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$5,000	\$5,000	\$10,000

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 includes 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	\$5,000	\$10,000

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 2022

Funding:

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

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 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	\$3,000	\$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
- 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	\$3,000	\$4,000

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 a VMT analysis and adopted VMT thresholds
- TOML completed a traffic model update

Task Elements:

- Complete TOML Mobility Hub study and the study will be expanded to include other sites in TOML
- 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: Mobility Hub study phase 1 – late Summer 2021, Transportation studies to support development of the Parcel – July 2021

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	95,000	\$0	\$95,000

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 is for the County’s implementation of Vehicle Miles Traveled.

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 2022, RTP amendment – after completion of study adoption 2021/22 2022

Estimated Completion Date: Fall 2022

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$	\$25,000	\$25,000
SB 2 Grant	\$	\$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:

- Securing Sustainable Communities Grant

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: Project Planning and Coordination with consultant – Spring 2021, Community Outreach – Summer 2021, Community Engagement – Summer/Fall 2021, Draft and Final Plan – Winter of 2022, Grant Closeout – Summer 2022

Estimated Completion Date: Summer of 2022

Funding:

	Mammoth Lakes	Mono County
RPA	\$	\$10,000
Mono County General Fund (staff hours)	\$	\$8,798
RMRA	\$	\$145,089
	Total	\$163,887

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.

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 2021, Review of Existing Conditions, Public Outreach – Summer 2021, Security and Technology Report – Summer 2021, Alternatives Analysis & Coordinated Strategies – Summer / Fall 2021, Draft and Final Plan – Winter 2021, Grant Closeout – Winter 2021 or 2022

Estimated Completion Date: Winter 2022

Funding:

	Mammoth Lakes	Mono County
RPA		\$10,000
Mono County General Fund (staff time)		\$11,628
FTA 5304	\$	\$113,372
	Total	\$135,000

Note this WE may increase RPA funding depending on future needs.

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 CRRSSS for any necessary amendments
- Develop programming needs and/or projects for the 2022 RTIP
- Monitor / amend the 2020 RTIP as necessary
- Identification of any 2022 RTIP needs

Expected Products:

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

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: December 2021

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 2022 RTIP cycle

Expected Products:

- PIDs and PSRs development for 2021 Mid-Cycle and 2022 RTIP
- Other technical studies needed for project development

Estimated Benchmarks: Ongoing for the complete fiscal year

Estimated Completion Date: May/June 2021

Funding:

	Mammoth Lakes	Mono County	Total Funding
PPM	\$30,000	\$30,000	\$60,000

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 2022, Consultation with YARTS –on a monthly basis, Annual STA/LTF allocations June 2022

Estimated Completion Date: June 2022

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 2022

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 accounts for the deployment of trail counters.

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 2021, take delivery of trail counters summer 2021

Estimated Completion Date: June of 2022

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$5000	\$7000	\$12,000

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 2022

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 2022

Funding:

	Mammoth Lakes	Mono County	Total Funding
PPM	\$	\$25,000	\$25,000

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 21/22 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 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

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.

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:

- 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	-	\$60,000	\$60,000

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.

Mono County Local Transportation Commission

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MINUTE ORDER MO 21-04

Adopt the Fiscal Year 2021-22 Overall Work Program

At the Mono County LTC meeting of May 10, 2021, it was moved by Commissioner _____ and seconded by Commissioner _____ to adopt the 2021-22 Overall Work Program (OWP), authorize the Co-Executive Director to execute/sign the OWPA, and allow staff to make any minor corrections to the Overall Work Program.

AYES:

NOES:

ABSTAIN:

ABSENT:

Attest:

Heidi Willson, LTC Secretary

cc: Caltrans

DEPARTMENT OF TRANSPORTATION

DISTRICT 9
500 SOUTH MAIN STREET
BISHOP, CA 93514
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*Making Conservation
a California Way of Life.*

April 5, 2021

Mr. Gerry LeFrancois, Executive Director
Mono County Local Transportation Commission
PO Box 347
Mammoth Lakes, CA 93546

Mono County Local Transportation Commission Fiscal Year (FY) 2021-22 Overall Work Program (OWP)

Dear Mr. LeFrancois,

Thank you for the opportunity to review the Mono County Local Transportation Commission's (MCLTC) draft Overall Work Program for Fiscal Year (FY) 2021-2022. Caltrans has the following comments for your consideration:

General Comments

- Caltrans commends MCLTC for identifying Work Elements that coincide with the FAST Act Planning Factors
- Caltrans commends MCLTC staff for continued outreach efforts on projects with both Tribal Governments in the county.
- Page 1 of the Introduction states "Figure 1.1 depicts the Mono County LTC boundary." Please ensure the boundary figure is included in the Final adopted OWP.
- Since Mono County and Town of Mammoth Lakes (TOML) staff serve as support staff for MCLTC it is worth mentioning in the Organizational Overview that there is an MOU between the agencies, when it was previously updated and how often it is revisited for updates and compliance.
- The FY 2021/22 OWP – Draft section on page 6 indicates that there are Work Elements still in development and changes will occur. If changes to Work Elements or tasks materialize in the Final OWP that are not identified in the Caltrans comment letter, please provide a transmittal memo identifying the additions so eligibility can be determined prior to District 9 issuing approval.
- Most of the Work Elements have Estimated Benchmarks that state, "Ongoing for the complete fiscal year" and an "Estimated Completion

Date of June 2022.” The Schedule for Completion (23 CFR 450.308c) must identify Task Elements/Expected Products which will be completed. They must have a schedule that details and identifies significant milestones to be accomplished throughout the fiscal year and in sufficient detail to indicate who will perform the work (MCLTC, County, TOML), the schedule for completing the work, and the resulting products.

- Many of the Work Elements do not state who is responsible for each task. Please indicate who will be performing each task in the Work Elements that they are missing from, even if it's “TOML” or “County Staff”.
- Will a consultant be procured to work on any activities outlined in the OWP? If so, please ensure that the activities are captured in the Final OWP. Whenever non-MCLTC staff is performing activities that are utilizing RPA funding, the responsible parties (Town, County, or Consultant) for completing each task/activity must be identified (23 CFR 450.308(c)).
- Work Elements should no longer contain the parenthetical “formerly WE #” since the numbers are now the same as the previous FY.
- Eliminate blank rows in columns in the different tables and figures.

Specific Comments

Introduction

- Page 1 – In the third paragraph of the Geographical Overview section, make sure to include the abbreviation for State Route in parenthesis.
- Page 2 – In the first paragraph of “Organizational Overview” correct: “... RTPAs are required to develop OWP” to “RTPAs are required to develop **an** OWP.”
- Page 2 – Please use a colon after stating that the board has 7 members.
- Page 5 – second bullet of the PEAs section, “effective” should be changed to “the effectiveness.”
- Page 6 – Please correct the following, it is missing a series of commas, “...will change once complete details of tasks, future projects, and funding requests are identified.”

Budget Revenue Summary Spreadsheet – page 7

- The Budget Revenue Summary Spreadsheet includes both FY 21-22 Annual Allocation and Carryover in the same column. This needs to be separated out.

- The Final OWP Budget Revenue Summary Spreadsheet must include a separate column with the estimated Rural Planning Assistance (RPA) carryover from FY 20-21 to specified Work Elements.
- The estimate carryover column must not exceed \$57,500.
 - As a reminder, the initial OWPA will only include the FY 21-22 RPA allocation.
- The following Work Element funding table amounts do not match the Budget Revenue Spreadsheet amounts for these WEs: 100.3, 200.3, and 300.1
- Work Elements 400.1 and 400.2 must have each of their 3 funding amounts in their respective columns.
- SB 2 Grants must have a separate column and include funding amounts (WE 300.1).
- There are several discrepancies between the Budget Revenue Summary Spreadsheet and the Budget Breakdown in Appendix C. Is there a reason for having the two different tables?
- Please remove the blank column.

Work Element 100.2 – Overall Work Program Development and Administration

- The Previous Work section needs to be reworded because it is difficult to understand.
- The RPA total funds are incorrect in the Funding section and needs to be corrected.

Work Element 200.1 and 200.2

- Both Work Elements indicate RTP amendments in their Expected Products, is there are a reason for both Work Elements to include this product? MCLTC must provide clearer descriptions or remove this activity from one Work Element.
- The next RTP will be adopted in 2023. MCLTC should be identifying activities involved with preparing for the next update.

Work Element 200.3 – Multi Modal Planning

- The Expected Products 3 and 4 are not clear deliverables. The “Various TOML Planning Documents” and “Progress on development of a Mobility Master Plan to consolidate TOML planning documents” must include a more detailed explanation so eligibility can be determined.

Work Element 400.1 and 400.2

- These grants are not new Work Elements, they were awarded during FY 20-21. The Previous Work sections should capture activities performed in FY 20-21.
- All 3 funding amounts must be captured in the Budget Revenue Summary Spreadsheet.

Work Element 700.1 – RTIP

- The Expected Product “Identification of any 2022 RTIP needs” is a task, not a deliverable and must either entail further description or be moved to the Task Element section.
- “Consistency” should not be capitalized in the Previous Work section.

Work Element 700.2 Project Development Work / Project Study Reports

- Remove comma from first bullet in Task Elements.

Work Element 800.2 Regional Transit Planning and Coordination

- Please add an “is” into the following in the Purpose Section “One of the critical assets is the ESTA fleet of vehicles is due to reach the end of useful life in 2024.”

Work Element 900.2 – Regional Data Collection Equipment

- If equipment is purchased with RPA funds, they must have a transportation planning nexus to be eligible. If eligibility cannot be determined, the activities and products will not be reimbursable.
- Will training be necessary to utilize equipment? If so, please include a task for this activity.

Work Element 900.5 – Air Quality Monitoring and Planning TOML

- This Work Element must have separate Tasks and Products, and an Estimated Benchmark.
- Is \$500 enough funding to complete tasks and products?

Work Element 900.6 Regional Trails Planning

- In the last sentence of the Purpose section, the comma should be removed.
- PPM and “CSA 1/5” funds are discussed in the Previous Work section but are not mentioned anywhere in the Funding section. Why not?

Work Element 900.7 – Community Traffic Calming, Complete Streets, and Design standards

- “Community outreach” is a task, not a product. Deliverables for and from the community outreach need to be documented in the Products section.

Work Element 900.8 – Mono County Public Works Projects

- This Work Element must be identified as new for FY 21-22
- In the Previous Work section, the third bullet should be changed to “GIS shapefiles exist for roads and some signs.”
- In the Task Elements section, the third bullet should be changed to “Inventory existing assets to be included in shapefiles and imported into GIS”
- The last bullet of Task Elements is blank, so it should be removed.
- This Work Element does not necessarily need to be separated, but rather incorporated into other relevant Work Elements. The activities in this Work Element are a catch-all for MCPW.

Glossary of Terms and Acronyms

- Eastern California Transportation Planning Partnership (ECTPP) – Please correct the following: “Other Caltrans Districts also participate (District 6 in Fresno and District 8 in San Bernardino) ...”
- Eastern Sierra Transit Authority (ESTA) – Please correct the following: “...between **the Counties of Inyo and Mono**, the City of Bishop, and the Town of Mammoth Lakes.”

We ask that MCLTC utilize the Caltrans comment letter, respond to the recommendations, demonstrate that they acknowledge the feedback, and incorporate them into the Final OWP. As a reminder, the Final OWP with incorporated changes are due to the District by June 1, 2021.

If you have any questions, please contact either myself or Jacob Burkholder at (760) 874-8362 or Jacob.Burkholder@dot.ca.gov

Sincerely,



Mark Heckman
Office Chief, District 9
Transportation Planning



Date: May 10, 2021

STAFF REPORT

Subject: FFY 2021 FTA Section 5311 Regional Program of Projects and Certifications and Assurances

Initiated by: Phil Moores, Executive Director

RECOMMENDATION

It is recommended that the Commission program by Resolution R21-01 the Federal Fiscal Year 2021 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$89,268 in Federal funds and authorize the Local Transportation Commission, Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Mono County.

BACKGROUND:

Federal Transit Administration Section 5311 funds are apportioned annually to each county to be used only for public transportation projects in non-urbanized areas. Section 5311 funds may be used for capital, operating or administrative assistance to state or local agencies that are operators of public transportation services. For the Federal Fiscal Year 2021, Mono County was apportioned \$89,268.

It is the responsibility of the local transportation planning agency to program projects for these funds. The POP identifies the subrecipient that will apply for the 5311 funds and carry out the identified projects.

Historically, these funds have been programmed to Eastern Sierra Transit Authority to assist in the operational costs of the overall Mono County transit system. FTA Section 5311 funds will be incorporated into ESTA's 2021/22 budget.

Eastern Sierra Transit Authority is seeking approval by Resolution the Federal Fiscal Year 2021 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$89,268 in Federal funds and authorize the Local Transportation Commission, Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Mono County.

Resolution No. 2021-01

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION, STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE SUBMISSION OF 2021 FEDERAL TRANSIT ADMINISTRATION SECTION 5311 APPORTIONMENT GRANT WITH EASTERN SIERRA TRANSIT AUTHORITY AS THE SUBRECIPIENT OF THE \$89,268; AND AUTHORIZE THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION, EXECUTIVE DIRECTOR TO SIGN ALL REQUIRED CERTIFICATIONS AND ASSURANCES.

WHEREAS, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (FTA C 9040.1G), and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus: and

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

WHEREAS, Eastern Sierra Transit Authority desires to apply for said financial assistance to permit operation Mono Counties; and

WHEREAS, the Eastern Sierra Transit Authority has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Mono County Local Transportation Commission does hereby Authorize Eastern Sierra Transit Authority, to file and execute applications on behalf of Mono County with the Department to aid in the financing of operating assistance projects pursuant to Section 5311 of the Federal Transit Act (FTA C 9040.1G), as amended.

That Mono County Local Transportation Commission, Executive Director is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department.

That Eastern Sierra Transit Authority is authorized to provide additional information as the Department may require in connection with the application for the Section 5311 projects.

That Eastern Sierra Transit Authority is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 project(s).

PASSED AND ADOPTED by the Board of Directors of the Eastern Sierra Transit Authority, which provides transit service in Inyo and Mono Counties, State of California, at a regular meeting of said Commission or Board Meeting held on the by the following vote:

BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

Jennifer Kreitz,
Mono County Local Transportation Commission, Chair

Attest: _____
Heidi Willson, Commission Secretary



Date: May 10, 2021

STAFF REPORT

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

Initiated by: Phil Moores, Executive Director

RECOMMENDATION

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

BACKGROUND:

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

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

The net operating expense for the operation of the two 395 Routes is projected to be \$751,410. ESTA anticipates using \$270,000 in CARES Relief Funds on this project. CARES funding provides funds at 100% federal share and brings the project cost on the application down to \$481,410, accordingly, ESTA is seeking \$204,948 in FTA funds and requires \$165,462 in matching funds. The balance of the operating expense is covered by fare revenue with some matching funds provided by Kern Regional Transit. Matching funds are requested in equal measures from the Inyo County LTC and Mono County LTC.

Agency	Matching Funds
Inyo County**	\$ 70,731
Mono County**	\$ 70,731
Kern Regional Transit	\$ 24,000
Matching Funds Total	\$165,462

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

Historically, Local Transportation Funds have been used in combination with the grant funding for the operation of the 395 Routes. Based on the funding estimates for FY 2021/22, there will be sufficient funds for the operation of these routes. Eastern Sierra Transit, as the CTSA for both Inyo and Mono Counties, routinely coordinates with other transportation providers and social service agencies in the region.

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

The 395 Route and the FTA Section 5311(f) funding have met the STIP requirements. The local matching funds are to be split equally between Mono and Inyo County's Local Transportation Commissions. These funds will be requested in the TDA allocation for this purpose and will be reflected as matching funds in Eastern Sierra Transit FY 2021/22 budget.

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

RESOLUTION #2021- 02**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION, STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN ALL REQUIRED CERTIFICATIONS AND ASSURANCES FOR THE FEDERAL TRANSIT ADMINISTRATION SECTION 5311(F) GRANT APPLICATION FOR OPERATING ASSISTANCE FOR THE 395 INTERCITY BUS ROUTES.**

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

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

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

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

PASSED AND ADOPTED THIS 10th DAY OF MAY, 2021,

BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

Jennifer Kreitz
Mono County Local Transportation Commission

Attest:

Signature
Heidi Willson
Commission Secretary



Date: May 10, 2021

STAFF REPORT

Subject: 5311 Program Corona Relief and Response Supplemental Appropriation Act (CRRSAA) Regional Program of Projects and Certifications and Assurances

Initiated by: Phil Moores, Executive Director

RECOMMENDATION

It is recommended that the Commission program by Resolution R21-03 the 5311 Program Corona Relief and Response Supplemental Appropriation Act (CRRSAA) funds and Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient in the amount \$236,003 and authorize the Local Transportation Commission, Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Mono County.

BACKGROUND:

On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which includes \$900 billion in supplemental appropriations for COVID-19 relief, \$14 billion of which will be allocated to support the transit industry during the COVID-19 public health emergency, was signed into law. \$678.2 million was allocated for rural areas and tribes (Section 5311 formula grants).

On March 22, 2021 the Division of Rail and Mass Transportation (DRMT) announced the Call for Projects for Federal Transit Administration (FTA) Section 5311 Program Corona Relief and Response Supplemental Appropriation Act (CRRSAA).

CRRSAA is intended to provide support for capital, operating, and other expenses generally eligible under the FTA Section 5311 program to prevent, prepare for, and respond to COVID-19. This includes operating expenses to maintain transit services as well as paying for administrative leave for transit personnel due to reduced operations during an emergency

The FTA 5311 formula program allocated \$236,003 to Mono County. ESTA intends to use these funds to support operations in Mono County. There is no local match on CRRSAA funds.

Eastern Sierra Transit Authority is seeking approval by Resolution for the 5311 Program CRRSAA funds and Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient in the amount \$236,003 and authorize the Local Transportation Commission, Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Mono County.

RESOLUTION NO. R21-02

RESOLUTION OF MONO COUNTY LOCAL TRANSPORTATION COMMISSION, STATE OF CALIFORNIA, AUTHORIZING THE FEDERAL FUNDING UNDER FTA SECTION 5311 (49 U.S.C. SECTION 5311) WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION WITH EASTERN SIERRA TRANSIT AUTHORITY AS THE SUBRECIPIENT OF THE \$236,003;

WHEREAS, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (**FTA C 9040.1G**); and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus; and

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

WHEREAS, Eastern Sierra Transit Authority desires to apply for said financial assistance to permit operation of service in Mono County; and

WHEREAS, the Eastern Sierra Transit Authority has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Mono County Local Transportation Commission does hereby Authorize Eastern Sierra Transit Authority, to file and execute applications on behalf of Mono County with the Department to aid in the operation of public transit in Mono County pursuant to Section 5311 of the Federal Transit Act (**FTA C 9040.1G**), as amended.

That Mono County Local Transportation Commission, Executive Director is authorized to sign the certification of assurances required by the Department.

That Eastern Sierra Transit Authority is authorized to execute and file all contracts or agreements or any other document required by the Department.

That Eastern Sierra Transit Authority is authorized to provide additional information as the Department may require in connection with the application for the Section 5311 projects.

That Eastern Sierra Transit Authority is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 operating assistance for public transit in Mono County in the amount of \$236,003.

PASSED AND ADOPTED this 10th day of May, 2021 by the Mono County Local Transportation Commission of Mono County, State of California, at a regular meeting of said Commission by the following vote:

BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

Jennifer Kreitz,
Mono County Local Transportation Commission, Chair

Attest: _____
Heidi Willson, Commission Secretary

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

May 10, 2021

TO: Mono County Local Transportation Commission

FROM: Gerry LeFrancois, Co-Executive Director

SUBJECT: CalSTA DRAFT Climate Action Plan for Transportation Infrastructure

RECOMMENDATION

Approval for staff to draft and submit a comment letter with Chair's signature

FISCAL IMPLICATIONS

Unknown at this time. California State Agencies play a role in either scoping, recommending, or selecting projects in over \$5 billion of transportation infrastructure annually. The CAPTI seeks to update these program guidelines to strengthen their alignment with state climate goals. The following programs are key amongst these:

- Active Transportation Program (ATP)
- Interregional Transportation Improvement Program (ITIP)
- Local Partnership Program (LPP)
- Solutions for Congested Corridors (SCCP)
- State Highway Operation and Protection Program (SHOPP)
- Trade Corridor Enhancement Program (TCEP)
- Transit and Intercity Rail Capitol Program (TIRCP)

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

MCLTC has attended a few workshops on the California State Transportation Agency's (CalSTA) development of a Climate Action Plan for Transportation Infrastructure (CAPTI). The Draft CAPTI report is currently available for public review. The document will be open for comment until May 19, 2021. MCLTC staff is currently reviewing the DRAFT CAPTI and plan on submitting comments to CalSTA.

The CAPTI is a result of Governor Newsom's Executive Orders on Climate Change (EO N-19-19 and EO N-79-20). The plan seeks to update the existing transportation investment framework using the principal foundations of these two executive orders as guides.

Executive Order N-79-20 directs investment towards new clean transportation options in urban, suburban, and

rural settings for all Californians as well as for goods movement by:

- **Building towards an integrated, statewide rail and transit network**, centered around the existing California State Rail Plan that leverages the California Integrated Travel Program to provide seamless, affordable, multimodal travel options in all contexts, including suburban and rural settings, to all users.
- **Investing in networks of safe and accessible bicycle and pedestrian infrastructure**, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks or serve small town or rural main streets, with a focus on investments in low income and disadvantaged communities across the state.
- **Including investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure** or supportive infrastructure as part of larger transportation projects. Support the innovation in and development of the ZEV market and help ensure ZEVs are accessible to all, particularly to those in more rural or remote communities.

Executive Order N-19-19 directs investment towards further adoption and use of these clean modes of transportation mentioned above by:

- **Reducing public health harms and maximizing benefits to disproportionately impacted disadvantaged communities, low-income communities, and communities of color**, in urbanized and rural regions, and involve these communities early in decision-making. Investments should also avoid placing new or exacerbating existing substantial burdens on communities, even if unintentional.
- **Making safety improvements to reduce fatalities and severe injuries of all users towards zero** on our roadways and transit systems by focusing on context-appropriate speeds, prioritizing vulnerable user safety to support mode shift, designing roadways to accommodate for potential human error and injury tolerances, and ultimately implementing a safe systems approach.
- **Assessing physical climate risk** as standard practice for transportation infrastructure projects to enable informed decision making, especially in communities that are most vulnerable to climate risks.
- **Promoting projects that do not increase passenger vehicle travel**, particularly in congested urbanized settings where other mobility options can be provided and where projects are shown to induce significant auto travel. These projects should generally aim to reduce vehicle miles traveled (VMT) and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing pricing strategies, and using technology to optimize operations.
- **Promoting compact infill development while protecting residents and businesses from displacement** by supporting transportation projects that support housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and reduce auto trips.
- **Developing a zero-emission freight transportation system** that avoids and mitigates environmental justice impacts, reduces criteria and toxic air pollutants, improves freight's economic competitiveness and efficiency and integrates multi-modal design and planning into infrastructure development on freight corridors.

- **Protecting natural and working lands** from conversion to more intensified uses and enhance biodiversity by supporting local and regional conservation planning that focuses development where it already exists and align transportation investments with conservation priorities to reduce transportation's impact on the natural environment.

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

April 22, 2021

To: Mitch Weiss, Executive Director
California Transportation Commission
Electronic Submittal of 2021 Mid-Cycle STIP

Re: Mono County Local Transportation Commission 2021 Mid-Cycle STIP

Dear Director Weiss,

Enclosed for your information is the Mono County Local Transportation Commission (MCLTC) submittal of the 2021 Mid-Cycle State Transportation Improvement Program (STIP). The MCLTC met on Monday, April 12, 2021, and approved three projects by Minute Order 21-03. These three projects are consistent with the Mono County Regional Transportation Plan and draft CTC 2012 Mid-Cycle State Transportation Improvement Program Guidelines.

We appreciate the outreach, assistance and guidance provided by your staff. Please contact me at (760) 924-1810 or gfrancois@mono.ca.gov if you have any questions concerning the projects in this submittal.

Sincerely,



Gerry LeFrancois, Co-Executive Director

Attachments:

- Minute Order 21-03
- Programming spreadsheet
- PPR forms:
 - 1) Main Street Multi-Use Path PPNO 2675
 - 2) Minaret Road Multi -Use Path PPNO 2681
 - 3) Laurel Mountain Road Rehabilitation and Sidewalks PPNO 2682

cc: Teresa Favila, Deputy Director Programming

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
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MINUTE ORDER MO 21-03

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 Mid-Cycle STIP Project Submittal

At the Mono County LTC meeting of April 12, 2021, it was moved by Commissioner Wentworth and seconded by Commissioner Peters to approve and submit the following project(s) for funding under the 2021 Mid-Cycle State Transportation Improvement Program (STIP):

- 1) Fully Fund Design Development (PS&E) for:
 - a. Minaret Multi Use Path (MUP) (21/22),
 - b. Main Street MUP (21/22),
 - c. Laurel Mountain Rehabilitation (21/22), and
- 2) Program any remaining funds into Construction of Laurel Mountain Rehabilitation (22/23)

AYES: Peters, Duggan, Burrows, Souser, Wentworth, Kreitz

NOES: None

ABSTAIN: None

ABSENT: None

Attest:



Heidi Willson, LTC Secretary

cc: Caltrans

MONO 2021 Mid-Cycle STIP Programming (04.20.2021)											(\$1,000's)						
Agency	Rte	PPNO	Project	Total	FY Totals					Component Totals							
					20-21	21-22	22-23	23-24	24-25	ROW	Const	PA & ED	PS & E	R/W sup	Con sup		
Mammoth Lakes	loc	2675	Main Street Multi Use Path (SOF)	250		250									250		
Mammoth Lakes	loc	2681	Minaret Road Multi Use Path (SOF)	250		250									250		
Mammoth Lakes	loc	2682	Laurel Mountain Road Rehabilitation and Sidewalks (SOF)	805		141	664					664			141		
			total programming	1,305													
			Available for programming	1,305													
			Unprogrammed Balance (\$371.00)	0													

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

General Instructions

Amendment (Existing Project) Y/N					Date:	4/15/21
District	EA	Project ID	PPNO	MPO ID		
09	38500	0920000023	2675			
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
MNO	203	5.08	4.78	Mono LTC		
				MPO	Element	
				Non-MPO	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Haislip Hayes, PE		760-965-3652		hhayes@townofmammothlakes.ca.gov		
Project Title						
Main Street Multi-use Path						
Location (Project Limits), Description (Scope of Work)						
The Main Street MUP will close a gap between the Lakes Basin Path and the Town Loop MUP located at Callahan Way. The project is located on the south side of SR203 within the Caltrans ROW. The project includes 1700LF of seperated ADA compliant asphalt multi-use path, drainage improvements, slope protection, transit improvements, lighting, signage and wayfinding, and other supportive infrastructure.						
Component						
Implementing Agency						
PA&ED	Town of Mammoth Lakes					
PS&E	Town of Mammoth Lakes					
Right of Way	Town of Mammoth Lakes					
Construction	Town of Mammoth Lakes					
Legislative Districts						
Assembly:	25	Senate:	1	Congressional:	25	
Project Benefits						
The project closes a gap in the Town path network providing better connectivity, continuity, and mobility for non-motorized users. The project provides a significantly safer option than the existing conditions.						
Purpose and Need						
The project will reduce vehicle / pedestrian conflict points. The MUP will also provide current users with a safer path of travel than the existing shoulder of Main Street. The project will directly remedy potential safety hazards by providing: a 10-foot-wide MUP for pedestrians and bicyclists to separate them from vehicular traffic, and safety lighting so the areas are well lit and trail users are visible.						
Category		Outputs			Unit	Total
Active Transportation		Pedestrian/Bicycle facilities miles constructed			LF	1700
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					04/23/21	
Begin Environmental (PA&ED) Phase						08/01/21
Circulate Draft Environmental Document			Document Type	ND/CE		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						11/01/21
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						06/01/23
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						12/01/23

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Date: 4/15/21

Additional Information

[Empty box for Additional Information]

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Complete this page for amendments only

Date: 4/15/21

District	County	Route	EA	Project ID	PPNO	
09	MNO	203	38500	0920000023	2675	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) Y/N					Date:	4/15/21
District	EA	Project ID		PPNO	MPO ID	
09				2681		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
MNO	LOCAL			Mono LTC		
				MPO	Element	
				Non-MPO	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Haislip Hayes, PE		760-965-3652		hhayes@townofmammothlakes.ca.gov		
Project Title						
Minaret Road Multi-use Path						
Location (Project Limits), Description (Scope of Work)						
The proposed Minaret Road multi-use path (MUP) will be located on the west side on Minaret Road from Lake Mary Road to Old Mammoth Road. The proposed 7200 LF of path will connect the Old Mammoth MUP to the Lakes Basin Trail MUP and other existing and future pedestrian and bicycle facilities. The Minaret Road MUP Project (project) will construct a separated Class I MUP that is physically separated from the roadway and provides for additional non-motorized modes of travel. The project will include signage and wayfinding, drainage improvements, and intersection lighting as needed.						
Component	Implementing Agency					
PA&ED	Town of Mammoth Lakes					
PS&E	Town of Mammoth Lakes					
Right of Way	Town of Mammoth Lakes					
Construction	Town of Mammoth Lakes					
Legislative Districts						
Assembly:	25	Senate:	1	Congressional:	25	
Project Benefits						
The project will increase travel mode flexibility and encourage active transportation alternatives along a safe multi-use path. The project will connect existing infrastructure and provide access to services and recreation amenities for both residents and visitors.						
Purpose and Need						
The project will close a gap between the Lakes Basin Path and Old Mammoth Road MUP providing enhanced circulation and mobility options. The path will reduce pedestrian / vehicle conflicts along the length of the project.						
Category		Outputs			Unit	Total
Active Transportation		Pedestrian/Bicycle facilities miles constructed			LF	7200
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Y/N	Reduces Greenhouse Gas Emissions		Y/N	
Project Milestone					Existing	Proposed
Project Study Report Approved					12/12/19	
Begin Environmental (PA&ED) Phase						08/01/21
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						11/01/21
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						06/01/23
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						12/01/23

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Date: 4/15/21

Additional Information

[Empty box for Additional Information]

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Complete this page for amendments only

Date: 4/15/21

District	County	Route	EA	Project ID	PPNO
09	MNO	LOCAL			2681

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

General Instructions

Amendment (Existing Project) Y/N					Date:	4/15/21
District	EA	Project ID		PPNO	MPO ID	
09				2682		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
MNO	Local			Mono LTC		
				MPO	Element	
					Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Haislip Hayes, PE		760-965-3652		hhayes@townofmammothlakes.ca.gov		
Project Title						
Laurel Mountain Road Rehabilitation and Sidewalks						
Location (Project Limits), Description (Scope of Work)						
Project is located on Laurel Mountain Rd in the Town of Mammoth Lakes. The project limits are Main Street (SR203) and Sierra Nevada Road. Improvements include sidewalk on the east side of the road, street lights, curb and gutter, bikelanes, storm drain and pavement reconstruction						
Component						
Implementing Agency						
PA&ED	Town of Mammoth Lakes					
PS&E	Town of Mammoth Lakes					
Right of Way	Town of Mammoth Lakes					
Construction	Town of Mammoth Lakes					
Legislative Districts						
Assembly:	25	Senate:	1	Congressional:	25	
Project Benefits						
The project will be a "complete street" providing safer pedestrian and bicycle connectivity. The project will address issues with storm drainage.						
Purpose and Need						
The project area currently does not provide ped or bike connectivity. The area does not have storm drains, the lack of infrastructure results in isolated ponding and surface runoff that erodes the street shoulder.						
Category		Outputs			Unit	Total
Active Transportation		Pedestrian/Bicycle facilities miles constructed			LF	680
Drainage		Storm Drain			LF	680
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		No	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					12/04/19	
Begin Environmental (PA&ED) Phase						08/01/21
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						11/01/21
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						09/01/22
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						12/01/22

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Date: 4/15/21

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Complete this page for amendments only

Date: 4/15/21

District	County	Route	EA	Project ID	PPNO	
09	MNO	Local			2682	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

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Reason for Proposed Change

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If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

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Other Significant Information

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SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

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

April 13, 2021

Congressman Jay Obernolte
1029 Longworth House Office Building
Washington, DC 20515

Letter of Support for the Olancha/Cartago Four-Lane project, InyoCounty, under the Community Project Funding Request

Dear Congressman Jay Obernolte,

The Mono County Local Transportation Commission (MCLTC) supports the Olancha/Cartago project for your consideration as a Community Project Funding Request by the Inyo County Local Transportation Commission (ICLTC). As a regional partner, the MCLTC understands the significant capital investment that the Olancha/Cartago project is for both Inyo and Mono County. The MCLTC has partnered with ICLTC, Kern Council of Governments, and the State of California back in 1998 under a Memorandum of Understanding to complete this project.

Olancha/Cartago Four-Lane Project

Committee: Transportation and Infrastructure Committee

Account: Surface Transportation Projects

Total Project Cost: \$92,950,000

FY22 Request: \$55,770,000

The Olancha/Cartago Four-Lane Project consists of approximately 13-mile improvement on US 395 from a two-lane highway to a four-lane access-controlled expressway. The primary purpose of the project is to improve safety for the traveling public, including the goods movement sector, by separating opposing traffic, reducing access points, and widening shoulders. Unfortunately, in recent years, the congestion on this portion of the highway has contributed to an increase in accidents and fatalities.

The economies of Inyo and Mono Counties are heavily dependent on recreational tourism (domestic and international). Prior to the coronavirus pandemic, the Inyo National Forest hosted approximately 4 million visitors per year with many visitors using this section of US 395. The Inyo National Forest has the highest visitation per year of any forest in California, and this trend will most likely continue due to visitors "escaping" to the region to enjoy the many recreational opportunities the Eastern Sierra offers.

This project is essential for the development and growth of the Eastern Sierra and for California. We appreciate your consideration of this major regional transportation improvement.

Sincerely,



Gerry Le Francois

Co-Executive Director