

Mono County Local Transportation Commission

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MEETING AGENDA

August 14, 2023 – 9:00 A.M.

**Dana Room and Zoom
1290 Tavern Rd Mammoth
Lakes CA 93546**

**Bridgeport CAO conferences room
First floor Annex 1 74 N. School Street
Bridgeport CA, 93517**

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

TELECONFERENCE INFORMATION

1. Joining via Zoom

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

To join the meeting by computer

Visit: <https://monocounty.zoom.us/j/88436604398>

Or visit <https://www.zoom.us/> and click on “Join A Meeting.” **Use Zoom Meeting ID:** 884 3660 4398

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:** 884 3660 4398

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.

- 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.

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Paul Chang

3. **CONSENT AGENDA ITEMS**
 - a) Approval of minutes from June 12, 2023. (pg. 1)

4. **LOCAL TRANSPORTATION**
 - a) Authorize spending \$250,900 Regional Surface Transportation Program (RSTP) funds for the Saddle Bag Lake Road rehabilitation project (*Paul Roten / Kalen Dodd*) (pg. 4)
 - b) Update on transportation projects and repair work by the Town and Mono County (*staff*)

5. **CALTRANS**
 - a) Introduce Caltrans Active Transportation Program Coordinator Andy e (*Maggie Ritter*)
 - b) Update on Caltrans activities in Mono County (*Ben Downard*)
 - c) Update on Highways to Boulevards grant opportunity (*Catherine Carr*)
 - d) Input on SHOPP/PID program development (*Juven Alvarez*)

6. **TRANSIT**
 - a) ESTA update (*Phil Moores*) (pg. 23)
 - b) Consider Resolution R23-08 for reserve State Transit Assistance funds to ESTA for reimbursement of five vehicles (*Phil Moores, Gerry LeFrancois*) (pg. 39)

7. **CORRESPONDENCE**
 - a) Letter from Caltrans accepting Unmet Needs process (*Gerry LeFrancois*) (pg. 54)

8. **REPORTS BY COMMISSIONERS AND CO-EXECUTIVE DIRECTORS** (pg. 55)

9. **INFORMATIONAL**
 - a) No items

10. **UPCOMING AGENDA ITEMS**
 - a) Quarterly Reports
 - b) MOU Update
 - c) Winter Storm Debrief
 - d) Towns to Trails presentation
 - e) RTIP workshop
 - f) RTP workshop
 - g) Winter Preparation (Sept./Oct.)

11. **ADJOURN TO DATE – September 11, 2023**

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

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

COMMISSIONERS

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Draft Minutes

June 12, 2023 – 9:00 A.M.

COUNTY COMMISSIONERS: Rhonda Duggan, John Peters, Jennifer Kreitz

TOWN COMMISSIONERS: Bill Sauser, Dan Holler

COUNTY STAFF: Heidi Willson, Wendy Sugimura, Deanna Tuetken, Chad Senior, Laura Stark, Emily Fox, Gerry LeFrancois

CALTRANS: Neil Peacock, Ryan Dermody, Adam Weitzmann, Maggie Ritter, Juven Alvarez

ESTA: Phil Moores

YARTS: Jose Perez, Nav Bagri

Public: Garrett Higerd, Justine Kokx, LHart,

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Meeting called to order at 9:01 am and the Commission lead the pledge of allegiance.
2. **PUBLIC COMMENT:** Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.

Commissioner Holler gave a brief update on the status of the Lakes Basin Road.

3. **CONSENT AGENDA ITEMS**
 - a) Approval of minutes from May 9, 2023
 - b) Authorize Chair to sign Audit Engagement Letter for fiscal year ending on June 30, 2023

Motion: Approve consent agenda items as presented.

Peters motioned; Kreitz seconded.

Roll Call – Ayes: Sauser, Holler, Peters, Krietz, Duggan. Absent: Wentworth. Motion carries 5-0 with 1 absent.

4. **LOCAL TRANSPORTATION**
 - a) Adopt resolution approving unmet transit needs (*Wendy Sugimura*)
Sugimura presented and answered questions from the commission.

Motion: Approve resolution approving unmet transit needs as presented.

Sauser motioned; Kreitz seconded.

Roll Call – Ayes: Sauser, Holler, Peters, Krietz, Duggan. Absent: Wentworth. Motion carries 5-0

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Paul Chang

with 1 absent.

b) FY 23-24 State Transit Assistance (STA) allocation consideration and approval by resolution
(*Deanna Tuetken*)

- Tuetken presented the 23-24 State Transit Assistances allocation and answered questions from the Commission.

Motion: Approve resolution 23-006 allocations for STA.

Sauser motioned; Peters seconded.

Roll Call – Ayes: Sauser, Holler, Peters, Krietz, Duggan. Absent: Wentworth. Motion carries 5-0 with 1 absent.

c) FY 23-24 Local Transportation Funds (LTF) allocation consideration and approval by resolution
(*Deanna Tuetken*)

- Tuetken presented the 23-24 Local Transportation Funds allocation and answered questions from the Commission.
- The Commission requested additional project or operational information and detail from ESTA and YARTS related to their additional funding requests.

Motion: Approve resolution 23-007 allocations for LTF.

Peters motioned; Krietz seconded.

Roll Call – Ayes: Sauser, Holler, Peters, Krietz, Duggan. Absent: Wentworth. Motion carries 5-0 with 1 absent.

d) Workshop: Priorities for Memorandum of Understanding (MOU) projects
(*Wendy Sugimura*)
Sugimura gave a brief presentation on the current standing of the MOU with Kern County.

e) Update on local road conditions
(*Chad Senior, Haislip Hayes*)

Senior gave an update on local road conditions and answered questions from the Commission.

5. CALTRANS

a) Workshop on State Route (SR) 203 Pavement project
(*CT staff*)

- Caltrans gave a brief update on the 203 Pavement project and answered questions from the Commission.

b) Update on Caltrans activities in Mono County
(*CT staff*)

- Caltrans staff gave an update on Caltrans work being done in Mono County and answered questions from the Commission.

6. TRANSIT

a) ESTA Update
(*Phil Moores*)

- Moores gave an ESTA update.

b) YARTS Update
(*Nav Baghri*)

- Perez gave an update on YARTS services from Mono County.

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7. **REPORTS**
 - a) Commissioners
 - Commissioner Sauser and Commissioner Peters gave a report.
 - b) Co-Executive Directors
8. **UPCOMING AGENDA ITEMS**
9. **ADJOURN TO DATE – at 11:49 am to July 10, 2023.**

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Paul Chang



MONO COUNTY

DEPARTMENT OF PUBLIC WORKS

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PAGE 1 OF 1

August 14, 2023

To: Mono County Local Transportation Commission

From: Kalen Dodd, Mono County Engineer

RE: Regional Surface Transportation Program (RSTP) Federal Exchange Program

RECOMMENDED ACTION

Authorize spending \$250,900 RSTP Federal Exchange Program funds on the Saddlebag Lake Road Rehabilitation FLAP Project.

DISCUSSION

The Mono County Local Transportation Commission has a pending RSTP Federal Exchange Agreement, which contains a balance estimated to be approximately \$260,000 of federal funds that the Mono County LTC is eligible to exchange. The RSTP exchange funds must be used for projects as defined in Sections 133(b) and 133(c) of Title 23 of the United States Code (USC) – Highways, and not otherwise excluded by Article XIX – Motor Vehicle Revenues of the State Constitution. Only direct project-related costs are eligible. Local agency overhead and other non-direct charges are ineligible. As per prior RSTP agreements, LTC staff is bringing forward the Saddlebag Lake Road Project as a preferred project for spending of the RSTP exchange.

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

A detailed scope was prepared and the total cost of the project is now estimated to be \$12,600,000. 11.47% of this must be matched with non-federal sources. The non-federal match is supplemented by \$1,000,000 of state toll credits, leaving \$445,220, which Mono County has committed to providing.

Staff recommends spending all available RSTP funds to partially cover this amount.

Prior uses of RSTP funds include:

- Payment of the initial \$10,000 of non-federal match to begin scoping this project.
- Mono County Road Striping Materials and Equipment
- Town of Mammoth Lakes Main Street Pedestrian Improvements
- Mono County Upper Summers Meadows Road Bridge
- Emergency Eastside Lane Guardrail Replacement Project

ATTACHMENTS

- Project Memorandum of Agreement
- Funds Transfer Agreement

FEDERAL LANDS ACCESS PROGRAM
PROJECT MEMORANDUM OF AGREEMENT

April 25, 2023

Project / Facility Name: CA FLAP MNO 01N04(1) Saddlebag Lake Road

Project Route: Saddlebag Lake Road to the Saddlebag Lake Resort

State: California

County: Mono

Owner of Federal Lands to which the Project Provides Access: Inyo National Forest (USFS)

Entity with Title or Maintenance Responsibility for Facility: Mono County

Type of Work:

Preliminary Engineering: Environmental compliance, preliminary and final design, all necessary permits

Right of Way: Acquisition of all right of way and easements needed for the project

Construction/Construction Contracting: Acquisition by contract of construction work in accordance with the (plans, specifications, and estimate

Construction Engineering: Administration of the construction contract

This Agreement does not obligate (commit to) the expenditure of Federal funds, nor does it commit the parties to complete the project. Rather, this Agreement sets forth the respective responsibilities as the project proceeds through the project development process.

Parties to this Agreement: Federal Highway Administration, Central Federal Lands Highway Division (FHWA-CFLHD), Mono County, and Inyo National Forest (USFS).

The Program Decision Committee approved this project on

12/15/2022

Date

AGREED:



Paul Roten, Public Works Director
Mono County

06/29/2023

Date

**STEPHANIE
HELLER**

Digitally signed by STEPHANIE
HELLER

Date: 2023.06.29 15:52:18 -07'00'

06/29/2023

Stephanie Heller, Mono Lake District Ranger
Inyo National Forest

Date

JUDY SALOMONSON

Digitally signed by JUDY
SALOMONSON

Date: 2023.07.07 09:08:51 -06'00'

Judy Salomonson
Chief of Business Operations
FHWA-CFLHD

Date

FEDERAL LANDS ACCESS PROGRAM
PROJECT MEMORANDUM OF AGREEMENT

April 25, 2023

A. PURPOSE OF THIS AGREEMENT

This Agreement documents the intent of the parties and sets forth the anticipated responsibilities of each party in the development, construction, and future maintenance of the subject project. The purpose of the Agreement is to identify and assign responsibilities for the environmental review, design, right-of-way, utilities, acquisition and construction as appropriate for this programmed project, and to ensure maintenance of the facility for public use if improvements are made. The parties understand that any final decision as to design or construction will not be made until after the environmental analysis required under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) is completed (this does not prevent the parties from assigning proposed design criteria to be studied in the environmental review process.) Any decision to proceed with the design and construction of the project will depend on the availability of appropriations at the time of obligation and other factors, such as issues raised during the environmental review process, a natural disaster that changes the need for the project, a change in Congressional direction, or other relevant factors.

If Federal Lands Access Program funds are used for the development or construction of this project, Mono County agrees to provide a matching share equal 11.47% of the total cost of the project, as detailed more fully in Sections J and K below.

B. AUTHORITY

This Agreement is entered into between the signatory parties pursuant to the provisions of 23 U.S.C. 204.

C. JURISDICTION AND MAINTENANCE COMMITMENT

Mono County has jurisdictional authority to operate and maintain the existing facility and will operate and maintain the completed project at its expense.

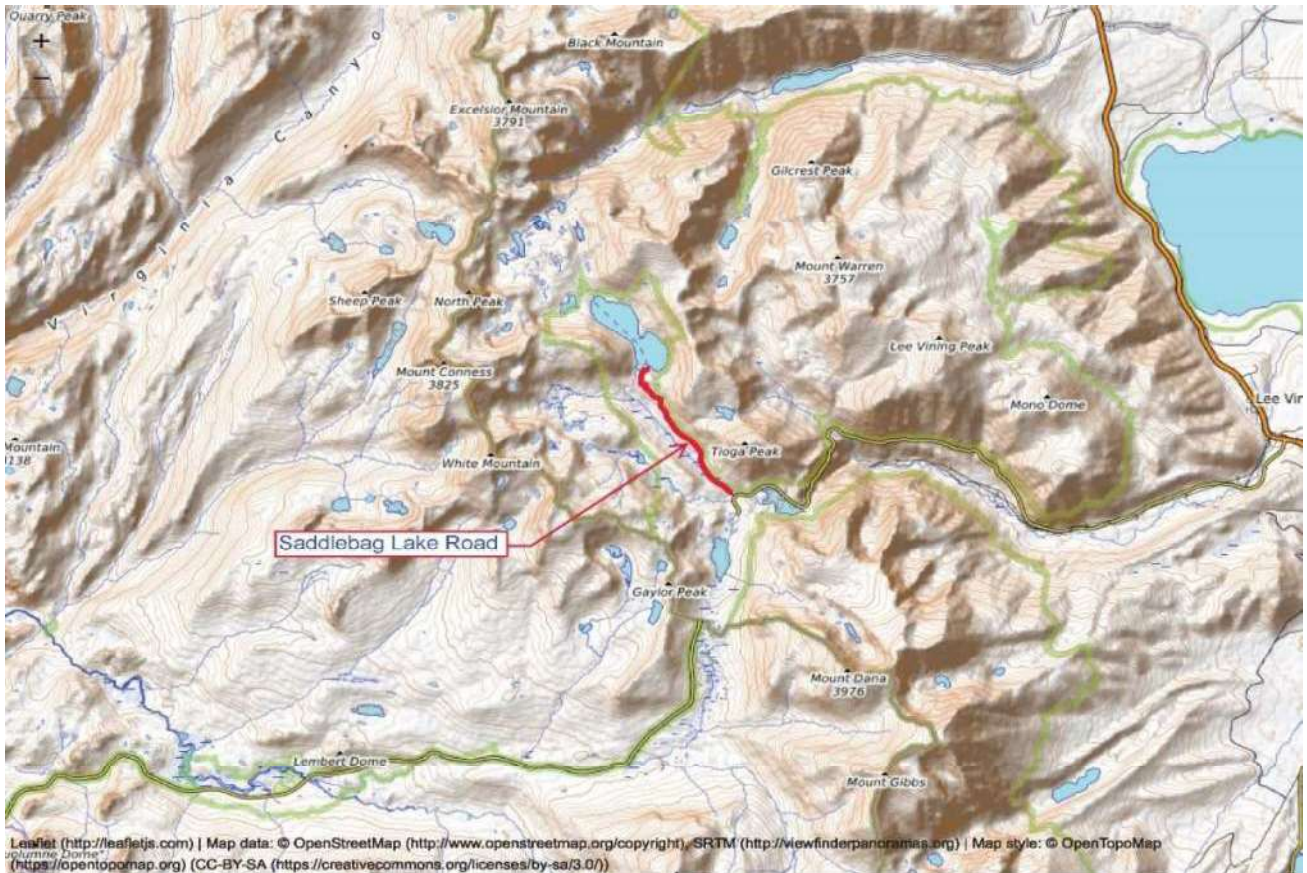
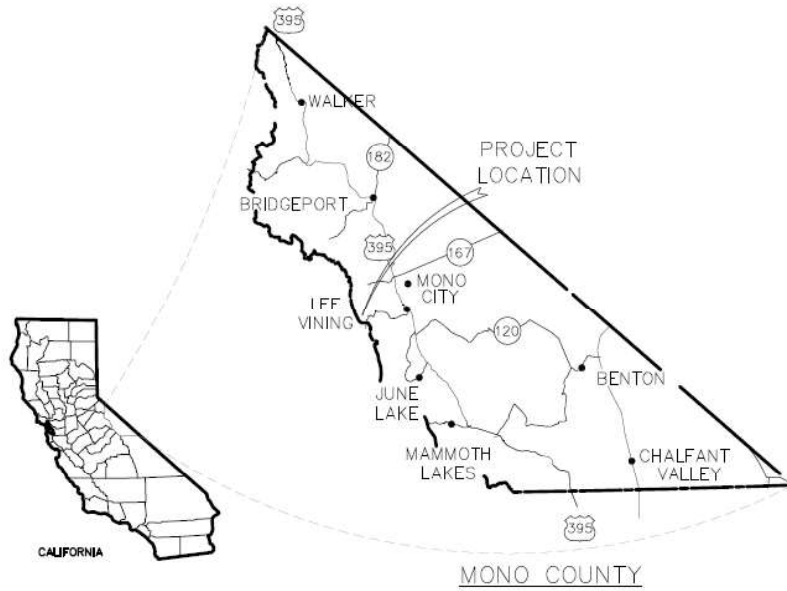
D. FEDERAL LAND MANAGEMENT AGENCY COORDINATION

Mono County has coordinated project development with the Inyo National Forest (USFS). The Inyo National Forest (USFS) support of the project is documented in the California Federal Lands Access Program Project Application for this project submitted by Mono County to FHWA-CFLHD. Each party to this agreement has a primary role in the environmental review process, design, or construction shall coordinate their activities with the Inyo National Forest (USFS).

FEDERAL LANDS ACCESS PROGRAM PROJECT MEMORANDUM OF AGREEMENT

April 25, 2023

E. PROJECT BACKGROUND/SCOPE



FEDERAL LANDS ACCESS PROGRAM
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April 25, 2023

Project Location: SR 120 (Tioga Pass) at Saddlebag Lake Road to the Saddlebag Lake Resort

The purpose and need for this project is to address deteriorated pavement, environmental concerns, and safety and recreation needs over 2.5 miles of Saddlebag Lake Road. Dramatic increases in use over recent years have exceeded the capacity of the existing road. Proposed improvements will improve access, reduce environmental impacts, increase safety, and reduce GHG associated with current maintenance activities.

The project will include rehabilitation of existing pavement (approximately 1.2 miles) and paving of dirt sections of the road (approximately 1.3 miles) to reduce maintenance needs and associated turbidity/siltation impacts to watershed. The project will include installation of 2 new culverts and hardening of 6 existing culverts to reduce road erosion and water quality impacts. The roadway will include a proposed 20-foot paved width along entire roadway with 10-foot lanes and no shoulders. Safety improvements will involve the removal of existing constrictions from the roadway (by removing trees), allowing for 2-way traffic along entire road length, and providing roadside parking near attractions to avoid parking in the travel lanes.

Environmental Compliance and Permitting:

FHWA-CFLHD will be the NEPA lead for this project. The project has been determined to be a Categorical Exclusion (CE) under CFR 771.117 (c)(26). Mono County will be responsible for all CEQA documentation and notifications. FHWA-CFLHD will supply copies of resource reports to Mono County to inform CEQA documentation. The project will not proceed to final approval and construction unless and until Mono County has completed review under CEQA and made a discretionary decision to approve the project.

According to the USFS, little to no prior cultural survey work has occurred along Saddlebag Road. A cultural resources survey will be necessary for the entire road corridor. It will be important to work with the designer in determining limits of both permanent and temporary construction to develop a sufficient APE (Area of Potential Effect). It is expected that Saddlebag Road is a historic structure. A Section 106 effects determination on Saddlebag Road will need to be made if the road is deemed eligible for the National Register.

The project will require a biological assessment for impacts to the Yosemite Toad, Sierra Nevada yellow-legged frog, and white bark pine. White bark pine was positively identified in the project corridor during scoping trip. The entire corridor is within the elevation of white bark pine distribution. Project will undergo formal consultation for direct impacts to white bark pine. A survey for white bark pine will require counting and mapping all white bark pine within the proposed project disturbance area. As with FHWA-CFLHD's Reds Meadow project in Madera County, cones from a subset of white bark pines identified in the project area will need to be bagged in early June (to protect from predation) and harvested in the fall. These seeds should be provided to the USFS National Forest Genetics Laboratory in Placerville for genetic testing. Collected seeds will also be used by Inyo NF for reseeding efforts on USFS land.

A biological evaluation will be conducted to determine impacts to state-listed and forest-sensitive species.

FEDERAL LANDS ACCESS PROGRAM
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Mono County personnel mentioned that botanical surveys are typically required to fulfill CEQA requirements. This topic should be revisited when developing the SOW for an A/E contract.

Two perennial streams cross Saddlebag Road at STA 1+00 and STA 68+00. All other creeks are intermittent/ephemeral. Potential wetlands are associated with the creek at STA 1+00. Other potential wetlands were noted at the Lee Vining Creek Headwaters Access (STA 42+00) and paralleling the road at approximately STA 52+00. A wetland and Waters of the US/Waters of the State report(s) will be necessary to determine project impacts.

A Section 404 permit (NWP 14 – Linear Transportation Projects) and a Section 401 permit from the Lahontan Regional Waterboard will be necessary. A complicating factor on this project is that it is not located in a wetland mitigation bank service area or in-lieu fee program, as of writing of this report. Therefore, any wetland/stream impacts will need to be mitigated on-site. Expect one year process for permit review and issuance from Waterboard.

It should be noted that Lee Vining Creek, the creek that parallels Saddlebag Road, is in the Mono Lake Headwaters which has been designated a “Riparian Conservation Watershed” in the Land Management Plan (LMP) for Inyo NF. This plan designates a 300-foot buffer on perennial streams and additional buffers on wetlands, springs, etc. Riparian vegetation along Lee Vining Creek, west of road alignment was noted. Discussions with the USFS on how the project impacts their LMP will need to occur, along with any necessary mitigation measures.

It is expected that the road will need to be closed for construction. If this occurs, Section 4(f) documentation for temporary access impacts to recreational resources will need to be developed and signed by the USFS “official with jurisdiction”.

A construction stormwater NPDES permit will be necessary for construction. It is estimated this project will require 2 construction seasons or allow work in the off season when the road is closed. The alternative to allow work in the offseason has risk associated with weather included early or late snow.

Survey: Ground survey is anticipated for the project. The survey boundary is requested to be 50 to 70 ft Right and 100 ft Left. This should provide sufficient width for proposed widening. A tree survey and count may be requested or provided by the USFS for harvesting lumber.

Highway Design and Safety: The proposed typical section based on the site visit recommends a 20-foot paved traveled way with 1 ft unpaved shoulders. This will allow for an asphalt safety edge and subgrade width to protect the edge of pavement from damage.

In cut locations a roadside ditch is recommend. The ditch will require armoring in sections steeper than 6% and additional ditch widening approaching culverts. Based on scoping level recommendations avoid cuts in areas where there are loose soil or steep existing soils slopes. In fill locations over 4 ft high, a RSS or wall system is recommended to reduce embankment borrow quantities and reduce construction area impacts and tree removals.

Other: There is not enough parking to meet demand at popular trailheads. The result is makeshift parking along the roadway, which constricts the travel lanes further and blocks the shoulder, sending

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pedestrians into the roadway. Locations for parallel parking pullouts near the trailhead will be identified during design.

Safety and Design Exceptions: Existing speed limit is 25 miles per hour (not posted). Existing conditions include large diameter trees within the existing roadway width of approximately 12 ft– 20 ft and steep grades estimated at 1H:1V with no delineated shoulders or clear zone. There are locations where the road is only wide enough for one-lane two-way traffic.

The ADT that will be used for this project is based on the FLAP application and estimates the current ADT at 369 with a 20-year projection at under 500. It is assumed a seasonal peak ADT is under 700 and a 20-year projection at under 900

Significant design exceptions are anticipated for this project including Horizontal curves, reduced clear zone, obstructions within the clear zone and at the toe of the clear zone slope, steep grades exceeding the recommended guidance within and at the toe of the clear zone slope.

Clear zone: To lessen environmental impacts, decrease embankment and tree removals a reduced clear zone of 3.6 ft is recommended for this project. On fill slopes with proposed RSS or wall systems a recovery area of 7 ft from the edge of pavement is recommended.

Based on the AASHTO roadside design guide table 3-1 a project wide clear zone of 7 ft at 1V:6H is recommended. The 7 ft clear zone would allow for more room for roadside parking, easier snow removal and maintenance, better sight distance, and greater recovery area, but would increase costs and impacts.

The County prefers not to include guardrail on this project. Temporary or removable delineators or snow poles may be considered in locations with RSS or wall systems, narrow bench widths and non-recoverable slopes. The delineators would provide a visual warning and discourage parking.

Pavement Design: Proposed pavement section is estimated at 3-inches of 403 asphalt over 4-inches of 302 aggregate base.

Bridge/Structures: An existing double culvert bridge structure is located at the beginning of the project station 0+50. No work or improvements are proposed to the existing bridge structure, bridge approaches or bridge railing.

Geotechnical: Existing hazards include potential rockfall from native and cut slopes, possible seepage, and seismicity. No existing geotechnical structures exist along the route.

The main proposed geotechnical design feature includes adding either reinforced slopes or walls. The reinforced slopes would likely be either an RSS or deep patch-type and the wall options would either be MSE or rockery-type. Additional features may include subexcavation, rockfall catchment, slope scaling, and ditch reconditioning.

Analysis and design will include slope stability modeling to size the reinforced slopes/walls. Recommendations will be delivered as a Geotechnical Report and coordination with the design group for appropriate plan sheets, details, and SCRs.

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Hydrology/Hydraulics: A preliminary and final drainage report is recommended. It is estimated there are 2 locations that require a drainage system consisting of drop inlets storm drains parallel with the roadside ditch or paved ditch with concrete curb and 29 roadway cross culverts.

Include evaluating roadside ditches, armoring, and minimum slopes and inlet design to provide low maintenance and self-cleaning pipe velocities. Pipes sizes are estimated at 24- inch diameter. The maintenance crew described consistent and frequent debris in the ditches and culvert inlets consisting of soil and pine needles. A paved inlet approach may help with reducing debris clogging the inlets.

There are several locations with active streams or seeps along the project.

Right of Way: The FLAP Application states no ROW acquisition is required for the project. Right of way is established by Special Use Permit (SUP) from Inyo National Forest to Mono County, dated May 7, 1948. The right of way is 33 feet each side of the road centerline, for a total width of 66 feet. The permit area includes maintenance of the drainage features, pullouts, access, and parking areas along the route and at the ends of the project.

Assume widening and embankment construction is required, additional rights beyond the 33-ft permit width will be needed in some areas. This may be accommodated by adjustment or revision to the current SUP or by an additional SUP application. If wider permanent easement widths are needed, the Federal Land Transfer process would likely be used.

Assume there will be curve straightening to improve sight distance and vehicle tracking a revision to the existing centerline easement is probable.

The Saddlebag Lake Resort is a concessionaire and operates under a special use permit with Inyo National Forest.

There is a Southern California Edison parcel interest near the north end of the project. Right of way needs, if any, on this small parcel will be assessed in Project Development.

An Encroachment Permit will be required for any work with the Caltrans SR120 right of way including advanced signing and variable message signing.

Utilities: No utility relocations or adjustments are anticipated. No utilities were identified during the site investigation or in the FLAP application. At the upper portion of the route near 123+00 LT, Hall Natural Area Trailhead (Dam Access) there is the potential for utility conflicts or coordination with Southern California Edison or the Saddlebag Lake Resort Owners. The project will plan to provide for access to dam and public utilities during construction.

Construction: It is anticipated the active construction season is from May 15 to October 15 and will last for 2 seasons. It is recommended the contractor may work prior to May 15 or after October 15 when the road is closed to public traffic. This duration is estimated to be high risk to the project schedule because it is dependent on snowpack, weather, and coordination with Caltrans for closing the road at SR120 (Tioga Pass Road) and SR 395 intersection.

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F. PROJECT BUDGET

Item	Estimated Cost	Comments
Preliminary Engineering (PE) and Environmental Compliance	\$1,200,000	Includes Scoping Costs
ROW Acquisition	\$0	Included in PE costs/No utility relocation costs
Construction Contract (CN)	\$7,500,000	FY 28 Value
Construction Engineering (CE)	\$1,500,000	Assume 2 seasons of CN
Contingency	\$2,400,000	Contingency for PE/ROW/CE/CN (high bids and construction modifications)
Total	\$12,600,000	

G. ROLES AND RESPONSIBILITIES

Responsible Party	Product/Service/Role	Comments
FHWA-CFLHD	<ul style="list-style-type: none"> • Develop and sign this Memorandum of Agreement • Manage project schedule and all project costs • Lead the development of the plans, specifications, and estimate (PS&E) in accordance with FHWA-CFLHD standards, policy, and guidance (note that engineering deliverables prepared by federal employees will not be signed or stamped) • Document any design exceptions to the AASHTO standards, agreed upon by the project team, on FHWA-CFLHD's highway design standards form • Lead all federal environmental compliance (including, but not limited to, NEPA, the National Historic Preservation Act, and the Endangered Species Act) • Prepare and approve environmental documents and make project decisions based on the documents • Conduct ROW research and obtain title reports for private parcels as required • Prepare right-of-way plans, legal descriptions, and other documents required for a Highway 	

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	<p>Easement Deed and any private parcels to be acquired</p> <ul style="list-style-type: none"> • Identify utility conflicts and prepare utility conflict maps • Conduct preliminary engineering towards the development of the PS&E construction contract package • Ensure all permits required for Federally constructed projects are obtained • Advertise and award the contract (bids will not be solicited by FHWA-CFLHD until maintaining agency has concurred with the plans and specifications and provided signed ROW and utility certifications) • Perform construction engineering/administration of the construction contract • Potentially enter into a formal partnering work session and agreement with all parties involved in the construction contract • Provide a Project Engineer on site for construction administration • Determine the need for any proposed changes to contract documents, evaluate change impacts, coordinate technical reviews as needed, and ensure that the construction is consistent with the PS&E • Ensure that the contractor will bear all expenses of maintaining traffic, other than snow removal and normal state, county, and city maintenance work • Verify adherence to environmental documents and permits • Set up and lead final inspection upon completion of construction 	
Mono County	<ul style="list-style-type: none"> • Review and sign this Memorandum of Agreement and other required financial agreements to satisfy match requirements or overmatch, if necessary, within sixty days of receiving the notification letter • Attend reviews and meetings • Provide available data, including on traffic, crashes, material sources, construction costs, agreements, and other technical subjects, within two weeks of request 	

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	<ul style="list-style-type: none"> • Review the environmental documents, plans, estimate, and specifications at each phase of design, and provide comments within two weeks of receipt • Coordinate with FHWA-CFLHD on environmental related issues • Be the lead agency for CEQA and complete all compliance documentation and reviews and potentially approve the CEQA document and the project • Coordinate any mitigation measures resulting from CEQA with FHWA-CFLHD prior to finalizing or accepting the measures • Coordinate with the other parties to create an appropriate revegetation plan and provide a seed mix and any recommendations for soil amendments for inclusion in the Special Contract Requirements • In coordination with the FHWA-CFLHD project manager, ensure that completed PS&E documents are consistent with the intended outcome • Acquire and fund appropriate local and state permits prior to advertisement of the project • Provide survey grade ROW mapping and a list of property owners (names and addresses) along the project corridor prior to project scoping • Review ROW plans and legal descriptions provided by FHWA-CFLHD • Acquire ROW and Temporary Construction Easements (TCEs) if necessary • Conduct value findings or appraisals for Fair Market Values • Approve value findings or appraisals for Fair Market Values • Prepare offers to landowners • Conduct ROW negotiations as necessary to acquire adequate rights from private landowners • Sign statement of legal sufficiency upon review of the draft Highway Easement Deed • Accept and record the Highway Easement Deed upon receipt • Complete all ROW activities prior to 	
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	<p>advertisement of the project</p> <ul style="list-style-type: none"> • Sign FHWA-CFLHD Right of Way Certification certifying that all rights on private property necessary to construct, operate, and maintain the road have been obtained • Obtain all rights necessary to construct, operate, and maintain the facility • Provide all available utility information and identify key points of contact for coordination with utility companies • Request utility surface locates prior to topographic survey by FHWA-CFLHD • Coordinate utility relocations, if necessary, per scope described above • Sign FHWA-CFLHD Utility Certification • Provide overall direction regarding agency policy and administration for the project • Concur with the final plans and specifications • Issue required encroachment permits at no cost to FHWA-CFLHD • Develop a public information plan in coordination with FHWA-CFLHD and the FLMA • If required, enter into a formal partnering work session and agreement with all parties involved in the construction contract • Designate a representative who will be the primary contact for FHWA-CFLHD's construction staff during construction • Consider proposed design changes, evaluate change impacts, and concur with changes as needed, ensuring that changes meet the requirements intended in the PS&E • Attend a final inspection and approve and provide final acceptance upon completion of construction • Upon final acceptance of the project, assume responsibility of the NPDES permit until the Notice of Termination is filed and accepted • Provide long term maintenance and operation of the project upon completion • Perform reviews and provide information needed to support FHWA-CFLHD in resolution of 	
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FEDERAL LANDS ACCESS PROGRAM
PROJECT MEMORANDUM OF AGREEMENT

April 25, 2023

	contract disputes.	
Inyo National Forest (USFS)	<ul style="list-style-type: none"> • Review and sign this Memorandum of Agreement within 60 days of receiving the notification letter • Attend reviews and meetings • Provide in a timely manner available data including but not limited to existing agreements or technical data • Review the environmental documents, plans and specifications at each phase of design, and provide comments within two weeks • In coordination with the FHWA-CFLHD project manager, ensure that completed PS&E documents are consistent with the intended outcome • Provide overall direction regarding FLMA policy and administration for the project • Concur with the final plans and specifications if approved by the County following review under CEQA • If required, issue a right of entry and Letter of Consent to transfer a Highway Easement Deed within 4 months of receipt of request • Provide a fire plan for incorporation into the Special Contract Requirements or approve the use of standard specification language • Coordinate with FHWA-CFLHD to identify an appropriate revegetation plan and provide a seed mix and any recommendations for soil amendments for inclusion in the Special Contract Requirements • Provide support to FHWA-CFLHD (respond to questions regarding environmental issues), as requested, for the development of environmental documents • Develop a public information program in coordination with FHWA-CFLHD and the maintaining agency • If required, enter into a formal partnering work session and agreement with all parties involved in the construction contract • Designate a representative who will be the primary contact for the FHWA-CFLHD's Construction staff 	

FEDERAL LANDS ACCESS PROGRAM
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	<ul style="list-style-type: none"> • Continue to update and implement the public information program • Consider proposed design changes, evaluate change impacts, and concur with changes as needed, ensuring that changes meet the requirements intended in the PS&E • Attend final inspection upon completion of construction 	
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H. ROLES AND RESPONSIBILITIES—SCHEDULE

Responsible Lead	Product/Service/Role	Schedule Finish	Comments
Mono County	Signed MOA and other financial documents	June 2023	
FHWA-CFLHD	Preliminary Design	May 2025	
FHWA-CFLHD	Environmental Compliance	December 2025	Development and completion of environmental studies and documentation
Mono County	Signed ROW and Utility Certifications	June 2026	
FHWA-CFLHD	Final Design	August 2026	Development of PS&E
FHWA-CFLHD	Obtain appropriate Permits	May 2026	
Mono County	Obtain appropriate local and state permits	May 2026	
FHWA-CFLHD	Advertise, Award and NTP	February 2027	
FHWA-CFLHD	Administer Construction Contract	February 2027 – November 2028	Construction Engineering

I. PROPOSED DESIGN STANDARDS

Final design standards will be determined through the NEPA/CEQA process.

Criteria		Comments
Standard	AASHTO	
Functional Classification	Rural Major Collector	Posted Speed Limit = 25 mph, Design Speed Limit = 30 mph
Surface Type	Asphalt Pavement	

FEDERAL LANDS ACCESS PROGRAM
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Criteria		Comments
Design Volume	TBD (Low Volume Road)	ADT from May 2021 Traffic Counts is 369

J. FUNDING

PROJECT FUNDING			
Funding Source	Estimated Funding	% of Total Project	Comments
Federal Lands Access Program	\$12,154,780	78.53%	
Mono County	\$445,220	11.47%	Cash Match (minimum match minus \$1M toll credit reduction)
Total	\$12,600,000		

Mono County is responsible for support costs incurred in completing the roles and responsibilities detailed in Section G. These costs will not be included in the total project cost and are the financial responsibility of the applicant in addition to the funding as described in the table above.

Note, this project has a minimum match requirement of 11.47%, which equals \$1,445,220. However, the cash match will be supplemented by \$1,000,000 in toll credits. While toll credits will not be formally collected for this project, the required cash match will still be reduced by \$1,000,000 to account for the approved reduction in cash match for toll credits. Therefore, FLAP will fund \$12,154,780 of this project per the table above.

If during implementation of the project it is determined that the total project cost exceeds \$12,600,000, the Central Federal Lands Highway Division, the Mono County, and Inyo National Forest (USFS) will either mutually agree to reduce the scope of the project or execute a modification to this agreement to change funding amounts.

K. MATCHING SHARE REQUIREMENTS

Mono County will provide non-Federal matching funds of 11.47% of the total Federal Lands Access Program eligible project costs required for the project through construction contract completion, closeout, and resolution of any disputes, in an amount not to exceed that provided in separate funding agreements.

Matching or cost sharing requirements will be satisfied following the obligation of funds to the project as detailed above in Section J.

L. PROJECT TEAM MEMBERS—POINTS OF CONTACT

The following table provides the points of contact for this project. They are to be the first persons to deal with any issues or questions that arise over the implementation of each party's role and responsibility for this agreement.

FEDERAL LANDS ACCESS PROGRAM
PROJECT MEMORANDUM OF AGREEMENT

April 25, 2023

Name/Title	Organization	Phone Number/Email
Kalen Dodd, P.E. County Engineer	Mono County	(760) 932-5452 kdodd@mono.ca.gov
Nathan Robinson Assistant Forest Engineer	Inyo National Forest (USFS)	(385) 867 4372 Nathan.g.robinson@usda.gov
Matt Ambroziak, P.E.	FHWA-CFLHD	(720) 963-3619 matthew.ambroziak@dot.gov

M. CHANGES/AMENDMENTS/ADDENDUMS

The agreement may be modified, amended, or have addendums added by mutual agreement of all parties. The change, amendment, or addendum must be in writing and executed by all of the parties.

The types of changes requiring agreement of all parties include, but are not limited to, changes that significantly impact scope, schedule, or budget; changes to the local match, either in type or responsibility; and changes that alter the level of effort or responsibilities of a party. The parties commit to consider suggested changes in good faith. Failure to reach agreement on changes may be cause for termination of this agreement.

A change in the composition of the project team members does not require the agreement to be amended.

It is the responsibility of the project team members to recognize when changes are needed and to make timely notification to their management in order to avoid project delivery delays.

N. ISSUE RESOLUTION PROCEDURES MATRIX

Issues should be resolved at the lowest level possible. The issue should be clearly defined in writing and understood by all parties. Escalating to the next level can be requested by any party. When an issue is resolved, the decision will be communicated to all levels below.

FHWA-CFLHD	Mono County	Inyo National Forest (USFS)	Time
Matt Ambroziak, Project Manager	Kalen Dodd County Engineer	Nathan Robinson Assistant Forest Engineer	30 days
Wendy Longley, Project Management Branch Chief	Kalen Dodd County Engineer	Shanisha Reese, Regional Roads Engineer	60 days
Curtis Scott, Chief of Engineering	Paul Roten Public Works Director	Brad Job Regional Engineer leonard.job@usda.gov	90 days

FEDERAL LANDS ACCESS PROGRAM
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O. TERMINATION

This agreement may be terminated by a funding party upon 30 calendar days after written notice to the other parties. This agreement may also be terminated if either the environmental review (or other state environmental compliance) process or funding availability requires a change, and the parties are not able to agree to the change. Any termination of this agreement shall not prejudice any rights or obligations accrued to the parties prior to termination. If Federal Access funds have been expended prior to termination, the funding parties' financial liabilities shall be in the amount of the applicable share percentages of the total reasonable costs expended on the project prior to the effective date of termination. Reasonable costs shall include all items/services rendered and the costs of any non-cancelable obligations incurred prior to the effective date of termination.

**FEDERAL HIGHWAY ADMINISTRATION
FEDERAL LANDS HIGHWAY**

FUNDS TRANSFER AGREEMENT

FHWA Agreement No.: 6982AF-22-K-500010 **Modification #001**

CA FLAP MNO 01N04(1) Saddlebag Lake Road

~~February 27, 2023~~

April 25, 2023

Agency providing funding: Mono County

Agreement amount:

Original: \$10,000.00

Modification #001: \$435,220

Total: \$445,220

Period of Performance: From date of signature below to December 1, 2023

Agency receiving funding: ~~February 22, 2022 to February 8, 2030~~ **February 22, 2022 to February 8, 2030** ~~Central Federal Lands Highway~~
~~Division (CFLHD)~~

This Funds Transfer Agreement (FTA) is to confirm that Mono County has committed to provide, through electronic funds transfer, ~~\$10,000.00~~ **\$445,220** to CFLHD for Saddlebag Lake Road to meet the matching requirements and all conditions set forth in the Memorandum of Agreement (MOA) dated 11/24/21, **03/08/2023**, and any future modifications to the MOA.

FUNDS TRANSFER SUMMARY					
Phase	Amount	Due	Received	Modification #	Comment
Scoping	\$10,000.00	3/1/2022	3/03/2022		
PE/CN/CE	\$435,220	9/1/2023		001	PE begins in 2024/FY 28 for CN
Total:	\$10,000.00 \$445,220				

AGENCY FINANCIAL AND CONTACT INFORMATION		
	Mono County	Central Federal Lands Highway Division
UEI (Unique Entity Identifier)	L7XGDNTU7B98	TNG9SCVNCUW5
Financial Contact Information		
Name	Judy Curti	Suzanne Schmidt
Phone	(760) 932-5456	(720) 963-3356
E-mail	PWAP@mono.ca.gov	Suzanne.schmidt@dot.gov
Address	PO Box 457 Bridgeport, CA 93517	12300 W. Dakota Ave. Lakewood, CO 80228
Project Contact Information		
Name	Kalen Dodd	Matt Ambroziak
Phone	(760) 932-5452	(720) 963-3619
E-mail	kdodd@mono.ca.gov	matthew.ambroziak@dot.gov

CFLHD is limited to recovery of the matching share of actual costs incurred, as reflected in the invoice provided by the CFLHD. Regardless of the estimated costs stated in the MOA, Mono County will provide 11.47% of the total Federal Lands Access Program cost required for the project ~~whichever is greater,~~ through the construction, closeout, and resolution of any disputes.

FEDERAL HIGHWAY ADMINISTRATION
FEDERAL LANDS HIGHWAY

FUNDS TRANSFER AGREEMENT

FHWA Agreement No.: 6982AF-22-K-500010 **Modification #001**

CA FLAP MNO 01N04(1) Saddlebag Lake Road

February 27, 2023

April 25, 2023

CFLHD shall not incur costs which result in matching funds exceeding the maximum cost stated in this Agreement without authorization by the Requesting Agency in the form of written modification to this Agreement.


Paul Roten, Public Works Director
Mono County

July 06, 2023

Date

RYAN DALE PHILLIPS

Digitally signed by RYAN DALE
PHILLIPS
Date: 2023.07.07 09:26:03 -06'00'

Contracting Officer

Date

Central Federal Lands Highway Division

CFLHD requests that these payments be made through the US Treasury's website <https://pay.gov>. Pay.gov can be used to make secure electronic payments to any Federal Government Agencies via credit card or direct debit. Payment shall be submitted referencing the FHWA Agreement Number.

Option 1 (Preferred Method)

Plastic card or Automatic Clearing House
Payment (ACH Direct Debit)

- Go to Treasury's website – <https://pay.gov>
- Search for Agency Name (Transportation Department)
- Select the appropriate Transportation Agency (Federal Highway Administration)
- Follow the form instructions to make your payment. Note, if making an ACH payment from your bank account, please select ACH Direct Debit as the payment type.

Option 2

Mail check payment to the following address for
Paper Check Conversion (PCC) processing:

Make Check Payable To:
DOT FHWA

Mailing Address:

**DOT/FEDERAL HIGHWAY ADMINISTRATION
C/O MIKE MONRONEY AERONAUTICAL CENTER
6500 S. MacArthur Blvd.
ATTN: AMZ-324, HQS BLDG RM 265
Oklahoma City, OK 73169-6918**
~~Enterprise Service Center
Federal Aviation Administration
ATTN: AMZ-324/HQ Room 181
6500 S. MacArthur Blvd.
Oklahoma City, OK 73169~~

Notice to customers making payment by check:

- Please notify cfl.finance@dot.gov if mailing a check.
- When you provide a check as payment you authorize us either to use information from your check to make a one-time electronic fund transfer from your account or to process the payment as a check transaction.
- When we use information from your check to make an electronic fund transfer, funds may be withdrawn from your account as soon as the same day we receive your payment and you will not receive your check back from your financial institution.

Privacy Act- A Privacy Act Statement required by 5 U.S.C. § 552a(e)(3) stating our authority for soliciting and collecting the information from your check, and explaining the purposes and routine uses which will be made of your check information, is available from our internet site at:

https://www.fiscal.treasury.gov/fsservices/gov/rvnColl/otcNet/rvnColl_otcnet.htm

or call toll free: at 1-866-945-7920 to obtain a copy by mail. Furnishing the check information is voluntary, but a decision not to do so may require you to make payment by some other method.

EASTERN SIERRA TRANSIT STAFF REPORT

Date: August 3, 2023
 Subject: Executive Director's Report
 Presented by: Phil Moores, Executive Director

Service

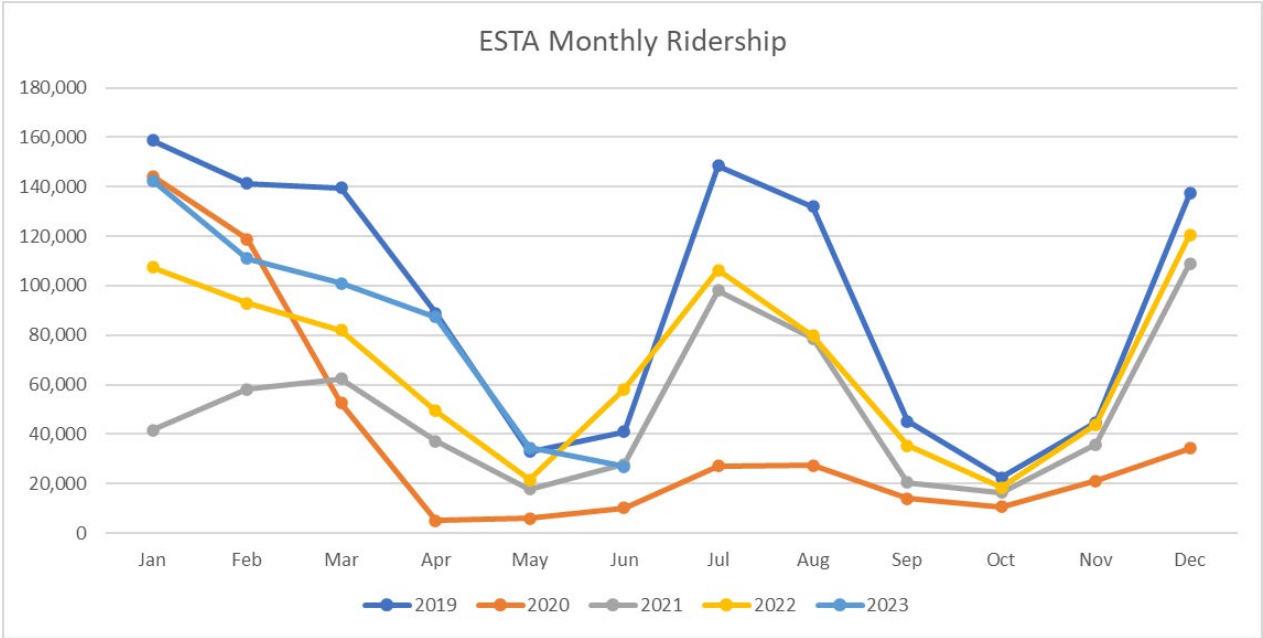
Reds Meadow Shuttle began July 21st, after a long wait. Last year we started the second week of June and had nearly 19,000 passengers before July even started. This year we will see fewer riders in the shortened season. So far, we are averaging 638 riders a day, with a top day of 963. The good news is that the construction has not been problematic so far, and may not begin in earnest until next year.

Ridership

ESTA's ridership is continuing to trend upwards in general for the year. The large swing in ridership over last year was due to the rare two weeks of Reds Meadow Shuttle in June. There were no significant service cancellations effecting June ridership.

June Ridership Report							
Route	Pre-Covid 2019	2020	2021	2022	2023	Change Current vs. Last year	% Change Current vs Pre-Covid
BEN	47.00	1.00	3.00	3.00	12.00	9	-74%
BISDAR	3,229.00	2,110.00	2,175.00	3,321.00	3,686.00	365	14%
BPTCAR	22.00	7.00	11.00	15.00	14.00	-1	-36%
LANC	581.00	273.00	460.00	824.00	570.00	-254	-2%
LP/BIS	395.00	263.00	357.00	707.00	440.00	-267	11%
LPDAR	326.00	299.00	368.00	452.00	479.00	27	47%
MAMFR	33,080.00	6,434.00	22,640.00	32,361.00	19,727.00	-12,634	-40%
MDAR	395.00	79.00	175.00	148.00	180.00	32	-54%
MXP	435.00	251.00	289.00	376.00	476.00	100	9%
NRIDER	339.00	108.00	191.00	199.00	359.00	160	6%
OTR	1,031.00	0.00	115.00	65.00	0.00	-65	-100%
REDS	0.00	0.00	0.00	18,622.00	0.00	-18,622	#DIV/0!
RENO	753.00	289.00	779.00	1,056.00	931.00	-125	0%
WLK	98.00	22.00	5.00	8.00	19.00	11	0%
Total	40,731	10,136	27,568	58,157	26,893	-31,264	-34%

The chart below shows the ridership by month since pre-Covid. The blue line is 2019, and the light blue line is 2023. Ridership has improved every year since 2020.



Project Report

The **Zero Emissions Transition Plan** continues to progress with a target conclusion later this year. A preliminary Executive Summary is attached. As expected, technology has not reached the point where 100% of the fleet can be transitioned to battery electric vehicles. Hydrogen estimates are included to demonstrate the difference in fueling strategies. However, hydrogen is not a viable option for ESTA due to high infrastructure costs including covered vehicle storage and fuel delivery/production.

The **Mammoth Microtransit Study** was completed by LSC Consultants and made several recommendations with prohibitive price tags and manpower requirements. All for a relatively small number of passengers served. This study will be part of a transit meeting in Mammoth Lakes in October. Any new service proposed by the Town of Mammoth Lakes will be brought to the ESTA Board for consideration before implementing.

The **Bishop Operations Facility** project is entering the planning phase with Staynor Architects. Staff (including interested Board members) is being interviewed the week of August 21st. The plan is expected to take 7-8 months to complete.

Grant News

Besides the usual grant suspects, we apply for every year, we are submitting competitive grants for Microtransit software to be implemented in the Bishop dial-a-ride program. Submissions are due in August and awards are announced several months later. This is an important step in technology bringing an Uber-like app to ESTA which will be useful to our riders and dispatchers alike.

Price Shock

The fleet of heavy-duty transit buses in Mammoth Lakes is struggling to keep up with demand, and we have replaced another engine. Three years ago, the cost of an engine overhaul was \$35,000, today, the same job is \$65,000. We will be submitting grants every year to replace these buses.

We have eight cutaways and one trolley on order at this time. Meanwhile, we have arranged for the sale of used and junked vehicles to reduce costs and prepare for the arrival of the new vehicles.

Our first electric van is performing well, despite a slow start. The charger failed after a power outage and took several months to get repaired. The van was purchased for Bishop dial-a-ride.

Staffing

ESTA continues to attract solid applicants and administratively we are fully staffed. We can always use more drivers, but we have enough to execute the summer schedule.

Marketing & Information Technology

We have been slowly improving ESTA's image with redesigning brochures, signs, vehicles, and eventually the website. A talented local designer named Keri Davis is assisting us. A couple years ago, we solicited a bid for a Marketing Plan from another local named Jessica Kennedy (attached). The plan contained several important steps we can take to upgrade ESTA's image, visibility, and functionality. The website is our next target for improvement.

Briefing

Eastern Sierra Transit Authority Fleet Electrification (ESTA) Preliminary Feasibility Study

July 2023

Eastern Sierra
TRANSIT



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Introduction

The Eastern Sierra Transit Authority (ESTA) is the local transit operator in the Eastern Sierra Mountain subregion. This study intends to evaluate the feasibility of transitioning the fleet to zero emission buses, installing charging and/or hydrogen fueling infrastructure, energy requirements, and site requirements. CALSTART is assisting ESTA with accomplishing its zero-emissions bus transformational plan. Results from this report will be used to completed additional analysis such as financial estimates, utility upgrades, and hydrogen procurement plans.

The focus of this memorandum is to evaluate the feasibility of ESTA transitioning to a fully zero-emission vehicle fleet. This report summarizes the preliminary analysis of electricity and hydrogen demand for each of ESTA's depot locations (considering only the depot charging/refueling when buses are not in service). This preliminary data will be used to guide ESTA and CALSTART in determining the infrastructure needs for fleet conversion to zero-emission vehicles.

Assumptions

CALSTART has completed a preliminary investigation on the full fleet conversion to zero-emission vehicles for ESTA. The results from this analysis include the assessment of fleet transition to battery electric or hydrogen vehicles, the energy demand for each of ESTA's vehicles, the electric load profiles, and the hydrogen demand at each of ESTA's four depot locations located at Bishop, Lone Pine, Mammoth, and Walker. CALSTART made several assumptions about the fleet's operations for its modelling. These assumptions are listed below:

- ESTA has four depot locations for housing and refueling vehicles. The four depot locations are summarized below in Table 1.

Table 1: Depot Locations

Depot	Location	Address	Electric Utility
Bishop	Eastern Sierra Regional Airport	565 Airport Drive, Bishop, CA 93514	Southern California Edison
Lone Pine	Lone Pine Airport	1452 South Main Street, Lone Pine, CA 93545	Los Angeles Department of Water and Power
Mammoth	Town of Mammoth Lakes Fleet Maintenance	210 Commerce Drive, Mammoth, CA, 93545	Southern California Edison
Walker	Walker Senior Center	399 Mule Deer Road, Walker, CA 96107	Liberty Utilities

- The number of buses per route were estimated based on best available data, information provided by ESTA, and the modeler's judgement.
- Each vehicle's overnight charging depot location has been estimated based on best

available information, information provided by ESTA, and the modeler's judgement.

- Each proposed battery electric vehicle is assumed to charge to 100% battery capacity during off service hours.
- No on-route charging is considered.
- Each route's required energy is estimated from CALSTART's Route Energy Modeling (REM) analysis.
- To determine what type of zero-emission technology, each route was assigned an equivalent sized Battery Electric Vehicle (BEV). All BEVs chosen are eligible for California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).
- The battery size and charger type for all BEVs are from vehicle specification information.
- Each electric bus is paired with a charger using a 1:1 ratio.
- If a bus can complete its route and charge to 100% during off service hours, then the bus is considered to be a battery electric vehicle. Each bus is assumed to be upgraded to battery electric buses using a 1:1 replacement ratio.
- Routes that require more energy than their battery capacity with current technology are assumed to be hydrogen powered.

Analysis

Bishop Depot

Bishop depot is located at East Sierra Regional Airport. This depot is assumed to house the vehicles servicing the Benton Bishop Shuttle, Bishop Dial-a-Ride, Mammoth Express, 395 North, and 395 South routes while they are not operating in service. By analyzing the size, ridership, and mileage of each route, an equivalent BEV has been selected to perform this analysis. The amount of energy required per route has been determined through energy route modeling. The BEV specifications including battery size and charger type, along with the energy route modeling results are summarized below in Table 2Table 3.

The maximum load for Bishop Depot is approximately 108 kW, as shown in Figure 1 below. Bishop depot requires a total of eight 19.2 kW chargers. Additionally, due to the charging window limits and the battery size of the proposed BEVs, half of the vehicles at Bishop Depot could not be fully charged overnight. It is recommended that these vehicles are converted to hydrogen powered vehicles, rather than battery electric vehicles. All proposed hydrogen vehicles are summarized below in Table 3. The expected hydrogen demand for Bishop Depot is 180 kg per day.

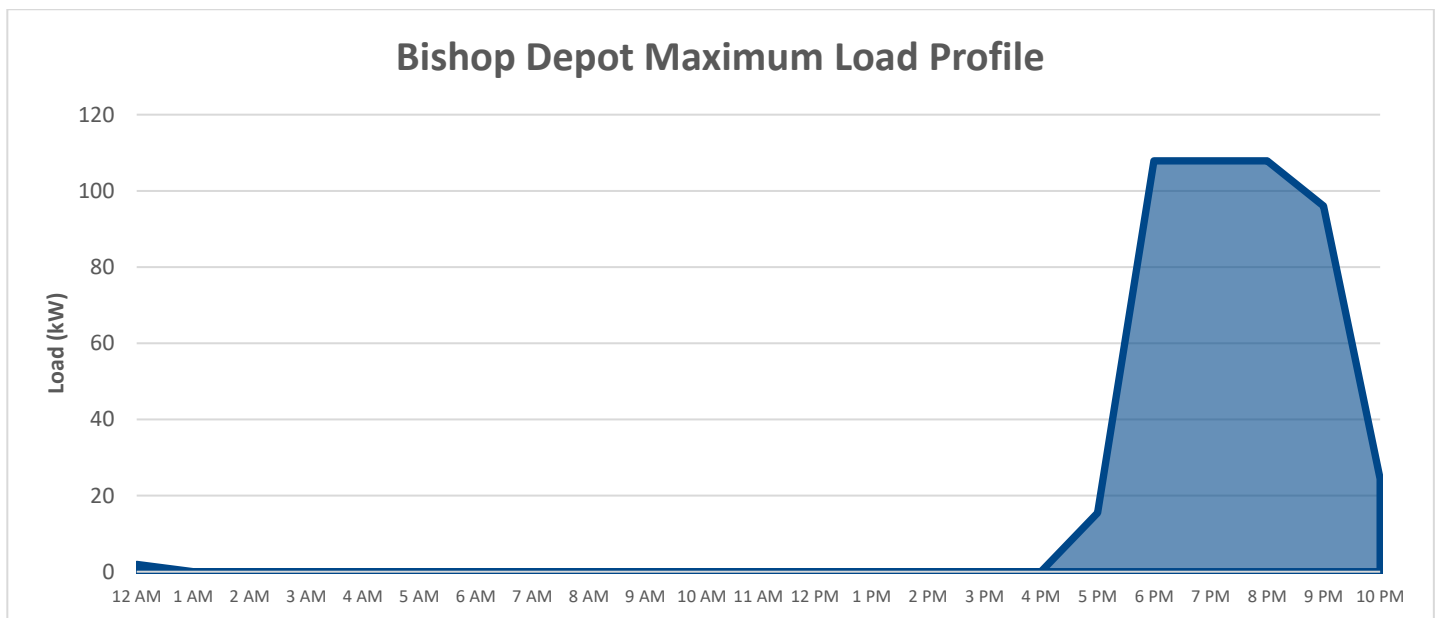
Table 2: Bishop Depot Routes – Proposed Battery Electric Vehicles

Route	Season	OEM	Bus Type	Number of Buses	Number of Roundtrips per Bus	Battery Size (kwh)	Charger Type (kW)	Total Energy Required per Bus per day (kwh)
Benton Bishop	Year-round	Green Power - EV Star	Shuttle	1	1	118	19.2	90
Bishop DAR	Year-round	Ford eTransit	Van	6	1	68	19.2	55

Table 3: Bishop Depot – Proposed Hydrogen Vehicles

Route	Season	Bus Type	Number of Buses	Number of Roundtrips per Bus	Total Energy Required per Bus per day (kg)
395 North	Year-round	Coach Bus	1	1	89
395 South	Year-round	Coach Bus	1	1	73
Mammoth Express	Year-round	Shuttle	1	2	9

Figure 1: Bishop Depot Maximum Load Profile



Lone Pine Depot

Lone Pine depot is located at Lone Pine Airport. This depot is assumed to house the vehicles servicing the Lone Pine Express and Lone Pine Dial-a-Ride routes while they are not operating. By analyzing the size, ridership, and mileage of Lone Pine Express route, an equivalent BEV has been

selected to perform this analysis. The amount of energy required per route has been determined through energy route modeling. The BEV specifications including battery size and charger type, along with the energy route modeling results are summarized below in Table 4.

The maximum load for Lone Pine Depot is approximately 15.5 kW, as shown in Figure 2 below. Based on this preliminary analysis, Lone Pine Depot requires one 19.2 kW charger. Additionally, due to the charging window limits and the battery size of the proposed BEVs, half of the vehicles at Lone Pine Depot could not be fully charged overnight. It is recommended that these vehicles are converted to hydrogen powered vehicles, rather than battery electric vehicles. All proposed hydrogen vehicles are summarized below in Table 5. The expected hydrogen demand for the Lone Pine Depot is 26 kg per day.

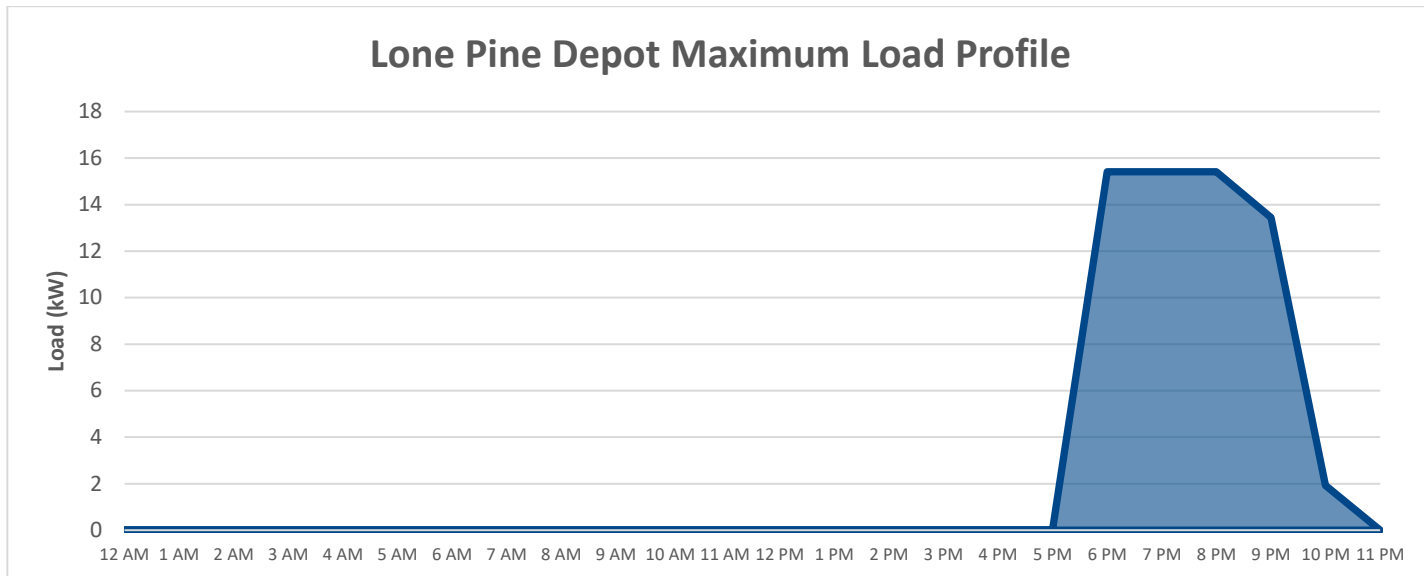
Table 4: Lone Pine Depot – Proposed Battery Electric Vehicles

Route	Season	OEM	Bus Type	Number of Buses	Number of Roundtrips per Bus	Battery Size (kwh)	Charger Type (kW)	Energy Required per Bus per day (kwh)
Lone Pine DAR	Year-round	Ford eTransit	Van	1	1	68	19.2	55

Table 5: Lone Pine Depot – Proposed Hydrogen Vehicles

Route	Season	Bus Type	Number of Buses	Number of Roundtrips per Bus	Energy Required per Bus per day (kg)
Lone Pine Express	Year-round	Shuttle	1	2	13

Figure 2: Lone Pine Depot Maximum Load Profile



Mammoth Depot

Mammoth depot is located at the Town of Mammoth Lakes Fleet Maintenance building. This depot is expected to house an estimated total of 15 vehicles servicing 11 routes while the buses are out of service. By analyzing the size, ridership, and mileage of each route, an equivalent BEV has been selected to perform this analysis. The amount of energy required per route has been determined through energy route modeling. The BEV specifications including battery size and charger type, along with the energy route modeling results are summarized below in Table 6.

The maximum load for Mammoth Depot is approximately 315 kW, as shown in Figure 3 below. Due to the seasonality of some routes, the maximum power varies per season. Based on this preliminary analysis, Mammoth depot requires a total of 7 chargers: one 19.2 kW, one 60 kW, and five 150 kW. Additionally, due to the charging window limits and the battery size of the proposed BEVs, half of the vehicles at Mammoth Depot could not be fully charged overnight. It is recommended that these vehicles are converted to hydrogen powered vehicles, rather than battery electric vehicles. All proposed hydrogen vehicles are summarized below in Table 7. The expected hydrogen demand for the Mammoth Depot is 471 kg per day.

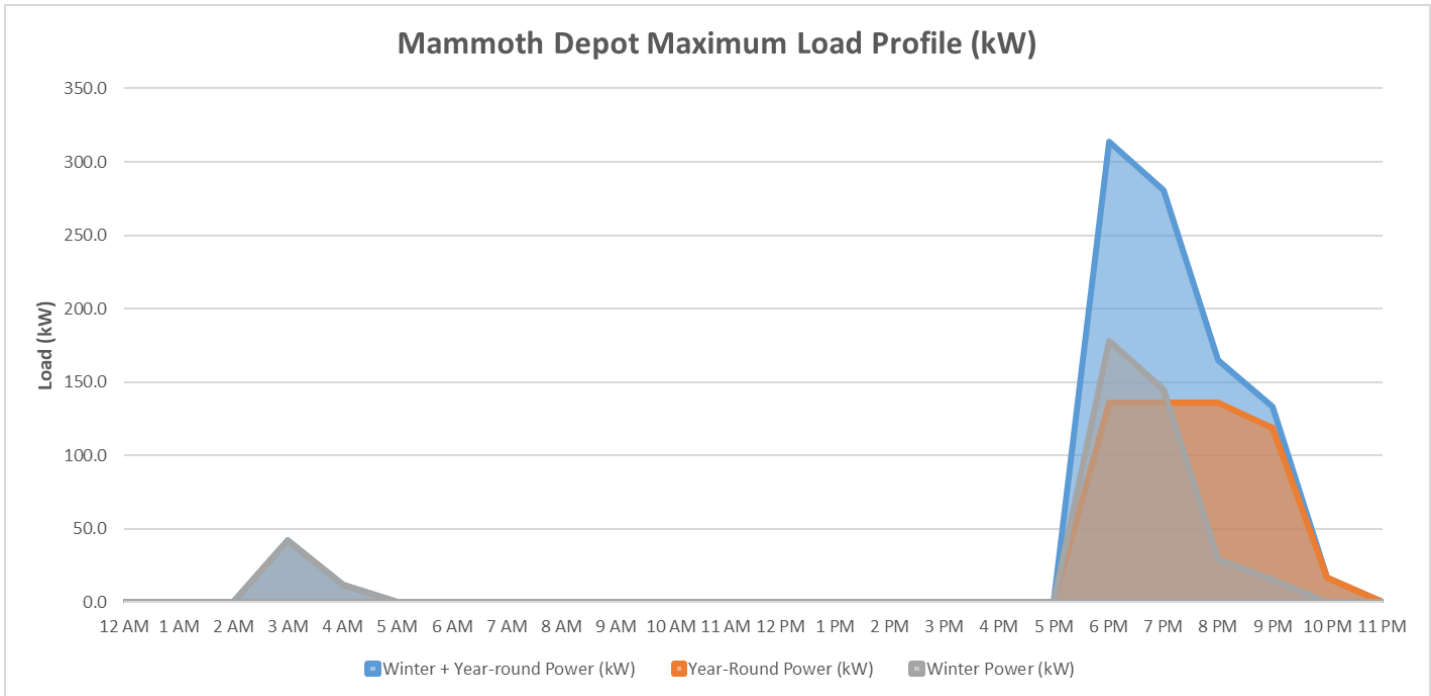
Table 6: Mammoth Depot Routes – Proposed Battery Electric Vehicles

Route	Season	OEM	Bus Type	Number of Buses	Number of Roundtrips per Bus	Battery Size (kwh)	Charger Type (kwh)	Energy Required per Bus per day (kwh)
Purple Line	Year-round	Proterra ZX5+	35-ft Transit Bus	1	11	450	150	356
Winter Night Trolley	Winter	Motiv F-53	Trolley	1	1	127	60	45
Winter Yellow	Winter	Proterra ZX5+	35-ft Transit Bus	1	1	738	150	16
Winter Green	Winter	Proterra ZX5+	35-ft Transit Bus	1	1	738	150	16
Winter Blue Yellow	Winter	Proterra ZX5+	35-ft Transit Bus	1	1	738	150	185
Winter Blue	Winter	Proterra ZX5+	35-ft Transit Bus	1	1	738	150	14
Mammoth DAR	Year-round	Ford eTransit	Van	1	1	68	19.2	55

Table 7: Mammoth Depot – Proposed Hydrogen Vehicles

Route	Season	Bus Type	Number of Buses	Number of Roundtrips per Bus	Energy Required per Bus per day (kg)
Winter Red	Winter	35-ft Transit Bus	6	11	28
Summer Town Trolley	Summer	Trolley	3	17	33
Summer Lake Basin	Summer	Trolley	3	7	19
Reds Meadow	Summer	35-ft Transit Bus	7	4	21

Figure 3: Mammoth Depot Maximum Load Profile



Walker Depot

Walker depot is located at Walker Senior Center. This location is assumed to house the one vehicle servicing the Walker Dial-a-ride, Bridgeport to Carson City, and Walker to Mammoth Lake routes overnight while the vehicle is not operating. By analyzing the size, ridership, and mileage of each route, an equivalent ZEV has been selected to perform this analysis. The amount of energy required per route has been determined through energy route modeling. The three routes share one vehicle, and each route has different energy demands. To assure the vehicle has enough fuel for all the routes, the most energy intensive route (Walker to Mammoth Lake) is used for calculations. The ZEV specifications energy requirements results are summarized below in Table 8.

Due to the charging window limits, battery size constraints, and the energy requirement of the routes serviced by Walker depot, it is recommended that the proposed vehicle is converted to hydrogen a powered vehicle, rather than battery electric vehicle. The proposed hydrogen requirements are summarized below in Table 8. The expected hydrogen demand for the Walker Depot is 6 kg per day.

Table 8: Walker Depot Routes Summary – Proposed Hydrogen Vehicle

Route	Season	Bus Type	Number of Buses	Number of Roundtrips per Bus	Energy Required per Bus per Day (kg)
Walker DAR/ Bridgeport to Carson City/ Walker to Mammoth Lake	Year-round	Van	1	1	6

Conclusion

The electric load and hydrogen requirement analysis of converting ESTA's existing fleet to ZEVs is summarized below in Table 9. The maximum power required at each depot will impact if a utility infrastructure upgrade is needed. It is estimated that ESTA will need approximately 683 kg of hydrogen for daily fleet operations. Due to the large power requirement for Mammoth depot, a utility infrastructure upgrade will most likely be needed.

Table 9: Depot Summary

Depot	Maximum Power (kW)	Number of Total Chargers Needed	Amount of Hydrogen Needed per day (kg)
Bishop	108	8	180
Lone Pine	16	1	26
Mammoth	315	7	471
Walker	0	0	6

Note that the results presented in this report only include the charging of vehicles during off-service times. Routes that require more energy than their battery capacity are assumed to be hydrogen powered.

Marketing Work Options

Prepared for Eastern Sierra Transit Authority - October 2021

Background

The Eastern Sierra Transit Authority (ESTA) is a Joint Powers Authority in Inyo and Mono counties and Mammoth Lakes and Bishop. ESTA offers essential transportation services between and beyond these communities, and their routes run the gamut -- they go to Reno, to Devils Postpile, offer Dial-a-Ride service and much more. They work with town and county staff and elected officials in the four jurisdictions they serve.

ESTA's brand was developed years ago and hasn't been refreshed recently. The organization is also changing and growing, especially with the acquisition of their first zero emissions bus and new state requirements to transition toward electric vehicles in the years to come. The organization is modernizing, and it may be time to consider a brand refresh. Before a brand refresh, it's a great idea to consider an organization's marketing efforts overall -- what's working and what's not, what's missing, what the opportunities for growth are, etc.

Like most businesses in the Eastern Sierra, ESTA also struggles to get enough drivers. When drivers can't be found, it costs the organization money and they have to cut routes. ESTA aims to offer competitive wages and benefit packages but wonders if the brand and overall impression of transit companies/the organization itself might be hindering its ability to find quality staff.

I've included a variety of work options focusing on my specialities -- diving deep into the "who" and "why" of an organization to make marketing effective, and analyzing processes and materials to see what's working and what isn't. I hope these options can help get ESTA's wheels turning, and if any of these options feel helpful, I'd love to talk in more detail about working together.

Service Options

Marketing Consulting - Free through Mammoth Lakes Chamber of Commerce

The Mammoth Lakes Chamber/Small Business Development Center (SBDC) consulting program could be an option for ESTA. This consulting program is purely educational, so nothing can be done for you, but I can answer any staff questions and train staff on marketing processes and tactics from any of the below options so ESTA is equipped to tackle marketing in-house.

We would work together to set an estimated number of hours, the consulting would be free to ESTA, and I would be paid through the grant-funded SBDC program. This program is very fluid and easy to change course at any time, but it requires much more staff time and involvement as all work is done in real-time meetings.

Comprehensive Marketing Plan - \$8,200

A comprehensive marketing plan serves as a bible to run all marketing efforts by. It guides staff, provides the “why” behind each marketing effort and platform, and can be referenced by new and seasoned staff anytime. A good marketing plan reduces wasted time and money on the wrong marketing efforts and gets everyone on the same page.

To start a comprehensive marketing plan, I conduct initial research on the organization by interviewing staff and board members to identify current challenges and feelings. After internal interviews, I would interview elected officials (county and town) to see where they think the communication gaps are. I would then talk to 2-4 community leaders (chosen by ESTA) in each of the four jurisdictions to get their impressions of ESTA and ESTA’s marketing efforts. I would then audit existing marketing efforts to see what’s working and what’s not.

All of this background info is then compiled into a marketing plan to guide the organization’s staff in maintaining and growing marketing programs. The final marketing plan would include inspiration from other transit agencies, marketing goals, key history/info about the organization, who the organization is talking to (the “ideal client”), a brand voice overview, a content plan, marketing goals, marketing priorities, and a suggested timeline for implementation.

After the marketing plan is drafted, the board and staff would review it, I would provide a revised/final version via Google Docs, and that final version could be provided to a graphic designer for formatting if desired; this cost doesn't include print layout design.

Recruitment Process Audit & Recommendations - \$750

Since employee recruitment is a major priority for ESTA, we can focus on the recruitment process and suggestions for optimizing it. This audit would look at the process itself (how do people find job info, how do they apply, how does ESTA communicate with them), how employment info is presented on the site, what platforms are used to spread the word about openings, and how the job/organization itself is described.

While some suggestions might be made for the organization's brand overall, this audit is hyper focused on the recruitment/employment side of ESTA. This audit provides insight and recommendations only; if you'd like help with implementation after the audit, my rate is \$100/hour.

Mini Website Audit & Recommendations - \$250 (for up to 10 pages of the current site)

A website audit is a great first step to see where your website might be underperforming. My website audit process reviews home page user experience, site user flow, general design, appearance in Google search results, site organization/navigation, any major ADA accessibility issues, forms, and buttons/CTAs. This is a front-end (what website visitors see) audit rather than a back-end (what you see when you log in) audit.

After I review the site, we would have a 30-minute screenshare call to review the audit and discuss 5-7 recommendations for the site. If you'd like help fixing the issues identified, my website work rate is \$100/hour. This \$150 price looks at up to 10 of your site's main pages.

Website Audit & Full Redesign - \$4,000-7,000 depending on scope/needs

Most websites benefit from a full redesign every 2-4 years as technology and design styles change often. Additionally, an organization's priorities and communication needs change over

the years, so a redesign can help the website refocus. Website redesigns vary greatly in terms of scope of work (whether branding, copywriting, site optimizations, specific features, etc. are included). I recommend most businesses plan for a \$4,000-7,000 investment with a professional website designer.

My website design process goes deep into who you are, who you're talking to, and how to best convey the message to them, while incorporating ever-changing website UX and SEO best practices. I can also do a more condensed website strategy process with you and then hand off the actual design/development of the site to a designer like Keri. If you're interested in a more comprehensive website redesign quote, we can talk more specifics and I can create a more firm estimate.

Next Steps

All price estimates are based on my anticipated number of hours. If parts of the project veer off into unplanned territory, I'm happy to go to those places, but we might need to discuss rate changes. If there are things you anticipate needing to discuss or things that are missing from this proposal, let me know and I'll add them in and update price estimates accordingly so we're on the same page from the start.

If you feel like pursuing any of these work options, I'll send you a contract to e-sign that reflects the details of the plan we decide on. I begin work once I receive a signed contract and a 50% deposit for the project estimate. I could begin a Comprehensive Marketing Plan as early as December 1, 2021; the other projects could start as soon as November 1, 2021. Estimates in this proposal are valid through March 1, 2022.

Thanks for reaching out! I'd love to work with ESTA if it feels like a good fit.

Jessica Kennedy
hello@jesskenn.com
(828) 406-2990
jesskenn.com

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

August 14, 2023

TO: Mono County Local Transportation Commission

FROM: Gerry LeFrancois, Planning Analyst

RE: State Transit Assistance Fund (STA) - Reserve Capital Restricted Funds allocation to ESTA for transit vehicles

RECOMMENDATION

Adopt Resolution R23-08 approving the allocation of Reserve Capital Restricted STA Funds in 2023-24 fiscal year.

FINANCIAL IMPLICATIONS

The 2023-24 reserve capital restricted STA funds balance plus interest is \$322,635.81. Eastern Sierra Transit Authority is requesting reimbursement of \$302,091.48 for three transit buses and two commuter vans. The remaining balance would be \$20,544.33.

DISCUSSION

The State Controller disburses STA funds on a yearly basis to the Commission. STA funds are a portion of state sales tax on diesel fuel for transportation planning and mass transportation purpose.

Every spring, the Commission allocates funds to ESTA via resolution as part of the Unmet Needs process. Allocations are based on Public Utilities Code sections 99313 and 99314 for transit operating costs and capital. Funds in excess of ESTA's calm or need, is put into a reserve capital restricted fund. Sometimes these reserve funds list a specified purpose such as buses, grant matches, maintenance facility, radio system upgrades, etc. Some of these prior fiscal year funds listed buses as an allowable expense. Resolution R23-08 clarifies prior fiscal year reserve capital restricted funds will be used to reimburse ESTA for buses and commuter vans.

For questions regarding this item, please contact Gerry LeFrancois at glefrancois@mono.ca.gov .

ATTACHMENTS

1. Resolution R23-08 Allocating reserve funds to ESTA for transit vehicles
2. ESTA purchase receipts for buses and commuter vans

RESOLUTION R23-08
RESOLUTION OF MONO COUNTY LOCAL TRANSPORTATION COMMISSION
ALLOCATING RESERVE STATE TRANSIT ASSISTANT (STA) FUNDS TO
EASTERN SIERRA TRANSIT AUTHORITY (ESTA)
FOR VEHICLE PURCHASES

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

WHEREAS, adequate State Transit Assistance reserve funds are available for allocation to ESTA from prior fiscal years 2013/14, 2016/17, 2020/21, and 21/22 and these funds will be used to reimburse ESTA for the purchase of five transit vehicles in the amount of \$302,091.48.

NOW, THEREFORE, BE IT FURTHER RESOLVED that this resolution revises Resolution R23-06, wherein, the unused funds were authorized for transit operations, which by this resolution includes capital expenditures for transit vehicle purchases.

PASSED AND ADOPTED this 14th day of August 2023 by the following vote:

AYES:
 NOES:
 ABSTAIN:
 ABSENT:

Rhona Duggan, Chair

Approved as to form:

ATTEST:
 Heidi Willson, Secretary

Emily Fox, Assistant County Counsel



Eastern Sierra Transit Authority

565 Airport Road
P.O. Box 1357
Bishop, CA 93515
760.872.1901

INVOICE

February 16, 2023
Invoice # 230216-01

Mono LTC
PO Box 347
Mammoth Lakes, CA 93546

Mono-STA 13/14 99313 Capital Restricted	\$ 57,373.85
Mono-STA 13/14 99314 Capital Restricted	\$ 111,953.00
Mono-STA 16/17 99313 Capital Restricted	\$ 34,177.14
Mono-STA 16/17 99314 Capital Restricted	\$ 21,400.85

Total Amount Requested:	\$224,904.84
--------------------------------	---------------------

Please see attached invoices. Funds used to purchase 3 Vehicles

Thank you!

306



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Please Remit Payment To:

Creative Bus Sales, Inc.
9365 Counselors Row, Ste 112
Indianapolis, IN 46240
www.creativebussales.com

ELECTRONIC PAYMENTS: PNC Bank - ACCT # XXXXXX5248
INCLUDE LAST 8 DIGITS OF VIN ON PAYMENT REMITTANCE
Please call (463) 222-9959 to request further instructions.

BILL TO
EASTERN SIERRA TRANSIT AUTHORITY
565 Airport RD
BISHOP, CA93514
P: (760) 872-1901

SOLD TO
EASTERN SIERRA TRANSIT AUTHORITY
565 AIRPORT RD
BISHOP, CA 93514
P: (760) 872-1901

INVOICE: VA101001085

CUST PO	INVOICE DATE	DELIVERY DATE	SALESPERSON	TERMS
PO 11102022	1/30/2023	1/30/2023	MFarr	NET 30 DAYS

Van/Bus 306

NEW

YR - MAKE - MODEL	VEHICLE IDENTIFICATION NUMBER	UNIT#: 1707015	PRICE
2022 - BraunAbility - Voyager Side Entry	2C4RC1CG1NR171575		
Vehicle - Price	Vehicle - Price		44,699.00
CADMVF	CA - DMV Electronic Filing Fee		31.00
CADOC	CA - Doc Prep Fee		85.00
CATIRE	CA - Waste Tire Fee		8.75
CALACT	CA - CalAct Fee [Cost Only]		1,054.77
PARA	Paratransit (ADA) Equipment (Non-Taxable)		25,619.00
	TAX		3,470.76
Total Price			\$74,968.28

DELIVER TO: EASTERN SIERRA TRANSIT AUTHORITY 565 AIRPORT RD BISHOP, CA 93514

INCLUDE LAST 8 DIGITS OF VIN ON PAYMENT REMITTANCE

14740 Ramona Ave
Chino, CA 91710
P: (909) 203-4810
F: (909) 465-5529
TF: (888) 993-5032
www.creativebussales.com

SALES PRICE	\$71,497.52
TAX	\$3,470.76
RETAIL DELIVERY FEE	\$0.00
TOTAL PRICE	\$74,968.28
LESS-TRADE IN(S)	\$0.00
LESS PAYMENT(S)	\$0.00
UNPAID BALANCE	\$74,968.28

MOND

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WHEN WRITING TO DMV, ALWAYS GIVE YOUR FULL NAME, PRESENT ADDRESS, AND THE VEHICLE MAKE, LICENSE, AND IDENTIFICATION NUMBERS.

***** DO NOT DETACH - REGISTERED OWNER INFORMATION *****



REGISTRATION CARD VALID FROM: 00/00/0000 TO: 12/31/2099

306

MAKE	YR MODEL	YR 1ST SOLD	VLF CLASS	TYPE VEH	TYPE LIC	LICENSE NUMBER
BRAU	2022	2023	MF	31V	35	1659228
BODY TYPE MODEL	MP	MO	AX	WC	UNLADEN/G/CGW	VEHICLE ID NUMBER
VN	G	EB	2	D	04800	2C4RC1CG1NR171575
TYPE VEHICLE USE	DATE ISSUED	CC/ALCO	DT FEE RECVD	PIG		
COMMERCIAL	02/02/23	14	02/02/23	5		
PERM EXEMPT						

REGISTERED OWNER
 EASTERN SIERRA TRANSIT
 AUTHORITY
 565 AIRPORT ROAD

 BISHOP
 CA 93514

AMOUNT PAID
 \$NFEE

AMOUNT DUE
 \$ NONE

AMOUNT RECVD
 CASH :
 CHCK :
 CRDT :

LIENHOLDER

A00 V88 DH 000000 0003 CS A00 020223 35 1659228 575

307



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Please call (663) 222-9050 to request further instructions

BILL TO
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565 Airport RD
BISHOP, CA93514
P: (760) 872-1901

CUSTOMER # 12525

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565 AIRPORT RD
BISHOP, CA 93514
P: (760) 872-1901

CUSTOMER # 12525

INVOICE: VA101001086

CUST PO	INVOICE DATE	DELIVERY DATE	SALESPERSON	TERMS
11102022	1/19/2023	1/19/2023	MFarr	NET 30 DAYS

NEW

YR - MAKE - MODEL	VEHICLE IDENTIFICATION NUMBER	UNIT#: 1707016	PRICE
2022 - BraunAbility - Voyager Side Entry	2C4RC1CG1NR171737		
Vehicle - Price	Vehicle - Price		44,699.00
CADMVF	CA - DMV Electronic Filing Fee		31.00
CADOC	CA - Doc Prep Fee		85.00
CATIRE	CA - Waste Tire Fee		8.75
PARA	Paratransit (ADA) Equipment (Non-Taxable)		25,619.00
CALACT	CA - CalAct Fee		1,054.77
	TAX		3,470.76
Total Price			\$74,968.28

DELIVER TO: EASTERN SIERRA TRANSIT AUTHORITY 565 AIRPORT RD BISHOP, CA 93514

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None

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TF: (888) 993-5032
www.creativebussales.com

SALES PRICE	\$71,497.52
TAX	\$3,470.76
RETAIL DELIVERY FEE	\$0.00
TOTAL PRICE	\$74,968.28
LESS TRADE IN(S)	\$0.00
LESS PAYMENT(S)	\$0.00
UNPAID BALANCE	\$74,968.28

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REGISTRATION CARD VALID FROM: 00/00/0000 TO: 12/31/2099

MAKE BRAU	YR MODEL 2022	YR 1ST SOLD 2023	VLF CLASS MF	TYPE VEH 31V	TYPE LIC 35	LICENSE NUMBER 1659216
BODY TYPE MODEL VN	MP G	MO EB	AX 2	WC D	UNLADEN/G/CGW 04760	VEHICLE ID NUMBER 2C4RC1CG1NR171737
TYPE VEHICLE USE COMMERCIAL PERM EXEMPT	DATE ISSUED 02/01/23	CC/ALCO 14	DT FEE RECVD 02/01/23	PIC 5		

REGISTERED OWNER
EASTERN SIERRA TRANSIT
AUTHORITY
565 AIRPORT ROAD

BISHOP
CA 93514

AMOUNT DUE	AMOUNT RECVD
\$ NONE	CASH :
	CHCK :
	CRDT :

AMOUNT PAID
\$NFEE

LIENHOLDER

A00 V88 DH 000000 0005 CS A00 020123 35 1659216 737

308



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 565 AIRPORT RD
 BISHOP, CA 93514
 P: (760) 872-1901

INVOICE: VA101001087

CUST PO	INVOICE DATE	DELIVERY DATE	SALESPERSON	TERMS
PO 11102022	1/30/2023	1/30/2023	MFarr	NET 30 DAYS

153205 / 5655

NEW

YR - MAKE - MODEL	VEHICLE IDENTIFICATION NUMBER	UNIT#: 1707017	PRICE
2022 - BraunAbility - Voyager Side Entry	2C4RCICG1NR171740		
Vehicle - Price	Vehicle - Price		44,699.00
CADMVF	CA - DMV Electronic Filing Fee		31.00
CADOC	CA - Doc Prep Fee		85.00
CATIRE	CA - Waste Tire Fee		8.75
PARA	Paratransit (ADA) Equipment (Non-Taxable)		25,619.00
CALACT	CA - CalAct Fee [Cost Only]		1,054.77
	TAX		3,470.76
Total Price			\$74,968.28

DELIVER TO: EASTERN SIERRA TRANSIT AUTHORITY 565 AIRPORT RD BISHOP, CA 93514

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SALES PRICE	\$71,497.52
TAX	\$3,470.76
RETAIL DELIVERY FEE	\$0.00
TOTAL PRICE	\$74,968.28
LESS-TRADE IN(S)	\$0.00
LESS PAYMENT(S)	\$0.00
UNPAID BALANCE	\$74,968.28

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REGISTRATION CARD VALID FROM: 00/00/0000 TO: 12/31/2099

MAKE	YR MODEL	YR 1ST SOLD	VEH CLASS	TYPE VEH	TYPE LIC	LICENSE NUMBER
BRAU	2022	2023	MF	31V	35	1659231
BODY TYPE MODEL	MP	MO	AX	WC	UNLADEN/G/CGW	VEHICLE ID NUMBER
VN	G	EB	2	D	04780	2C4RC1CG1NR171740
TYPE VEHICLE USE	DATE ISSUED	CC/ALCO	DT FEE RECVD	PTC		
COMMERCIAL	02/02/23	14	02/02/23	5		
PERM EXEMPT						

REGISTERED OWNER
 EASTERN SIERRA TRANSIT
 AUTHORITY
 565 AIRPORT ROAD

 BISHOP
 CA 93514

AMOUNT DUE	AMOUNT RECVD
\$ NONE	CASH :
	CHCK :
	CRDT :

AMOUNT PAID
 \$NFEE

LIENHOLDER

A00 V88 DH 000000 0004 CS A00 020223 35 1659231 740

**RESOLUTION R20-04
RESOLUTION APPROVING THE MONO COUNTY LOCAL TRANSPORTATION
COMMISSION AND EASTERN SIERRA TRANSIT AUTHORITY
COMMITMENT OF STA FUNDS AS LOCAL MATCH TO
FEDERAL GRANT APPLICATIONS**

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

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

WHEREAS, if these grants prove unsuccessful, the funds could be used toward future grant applications for vehicles, cameras, network and server upgrades, or the Bishop operations building project.

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

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

NOW, THEREFORE, BE IT FURTHER RESOLVED that this resolution revises Resolution R19-02, wherein, the unused funds were authorized only for future vehicle and camera purchases, network and server upgrades, and the Bishop operations building project.

PASSED AND ADOPTED this 9th day of March 2020 by the following vote:

AYES: Sandy Hogan, Jennifer Kreitz, Lynda Salcido, John Peters, Fred Stump, John Wentworth

NOES:

ABSTAIN:

ABSENT:

Lynda Salcido

Lynda Salcido, Chair

Approved as to form:

Christian Milovich

Christian Milovich, Assistant County Counsel

ATTEST:

CD Ritter

CD Ritter, Secretary



Eastern Sierra Transit Authority

565 Airport Road
 P.O. Box 1357
 Bishop, CA 93515
 760.872.1901

INVOICE

March 20, 2023
 Invoice #230320-01

Mono LTC
 PO Box 347
 Mammoth Lakes, CA 93546

Mono-STA 16/17 99314 Capital Restricted	\$71,207.15
Mono-STA 20/21 Capital Restricted	\$ 2,027.00
Interest from STA Capital Funds	\$ 3,952.49

Total Amount Requested:	\$77,186.64
--------------------------------	--------------------

Please see attached invoices. Funds used to purchase 2 Commuter Vehicles

Thank you!

STATE OF CALIFORNIA



THIS VALIDATED REGISTRATION CARD OR A FACSIMILE COPY IS TO BE KEPT WITH THE VEHICLE FOR WHICH IT IS ISSUED. THIS REQUIREMENT DOES NOT APPLY WHEN THE VEHICLE IS LEFT UNATTENDED. IT NEED NOT BE DISPLAYED. PRESENT IT TO ANY PEACE OFFICER UPON DEMAND. IF YOU DO NOT RECEIVE A RENEWAL NOTICE, USE THIS FORM TO PAY YOUR RENEWAL FEES OR NOTIFY THE DEPARTMENT OF MOTOR VEHICLES OF THE PLANNED NON-OPERATIONAL STATUS (PNO) OF A STORED VEHICLE. RENEWAL FEES MUST BE PAID ON OR BEFORE THE REGISTRATION EXPIRATION DATE OR PENALTIES WILL BE DUE PURSUANT TO CALIFORNIA VEHICLE CODE SECTIONS 9552 - 9554.

EVIDENCE OF LIABILITY INSURANCE FROM YOUR INSURANCE COMPANY MUST BE PROVIDED TO THE DEPARTMENT WITH THE PAYMENT OF RENEWAL FEES. EVIDENCE OF LIABILITY INSURANCE IS NOT REQUIRED WITH REGISTRATION RENEWAL OF OFF-HIGHWAY VEHICLES, TRAILERS, VESSELS, OR IF YOU FILE A PNO ON THE VEHICLE.

WHEN WRITING TO DMV, ALWAYS GIVE YOUR FULL NAME, PRESENT ADDRESS, AND THE VEHICLE MAKE, LICENSE, AND IDENTIFICATION NUMBERS.



***** DO NOT DETACH - REGISTERED OWNER INFORMATION *****



STATE OF CALIFORNIA



REGISTRATION CARD VALID FROM: 00/00/0000 TO: 12/31/2099

MAKE YR MODEL YR 1ST SOLD VLF CLASS TYPE VEH TYPE LIC LICENSE NUMBER
TOYT 2023 2023 KF 110 14 1656225

BODY TYPE MODEL MP MO VEHICLE ID NUMBER
UT G EC 2T3P1RFVXPW354455

TYPE VEHICLE USE DATE ISSUED CC/ALCO DT FEE RECVD PIC
AUTOMOBILE 03/10/23 14 03/10/23 5
PERM EXEMPT

REGISTERED OWNER AMOUNT PAID
EASTERN SIERRA TRANSIT AUTHORITY \$NFEE
565 AIRPORT RD

BISHOP 93514
CA

AMOUNT DUE AMOUNT RECVD
\$ NONE CASH :
CHCK :
CRDT :



LIENHOLDER

A00 V64 4D 0000000 0003 CS A00 031023 14 1656225 455

STATE OF CALIFORNIA



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STATE OF CALIFORNIA



REGISTRATION CARD VALID FROM: 00/00/0000 TO: 12/31/2099

MAKE	YR MODEL	YR 1ST SOLD	VEH CLASS	TYPE VEH	TYPE LIC	LICENSE NUMBER
TOYT	2023	2023	KB	110	14	1625330

BODY TYPE MODEL	MP	MO	VEHICLE ID NUMBER
UT	G	EC	2T3P1RFV1PC336573

TYPE VEHICLE USE	DATE ISSUED	CC/ALCO	DT FEE RECVD	PIC
AUTOMOBILE PERM EXEMPT	03/06/23	14	03/06/23	5

REGISTERED OWNER
 EASTERN SIERRA TRANSIT
 AUTHORITY
 565 AIRPORT RD

AMOUNT PAID
\$NFEE

BISHOP
CA 93514

AMOUNT DUE	AMOUNT RECVD
\$ NONE	CASH : CHCK : CRDT :



LIENHOLDER

A00 V64 4D 0000000 0011 CS A00 030623 14 1625330 573



310 South Main St. Bishop, CA 93514
(760) 872-4141 FAX (760) 872-1274
www.perrymotors.com

AMOUNT
38,959.13

PAID BY CHECK COMMENT
CHECK NO 436638
PURCHASE NEW TOYOTA

26406



EASTERN SIERRA TRANSIT AUTHORITY

TOTAL RECEIVED: \$38,959.13
DATE-TIME: 14FEB2023 09:56
CASHIER: DARCI
LOCATION:
CASH-DRAWER:

21554

ACCOUNTING DISTRIBUTION

CO	JOURNAL	CO	ACCOUNT	AMOUNT	CONTROL	CONTROL2
1	56	1	203CL	38,959.13		
		1	221	-38,959.13	21554	

EASTERN SIERRA TRANSIT AUTHORITY

21554

ACCOUNTING DISTRIBUTION

CO	JOURNAL	CO	ACCOUNT	AMOUNT	CONTROL	CONTROL2
1	56	1	203CL	38,959.13		
		1	221	-38,959.13	21554	

CASH RECEIPT

CUSTOMER COPY



310 South Main St. · Bishop, CA 93514
(760) 872-4141 · FAX (760) 872-1274
www.perrymotors.com

26405

AMOUNT PAID BY COMMENT
38,227.51 CHECK CHECK NO 436637
PURCHASE NEW TOYOTA

EASTERN SIERRA TRANSIT AUTHORITY

TOTAL RECEIVED: \$38,227.51

DATE-TIME: 14FEB2023 09:56
CASHIER: DARCI

LOCATION:
CASH DRAWER:

21554

ACCOUNTING DISTRIBUTION

CO	JOURNAL	CO	ACCOUNT	AMOUNT	CONTROL	CONTROL2
1	56	1	203CL	38,227.51		
		1	221	-38,227.51	21554	

CASH RECEIPT

CUSTOMER COPY

California Department of Transportation

DIVISION OF TRANSPORTATION PLANNING
P.O. BOX 942873, MS-32 | SACRAMENTO, CA 94273-0001
PHONE (916) 654-8811 FAX (916) 654-9366 TTY 711
www.dot.ca.gov



July 24, 2023

Ms. Jennifer Kreitz
Chair
Mono County Local Transportation Commission
P.O. Box 347
Mammoth Lakes, CA 93546

Dear Ms. Kreitz:

Thank you for submitting your agency's unmet transit needs documentation for Fiscal Year 2023-24. I have reviewed your documentation, as required under Public Utilities Code Section 99401.6 of the Transportation Development Act, and find the documentation to be complete and in accordance with current statutes.

Please continue to work with Benjamin Downard, telephone number (760) 874-8319, at the local Caltrans District 9 office to help identify solutions in meeting your region's transit needs.

If you have any questions or need to contact us, please do not hesitate to call Tiara Schmidt at (916) 907-2135.

Sincerely,

Joshua Pulverman

JOSHUA PULVERMAN, Branch Chief
Integration and Network Planning

c: Benjamin Downard, Department of Transportation
Tiara Schmidt, Department of Transportation
Gerry LeFrancois, Mono County Local Transportation Commission

**LTC Co-Executive Director Report
August 14, 2023**

Administration

- Met with staff, Caltrans and the Commission Chair to coordinate the agenda.

Meetings

- 6/28 & 6/29: Remotely attended CTC meetings regarding 2024 State Transportation Improvement Program (STIP) and the Olancho Cartago MOU project.
- 7/12: Remote CTC workshop on updates to the Regional Transportation Plan (RTP) Guidelines.
- 7/13: Met with Eastern Sierra Council of Government (ESCOG) staff to discuss collaboration on a Highways to Boulevards grant application for the US 395 corridor. Compiled and sent past Main Street studies.
- 7/19: Remote CTC workshop on 2024 STIP Fund Estimate and STIP Guidelines.
- 7/20: Attended/administered wildlife crossing team meeting.
- 7/21: Attended Rural Counties Task Force meeting.
- 7/31: Meeting with MOU partners to determine next steps.

Programs

- Staff met to coordinate on RTIP funding and other projects and funding sources, and prepare for RTIP adoption cycle.
- Scheduled a traffic calming/Main Street workshop with Caltrans at the Antelope Valley RPAC meeting (in Sept.).

Grant Tracking

- Safe Streets and Roads for All – due July 10, Town and County both applying
- Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) – due August 18, County intends to apply.
- Local Transportation Climate Adaptation: Town exploring projects for application
- Recreational Trails Program (RTP): Town will apply.

Significant resources across all agencies continue to be diverted to management of repair work due to damage from weather events.

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

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