

Mono County Local Transportation Commission

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MEETING AGENDA

September 11, 2023 – 9:00 A.M.

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

**Bridgeport CAO Conference 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/81409471909>

Or visit <https://www.zoom.us/> and click on “Join A Meeting.” **Use Zoom Meeting ID:** 814 0947 1909

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:** 814 0947 1909

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 August 14, 2023 – *page 1*
 - b) Approve Resolution for the FY 23-24 State of Good Repair program project list for ESTA – *page 4*
 - c) Approve Resolution Authorizing the Commission to be a co-applicant on the Eastern Sierra Council of Governments’ application for the Caltrans Highways to Boulevards grant, and authorize the Chair to sign a letter of support for the grant application – *page 9*

4. **ADMINISTRATION**
 - a) Memorandum of Understanding (MOU) Projects Update (*Wendy Sugimura*) – *page 17*
 - b) Winter Storm Debrief and Preparation (*Chris Mokracek, Paul Roten, Haislip Hayes*)

5. **LOCAL TRANSPORTATION**
 - a) WORKSHOP: Project funding and programming, including the Regional Transportation Improvement Program (RTIP) (*Gerry LeFrancois*) – *page 20*
 - b) WORKSHOP: Regional Transportation Plan (RTP) (*Gerry LeFrancois*) – *page 22*
 - c) Quarterly report – Mono County – *page 23*
 - d) Quarterly report – Town of Mammoth Lakes

6. **CALTRANS**
 - a) Monthly report – *page 25*

7. **TRANSIT**
 - a) Quarterly Report ESTA (*Phil Moores*)
 - b) YARTS report and presentation (*Nav Baghri/Jose Perez*)

8. **CORRESPONDENCE/INFORMATIONAL**

9. **REPORTS**
 - a) Commissioners
 - b) Director – *page 26*

10. **UPCOMING AGENDA ITEMS**
 - a) Towns to Trails presentation

11. **ADJOURN:** Potentially cancel October 9, 2023, next meeting may be Nov. 13, 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).

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Draft Minutes

August 14, 2023 – 9:00 A.M.

COUNTY COMMISSIONERS: Rhonda Duggan, John Peters, Jennifer Kreitz

TOWN COMMISSIONERS: Bill Sauser, Paul Chang, Dan Holler

COUNTY STAFF: Heidi Willson, Deanna Tuetken, Kalen Dodd, Chad Senior, Laura Stark, Gerry LeFrancois

CALTRANS: Neil Peacock, Ryan Dermody, Adam Weitzmann, Maggie Ritter, Juven Alvarez, Ben Downard, Andrew Besold, Catherine Carr

ESTA: Phil Moores

YARTS: Jose Perez, Nav Bagri

Public: Garrett Higerd, Justine Kokx

- 1. CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Meeting called to order at 9:03 am and the Commission lead the pledge of allegiance.
- 2. PUBLIC COMMENT:** Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.

No Public Comment.

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

Motion: Approve consent agenda items as presented.
Peters motioned; Kreitz seconded.

Roll Call – Ayes: Chang, Peters, Krietz, Duggan. Absent: Wentworth. Abstain: Sauser.

Motion carries 4-0 with 1 absent and 1 abstained.

*Commission Sauser joined the meeting at 9:05 during the motion of the consent items.

*Alternate Commission Holler, filling in for Commissioner Wentworth, joined the meeting at 9:07 after the consent item was complete.

- 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*)**
 - Dodd gave an overview of the RSTP funds for the proposed rehabilitation project and

COMMISSIONERS

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

answered questions from the Commission.

Motion: Approve as presented.

Sauser motioned; Peters seconded.

Roll Call – Ayes: Sauser, Holler, Chang, Peters, Krietz, Duggan. Motion carries 6-0.

- b) Update on transportation projects and repair work by the Town and Mono County (*staff*)
 - Senior and Holler gave an update on repair working going on in the area and answered questions from the Commission.

5. CALTRANS

- a) Introduce Caltrans Active Transportation Program Coordinator Andy e (*Maggie Ritter*)
 - Ritter introduced Caltrans planning staff.
- b) Update on Caltrans activities in Mono County (*Ben Downard*)
 - Downard gave a Caltrans update and answered questions from the Commission.
- c) Update on Highways to Boulevards grant opportunity (*Catherine Carr*)
 - Carr gave an update on the grant opportunity for Highways to Boulevards. Requests that the Commission present a letter of interest as a co-applicant.
- d) Input on SHOPP/PID program development (*Juven Alvarez*)
 - Alvarez gave an overview on the SHOPP/PID program and answered questions from the Commission.

6. TRANSIT

- a) ESTA update (*Phil Moores*)
 - Moores gave an update on ESTA and answered questions from the Commission.
- b) Consider Resolution R23-08 for reserve State Transit Assistance funds to ESTA for reimbursement of five vehicles (*Phil Moores, Gerry LeFrancois*)
 - LeFrancois presented the Resolution and answered questions from the Commission.
 - Chair Duggan requested that we add language to resolution stating “not to exceed” on the total dollar presented. Requested that the spelling of her name corrected.

Motion: Approval of Resolution with the discussed corrections.

Kreitz motioned; Chang seconded.

Roll Call – Ayes: Sauser, Holler, Chang, Peters, Krietz, Duggan. Motion carries 6-0.

7. CORRESPONDENCE

- a) Letter from Caltrans accepting Unmet Needs process (*Gerry LeFrancois*)
 - LeFrancois stated that the attached letter was informational only.

8. REPORTS BY COMMISSIONERS AND CO-EXECUTIVE DIRECTORS

- LeFrancois went over the Directors report provided by the Co-Directors and answered question from the Commission.
- Commissioner Peters gave a brief report.

9. INFORMATIONAL

- a) No items

COMMISSIONERS

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

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.) Commissioner Peters requested that the agenda item be done during the September meeting.
- h) Letter of Support for Highways to Boulevards grants
- i) Follow up on SHOPP/PID program development.

11. ADJOURN at 10:52 am to September 11, 2023

COMMISSIONERS

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

STAFF REPORT

Subject: State of Good Repair Program: 2023-24 Project List

Initiated by: Phil Moores, Executive Director

RECOMMENDATION:

Approve Resolution regarding the authorization for the execution of the regional entities approving the project list for the California State of Good Repair program.

BACKGROUND:

SB-1 legislation provides approximately \$125 million annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects. This investment in public transit is referred to as the State of Good Repair (SGR) Program. The SGR Program is funded from a portion of a new Transportation Improvement Fee on vehicle registrations due on or after January 1, 2018. A portion of this fee is transferred to the State Controller's Office (SCO) for the SGR Program, which is managed and administered by the California Department of Transportation (Caltrans). These funds will be allocated under the State Transit Assistance (STA) Program formula to eligible agencies pursuant to Public Utilities Code (PUC) section 99312.1. Half of the funds are allocated according to population and half according to transit operator revenues.

ANALYSIS/DISCUSSION:

The goal of the SGR Program is to provide funding for capital assistance to rehabilitate and modernize California's existing local transit systems. Prior to receiving an apportionment of SGR funds in a given fiscal year, a potential recipient agency must submit a list of projects proposed to be funded to the Department. Each project proposal must include a description and location of the project, a proposed schedule for the project's completion, and an estimated useful life of the improvement. The Department will provide the SCO a list of all agencies that have submitted all required information and are eligible to receive an apportionment of funds. Each recipient agency is required to submit an Annual Expenditure Report on all activities completed with those funds to the Department. Each agency must also report the SGR revenues and expenditures in their annual Transportation Development Act Audit.

SGR funds are made available for capital projects that maintain the public transit system in a state of good repair. PUC section 99212.1 (c) lists the projects eligible for SGR funding, which are:

- Transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation or

modernization of the existing vehicles or facilities.

- The design, acquisition and construction of new vehicles or facilities that improve existing transit services.
- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

Examples include, but are not limited to, the following:

- Replacement or rehabilitation of:
 - Rolling stock
 - Passenger stations and terminals
 - Security equipment and systems
 - Maintenance facilities and equipment
 - Ferry vessels
 - Rail
- Transit Preventative Maintenance
 - Preventative maintenance is only to maintain existing infrastructure and vehicles in a state of good repair, essentially repair and rehabilitation. Normal maintenance such as oil changes and other regularly scheduled vehicle maintenance are to be covered under normal operating costs and are not eligible for State of Good Repair funding.
 - Public and Staff Safety
 - New maintenance facilities or maintenance equipment if needed to maintain the existing transit service

The August 2023 estimate of available SGR funds for FY 2023/24 identifies a total of \$ 82,839 in available SGR funding. Of this total SGR allocation, \$30,479 is from Inyo County population-based SGR, \$21,220 is Mono County population-based and \$31,140 is Mono County revenue-based funds. 30% of the PUC 99314, revenue-based funds or \$9,342 is due to Inyo County under the funding split provided under PUC 99314. The SGR funding will be used for Repair and Rehabilitation projects.

Prior to receiving an apportionment of SGR program funds in a fiscal year, an agency must submit a list of proposed projects to the California Department of Transportation (DOT). DOT reports to SCO the eligible agencies that will receive an allocation quarterly pursuant to PUC sections 99313 and 99314.

SCO anticipates the first quarter's allocation will be paid by November 30, 2023. In order to be able to receive funding for the Fiscal Year 2023-24, eligible operators must submit an approved Project List to their Regional Entity by September 1, 2023. A resolution documenting this approval is also included.

Submittal Report

SGR-C16-FY23/24-0725-001

FY 23/24

Submittal Details

Program State of Good Repair Program	Agency Eastern Sierra Transit Authority	Date Created 08/09/2023	Date Submitted 08/14/2023	Date Approved
Address 565 Airport Road	City Bishop	State CA	Zip Code 93514	
Contact Dawn Vidal		Contact Title Administration Manager		
Contact Phone (760) 872-1901		Contact Email dvidal@estransit.com		
Support Documentation Short Range Transit Plan See page 175 and 176 08/16/2023 Esta Board Report, Inyo LTC Resoulution and Mono LTC Resolution.		Additional Information Pages 175-176 address SGR		

Project Details

Title	Description	Asset Type	Project Category	Est. Useful Life	Est. Project Start Date	Est. Project Completion Date	Est. 99313 Costs	Est. 99314 Costs
FY 23-24 Inyo - Repair and	Repair and Rehabilitation of Eastern Sierra Transit Authority's revenue in	Rolling Stock/Fleet	Repair	3	07/01/2023	06/30/2024	\$30,479	\$0
FY 23-24 Mono - Repair &	Repair and Rehabilitation of Eastern Sierra Transit Authority's revenue in	Rolling Stock/Fleet	Repair	3	07/01/2023	06/30/2024	\$21,220	\$31,140

RESOLUTION #R23-__
RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION
COMMISSION REGARDING AUTHORIZATION FOR THE EXECUTION OF THE
REGIONAL ENTITIES APPROVING THE PROJECT LIST FOR THE
CALIFORNIA STATE OF GOOD REPAIR PROGRAM

WHEREAS, the Mono County Local Transportation Commission is an eligible recipient and may receive State Transit Assistance funding from the State of Good Repair Program (SGR) now or sometime in the future for transit capital projects; and

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

WHEREAS, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible recipients (local agencies); and

WHEREAS, the Mono County Local Transportation Commission approves the project list for the PUC 99313 apportionment.

WHEREAS, the Mono County Local Transportation Commission concurs and approves the project list from the operators for the PUC 99314 apportionment.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission approves the region's State of Good Repair project list for **FY 23/24**.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of 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 document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Chairperson be authorized to execute all required documents of the SGR program and any Amendments thereto with the California Department of Transportation.
Passed and adopted this 11th day of September, 2023 by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Rhonda Duggan, Chairperson

Attest: _____
Heidi Willson, Commission Secretary



**Eastern Sierra Council of Governments (ESCOG)
Joint Powers Authority Agenda**

Memorandum

To: Mono County Local Transportation Commission

From: ESCOG Joint Powers Authority

Subject: Consider Concept Application for the State of California, Caltrans, Reconnecting Communities: Highways to Boulevard Grant (Cal RC:H2B Grant) and Adopt a Resolution of the Mono County Local Transportation Commission Authorizing the Commission to be a Co-Applicant and Authorizing the Chair Sign a Letter of Support

Meeting date: September 11, 2023

Attachments: A) Resolution of the Local Transportation Commission Authorizing the Commission to be a Co-Applicant on the Eastern Sierra Council of Governments Application for the California Department of Transportation Reconnecting Communities: Highways to Boulevards Grant
B) Letter of Support
C) Project Area Map
D) Existing Plan Inventory

RECOMMENDATION:

The ESCOG requests the Mono County Local Transportation Commission:

- 1) Adopt a Resolution of the Mono County Local Transportation Commission Authorizing the Commission to be a Co-Applicant for the Eastern Sierra Council of Governments' Application for the California Department of Transportation Reconnecting Communities: Highways to Boulevards Grant.
- 2) Authorize the Chair to sign a letter of support as a co-applicant to the Highways-to-Boulevards grant.

BACKGROUND/HISTORY:

The Mono County Local Transportation Commission received a presentation and held a discussion on this grant opportunity at the August 14, 2023, meeting. This staff report reviews details of the grant program and proposed application in support of the request for the Commission to sign on as a co-applicant and submit a letter of support.

At the August 18th ESCOG meeting, Caltrans requested the ESCOG serve as the lead application for the Highways-to-Boulevards Grant opportunity. The ESCOG Board approved a resolution authorizing staff to prepare and submit an application for grant funding on behalf of the region.

The H2B grant has \$149 million in available funds to be distributed across only three awards: one urban, one rural, and one corridor. The applications are due September 20, 2023. In order to apply, the ESCOG requires a resolution of authority from each of member agencies. If awarded, affected jurisdictions along the Highway 395 corridor would be partners to the project, which would include planning, design and engineering, and implementation. The Mono County Local Transportation Commission (LTC) would be a co-applicant for the application, which would allow the LTC to independently implement and/or fund projects. Mono County is also a co-applicant.

Research by D9 and ESCOG staff, in consultation with Caltrans Reconnecting Communities Program, has led to the conclusion that the best course of action for the proposed partnership would be to apply for the Cal RC:H2B Grant under the “Corridor” designation. As a Corridor applicant, if awarded a grant, the funds could be used on projects in different communities all along the 395 Corridor in both Mono and Inyo Counties. The grant guidelines specify that the project scope, schedule, and budget are not expected to be finalized as part of the application submission; rather, the grant application functions more as a call for proposals. If a grant is awarded, Caltrans will work with the partnering agencies to define the project scope, schedule, and budget.

From the grant guidelines: “An application will include the full projected lifecycle of a project(s) from concept to final completion, **but may not have defined scope, schedule, and budget for all phases at time of application.** A project may include multiple phases and components. The potential for concurrent or expedited delivery of project components or phase components may be considered, as determined prior to the start of each project phase.”

Project work is expected to be completed in 2026. The tight timeline, paired with the complexity of implementation across numerous partners and geographies will limit the ability to implement physical infrastructure: however, the grant presents an opportunity to move many of the larger visions of the communities on the 395 corridor from planning to “shovel ready” projects, which each jurisdiction and Caltrans can leverage to expedient implementation through other funding sources in the future.

Awarded funds can also be used as a match for the Federal Infrastructure Bill Highways to Boulevards program, allowing this opportunity to be a catalyst for larger project opportunities in the future.

Description of Proposed Project Scope:

If a grant is awarded, the first phase is a mandated “Community Readiness” phase, in which all partners and Caltrans Headquarters would audit existing plans for project readiness. It is during this phase that the scope, schedule, and budget would be finalized. The outcomes and deliverables of the Community Readiness phase will be the preparation of a preliminary outline or vision of the projected future phases and components, including a draft financial plan, identification of community stakeholders/ partners and their role(s), and a plan to address the applicable Program Goals and efforts proposed in the application. A detailed scope, schedule, and budget will also be developed for the next phase of the project. Prior to initiating work on each phase, or a component of each phase, the awardee shall work with Caltrans to prepare a PSA that includes the scope, schedule, and budget.

The scope is broadly proposed as the following:

Phase 1: Consolidate already completed plans into a single corridor plan. Staff has been working with Caltrans and regional partners to develop a library of existing planning documents and previous visioning efforts.

- Confirm public support for the concepts proposed in past planning efforts. The ESCOG and its consultants will work with partner agencies to confirm the adopted plans are still relevant and desirable.
- Identify planning gaps for achieving the broader corridor vision. Several communities do not have plans in place documenting the communities' concerns regarding Highway 395 and a vision to mitigate those concerns in their central business district. These communities include Independence, Big Pine, and some Tribal communities. (see Attachment C).
- Identify common themes for incremental project implementation. Analysis of existing plans has identified similar traffic calming solutions identified in each community, including standardized gateway signage for each community with a consistent Eastern Sierra branding, consistent speeds coming into communities, enhanced crosswalk visibility, streetscaping, and street trees.

Phase 2: Conduct planning studies for identified gaps. Several communities do not have individual downtown community or specific plans in place documenting the community's vision. The ESCOG and its consultants will work with partner agencies to develop a vision specific to the scope of this funding opportunity to address Main Street enhancements.

This phase can also be leveraged to implement identified next steps from other planning efforts if desired by the community in Phase 1 without committing to full design and engineering. For instance, the Bishop Area Access and Circulation Feasibility Study includes recommendations for an alternative truck route and improved City circulation which can be advanced by determining community support for a preferred alignment and conducting initial feasibility studies.

Phase 3: Prepare design / engineering for projects identified for near-term and long-term implementation. This phase will be informed by the Community Readiness Phase and Phase 1 to determine the status of existing planning projects, which can be implemented within the term of the grant funding, and which can move into design and engineering phases to become "shovel ready" projects.

Phase 4: Implement incremental projects. Projects that can be moved through design, engineering, and encroachment within the funding timeline may be advanced for implementation. Such projects may include the implementation of the 2010 Highway 395 Corridor Enhancement Project (gateway signage, the 2021 Sustainable Tourism and Recreation Initiative Scenic Byway Analysis, and streetscaping projects within each community.

Project implementation would occur through each partnering jurisdiction through encroachment permits from Caltrans. The infrastructure improvements would be owned and maintained by the implementing agency unless otherwise agreed upon.

If ESCOG and D9 are awarded Cal RC:H2B Grant funds, the moneys would be used to hire a consultant to refine and advance select ideas previously explored and identified in the many planning studies and bring them to a "shovel-ready" status. If the grant schedule allowed, it may even be possible to start construction on several of the projects. Also, even if this grant schedule does not allow us to fund the construction of projects, the monies would have brought several projects through final design, making them "shovel ready" and then eligible for construction grants through the Federally funded Reconnecting Community: Highways to Boulevard grant program which is also generously funded. Cal RC:H2B Grant funds could also be used as a match for the similarly named Federal program. Caltrans Headquarters and D9 staff will also help find funding sources to complete the projects that are initiated with the Cal RC:H2B Grant.

Conceptual Budget:

As described, the H2B proposal does not require a finalized budget. The conceptual budget below is for consideration and is subject to change.

Phase	Amount
Phase 1	\$750k
Phase 2	\$1.5M
Phase 3	\$8M
Phase 4	\$30M
Total	\$40.25M

Lead Applicant / Co-Applicant / Partner Responsibilities:

The ESCOG would serve as the lead application for the project and would be the primary grant administrator responsible for the program, hiring and managing contractors, and fiscal reporting. Caltrans and partner jurisdictions (such as Federal Tribes, Counties, LTC, and incorporated cities) would serve as co-applicants with implementation authority.

Applicant Type	Roles & Responsibility	Requirement
Lead Applicant	The primary grant administrator; in charge of the program and fiscal reporting.	<ul style="list-style-type: none"> · There is only one lead applicant. · Must have an existing Master Agreement with DLA. · Must act as grant administrator, unless designate an implementing agency. · The Lead cannot be Caltrans.
Co-Applicant(s)	An eligible applicant who is jointly involved in the submittal of program application. Multiple co-applicants are encouraged.	<ul style="list-style-type: none"> · Must be an eligible applicant. · Must be Caltrans if project on SHS.
Implementing Agency	Is the lead applicant or co-applicant who will carry out the implementation of work for a particular phase or project component.	<ul style="list-style-type: none"> · Must be a Lead or Co-Applicant. · Must have an existing Master Agreement with DLA. · May vary per project phase.
Partnering Organization(s)	Local agency, Tribal government, or other organizations with a history of providing community-based outreach or technical assistance who will provide value to the application.	<ul style="list-style-type: none"> · May or may not be an eligible applicant. · Must submit proof of active partnership and partnership structure that identifies roles and responsibilities of each partner identified in the application.

Partner Agency Support and Concerns:

ESCOG and Caltrans staff have met with LTC staff to discuss this opportunity, which is supported by Regional Transportation Plan policies and past studies. LTC staff supports the ESCOG providing capacity to support this regional project, and were enthusiastic about the opportunity to strengthen regional partnerships, collaboration with Caltrans, and advocacy for the Eastern Sierra to the State of California.

The following concerns were provided:

- The LTC has capacity constraints; however, the scope of the opportunity holds significant enough benefit to Eastern Sierra communities that is worth the risk to apply. Capacity will need to be evaluated when further grant specifics are known.
- Primary concern is making sure that whatever grant is pursued is not only feasible to deliver on, but also realistic. The coordination of nine communities as well as the Tribes, will be a challenge, especially given the timeframe for the grant funding. There is only 2.5 years from grant award notification to complete the project. Considering that it takes nearly six months to execute an agreement with Caltrans, and then possibly another several months to staff up, there may be less than two years to expend the funds. Right-sizing the scope of the project to ensure a successful (implementable) outcome is critical.
- Some skepticism of this new, innovative Caltrans grant structure was expressed.
- There are concerns regarding construction on Caltrans infrastructure and within their right-of-way. Obtaining an encroachment permit can be a lengthy process, and project oversight would strain staff capacity. Infrastructure improvements would be owned by the implementing agency and would have ongoing maintenance costs.

ALTERNATIVES:

The LTC may choose to support the grant application as a partner, which may constrain the ability to implement and fund projects. Approving the grant application as a co-applicant does not obligate the LTC to any project implementation or funding.

The LTC may choose not to support the grant application, and not to approve the Resolution or support letter.

BUDGET IMPACTS:

No budget impacts are associated with the preparation of the grant application. Caltrans has generously provided staff to assist with writing and coordinating the application.

If the grant is awarded, there is no matching grant requirement nor is there a requirement to submit a budget to be considered for a grant award. Grants will be awarded based on need and the quality and completeness of the application. Budgets and grant scope will be established after the grant is awarded. Also, the unique nature of this grant program is set up with the understanding that small communities do not have the financial assets to lay out funds of this magnitude, even for a short period of time. The RC:H2B is a reimbursement program for eligible costs incurred to the designated implementing agency for each individual phase. Payments to contractors and consultants will be paid directly from funds from the State of California, through the co-applicant, Caltrans District 9 on behalf of the winning grantee. Staff salaries for those working directly on the project are an eligible expense.

LTC staff time may be funded by various sources, including the Overall Work Program (Rural Planning Assistance dollars), and several potential sources of project development funding may be available, depending on project priorities.

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RESOLUTION NO. R23-_____

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION AUTHORIZING THE COMMISSION TO BE A CO-APPLICANT ON THE EASTERN SIERRA COUNCIL OF GOVERNMENTS' APPLICATION FOR THE CALIFORNIA DEPARTMENT OF TRANSPORTATION RECONNECTING COMMUNITIES: HIGHWAYS TO BOULEVARDS GRANT

WHEREAS, on January 7, 2020, the Eastern Sierra Council of Governments convened as an established Joint Powers Authority as ratified by the votes of the governing bodies of its individual Member Agencies, understanding that it is necessary and desirable for the Eastern Sierra Council of Governments as a Joint Powers Authority to speak and to function on behalf of the region and to collectively identify and deliver opportunities to benefit the interests of Member Agencies' constituents; and

WHEREAS the Member Agencies agreed that the creation of a regional Joint Powers Authority that functions as a separate and discreet legal entity from individual Member Agencies would enable the Eastern Sierra Council of Governments to maximize and take advantage of opportunities for the region; and

WHEREAS, the Eastern Sierra Council of Governments Joint Powers Authority (ESCOG) was organized to identify and apply for funding resources and receive funding for the planning and implementation of programs of regional impact or significance, and to implement such programs upon approval of the governing bodies of each Member Agency; and

WHEREAS, the Board of Directors of the Eastern Sierra Council of Governments is an eligible applicant for the California Department of Transportation (Caltrans) Reconnecting Communities: Highways to Boulevards grant funding opportunity; and

WHEREAS, the Caltrans Reconnecting Communities: Highways to Boulevards grant would have inter-jurisdictional benefits in Inyo and Mono Counties, which would enhance regional collaboration, advance the vitality of Eastern Sierra communities, and reinforce the regional identity of the iconic Eastern Sierra; and

WHEREAS, the Mono County LTC is an eligible applicant who is jointly involved in the submittal of the program application.

NOW, THEREFORE, BE IT RESOLVED by the Mono County Local Transportation Commission to participate as a co-applicant on the Eastern Sierra Council of Governments' application to the Caltrans Reconnecting Communities: Highways to Boulevards grant.

PASSED AND ADOPTED this 11th day of September, 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rhonda Duggan, Chair

ATTEST:

Heidi Willson, Secretary

APPROVED AS TO FORM:

Legal Counsel

Mono County Local Transportation Commission

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September 11, 2023

Dear Highways to Boulevards Grant Selection Committee,

For 50+ years, U.S. Highway 395 in Mono and Inyo Counties has been engineered with singular goal of moving goods and traffic quickly and efficiently through the communities we call home. Sadly, this highway-oriented design focus has rarely considered the negative impacts that fast-moving passenger and freight highway traffic has on the communities U.S. 395 bisects. While Highway 395 serves as Main Street as it runs through the heart of our Eastern Sierra communities, its highway-focused design has been at the expense of pedestrian safety, alternative modes of transportation, and the overall livability of our communities. Highway 395 is a barrier between children and their schools, causes significant noise and air pollution, and makes properties along 395 undesirable for both commerce and residential uses alike.

For these reasons and more, the Mono County Local Transportation Commission (LTC) has joined the Eastern Sierra Council of Governments (ESCOG) and Caltrans District 9 (D9) as a co-applicant for the State of California Reconnecting Communities: Highways to Boulevards (RC:H2B) Grant as a “Corridor” applicant. Mono County communities have suffered the ill effects caused by freeway-style highway construction on U.S. 395 and endeavors through this opportunity to advance the visions of our communities for a safer and more vibrant downtown. The Mono County LTC has sought to improve conditions for all users of U.S. 395 and reconnect the communities that have been bisected by the U.S. 395 through efforts such as the Bridgeport Main Street Revitalization Project and numerous walkability and main street studies encompassing Coleville, Walker, Bridgeport, and Lee Vining. The Bridgeport Main Street Revitalization Project won the 2015 Caltrans Excellence in Transportation Award for the “Highway as a Main Street” category, but the project has yet to be fully implemented. We anticipate this grant will leverage the LTC’s ongoing efforts to improve walkability and safety for all users while focusing on the unique needs of Eastern Sierra communities along U.S. 395.

This is a catalytic opportunity for our community and the Eastern Sierra region, and we are grateful for the opportunity to work with our communities to envision and design solutions to address their concerns. As a co-applicant, we are ready to commit our support (in-kind contributions, staff resources, project engagement) through to the end of the RC:H2B process should ESCOG, D9 and its co-applicants be awarded the grant. We believe this grant presents a rare opportunity to advance the vision of Eastern Sierra communities located on the U.S. 395 corridor to live in safe and beautiful neighborhoods, complete with vibrant and prosperous downtowns.

Sincerely,

Rhonda Duggan
Chair, Mono County Local Transportation Commission

Mono County Local Transportation Commission

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LTC Staff Report

TO: Mono County Local Transportation Commission (LTC)

DATE: September 11, 2023

FROM: Wendy Sugimura, Co-Executive Director

RE: Update on Memorandum of Understanding (MOU) projects on State Route (SR) 14 and US 395

RECOMMENDATION

Provide any desired direction to staff.

FISCAL IMPLICATIONS

Project development funds will need to be programmed in the future, and then a 40% construction funding gap exists unless state grant funding can be obtained.

ENVIRONMENTAL COMPLIANCE

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

RTP/RTIP CONSISTENCY

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

BACKGROUND & HISTORY

Status of MOU projects on SR 14/395

Staff has been meeting with the Eastern California Transportation Planning Partnership (ECTPP) to discuss the funding situation for Memorandum of Understanding (MOU) projects on the SR 14/US 395 corridor. The ECTPP is made up of Inyo County LTC, Kern Council of Governments (COG), Mono County LTC, and District 9. The funding split for the MOU projects was:

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

The MOUs started in 1999 and were amended most recently in 2014. The current funding allocations and MOU are no longer feasible due to State ITIP funding being reallocated to greenhouse gas (GHG) reduction projects, leaving a 40% funding gap. Three projects have yet to be completed: Freeman Gulch 2 & 3, and North Conway Truck Climbing Lane. Caltrans has plans to use State Highway Operation and Protection Program (SHOPP) funding to address eligible portions of the Freeman Gulch segments. The status of all MOU projects is listed below:

Table 1: List of projects identified in MOUs

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

Inyo County LTC and Mono County LTC advanced funds (approximately \$6.3 for Inyo and \$5.6 million for Mono) for Freeman Gulch which was intended to be repaid by Kern COG through a future MOU project or STIP cycle. The funding advance left Inyo County LTC with a deficit in their Regional Transportation Improvement Program (RTIP) which is preventing the programming of new projects in this year’s RTIP cycle. Mono County’s advance of funds did not have the same impact; Mono County LTC is eligible to program funding in the 2024 RTIP cycle.

CURRENT DISCUSSIONS

The three Regional Transportation Planning Agencies (RTPAs) are interested in and willing to move forward with an MOU project, with one objective being to work toward making Inyo and Mono County LTC’s whole. Of the remaining MOU projects, the ECTPP agreed that it is Mono County’s “turn” for a project, which would be the North Conway Truck Climbing Lane project. The Mono County LTC discussed this project at the June 12, 2023, meeting and agreed it could be the next MOU priority. To replace the 40% ITIP funding gap, the partners were hoping this project could potentially compete for Trade Corridor Enhancement Program (TCEP) funding. However, it has since been determined that this segment of US 395 will likely not be competitive in this oversubscribed program, and so the 40% gap in project funding remains unresolved.

The ECTPP met on July 31, 2023, with the following outcomes:

1. The first step for the North Conway Truck Climbing Lane project is to complete a feasibility study on nearby sage-grouse populations and habitat to ensure biological resource impacts are not a barrier to the project. Mono County and Caltrans are discussing the most efficient pathway to complete this study.
2. If the project remains feasible after the sage-grouse study, the partnership tentatively agreed to work toward development and design of the project so that it is “shovel ready.” If a funding source could be found to bridge the 40% gap left by the ITIP, then the project could be constructed at that time. Project development and design could provide a means for Kern COG to make Inyo and Mono LTC’s whole.
3. In the meantime, Kern COG and Inyo County LTC are working together to program an Inyo County project in Kern COG’s Regional Transportation Improvement Program (RTIP). Inyo County would then have a project programmed in the 2024 RTIP cycle despite their deficit and progress would

be made toward truing-up the MOU funding split. Kern COG held a workshop on their proposed RTIP program on August 23, 2023, which included the Inyo LTC project.

One point to note is that consensus on a new MOU agreement does not exist. Any work on a new MOU project would occur outside of the expired MOU agreement. It would be premature at this time to speculate on how this cooperation would work.

Discussions will continue to occur over methods for Kern COG to repay Inyo and Mono County LTC's, whether through a new MOU project or other programming. For the moment, the available pathways toward a solution are being acted upon in good faith by all the parties involved.

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LTC Staff Report – RTIP STIP

TO: Mono County Local Transportation Commission

DATE: September 11, 2023

FROM: Gerry LeFrancois, Planning Analyst
Chad Senior, Associate Engineer
Haislip Hayes, TOML Public Works Director

SUBJECT: Workshop on 2024 State Transportation Improvement Program (STIP) and Regional Transportation Improvement Program (RTIP)

RECOMMENDATION

Informational item – staff will provide a presentation on the STIP/RTIP

FISCAL IMPLICATIONS

The RTIP funds local and regional transportation projects in Mono County.

ENVIRONMENTAL COMPLIANCE

All STIP/RTIP projects require environmental compliance as a condition of project planning and/or implementation.

RTP/RTIP CONSISTENCY

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

DISCUSSION

2024 STIP/RTIP

The STIP cycle occurs every two-years and is a new five-year funding cycle for transportation projects in Mono County. The STIP/RTIP schedule is below:

CTC adopts Fund Estimate & Guidelines	August 16-17, 2023
Caltrans identifies State highway needs	September 15, 2023
Regions submit RTIPs	December 15, 2023
Caltrans submits final ITIP	December 15, 2023
CTC STIP hearing, North	January 25, 2023
CTC STIP hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC adopts STIP	March 21-22, 2024

For the upcoming 2024 STIP/RTIP cycle, Mono County shares are for the upcoming 5-year programming cycle are reflected in Table 1. This is the projected programming capacity from fiscal year 2024/25 through 2028/29. Caltrans, Town of Mammoth Lakes, and Mono County are eligible to program projects with these funds.

Table 1 2024 STIP/RTIP programming shares

	Amount in \$1,000's
STIP shares estimate	\$9,097.0
HIP funds traded for STIP shares from SCAG – repayment 2024 cycle	\$104.3
Total for programming	\$9,201.3

Staff will hold a workshop with the Commission on:

- Overview transportation funding (non-transit),
- Project development,
- Focus on the State Transportation Improvement Program / Regional Transportation Improvement Program,
- Town and County RTIP projects, and
- Next steps.

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LTC Staff Report – Regional Transportation Plan (RTP)

TO: Mono County Local Transportation Commission

DATE: September 11, 2023

FROM: Gerry LeFrancois, Planning Analyst

SUBJECT: Workshop on Regional Transportation Plan (RTP)

RECOMMENDATION

Informational item – staff will provide a presentation the RTP.

FISCAL IMPLICATIONS

The RTP policies and programs direct funding to local and regional transportation projects in Mono County.

ENVIRONMENTAL COMPLIANCE

The RTP is a planning document and adoption, or amendment require environmental action

RTP/RTIP CONSISTENCY

This is the transportation planning document for our region.

DISCUSSION

Staff has a brief PowerPoint on the Regional Transportation Plan (RTP) and next steps.

The currently adopted RTP is available at

https://www.monocounty.ca.gov/sites/default/files/fileattachments/planning_division/page/9617/rtp_w-appdx_2015_final.pdf.

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LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: September 11, 2023

FROM: Chad Senior, Associate Engineer

SUBJECT: Update on Mono County Transportation Projects

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

FISCAL IMPLICATIONS: n/a

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

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

DISCUSSION:

Status of current projects.

Road Construction Projects

PROJECT	DESIGN FEATURES	STATUS
Pavement Reconstruction Services Project (CALOES, FEMA)	Emergency road damage repairs on Benton Crossing Road and Northshore Drive due to 2023 severe winter storms disaster.	Construction August 29, 2023 through September 8, 2023.
Mono County Systemic Safety Curve Signage Project (HSIP)	Installation / upgrade of curve warning signs throughout the county. Installation of curve chevron signs at relevant curve locations. Upgrade existing sign reflectivity. Roads include Lower Rock Creek Rd, Benton Crossing Rd, Convict Lake Rd, Twin Lakes Rd, and Lundy Lake Rd Cunningham Lane and Eastside Lane.	Engineering in-progress. Construction planned for fall 2023 or spring 2024.
Mono County Right-Edgeline Project (HSIP)	Restore right-edgeline paint striping on Lower Rock Creek Road, Benton Crossing Road, North Shore Dr, Topaz Lane, and Eastside Lane (south of Offal Road).	Engineering in-progress. Construction planned for fall 2023 or spring 2024.
Mono County Guardrail Replacement Project Phase 1 (HSIP)	Upgrade of existing guardrail at select locations throughout the county including portions of Benton Crossing Rd, Lower Rock Creek Rd, Twin Lakes Rd, Virginia Lakes Rd, and Gull Lake Rd.	Engineering in-progress. Construction planned for spring 2024.
Bridgeport Banner Project (Clean California Program)	Installation of banner across Highway 395 in Bridgeport at the intersection with Sinclair Street.	Project has been awarded and ready to begin construction. Construction delayed awaiting Caltrans Maintenance Agreement.
Eastside Lane Rehabilitation Project Phase 2 (STIP, Federal Funding)	Rehabilitation of Eastside Lane from Hwy 395 to Offal Road and from Cunningham Lane to Topaz Lane.	Engineering phase in-progress. Construction will be split into two phases: culvert replacement and road rehabilitation (start of construction 2024).

Caltrans quarterly report link

<https://caltrans.maps.arcgis.com/apps/dashboards/67670a6e24ee42628f5a852c61b57abf>

LTC Co-Executive Director Report
September 11, 2023

Administration

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

Meetings

- 8/15 District 9 Climate Adaptation Planning Grant Outreach Workshop
- 8/18 Wildlife Crossings Site Visit
- 8/30 Rural Counties Task Force: Regional Transportation Plan (RTP) Guidelines meeting
- 8/31 SB 1121 Stakeholder webinar (regarding preparation of a needs assessment of the cost to operate, maintain, and provide for the necessary growth of the state and local transportation system for the next 10 years)
- 9/6 Introduction to the Bipartisan Infrastructure Law and Federal Requirements Webinar

Programs

- Staff met to coordinate on Regional Transportation Improvement Program (RTIP) funding and other projects and funding sources, and prepare for RTIP adoption cycle.
- Coordinated a traffic calming/Main Street workshop with Caltrans at the Antelope Valley Regional Planning Advisory Committee (RPAC) meeting (in Sept.).
- Scheduled RTIP and RTP review at RPAC meetings prior in Oct. and Nov.

Grant Tracking

- Safe Streets and Roads for All – Mono County is considering applying in a future cycle, Town submitted an application
- Recreational Trails Program (RTP): Town submitted an application
- Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) – Mono County projects did not qualify
- Local Transportation Climate Adaptation: Town exploring projects for application

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.