

Overall Work Program Fiscal Year 2025/2026

July 1, 2025, to June 30, 2026

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

ADOPTED: **[INSERT ADOPTION DATE]**

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Geographical Overview

Mono County is a rural county located on the eastern side of the Sierra Nevada mountains. The county has an area of 3,049 square miles and a total population of 13,195 (2020 US Census). The county's one incorporated area, the Town of Mammoth Lakes (TOML), contains approximately 55% of the county population.

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

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

Organizational Overview

Every county in California is served by a regional transportation planning agency (RTPA), created by state law. RTPAs are known as local transportation commissions, county transportation commissions, councils of government, and associations of government. Counties with urbanized areas over 50,000 people also have metropolitan planning organizations (MPO) to guide regional transportation planning. Both MPOs and RTPAs are required to develop an OWP and regional transportation plan (RTP). They also select projects identified in the Regional Transportation Improvement Programs (RTIP).

RTPAs play an important role in Caltrans' overall planning efforts. In California, there are currently 44 RTPAs, 18 of which are MPOs or exist within MPO boundaries. They utilize federal and state funds to achieve regional transportation goals as outlined in their OWPs. Federal and state funding includes FHWA State Planning and Research (SPR) funds, FTA Section 304

Statewide Planning Funds, and Rural Planning Assistance (RPA) funds. RTPAs have significant involvement in both the planning and project investment processes.

Mono County LTC carries out transportation planning activities within the County. Mono County and TOML staff serve as support staff to the LTC. Town issues are typically handled by TOML staff and County issues are managed with County staff. There is an existing Memorandum of Understanding (MOU) between Mono County and TOML. The Executive Director position is shared by the TOML Public Works Director and County Community Development Director or designee. There are two transit systems within the County: Sierra Transit Authority (ESTA), which is based out of Bishop in Inyo County, and the Yosemite Area Regional Transportation System (YARTS), which is administered by the Merced County Association of Governments (MCAG). ESTA is a Joint Powers Authority (JPA) between Mono and Inyo Counties, the Town of Mammoth Lakes, and the City of Bishop. YARTS is a JPA involving Merced, Mariposa, Tuolumne, Mono, and Madera counties.

The Mono County Local Transportation Commission (LTC) is comprised of seven (7) members: three (3) seats are held by the Mono County Board of Supervisors, three (3) are held by the Mammoth Lakes Town Council (although the Town has appointed one at-large member), and one (1) representative from Caltrans District 09 (D09) who also serves as ex-officio, non-voting member.

Table 1.1. Policy Board, Mono County Local Transportation Commission	
Commissioner	Governmental Body Represented
Ms. Jennifer Kreitz (Chair)	Mono County
Ms. Rhonda Duggan	Mono County
Mr. Paul McFarland	Mono County
Mr. Bill Sauser	Town of Mammoth Lakes
Ms. Chris Bubser	Town of Mammoth Lakes
Mr. Brent Truax	Town of Mammoth Lakes
Ms. Sandra Moberly	Alternate, Mono County
Mr. Rob Patterson	Alternate, Town of Mammoth Lakes
Mr. Ryan Dermody*	Designee or Director, Caltrans District 9
*Non-Voting ex-officio member	

Additionally, Town and County staff work closely with the Mono County LTC on the development of the OWP and to execute programmed tasks. All tasks identified in the OWP are undertaken by LTC staff with periodic updates by the Mono County LTC.

Table 1.2. Staff, Mono County Local Transportation Commission	
Staff Member	Title and Agency
Wendy Sugimura	LTC Co-Executive Director, Community Development, Mono County

Haislip Hayes	LTC Co-Executive Director, Public Works, Town of Mammoth Lakes
Heidi Willson	LTC Secretary, Mono County
Deanna Tuetken	Fiscal & Administrative Services Officer, Community Development, Mono County
Gerry LeFrancois, Olya Egorov, Aaron Washco	LTC Staff (Planning Analysts), Community Development, Mono County
Marcella Rose	Outdoor Recreation Coordinator, Public Works Mono County
Paul Roten	Director, Public Works, Mono County
Chad Senior	Environmental and Transportation Engineer, Public Works, Mono County
Kalen Dodd	Engineer, Public Works, Mono County
Michael Martinez	Director, IT, Mono County
Phil Moores	Director, Eastern Sierra Transit Authority
Serenity Anderson	Director, Yosemite Area Regional Transportation System
Tara Rodriguez	Staff Services Analyst, Yosemite Area Regional Transportation System

Responsibilities and Priorities

Most of the state designated RTPAs are described under California Government Code Section 29532 et seq. An RTPA has the following core functions:

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

Organizational Procedures and Documents

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

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

- 2024 Regional Transportation Plan
- 2026 Regional Transportation Improvement Program (RTIP), to be added
- Caltrans District 09 Wildlife Vehicle Collision Reduction Feasibility Study
- California Department of Fish and Wildlife (CDFW) Wildlife Crossing Study
- Tom's Place Multimodal Connectivity Feasibility Study Report
- Past and Current MOU Projects supported by the Mono County LTC

- US 395 Corridor Improvement Projects (including Main Street mobility studies)
- Mono County Electric Vehicle Policy
- Mono County Title VI Compliance Plan

Public Involvement & Interagency Collaboration

The LTC utilizes a comprehensive public involvement process which is outlined in the 2024 Regional Transportation Plan. The goals and objectives discussed in the RTP emphasize efforts to coordinate with and involve all stakeholders and members of the public in the transportation planning process.

Public involvement during the transportation planning process is provided through committee meetings, public workshops, and outreach programs. The Regional Planning Advisory Committees (RPACs) serve as citizen advisory committees to the LTC to identify issues and opportunities related to transportation and circulation in their community areas and to develop policies based on the identified needs. There are RPACs in Antelope Valley, Bridgeport Valley, Mono Basin, June Lake, and Long Valley. Some RPACs meet monthly, and others meet on an as-needed basis. The Benton/Hammil, Chalfant, Paradise, and Wheeler Crest communities do not have standing RPACs. Community town hall meetings are called as needed and as requested by area residents.

Native American participation includes notification to all Tribes on the California Native American Heritage Commission (NAHC) list, and meetings or consultation with any interested Tribal Nation. Three of the Tribes residing in Mono County hold seats on the Mono County Collaborative Planning Team, which meets quarterly to collaborate on regional planning issues with state, federal and local agencies, such as Caltrans, BLM, USFS, the Town of Mammoth Lakes, and Mono County. Representatives of the Tribes Tribal representatives occasionally participate at RPAC meetings. LTC staff continues to conduct outreach on projects to the Tribal governments on transportation planning projects and programming, such as the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP).

Collaboration across agencies and other organizations in the transportation sector is fully institutionalized and integrated into the Mono County LTC’s work program. Table 2.1 below provides examples of transportation planning and reports underway by other agencies in the region by Work Element in which the Mono County LTC either tracks or participates in (Note: this is a list of examples and is not intended to be exhaustive).

Table 2.1. Other Agency Transportation Planning and Reports by Work Element	
Work Element	Example Projects
200.1	Review state and federal agency planning documents for consistency with the Regional Transportation Plan (RTP).
200.2	Track, comment on, and participate in the following: state and federal transportation legislation such as the Bipartisan Infrastructure Law (BIL); working groups such as Rural Counties Task Force (RCTF), Equity Task Forces, etc.; and plan and policies

	updates through the California Transportation Commission, California State Transportation Agency (CalSTA) and/or Caltrans.
400 series	Track, monitor, and participate in grant projects related to the transportation network, such as the Mono County/Town of Mammoth Lakes Multi-Jurisdictional Hazard Mitigation Plan (MJHMP).
700.1	Administrative support for the US 395 Wildlife Crossing Project.
800.1	Participate in interregional transportation planning efforts with agencies such as the Kern Council of Governments (COG), Inyo County LTC, etc. Execute Memorandum of Understanding (MOU) projects such as the Olancho Cartago 4-Laning Project. Coordinate Collaborative Planning Team (CPT) meetings and work with federal agencies such as the US Forest Service, Bureau of Land Management, and National Park Service.
800.2	Coordinate transit and transit-related issues with the Eastern Sierra Transit Authority (ESTA) and Yosemite Area Regional Transit System (YARTS) as well as other transit providers.
900.6	Coordinate local and regional trails planning with state and federal agencies.
900.7	Coordination on traffic calming and complete streets on local transportation planning efforts, such as the Lee Vining Rehabilitation project and Bridgeport Main Street Rehabilitation Project.

Summary of FY 2024/2025 OWP Accomplishments

The following are the primary tasks that were undertaken during FY 2024/25:

- Participation in main street walkability, safety, and rehabilitation projects and conversations in the communities of Lee Vining, Bridgeport and Walker.
- Completed tasks 1-2 for the MJHMP under WE 400.1.
- Approval of Mono County 5-Year Capital Improvement Program (CIP) at Mono County Board of Supervisors.
- Consistence with the 2019 Regional Transportation Plan, FY 24-25 OWP, and the CIPs for the Town and County.
- Adoption of the 2024 Regional Transportation Plan.
- Management of the Mono County Pavement Management System road inspections and road data.
- Participation in community planning meetings to identify trails and multimodal transportation needs and trends.
- Development of design standards by the Town of Mammoth Lakes and Mammoth Lakes Trails and Public Access (MLTPA).
- Engagement with Community Service Area (CSA) 1 and federal agencies to explore the feasibility of trail connections in the Crowley Lake area.
- Completion of Mono County Road Standards update, including development of traffic calming solutions in the June Lake Village area.
- Completion of the yearly assessment of traffic collisions reported on Mono County maintained roads.
- Ongoing maintenance of the 2024 RTIP.

- Submission of a FHWA Wildlife Crossing Pilot Program (WCPP) grant application for the US 395 Mammoth Lakes Wildlife Crossing project in partnership with Caltrans D09.
- Completed PSRs for Long Valley Streets, Airport Road, Town of Mammoth Lakes Local Roads, Town of Mammoth Lakes John Muir Road Drainage Improvements, Benton Crossing Road Rehabilitation Project Phase 1, and Eastside Lane Rehabilitation Project Phase 2; additionally completed an IJJA application to replace bridges on Cunningham Lane, Larson Lane, and McGee Creek at Crowley Lake Drive.
- Completed the required reporting for the SB 1 and RMRA allocations for FY 23-24
- Ongoing maintenance of public information of road closures during winter conditions.
- Creation of geospatial analysis and a map of roadways that occur on Inyo National Forest lands to clarify ownership issues and assist with discussions of maintenance.
- Collection and computation of traffic data for Twin Lakes Road, South Tufa, and Cemetery Road.
- Development and deployment of the County road reporting system (<https://monocounty.ca.gov/roads>), including a road closure application.
- Completion of road assessments to inform the StreetSaver program at various destinations in the Town of Mammoth Lakes
- Coordination of community traffic issues and illegal parking in Mono County.
- Approval of the SB 125 allocations for ESTA and YARTS.
- Participation in the 2024 California Transportation Commission (CTC) Townhall in the City of Bishop.
- Ongoing execution of the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) update under a CalOES/FEMA grant award, which included the hiring of a consultant.
- Ongoing administration of the Mono County Local Transportation Commission, including execution of the public involvement program which includes outreach to the communities and Tribes.
- Participation in collaborative forums and meetings on the regional transportation system.
- Completion of the annual unmet transit needs process in partnership with ESTA and Local Transportation Fund (LTF) programming.
- Continued participating in state and regional discussions and forums on transportation funding and new funding programs such as the Infrastructure Improvement and Jobs Act (IJA).
- Continuation of Regional Asset Management Systems.
- Ongoing air quality monitoring and reporting in the Town of Mammoth Lakes.

Planning Emphasis Areas

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

Planning Emphasis Areas

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

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

2. Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development. Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full

opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities. To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

3. Complete Streets

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

4. Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals

without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable for greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects.

Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

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

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

6. Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before

transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

7. Planning and Environment Linkages (PEL)

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

8. Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

Planning Emphasis Areas & OWP Work Elements

Table 3.1 outlines FY 2025/26 OWP Work Elements that address and support each Planning Emphasis Area and FAST Act Planning Consideration. As illustrated below, the applicable PEAs are integrated into Mono County LTC’s FY 2025/26 OWP.

Table 3.1. FY 25/26 OWP Work Elements and Planning Emphasis Areas/Planning Considerations	
Planning Emphasis Areas (PEAs)	Work Elements
MAP-21 and Fast Act Implementation	200.1, 700.1, 700.2

Models of Regional Planning Cooperation	100.1, 200 series, 400 series, 800 series, 900 series
Ladders of Opportunity	100.1, 100.3
Economic Vitality	200 series, 900 series
Safety of Transportation Systems	200.2, 400.1, 700 series, 900.7,900.8
Security of Transportation Systems	100.3, 200.1, 200.2, 400 series, 900.8
Accessibility and Mobility	200 series, 700.1, 800 series, 900.6, 900.8
Environment, Conservation, and Quality of Life	200 series, 400 series, 700 series, 800.1, 900.6, 900.8
Connectivity of Modes	200.1, 400 series, 700.1, 800 series, 900.6
Efficient Management and Operations	, 200.2, 700.1, 800.2, 900 series
Preservation of Systems	200.1, 400 series 700.1, 900 series
Reliability of Systems	200.1, 400 series, 700 series, 900 series
Enhance Travel and Tourism	200.1, 700 series, 800.2, 900.6

FY 2025/26 OWP

The Mono County LTC's planning activities are divided into eighteen (18) Work Elements, which are funded through a combination of RPA and PPM dollars. Table 4.1 lists the Work Elements and their total estimated cost. The following pages contain a detailed description of each of the work elements for the OWP, including work tasks, work products, estimated benchmarks, and estimated costs. In previous years, the OWP budget for Rural Planning Assistance (RPA) funds had been \$230,000. However, the State is allocating additional funding this coming fiscal year and the Mono County LTC is expected to receive an additional \$85,000 for a total of \$315,000. The Planning Programming and Monitoring (PPM) funds are allocated through the Regional Transportation Improvement Plan (RTIP) but programmed in the OWP.

Table 4.1. FY 25/26 OWP Budget by Work Element				
Work Element	RPA Funding	PPM Funding	Total	FY 2024/2025 RPA Carryover (TBD)
WE 100.1	\$18,500.00		\$18,500.00	
WE 100.2	\$14,000.00		\$14,000.00	
WE 100.3.	\$5,000.00		\$5,000.00	
WE 200.1.	\$10,000.00		\$10,000.00	
WE 200.2.	\$6,500.00		\$6,500.00	
WE 400.1.	\$9,999.00		\$9,999.00	
WE 700.1.	\$4,000.00		\$4,000.00	
WE 700.2. – PPM	n/a	\$125,000.00	\$125,000.00	n/a
WE 800.1.	\$2,000.00		\$2,000.00	
WE 800.2.	\$0.00		\$0.00	
WE 900.1.	\$2,000.00		\$2,000.00	
WE 900.2.	\$12,296.00		\$12,296.00	
WE 900.3.	\$139,500.00		\$139,500.00	
WE 900.4. – PPM	n/a	\$0.00	\$0.00	n/a
WE 900.5.	\$0.00		\$0.00	
WE 900.6.	\$30,000.00		\$30,000.00	
WE 900.7.	\$500.00		\$500.00	
WE 900.8.	\$60,705.00		\$60,705.00	
Final Budget	\$315,000.00	\$125,000.00	\$440,000.00	

Invoicing & Reimbursement

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

All costs and a description of work performed need to be submitted to LTC staff by the 15th day following the quarter end or the next business day if the 15th falls on a weekend/holiday. Late submittals will not be included.

Q1 = July 1 – Sept 30

Q2 = October 1 – December 31

Q3 = January 1 – March 31

Q4 = April 1 – June 30

Full requirements for billing submittals are provided in Appendix A.

Work Element 100 – Agency Administration and Management

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

100.1. General Administration and Management

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

Previous Work: Work includes agendas, minutes, reports, public notices, meeting recordings and postings, coordination meetings, and general coordination for the transportation planning activities of staff and the LTC.

Task Elements:

- Monthly and as needed coordination meetings between staff, Caltrans, the Commission Chair, and others to set meeting agenda items (LTC staff).
- Development of the agenda, minutes, staff reports, and other documentation for meetings, and coordination of meeting logistics (LTC staff).
- Publication of meeting materials and other outreach/communication to support Brown Act compliance and public engagement (LTC staff).
- Management and administration of budgets and agreements (LTC staff).
- LTC support, such as providing staff reports, researching LTC/RTPA issues for LTC Commissioners, preparation of LTC or Board of Supervisor meeting materials, and attendance at LTC regular and special meetings (as needed, LTC staff).

Expected Products:

- Monthly meetings, including agenda, staff reports, and supporting materials.
- Miscellaneous reports, analyses, correspondence, task summaries and memoranda, and funding management and invoicing for LTC, as needed.
- Posted meeting recordings, posted meeting materials for public accessibility.
- Agendas and meeting materials, including notification to Tribes and a public email distribution list, as well as posting on a public website, to facilitate public engagement.

Estimated Benchmarks: Ongoing for the complete Fiscal Year.

Estimated Completion Date: June 2026

Funding:

Budget for WE 100.1.	
RPA Funding	\$18,500.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$18,500.00

100.2. Overall Work Program Development and Administration

Purpose: This task includes administration of FY 2025/2026 OWP and development of the FY 2026/2027 OWP by LTC staff in cooperation with other local, state, or federal agencies. This task also includes OWP amendments, as needed.

Previous Work: This WE includes reporting on amendments to the FY 2024/2025 OWP, quarterly reporting and billing for the FY 2024/2025 OWP, and development of the FY 2025/2026 OWP.

Task Elements:

- Closeout of the FY 2024/2025 OWP (annually, LTC staff).
- Administration of the FY 2025/2026 OWP, including staff coordination meetings and amendments (as needed, LTC staff).
- Quarterly reporting of FY 2025/2026 OWP progress and billing (quarterly, LTC staff).
- Development and preparation of the FY 2026/2027 OWP (annually, LTC staff).
- Conduct public outreach, including notification of input opportunities to the public and invitations to the Tribes to participate (as needed, LTC staff).
- Track expenditures, staff time, and work element progress to inform staff work flow and direct resources effectively (as needed, LTC staff).

Expected Products:

- Prior FY 2024/2025 OWP deliverables and closeout report.
- FY 2025/2026 OWP quarterly reports.
- Amendments and budget adjustments to the FY 2025/2026 OWP, as needed.
- An adopted FY 2026/27 OWP.
- Notifications to the Tribes and the public as part of the public involvement process.
- Standardized financial tracking and quarterly billing system/program, as needed.

Estimated Benchmarks: Ongoing for the complete fiscal year.

- FY 25-26 quarterly reporting due by July 31, 2025; October 31, 2025, January 31, 2026; and April 30, 2026.
- Implement financial tracking and billing program by June 2026.
- Notifications due to the Tribe and public on the Draft FY 2026/2027 OWP by March 2026; notifications due to the Tribe and public on the Final FY 2026/2027 OWP by June 2026.
- The Draft FY 2026/2027 OWP is due March 2026; the Final FY 2026/2027 OWP is due June 2025.

Estimated Completion Date: June 2026

Funding:

Budget for WE 100.2.	
RPA Funding	\$14,000.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$14,000.00

100.3. Training and Professional Development

Purpose: This task includes training and professional development opportunities related to transportation planning for LTC staff. Staff must be up to date on current federal, state, and local regulations and policies that relate to and affect transportation. Training may include topics related to SB 1, SB 125, AB 744, SB 743, Transportation Development Act (TDA), Manual on Uniform Traffic Control Devices (MUCTD) requirements, Local Assistance, Federal Highway Administration (FHWA), Caltrans, complete streets design and best practices, best practices for public meetings and outreach, and others.

Previous Work: The majority of staff training has fallen under specific topics in other work elements, e.g., OWP development, grant programs, transit, IJJA, etc. Some grant program training, AB 744 webinars, and in-house training by senior staff on LTC procedures were billed to this WE in 24-25.

Task Elements:

- Attendance by staff at necessary workshops, conferences, webinars, and/or other transportation planning including non-motorized uses and events, as opportunities are available (as needed, LTC staff).
- In-house training on transportation planning (as needed, LTC staff).

Expected Products:

- Attendance of training events.

Estimated Benchmarks: Ongoing for the complete Fiscal Year, dependent on when training is offered.

Estimated Completion Date: June 2026

Funding:

Budget for WE 100.3.	
RPA Funding	\$5,000.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$5,000.00

Work Element 200 – Regional Transportation Series

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

200.1. Regional Transportation Plan

Purpose: The purpose of an RTP is to provide a clear vision of the regional transportation goals, objectives, and strategies, while balancing State and Federal transportation goals. This Work Element also coordinates other agency documents that are transportation-related, such as the Housing Element which coincides with the RTP update every eight years.

Previous Work: The RTP was updated in 2024 and adopted. Work included review of the RTP, updating data and applicable state policies, coordination with transportation and transit agency partners, outreach to stakeholders and the public including multiple discussions with Regional Planning Advisory Committees (RPACs), specific outreach within the Town of Mammoth Lakes, notification to Tribes and meetings to confer (as requested), outreach to federal agency land managers, coordination with Caltrans when needed, and cataloging potential issues and/or studies to incorporate into future RTP updates or OWP Work Elements.

Task Elements:

- Evaluate, research, revise, and implement transportation policies. This includes identification of future transportation needs and improvements (as needed, LTC staff).
- Maintain the RTP between adoption cycles by identifying and addressing new/revise content, project and program priorities, data or policy gaps, organization for clarity and effectiveness, etc. (as needed, LTC staff).
- Ensure consistency with the Housing Element and General Plan, Town and County Capital Improvement Programs (CIPs), state and federal planning documents, etc. (as needed, LTC staff).
- Execute the public involvement program. This includes continuation of outreach to community groups on transportation-related topics through the Regional Planning Advisory Committees (RPACs) and other public forums (monthly, LTC staff).
- Facilitate community engagement with Tribes on transportation-related topics (as needed, LTC staff).
- Maintain current Airport Land Use Compatibility (ALUC) Plans and other airport planning documents, and potentially with Federal Aviation Administration (FAA) funding (as needed, LTC staff).

Expected Products:

- Agendas and minutes from meetings with Regional Planning Advisory Committees (RPACs) and/or other stakeholders on transportation-related issues.

- Documentation of outreach to the Tribes.
- Documentation of issue identification, processes/programs to develop policies as needed.
- Refinement of the 2024 Regional Transportation Plan (e.g., develop prioritized project lists, consolidate similar sections and eliminate outdated language, incorporate RTIP cycles).
- Grant funding for Airport Land Use Compatibility (ALUC) Plan updates.

Estimated Benchmarks: Ongoing for FY 25-26 except as specified below.

- Incorporate 2026 RTIP programming by Dec. 2025.
- Determine if ALUC Plan update funding is available by Feb. 2026 for programming in the FY 26-27 OWP.

Estimated Completion Date: June 2026

Funding:

Budget for WE 200.1.	
RPA Funding	\$10,000.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$10,000.00

200.2. Regional Transportation Plan Monitoring

Purpose: Regional transportation is a changing environment that must be monitored to remain up to date on legislation, funding opportunities, and current planning efforts. The purpose of this Work Element is for Mono County and the Town of Mammoth Lakes to stay current on State and Federal legislation, statutory requirements, and policies to maintain a current RTP, and research funding opportunities and develop and submit applications to implement the RTP. Many of these programs and funding opportunities are the result of staff participation with stakeholders and collaborative forums, such as Caltrans, the California Transportation Commission, Rural Counties Task Force (RCTF), Equity Task Forces, CalSTA, etc.

Previous Work: Current examples of legislation and policy tracked under this work element include the Bipartisan Infrastructure Law (BIL); Infrastructure, Investment and Jobs Act (IIJA); Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Strategic Investment Strategy (CSIS); AB 1121 Transportation Needs Assessment Report; and Yosemite Visitor Access Management Plan. Applications were submitted to the following grant programs, including the Federal Highway Administration (FHWA) Wildlife Crossing Pilot Program (WCPP) grant, the FHWA Request for Nominations for Alternative Fuel Corridors (AFC), and two ESCOG corridor grant applications (one state, one federal). Additional grant opportunities were researched, such as the Sustainable Communities Transportation Planning grant, but applications were not submitted.

Task Elements:

- Track and comment on state and federal transportation legislation, which includes feedback on rural issues and needs (as needed, LTC staff).
- Track, participate in, and serve on working groups, such as BIL & IIJA workgroups, CalSTA workshops and groups, etc. when meetings are called (as needed, LTC staff).
- Review California Transportation Commission (CTC), and other Caltrans plans and policy changes (as needed, LTC staff).
- Review and ensure consistency between the RTP and RTIP (as needed, LTC staff).
- Debrief on fire and winter storm events/hazards as needed (LTC staff and Caltrans D09 staff).
- Develop talking points for Commissioners that include documentation, data, and a consistent narrative to educate and communicate to state and federal agencies and officials about Mono County's rural transportation needs, context, and realities, including challenges resulting from a changing climate (as needed, LTC staff).

Expected Products:

- Grant applications, if submitted.
- Comment letters on state and federal transportation legislation or issues.
- Talking points, as needed and/or requested by Commissioners.

Estimated Benchmarks: Ongoing during FY 25-26.

- Grant applications as funding availability is released and grant deadlines are set.
- Review of legislation occurs throughout the year, comment letters and talking points are developed as needed and in response to comment deadlines and advocacy opportunities.

Estimated Completion Date: June 2026

Funding:

Budget for WE 200.2.	
RPA Funding	\$6,500.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$6,500.00

Work Element 400 – Grants

The purpose of this Work Element is to support a Federal Emergency Management Agency (FEMA) and California Governor’s Office of Emergency Services (CalOES) Hazard Mitigation Planning Grant. This one-time grant and the Work Element will be removed in June 2026 upon completion of the update and grant close out.

400.1. Mono County & Town of Mammoth Lakes Multi-Jurisdictional Hazard Mitigation Plan/ Hazard Mitigation Planning Grant

Purpose: This grant will update Mono County and Town of Mammoth Lakes Multi-Jurisdictional Local Hazard Mitigation Plan (MJHMP). A consultant will be under contract to conduct the update with the assistance of Mono County staff. The RPA funding provides only 10% of the total funding to complete the MJHMP. The remaining funding is from a Federal Emergency Management Agency (FEMA) and California Office of Emergency Services (CalOES) grant.

RTP Consistency: The RTP recognizes that the transportation network has the potential to be impacted by various hazards that are inventoried, assessed, and mitigated in the MJHMP.

- The RTP states that the MJHMP is used to identify neighborhoods and communities needing emergency access and identifies potential routes.
- Under the discussion of the Mono County and Town of Mammoth Lakes Emergency Operations Plans (EOPs), the RTP recognizes potential transportation related hazards such as earthquakes, volcanic eruptions, floods, and hazardous material transport.
- The RTP recognizes the implications of climate change on hazards and notes that the MJHMP includes a climate change vulnerability assessment.
 - Objective 9.A.7. Reduce transportation-related hazards such as existing flooding, which may be increased by climate change.
- The needs assessment identifies the need to address emergency preparedness and emergency response for the regional transportation system, identify alternative access/emergency routes, and address avalanche hazards that may impact the local street and road network.
- Wildlife collisions are a hazard unique to rural areas, are addressed in the MJHMP, and planning/mitigation for these hazards are addressed in the RTP.

Previous Work Completed: Task Elements 1-3 have been largely completed, although some work on Task #3 may continue into FY 2025-2026. Work has been completed under Task #7 (outreach) and #10 (grant management and reporting) and will continue throughout the life of the project.

Task Elements:

1. Planning Process (County and Town staff)
 - a. Assemble Project Management Team
 - b. Conduct Procurement for Consultation

2. Hazard Identification (consultant with County and Town staff review)
 - a. Community Profiles
 - b. Hazard Profiles Development
3. Risk Assessment (consultant with County and Town staff review)
 - a. Wildfire Hazards Assessment
 - b. Emergency Access Routes
 - c. Vulnerability Assessment
 - d. Critical Facilities Loss Estimate
 - e. Land Use Development Trends
4. Mitigation Strategy (consultant with County and Town staff review)
 - a. Mitigation Goals and Objectives
 - b. Mitigation Strategies and Actions Development
 - c. Mitigation Action Matrix Development
5. Plan Preparation (consultant with County and Town staff review)
 - a. Capabilities Assessment
 - b. HMP Team Meetings
 - c. Plan Maintenance
6. Plan Drafting (consultant with County and Town staff review)
 - a. Draft MJHMP
 - b. Review Draft MJHMP & Receive Input
 - c. Draft Final MJHMP
7. Public Outreach/Meetings/Public Hearings (County and Town staff with consultant assistance)
 - a. Identify Mechanisms for Collecting Public Comment and Development of Web Content/ Outreach Materials
 - b. Community Meetings
8. Plan Adoption (consultant, County and Town staff)
 - a. Submit Final Plan for State Review
 - b. Adoption Presentations
 - c. Facilitate Special District Adoption (As Needed)
9. Closeout/Grant Administration (Covered by Subrecipient Management Cost (SMRC) (County staff)
10. Quarterly, Annual & Closeout Reporting/Deliverables (County and Town staff)

Expected Products:

- Meeting agendas, data collection, outreach efforts, and stakeholder groups, including Tribes.
- Draft and final plan
- Grant administration and final closeout

Estimated Benchmarks:

- Steering Committee meetings, studies, draft updates – September to March 2025
- Draft MJHMP – February to May 2025
- Review Draft MJHMP & Receive Public Input – June 2025
- Final MJHMP – July 2025
- Final MJHMP Submitted to CalOES - July 2025
- Adoption Presentations for the Town of Mammoth Lakes and Mono County ty – September 2025
- Scope of Work Completion (CalOES Due Date) – March 16, 2026
- Closeout and Reimbursement Claims (CalOES Due Date) – May 15, 2026
- FEMA/CalOES HMP Grant Expiration– June 14, 2026

Estimated Completion Date: May 15, 2026

Funding:

Budget for WE 400.1.	
RPA Funding	\$9,999.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$9,999.00

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

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

700.1. RTIP

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

Previous Work:

- FY 24-25 was in between RTIP cycles. Maintenance of adopted RTIPs, review of amendment proposals as needed, and project implementation.
- Administrative support of the multi-agency collaborative working group on the US 395 Mammoth Lakes Wildlife Crossing project, including additional grant applications (under WE 200.2), stakeholder outreach, and field trips. For the FY 25-26 OWP, work on the Wildlife Crossing project has been moved to WE 800.1, Interregional Planning.

Task Elements:

- Develop and adopt the 2026 RTIP and ensure consistency with the 2024 RTP and CTC Guidelines (LTC staff).
- Develop programming needs and/or projects for future RTIP cycles (as needed, LTC staff).
- Monitor and amend the adopted RTIPs (as needed, LTC staff).

Expected Products:

- Adoption of 2026 RTIP.
- Amendments to adopted RTIPs, as needed.
- Execute the public involvement program at appropriate stages in the planning process, which includes input from the public, stakeholders, and Tribes.

Estimated Benchmarks: Ongoing in FY 25-26 unless otherwise specified below.

- Studies for interjurisdictional projects as opportunities arise and as needed. The timeline is driven by any given project's collaborative partnership.

- 2026 RTIP Adoption (Dec. 2025).

Estimated Completion Date: June 2026

Funding:

Budget for WE 700.1.	
RPA Funding	\$4,000.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$4,000.00

700.2. Project Development and Project Study Reports

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

PID and PSR work under this Work Element can also include development of bridge projects under the Highway Bridge Program (HBR), road safety projects under the Highway Safety Improvement Program (HSIP), trail projects with Active Transportation Program (ATP) or Recreational Trails Program (RTP) funding opportunities, and other transportation needs.

Previous Work: PSRs to support RTIP funding in 2023. Examples include Long Valley Streets PSR, Airport Road PSR, TOML Local Roads PSR, TOML John Muir Road Drainage Improvements PSR, Benton Crossing Road Rehabilitation Project Phase 1 PSR, and Eastside Lane Rehabilitation Project Phase 2 PSR, as well as an IIJA application to replace bridges on Cunningham Lane, Larson Lane, and McGee Creek at Crowley Lake Drive.

Task Elements:

- Complete PIDs and PSRs, including the necessary engineering and technical studies (as needed, Town and County Public Works staff).
- Completion of proposed project funding applications and other documents as required by the specific funding program (as needed, Town and County Public Works staff).
- Conduct public outreach, including the Tribes, and research to support the development of PSRs and PIDs as needed (as needed, Town and County Public Works staff).
- Maintain a list of fundable and construction-ready projects (as needed, Town and County Public Works staff).
- Review emergency access routes for PSR development consistent with the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) (as needed, Town and County Public Works staff, and LTC staff).
- Update existing PSRs as needed for the 2026 RTIP cycle (as needed, Town and County Public Works staff).
- Meet any new documentation and/or funding requirements of BIL and IIJA, and other funding sources (as needed, Town and County Public Works staff).

Expected Products:

- Initiate the Benton Crossing Road Rehabilitation Project Phase 2.
- Complete PSRs for the unincorporated county which may include Topaz Lane, Cunningham Lane, Larson Lane, Lower Rock Creek Road, Owens River Road, and others as needed.

- Complete PSRs for the Town of Mammoth Lakes which may include the Old Mammoth Road Multi-use path, Chateau Road Rehabilitation, Lakeview Blvd Rehabilitation, and others as needed.

Estimated Benchmarks: Ongoing for FY 25-26 except as listed below.

- PIDS/PSRs for projects to be programmed in the 2026 RTIP: Dec. 2025.

Estimated Completion Date: June 2026

Funding:

Budget for WE 700.2.	
PPM Funding	\$125,000.00
Total	\$125,000.00

Work Element 800 – Regional Transportation Planning Series

This Work Element is to improve multi-modal access and coordination of transportation issues between the Eastern Sierra and other regions, such as Nevada, Southern, and Central California. Interagency partners include Bureau of Land Management (BLM), Los Angeles Department of Water and Power (LADWP), National Park Service (NPS), U.S. Forest Service (USFS), Kern Council of Governments (Kern COG), San Bernardino County Transportation Agency (SBCTA), and Inyo County LTC.

800.1. Interregional Planning

Purpose: This Work Element includes coordinating with other transportation agencies and forums in the region, such as Rural Counties Task Force (RCTF), Kern COG, and Inyo County LTC, on current issues, funding opportunities, and multi-jurisdictional projects such as MOU projects and the Mammoth Lakes Wildlife Crossing project. Kern COG, Inyo, and Mono LTCs make up the Eastern California Transportation Planning Partnership.

Previous Work: Staff tracking, participation, and attendance of RCTF meetings, Collaborative Planning Team meetings which include Tribes; Inyo County LTC meetings, etc., and the initiatives developed by these groups.

Task Elements:

- Participate in collaborative transportation planning forums and meetings, such as Eastern California Transportation Planning Partnership, RCTF, the CPT, and other regional efforts when meetings are called. Tribes are formal participants of the CPT and receive all meeting notices and materials (as needed, LTC staff).
- Engage with transportation entities and NGOs specializing in transportation on collaborative efforts to support Mono County LTC goals and policies (as needed, LTC staff).
- Coordinate with statewide, regional, and local planning agencies on current and future Capital Improvement Projects (CIPs) and Memorandum of Understanding (MOU) projects, such as North Conway Truck Climbing Lane and US 395 Mammoth Lakes Wildlife Crossing project (as needed, LTC staff).
- Collaboration on interregional and interagency projects of significance and consistency with the RTP, such as the Mammoth Lakes Wildlife Crossing project and MOU projects (e.g., North Conway climbing lanes).
- Eastern Sierra Wildlife Stewardship Team (ESWST) meeting agendas and materials, and LTC project outreach and input at applicable stages of development.

Expected Products:

- Meeting agendas and minutes from the RCTF, CPT, and other discussions related to interregional transportation planning.
- Quarterly ESWST meetings

Estimated Benchmarks: Ongoing for FY 25-26 except as listed below.

- Organization of quarterly CPT meetings.
- Quarterly Wildlife Crossing project meetings, and any project products.
- Feasibility or other studies to advance MOU and other interjurisdictional projects (e.g., the North Conway Truck Climbing Lane, Mammoth Lakes Wildlife Crossings).

Estimated Completion Date: June 2026

Funding:

Budget for WE 800.1.	
RPA Funding	\$2,000.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$2,000.00

800.2. Regional Transit Planning and Coordination

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

RTP Consistency: The annual unmet transit needs assessment provides public input on region-wide transportation issues and/or concerns as required by the RTP and the State Transportation Development Act (TDA). The RTP recognizes that, “transit needs may be assessed in terms of those segments of the population that are dependent on some form of public transportation. In Mono County, these are generally young people, seniors, disabled persons, or low-income persons.” Some funding from the Local Transportation Fund (LTF) is available to help support the unmet transit needs assessment. This Work Element relates to the following sections of the RTP:

- Objective 1.C.1. Accommodate future circulation and transit demand by using existing facilities more efficiently or improving and expanding them before building new facilities.
- Objective 1.F.3. Require new specific plans to contain a detailed plan, including financing arrangements, for local roadway and transit improvements (as applicable).
- Objective 4.E.1. Work with local transit agencies (YARTS and ESTA) to increase the number and frequency of routes, or capacity of Dial-A-Ride programs serving Mono County.
- Objective 4.E.2. Continue to monitor the feasibility of a shuttle service connecting hotels, resorts, and campgrounds to locations such as June Lake Beach, Bodie, Mono Lake, and the June Mountain Ski Area through the Unmet Transit Needs process.

The Mono County LTC recognizes the importance of modern transit facilities and operations, including, but not limited to, zero-emission fleet and alternative fuel infrastructure, regular maintenance and replacement of transit vehicle fleets, ITS, infrastructure such as maintenance bays, and asset management plans. Transit fleets face unique challenges in the rural context of Mono County with a harsh operating environment that includes snowfall, long distances to urbanized areas, significant elevation changes and sustained road grades, and other unique features of mountainous and high desert landscapes. ESTA and YARTS are the two public transit service providers in Mono County and the Town of Mammoth Lakes.

Previous Work: Unmet transit needs assessment and submittal to the state in partnership with ESTA; general support of transit planning issues including zero-emission fleets and alternative fuel infrastructure, bus stop types and locations as related to housing programs, capital assets, route planning, funding, etc.; participation on YARTS Advisory Board; participation in YARTS’s short-range transit plan update; received confirmation of fund allocation for YARTS and ESTA under SB 125.

Task Elements:

- Attend stakeholder meetings with ESTA and YARTS and attend relevant advisory board meetings (as needed, LTC staff).
- Conduct community outreach on transit services and for the Unmet Transit Needs process in partnership with ESTA, YARTS, the Town of Mammoth Lakes, RPACs, Tribes, and other interested stakeholders, including nonprofits (annually, LTC staff).
- Meet with Social Service Technical Advisory Committee (SSTAC) members (annually, LTC staff).
- Incorporate Intelligent Transportation System (ITS) policies into relevant transportation plans in partnership with ESTA and YARTS (as required, LTC staff).
- Participate in general transit planning for ESTA and YARTS which may include discussions about funding, grants opportunities and applications, Short-Range Transit Plan updates, and other strategic planning workshops (as needed, LTC staff)
- Catalog zero-emission fleet needs and participate in developing solutions for ESTA and YARTS (as needed, LTC staff).
- Provide support to ESTA and YARTS in improving and maintaining capital assets. This includes planning for the replacement and maintenance of the fleet as well as infrastructure and operational needs (as needed, LTC staff).
- Track and engage in emerging transit opportunities (as needed, LTC staff).

Expected Products:

- Documentation of input from the Social Services Transportation Advisory Council (SSTAC) and communities on unmet transit and other transportation needs in Spring 2026.
- Unmet transit needs process, including identification and addressing of unmet needs, public hearing, adoption of an unmet transit needs resolution, and transmittal to state in compliance with the Transportation Development Act in Spring 2026.
- Identification of any general or contractual transit needs or service issues.
- YARTS participation, including sitting on the Advisory Committee and consideration of annual operating schedules or funding. Operating days are dependent on the annual opening of Tioga Pass.
- Annual allocation of STA and LTF funds.
- Coordinate with ESTA and YARTS on zero-emission fleets and infrastructure, including SB 125 funding.

Estimated Benchmarks: Ongoing for FY 25-26 except as listed below.

- Complete the unmet transit needs process, including outreach to the Tribes and submittal to the State, by June 2025

Estimated Completion Date: June 2026

Funding:

Budget for WE 800.2.	
RPA Funding	\$0.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$0.00

Work Element 900 – Asset Management

Mono County and the Town of Mammoth Lakes base operational decisions and work priorities on data. For the past two decades, the organizations have incrementally developed a comprehensive enterprise-scale GIS asset management database to house the information necessary to make those decisions and continue to prioritize work efforts to keep the information up to date. Mono County is also utilizing land surveys and AutoCAD to develop a database of all county-maintained roads, road horizontal alignments, vertical alignments, and roadside infrastructure.

This is fundamentally important to strive for data-driven decision making to manage transportation and multi-modal assets throughout the region. There is an ongoing commitment of staff resources and funding to ensure the appropriate data needed to drive and carry out projects and address relevant road safety issues, including trails and multi-modal projects.

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

900.1. Planning, Monitoring, and Traffic Management Issues

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

Previous Work: The Town of Mammoth Lakes completed road assessments to inform the StreetSaver program and survey data collection on trail usage, pedestrian and bike counts, and traffic data at various recreational destinations throughout Town. Mono County worked on illegal parking and usage of RVs and coordination of community traffic issues such as Walker Main Street, Lee Vining Main Street, Bridgeport Main Street, and June Lake SR 158 road closure signs. Main Street engagement is being moved to WE 900.7 for FY 2025-2026.

Task Elements:

- Conduct applicable reviews and studies of community transportation issues, such as analysis of non-motorized features and connectivity issues/problems, community discussions related to transportation operations or features, etc. (as needed, Town and County Public Works staff).
- Perform studies such as: traffic volume, speed studies, turning movements, VMTs, parking, intersection analysis, staging areas, and sight distance studies (as needed, Town and County Public Works staff).

- Conduct pedestrian / bike user counts (as needed, Town and County Public Works staff).
- StreetSaver data collection, road assessments, ADA assessments and project prioritization (as needed, Town and County Public Works staff).
- Complete necessary engineering and technical studies to support the development of PSR's and PID's (as needed, Town and County Public Works staff).
- Completion of proposed project funding applications and other documents as required by the specific funding program (as needed, Town and County Public Works staff).

Expected Products:

- Studies and assessments in the Town of Mammoth Lakes, such as the Village traffic Cut-through study and Sierra Park & Tavern Rd intersection analysis & warrant study, among others as identified and needed.
- Studies and assessments in Mono County, such as a paid parking model in June Lake Village, parking/staging area assessments for various uses and overnight parking uses such as RVs used as residences.

Estimated Benchmarks: Ongoing for the complete fiscal year.

Estimated Completion Date: June 2026

Funding:

Budget for WE 900.1.	
RPA Funding	\$2,000.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$2,000.00

900.2. Regional Data Collection Equipment

Purpose: This Work Element will purchase equipment (hardware and software) for counting vehicles, cyclists, Off Highway Vehicles (OHV), and pedestrians; and maintaining a regional data collection program to support current monitoring and transportation planning activities.

RTP Consistency: Data collected through purchased equipment will be used to analyze the use (number, patterns, and trends) of various transportation facilities, including sidewalks, system trails, and roadways, and will be used to aid in planning future transportation policies, programs, and capital projects to improve safety and reduce vehicle use at the local level. The WE provides quantifiable data in order to meet the needs of a multi-modal transportation network. This supports Goal 12 which states, "provide for the use of non-motorized means of transportation, which increases the proportion of trips accomplished by biking and walking, increases the safety and mobility of non-motorized users, enhances public health, and provides a broad spectrum of projects to benefit many types of active transportation users."

This WE also accounts for the deployment, management, and analysis of trail and vehicle counters including ongoing data compilation and reports for multi-modal planning and transportation needs related to WE 900.6 - Regional Trails Planning. Many of our multi-use paths (MUPs) and trails provide "commuter" access to major activity nodes like housing, lodging, campgrounds, recreational facilities/destinations, transit stops, and commercial services. This Work Element implements the following RTP sections:

- Objective 1.B.1. Periodically update the long-range regional travel demand by assessing changes in land use, housing and projected demographic changes, conducting travel surveys throughout the county and traffic counts on County roads, and by incorporating data from Caltrans' traffic monitoring system and traffic census program (e.g., Average Daily Traffic (ADT) volumes for state highways). M.12.1.2. Action: Increase the availability of transit services by working collaboratively with other agencies and organizations.
 - Work with Eastern Sierra Transit Authority and Mammoth Mountain Ski Area to improve transit ridership data collection for use in evaluating transit priorities and investment areas.

Previous Work: The data collection funded under 900.2 is an on-going, year-to-year effort that often results in similar accomplishments and progress each year. In FY24-25 Mono County deployed counters for traffic data collections and trail usage counts to understand trailhead parking/circulation needs. It is evident that ensuring staff are understanding the equipment and routine system monitoring are required for useful data collection to inform transportation and other WE planning needs and tasks. The Town purchased two Jamar traffic monitoring systems that are used to collect vehicle speed data.

Task Elements:

- Purchase, deploy, and manage new and replacement data collection equipment, hardware, and software, and ongoing monitoring and maintenance (as needed, Town and County Public Works staff).
- Analysis of trailhead and traffic monitoring data to identify road system improvement needs, prioritize maintenance and upgrades, manage traffic and transportation issues, etc. (as needed, Town and County Public Works staff).
- Purchase and maintain equipment for the Streetsaver program and purchase/subscribe to software (as needed, Town and County Public Works staff).
- Execute the trailhead data collection program, which may include surveys and cell phone data, at high use recreation areas to inform future management of the transportation system accessing these destinations (as needed, Town and County Public Works staff).

Expected Products:

- Purchase and installation of data collection equipment and software for traffic, trailheads, and staging areas, as needed.
- Maintenance of traffic data collector data plans and subscriptions, including Town and County annual Streetsaver subscriptions.
- Collection of data at trailheads/destinations and along transportation routes, including via survey, cell phone, trail counters, and other appropriate data.
- Request for proposals for consultants to deliver data collection and/or analysis.
- Management (via consultant as needed) of existing data collection devices.

Estimated Benchmarks: Ongoing for the complete fiscal year.

Estimated Completion Date: June 2026

Funding:

Budget for WE 900.2.	
RPA Funding	\$12,296.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$12,296.00

900.3. Regional Asset Management System – RPA

Purpose: This work element provides a comprehensive and consistent program around asset management for both the Town and County to provide data and information on the state of transportation infrastructure to prioritize needs for future project planning.

RTP Consistency: This work element covers staff time necessary to continually develop and maintain an inventory of Right-of-Way, encroachments, culverts, signs, guardrails, and other transportation issues or facilities to have the best possible data on current and or future projects. This quantitative baseline data helps staff analyze and prioritize potential projects. This information is for planning purposes and not project implementation. Work Element 900.4 is implementation based and a different funding source.

This Work Element implements the following RTP sections:

- The County is continuing to fund the update and maintenance of its GIS for transportation planning purposes.
- The RTP acknowledges that “GIS mapping of the county and the town will enhance and support alternative route awareness for emergency responders and incident locations. The Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) identifies neighborhoods and communities needing emergency access and identifies potential routes. ”
- On County roads, the primary needs for local streets and roads are snow removal, regular pavement maintenance and major rehabilitation. Heavy snowstorms, rapid freeze-thaw deterioration and heavy visitor traffic create an unusually high demand for snow removal and regular annual maintenance. The Public Works Department maintains and updates annually a snow-removal priority list for County roads.
- Objective 22.I. Utilize technological advances to reduce demands on local roads and transportation facilities, and to provide convenient road and tourist information to area travelers.
- Policy 22.I.1. Utilize technological advances to disseminate travel information in the region.

Previous Work: Ongoing work to develop and maintain an Asset Management System to help inventory and track transportation infrastructure. Examples of work completed include: maintenance of public information of road closures during winter conditions; geospatial analysis and creation of a map of roadways that occur on Inyo National Forest lands to clarify ownership issues and assist with discussions of maintenance; annual Mono County maintained mileage determinations; quantitative data collection and traffic data computations for Twin Lakes Road, South Tufa, and Cemetery Road; development and deployment of the County road reporting system (<https://monocounty.ca.gov/roads>); and development of a road closure app.

Task Elements:

- Catalog and report all transportation related infrastructure and assets as a baseline quantitative data set. These may include ROWs, culverts and drainage, signs, traffic counts/data, alignment data and land surveys, lane miles, trail segments, signs, kiosks, staging areas and infrastructure, and non-motorized facilities, etc. (as needed, Town and County Public Works staff).
- Coordinate and store regional agency data for traffic counts and traffic data collection (as needed, Town and County Public Works staff).
- Plan and identify locations for obtaining or improving road alignment data (as needed, Town and County staff).
- Integrate linear reference information and survey data into future projects (as needed, Town and County Public Works staff).
- Management and maintenance of joint-jurisdiction GIS database for web-based public reporting of road safety hazards by location in Mono County and the Town of Mammoth Lakes (as needed, Town and County Public Works and IT staff).
- Import of reported traffic collision data and location into GIS (as needed, Town and County Public Works and IT staff).
- Respond to transportation database, reports, and application (app) requests (as needed, Town and County IT staff).
- Update and maintain the transportation system maps and documents (as needed, Town and County IT staff).

Expected Products:

- GIS database for transportation assets, which may result in new transportation maps and updated existing GIS maps, including updated transportation and attribute data.
- Quantitative data for transportation uses to be used in road transport project PSRs and road safety assessments.
- An assessment and prioritization of the assets for maintenance (e.g., a decision tool) using the collected data.
- Annual development and submittal of maintained road mileage and snow removal priority map.
- Ongoing reporting system of road safety hazards and dissemination tools, such as app development.

Estimated Benchmarks: Ongoing for the complete fiscal year.

Estimated Completion Date: June 2026

Funding:

Budget for WE 900.3.	
RPA Funding	\$139,500.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$139,500.00

900.4. Regional Asset Management System – PPM

Purpose: This Work Element provides a comprehensive and consistent regional program around asset management leading directly to project implementation.

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

Previous Work: On-going work to maintain an Asset Management System to help inventory and track transportation infrastructure. This data is used to inform and address safety needs, develop PIDs, PSRs, and capital projects. This work is ongoing and will most likely continue into 2026/2027.

Task Elements:

- Provide reports and evaluations to plan future maintenance in a cost-effective manner (as needed, Town and County Public Works staff).
- Implementation of land surveying to improve road alignment, road elevation data, and roadside infrastructure in AutoCAD database (as needed, Town and County Public Works staff).
- Collection of GIS road data and inventories as needed (as needed, Town and County staff).

Expected Products:

- Asset management data is used to develop PIDs and PSRs.
- Findings are integrated into existing plans such as the five-year Capital Improvement Plan and the Transportation Asset Management Plan.
- Completed road surveys, including horizontal alignments, vertical alignments, planimetrics, and roadside infrastructure.

Estimated Benchmarks: Ongoing for the complete fiscal year.

Estimated Completion Date: June 2026

Funding:

Budget for WE 900.4.	
PPM Funding	\$0.00
Total	\$0.00

900.5. Air Quality Monitoring and Planning – Town of Mammoth Lakes

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

Task Elements & Products:

- Monitor and report air quality in the Town of Mammoth Lakes (annually, Town of Mammoth Lakes staff).

Estimated Benchmarks:

- Complete the FY 2025/2026 Daily Air Pollution Data Report

Estimated Completion Date: June 2026

Funding:

Budget for WE 900.5.	
RPA Funding	\$0.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$0.00

900.6. Regional Trails Planning

Purpose: This Work Element will develop trail projects that enhance community connectivity and revise/implement the Mono County Trails and Bicycle Transportation Plans, which are appendices to the adopted RTP. In Mono County, “trails” (1) may be soft or hard surface and provide access to and between lodging, services, employment, and built or front-country recreation/destination features, etc.; or (2) hiking trails which serve solely a recreational purpose to access natural lands rather than features of daily urban life. This work element relates to the former definition (1). This component may also consider Off Highway Vehicle (OHV) and Over Snow Vehicle (OSV) connections within, adjoining, and between communities with multiple public land management units (combined use roads, strategic staging areas, and transportation/trailhead related needs) to plan multimodal trails and transportation elements that address existing user trends. Data from built and front-country recreation/destination features, such as trailheads, lakes, Mammoth Mountain Ski Area, the ice rink, etc., is necessary to plan for parking and transportation/transit access by visitors, particularly during holidays and weekends when the local population may be more than tripled by visitors. Trail planning within the County will follow existing templates and standards where possible, consistent with those developed by the Town of Mammoth Lakes and federal/state land management units.

RTP Consistency:

- The RTP states that “action programs for bicyclists, pedestrians, equestrians, Nordic skiers and other non-motorized modes of transportation focus on updating and then implementing the Mono County Trails Plan and Bicycle Transportation Plan, as well as various main street plans, walkable communities studies, and the June Lake Active Transportation Plan.”
- Goal 8. Plan and implement a transportation and circulation system that provides for livable communities, while maintaining efficient traffic flow, reducing vehicle miles traveled and alternative transportation modes to the automobile.
- Policy 8.B: Increase safety, mobility and access for pedestrians and bicyclists within community areas.
- Objective 8.B.3. Provide pedestrians and cyclists with shortcuts and alternatives to travel along high-volume streets; e.g., separate trails along direct routes and new access points for walking and biking.
- Goal 12. Provide for the use of non-motorized means of transportation, which increases the proportion of trips accomplished by biking and walking, increases the safety and mobility of non-motorized users, enhances public health, and provides a broad spectrum of projects to benefit many types of active transportation users.
- Policy 12.A. Develop and implement multi-modal transportation plans, programs and projects for all community areas to provide for the development of well-coordinated and designed non-motorized and motorized transportation facilities.

- Policy 12.D. Plan for and provide a continuous and easily accessible trail system within the region, particularly in June Lake and other community areas (see the June Lake Loop Trails Plan). When possible, use existing roads and trails to develop a trail system. Connect the trail system to commercial and recreational areas, parking facilities, residential areas, and transit services. See the Mono County General Plan Conservation/Open Space Element and the Mono County Trails Plan for additional policies relating to trails.
- Policy 12.E. Develop a safe and convenient bicycle and pedestrian circulation system as a portion of the total active transportation network. Policy 23.B.2. Encourage the use of alternative travel modes for access into Yosemite, including transit and bicycles; e.g., transit riders should have priority access at Park gates and guaranteed access to the Valley. Policy 23.B.3. Promote the Mono Yosemite Trail as an access route for alternative travel modes.
- Objective 25.H. Promote the use of non-motorized forms of transportation to minimize the impact of the automobile in the Village, West Village/Rodeo Grounds, and Down Canyon areas and to create pedestrian-oriented areas.
- Policy 25.H.1. Provide, where feasible, paths for non-motorized modes of transportation (e.g., pedestrians, Nordic skiers or bicyclists) on the right of way separate from auto roadways. These paths should link major lodging and parking facilities with recreational and commercial centers and should be maintained year-round.
- Policy 27.A.2. Identify, formalize and utilize existing trails and pathways for connectivity within communities.

Previous Work: Significant planning efforts and various design standards have been developed by the Town of Mammoth Lakes and Mammoth Lakes Trails and Public Access (MLTPA) in past-planning efforts – consistent with federal/state standards as required.

Mono County met with federal/state land managers and participated in community planning meetings to identify trails and multi-modal transportation needs and trends. Examples include meetings regarding adequacy and the need for staging areas and transportation-related infrastructure and amenities proximal to recreation destinations, exploration of using winter trails as transportation routes to destinations and coordinated planning efforts with several partners in the Towns to Trails planning process.

Mono County, with Community Service Area 1 (CSA 1) and federal agencies, continued exploring the feasibility of connecting trails in the Crowley Lake area to provide safe bicycle/pedestrian corridors. Meetings with the Board Supervisors, RPACs, and U.S. Forest Service, BLM, CDFW, TOML, LADWP, MLTPA MLR, local tribes, SCE, various other representatives, and general public meetings were held or attended to address a spectrum of trail-planning needs throughout the County including the development of wayfinding, vehicle/snow staging areas, and trailhead/transportation needs related to the County trails and bicycle plans. Staff has also met

with various land management agencies, Caltrans, and other stakeholders to discuss transportation issues related to increased access to recreation destinations year-round.

Task Elements:

- Meet and collaborate with community stakeholders, federal/state land managers, Tribes, and relevant regulatory agencies, adjacent counties and others) to ensure cohesive planning and management around uses and users, multimodal features, access points, staging areas, etc., as needed (LTC staff).
- Analysis and evaluation of collected data combined with cloud-based data to better understand user trends and inform planning for regional trails, trailheads and connectivity (LTC staff).
- Implementation of data collection, including GIS, mapping and trail and vehicle counters, for trails management and planning, including planning for future trail alignments, as needed (LTC staff).
- Develop or update safety standards as needed for wayfinding, trail system standards, etc. (LTC staff).
- Develop or update plans as needed, which may include various trails plans, OHV/OSV management plans, the Bikeway Plan, and trail or bikeway planning in specific areas or on specific parcels (LTC staff).
- Support local recreation initiatives and groups with a transportation nexus, e.g., the Eastern Sierra Sustainable Recreation Partnership (ESSRP) and Camp Like a Pro (LTC staff).
- Research grant opportunities and submit applications for recreation management and planning (LTC staff).

Expected Products:

- Conceptual multimodal and trail connections and alignments, access points, staging areas, etc., addressing identified needs.
- Mapping, baseline data, data reports, and studies to inform trail planning and management, including a study to measure and manage trail users.
- Development or updates of standards, including wayfinding and trails standards, as needed.
- Multimodal and trails plans which may include Town of Mammoth Lakes Trails Master Plan, Town of Mammoth Lakes Parks and Recreation Master Plan, Mono County Trails Master Plan, trails on Doe Ridge, Crowley Lake connector trails, Tri-Valley trails, North County winter recreation plan, Mammoth Creek trails, OHV/combined use roads planning, trail reroutes, refinement or future development of existing plans like the West Walker River Parkway (Mountain Gate) Plan.
- Update the RTP Bikeway Plan.
- Documentation of outreach for public engagement, including Tribes, RPACs, CPT, federal and state agencies, NGOs, the general public, etc.

Estimated Benchmarks: Ongoing for the complete fiscal year, many projects will span multiple years.

Estimated Completion Date: June 2026

Funding:

Budget for WE 900.6.	
RPA Funding	\$30,000.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$30,000.00

900.7. Community Traffic Calming, Complete Streets and Design Standards

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

Previous Work: Completion of Mono County Road Standards update, development of traffic calming solutions in the June Lake Village area.

Task Elements:

- Conduct community outreach on complete streets, multimodal transportation, traffic calming, and other similar planning efforts including Main Street Projects (Bridgeport, Lee Vining, June Lake), Corridor Management Plan, etc. (as needed, Town and County Public Works staff).
- Review and study traffic patterns, traffic counts, parking and snow storage issues, and other community issues (as needed, Town and County Public Works staff). Investigate and develop potential plans and solutions to address complete street needs.
- Update applicable standards (as needed, Town and County Public Works staff).

Expected Products:

- Town and County standards reviews and updates.
- Public input via RPACs may include specific outreach to tribes when outside of existing rights of way.
- Public outreach on complete streets, multi-modal systems, traffic calming, and other similar community needs.
- Studies on traffic patterns, traffic counts, parking and snow storage issues, and other community issues as needed.
- Review of and engagement with complete street projects such as Bridgeport Main Street, Lee Vining Main Street, and the Walker Safety project.

Estimated Benchmarks: Ongoing for the complete fiscal year.

Estimated Completion Date: June 2026

Funding:

Budget for WE 900.7.	
RPA Funding	\$500.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$500.00

900.8. Mono County Public Works Projects

Purpose: Planning work necessary to maintain a safe, proficient, and up-to-date road transportation system. This work develops and provides baseline data and reports needed to maintain the county road system, identify needed transportation projects, and identify possible road safety issues, all of which inform the transportation portion of Mono County's 5-Year Capital Improvement Program (CIP), the Regional Transportation Plan (RTP), and Mono County road safety plans and studies.

RTP Consistency:

- The RTP acknowledges that the "The roadway system is an important aspect of circulation and connectivity for the unincorporated communities in Mono County."
- Goal 8: Plan and implement a transportation and circulation system that provides for livable communities, while maintaining efficient traffic flow, reducing vehicle miles traveled and alternative transportation modes to the automobile. Goal 9: Provide for an improved countywide highway and roadway system to serve the long-range projected travel demand to improve safety.

To meet these directives, Mono County performs yearly, ongoing work efforts as well as specific projects administered by the Mono County Public Works department. Ongoing work includes modeling through the use of land surveys (AutoCAD) and GIS, gathering data for speed surveys and Average Daily Traffic (ADT) counts, updating and managing the StreetSaver pavement management program, planning StreetSaver road inspections, performing research and planning for the life cycle costs for pavement preservation treatments, 5-Year CIP development, tracking of yearly traffic accident data and collision rates for evaluation of roadway safety, and SB1/RMRA required reporting to maintain transportation funding. A specific project identified for work this year includes a feasibility study to bring substandard county roads into the Mono County road system.

Previous Work:

- Emergency access routes for Swall Meadows and the Petersen Tract in June Lake have been proposed and partially analyzed, as identified in the Multi-Jurisdictional Hazard Mitigation Plan.
- Manage and compile Mono County Pavement Management System road inspections and road data.
- Life cycle analysis using equivalent annual cost method is being used to identify road maintenance treatments based on ratings.
- Yearly assessment of traffic collisions reported on Mono County maintained roads. Development and compilation of updated 5-Year CIP documents.
- Approval of Mono County 5-Year CIP at Mono County Board of Supervisors
- SB1 / RMRA required reporting for fiscal year 23/24 – Resolution, Project List, and Expenditure Report.

Task Elements:

- Planning of emergency access routes at needed locations in Mono County communities and coordination with relevant stakeholders. (as needed, LTC and County Public Works staff).
- Perform life cycle cost assessment analysis for project identification and optimum treatment application (as needed, County Public Works staff).
- Annual Road Safety Assessment, including assessment of reported traffic collisions, to increase transportation network safety, inform project priorities and implement the Local Road Safety Plan (as needed, County Public Works staff).
- Maintenance of Streetsaver Pavement Management System and associated data and studies (as needed, County Public Works staff).
- Assess and update 5-Year CIP (as needed, County Public Works staff).
- Feasibility studies for bringing substandard roadways into the Mono County transportation system (as needed, County Public Works staff).
- Project planning and reporting under various funding sources such as SB1/RMRA (as needed, County Public Works staff).
- Development and assessment of data and information on various street and road systems to understand maintenance needs (as needed, County Public Works staff).

Expected Products:

- Draft planning, feasibility, and conceptual design of emergency access routes.
- Updated and current Pavement Management System using Streetsaver software.
- Completion of speed and traffic data surveys on relevant County maintained roads.
- Identification of most cost-effective road maintenance treatments for incorporation into the 5-Year CIP and updated CIP documents and cost estimating.
- Identification of safety projects and prioritization.
- Updated and/or amended Mono County Road Standards, as needed.
- RMRA / SB1 Approved Project List, Resolution by Mono County Board of Supervisors, submitted reports, and CTC approval. RMRA / SB1 Expenditure Report approved by CTC.
- Feasibility study for bringing substandard roadways into the County system.

Estimated Benchmarks: Ongoing for the complete fiscal year unless specified below.

- RMRA / SB1 Expenditure Report completed and approved in CalSmart for CTC by December 1, 2025.
- 5-Year CIP updates and revisions in December 2025.

Estimated Completion Date: June 2026

Funding:

Budget for WE 900.8.	
RPA Funding	\$60,705.00
RPA Carryover (FY 2024/2025)	TBD
Total	\$60,705.00

Appendix A: OWP Billing Procedures

1. All costs need to be submitted by the 15th day of the month following the quarter end or the following business day if the 15th falls on a weekend/holiday. Late submittals will not be included. The deadlines are:

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

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

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

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

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

Appendix B: Glossary of Terms and Acronyms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Rural Counties Task Force (RCTF): There are 26 rural county Regional Transportation Planning Agencies (RTPAs), or Local Transportation Commissions represented on the Rural Counties Task Force (RCTF). The RCTF is an informal organization with no budget or staff that generally meets every other month. A member of the CTC usually acts as liaison to the RCTF, and CTC and

Caltrans staff typically attend these meetings to explain and discuss changing statewide transportation issues that may be of concern to the rural counties.

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

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

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

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

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

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

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