

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760.924.1800 phone, 924.1801 fax
commdev@mono.ca.gov

PO Box 8
Bridgeport, CA 93517
760.932.5420 phone, 932.5431 fax
www.monocounty.ca.gov

SPECIAL MEETING AGENDA

February 28, 2022 – 9:15 A.M.

This meeting will be held via teleconferencing with members of the Commission attending from separate remote locations. As authorized by AB 361, dated September 16, 2021, a local agency may use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency and local officials have recommended or imposed measures to promote social distancing or the body cannot meet safely in person and the legislative body has made such findings.

Members of the public may participate via the Zoom Webinar, including listening to the meeting and providing comment, by following the instructions below. If you are unable to join the Zoom Webinar of the Board meeting, you may still view the live stream of the meeting by visiting

TELECONFERENCE INFORMATION

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

Important Notice to the Public Regarding COVID-19

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

1. Joining via Zoom

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

To join the meeting by computer

Visit: <https://monocounty.zoom.us/j/85151051602>

Or visit <https://www.zoom.us/> and click on "Join A Meeting." **Use Zoom Meeting ID:** 851 5105 1602

To provide public comment (at appropriate times) during the meeting, press the "Raise Hand" hand button on your screen and wait to be acknowledged by the Chair or staff.

To join the meeting by telephone

Dial (669) 900-6833, then enter **Webinar ID:** 851 5105 1602

To provide public comment (at appropriate times) during the meeting, press *9 to raise your hand and wait to be acknowledged by the Chair or staff.

2. Viewing the Live Stream

You may also view the live stream of the meeting without the ability to comment **by visiting:**

http://monocounty.granicus.com/MediaPlayer.php?publish_id=c3d72139-6813-4685-8340-db9f21f2f645

COMMISSIONERS

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT:** Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.
3. **CONSENT AGENDA ITEMS**
 - a) Approval of minutes from Jan 10, 2022. (pg. 1)
4. **ADMINISTRATION**
 - a) Receive update on Local Transportation Fund (LTF)for 22/23 fiscal year revenues (M. Mahaffey) (pg. 3)
 - b) Review of Unmet Transit / Transportation needs schedule (Michael Draper) (pg. 6)
 - c) Review membership and appointment to Social Service Advisory Committee (SSTAC) (Michael Draper) (pg. 13)
5. **LOCAL TRANSPORTATION**
 - a) Update on Bipartisan Infrastructure Law (BIL) also known as Infrastructure Investment and JobsAct (IIJA) (G. LeFrancois) (pg. 16)
 - b) Formal amendment to 21/22 fiscal year Overall Work Program allocating carryover funds from the 20/21 OWP to Work Elements 400.1, 400.2, & 900.6 (G. LeFrancois) (pg. 18)
 - c) Presentation on Local Roads Safety Plan and provide any desired direction to staff (Chad Senior) (pg. 24)
 - d) Update to Memorandum of Understanding on remaining projects on State Route 14 and US 395 and provide any desired direction to staff (G. LeFrancois & CT staff) (pg. 53)
6. **CALTRANS**
 - a) Update on Caltrans activities in Mono County (CT staff)
 - 395 Critical Rural Freight Corridor (CRFC) (pg. 55)
 - Lee Vining Streets rehabilitation update (pg. 56)
7. **TRANSIT**
 - a) ESTA Update (Phil Moores) (pg. 57)
 - b) YARTS Update (Christine Chavez) (pg. 60)
8. **CORRESPONDENCE**

Letter from Brian Moore to re-establish regional rail service in the eastern Sierra (pg. 65)
9. **COMMISSIONER REPORTS**
10. **INFORMATIONAL**
11. **UPCOMING AGENDA ITEMS**
 - a) Overall Work Program for 22/23 fiscal year
 - b) Tuolumne Meadows summer 2022 construction update (*April meeting*)
 - c) Unmet Transit & transportation needs

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d) Quarterly reports from TOML, Mono County, Caltrans

12. ADJOURN TO DATE- April 11, 2022

COMMISSIONERS

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

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

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

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MEETING AGENDA

January 10, 2022 – 9:00 A.M.

COUNTY COMMISSIONERS: Jennifer Kreitz, Rhonda Duggan, Bob Lawton

TOWN COMMISSIONERS: Bill Sauser, Dan Holler, John Wentworth

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

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

ESTA: Phil Moores

Public: Garrett Higerd, Dan Holler

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE-** Meeting called to order and Commissioner led the pledge of allegiance.
2. **PUBLIC COMMENT:** Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.
 - No public comment
3. **ADMINISTRATION**
 - Adopt Resolution R22-01 to continue Brown Act remote meeting rules under AB 361
 - *Roll-Call Vote- Ayes: Duggan, Holler, Lawton, Sauser, Wentworth, Kreitz passes 6-0*
 - Elections of officers with nomination of a Chair and Vice Chair for the 2022 calendar year
 - *Roll-Call Vote- Ayes: Duggan, Holler, Lawton, Sauser, Wentworth, Kreitz passes 6-0*
 - Receive and accept LTC Financial Statement with Independent Auditor's Report ending June 30, 2021 (*Megan Mahaffey*)
 - *Roll-Call Vote- Ayes: Duggan, Holler, Lawton, Sauser, Kreitz, Wentworth passes 6-0*
4. **CONSENT AGENDA ITEMS**
 - Approval of minutes from December 13, 2021.
 - *Roll-Call Vote- Ayes: Duggan, Holler, Lawton, Sauser, Kreitz, Wentworth passes 6-0*
5. **LOCAL TRANSPORTATION**
 - Update on 2022 Regional Transportation Improvement Program (RTIP) (*G. LeFrancois*)
 - Gerry gave an update on the RTIP and answered questions from the commission
 - Update on Bipartisan Infrastructure Law also known as Infrastructure Investment and Jobs Act. (*G. LeFrancois*)
 - Gerry gave an update on the Bipartisan Infrastructure Law and answered questions

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from the commission.

6. CALTRANS

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

7. TRANSIT

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

8. CORRESPONDENCE

- No items

9. COMMISSIONER REPORTS

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

10. INFORMATIONAL

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

11. UPCOMING AGENDA ITEMS

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

12. ADJOURN TO DATE- February 14, 2022

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February 28, 2022

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, LTC Accountant

RE: Local Transportation Account (LTF) projections for FY 2022-23

RECOMMENDATION

None

FINANCIAL IMPLICATIONS

The 2022-23 estimate from the Mono County Auditor/Controller Office for LTF funding is \$716,546. Allocation of these funds is guided by the Transportation Development Act. The 2022-23 estimate is \$24,2754 above the 2021-22 estimate.

DISCUSSION

The Mono County Local Transportation Commission (LTC) is the Regional Transportation Planning Agency (RTPA) responsible for apportioning and administering the Local Transportation Fund in accordance with the Transportation Development Act. The Local Transportation Fund is comprised of 0.25% of local sales and use tax distributed by the State Board of Equalization monthly based on sales tax collected in each county. Annually, the Mono County Director of Finance provides the Local Transportation Commission with an estimate for the Local Transportation Fund revenue for the upcoming fiscal year based on a 10-year rolling average. The Mono County LTF 2021-22 estimate was \$692,271. The projection for 2022-2023 is \$716,546. Each year, the LTC adopts a resolution establishing how these funds will be allocated. The recommended annual resolution is based on the Local Transportation Act, Auditor's LTF estimate, unmet transit needs, the submitted claimant letters and direction from the Commission. LTC will bring a resolution in June 2022 apportioning and allocating 2022-23 LTF projected revenues.

For questions regarding this item, please contact Megan Mahaffey at 760.924.1836.

ATTACHMENT

- LTF revenues and projections
- LTF 2022-23 auditor estimate

LTF Revenues and Allocations

a/c 10090

	<u>FY 12-13</u>	<u>FY 13-14</u>	<u>FY 14-15</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>	<u>FY 18-19</u>	<u>FY 19-20</u>	<u>FY 20-21</u>	<u>FY 21-22</u>	<u>FY 22-23</u>
July	\$34,900	\$38,700	\$39,000	\$37,300	\$36,900	\$37,400	\$58,239	\$76,240	\$111,622	\$90,308	\$56,061
August	\$46,500	\$51,600	\$52,000	\$49,700	\$49,200	\$49,900	\$40,410	\$49,275	\$24,395	\$89,455	\$50,244
September	\$69,720	\$58,333	\$54,319	\$62,366	\$80,307	\$90,265	\$82,865	\$72,677	\$48,099	\$80,745	\$69,970
October	\$50,900	\$50,500	\$51,400	\$54,200	\$53,100	\$55,500	\$116,754	\$117,517	\$183,514	\$145,041	\$87,843
November	\$67,800	\$67,300	\$68,600	\$72,200	\$70,800	\$74,000	\$43,398	\$54,977	\$12,679	\$63,792	\$59,555
December	\$42,976	\$49,973	\$60,479	\$48,447	\$68,008	\$84,447	\$56,705	\$60,511	\$64,068	\$65,069	\$60,068
January	\$38,900	\$37,800	\$41,200	\$39,700	\$43,800	\$44,500	\$67,019	\$76,638	\$84,093	\$72,111	\$50,975
February	\$51,800	\$50,400	\$54,900	\$53,000	\$58,400	\$59,300	\$80,601	\$73,953	\$40,588	\$58,766	\$57,104
March	\$42,236	\$62,547	\$48,387	\$66,240	\$59,886	\$78,780	\$66,255	\$68,314	\$54,523	\$61,225	\$60,525
April	\$40,400	\$43,200	\$46,100	\$32,800	\$43,400	\$57,000	\$89,384	\$71,518	\$79,415	\$51,591	\$54,452
May	\$53,900	\$57,600	\$61,500	\$43,700	\$57,800	\$76,963	\$67,701	\$0	\$58,789	\$52,789	\$53,295
June	\$57,347	\$61,092	\$939	\$114,400	\$99,793	\$54,390	\$56,902	\$22,683	\$55,657	\$56,251	\$56,455
Total	\$ 597,379	\$ 629,046	\$ 578,825	\$ 674,054	\$ 721,394	\$ 762,445	\$ 826,233	\$ 744,304	\$817,442	\$ 887,143	\$ 716,546
<i>Estimates</i>	<i>\$ 560,000</i>	<i>\$ 575,000</i>	<i>\$ 592,235</i>	<i>\$ 622,812</i>	<i>\$ 607,787</i>	<i>\$ 604,264</i>	<i>\$ 617,259</i>	<i>\$ 638,805</i>	<i>\$ 541,633</i>	<i>\$ 692,271</i>	<i>\$ 716,546</i>



**DEPARTMENT OF FINANCE
AUDITOR-CONTROLLER
COUNTY OF MONO**

Kim Bunn
Assistant Finance Director
Auditor-Controller

Janet Dutcher, CPA, CGFM, MPA
Director of Finance

Gerald Frank
Assistant Finance Director
Treasurer - Tax Collector

January 27, 2022

Mono County Local Transportation Commission
P.O. Box 8
Bridgeport, CA 93517

RE: California Code of Regulations Title 21, Division 3, Chapter 2
Transportation Development Article 3 Section 6620 (Annual LTF Estimate)

Assuming there are no unallocated funds as of June 30, 2022, the monies available for allocation by the Local Transportation Commission during the Fiscal Year 2022-2023 are estimated to be \$716,546.

Please contact me if you require additional information.

Sincerely,

Janet Dutcher, CPA, CGFM, MPA
Director of Finance
Mono County, CA

Cc: Wendy Sugimura, Community Development Director (Mono County)
Megan Mahaffey, Accountant III (Mono County)

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Staff Report

February 28, 2022

TO: Mono County Local Transportation Commission
FROM: Michael Draper, Mono County Planning Analyst
SUBJECT: Unmet Transit Needs Outreach Process

RECOMMENDATIONS

Receive staff report and provide any desired direction to staff.

FISCAL IMPLICATIONS

Unmet Transit Needs outreach and adoption are required annually by the state and budgeted by the LTC.

ENVIRONMENTAL COMPLIANCE

N/A

BACKGROUND

The Californian State Transportation Development Act (TDA) requires the Unmet Transit Needs Process be conducted annually by Regional Transportation Planning Agencies prior to making any allocation not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, or any allocation for purposes subject to Section 99400, subdivision (f) of Public Utility Code ss 99400.

This Local Transportation Commission (LTC) is the Regional Transportation Planning Agency for the Mono County region. The Act requires that the LTC make a determination whether there are “unmet transit needs that reasonable to meet” in the jurisdictions through the County. The definition of these terms must be adopted by the LTC by resolution (completed by the LTC in 1998, see Attachment A).

Furthermore, the LTC must consult with the Social Service Transportation Advisory Council (SSTAC), pursuant to PCU section 99238. The SSTAC is required to annually participate in the identification of transit needs and unmet transit needs in the jurisdiction, and annually review and recommend action by the LTC.

The TDA requires the LTC to hold at least one public hearing for the purpose of soliciting comments on the unmet transit need, within the jurisdiction represented by the SSTAC. Hearings shall be scheduled to ensure broad community participation and notice of the hearing is required to be given at least 30 days in advanced. Additional methods of obtaining public feedback are also welcomed.

DISCUSSION

The LTC’s Unmet Transit Needs process begins at the start of each year, with hearings conducted in Spring so that a determination may be made prior to the reporting deadline of August 15 of the fiscal year of the allocation. Working within their role as the Consolidated Transportation Service Agency (CTSA)

Eastern Sierra Transportation Authority (ESTA) staff and LTC staff work to create a schedule with Resolution adoption occurring typically in May because STA and LTF allocations occur prior to July.

Before drafting a Resolution, the combined staff conduct public outreach by attending each of the County's Regional Planning Advisory Committee (RPAC) and the June Lake Citizens Advisory Committee (CAC) meetings, in addition to conducting a workshop with the Town of Mammoth Lakes. All meetings are open to the public and follow Brown Act orders with notices and agenda publications made public one week prior to the meeting.

Staff also convey with the SSTAC to discuss unmet transit needs identified by their agencies and constituents. A meeting with this group will take place April 8, in addition to the public hearing aligned with the LTC's meeting.

Transit needs expressed by the public which do not meet the Unmet Transit Need criteria are retained for consideration in future RTP updates. See Attachment.

The schedule below identifies the public outreach meetings LTC staff attends to solicit input, in addition to the LTC public meetings. The schedule is adjusted each year.

<u>Date, Time</u>	<u>Task</u>
February 22	LTC staff report due
February 28 @ 9 am	LTC meeting. SSTAC reappointments. Present "Unmet Needs Process"
March 2, 6:00 pm	June Lake CAC
March 8, 5:00 pm	Bridgeport RPAC
March 8	Submit public hearing notice to The Sheet (March 12 publication, 30 days), send a "Save The Date" to the SSTAC
March 9, 6:30 pm	Mono Basin RPAC
March 14 @ 9:00 am	CANCELED: LTC meeting
Week of March 14	SSTAC meeting
March 17, 6:30 pm	Long Valley RPAC
April 6	Staff report due.
April 7, 7:00 pm	Antelope Valley RPAC
April 11 @ 9:00 am	Joint LTC/SSTAC public hearing on Unmet Needs
April 19	Submit Notice for adoption of Resolution to The Sheet (10 days)
May 4	Staff report due, Public Hearing
May 9 @ 9:00 am	LTC meeting: Unmet Needs Resolution adoption
June 13 @ 9:00 am	LTC meeting: discuss as needed

Before end of June. File Unmet Needs documentation with state

ATTACHMENTS

- A. R98-01
- B. General Transit Needs

RESOLUTION 98-01

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

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

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

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

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

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

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

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

Noes:

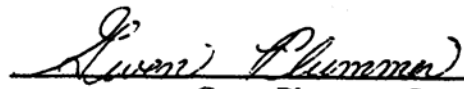
Absent:

Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

Past Transit and General Transportation Needs

NOT CONSIDERED TO BE AN UNMET NEED 2018-19				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
1.	Roadway improvements and/or bike lane or markings on Twin Lakes Road. (BP)	This is a request for non-transit related infrastructure, and therefore is not an unmet transit need.	Bicycle infrastructure is not considered a "transit" unmet need.	
2.	A request for written information about the Vanpool program was received. (MB)	This is not a request for transit service.	The request was met, materials have been provided.	
3.	Provide summer service from Bridgeport area to Bodie Hills. (BP)	This is a request for a service expansion, however it does not pertain to obtaining the basic necessities of life for Mono County residents.	NA	
4.	Provide seasonal summer service for Pacific Crest Trail hikers. (BP)	This is a request for a service expansion, however it does not pertain to obtaining the basic necessities of life for Mono County residents.	NA	
5.	Provide transit service in conjunction with programmed events. (BP)	This is a request for a service expansion.	The service may be unreasonable to meet because the service wouldn't necessarily provide access to the necessities of life.	
6.	Mammoth – June Shuttle question: who is supposed to be served by the winter shuttle, skiers or June Mountain employees? (JL)	This is not a request for transit service but may help clarify the purpose and need of this service.	NA	The June Mountain Shuttle in the winter months is a public, fixed route transit route. This service is made possible (financially) by June Mountain Ski Area, which has significant input on the design and timing of the route, although the route is available to the public.

Past Transit and General Transportation Needs

NOT CONSIDERED TO BE AN UNMET NEED 2019-20				
7.	Increased Frequency of Purple Line in Town of Mammoth Lakes.	This is a request for a service expansion potentially pertaining to shopping for food or clothing, employment, and social and recreational purposes.	This does not meet necessities of life standard since service already exists.	Doubling the Purple line which currently uses one bus and operates 11 hours per day would cost approximately \$310,000 plus the capital cost of a new vehicle.
8.	SSTAC – Provide bilingual services for Mammoth dial-a-ride service.	This could be an unmet need if Mammoth Lakes residents are not able to obtain basic necessities of life due to language limitations of the transportation service.	ESTA would need to determine if this is a true barrier to service to develop possible responses.	The solution could be to have the passengers come into the office where schedulers and passengers could use Google translator to arrange rides. It is recommended a test be conducted to see if this will work. There are drawbacks like not being able to communicate with the driver or making changes by phone. If the passenger has a smart phone, then the translator would help with driver communication.
9.	Improve Marketing of Services in the Bridgeport area.	Informational. Does not qualify as unmet need.	N/A	Improved communication on transit is needed and is being studied.
10.	Expand Walker DAR to Bridgeport and Gardnerville.	Service expansion for access to necessities of life. Passengers in Walker currently have access to necessities of life.	Walker residents have access to points north through the Bridgeport-Gardnerville fixed route.	There is capacity in the Walker DAR for extension of service. ESTA is working with Mono County Social Services staff on plans to expand the DAR.
11.	Install Bus stop in Benton.	Not an unmet need since residents are currently served, but a visible presence of transit providing access of services to all residents is needed.	Reasonable to meet.	Residents of Benton are served door-to-door, however, there should be a visible transit presence in the town. Costs from \$500 to \$5000 are estimated and recommended.

Past Transit and General Transportation Needs

12.	Span of service increases in the Town of Mammoth Lakes.	This is a request for a service expansion. It does not qualify as an unmet need since service already runs till 10pm and 2am.	No.	Currently the Town Trolleys run till 10pm and 2am serving the businesses and residents. Further expansion would struggle to meet feasibility standards regarding staffing. The cost varies depending on the extent of expansion. ESTA current hourly cost is \$77/hour and driver schedules would be impacted.
NOT CONSIDERED TO BE AN UNMET NEED 2020-21				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
13.	Bridgeport – request for a bus stop installation at Sonora Junction. 3.10.20	This is a request for a service expansion, <i>for the purpose of getting necessities of life. Demand comes from PCT hikers wanting a ride.</i>	Volume does not justify the service. Could do dial a ride, or business op for BP hotel	
14.	Walker to Bridgeport to Mammoth, includes Lee Vining and June Lake stop in town. Tuesdays. OK'd by ESTA Board, 4/22			
15.	<ul style="list-style-type: none"> Bishop airport to Mammoth/June [service expansion, can't do until next year; looking at weekend service to Reno] Big picture is to provide people the ability to get to town. 			

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Staff Report

TO: Mono County Local Transportation Commission

DATE: February 28, 2022

FROM: Michael Draper, Mono County CDD Planning Analyst

SUBJECT: Reappoint Social Services Transportation Advisory Council (SSTAC) members

RECOMMENDATION

Reappoint the following members to the Social Services Transportation Advisory Council:

<u>Reappoint</u>	<u>Term Expiration</u>
Eastern Sierra Transit Authority Designee, CTSA	2025
Eastern Sierra Transit Authority Executive Director, CTSA	2025
Molly DesBaillets, Mono County First 5	2025

FISCAL IMPLICATIONS: None. This is voluntary group.

ENVIRONMENTAL COMPLIANCE: N/A

RTP / RTIP CONSISTENCY

The LTC is required to receive input from the SSTAC to fulfill tasks related to the unmet needs hearing process, and SSTAC input is required to fulfill the Citizen Participation Process defined by Public Utilities Code §99238.5.

DISCUSSION

Members of the Social Services Transportation Advisory Council are appointed by the Local Transportation Commission (LTC). The appointees are recruited from a broad representation of social services and transit providers representing the elderly, disabled, and persons of limited means. In appointing members, the LTC shall strive to attain geographic and minority representation among council members. The membership term is three years and terms are staggered so that roughly one-third of the memberships are up for renewal or reappointment each year. The membership requirements mandated by Public Utilities Code §99238 is provided in Attachment #1. The current list of SSTAC members is provided in Attachment #2.

ATTACHMENTS

1. Public Utilities Code §99238: Social Services Transportation Advisory Council
2. Current SSTAC Roster (2022-2023)

Attachment #1**SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL §99238**

Each transportation planning agency shall provide for the establishment of a social services transportation advisory council for each county, or counties operating under a joint powers agreement, which is not subject to the apportionment restriction established in Section 99232.

(a) The social services transportation advisory council shall consist of the following members:

- (1) One representative of potential transit users who is 60 years of age or older.
- (2) One representative of potential transit users who is handicapped.
- (3) Two representatives of the local social services providers for seniors, including one representative of a social services transportation provider, if one exists.
- (4) Two representatives of local social services providers for the handicapped, including one representative of a social services transportation provider, if one exists.
- (5) One representative of a local social services provider for persons of limited means.
- (6) Two representatives from the local consolidated transportation services agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.
- (7) The transportation-planning agency may appoint additional members in accordance with the procedure prescribed in subdivision (b).

(b) Members of the social services transportation advisory council shall be appointed by the transportation planning agency, which shall recruit candidates for appointment from a broad representation of social services and transit providers representing the elderly, the handicapped, and persons of limited means. In appointing council members, the transportation-planning agency shall strive to attain geographic and minority representation among council members. Of the initial appointments to the council, one-third of them shall be for a one-year term, one-third shall be for a two-year term, and one-third shall be for a three-year term. Subsequent to the initial appointment, the term of appointment shall be for three years, which may be renewed for an additional three-year term. The transportation planning agency may, at its discretion, delegate its responsibilities for appointment pursuant to this subdivision to the board of supervisors.

(c) The social services transportation advisory council shall have the following responsibilities:

- (1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
- (2) Annually review and recommend action by the transportation-planning agency for the area within the jurisdiction of the council, which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
- (3) Advise the transportation-planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

(d) It is the intent of the Legislature that duplicative advisory councils shall not be established where transit advisory councils currently exist and that those existing advisory councils shall, instead, become part of the social services transportation advisory council and shall assume any new responsibilities pursuant to this section.

Attachment #2
2022-2023 Social Services Transportation Advisory Council Roster

Name	Term Expiration
Debbie Diaz, Emergency Preparedness Facilitator, Mono County Public Health	2023
Chelsea Goodwin, Disabled Sports, Eastern Sierra	2023
Yvon Guzman-Rangel, Mono County Social Services	2023
Rick Franz, Transportation Planner, Caltrans	2023
Mammoth Mountain Ski Area Transportation Designee, Eric Clark	2024
Jenny Park, Liaison to Kern Regional Center, and Executive Director Inyo-Mono Association for the Handicapped, Inc.	2024
Bob Hughes, Inyo Mono Advocates for Community Action	2024
Pat Espinosa, Mono County Social Services	2024
Molly DesBaillets, Mono County First 5	2025
Eastern Sierra Transit Authority Designee, CTSA	2025
Eastern Sierra Transit Authority Executive Director, CTSA	2025

Mono County Local Transportation Commission

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LTC Staff Report

February 28, 2022

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: Legislation of interest to Regional Transportation Planning Agencies (RTPAs)

RECOMMENDATION

Discuss and provide any desired direction to staff.

FISCAL IMPLICATIONS

To be determined but assumed to be positive.

ENVIRONMENTAL COMPLIANCE

NA

RTP / RTIP CONSISTENCY

NA

DISCUSSION / LEGISLATION TRACKED

Staff receives information about various pieces of legislation from Rural Counties Task Force (RCTF), and Regional Transportation Planning Agency Group (RTPA).

Bill	Summary	Signed
Bipartisan Infrastructure Law / Infrastructure Investment & Jobs Act	Around \$550 B in new Federal infrastructure investment, including— <ul style="list-style-type: none"> ○ Largest federal investment in public transit ever ○ Largest federal investment in passenger rail since the creation of Amtrak ○ Largest dedicated bridge investment since the construction of the Interstate System ○ Largest investment in clean drinking water & wastewater infrastructure in U.S. history ○ Largest investment in clean energy transmission & electric vehicle infrastructure in history ○ Ensuring every American has access to reliable high-speed internet 	Sign by President

California State Transportation Agency (CalSTA) held the first workshop on December 17th. Thirteen Implementation Sub-Working Groups have been established by CalSTA. These sub-working groups will be meeting in the coming weeks and months. Fact sheets and guidance are pending from United States Department of Transportation (U.S. DOT). The State has also established a IIJA website:

<https://calsta.ca.gov/subject-areas/infrastructure-investment-act>

that will be updated with resources and materials to help California implement IIJA.

IJA Implementation Sub-Working Groups		
1- Safety	6- Transition to Zero Emissions	11-Overall Funding Split between State & Local and across programs
2- Fix it First	7- Local Hire / Contracting	12- Tribal Government
3- Reimagining Highway Investments / Carbon Reduction Program	8- Transit and Commuter Rail	13- Equity
4- Climate Resilience and Adaption	9- Intercity Passenger Rail	
5- Active Transportation	10- Freight / Goods Movement	

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Staff Report

February 28, 2022

TO: Mono County Local Transportation Commission

FROM: Gerry LeFrancois, Co-Executive Director
Deanna Tuetken, Fiscal Specialist

SUBJECT: Formal Amendment 01 to the 2021/22 Overall Work Program carryover Rural Planning Assistance funds

RECOMMENDATION

Adopt the Formal Amendment 01 to the Mono County Overall Work Program 2021/22 with Minute Order 22-01, and authorized Co-Executive Director to file a new Overall Work Program Agreement for these RPA carryover funds from the 2020/21 fiscal year

FISCAL IMPLICATIONS

Additional budget capacity from carryover funds.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The current OWP was adopted by the Local Transportation Commission in June 2021. This Formal Amendment 01 would incorporate rollover funds from the 2020/21 OWP in the amount of \$26,708. This Formal Amendment will adjust budgets to allow RPA funds to meet the required match amounts of these grants and/or additional staff time under Work Elements 400.1 and 400.2. Work Element 400.1 is the June Lake Active Transportation Plan / Sustainable Communities Grant. The RPA match is now \$18,798. Work Element 400.2 is the ESTA Short Range Transit Plan and Coordinated Human Services Plan. The RPA match is now \$21,628. The remaining RPA carryover funds of \$6,282 will be added to the budget of Work Element 900.6 Regional Trails Planning for a total budget of \$12,282.

ATTACHMENTS

- FY 2020-21 OWP Budget Adjustment for WE 400.1
- FY 2021/22 OWP Budget Adjustment for WE 400.2
- FY 2021/22 OWP Budget Adjustment for WE 900.6
- Minute Order 22-01 Formal Amendment 01

Work Element 400—Grants

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

400.1 June Lake Loop Active Transportation Plan / Sustainable Communities Grant

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

Previous Work: Contract for the consultant doing this study.

Task Elements:

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

Expected Products:

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

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

Estimated Completion Date: Summer / Fall of 2022

Funding:

	Mammoth Lakes	Mono County
RPA	\$	\$10,000 \$18,798
Mono-County-General-Fund (staff hours)	\$	\$8,798
RMRA	\$	\$145,089
	Total	\$163,887

400.2 ESTA Short Range Transit Plan & Coordinated Human Services Plan

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

Previous Work: This is a new work element.

Task Elements:

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

Expected Products:

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

Estimated Benchmarks: Project Initiation with consultant Spring 2021, Review of Existing Conditions, Public Outreach – Summer 2021, Security and Technology Report – Summer 2021, Alternatives Analysis & Coordinated Strategies – Summer / Fall 2021, Draft and Final Plan – Winter 2021, Grant Closeout – Winter 2021 or 2022

Estimated Completion Date: Spring/Summer 2022

Funding:

	Mammoth Lakes	Mono County
RPA		\$10,000 \$21,628
Mono- County- General- Fund- (staff- time)		\$11,628
FTA 5304	\$	\$113,372
	Total	\$135,000

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

900.6 Regional Trails Planning

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

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

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

Task Elements:

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

Expected Products:

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

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

Estimated Completion Date: On going tasks

Funding:

	Mammoth Lakes	Mono County	Total Funding
RPA	\$2,000	\$4,000 \$10,282	\$6,000 \$12,282

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MINUTE ORDER MO 22-01

Adopt Formal Amendment 01 to the 2021/22 Overall Work Program

At the Mono County LTC meeting of February 28, 2022, it was moved by Commissioner _____ and seconded by Commissioner _____ to adopt Amendment 01 to the 2021/22 Overall Work Program (OWP) and authorize signing of OWPA by Co-Executive Director for the increase \$26,708 due to rollover Rural Planning Assistance funds from 2020-21 allocation.

Ayes:

Noes:

Abstains:

Absent

Attest:

Heidi Willson, LTC Secretary

cc: Caltrans

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LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: January 28, 2022

FROM: Chad Senior, Associate Engineer

SUBJECT: Mono County Local Road Safety Plan (LRSP)

RECOMMENDATIONS: Receive presentation from Mono County regarding development of a Local Road Safety Plan. Provide input in development of overall plan collaboration, vision, goals, and emphasis areas.

FISCAL IMPLICATIONS: The Local Road Safety Plan is funded by the LTC Overall Work Program approved for fiscal year 2021-22.

RTP / RTIP CONSISTENCY: Road safety is a necessary and critical aspect underlying all transportation related projects developed in the RTP. The LRSP currently under development will contribute to regional transportation safety goals and national performance measures and position Mono County to apply for funding through state programs.

DISCUSSION:

The Local Transportation Commission and associated partners (TOML, ESTA, Caltrans) have been identified as key stakeholders in contributing to Mono County's Local Road Safety Plan. The LRSP is being developed in support of the state's Strategic Highway Safety Plan (SHSP) goal to reduce fatal and severe injury collisions on all California roadways. The plan is intended to be a multidisciplinary approach to address the 4 E's of road safety:

- Engineering
- Education
- Enforcement
- Emergency Response

Mono County Local Transportation Commission
Local Road Safety Plan

The overall purpose of the LRSP is to define, prioritize, and implement strategies for reducing traffic collisions on Mono County roads. The completed Systemic Safety Analysis Report for Mono County Roads has already begun to address the engineering portion of the LRSP. However, there are many different risk factors that contribute to traffic collisions on our roads, and many of those factors cannot be addressed by one discipline. Based on available traffic collision data, some of the risk factors present on Mono County roads are Driving Under the Influence of alcohol or drugs, speeding, distracted driving, older drivers (65+), bicycle and pedestrian safety, unrestrained occupants, and others. To address these types of behavior factors, collaboration with safety partners throughout the community will be necessary.

Outreach to relevant safety partners for each of these aspects of road safety is currently in progress. Input from the Local Transportation Commission and associated partners is needed for the successful development of the road safety plan. Working together, we can reduce fatal and severe injury collisions on our roadways.

Please contact me at 760.924.1812 or by email at cseior@mono.ca.gov with any questions or direct input regarding the development of this plan.

Respectfully submitted,



Chad Senior
Mono County Associate Engineer

Attachments: "Local Road Safety Plan" pdf

every day counts 



Local Road Safety Plans

What is a Local Road Safety Plan?

- Provides a comprehensive framework to reduce fatalities and serious injuries on the local system
- Utilizes the 4 Es
 - Engineering
 - Enforcement
 - Education
 - Emergency Response

Local Road Safety Plans

- Builds off of the State Strategic Highway Safety Plan (SHSP)
- Position your agency to apply for funding
- Contribute to regional transportation safety goal and national performance measures
- Help identify programs and partners to address behavioral safety



Why a Safety Emphasis on Local Roads?

- Approximately 76% of all road miles in the U.S. are owned and maintained by local entities
- 72% of rural roads are owned by local entities and contribute approximately 54% of all fatal crashes
- 19 percent of the United States population lives in rural areas, but rural fatalities account for 51 percent of all fatalities (2014)

Source: National Center for Statistics and Analysis. (2016, July) Rural/Urban Comparison: 2014 data. Traffic Safety Facts. Report No. DOT HS 812 301.

Local Road Safety Plan Elements

Data driven

- Focused on fatal and serious injury crashes
- Identifies crash types to address

Identifies roadway characteristics (risk factors) common to fatal and serious injury crashes

Prioritizes the road network based on the presence of these risk factors (more risk factors = higher priority)

Identifies countermeasures to address high priority locations

Prioritizes projects

LOCAL ROAD SAFETY PLANS:

Your Map to Safer Roadways

No matter what your resources, a Local Road Safety Plan will guide you to data-driven solutions and safer roads.

https://safety.thwa.dot.gov/proven/outfitemeasures/local_road/

Identify Stakeholders

- Law Enforcement
- Public Health
- EMS
- Elected Officials



Choose Proven Solutions

- Chevrons
- Roundabouts
- Targeted Enforcement
- Crosswalks

Chevron signs reduce nighttime crashes by 25%.

Use Safety Data

- Crashes
- Maintenance Logs
- Safety Audits
- Traffic Violations

In 2017, over 50% of fatalities occurred on rural roads, but just 19% of Americans live in rural areas.

Implement Solutions

- Education & Enforcement
- Capital Projects
- Maintenance Work

Safer Roads Ahead

More than 75% of all roads are maintained by local agencies.



U.S. Department of Transportation
Federal Highway Administration

<https://www.youtube.com/watch?v=Wzdm798Mol8>

Steps in the LRSP Development Process

Step 1: Establish Leadership/ Stakeholder Collaboration

Step 2: Analyze the Safety Data

Step 3: Determine Emphasis Areas

Step 4: Identify Strategies

Step 5: Prioritize and Incorporate Strategies

Step 6: Evaluate and Update the LRSP



Step 1: Establish Leadership Stakeholder Collaboration

- Identify a Champion
- Convene a Working Group
- Identify and Contact Stakeholders
- Program Coordination and Sustainability
- Develop a Vision, Mission Statement, and Goals (often a localized version of the SHSP)
- Gain Support



Mono County Safety Partners:

Mono County Board of Supervisors
Local Transportation Commission (LTC)
Emergency Medical Services (EMS)
Public Works Road Department
Behavior Health Department
Public Health Department
Community Development / Planning
IT Department
Sheriff's Office
Town of Mammoth Lakes
Eastern Sierra Transit Authority
California Highway Patrol
County RPACs
Local Fire Protection Districts
Mono County Office of Education & Safe Kids of CA
Eastern Sierra Unified School District
Eastside Velo
Mammoth Tourism
Mono Health Care Districts
Mammoth Lakes Police Department
Others ?

Public Outreach:

Residents of Mono County know their communities best. Their input will be necessary to fully address road safety issues.

A Road Safety Survey has been created to obtain public input on Mono County Road safety.

Please participate in the survey:

<https://monocounty.ca.gov/roads>

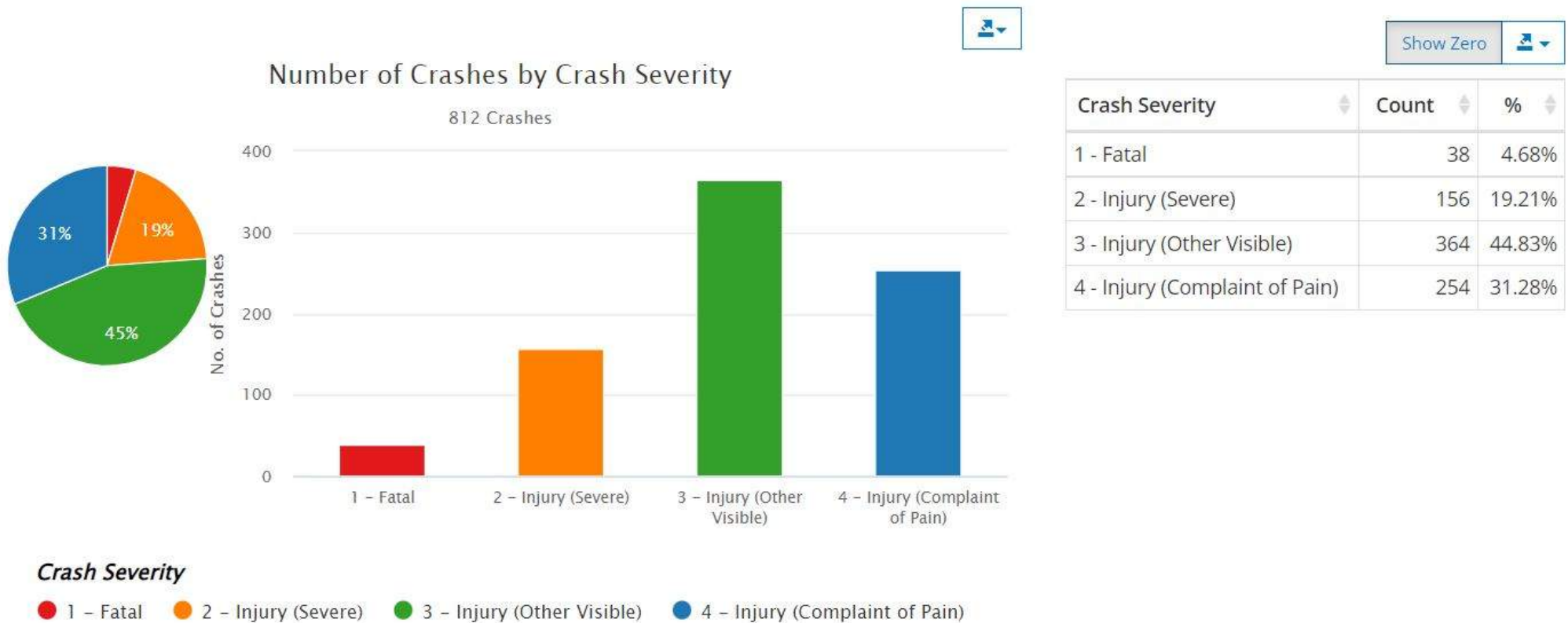
Step 2: Analyze the Safety Data



Traffic Collision Data for all of Mono County from 2011 to 2020.

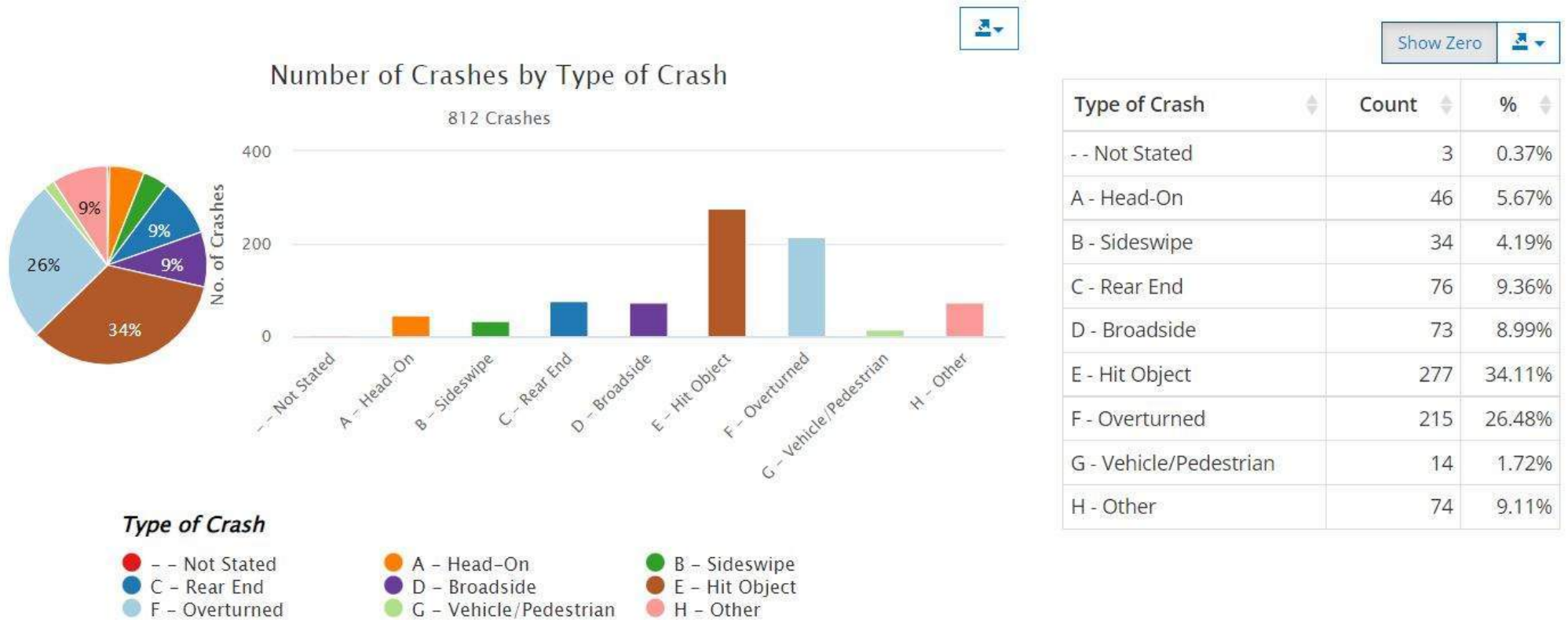
Includes State Highways, Town of Mammoth Lakes, and Mono County Maintained Roads

Total Crashes	812	Total Victims	46 Killed & 1,142 Injured	State Highway	652 (80.3%)
Ped Crashes	16 (2%)	Bike Crashes	26 (3.2%)	Motorcycle Crashes	132 (16.3%)



Traffic Collision Data for all of Mono County from 2011 to 2020.

Includes State Highways, Town of Mammoth Lakes, and Mono County Maintained Roads

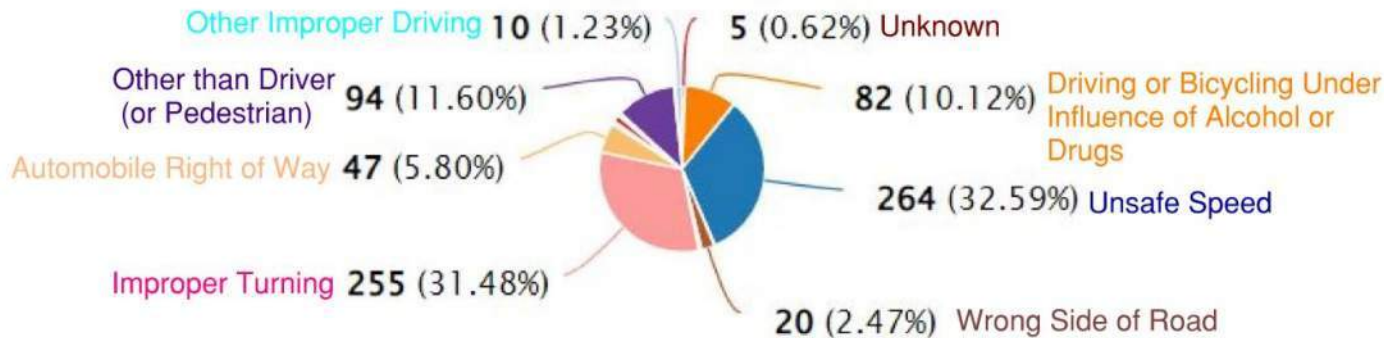


Traffic Collision Data for all of Mono County from 2011 to 2020.

Includes State Highways, Town of Mammoth Lakes, and Mono County Maintained Roads

Number of Crashes by PCF Violation

810 Crashes



PCF Violation	Count	%
00 - Unknown	5	0.62%
01 - Driving or Bicycling Under the Influence of Alcohol or Drug	82	10.12%
02 - Impeding Traffic	1	0.12%
03 - Unsafe Speed	264	32.59%
04 - Following Too Closely	2	0.25%
05 - Wrong Side of Road	20	2.47%
06 - Improper Passing	2	0.25%
07 - Unsafe Lane Change	3	0.37%
08 - Improper Turning	255	31.48%
09 - Automobile Right of Way	47	5.80%
10 - Pedestrian Right of Way	2	0.25%
11 - Pedestrian Violation	4	0.49%
12 - Traffic Signals and Signs	10	1.23%
13 - Hazardous Parking	1	0.12%
16 - Other Equipment	2	0.25%
17 - Other Hazardous Violation	3	0.37%
18 - Other Than Driver (or Pedestrian)	94	11.60%
21 - Unsafe Starting or Backing	3	0.37%
22 - Other Improper Driving	10	1.23%

Step 3: Determine Emphasis Areas

What are Emphasis Areas?

Emphasis areas are an opportunity to improve safety and should reflect the input of the group and consider strategies from the 4 E's of roadway safety improvement when appropriate



Step 3: Determine Emphasis Areas

With Crash Data:

Emphasis areas should be consistent with trends identified in the data.

Mono County Traffic Collision Factors Based on Level of Injury
Statewide Integrated Traffic Records System (SWITRS) from 2011 to 2020

Mono County Ranking	Fatal Injury (Average Collisions per Year)	Fatal and Severe Injury* (Average Collisions per Year)	All Injuries (Average Collisions per Year)
1	DUI - Alcohol Involved (1.3)	Speeding Related (8.6)	Speeding Related (45.6)
2	Older Adult 65+ (1.2)	Motorcycle (5.9)	Older Adults 65+ (16.3)
3	DUI - Drugs Involved (1.0)	Older Adult 65+ (4.7)	Motorcyclist (15.0)
4	Unrestrained Occupant (1.0)	DUI - Alcohol Involved (4.3)	DUI - Alcohol Involved (14.5)
5	Speeding Related (0.9)	Unrestrained Occupant (3.1)	Distracted Driving (8.4)
6	Motorcycle (0.6)	DUI - Drugs Involved (2.3)	Unrestrained Occupant (6.3)
7	Distracted Driving (0.5)	Distracted Driving (1.5)	DUI - Drugs Involved (3.5)
8	Pedestrian (0.2)	Bicyclist (1.1)	Bicyclist (2.9)
9	Bicyclist (0.1)	Pedestrian (0.6)	Pedestrian (2.2)

Statewide Integrated Traffic Records System (SWITRS) Data obtained from SafeTREC Transportation Injury Mapping System (TIMS)

Note: This data includes all of Mono County including State Highways, County Roads, and Town of Mammoth Lakes roads.

* Severe Injury: **An injury other than a fatal injury** which results in broken bones, dislocated or distorted limbs, severe lacerations, or unconsciousness at or when taken from the collision scene. It does not include minor laceration

Step 4: Identify Strategies

What are Strategies?

- Strategies focus on addressing specific emphasis areas.
- Consider contributing factors
- Reflect strategies employing the 4 E's.
- Address high-priority corridors or locations

Step 4: Identify Strategies

Engineering:

Engineering strategies have been identified and implemented to address leaving the roadway type collision and pedestrian / bicycle safety based on Systemic Safety Analysis Report completed for Mono County roads.

Others?

Education:

Gives drivers information about making good choices, such as not texting while driving, avoiding alcohol or medications affecting level of consciousness, wearing a seatbelt, or informing people about the rules of the road.

- DUI ?
- Distracted Driving ?
- Bicycle Safety / Rules of the Road (partnership with TOML, Mammoth Tourism?)
- Driver Education in our schools?
- Speeding?
- Others?

Step 4: Identify Strategies

Emergency Services:

Provides rapid response and quality of care when responding to collisions causing injury by stabilizing victims and transporting them to other facilities

- Improvement of 911 services and identification of accident location for improved response time?
- Other needs?

Enforcement:

Enforcement of traffic laws and a visible police presence tend to deter motorists from unsafe driving behavior.

California Highway Patrol - Enforcement on State highways; Enforcement on county roads on a limited basis.

Mammoth Lakes Police Department - Enforcement within Town limits.

Mono County Sheriff's Department - The Sheriff's Department conducts traffic enforcement on County Roads and State Highways.

Step 5: Prioritize and Incorporate Strategies



Curve Chevrons



Curve Warning Sign
With Advisory Speed



Edgeline Rumble Strips



Roadway Safety Edge

Engineering:

- Implementation of Engineering Countermeasures
Incorporation of road safety countermeasures into Capital Road Improvement Projects and Road Maintenance Projects - in progress
- Road Safety Engineering Projects Underway
 - Systemic Safety Curve Warning Sign Project
 - Mono County Guardrail Replacement Phase 1
 - Mono County Right-Edgeline Project
 - Benton Crossing Road Safety Assessment / Realignment of Wild Willy's Hot Tub Access Rd
 - June Lake Village Pedestrian Safety Project

Step 5: Prioritize and Incorporate Strategies

Engineering: (continued)

- Traffic Data Collection / Speed Management Plans for our Communities
Data collection, Engineered Speed & Traffic Studies for specific roads and communities, collection of road horizontal and vertical geometry, etc.
- in progress
- Road Safety Hazard Location and Notification System (Partnership with TOML)
The engineering dept is working with IT to develop an online GIS map-based system where the public can click a location on a map to identify existing road hazards, and the Road Dept / Engineering / TOML will be notified via email in real time – in progress
- Engineering / Road Dept.
Implement variable speed radar trailer with anti-speeding and/or safety messaging at key location - in progress

Step 6:

- Evaluate and Update the LRSP
- Monitor Progress
- Plan Evaluation
- **Living Document**

Data-Driven Safety Analysis

Using tools to analyze crash and roadway data to predict the future safety performance of roadways, allowing agencies to target investments with more confidence and reduce severe crashes on the roadways.



Highway Safety Improvement Program

Call for projects

- Now every 2 years
- To apply, counties must develop a Local Road Safety Plan

Funding priorities set using fatal/serious injury crashes

Risk-based approach (systemic)

Project selection based on effectiveness of project proposed

Over \$1.4 Million in HSIP funding already obtained from completion of the Systemic Safety Analysis Report for Mono County Roads

Funding Under Bipartisan Investment Law (BIL) / Infrastructure Investment and Jobs Act (IIJA)

Transportation

Safe Streets and Roads for All – This new \$5 billion competitive grant program at the Department of Transportation will provide funding directly to and exclusively for local governments to support their efforts to advance “vision zero” plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. Applications are expected to open in May 2022.

"White House Fact Sheet: Competitive Infrastructure Funding Opportunities for Local Governments":

<https://www.whitehouse.gov/wp-content/uploads/2022/01/BIL-Factsheet-Local-Competitive-Funding.pdf>

Benefits of a Local Road Safety Plan?

Benefit	Details
Proactive Approach	Shows the public and policy makers that something is being done
Develop Partnerships	Opportunity to improve relationships with the public, stakeholders, and other agencies
Multidisciplinary Cooperation	Agencies are better able to develop effective solutions with a 4-E approach
Safer Roadways	Comprehensive approach can lead to projects that reduce severe crashes
Safety Funding	Prioritized list of improvements can help agencies better justify funding requests
Managing Liability	Proactive risk management technique demonstrating an agency's responsiveness

Questions?

Your input is an important part of the plan to make our roads safer!

What is your vision of road safety for Mono County?

What goals should we develop?

Are there road safety concerns not present in the data?



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LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: February 28, 2022

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

SUBJECT: MOU projects remaining on SR 14/395 and successor agreement update

RECOMMENDATION

Status update on MOU projects on SR 14 / US 395 and provide any desired direction to staff

FISCAL IMPLICATIONS

Unknown funding impacts on remaining MOU projects

ENVIRONMENTAL COMPLIANCE

Future projects require environmental compliance as a condition of project planning

RTP/RTIP CONSISTENCY

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

DISCUSSION

Status of MOU projects on SR 14/395

In addition, staff recently met with the Eastern California Transportation Planning Partnership (ECTPP) to discuss the limited availability of STIP/Interregional Transportation Improvement Program (ITIP) funds for existing Memorandum of Understanding (MOU) projects on the SR 14/US 395 corridor. The Eastern California Transportation Planning Partnership is made up of Inyo County LTC, Kern COG, Mono County LTC, and District 9. The funding mechanism for the MOU projects are:

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

The MOUs started in 1999 and amended most recently in 2014. Staff is working on a successor agreement to complete the list of projects that have been identified in these MOUs. Table 2 is a list of these projects. Three projects have yet to be completed: Freeman Gulch 2 & 3, and North Conway Truck Climbing Lane.

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

Key Points:

- The priorities of MOU partners and amount of funding available has changed (80% of project funding is being reallocated),
- Parties are interested in completing the three remaining projects, but timeframe on completion is unknown,
- Inyo and Mono LTCs advanced funding to complete Freeman Gulch 1 – How does Kern COG repayment work for all the parties, and
- Other.

Commission discussion and provide direction to staff regarding successor agreement for the current MOU projects.

ATTACHMENT

- Map of 395 projects

US 395

US 395 is one of four major north-south corridors in California. The corridor provides a consistent high level of service and lifeline accessibility for rural communities and for interregional and interstate movement of people, goods, and recreational travel along the eastern side of the Sierra Nevada Mountains. It provides critical links to US 6, I-80, and SR 14. There are no rail lines within the region, so all goods and service must be moved with trucks. The 2021 Interregional Transportation Strategic Plan states that US 395 provides “critical accessibility” to goods and services due to the lack of another route. According to the California Freight Mobility Plan, US 395 is a critical freight connection between Northern California and Reno, Nevada. US 395 provides a connection to the Tahoe-Reno Logistics Center and several Southern California logistic centers. Several industrial centers are expected to expand in Northern Nevada, including the Tahoe-Reno Logistics Center, which would increase goods movement along the corridor. Freight traffic is expected to increase along the corridor in the future. The Eastern Sierra Corridor Freight Study predicts that the AADT for trucks and 5+ axle trucks will increase from 37 percent to 59 percent by 2040.

Project Descriptions for Critical Rural Freight Corridors (CRFC) Designations

North Conway Truck Climbing Lane

Caltrans District 9 is proposing to construct a truck climbing lane in Mono County, on US Route 395, from 3.9 Miles South to 1.9 Mile South of Route 270. Construction of an additional lane for trucks will reduce instances of queuing by providing passing opportunities for faster vehicles and reduce conflicts that result from speed differentials. Safe passing opportunities will benefit the overall freight system by reducing collision potential, resulting in increased overall freight throughput and decreased greenhouse gas (GHG) emissions due to fewer partial or full lane closures. The project will improve freight resiliency and goods movement along the major corridor in the Eastern Sierra region.

The common name for the project is the North Conway Truck Lane.

The current facility is a 2-lane conventional highway and the project is initially classified as Project Development Category 4B. This project is proposed as a future Mono County State Transportation Improvement Program (STIP) project and has been in regional planning documents for over 20 years.

The sections of the highway immediately north and south of the project area provide two lanes in the north- and southbound directions, so the proposed truck climbing lane will join an existing southbound lane at both project limits.

STAFF REPORT

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

BACKGROUND:

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

ANALYSIS/DISCUSSION:

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

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

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

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

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

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

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

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

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

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

³ Include Maintenance of equipment

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

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

YARTS Ridership													
FY 16/17	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Total FY 16/17
Merced - Hwy 140	8,578	7,524	6,328	4,243	3,735	5,291	5,045	3,611	4,515	4,971	7,652	8,269	69,762
Mono - Hwy 120 E.	2,899	2,634	631	0	0	0	0	0	0	0	0	0	6,164
Sonora - Hwy 120 W.	3,386	2,271	930	0	0	0	0	0	0	0	1,378	5,219	13,184
Fresno - Hwy 41	3,388	2,891	2,371	0	0	0	0	0	0	0	1,789	3,542	13,981
NPS/DNC	927	913	612	442	536	539	487	626	826	584	698	508	7,698
Amtrak	987	1,062	900	778	629	1,011	565	563	717	850	1,130	744	9,936
Grand Total	20,165	17,295	11,772	5,463	4,900	6,841	6,097	4,800	6,058	6,405	12,647	18,282	120,725
FY 17/18	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Total FY 17/18
Merced - Hwy 140	9,177	9,576	7,330	4,717	4,140	4,368	4,156	3,797	5,734	4,752	5,849	6,980	70,576
Mono - Hwy 120 E.	2,155	3,746	602	0	0	0	0	0	0	0	21	610	7,134
Sonora - Hwy 120 W.	5,415	2,808	1,367	0	0	0	0	0	0	0	933	3,685	14,208
Fresno - Hwy 41	5,559	3,610	410	0	0	0	0	0	0	0	1,231	2,790	13,600
NPS/DNC	691	525	212	556	338	359	447	571	683	498	512	764	6,156
Amtrak	679	1,368	1,054	606	421	977	566	622	628	594	1,365	1,322	10,202
Grand Total	23,676	21,633	10,975	5,879	4,899	5,704	5,169	4,990	7,045	5,844	9,911	16,151	121,876
FY 18/19	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Total FY 18/19
Merced - Hwy 140	2,845	2,364	5,346	3,437	2,731	3,988	2,774	3,596	3,802	3,848	5,823	6,909	47,463
Mono - Hwy 120 E.	2,483	1,821	1,570	0	0	0	0	0	0	0	0	0	4,874
Sonora - Hwy 120 W.	3,610	895	1,531	0	0	0	0	0	0	0	969	3,276	10,281
Fresno - Hwy 41	2,899	518	813	0	0	0	0	0	0	0	983	2,024	7,237
NPS/DNC	386	332	442	408	269	290	122	255	257	322	322	431	3,836
Amtrak	713	330	721	637	514	758	454	280	467	687	823	650	7,034
Grand Total	12,936	6,260	9,423	4,482	3,514	5,036	3,350	4,131	4,526	4,857	8,920	13,290	80,725
FY 19/20	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Total FY 19/20
Merced - Hwy 140	9,009	7,572	5,191	2,989	3,359	5,433	3,924	2,838	1,743	214	246	1,893	44,411
Mono - Hwy 120 E.	2,082	2,296	1,244	257	0	0	0	0	0	0	0	230	6,109
Sonora - Hwy 120 W.	4,593	5,652	1,645	0	0	0	0	0	0	0	0	497	12,387
Fresno - Hwy 41	2,510	2,247	872	0	0	0	0	0	0	0	0	522	6,151
NPS/Aramark	491	308	238	271	220	215	298	317	228	7	6	59	2,658
Amtrak	933	723	759	503	406	651	449	427	197	2	0	7	5,057
Grand Total	19,618	18,798	9,949	4,020	3,985	6,299	4,671	3,582	2,168	223	252	3,208	76,773
FY 20/21	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Total FY 20/21
Merced - Hwy 140	5,563	5,361	1,952	2,156	1,037	708	404	2,073	1,069	1,109	3,259	5,808	30,499
Mono - Hwy 120 E.	1,704	1,598	377	86	0	0	0	0	0	0	0	827	4,592
Sonora - Hwy 120 W.	3,321	2,612	355	0	0	0	0	0	0	0	494	2,307	9,089
Fresno - Hwy 41	2,512	2,460	401	0	0	0	0	0	0	0	980	2,158	8,511
NPS/Aramark	55	86	56	68	50	38	44	69	69	84	53	60	732
Amtrak	0	0	0	24	29	23	14	20	45	53	128	160	496
Grand Total	13,155	12,117	3,141	2,334	1,116	769	462	2,162	1,183	1,246	4,914	11,320	53,919
FY 21/22	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Total FY 20/21
Merced - Hwy 140	6,237	5,707	3,898	1,193	1,315	2,545							20,895
Mono - Hwy 120 E.	2,104	1,922	690	67	0	0							4,783
Sonora - Hwy 120 W.	3,002	2,183	565	0	0	0							5,750
Fresno - Hwy 41	2,614	2,795	676	0	0	0							6,085
NPS/Aramark	54	47	49	88	80	60							378
Amtrak	213	224	111	78	121	95							842
Grand Total	14,224	12,878	5,989	1,426	1,516	2,700	0	0	0	0	0	0	38,733

Notable Events Affecting Ridership

2021/2022: September 10, 2021 - Hwy 41 summer service ends; **September 30, 2021** - Hwy 140 and Hwy 120 summer services end and Yosemite National Park ends day-use reservation program; **October 1, 2021** - Hwy 140 winter service begins; **October 7-12, 2021** - Hwy 395 service suspended due to closure of Tioga Road for inclement weather/hazardous road conditions; **October 15, 2021** - Hwy 395 summer service ends

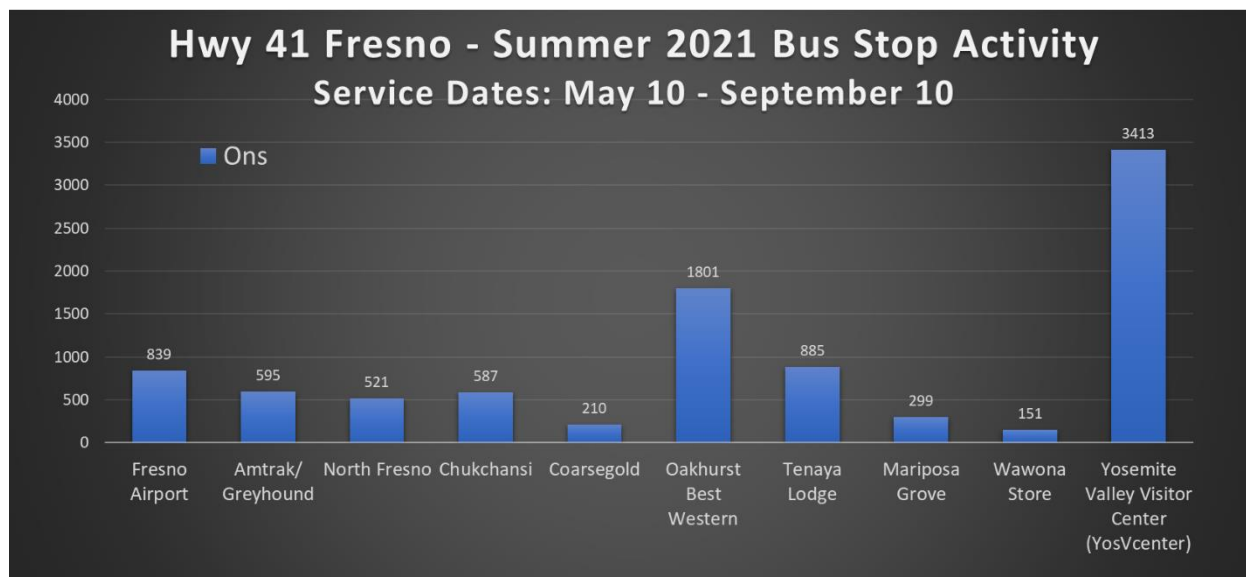
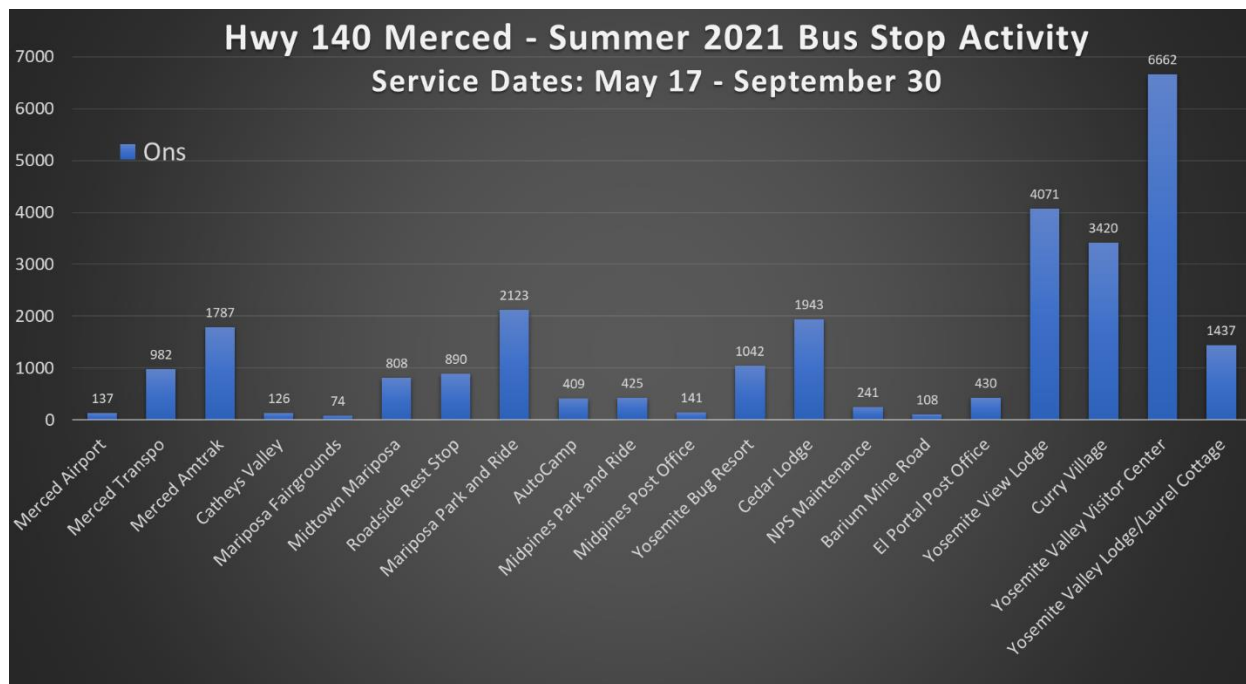
2020/2021: August 21-26, 2020 - Moccasin Fire - Hwy 120 suspended (7 days); **September 7-11, 2020** - Creek Fire - Hwy 41 suspended (5 days); **September 11, 2020** - Hwy 41 Summer service scheduled end date; **September 18-24, 2020** - Yosemite National Park closure due to poor air quality - Hwy 395 suspended, Hwy 120 operates to Rush Creek, Hwy 140 operates to El Portal (7 days); **September 30, 2020** - Hwy 120 and 140 Summer service ends; **October 1, 2020** - Hwy 140 Winter service begins; **October 15, 2020** - Hwy 395 Summer service ends; **December 7, 2020** - Yosemite National Park's hours of operation modified to 8am to 5pm in response to California Regional Stay-At-Home order; **December 8, 2020** - Hwy 140 Run 140-15 modified to travel only as far as El Portal (52 days); **January 19, 2021** - Yosemite National Park closed due to high winds and associated damage and all runs travel only as far as El Portal (3 days); **January 22, 2021** - YARTS reverts to Minimum Schedule II (6 runs) of the Emergency Operations Plan in response to continued closure of Yosemite National Park (10 days); **January 30, 2021** - Rockslide event between Midpines and El Portal; Run 140-14 canceled and Run 140-15 traveled as far as Midpines (2 days); **February 1, 2021** - Yosemite National Park reopens and YARTS resumes regular service; **February 8, 2021** - Yosemite National Park reinstates day-use reservation program (21 days); **March 1, 2021** - Yosemite National Park ends day-use reservation program; **May 10, 2021** - Hwy 140 summer service begins; **May 17, 2021** - Hwy 140 and Hwy 120 summer services begin; **May 21, 2021** - Yosemite National Park reinstates day-use reservation program through September 30, 2021; **June 15, 2021** - Hwy 395 summer service begins; California "reopens" economy and buses restored to full capacity

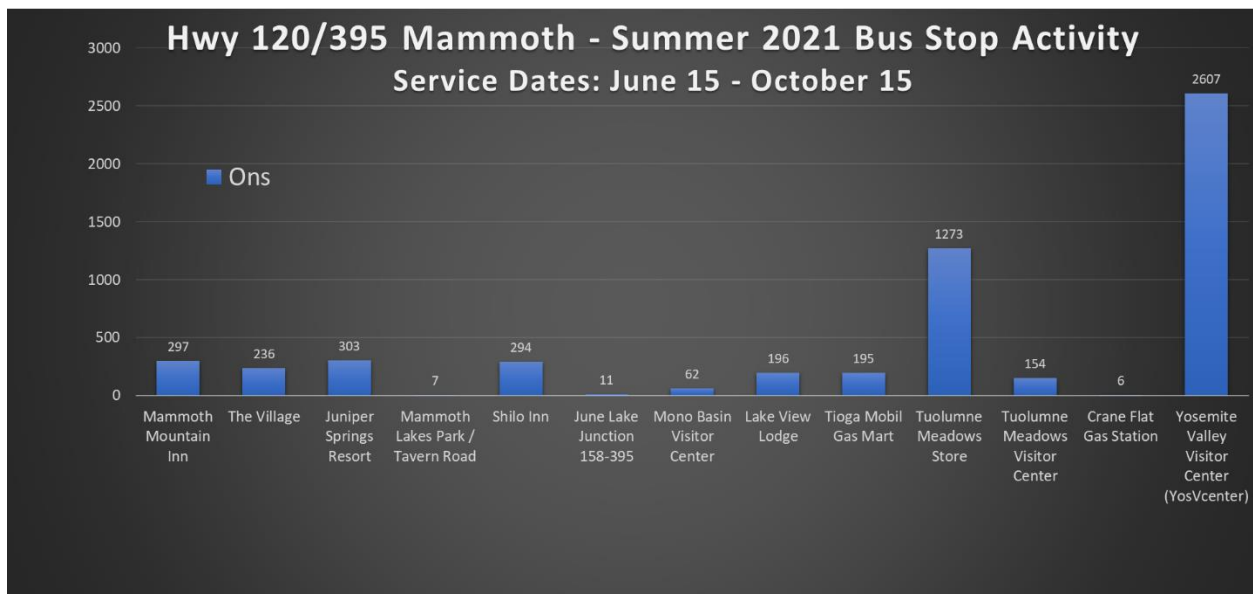
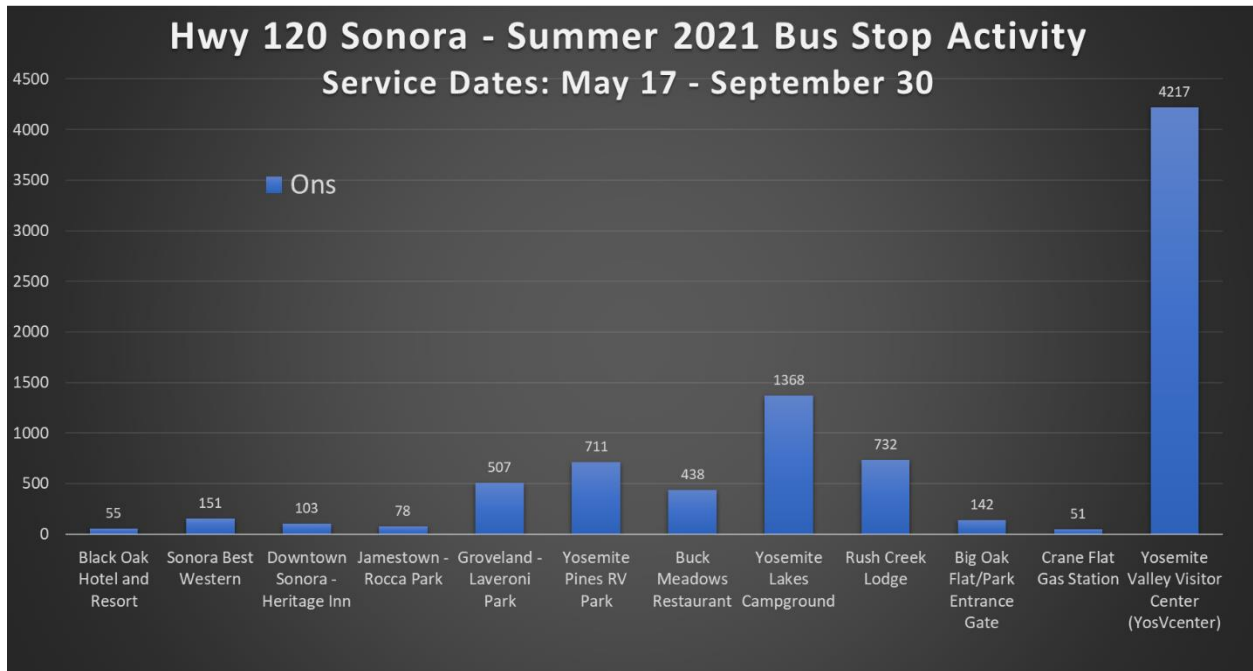
2019/2020: July 1, 2019 - Tioga Pass opens and Hwy 395 Summer service begins; **September 15, 2019** - Hwy 41 Summer service ends; **September 28-30, 2019** - Tioga Road closed due to severe weather - Hwy 395 suspended (3 days); **September 30, 2019** - Hwy 120 and 140 Summer service ends (Hwy 395 Summer service original end date); **October 1, 2019** - Hwy 140 Winter service begins; **October 6-14, 2019** - Briceburg Fire - Hwy 140 suspended (8 days); **October 31, 2019** - Hwy 395 Summer service ends; **March 18, 2020** - Yosemite National Park closure due to COVID-19; **March 25-June 10, 2020** - Hwy 140 operates on modified schedule to El Portal due to COVID-19 travel restrictions and closures; **June 11, 2020** - Yosemite National Park reopens and Hwy 140 Summer service begins; **June 15, 2020** - Tioga Pass opens; **June 22, 2020** - Hwy 41, 120 and 395 Summer service begins

2018/2019: July 12-August 25, 2018 - Ferguson Fire - Yosemite National Park closed (27 days); **September 14, 2018** - Hwy 41 Summer service ends; **September 30, 2018** - Hwy 120, 140 and 395 Summer service ends; **October 1, 2018** - Hwy 140 Winter service begins; **December 22, 2018-January 25, 2019** - Government Shutdown (33 days); **May 27-June 1, 2019** - All Hwy closed due to severe storm (4 days)

2017/2018: July 16-August 24, 2017 - Detwiler Fire - Hwy 140 closed at Cathays Valley (21 days); **May 12, 2018** - Hwy 140 Winter service ends; **May 14, 2018** - Hwy 41, 120 and 140 Summer service begins; **May 26, 2018** - Hwy 395 Summer service begins


Summer 2021 Season Summary





Corridor	Ridership		% Change (compared to last year)
	Summer 2021	Summer 2020	
Merced - Hwy 140	27256	17532	55.46%
Fresno - Hwy 41	9301	5895	57.78%
Sonora - Hwy 120	8553	6785	26.06%
Mammoth Lakes - Hwy 395	5641	3995	41.20%
Total	50751	34207	48.36%

DRAFT


		Highway 395/120 Summer 2022 Service	
		<i>Effective: June 15, 2022 - October 15, 2022</i>	
MAMMOTH → YOSEMITE			
Location		Run 395-1*	Run 395-3
Mammoth Lakes	Mammoth Mountain Inn	6:45 AM	8:30 AM
	The Village Mammoth Lakes	6:52 AM	8:37 AM
	Juniper Springs Resort	7:00 AM	8:45 AM
	Mammoth Lakes Park/Tavern Rd	7:02 AM	8:47 AM
	Shilo Inn	7:05 AM	8:50 AM
June Lake	June Lake Junction 158-395	7:45 AM	9:30 AM
Lee Vining	Mono Basin Visitor Center	7:54 AM	9:39 AM
	Lake View Lodge	7:57 AM	9:42 AM
	Tioga Mobil Gas Mart	8:07 AM	9:52 AM
Tuolumne Meadows	Tuolumne Meadows Store	8:42 AM	10:27 AM
	Tuolumne Meadows Visitor Center	8:47 AM	10:32 AM
White Wolf	White Wolf Lodge	9:27 AM	11:12 AM
Crane Flat	Crane Flat Gas Station	9:57 AM	11:42 AM
Yosemite National Park	Yosemite Valley Visitor Center	10:32 AM	12:17 PM
Advisory: Construction continues inside the park on Tioga Road. Expect delays of up to 15 minutes for lane closures and two-directional traffic control.			<u>PM Times in Bold Font</u>

Reservations are strongly recommended and are available online at YARTS.com. Walk-on services will be limited.

PLEASE NOTE:

- REQ: stops are for DROP-OFFS ONLY. No pick-ups are allowed without an online reservation.
- Driver must be notified at boarding that a passenger wishes to be dropped off at a REQ stop.
- No unscheduled stops will be permitted. **Limited trailhead drops permitted at driver discretion.**
- Scheduled times are estimates. YARTS buses may occasionally run behind schedule due to traffic, road construction, inclement weather and natural disasters.
- Delay notifications and other information can be found at YARTS.com; [Facebook.com/rideYARTS](https://www.facebook.com/rideYARTS); [Twitter.com/rideYARTS](https://twitter.com/rideYARTS); or text YARTS395 to 877-559-2787.
- Face coverings required for all passengers.
- A \$1.00 surcharge will be applied per passenger as a result of COVID-19 safety efforts.

* Run 395-2 only operates July 1, 2022 through August 31, 2022

		Highway 395/120 Summer 2022 Service	
		<i>Effective: June 15, 2022 - October 15, 2022</i>	
YOSEMITE → MAMMOTH			
Location		Run 395-2*	Run 395-4
Yosemite National Park	Yosemite Valley Visitor Center	2:30 PM	5:00 PM
Crane Flat	Crane Flat Gas Station	3:00 PM	5:30 PM
White Wolf	White Wolf Lodge	3:30 PM	6:00 PM
Tuolumne Meadows	Tuolumne Meadows Visitor Center	4:15 PM	6:45 PM
	Tuolumne Meadows Store	4:20 PM	6:50 PM
Lee Vining	Tioga Mobil Gas Mart	5:02 PM	7:32 PM
	Lake View Lodge	REQ	REQ
	Mono Basin Visitor Center	REQ	REQ
June Lake	June Lake Junction 158/395	REQ	REQ
Mammoth Lakes	Shilo Inn	5:27 PM	7:57 PM
	Mammoth Lakes Park/Tavern Rd	REQ	REQ
	Juniper Springs Resort	5:35 PM	8:05 PM
	Mammoth Mountain Inn	5:50 PM	8:20 PM
	The Village Mammoth Lakes	6:00 PM	8:30 PM
Advisory: Construction continues inside the park on Tioga Road. Expect delays of up to 15 minutes for lane closures and two-directional traffic control.			<u>PM Times in Bold Font</u>

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Re: Re-establishment of Regional Rail Service Within the Eastern Sierra Corridor

Dear Mono County LTC,

The recent High Speed Rail investments in California and Las Vegas and the \$31B California Budget surplus presents a unique opportunity: re-establishment of rail service within the Eastern Sierra corridor. This can be achieved by extending Metrolink service from Lancaster to Bishop, and then ESTA bus service from a Bishop station to Mammoth. Constructing rail up to Bishop as a pilot phase could allow for further investment justification as the demand and regional rail service matures. As noted in Chapter 5 of the 2005 Eastern Sierra Transportation Study by Kern County, establishing rail within this corridor is both possible and desired by the local communities. The benefits for both public transit and freight transportation are numerous:

1. Eastern Sierra communities are a significant distance from neighboring large cities containing higher availability of medical care, other services, shopping, and recreation.
2. While Lancaster Metrolink Station would make sense for now, eventually the new Palmdale HSR Station could be the future Eastern Sierra Railroad Terminal. If the railroad were eventually extended to connect with Reno, a freight rail service could capture a percentage of local intermodal traffic and provide enhanced access to mineral resources in western Nevada for both Nevada and Southern California. Having access to the High-speed rail network and Reno/Lake Tahoe would make for a robust and highly desirable regional rail system in the area.
3. Rail service could be significantly funded by tourism travel to the Eastern Sierra, especially to Mammoth Lakes, Yosemite, and Lake Tahoe. Food service, a complementary drink, and quality Instagram photos will likely attract ridership. Traveling from LA to Mammoth in a day and back could further attract ridership and boost local economies, if the passenger service were to operate on a schedule matching this demand.
4. With increasing numbers of electric vehicles, the impacts of long battery charging times will add an emerging form of congestion for travelers. For example, Tesla superchargers take 15+ minutes per car battery compared to a 5-minute gasoline stop. If one EV is charging and forms a line behind it, the last EV will be waiting for a significant amount of time. A passenger train would offer a means to eliminate this inconvenience while additionally using less energy to transport the passenger – more convenience while also being better for the environment and the economy.
5. Local companies and military bases may benefit from the enhanced access to both the outdoor activities to the north and city life to the south to better retain valuable talent. Additionally, rail could offer a cheaper means of receiving valuable materials.
6. More rail investment could mean local electrical grid and EV charging infrastructure could be optimized for fewer upgrades and thus lower cost. According to Reuters, the electrical grid is estimated to require a 2x capacity increase to meet the EV charging demand and Forbes claims de-carbonizing the grid will cost in the neighborhood of \$4.5T. In the end, a train uses 40-50% less energy for a passenger to travel compared to a car and emits 80-90% less emissions, according to Amtrak. Since the country is tending

towards de-carbonizing, it makes sense to invest in something that would be more energy efficient, and in doing so mitigate the high costs that are coming to upgrade the grid.

For cost savings, the route could follow the historical Southern Pacific rail grade between Searles and Bishop which continues to retain much of the original right-of-way. Investment along the Eastern Sierra Corridor would transform passenger and freight potential for the region in a significant way and allow residents and businesses to create increased economic output, travel in a low-hassle manner, and support state and federal climate initiatives. According to the 2019 Caltrans freight assessment of the Eastern Sierra corridor, both freight and tourism are expected to increase at a minimum of 40% by 2040. Investment to anticipate this traffic growth would be fortuitous.

Please see the attached pages for a revised route proposal to the original rail feasibility study.

Sincerely,

Brian Moore

Aerospace Engineer

Sources:

<https://www.reuters.com/article/us-usa-weather-grids-autos-insight-idUSKBN2AX18Y>

<https://www.forbes.com/sites/johnparnell/2019/06/27/cost-of-decarbonizing-u-s-power-grid-put-at-4-5-trillion/?sh=77c72e781427>

<https://www.amtrak.com/travel-green>

Attachment:



Figure 1: Proposed Route (red)

Figure 2: Proposed Route
Terminal: Laws or Eastern Sierra

The proposed route up to Bishop terminating either at Laws or the Bishop airport could provide a good starting point to evolve the rail within the region. The route would contain Class 6 track between Searles and Bishop to allow for faster travel (up to 110 mph) between these long stretches of desert, and anticipate future higher speed service along the corridor. This contrasts the original rail feasibility study which considered a more direct line through Red Rock Canyon and terminating in Mammoth Lakes. Perhaps the original proposal is obtainable after rail demand has increased.

While the rail between Lancaster and Searles is only Class 3 track (freight speed limit 40 mph & passenger speed limit 60 mph), it might be sufficient for a pilot rail project, while upgrades and adding slightly faster routes may be added as the regional rail service matures. The route would have the potential to go at least as fast as driving between the two areas but within the comfort of a train allowing for the avid tourists and adventurers to have even more energy to devote to their vacations.

Proposed Stations: Rosamond, Mojave, Inyokern, Lone Pine, and Bishop.

New Rail Distance: 146 miles

The original rail feasibility study considered this region to cost \$5.5M/track mile in 2005 dollars. Accounting for 18 years of 3% inflation and multiplying by a safety factor of 15%, the project cost would be around: \$1.57B. *This cost to build 146 miles of track is at or below the costs to add several miles of commuter rail within larger cities.*

Project funding could come from:

- California budget surplus
- Federal Railroad Administration Grants/Loans
- Recent Federal infrastructure bill
- Federal Lands Transportation Program
- Federal Lands Access Program
- Perhaps a small or modest increase in sales tax within the Eastern Sierra corridor.

Excerpts from the 2005 Eastern Sierra Transportation Study conducted by Kern County:

Figure C-17 "Passenger train service between Mammoth Lakes and Los Angeles County would be personally appealing."

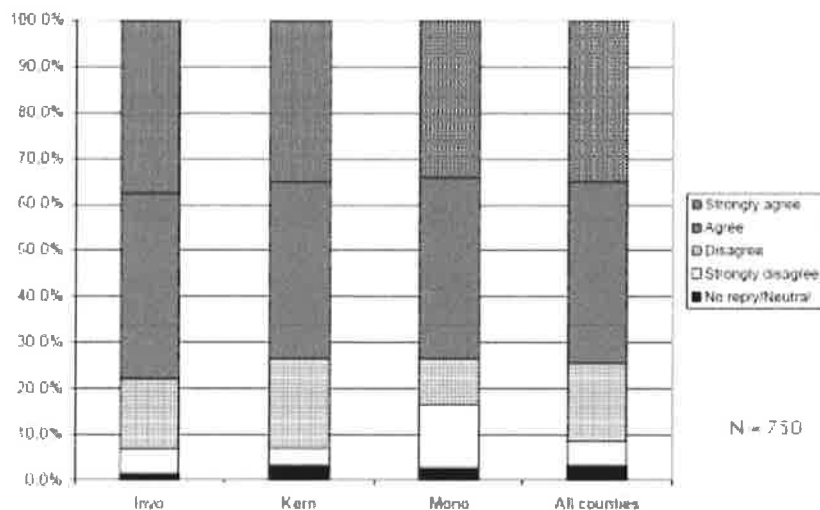


Figure 3: 2005 Eastern Sierra Transportation Study Rail Interest Survey

Figure C-18 “If daily passenger rail service were available between Mammoth Lakes and Los Angeles County, with stops in between, how likely are you, personally, to use it at any time?”

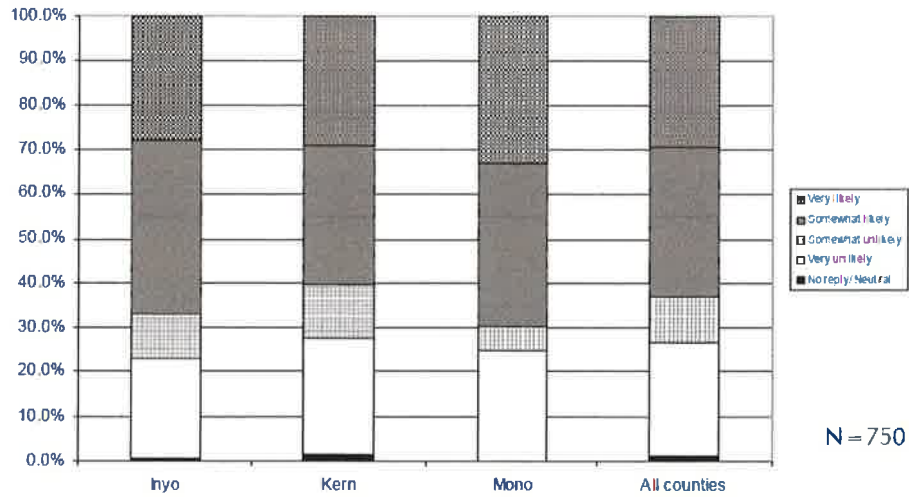


Figure 4: Eastern Sierra Transportation Study Rail Passenger Service Frequency of Use Interest Survey

Figure C-30 Priority of Public Transit

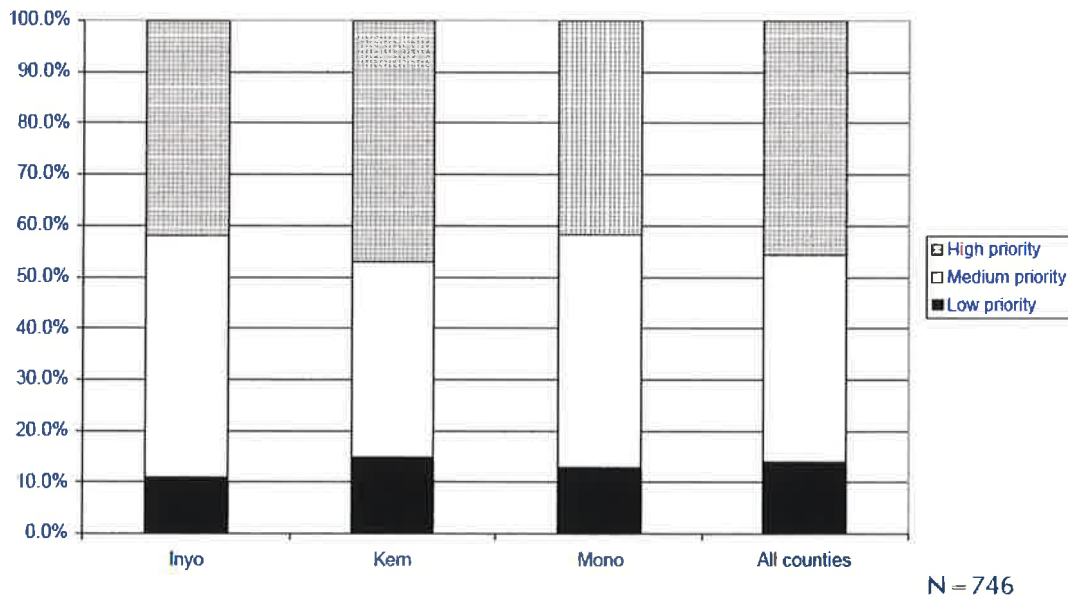


Figure 5: Eastern Sierra Transportation Study Public Transit Priority Survey

Additionally, the state of Nevada in their 2021 State of Nevada Rail Plan has been contemplating adding commuter rail between Carson City and Reno along the former Virginia and Truckee Railroad right-of-way, seen in figure 6. Rail service could extend from here to the former Carson and Colorado right-of-way at Mound House, NV, and continue east to meet up with rail currently in place between Fallon and Hawthorne. From here the rail could extend south to Bishop following the historic C&C RR Mina Branch narrow-gauge route, as seen in figure 7. This would provide a convenient rail line for both freight and residents in Southern California, Northern Nevada, and the Eastern Sierra to visit the many tourism and business opportunities within the region.

Just north of Bishop along the old narrow-gauge rail grade the route winds along US 6, as seen in the figure 8. It would likely be beneficial to drill a tunnel instead of following the narrow-gauge route entirely. This would allow for faster rail travel, especially for freight trains, through this mountain pass both from avoiding the majority of the winding route and the ability to add a milder grade suitable to rail service.

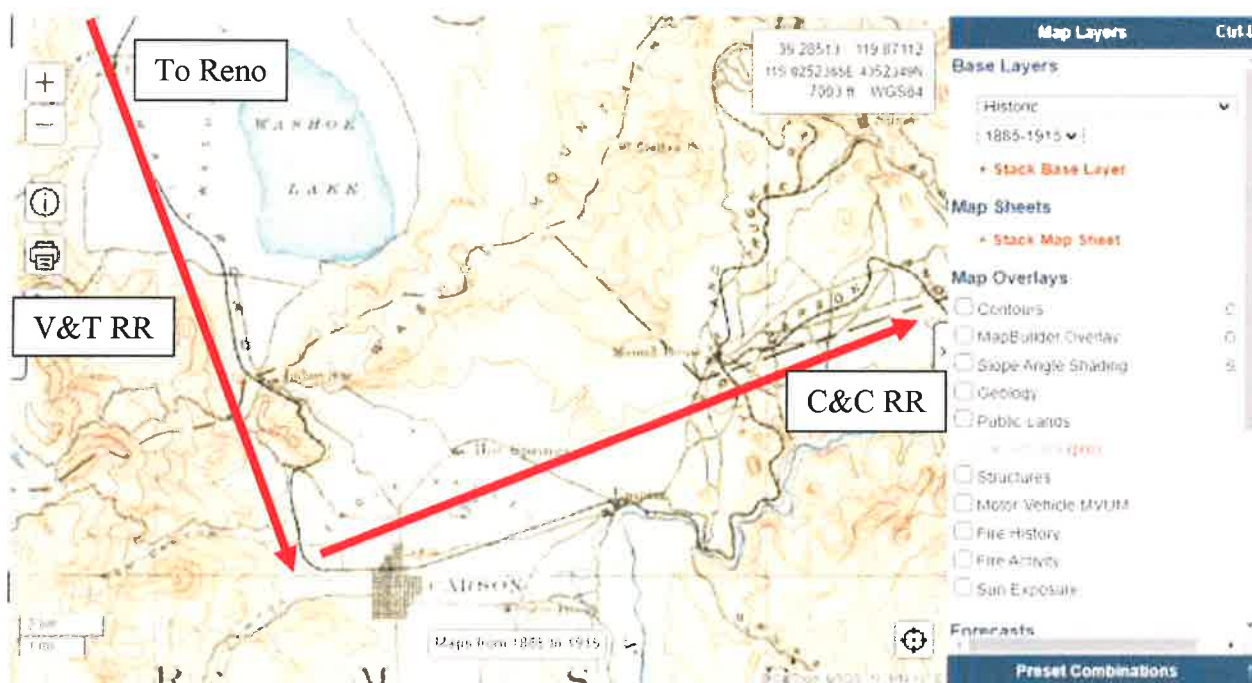


Figure 6: 1885-1915 Map of Carson City Depicting The Historical Virginia And Truckee Railroad (V&T RR) and The Carson and Colorado Railroad (C&C RR) Right-of-ways.

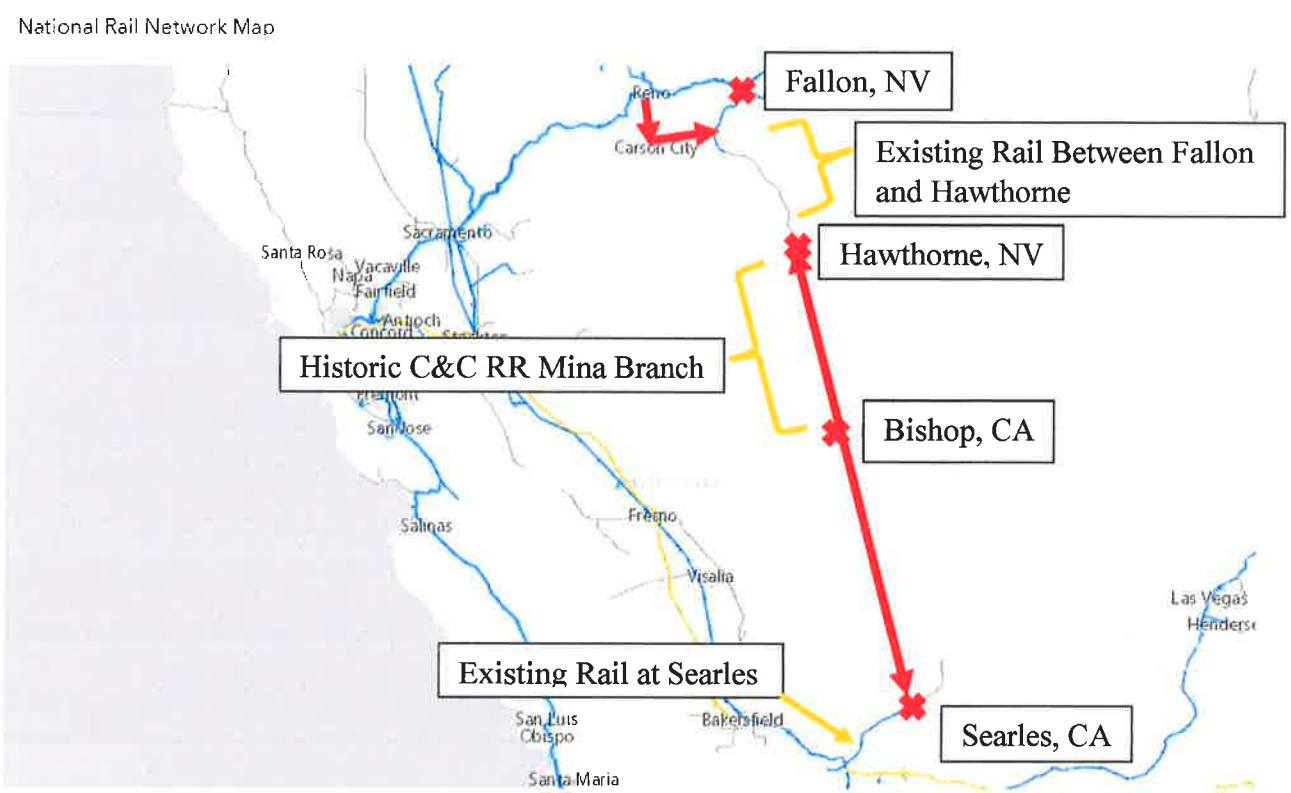


Figure 7: View From The ARCGIS National Rail Map Of The United States Depicting A Possible Rail Connection Between Southern California and Reno



Figure 8: Historic C&C RR Narrow Gauge Route Between Bishop, CA and Mina, NV Along the Current US 6