



**INYO COUNTY  
LOCAL TRANSPORTATION COMMISSION**

P.O. DRAWER Q  
INDEPENDENCE, CA 93526  
PHONE: (760) 878-0201  
FAX: (760) 878-2001



Michael Errante, Executive Director

**AGENDA**

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION**

**On-line Only**

**Topic: Local Transportation Commission & Unmet Transit Needs Hearing  
Time: Apr 21, 2021 09:00 AM Pacific Time (US and Canada)**

**Join Zoom Meeting**

<https://us02web.zoom.us/j/88313113348>

**Meeting ID: 883 1311 3348**

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**All members of the public are encouraged to participate in the discussion of any items on the Agenda. Questions and comments will be accepted via e-mail to: [ipincknev@invocountv.us](mailto:ipincknev@invocountv.us)**

Any member of the public may also make comments during the scheduled "Public Comment" period on this agenda concerning any subject related to the Inyo County Local Transportation Commission.

**PUBLIC NOTICE:** In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Transportation Commission Secretary at (760) 878-0201. Notification 48 hours prior to the meeting will enable the Inyo County Local Transportation Commission to make reasonable arrangements to ensure accessibility to this meeting (28CFR 35. 102-35. ADA Title II).

**April 21, 2021**

**9:00 a.m.** Open Meeting

**ITEM NO. 1** Roll Call

**ITEM NO. 2** Public Comment

## **ACTION ITEMS**

**ITEM NO. 3** Secretary of the Local Transportation Commission - Request approval of the minutes of the meeting of March 17, 2021.

**ITEM NO. 4** Request Commission receive a staff report and a copy of the meeting notes of the Social Services Transit Advisory Council and **conduct a public hearing** to gather input on unmet transit needs.

**ITEM NO. 5** Request Commission program by Resolution No. 2021-02 the FY2021 FTA Section 5311 Program of Projects (POP) with ESTA as the sub recipient of \$116,573 and authorize the Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Inyo County.

**ITEM NO. 6** Request Commission authorize by Resolution No. 2020-03 the Executive Director to sign the Certification and Assurances for the FTA Section 5311(f) Continued Funding for Operating Assistance for ESTA's 395 Intercity Bus Routes.

**ITEM NO. 7** Request Commission program by Resolution No. 2021-04 the 5311 CRRSAA funds and Program of Projects with ESTA as the sub recipient in the amount \$308,189 and authorize the Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Inyo County.

**ITEM NO. 8** Request Commission authorize the Executive Director to sign a Letter of Support for ESTA's grant application seeking funding to expand the Bishop DAR hours.

**ITEM NO. 9** Request Commission ratify a Federal Appropriations request for construction funding of the Olancha Cartago Project as submitted to US Rep. Obernolte on April 9<sup>th</sup>, 2021.

## **DISCUSSION ITEMS**

**ITEM NO. 10** Coronavirus Response and Relief Supplemental Appropriations Act Highway Infrastructure Programs Funding Distribution

**ITEM NO. 11** Discussion of, and request an update on, the best options for incorporating pedestrian safety elements within the timeframe and funding available on Caltrans SHOPP funded Projects:

Manzanar Pavement US395  
Fish Springs Pavement US395

## **INFORMATIONAL ITEMS**

**ITEM NO. 12**        ESTA Report

**ITEM NO. 13**        Tribal Report

**ITEM NO. 14**        DVNP Report

- ITEM NO. 15**      Caltrans Report
- ITEM NO. 16**      City of Bishop Report
- ITEM NO. 17**      Executive Director's Report
- ITEM NO. 18**      Reports from all members of the Inyo County LTC

**CORRESPONDENCE**

None

**ADJOURN** to 9AM, May 19<sup>th</sup>, 2021 On-Line LTC Meeting

# ITEM #3



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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Michael Errante, Executive Director

## MINUTES

### INYO COUNTY LOCAL TRANSPORTATION COMMISSION

#### On-line only meeting

**DATE: March 17<sup>th</sup> 2021**

**9:00 a.m.** Doug Thompson called the meeting to order.

#### **ITEM NO. 1** Roll Call

##### **Commissioners Present:**

Doug Thompson  
Rick Pucci  
Steven Muchovej  
Celeste Berg  
Jose Garcia  
Jennifer Roeser

##### **Others present:**

Michael Errante, Executive Director  
John Pinckney, Staff  
Cynthia Browning, LTC Secretary  
Phil Moores, ESTA  
Ron Phillips, City of Bishop  
Deston Dishion, City of Bishop  
Gerry LeFrancois, Mono LTC  
Jenny Park, IMAH  
Jane Mercer, Death Valley National Park  
Dennee Alcalá, Caltrans  
Mark Heckman, Caltrans  
Austin West, Caltrans

#### **ITEM NO. 2** Public Comment- None

## **ACTION ITEMS:**

**ITEM NO. 3** Election of Officers - The LTC By-Laws state the Chair and Vice-Chair *shall* be nominated and then elected at the first meeting of the calendar year.

**\*Commissioner Pucci nominated Stephen Muchovej for Chair.**

**\*Seconded by Commissioner Garcia.**

**All in favor 6**

**\*Commissioner Roeser nominated Rick Pucci for Vice-Chair.**

**\*Seconded by Commissioner Muchovej.**

**All in favor 6**

**ITEM NO. 4** Secretary of the Local Transportation Commission - Request approval of the minutes of the meeting of December 16, 2020.

**\*Commissioner Thompson motioned to approve. Commissioner Roeser seconded.**

**All in favor 6**

**ITEM NO. 5** Request Commission approve Resolution No. 2021-01 authorizing the execution of the Low Carbon Transit Operations Program (LCTOP) and allocating \$19,118 of FY 2020-2021 funds toward the purchase of an electric bus.

**\*Commissioner Pucci motioned to approve. Commissioner Garcia seconded**

**All in favor 6**

**ITEM NO. 6** Request Commission authorize staff to submit a letter supporting allocation of Federal CRRSAA (Coronavirus Response and Relief Supplemental Appropriations Act) transportation funding in accordance with STIP allocation formula distribution

**\*Commissioner Muchovej proposed to submit the letter. No objections were made.**

## **DISCUSSION ITEMS**

**ITEM NO. 7** Request Commission receive a staff report on Local Transportation Fund estimates for FY 21-22

John Pinckney briefly outlined the staff report from the packet and stated that the Commission is being asked to receive the Inyo County Auditor's estimate of Local Transportation Funds (LTF) tax revenues available in FY 21-22 for distribution in accordance with the Transportation

Development Act (TDA). Staff has included recommendations and is asking for input and direction on proposed allocations

Staff is recommending, in line with last year, a 10% Administrative Allocation plus any required audit fees. A reserve balance is crucial to making annual allocations and the monthly payments. Tax revenues vary by month and year. Staff recommends setting a reserve target of 15% to 20% of the annual allocation amount. Currently there are excess reserves (over the 15 to 20% target) in the LTF account. Last year prior to covid, staff was requesting your commission to distribute approximately \$250,000 in reserves according to the priorities on pg.2; to 2% Bike & Ped, 5% Community Transit (ESAAA) with the remainder to ESTA.

**ITEM NO. 8** City of Bishop Main Street crosswalks and safety discussion

Deston Dishion said that at the February 8<sup>th</sup> City Council meeting, Council and staff discussed the safety of pedestrian crossings on Main St. and W. Line St. Over the past several decades Caltrans has moved several crosswalks along Main Street. The public is concerned about these crosswalks. Deston went on to say that through the discussions at the meeting, they narrowed it down to pedestrian crossings having speed feedback signs in the city limits. He said they also talked about enhanced crossings.

Deston said he is looking for support from the LTC to send a letter requesting Caltrans, within their SHOPP budget, to look at these improvements on the Main St. Commissioner Muchovej also requested that the LTC send a letter to Caltrans requesting funds.

Commissioner Thompson stated that the whole corridor has the same issues and an overall study for all of the towns should be done, not just Bishop.

Commissioner Roeser said she agrees with Doug Thompson, that in supporting the city, she would also like to bring forth the issue with the entire corridor. Jen said she supports the proposal to submit a letter, but would like to include the rest of the corridor.

Commissioner Muchovej said that if we did the homework of identifying those particular crosswalks, we would have an improved chance of receiving SHOPP funds. Commissioner Muchovej said he would like the commission to do some brainstorming before the next meeting to identify these points in order to present a coherent picture to Caltrans. Commissioner Pucci said Caltrans is the best on doing these kinds of studies, referring to the macro studies. He suggested that we get some ideas with what really helps.

Mark Heckman of Caltrans said that statewide their SHOPP is only funded for 37% of the statewide needs. He went on to say that while it may appear they have a lot of money, they are 63% underfunded. Mark said there are a lot of needs statewide and they compete with LA and the Bay Area.

Commissioner Berg said she is in support of the letter, looking for some specificity.

**ITEM NO. 9** Introduction by LTC staff to the Draft Overall Work Program for Fiscal Year 2021-2022 and provide feedback.

John Pinckney presented the OWP outlined in the agenda. He stated that one of the major sources of funding for the LTC is through the OWP agreement with Caltrans. John said he has included, in the agenda packet, the draft that he submitted to Caltrans. John went on to say that the OWP provides funding to staff salaries, oversight, commission meetings, administration time, both for the LTC and the Overall Work Program.

John shared on screen, the LTC 2020/2021 OWP funding source and expenditure summary (page 67 of the packet).

Commissioner Roeser asked John where the Planning Program and Monitoring fund comes from. John answered that it comes from 5% of the STIP program.

Commissioner Muchovej asked if there is a chance that in the Overall Work Program for next year, we can work on an update of feasibility study looking to have a truck route that goes toward the Bishop Airport and meets up at HWY 6 at Laws. John answered that it would be a Caltrans project and we can possibly put some money toward it.

Mark Heckman stated that if the LTC wants to pursue this study, a decision must be made by the June 2021 LTC meeting.

**ITEM NO. 10** Receive the second quarter invoice of Rural Planning Assistance funds in Fiscal Year 2020-2021

John Pinckney briefly went over the quarterly invoice. No questions or comments made.

## **INFORMATIONAL ITEMS**

**ITEM NO. 11** ESTA Report

Phil Moores said covid has had no direct impact to their staff. Ridership is 71% down. Phil went on to say that congress passed a new Federal bailout for public transit and he hopes to get relief. Phil said that ESTA will be running the Reds Meadow Shuttle this year.

Phil shared an electric bus video.

**ITEM NO. 12** Tribal Report -None

**ITEM NO. 13** DVNP Report

Jane Mercer reported that DVNP has an existing multi-use trail that they are looking to extend. Jane went on to say that the existing trail goes from Borax to the visitor's center. They are looking to extend that trail from the Visitor's Center to the Furnace Creek Ranch and then taking that same off road trail next to SR 190 to the Furnace Creek Inn.



Jane also reported that the DVNP is working with Caltrans to widen a shoulder from Furnace Creek Inn to the entrance at Cow Creek (Park Road) and Looking to put up signs with history information about Cow Creek.

**ITEM NO. 14** Caltrans Report  
Annual Average Daily Traffic Report  
Update of wildlife crossings

Denee Alcala reported that the Olancha Cartago Desert Tortoise Fence Installation Project has been approved and will begin construction next month. Other projects are the PED safety project will begin at the end of this month. Denee went on to say that they are in the development environmental phase of the Bishop Pavement Project on Main Street and Hwy 168.

Austin West reported on the wildlife crossing. He said that the Eastern Sierra wildlife Stewardship Team received some funding through BLM from the National Fish and Wildlife Foundation to purchase and install signs and fencing near Mammoth Creek and also wildlife undercrossing and fencing on the Senora Shoulders Project in Mono County. Austin went on to say that the Eastern Sierra Land Trust is looking for private funding for our projects along the Airport in Mammoth Lakes.

Austin also mentioned that Caltrans has their annual average daily traffic report for 2020, a corridor look at the historic volume on Hwy395, Hwy14, Hwy58 and Hwy 6.

**ITEM NO. 15** City of Bishop Report

Deston Dishion reported that the City of Bishop has been working with two of Caltrans' projects: The raised median at Church St. and at the Park to get irrigation and landscaping and the grinding and repaving program on Main Street.

**ITEM NO. 16** Executive Director's Report

Michael Errante gave a brief update and highlights on current projects. No questions or comments

**ITEM NO. 17** Reports from all members of the Inyo County LTC

Commissioner Rick Pucci thanked Doug Thompson for his long term dedication and service as Chairman for the LTC.

**CORRESPONDENCE:** none

**ADJOURNMENT:** 11:26 a.m.

# ITEM #4



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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Michael Errante  
Executive Director

## S T A F F   R E P O R T

**MEETING:**                    April 21, 2021

**PREPARED BY:**         John Pinckney, Transportation Planner

**SUBJECT:**                    Unmet Transit Needs Hearing

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### **Recommended Action**

Staff recommends that your Commission 1) receive the annual Social Services Transit Advisory Council (SSTAC) meeting notes and 2) conduct a public hearing to gather input on unmet transit needs.

### **Background**

As a guide for receiving comments, refer to the definition of an “unmet transit need” and “reasonable to meet” set forth in the LTC Organization and Procedures Manual.

### **Unmet Transit Need**

An unmet transit need exists if an individual or individuals of any age or physical condition are unable to transport themselves from one location to another. Documentation regarding the unmet need and the person’s residential address must be provided in a letter addressed to the Executive Director of the ICLTC or by testimony at a public hearing held for the purpose of determining unmet transit needs. An unmet transit need is, at a minimum, those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and that have not been implemented or funded.

### **Reasonable to Meet**

A documented unmet transit need is reasonable to meet if:

- A service can be provided which meets a minimum farebox of 10% of operating costs; and,
  - a. It is transit service for essential intra-county purposes which are defined as medical or dental services, shopping, employment, personal business, or social service appointments; or
  - b. It is transit service for essential inter-county purposes which purposes are defined as medical or dental services or social service appointments not available in this county or the out-of-county destination is the closest location where the services are available to the

origin of the trip; and, the origin and/or destination of the trip are within two miles of the established area of operation or cohesive community.

In addition to the above definitions, it is reasonable for a person boarding a transit vehicle to expect that vehicle to travel the most direct route, practicable with normal operating procedures, to its destination.

### **2021 Social Services Transit Advisory Council (SSTAC)**

The SSTAC's input shall be incorporated with and made an integral part of the ICLTC's annual "Unmet Transit Needs" hearing and findings process. The purpose of this hearing is to obtain citizen input regarding unmet transit needs and to receive information from the SSTAC meeting held on April 7, 2021. The meeting notes from that meeting are attached for your information. There was a review of services, discussion of potential applicants and discussion of potential additional services. ESTA staff was present and was able to answer questions clarifying what services they provide. LTC staff would like to thank those who attended the SSTAC meeting. There was a discussion of a variety of Eastern Sierra transit issues. Issues raised include: extending the Bishop Dial A Ride hours later into the evening, extending service for inter-regional routes to the weekends, a discussion of transit schedules and locations served.

### **Background Information on Transportation Development Act related sales tax revenues**

One of the primary duties of the Inyo County LTC is the administration of TDA funds, both Local Transportation Funds (LTF) and State Transit Assistance (STA). The ICLTC allocation of STA monies goes to ESTA as our only designated Consolidate Transportation Service Agency (CSTA). The LTF monies are allocated to multiple end uses by your Commission. The LTF is derived from a 1/4% of the total sales tax revenue generated in Inyo County, including the City of Bishop.

The largest allocation of LTF funds has been for public transit and has been allocated to ESTA, a portion of these funds is allocated to the LTC for the administration, 5% is eligible to be allocated for community transit services (Eastern Sierra Area Agency for Aging being the only current eligible applicant), and 2% is eligible to be allocated to pedestrian and bicycle facilities. If there are remaining funds, those funds can be allocated for work by the County and City on local streets and roads.

### **Overview**

The LTC has not allocated Transportation Development Act funds for local streets and roads for at least 15+ years. ESTA has made every effort to revise their services to serve unmet transit needs as identified. Here is a partial list of how ESTA has been able to adjust their services:

- ❑ Extending DAR Services to Keeler
- ❑ Having the Mammoth Express bus stop in Rovana or Round Valley on a call-stop basis
- ❑ Continue US 395 bus south to Lancaster
- ❑ Lone Pine residents can now travel from Lone Pine to Reno in a day – this was accomplished by moving the northbound US 395 bus departure back and moving the Lone Pine to Bishop bus forward
- ❑ Extending the Wilkerson deviated fixed route bus to Keough's Hot Springs on a call-stop basis
- ❑ ESTA acquired a grant for people to access out of the area non-emergency medical services. People arrange rides with private parties and apply to ESTA for reimbursement of expense. The reimbursement rate is based on the annual IRS Medical Travel Rate.

If funding allows, ESTA may be required to provide any new services that meet the definition of being an "unmet transit need" and "reasonable to meet." It should be noted that TDA funds in Inyo County are only slowly increasing and have been hard to predict during the Covid pandemic. It will be a challenge

for ESTA to increase their current services. At the same time, it is important to know the transit needs in the area and ESTA has been successful at obtaining some transit grants to provide additional services or help fund existing services and to extend their existing services.

The findings from the SSTAC meeting and the two LTC unmet transit needs hearings will be used to identify unmet transit needs. The results of these hearings, which will be brought before your Commission at the June 2021 meeting, are an essential part in determining the allocation of TDA revenues in FY 2021-2022.

attachments: -Agenda for SSTAC 4/7/21 meeting  
-Meeting notes from the 4/7/21 SSTAC meeting



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Michael Errante, Executive Director

**Social Services Transit Advisory Council**

**AGENDA**

**ZOOM Meeting**

**April 7, 2021**

**11:00 a.m.- 12:00 p.m.**

- 1. INTRODUCTIONS**
- 2. REVIEW OF PURPOSE**
- 3. SCHEDULE OF PUBLIC HEARINGS**
- 4. REVIEW OF PRIOR YEAR ALLOCATION**
- 5. IDENTIFY POTENTIAL CLAIMANTS**
- 6. REVIEW SERVICES PROVIDED**
  - a. Administrative**
  - b. Bike & Ped Program**
  - c. ESTA**
  - d. ESAAA**
- 7. OPEN DISCUSSION OF IDEAS & POTENTIAL ISSUES**

**ADJOURNMENT**



# INYO COUNTY



## LOCAL TRANSPORTATION COMMISSION

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Michael Errante, Executive Director

## Social Services Transit Advisory Council

### Minutes

### ZOOM Meeting

**April 7, 2021**

Meeting opened: 11:00 a.m.

### INTRODUCTIONS

Michael Errante, Public Works Executive Director, Executive director of LTC  
John Pinckney, LTC Planner  
Cynthia Browning, LTC secretary  
Tyler Davis, ESAAA  
Jenny Park, IMAH  
Robert Hughes, IMACA  
Phil Moores, Director of ESTA  
Mark Heckman, Caltrans  
Adam Whitesman, Caltrans  
Rick Franz, Caltrans  
Arlene Calahan- Rider  
Oscar Esparza- Northern Inyo Hospital District Care Shuttle  
Quanah Mason- ESTA Rider

### REVIEW OF PURPOSE

John Pinckney, LTC Staff started by stating the purpose of the meeting and introducing himself. He stated that the Transportation Development Act requires that we allocate LTF funding only after considering whether local transit agencies are recognizing and accommodating for unmet transit needs, if they are reasonable to meet.

## **SCHEDULE OF PUBLIC HEARINGS**

The LTC is required to have this initial meeting as well as two public hearings which are generally at the LTC Transportation Commission's regularly scheduled meetings. John Pinckney stated that public hearings will be scheduled at the LTC meetings on April 21<sup>st</sup> and May 19<sup>th</sup>, 2021

## **OPEN DISCUSSION OF IDEAS & POTENTIAL ISSUES:**

\*Phil Moores of ESTA stated that he has a list of requests for the following:

- An increase of frequency for the Lone Pine/Bishop connection.
- Weekend 395 service.
- Inyo County trailhead service that serves the Whitney Portal, Horseshoe Canyon and Onion Valley areas.
- Lancaster and Reno service on Saturday and Sundays.

Phil said that the expansion of the Bishop Airport will probably stress the existing dial a ride services. He said he has a short range transit plan coming this summer that will address all of these points.

Phil went on to report that he recently came across a grant program called "Community Ride" through the FDA. The money would last for 15 months after which he would need to figure out how to keep funding.

\*Jenny Park of ESTA said that they would like longer hours for Bishop Dial a Ride and also weekend trips to Lancaster would be very helpful for their clients.

\*Arlene Calahan, Rider, said she would like to see longer hours for Bishop Dial a Ride.

\*Robert Hughs of IMACA said his staff has talked about wanting fixed route service in Bishop instead of having to call Dial a Ride for pick-ups.

\*Rick Franz of Caltrans stated he is excited about the prospect of a fixed route service.

\*Mark Heckman of Caltrans said he would like to see Dial-a-Ride service to the river and to the White Mountain Research Station. He also said that the Dial-a-Ride phone system is hard to navigate and needs to be updated.

Phil Moores replied to Mark that he has recently reached out to a company for a new phone system and is looking into updated technology. Phil also said that service to the White Mountain Research Station is a good idea and thanked Mark for the feedback.



\*Oscar Esparza of Northern Inyo Hospital said that the numbers with Care Shuttle are good and doing about 10 drives a day and doing service at night when ESTA is not available. Oscar said he would like to see ESTA extend its hours as well.

\*John Pinckney concluded the meeting by saying that all of these suggestions and ideas will be looked into and will be brought to the Commission. John also said that everyone is welcome to participate at the public hearings on April 21<sup>st</sup> and May 19<sup>th</sup>.

Meeting adjourned: 12:00 p.m.

# ITEM #5



Date: April 21, 2021

## **STAFF REPORT**

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

Initiated by: Phil Moores, Executive Director

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### **RECOMMENDATION**

It is recommended that the Commission program by Resolution 2021-02 the Federal Fiscal Year 2021 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$116,573 in Federal funds and authorize the Local Transportation Commission, Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Inyo County.

### **BACKGROUND:**

Federal Transit Administration Section 5311 funds are apportioned annually to each county to be used only for public transportation projects in non-urbanized areas. Section 5311 funds may be used for capital, operating or administrative assistance to state or local agencies that are operators of public transportation services. For the Federal Fiscal Year 2021, Inyo County was apportioned \$116,573.

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

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

Eastern Sierra Transit Authority is seeking approval by Resolution the Federal Fiscal Year 2021 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$116,573 in Federal funds and authorize the Local Transportation Commission, Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Inyo County.

Resolution No. 2021-02

A RESOLUTION OF THE INYO COUNTY LOCAL TRANSPORTATION COMMISSION, STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE SUBMISSION OF 2021 FEDERAL TRANSIT ADMINISTRATION SECTION 5311 APPORTIONMENT GRANT WITH EASTERN SIERRA TRANSIT AUTHORITY AS THE SUBRECIPIENT OF THE \$116,573; AND AUTHORIZE THE INYO COUNTY LOCAL TRANSPORTATION COMMISSION, EXECUTIVE DIRECTOR TO SIGN ALL REQUIRED CERTIFICATIONS AND ASSURANCES.

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

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

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

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

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

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

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

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

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

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

PASSED AND ADOPTED THIS 21<sup>th</sup> DAY OF April, 2021

BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

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\*\*\* add name here\*\*\*,

Inyo County Local Transportation Commission, Chair

Attest: \_\_\_\_\_  
Cynthia Browning, Commission Secretary

# ITEM #6



Date: April 21, 2021

## STAFF REPORT

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

Initiated by: Phil Moores, Executive Director

### **RECOMMENDATION**

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

### **BACKGROUND:**

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

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

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

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

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

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

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

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

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



**RESOLUTION #2021-03**

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

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

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

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

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

**PASSED AND ADOPTED** THIS 21<sup>th</sup> DAY OF APRIL, 2021,

BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

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Inyo County Local Transportation Commission

Attest:

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Signature

- Commission Secretary

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Name

# ITEM #7



Date: April 21, 2021

## **STAFF REPORT**

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

Initiated by: Phil Moore, Executive Director

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### **RECOMMENDATION**

It is recommended that the Commission program by Resolution No. 2021-04 the 5311 Program Corona Relief and Response Supplemental Appropriation Act (CRRSAA) funds and Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient in the amount \$308,189 and authorize the Local Transportation Commission, Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Inyo County.

### **BACKGROUND:**

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

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

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

The FTA 5311 formula program allocated \$308,189 to Inyo County. ESTA intends to use these funds to support operations in Inyo County. There is no local match on CRRSAA funds.

Eastern Sierra Transit Authority is seeking approval by Resolution for the 5311 Program CRRSAA funds and Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient in the amount \$308,189 and authorize the Local Transportation Commission, Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Inyo County.

## RESOLUTION NO. 2021-04

RESOLUTION OF INYO COUNTY LOCAL TRANSPORTATION COMMISSION, STATE OF CALIFORNIA, AUTHORIZING THE FEDERAL FUNDING UNDER FTA SECTION 5311 (49 U.S.C. SECTION 5311) WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION WITH EASTERN SIERRA TRANSIT AUTHORITY AS THE SUBRECIPIENT OF THE \$308,189;

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

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

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

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

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

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

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

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

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

That Eastern Sierra Transit Authority is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 operating assistance for public transit in Inyo County in the amount of \$308,189

**PASSED AND ADOPTED** this 21<sup>st</sup> day of April, 2021 by the Inyo County Local Transportation Commission of Inyo County, State of California, at a regular meeting of said Commission by the following vote:

BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

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Inyo County Local Transportation Commission

Attest: \_\_\_\_\_  
Cynthia Browning, Commission Secretary

# ITEM #8

## STAFF REPORT

Subject: Grant Funding Opportunity – Bishop DAR Expansion

Prepared by: Phil Moores, Executive Director

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### **BACKGROUND:**

A call for projects was announced from the Rural Transit Assistance Program (RTAP). The purpose of the grant is to support transportation partnerships that improve social determinants of health in rural and tribal communities. Projects will support access to critical needs like employment, healthcare, education, healthy food, social services, or recreation, as well as build the capacity of transit programs. Awards are up to \$100,000 to be spent within 15 months of project funds obligation.

ESTA's application seeks to expand Bishop DAR from 5:30pm to 8:30pm weekdays, and extend DAR hours from 12:30pm to 5pm Sundays.

Northern Inyo Hospital, Alpine Recover Center, and Inyo Mono Advocates for Community Action (IMACA) have verbally committed to partnering, and I have tentative agreements from others. I have contacted Inyo-Mono Association for the Handicapped, Wild Iris, and Oasis of Grace Church. These organizations provide community services that would benefit from expanded DAR hours. In addition, DAR expansion has been on the Unmet Transit Needs list in Inyo County. Unmet Transit Needs items are received during Regional Planning Advisory Committee meetings.

The grant requires a plan to cover the expansion costs after the 15-month project is complete. The Inyo LTC, which conducts the Unmet Transit Needs program, is the most likely to sustain the expanded service through Transportation Development Act funds.

### **ANALYSIS:**

The last hour of weekday service is very busy which indicates demand for services after we close. We have received requests for later weekday services to connect the returning 395 Reno Route to the greater Bishop area. The 395 Reno returns to Bishop at 6:20pm. Alpine Recovery Clinic finishes meetings around 8:30pm Mon-Wed-Fri. IMACA gets after hours calls for transporting personal belongings, but cannot transport people.

Bishop Airport expansion will stress our Dial-a-Ride locally. Even though Mammoth expects the lion's share of visitors, Bishop should expect a percentage of local activity from both residents and nonresidents. Trips to

and from the airport both during the day and evening are to be expected.

Sundays are not busy, but Sunday morning is not typically a high demand period anywhere. Church services end after we close and Sunday afternoon presents better demand opportunity than the morning. We should try to get it funded and test the waters, but it does not hold the promise of the weekday evening service.

If after the project finishes the ridership does not justify the expense of the full expansion, then a scaled back version would be considered. If the grant is awarded or we decide to move forward with the expansion without grant funding, a scaled back version may still be prudent. If TDA Funding declines and the Inyo LTC cannot fund the full plan, then again, we may decide that simply adding two hours to weekdays is sufficient.

The Town of mammoth Lakes occasionally wants to pay for and add services such as extra Lakes Basin Trolleys this summer. Besides that, there have been three service expansion projects that staff has prioritized:

1. Saturday and/or Sunday 395 Routes
2. Bishop Dial-a-Ride weekday nights (with Sunday to complete our schedule)
  - a. This dovetails with Airport expansion (we expect three flights daily: morning, afternoon and early evening.)
3. Inyo County Trailhead service (summer only)

**FINANCIAL:**

The annual project cost is \$93,288 in its fully expanded form. Reducing Sundays and weekday hours is an option to scale the project if funding is unavailable for the full expansion. Matching funds are not required on the grant.



<b>Option 1</b>				
<b>Full Expansion Project Cost</b>				
	Week	Year	\$/hr	\$/yr
Weekdays	15	780	\$92.00	\$71,760
Sunday	4.5	234	\$92.00	\$21,528
		Total Per Year		\$93,288
<b>Option 2</b>				
<b>No Sundays Expansion Project Cost</b>				
	Week	Year	\$/hr	\$/yr
Weekdays	15	780	\$92.00	\$71,760
		Total Per Year		\$71,760
<b>Option 3</b>				
<b>No Sundays/2 Hour Weekday Expansion Project Cost</b>				
	Week	Year	\$/hr	\$/yr
Weekdays	10	520	\$92.00	\$47,840
		Total Per Year		\$47,840

**RECOMMENDATION:**

The Commission is requested to authorize the Executive Director to sign a letter of support for the grant application and commit to an appropriate level of Transportation Development Act funds to support the Unmet Transit Need, namely, the expanded Bishop Dial-a-Ride, after the 15-month project is complete.

# ITEM #9

**Jay Obernolte**  
**Appropriations Application for Fiscal Year 2022**  
**(Oct. 1, 2021 - Sept. 30, 2022)**

**\*\*\*Please read this page carefully before proceeding\*\*\***

- Please do not change the format, rearrange order, or otherwise alter this form. Use as much space under each heading as needed. Attach separate sheets if necessary.
- Fill out the form completely.
- The application form must be submitted electronically in Microsoft Word format.
- Forms **must** be emailed to [ca8\\_approps\\_requests@mail.house.gov](mailto:ca8_approps_requests@mail.house.gov) by COB April 9 to be considered.
- If you are submitting more than one funding, language, Community Project funding request, please use a separate form for each individual request.
- Questions should be directed to the appropriate legislative staffer by email or at 202-225-5861.

<b>Subcommittee</b>	<b>Staffer</b>
Agriculture, Rural Development, Food and Drug Administration, and Related Agencies	Reid Dagul
Commerce, Justice, Science, and Related Agencies	Rob Hicks
Defense	Collin Sabine
Energy and Water Development, and Related Agencies	Reid Dagul
Financial Services and General Government	Collin Sabine
Homeland Security	Rob Hicks
Interior, Environment, and Related Agencies	Reid Dagul
Labor, Health and Human Services, Education, and Related Agencies	Reid Dagul
Legislative Branch	Patrick Paolini
Military Construction, Veterans Affairs, and Related Agencies	Collin Sabine
State, Foreign Operations, and Related Programs	Patrick Paolini
Transportation, and Housing and Urban Development, and Related Agencies	Collin Sabine

**Jay Obernolte**  
**Appropriations Application for Fiscal Year 2022**  
**(Oct. 1, 2021 - Sept. 30, 2022)**

*\*\*\*Please read this page carefully before proceeding\*\*\**

*OR*

## Community Project Funding Request

- Please review the Appropriations Committee Community Project Funding Request Guidance, including which accounts are eligible, and key items to include in submission justifications for each of these requests [here](#).
- Requests not fully in accordance with Committee requirements will not be considered.
- Only non-profit entities, public institutions, and state and local government entities are eligible to request projects. Projects cannot be designated for private individuals or for-profit entities.
- **Submissions must include proof of community support** – please attach any letters, endorsements, media, listing on state use plans, community development plans, etc, to the email along with the request.
- Note that any request does not waive matching fund requirements.
- Note that any submitted information may be made public.
- Each member of Congress may only submit 10 Community Project Funding requests.

## Requestor

County of Inyo, CA

John Pinckney, Inyo County

Main 760-878-0201 direct 760-878-0207 cell 541-948-0669

[jpinckney@inyocounty.us](mailto:jpinckney@inyocounty.us)

Transportation Reauthorization Legislation

### **Olancha/Cartago Four-Lane Project**

#### **Program Description**

The proposed project (project) would upgrade U.S. Highway 395 (U.S. 395) from two-lane conventional highway to four-lane divided expressway. The project begins at PM 29.2, south of the community of Olancha, and ends at PM 41.8, north of the community of Cartago. The primary purpose of the project is to improve safety for the traveling public, including the goods movement sector, by separating opposing traffic, reducing access points, and widening shoulders. The project would also increase through-put by reducing peak traffic congestion (time spent following due to speed differentials), improve drainage, and fill a critical void between existing sections of four-lane divided expressway.

**Jay Obernolte**  
**Appropriations Application for Fiscal Year 2022**  
**(Oct. 1, 2021 - Sept. 30, 2022)**

**\*\*\*Please read this page carefully before proceeding\*\*\***

The total future project cost estimate is \$92,950,000. The amount requested is \$55,770,000; which would cover a portion of the construction (support and capital) costs. State funds would provide the remaining \$37,180,000 in construction costs. Additionally, an amount of \$15,180,000 has been programmed through prior State Transportation Improvement Program (STIP) cycles and will be used to get the project ready for construction contract listing. All phases of the project will be complete and ready to obligate funds and proceed to construction by fall 2020 (see Table 8).

**Program Justification**

The purpose of this project is to increase the safety of this section of U.S. 395, improve throughput, and provide four-lane route continuity with the adjacent Sage Flat and Ash Creek four-lane expressway sections.

Currently, this section of U.S. 395 is an undivided two-lane highway with no access restrictions. Due to numerous private and commercial access points in the communities of Olancho and Cartago and limited sight distances, a majority of this section does not allow passing. There is a mix of slower recreational and commercial vehicles; local, residential and business traffic; and faster through-vehicles. The posted speed limit is 55 mph within the communities and 65 mph outside them. Vehicles are traveling at higher speeds as they enter this section of highway from four-lane divided expressway on either side. All of these factors lead to queuing, driver frustration, and frequent unsafe passing maneuvers; this has resulted in a fatal accident rate that is 1.5 times the statewide average.

The proposed four-lane project would increase safety for the traveling public by separating opposing traffic, removing passing restrictions, controlling/limiting access points, and providing adequate shoulder widths for errant vehicle recovery, bicyclists/pedestrians (addressing Complete Streets), and emergency and disabled vehicle parking. The project would also improve throughput to meet present and future travel (passenger and goods movement) demands, and ease peak traffic congestion and time spent following in Olancho and Cartago. Finally, the proposed four-lane project would provide facility continuity and would ensure four-lanes for U.S. 395 throughout Inyo County.

U.S. Highway 395 in California is classified functionally as a Rural Principal Arterial and is included in the California Freeway and Expressway System. It is also included in the National Highway System as classified by the U.S. Department of Transportation (23 USC 103) and as part of the Strategic Highway Network (STRAHNET) and the Surface Transportation Assistance Act National Network (STAA).

This project is the last section of U.S. Highway 395 in Inyo County that is not four lanes. With the completion of this project, a critical void would be filled creating a continuous four-lane section from the junction of U.S. Highway 395 and State Route 14 in Kern County to north of Lee Vining in Mono County.

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**\*\*\*Please read this page carefully before proceeding\*\*\***

**Community Benefit**

US 395 provides lifeline accessibility for rural communities where there are no alternative routes to access goods and services or for detours in the event of a road closure. US 395 has been designated as a major evacuation route for the Town of Mammoth Lakes in the event of an emergency in both the *Long Valley Craters – Mono Craters Contingency Plan* and the *Mono County Local Hazard Mitigation Plan*. The Corridor is also identified as an evacuation route for the North Los Angeles County area by the Los Angeles Department of Public Works.

Because motorists spend a good portion of time closely following other slower vehicles, the highway often operates at a reduced level of service. This is especially evident on weekends and holidays when traffic volumes are extremely heavy. Because the study area is mostly rural, drivers of passenger cars tend to travel at a high rate of speed along the route. But trucks and recreational vehicles usually travel more slowly, so traffic starts to “queue” (line up) behind the larger, slower vehicles. As slower vehicles form longer queues, drivers can become frustrated and may attempt to pass, often unsafely. In addition, through more than half of the project limits, barrier striping prohibits passing by those drivers who would prefer to travel faster. In areas without barrier striping, passing opportunities are further restricted by the high traffic volumes.

**Public Safety**

These factors have led to a traffic accident fatality rate 29% higher than the statewide average. According to the October 2016 Traffic Data Report, between 2004 and 2014, 113 accidents were reported. Of these, 29 percent of the collisions involved hit objects, while almost 33 percent involved overturned vehicles (rollovers) and 14 percent involved sideswipes. Main collision factors were speeding (29 percent) and improper turns (26 percent).

Increasing traffic volumes can be expected within this segment on U.S. Highway 395 through 2040. Low level of service is especially evident on weekends and holidays when traffic volumes are extremely heavy. Because the study area is mostly rural, drivers of passenger cars tend to travel at a high rate of speed along the route. But trucks and recreational vehicles, which make up more than a quarter of the traffic, usually travel slower, so traffic starts to “queue” (line up) behind the larger, slower-moving vehicles. As slow-moving vehicles form larger queues, drivers can become frustrated and may attempt to pass, often unsafely. Through more than half of the project limits, barrier striping prohibits passing by those drivers who would prefer to travel faster. In areas without barrier striping, passing opportunities are further restricted by the high traffic volumes.

One of the main focuses of this project to create a safer driving environment. This project is designed to separate high speed traffic, allow for errant driver recovery and passing opportunities which will create a safer driving environment. Freight trucks and recreation vehicles tend to travel as slower speeds than passenger vehicles. This speed differential is creating queuing,

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***\*\*\*Please read this page carefully before proceeding\*\*\****

driver frustration and frequent unsafe passing maneuvers. Studies have proven that separating high speed traffic lane reduces accidents by 70%. When this project is constructed it is expected to have a 70% reduction of fatal and injury accidents with in the first 12 months.

**Economic Impact**

Recreation (60 percent) and goods movement (20 percent) account for the majority of trips on the corridor. Tourism (domestic and international) is the major economic activity with over 13 million visitor-days generated annually in the region. The highway provides an essential link to jobs and services for local residents and the members of the local Federally Recognized Tribes.

The economy of Inyo and Mono Counties heavily rely upon recreational tourism (domestic and international). Most trips are generated in Southern California with surface transportation via this U.S. 395 section the most feasible travel option. By providing continuous passing opportunities, this proposed project would curtail the problem of speed differentials among trucks, RVs and passenger vehicles, thereby improving the travelers' safety and experience. The project would greatly reduce the occurrence of traffic accidents involving fatalities and serious injury.

U.S. 395 is also a major goods movement route between Southern California and Nevada, as well as states further north. The route is vital to supply goods/services for Inyo/Mono residents. The efficiency and safety of the movement of goods would be greatly improved by this proposed project, as the highway segment in question creates a serious bottleneck on an otherwise four lane expressway. Drivers of commercial vehicles would be able to travel more comfortably at a safe/legal speed knowing they are not hindering others; not feeling the pressure to act unsafely. The local economy includes a livestock agricultural component. Caltrans has consulted with land management agencies and ranchers. The proposed project includes U.S. 395 under crossings to accommodate livestock grazing patterns.

**Leveraging Federal Funds**

This project has used an innovative financing approach, involving a three county STIP and Planning Memorandum of Understanding (MOU) between the Inyo County Local Transportation Commission, Mono County Local Transportation Commission, and Kern Council of Governments. The MOU, entered into in 2014, includes a promise of funding for a highway improvement project in each county. Each transportation agency has recognized the value and importance of the project and has been supportive. Money has been obligated for the proposed project through the STIP and the Interregional Improvement Program (IIP).

Inyo County is requesting 60% of construction costs. However, taking total project costs into account, the total federal contribution would only be 51.5%. The fund programming for this project has consumed the majority of the STIP allocations for Inyo and Mono Counties for the last several cycles. Additionally, Inyo County has borrowed almost \$20 million against future STIP cycles. Receiving federal funds for a portion of the construction costs would return funds

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to the local county share of the STIP, allowing the low income, rural county to complete other badly needed infrastructure improvement projects.

Inyo County is the second largest county in California, with 1300 miles of county roads and 530 miles of state and US highways. With a total population of 18,026, it is very difficult for the county to provide matching funds for large infrastructure projects. The majority of the beneficiaries of the proposed project are not residents of the county, making it difficult to collect revenue from the improvements to offset project costs.

**Request Information**

- **Request Amount:** \$55,770,000
  - Can the full amount requested be reasonably obligated within 12 months of enactment? Yes
- **Total Project Cost:** \$92,950,000
  - \$37,180,000 California state funding
  - \$15,180,000 prior -State Transportation Improvement Program (STIP)
- **Other funding sources pursued (i.e. grants, budget increases, existing programmatic funding, competitive funding opportunities, etc.):** Inyo County submitted grant applications for the project under the FY2019 and FY2020 INFRA and BUILD solicitations, but was unsuccessful. The County continues to work with Caltrans to secure funding to construct the project.
  
- **Project Estimated Start Date:** 6/16/2021
- **Project Estimated Completion Date:** 12/31/2027
  
- **Previous years and funding levels this project appeared in a Presidential Budget:**
  - N/A
- **Previous years and funding levels this project received any federal funding:**
  - N/A
- **Other members of Congress you submitted this request to:**
  - The County plans to also submit the request to Senator Dianne Feinstein and Senator Alex Padilla.



# ITEM #10

**Memorandum**

**To:** CHAIR AND COMMISSIONERS

**CTC Meeting:** March 24-25, 2021

**From:** MITCH WEISS, Executive Director

**Reference Number:** 4.8, Action

**Prepared By:** Teresa Favila  
Deputy Director

**Published Date:** March 19, 2021

**Subject:** Adoption of the 2021 Mid-Cycle State Transportation Improvement Program Guidelines and Share Distribution as a result of COVID-19 Relief Funds, Resolution G-21-40

**Recommendation:**

Staff recommends the California Transportation Commission (Commission) adopt the 2021 Mid-Cycle State Transportation Improvement Program (STIP) Schedule below and the Share Distribution (Attachment B). Staff will bring the Draft 2021 Mid-Cycle STIP Guidelines (Attachment A) and guidelines for the Surface Transportation Block Grant Program component for adoption at the May 12-13, 2021 Commission meeting.

**2021 Mid-Cycle STIP Schedule**

Draft Guidelines/Workshop	March 9, 2021
Commission adopts Schedule and Share Distribution	March 24, 2021
List of projects due to the Commission	April 23, 2021
Commission adopts Guidelines	May 12-13, 2021
New projects are presented to the Commission (Notice)	May 12-13, 2021
Commission adopts the new projects	June 23-24, 2021

**Issue:**

As presented under Agenda Item 15 (Reference No. 4.3), the federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 funds (COVID-19 Relief funds) apportioned to California are \$911,823,218. From this amount, \$243,152,859 will be distributed through the State Transportation Improvement Program (STIP) as follows: 75 percent through the Regional Improvement Program (\$182,364,599) and 25 percent through the Interregional Improvement Program (\$60,788,215). In order to proceed with the programming and allocation of the funds flowing through the STIP expeditiously, staff proposes the Commission approve the schedule above and the share targets for the 2021

Mid-Cycle STIP. Waiting to incorporate the funds through the normal STIP process, would delay the use of the funds by one year.

The 2021 Mid-Cycle STIP Draft Guidelines will establish the policies and procedures for the development and adoption specific to the distribution of the COVID-19 Relief funds, Attachment A. The permanent STIP Guidelines will apply to the management of the projects that are amended through this cycle. The Draft Guidelines are intended to be streamlined and provide a degree of flexibility for the regions and the state to utilize the funds as soon as possible. The Draft Guidelines were distributed to stakeholders on March 5, 2021. A public workshop was held on March 9, 2021 to discuss the proposed Draft Guidelines and receive public comments. Staff will present final Guidelines for adoption at the May Commission meeting.

#### Highlights of the 2021 Mid-Cycle STIP Draft Guidelines (Attachment A)

- Schedule – The schedule expedites the submittal process by not requiring submittal of a Regional Transportation Improvement Programs or the Interregional Improvement Program. Nominations of new projects for programming in Fiscal Year 2021-22 must be approved by the relevant regional agency board prior to allocation by the Commission and in all cases no later than June 23, 2021. If an agency is unable to program a project by the June 2021 Commission meeting, they will have another opportunity at the August 2021 Commission meeting
- Share targets – All regions and Caltrans will receive share targets. A region or Caltrans may program these share targets even if overprogrammed in the 2020 STIP.
- Planning, Programming, and Monitoring – Regions may program up to 5 percent of the regional share targets for planning, programming and monitoring.
- State Only Funds – A region with a share target of \$3 million or less, excluding regions within an urbanized area with population of over 200,000, may request state-only funds at the time of programming.
- Programming Options – A region or Caltrans may choose to program shares from this cycle in one or more of the following ways:
  1. Add new projects;
  2. Augment projects that are currently programmed in the STIP;
  3. Advance projects that are currently programmed in the STIP; or
  4. Delay programming their shares until the 2022 STIP.

#### Share Targets (Attachment B)

The share targets provided were calculated using the STIP distribution formula. The share targets will not be immediately incorporated into existing share balances due to the need for prompt programming, allocation, obligation, and contract award. The Commission will

incorporate the programming of these shares into existing share balances during the 2022 STIP Fund Estimate scheduled for adoption in August 2021.

**Background:**

Government Code Section 14530.1 requires the Commission to adopt STIP Guidelines that serve as complete and full statement of policy, standards and criteria that the Commission intends to use in selection projects to be included in the STIP. The statute further required the STIP Guidelines be developed in cooperation with the California Department of Transportation, regional transportation planning agencies, county transportation commissions and local agencies.

**Resolution G-21-40:**

Be it Resolved, that the Commission hereby adopts the Share Distribution as presented on Attachment B for the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and the schedule for the development of the 2021 Mid-Cycle State Transportation Improvement Program.

Attachments:

- Attachment A: 2021 Mid-Cycle State Transportation Improvement Program Draft Guidelines
- Attachment B: 2021 Mid-Cycle State Transportation Improvement Program Share Targets

**Draft Policies and Procedures Specific to the  
2021 Mid-Cycle State Transportation Improvement Program**

**Coronavirus Response and Relief Supplemental Appropriations Act of  
2021**

The California Transportation Commission (Commission) intends to develop and adopt a 2021 Mid-Cycle State Transportation Improvement Program (STIP) in response to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (COVID Relief Funds). The following policies and procedures address the particular circumstances of the 2021 Mid-Cycle STIP.

- **Schedule**. For projects to be programmed in Fiscal year 2021-22, the following schedule lists the major milestones for the development and adoption of the 2021 Mid-Cycle STIP:

Draft Guidelines/Workshop	March 9, 2021
Commission adopts Guidelines and Share Distribution	March 24, 2021
List of projects due to the Commission	April 23, 2021
Commission adopts Guidelines	May 12-13, 2021
New projects are presented to the Commission (Notice)	May 12-13, 2021
Commission adopts the new projects	June 23-24, 2021
  
- **Subsequent adoption**. The Commission may consider programming additional projects in Fiscal Year 2022-23 and beyond at the August 2021 Commission meeting, with the notice at the June Commission meeting. No STIP Amendments will be consider after August 2021.
  
- **Funding Distribution**. The Commission will distribute \$243,152,859 (26.7 percent of the COVID Relief Funds) through the 2021 Mid-Cycle STIP. The Regional Improvement Program will receive \$182,364,644 (75 percent) and the Interregional Improvement Program will receive \$60,788,215 (25 percent) of the COVID Relief Funds amount directed to the 2021 Mid-Cycle STIP.
  
- **Regional Share Targets**. Regional share targets will be calculated based on the amount identified above for the Regional Improvement Program using the STIP share distribution formula. These will be the target shares for each region. There will be no minimum or maximum calculated for these shares.
  
- **Over programming**. Regions and the state may program these STIP share targets even if overprogrammed in the 2020 STIP.
  
- **Planning Programming and Monitoring (PPM)**. PPM will be calculated based on 5 percent of the regional share targets. Regions will have the option to program PPM up to the amount of PPM identified.

- State Only Funds Exchange. Regions with a share target amount of \$3 million or less may request state only funds at the time of programming, except for the urbanized areas with populations over 200,000 identified in the Federal Highway Administration apportionment notice dated January 15, 2021. A project that is required to be federalized or that has previously received federal funds is not eligible for state-only funding. Projects programmed with state only funds are subject to Article 19 restrictions.
- Programming Options. Regions and the state may choose one or a combination of the following programming options:
  1. Propose New Projects – An agency may choose to program new projects up to their total target amount. For each new project nominated for funding in the 2021 Mid-Cycle STIP, regions and Caltrans shall submit an electronic Project Programming Request (ePPR), identifying the scope, cost, and schedule. Nominations of new projects for programming must be approved by the relevant regional agency board prior to allocation by the Commission and in all cases no later than June 30, 2021. For a project to be programmed in Fiscal Year 2021-22, the ePPRs must be submitted electronically to the Commission by April 23, 2021. The ePPR is located at <https://calsmart.dot.ca.gov/>
  2. Augment Projects - An agency may program additional funds on a currently programmed project to address project cost increases, add scope or supplant local funds with STIP funds. The project must be programmed in Fiscal Year 2021-22 or later.
  3. Advance Projects - An agency may propose to advance projects that are currently programmed in later years of the STIP. Approval of advancing more than the target amount will not be considered unless the project has other funds that are eligible to be advanced. The Commission will not consider advancing projects prior to the June 2021 Commission meeting.
  4. Delay Programming - An agency may choose to delay programming their target shares. Their shares will be accounted for in the 2022 STIP Fund Estimate distribution. No action is required.
- Interregional Program. Caltrans may program projects that are eligible through the State Highway Operations and Protection Program (SHOPP) in the interregional program if timely programming through the SHOPP is not possible because of funding limitations in the SHOPP.
- Allocation Deadline. Projects programmed with these funds must receive an allocation by August 2024. If a project does not receive an allocation by this date, the project will lapse.
- Non-proportion spending. At the time of allocation, the Commission may allow non proportional spending (sometimes referred to as sequential spending) allowing for the expenditures of these funds before other funds allocated on a project specific

basis by the Commission. A project approved for non-proportional spending is not eligible for a supplemental allocation under the authority delegated to Caltrans by Commission Resolution G-12 until all other funds committed to the project have been expended.

- STIP Guidelines. The STIP guidelines shall apply to the management of the projects that are amended into the STIP through this cycle

<b>State Transportation Improvement Program</b>			
<b>Program Share Targets and</b>			
<b>Planning, Programming &amp; Monitoring</b>			
<u>County</u>		<u>Target</u>	<u>PPM</u>
Alameda	\$	6,307,785	\$ 315,389
Alpine	\$	187,855	\$ 9,393
Amador	\$	426,410	\$ 21,321
Butte	\$	1,262,252	\$ 63,113
Calaveras	\$	509,766	\$ 25,488
Colusa	\$	337,496	\$ 16,875
Contra Costa	\$	4,318,672	\$ 215,934
Del Norte	\$	315,063	\$ 15,753
El Dorado LTC	\$	874,084	\$ 43,704
Fresno	\$	4,760,313	\$ 238,016
Glenn	\$	353,449	\$ 17,672
Humboldt	\$	1,271,043	\$ 63,552
Imperial	\$	2,250,149	\$ 112,507
Inyo	\$	1,757,061	\$ 87,853
Kern	\$	6,413,591	\$ 320,680
Kings	\$	940,919	\$ 47,046
Lake	\$	551,776	\$ 27,589
Lassen	\$	807,855	\$ 40,393
Los Angeles	\$	38,188,685	\$ 1,909,434
Madera	\$	875,480	\$ 43,774
Marin	\$	1,180,951	\$ 59,048
Mariposa	\$	330,334	\$ 16,517
Mendocino	\$	1,198,132	\$ 59,907
Merced	\$	1,561,898	\$ 78,095
Modoc	\$	431,156	\$ 21,558
Mono	\$	1,305,371	\$ 65,269
Monterey	\$	2,247,919	\$ 112,396
Napa	\$	777,652	\$ 38,883
Nevada	\$	668,641	\$ 33,432
Orange	\$	11,770,110	\$ 588,506
Placer TPA	\$	1,632,184	\$ 81,609
Plumas	\$	481,706	\$ 24,085
Riverside	\$	10,274,559	\$ 513,728
Sacramento	\$	5,975,285	\$ 298,764
San Benito	\$	414,060	\$ 20,703
San Bernardino	\$	11,948,858	\$ 597,443
San Diego	\$	13,512,728	\$ 675,636
San Francisco	\$	3,203,408	\$ 160,170
San Joaquin	\$	3,244,451	\$ 162,223
San Luis Obispo	\$	2,382,364	\$ 119,118
San Mateo	\$	3,260,185	\$ 163,009
Santa Barbara	\$	2,678,066	\$ 133,903
Santa Clara	\$	7,473,199	\$ 373,660
Santa Cruz	\$	1,291,195	\$ 64,560
Shasta	\$	1,380,046	\$ 69,002
Sierra	\$	228,838	\$ 11,442
Siskiyou	\$	948,836	\$ 47,442
Solano	\$	1,957,358	\$ 97,868
Sonoma	\$	2,405,208	\$ 120,260
Stanislaus	\$	2,398,014	\$ 119,901
Sutter	\$	551,373	\$ 27,569
Tahoe RPA	\$	272,872	\$ 13,644
Tehama	\$	703,039	\$ 35,152
Trinity	\$	498,797	\$ 24,940
Tulare	\$	2,971,678	\$ 148,584
Tuolumne	\$	550,379	\$ 27,519
Ventura	\$	3,965,568	\$ 198,278
Yolo	\$	1,155,385	\$ 57,769
Yuba	\$	423,139	\$ 21,157
		<b>182,364,644</b>	<b>\$ 9,118,232</b>
<b>Interregional Program</b>	<b>\$</b>	<b>60,788,215</b>	<b>*</b>
<b>Total for STIP</b>	<b>\$</b>	<b>243,152,859</b>	



## **2021 Mid-Cycle State Transportation Improvement Program Draft Policies and Procedures Specific to the**

### **Coronavirus Response and Relief Supplemental Appropriations Act of 2021**

The California Transportation Commission (Commission) intends to develop and adopt a 2021 Mid-Cycle State Transportation Improvement Program (STIP) in response to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (COVID Relief Funds). The following policies and procedures address the particular circumstances of the 2021 Mid-Cycle STIP.

- Schedule. The following schedule lists the major milestones for the development and adoption of the 2021 Mid-Cycle STIP:

Draft Guidelines/Workshop	March 9, 2021
Draft Guidelines Presented to the Commission	March 24, 2021
Commission adopts Share Distribution	March 24, 2021
List of projects to receive COVID Relief Funds due to the Commission	April 23, 2021
Commission adopts 2021 Mid-Cycle STIP Guidelines	May 12-13, 2021
Projects to receive COVID Relief Funds are presented to the Commission for Notice	May 12-13, 2021
Commission adopts the 2021 Mid-Cycle STIP approving the Projects that will receive COVID Relief Funds	June 23-24, 2021

- Subsequent adoption. The Commission may consider programming additional projects in Fiscal Year 2022-23 and beyond at the August 2021 and October 2021 Commission meetings, with the notice at the June and August Commission meetings, respectively. No Mid-Cycle STIP Amendments will be considered after October 2021.
- Funding Distribution. The Commission will distribute \$243,152,859 (26.7 percent of the COVID Relief Funds) through the 2021 Mid-Cycle STIP. The Regional Improvement Program will receive \$182,364,644 (75 percent) and the Interregional Improvement Program will receive \$60,788,215 (25 percent) of the COVID Relief Funds to be programmed and allocated through the STIP.
- Regional Share Targets. Regional share targets were calculated based on the amount identified above for the Regional Improvement Program using the STIP share distribution formula, not considering existing balances or overprogramming. These are the target shares for each region. There are no minimums or maximums calculated for these shares.
- Over programming. Regions and Caltrans may program the 2021 Mid-Cycle STIP share targets regardless of overprogramming in the 2020 STIP.

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- Planning Programming and Monitoring (PPM). PPM was calculated based on 5 percent of the 2021 Mid-Cycle regional share targets. Regions will have the option to program PPM up to the 5 percent limitation identified.
- State-Only Funding Exchange. Regions with a share target amount of \$3 million or less may request state-only funding at the time of programming, except in urbanized areas with populations over 200,000 as identified in the Federal Highway Administration apportionment notice dated January 15, 2021. A project that is required to be federalized or that has previously received federal funding is not eligible for state-only funding. Projects programmed with state-only funds are subject to Article 19 restrictions.
- Programming Options. Regions and Caltrans may choose one or a combination of the following programming options:
  1. Propose New Projects – An agency may choose to program new projects up to their total target amount. For each new project nominated for funding in the 2021 Mid-Cycle STIP, regions and Caltrans shall submit an electronic Project Programming Request (ePPR), identifying the scope, cost, and schedule. Nominations of new projects for programming must be approved by the relevant regional agency board prior to allocation by the Commission. For projects to be programmed in Fiscal Year (FY) 2021-22, the ePPRs must be submitted electronically to the Commission by April 23, 2021. The ePPR is located at <https://calsmart.dot.ca.gov/>
  2. Supplanting of Funds – An agency may supplant local funds with COVID Relief funds on an existing STIP project:
    - Projects programmed in current FY (2020-21) – May be done at time of vote, with notification and an ePPR provided to the Commission showing the funding change.
    - Project programmed in FY 2021-22 and beyond– Same requirement as a new project.
  3. Augment Projects - An agency may program additional funding to a currently programmed project to address project cost increases and/or to add scope. Programming requirements are the same for project augmentations as for new project(s) as noted above.
  4. Advance Projects - An agency may propose to advance projects that are currently programmed in FY 22-23 and beyond of the STIP. Advancing more than the regional share target amount will only be recommended if advancing the regular STIP funding portion is possible through the normal STIP advance process.
  5. Delay Programming – Although funding is available for allocation through September 2024, an agency may choose to delay programming their target shares by no later than August 2024 (note, the Commission has no September meeting). Their shares will be accounted for in the 2022 STIP Fund Estimate distribution. No action is required.
  6. SHOPP-Eligible Projects - Caltrans may program projects in the interregional program that are eligible for the State Highway Operations and Protection

## 2021 Mid-Cycle State Transportation Improvement Program Draft Policies and Procedures Specific

Program (SHOPP) if timely delivery through the SHOPP is not possible due to funding limitations. Programming requirements are the same for SHOPP eligible projects as for new project(s) as noted above.

- Allocation Deadline. Projects programmed with these funds must receive an allocation by August 2024. If a project does not receive an allocation by this date, the project will lapse.
- STIP Guidelines. The STIP guidelines shall apply to the management of projects that are amended into the STIP through this cycle
- Submittals. All requests for the use of COVID Relief funding must be submitted in electronic format and should include the following:
  1. Letter addressed to Mitch Weiss, Executive Director, signed by the Region's Executive Director
  2. List of proposed funding (below is an example)
    - Add Project, Lincoln Avenue Interchange Project (PPNO 1234), \$3.25 million, CON phase, FY 2021-22
    - Replace local funding, HOV Extension Project (PPNO 4567), \$10 million, R/W phase, FY 2021-22
    - Increase funding, SR 65 Improvements Project (PPNO7890), \$2 million, PS&E phase, FY 2021-22
  3. ePPR for each of the proposed projects
- Submit all requests to the following email Addresses: [Teresa.Favila@catc.ca.gov](mailto:Teresa.Favila@catc.ca.gov), [Kacey.Ruggiero@catc.ca.gov](mailto:Kacey.Ruggiero@catc.ca.gov) and [Rambabu.Bavirisetty@dot.ca.gov](mailto:Rambabu.Bavirisetty@dot.ca.gov)