

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

MEETING AGENDA

May 11, 2026 – 9:00 A.M.
Dana Room, Mono County Civic Center
1290 Tavern Road, Mammoth Lakes, California

This meeting will be held in person at the location listed above. Additionally, a teleconference location will be available where the public and members of the Commission may participate by electronic means. Members of the public may participate in person and via the Zoom Webinar, including listening to the meeting and providing comment, by following the instructions below.

TELECONFERENCE INFORMATION

1. Bridgeport Teleconference Location- Mono County CAO Conferences Room, First floor Annex 1, 74 N. School Street, Bridgeport, CA 93517.

2. Joining via Zoom

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

To join the meeting by computer

Visit: <https://monocounty.zoom.us/j/83581198697>

Or visit <https://www.zoom.us/> and click on “Join A Meeting.” Use *Zoom Meeting ID*: 835 8119 8697 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. Please keep all comments to 3 minutes.

To join the meeting by telephone

Dial (669) 900-6833, then enter *Webinar ID*: 835 8119 8697

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. Please keep all comments to 3 minutes.

**Agenda sequence (see note following agenda).*

- 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 April 13, 2026. (pg. 1)
- 4. ADMINISTRATION**
 - a) Consider adoption of the FY 26-27 Overall Work Program (OWP): Review, direct any desired modifications, and approve Minute Order 26-01 adopting the OWP (*Clark Sintek*) (pg. 3)

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- b) Consider adoption of Resolution R26-01 approving unmet transit needs (*Olya Egorov*) (pg. 79)

5. LOCAL TRANSPORTATION

- a) Discussion of winter storm road closure communications (*California Highway Patrol, Sheriff's Office, Caltrans*)

6. CALTRANS

- a) Update on Caltrans activities in Mono County (*Caltrans*)

7. TRANSIT

- a) ESTA Update (*Dawn Vidal*)
- b) YARTS Update (*Serenity Anderson*)

8. INFORMATIONAL/CORRESPONDENCE

- a) ROUTES Comment Letter (*Clark Sintek*) (pg. 89)

9. REPORTS

- a) Co-Executive Directors (pg. 94)
- b) Commissioners

10. UPCOMING AGENDA ITEMS

- a) Presentation on the Sonora Shoulder Wildlife Crossing Project – June
- b) Provide comments on the Caltrans District 9 Transit Plan Agency virtual workshop (May 28, 2-3 pm) – June
- c) Local Transportation Fund allocation – June
- d) Hydrogen Study Presentation
- e) Workshop: Past Road User Charge reports
- f) Workshop: Trails as transportation
- g) YARTS Funding Discussion
- h) Consider revising the definition of “unmet transit needs” and “reasonable to meet”

11. ADJOURN TO DATE: June 8, 2026

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

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

COMMISSIONERS

Jennifer Kreitz Paul McFarland Lynda Salcido Rob Patterson Bill Sauser Brent Truax

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Draft Meeting Minutes

April 13, 2026 – 9:00 A.M.

Dana Room-Mono County Civic Center
1290 Tavern Rd Mammoth Lakes, CA

Visit: <https://monocounty.zoom.us/j/86762913740>

COUNTY COMMISSIONERS: Jennifer Kreitz, Paul McFarland, Lynda Salcido

TOWN COMMISSIONERS: Rob Patterson, Bill Sauser, Brent Truax

LTC STAFF: Heidi Willson, Wendy Sugimura, Olya Egorov, Deanna Tuetken, Kalen Dodd, Emily Fox

CALTRANS: Ben Downard, Marcela Castleberry, Neil Peacock

ESTA: Phil Moores

YARTS: Jaime Montijo, Serenity Anderson

Public: Rick Franz, Finlay T, Brianne Chappell-McGovern, Emily Bryant

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE

- 9:00 am and Commission lead the Commission in 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 - none

4. CONSENT AGENDA ITEMS

a) Approval of minutes from March 9, 2026.

b) Low Carbon Transit Operations Program (LCTOP) – Receive staff report and consider allocating \$54,251 of FY 2025-26 funds to Eastern Sierra Transit Authority (ESTA); authorize the Co-Executive Director to sign the contributing sponsor letter.

Motion: Approve the consent agenda with the correction that the Commission led the Pledge of Allegiance, not Commissioner Kreitz.

Salcido motion; Kreitz second.

Voice vote – Ayes: Patterson, Salcido, Truax, McFarland, Kreitz, Sauser.

Motion Passed 6-0.

5. PUBLIC HEARING no earlier than 9:00 am: TRANSPORTATION & UNMET TRANSIT NEEDS with the Social Services Transportation Advisory Council (SSTAC)

- Egorov provided a brief presentation and answered questions from the Commission.
- Members of the SSTAC provided comments or clarification to questions from the

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Commission.

- Public hearing opened at 9:39 am.
- No public comments
- Public hearing closed at 9:39 am
- The Commission directed staff to bring back unmet transit needs for adoption in May.

6. LOCAL TRANSPORTATION

- a) Input on Rural Opportunities to Use Transportation for Economic Success (ROUTES) Request for Information (*Clark Sintek*)
- Sintek provided a brief overview of the input on Rural Opportunities and answered questions from the Commission. The Commission provided input.

7. CALTRANS

- a) Update on Caltrans activities in Mono County
- Castleberry provided an overview of the Caltrans activities in Mono County for the next couple of months.

8. TRANSIT

- a) SB 125 Hydrogen Fuels Study update (*Phil Moores, ESTA*)
- Moores provided an update on the Hydrogen Fuels study.
- b) ESTA Update (*Phil Moores*)
- Moores provided an ESTA update.
- c) YARTS Update (*Serenity Anderson*)
- Montijo provided a brief update on YARTS

9. CORRESPONDENCE/INFORMATIONAL - none

10. REPORTS

- a) Co-Executive Directors
- Sugimura provided a Co-Executive Director's report to the Commission and answered questions.
- b) Commissioners
- Commissioner Truax and McFarland provided Commissioner reports.

11. UPCOMING AGENDA ITEMS

- a) Discussion of winter storm road closure communications (*California Highway Patrol, Sheriff, Caltrans*) – May
- b) Presentation on the Sonora Shoulders Wildlife Crossing Project – May/June
- c) Overall Work Plan (OWP) final review and adoption – May/June
- d) Unmet Transit Needs adoption – May/June
- e) Local Transportation Fund allocation – June
- f) Workshop: Past Road User Charge reports
- g) Workshop: Trails as transportation
- h) YARTS Funding Discussion

12. ADJOURN at 10:18 am to May 11, 2026

COMMISSIONERS

Jennifer Kreitz Paul McFarland Lynda Salcido Rob Patterson Bill Sauser Brent Truax

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Staff Report

May 5, 2024

TO: Mono County Local Transportation Commission

FROM: Clark Sintek, Planning Analyst and LTC Staff

SUBJECT: Adoption of the FY 2026-2027 Overall Work Program (OWP) and Caltrans comments

RECOMMENDATIONS

Review the proposed FY 2026-2027 Overall Work Program (OWP), provide any further comments, and approve Minute Order 26-01 (Attachment 1) to adopt the FY 2026-2027 OWP.

FISCAL IMPLICATIONS

The OWP consists of two funding sources: Rural Planning Assistance (RPA) and Planning, Programming, and Monitoring (PPM) funds. Annually, Mono County receives \$315,500 under the RPA allocation. The PPM budget is \$125,000 and is programmed through the Regional Transportation Improvement Program (RTIP).

ENVIRONMENTAL COMPLIANCE

Analysis under the California Environmental Quality Act (CEQA) is required for future projects.

DISCUSSION

The OWP serves as a management tool by providing a description of the Local Transportation Commission's (LTC's) transportation planning objectives and a budget of available transportation funds. The Mono County LTC reviewed the draft 2026-27 OWP on February 9, 2026, which was then modified as directed and submitted to Caltrans District 9 (D9) on February 24, 2026. In response, Caltrans provided a comment letter and matrix dated April 8, 2026, (Attachment 2). Staff prepared responses in the Caltrans comment matrix and incorporated edits directly into a redline draft of the FY 26-27 OWP (Attachment 3).

The final OWP is due to Caltrans D9 with the required certificates and assurances by June 1, 2026. Prior OWPs and a clean copy of the proposed FY 26-27 final draft are available at

<https://monocounty.ca.gov/ltc/page/overall-work-program-fiscal-year-1314>. Please contact Clark Sintek (csintek@mono.ca.gov) with any questions.

ATTACHMENTS

1. Minute Order 26-01 adopting the FY 26-27 OWP
2. Caltrans comments and matrix dated April 8, 2026
3. OWP 2026-27 (in redline format). A clean version of the FY 2026-2027 Overall Work Program (OWP) Final Draft is available at <https://monocounty.ca.gov/ltc/page/overall-work-program-fiscal-year-1314>.

Overall Work Program Fiscal Year 2026/2027

July 1, 2026, to June 30, 2027

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

ADOPTED: _____

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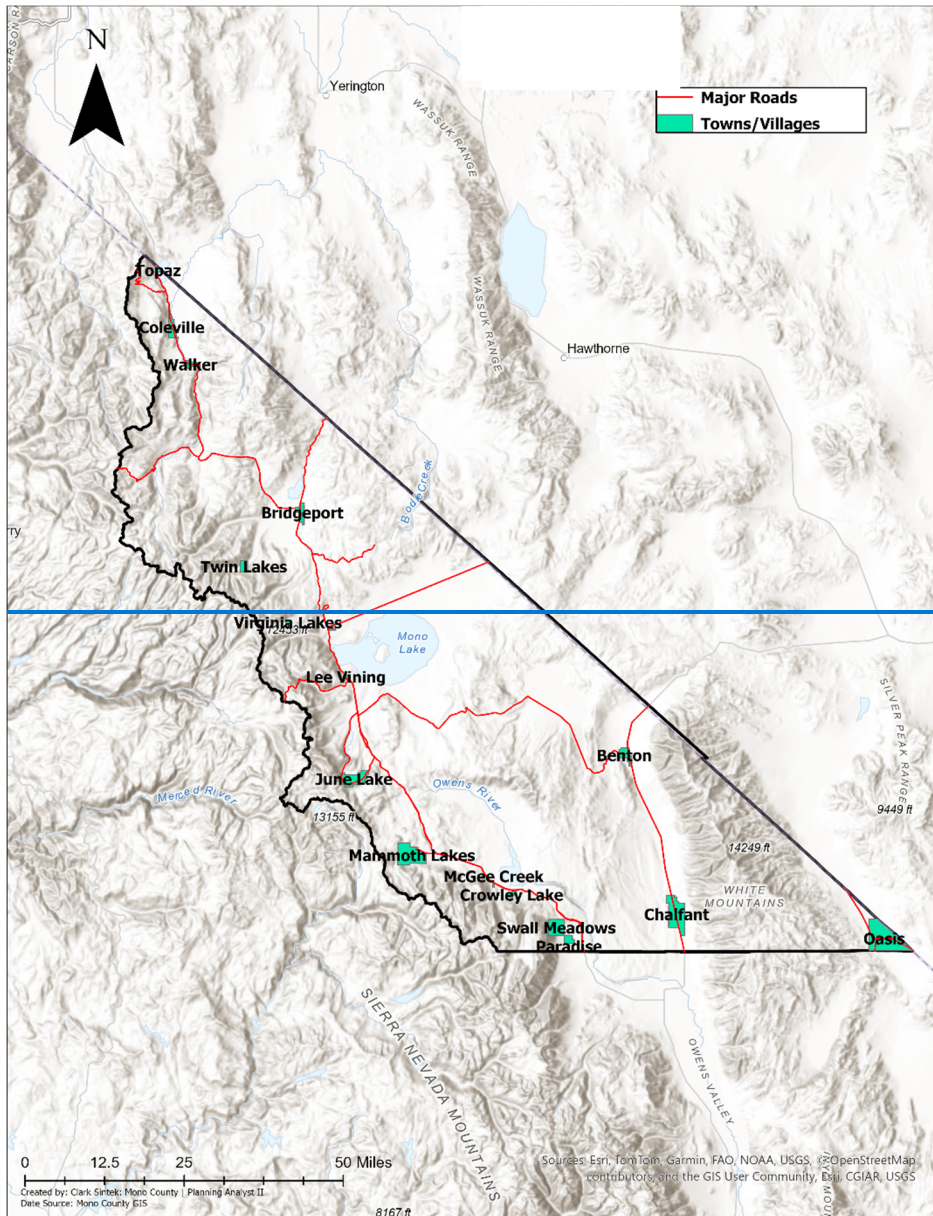
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Introduction

The Overall Work Program (OWP) defines the regional transportation planning process for the Mono County Local Transportation Commission (LTC). It establishes regional transportation planning objectives for Fiscal Years 2026/2027 covering the period of July 1, 2026, to June 30, 2027, and includes a corresponding budget to complete eligible activities as defined by the Regional Planning Handbook and supplemental Overall Work Program Guidance. This strategic management tool is organized by Work Elements that identify activities and products to be accomplished during the Fiscal Year. These activities include core regional transportation planning functions, mandated planning requirements, and other regional planning activities.



-Each activity listed in the OWP indicates who will do the work, the schedule for completing the work, the resulting product, the proposed funding, and a summary of total amounts and sources of State funding and matching funds. Funding for planning activities is made possible by the State of California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA). Most of the funding is typically spent by Mono County and the Town of Mammoth Lakes.

The Mono County Local Transportation Commission (LTC) coordinates and consults with Federal Land Management Agencies (FLMAs) as part of its regional transportation planning responsibilities, recognizing that a substantial portion of land within Mono County is federally managed and directly influences transportation access and project delivery. Key FLMAs in the region include the Bureau of Land Management (BLM), U.S. Forest Service (US federal agency), ~~and~~ National Park Service (NPS), ~~and~~ U.S. Fish and Wildlife Service (USFWS). The LTC engages these agencies through interagency coordination, project-level consultation, and regional partnerships such as the ~~Mono County Collaborative Planning Team-Eastern California Transportation Planning Partnership~~, ensuring that transportation planning documents including the Regional Transportation Plan, Overall Work Program, and Regional Transportation Improvement Program ~~do not conflict with reflect~~ federal land management priorities, ~~maintain access to public lands,~~ and support safe, resilient, and multimodal transportation systems across the region.

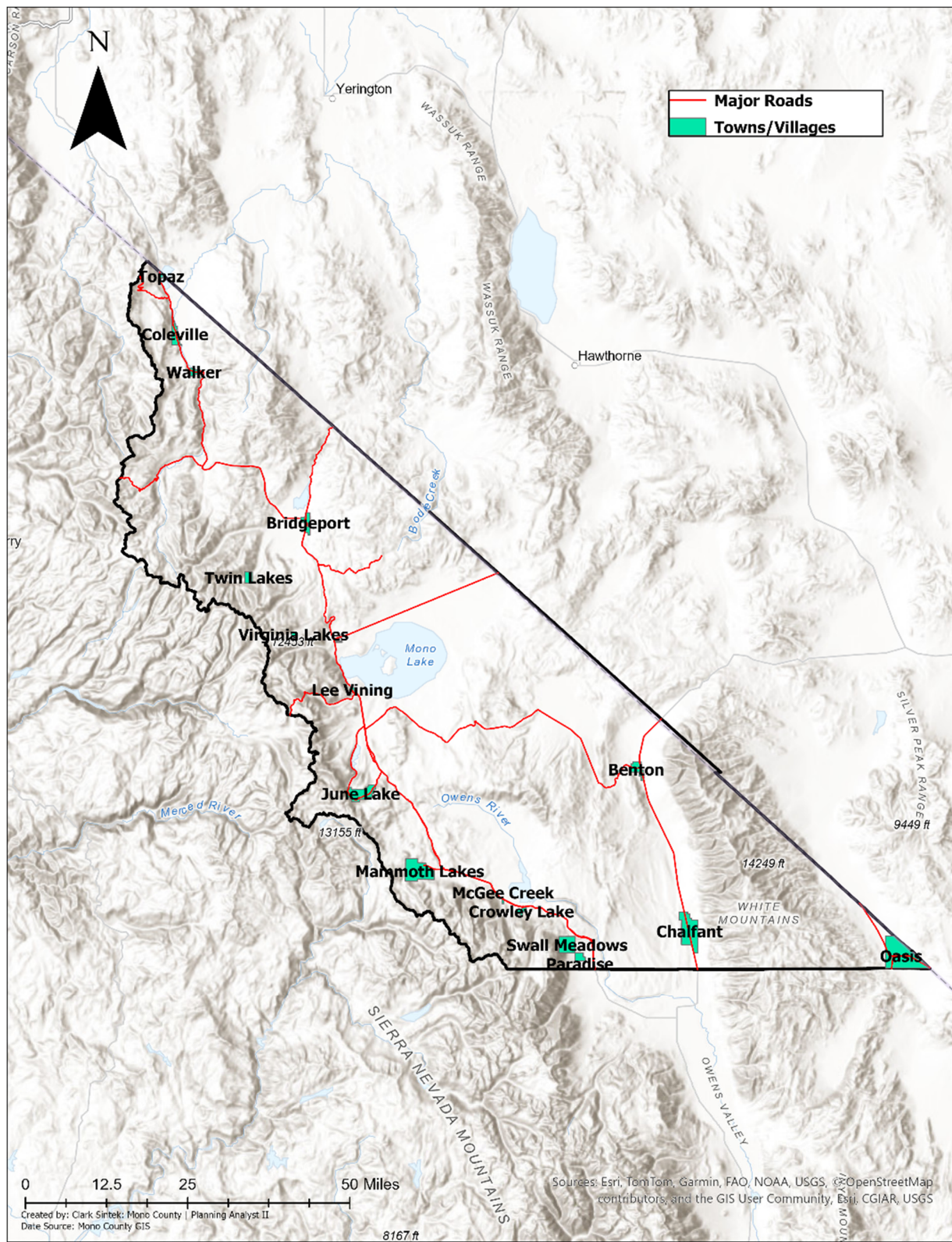


Figure 1.1: Boundary, Mono County Local Transportation Commission

Geographical Overview

Mono County is a rural county located on the eastern side of the Sierra Nevada mountains. The county has an area of 3,049 square miles and a total population of 13,195 (2020 US Census). The county's one incorporated area, the Town of Mammoth Lakes (TOML), contains approximately 55% of the county's population. [The Mono County LTC boundary is shown above in Figure 1.1.](#)

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

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

Organizational Overview

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

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

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

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

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

Table 1.14. Policy Board, Mono County Local Transportation Commission	
Commissioner	Governmental Body Represented
Ms. Jennifer Kreitz (Chair)	Mono County
Ms. Lynda Salcido	Mono County
Mr. Paul McFarland	Mono County
Mr. Bill Sauser	Town of Mammoth Lakes
Mr. Brent Truax	Town of Mammoth Lakes
Vacant	Town of Mammoth Lakes
Ms. Sandra Moberly	Alternate, Mono County
Mr. Rob Patterson	Alternate, Town of Mammoth Lakes
Mr. Ryan Dermody*	Designee or Director, Caltrans District 9
*Non-Voting ex-officio member	

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

Table 1.22. Staff, Mono County Local Transportation Commission	
Staff Member	Title and Agency
Wendy Sugimura	LTC Co-Executive Director, Community Development, Mono County

Overall Work Program FY 2026-2027

Haislip Hayes	LTC Co-Executive Director, Public Works, Town of Mammoth Lakes
Heidi Willson	LTC Secretary, Mono County
Deanna Tuetken	Fiscal & Administrative Services Officer, Community Development, Mono County
Clark Sintek, Olya Egorov	LTC Staff (Planning Analysts), Community Development, Mono County
Marcella Rose	Outdoor Recreation Coordinator, Public Works Mono County
Paul Roten	Director, Public Works, Mono County
Chad Senior	Environmental and Transportation Engineer, Public Works, Mono County
Kalen Dodd	Engineer, Public Works, Mono County
Michael Martinez	Director, IT, Mono County
Marcella Rose	Outdoor Recreational Coordinator, Mono County
Liz Grans	Economic Development Director, Mono County
Shaun Troy	Finance, Town of Mammoth Lakes
Lawson Reif	Recreation, Town of Mammoth Lakes
Phil Møeres Dawn Vidal	Interim Director, Eastern Sierra Transit Authority
Serenity Anderson	Director, Yosemite Area Regional Transportation System
Tara Rodriguez	Staff Services Analyst, Yosemite Area Regional Transportation System

Responsibilities and Priorities

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

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

Organizational Procedures and Documents

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

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

- 2024 Regional Transportation Plan
- 2026 Regional Transportation Improvement Program (RTIP)

- Caltrans District 09 Wildlife Vehicle Collision Reduction Feasibility Study
- California Department of Fish and Wildlife (CDFW) Wildlife Crossing Study
- Tom's Place Multimodal Connectivity Feasibility Study Report
- Past and Current MOU Projects supported by the Mono County LTC
- US 395 Corridor Improvement Projects (including Main Street mobility studies)
- Mono County Electric Vehicle Policy
- Mono County Title VI Compliance Plan

Public Involvement & Interagency Collaboration

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

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

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

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

Table 2.1. Other Agency Transportation Planning and Reports by Work Element	
Work Element	Example Projects
200.1	Review state and federal agency planning documents for consistency with the Regional Transportation Plan (RTP).
200.2	Track, comment on, and participate in the following: state and federal transportation legislation such as the Bipartisan Infrastructure Law (BIL); working groups such as Rural Counties Task Force (RCTF), Equity Task Forces, etc.; and plan and policies updates through the California Transportation Commission, California State Transportation Agency (CalSTA) and/or Caltrans.
400 series	Track, monitor, and participate in grant projects related to the transportation network, such as the Mono County/Town of Mammoth Lakes Multi-Jurisdictional Hazard Mitigation Plan (MJHMP).
700.1	Administrative support for the US 395 Wildlife Crossing Project.
800.1	Participate in interregional transportation planning efforts with agencies such as the Kern Council of Governments (COG), Inyo County LTC, etc. Execute Memorandum of Understanding (MOU) projects such as the Olancho Cartago 4-Laning Project. Coordinate Collaborative Planning Team (CPT) meetings and work with federal agencies such as the US Forest Service, Bureau of Land Management, and National Park Service.
800.2	Coordinate transit and transit-related issues with the Eastern Sierra Transit Authority (ESTA) and Yosemite Area Regional Transit System (YARTS) as well as other transit providers.
900.6	Coordinate local and regional trails planning with state and federal agencies.
900.7	Coordination on traffic calming and complete streets on local transportation planning efforts, such as the Lee Vining Rehabilitation project and Bridgeport Main Street Rehabilitation Project.

[The Mono County Local Transportation Commission \(LTC\) coordinates and consults with Federal Land Management Agencies \(FLMAs\) as part of its regional transportation planning responsibilities, recognizing that a substantial portion of land within Mono County is federally managed and directly influences transportation access and project delivery. Key FLMAs in the region include the Bureau of Land Management \(BLM\), U.S. Forest Service \(US federal agency\), and National Park Service \(NPS\), and U.S. Fish and Wildlife Service \(USFWS\). The LTC engages these agencies through interagency coordination, project-level consultation, and regional partnerships such as the Mono County Collaborative Planning Team-Eastern California Transportation Planning Partnership, ensuring that transportation planning documents including the Regional Transportation Plan, Overall Work Program, and Regional Transportation Improvement Program do not conflict with reflect federal land management priorities, maintain access to public lands, and support safe, resilient, and multimodal transportation systems across the region.](#)

[Relevant projects are consistently elevated to the Mono County Collaborative Planning Team \(MCCPT\) to ensure interagency awareness and coordination. Federal partners are engaged throughout the stakeholder process via direct communication and invited to participate in](#)

[collaborative groups such as the Eastern Sierra Wildlife Stewardship Team \(ESWST\). Staff also contributes to broader regional efforts, including the Bi-State Sage Grouse conservation initiative, providing a forum to integrate and address transportation-related impacts within multi-agency planning efforts.](#)

The MCLTC ~~is~~ has integrated the following California Transportation Plan (CPTP) 14 recommendations below in Table 1.1:

<u>Table 2.2 CPTP 2050 Recommendations</u>	<u>Relevant 26-27 Work Elements</u>	<u>Addressed in OWP</u>
1. Expand Access to Safe and Convenient Active Transportation Options	200.1, 700.2, 900.1, 900.6, 900.7	Supports bikeway planning, Complete Streets, community traffic calming, trails planning, active transportation grant development, and multimodal project scoping.
2. Improve Transit, Rail, and Shared Mobility Options	800.2, 200.1, 200.2	Coordinates with ESTA, YARTS, SSTAC, RPACs, and Tribes on unmet transit needs, transit planning, zero-emission fleet needs, and rural mobility service issues
3. Expand Remote Access to Jobs, Goods, Services, and Education	200.2, 800.1, 900.3	Supports rural advocacy, interagency coordination, data systems, and technology-based transportation planning that can improve access in geographically dispersed communities.
4. Advance Transportation Equity	100.1, 100.2, 200.1, 800.2	Provides public engagement through LTC meetings, RPACs, Tribal outreach, unmet transit needs outreach, and coordination with underserved rural communities.
5. Enhance Transportation System Resiliency	400.1, 700.2, 900.3, 900.8	Supports the MJHMP, emergency access route planning, asset inventories, GIS mapping, pavement management, and hazard-informed project development.
6. Enhance Transportation Safety and Security	200.2, 700.2, 900.1, 900.7, 900.8	Addresses road safety assessments, traffic calming, speed studies, safety project

Overall Work Program FY 2026-2027

		prioritization, PSRs/PIDs, and coordination on fire and winter storm hazards.
7. Improve Goods Movement Systems and Infrastructure	200.1, 700.1, 700.2, 800.1, 900.8	Supports planning for US 395, US 6, interregional corridors, RTIP programming, project development, and roadway system preservation serving freight and goods movement.
8. Advance Zero-Emissions Vehicle Technology and Supportive Infrastructure	200.2, 800.2, 900.5	Supports policy tracking, transit zero-emission fleet coordination, air quality monitoring, and planning discussions related to alternative fuel and ZEV infrastructure.
9. Manage the Adoption of Connected and Autonomous Vehicles	200.2, 900.2, 900.3	Addresses emerging transportation policy, data collection, ITS-related planning, GIS systems, traffic monitoring, and technology needs for future transportation systems
10. Price Roadways to Improve the Efficiency of Auto Travel	200.2, 900.1	Limited direct applicability in rural Mono County, but the OWP supports monitoring of state policy, VMT, traffic studies, parking studies, and transportation system efficiency.
11. Encourage Efficient Land Use	200.1, 800.1	Supports RTP consistency with the Housing Element, General Plan, CIPs, public land agency coordination, CPT participation, and interregional land use and transportation coordination.
12. Expand Protection of Natural Resources and Ecosystems	400.1, 700.1, 800.1, 900.6	Supports wildlife crossing coordination, ESWST, trails planning, hazard mitigation, FLMA coordination, and transportation planning around public lands and sensitive resources.

13. Strategically Invest in State of Good Repair Improvements	900.1, 900.2, 900.3, 900.4, 900.8	Addresses StreetSaver, pavement management, asset inventories, maintained mileage, road condition data, surveying, and capital improvement planning.
14. Seek Sustainable, Long-Term Transportation Funding Mechanisms	100.2, 200.2, 700.1, 700.2	Supports OWP administration, grant tracking, legislative monitoring, RTIP administration, project readiness, funding applications, and development of fundable projects.

Summary of FY 2025/2026 OWP Accomplishments

The following are the primary tasks that were undertaken during FY 2025/26:

Program Administration and Coordination

- Preparation and publication of meeting materials in compliance with the Brown Act
- Meeting coordination and staff support for the LTC, Commissioners, RPAC, CPT, ESWST, and RCTF
- Monthly coordination with staff and Caltrans
- OWP administration, budget management, tracking, and quarterly reporting for FY 25–26
- Development, budgeting, public outreach, and adoption of the FY 26–27 OWP

Regional Planning and Policy

- RTP workplan development and 2025 RTP amendment supporting RTIP adoption
- RTIP adoption, claims, reporting, and attendance at STIP hearings
- Review of state transportation policies and coordination with Caltrans on regional projects
- ALUCP administration discussions with the Town of Mammoth Lakes and Mono County, including grant review
- Tribal outreach related to RTP and RTIP adoption and amendments

Grants, Funding, and Capital Planning

- Preparation and support of multiple transportation grant applications

- Coordination with The Ferguson Group on funding opportunities
- Five-Year CIP updates, annual assessments, and project identification
- Annual SB 1 and RMRA reporting and CalSMART submittals

Transportation Systems, Data, and Asset Management

- Pavement management, Streetsaver updates, and life-cycle cost analysis
- Pavement core sampling and roadway rehabilitation project coordination
- Traffic data collection, speed studies, maintained mileage reporting, and road hazard system maintenance
- Ongoing development of traffic data collector plans and pavement management systems

Active Transportation, Transit, and Safety

- Active Transportation Planning Symposium participation and professional training
- YARTS summer voucher program coordination and transit work under LTF funding
- Village traffic cut-through study and community traffic issue response
- Road safety assessments and collision data reporting

Recreation, Trails, and Multimodal Planning

- Deployment and management of trail, traffic, and recreation counters with data analysis and reporting
- GIS-based inventory and mapping of transportation and recreation assets
- Trails planning, stakeholder coordination, and agency collaboration for multimodal and OHV access
- Planning for updates to the County Trails Master Plan and development of a Mono County Trail System
- Ongoing support for recreation and transportation partnerships and initiatives

Special Projects and Studies

- Swall Meadows Emergency Access Road planning and funding coordination
- Staging areas assessment and boundary and topographic surveys for priority road projects

Planning Emphasis Areas

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

Planning Emphasis Areas

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

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

2. Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines the term "equity" as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities. To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

3. Complete Streets

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

4. Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable for greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects.

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

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

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

6. Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMA in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation

services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

7. Planning and Environment Linkages (PEL)

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

8. Data in Transportation Planning

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

Planning Emphasis Areas & OWP Work Elements

Table 3.1 outlines FY 2026/27 OWP Work Elements that address and support each Planning Emphasis Area and FAST Act Planning Consideration. As illustrated below, the applicable PEAs are integrated into Mono County LTC's FY 2026/27 OWP.

Table 3.1. FY 26/27 OWP Work Elements and Planning Emphasis Areas/Planning Considerations	
Planning Emphasis Areas (PEAs)	Work Elements
MAP-21 and Fast Act Implementation	200.1, 700.1, 700.2
Models of Regional Planning Cooperation	100.1, 200-series, 400-series, 800-series, 900-series
Ladders of Opportunity	100.1, 100.3
Economic Vitality	200-series, 900-series
Safety of Transportation Systems	200.2, 400.1, 700-series, 900.7, 900.8
Security of Transportation Systems	100.3, 200.1, 200.2, 400-series, 900.8
Accessibility and Mobility	200-series, 700.1, 800-series, 900.6, 900.8
Environment, Conservation, and Quality of Life	200-series, 400-series, 700-series, 800.1, 900.6, 900.8
Connectivity of Modes	200.1, 400-series, 700.1, 800-series, 900.6
Efficient Management and Operations	, 200.2, 700.1, 800.2, 900-series
Preservation of Systems	200.1, 400-series, 700.1, 900-series
Reliability of Systems	200.1, 400-series, 700-series, 900-series
Enhance Travel and Tourism	200.1, 700-series, 800.2, 900.6

FY 2026/27 OWP

The Mono County LTC's planning activities are divided into eighteen (18) Work Elements, which are funded through a combination of RPA and PPM dollars. Table 4.1 lists the Work Elements and their total estimated cost. The following pages contain a detailed description of each of the work elements for the OWP, including work tasks, work products, estimated benchmarks, and estimated costs. The OWP budget for Rural Planning Assistance (RPA) funds is \$315,000. The Planning Programming and Monitoring (PPM) funds are allocated through the Regional Transportation Improvement Plan (RTIP) but programmed in the OWP.

Work Element	RPA Funding (\$)	PPM Funding (\$)	Total (\$)	FY 2025/2026 RPA Carryover (TBD)
WE 100.1	\$13,500		\$13,500	
WE 100.2	19,500		19,500	
WE 100.3.	9,500		9,500	
WE 200.1.	21,500		21,500	
WE 200.2.	6,000		6,000	
WE 400.1.	3,000		3,000	
WE 700.1.	500		500	
WE 700.2. – PPM	n/a	0	0	n/a
WE 800.1.	2,500		2,500	
WE 800.2.	0		0	
WE 900.1.	8,200		8,200	
WE 900.2.	57,000		57,000	
WE 900.3.	47,500		47,500	
WE 900.4. – PPM	n/a	102,000	102,000	n/a
WE 900.5.	500		500	
WE 900.6.	82,100		82,100	
WE 900.7.	200		200	
WE 900.8.	44,000		44,000	
Final Budget	\$315,500	\$1250,000	\$3415440,500	

Invoicing & Reimbursement

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

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

Q1 = July 1 – Sept 30

Q2 = October 1 – December 31

Q3 = January 1 – March 31

Q4 = April 1 – June 30

Full requirements for billing submittals are provided in Appendix A.

Work Element 100 – Agency Administration and Management

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

Caltrans Planning Coordination (District 9)

This Work Element includes ongoing coordination with Caltrans District 9 to support administration of the regional transportation planning program and Overall Work Program (OWP). The LTC will coordinate with District staff on OWP development, amendments, reporting, and compliance, and will respond to District concerns as they arise.

Administrative and management activities will incorporate applicable Caltrans planning guidance, District 9 priorities, and relevant State Highway System planning considerations. Coordination will include regular communication, participation in coordination meetings, and integration of District feedback into administrative work products and planning activities.

100.1. General Administration and Management

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

Previous Work: Work includes the following: Development of meeting materials and meeting coordination; monthly staff and Caltrans coordination; publication of meeting materials in compliance with the Brown Act; management and administration of budgets; staff support for the LTC.

Task Elements:

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

Expected Products:

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

Estimated Benchmarks: Ongoing for the complete Fiscal Year.

Estimated Completion Date: June 2027

Funding:

Budget for WE 100.1.	
RPA Funding	\$13,500
RPA Carryover (FY 2025/2026)	TBD
Total	\$13,500

100.2. Overall Work Program Development and Administration

Purpose: This task includes administration of FY 2026/2027 OWP and development of the FY 2027/2028 OWP by LTC staff in cooperation with other local, state, or federal agencies. This task also includes OWP amendments, as needed.

Previous Work: Administrative and budget tracking of the FY 25-26 OWP; FY 25-26 OWP quarterly reports; closeout of the FY 24-25 OWP; public outreach for the FY 26-27 OWP; development, budgeting, and adoption of the FY 26-27 OWP.

Task Elements:

- Closeout of the FY 2025/2026 OWP (annually, LTC staff).
- Administration of the FY 2026/2027 OWP, including staff coordination meetings and amendments (as needed, LTC staff).
- Quarterly reporting of FY 2026/2027 OWP progress and billing (quarterly, LTC staff).
- Development and preparation of the FY 2027/2028 OWP (annually, LTC staff).
- Conduct public outreach, including notification of input opportunities to the public and invitations to the Tribes to participate (as needed, LTC staff).
- Track expenditures, staff time, and work element progress to inform staff workflow and direct resources effectively (as needed, LTC staff).

Expected Products:

- Prior FY 2025/2026 OWP deliverables and closeout report.
- FY 2026/2027 OWP quarterly reports.
- Amendments and budget adjustments to the FY 2026/2027 OWP, as needed.
- An adopted FY 2027/28 OWP.
- Notifications to the Tribes and the public as part of the public involvement process.
- Standardized financial tracking and quarterly billing system/program, as needed.

Estimated Benchmarks: Ongoing for the complete fiscal year.

- Closeout of the FY 25/26 OWP by August 30, 2026.
- FY 26-27 quarterly reporting due by July 31, 2026; October 31, 2026, January 31, 2027; and April 30, 2027.
- Implement financial tracking and billing program by June 2027.
- Notifications due to the Tribe and public on the Draft FY 2026/2027 OWP by March 2026; notifications due to the Tribe and public on the Final FY 2026/2027 OWP by June 2026.
- The Draft FY 2027/2028 OWP is due March 2027; the Final FY 2027/2028 OWP is due May 2027.

Estimated Completion Date: June 2027

Funding:

Budget for WE 100.2.	
RPA Funding	\$19,500
RPA Carryover (FY 2024/2026 5)	TBD
Total	\$19,500

100.3. Training and Professional Development

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

Previous Work: ATP Symposium at UC Davis; Association of Metropolitan Planning Organizations Conference; Counts+ training with Nelson/Nygaard.

Task Elements:

- Attendance by staff at necessary workshops, conferences, webinars, and/or other transportation planning including non-motorized uses and events, as opportunities are available (as needed, LTC staff). [July 2026-June 2027](#)
- In-house training on transportation planning (as needed, LTC staff). [July 2026-June 2027](#)

Expected Products:

- Attendance of training events.

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

Estimated Completion Date: June 2027

Funding:

Budget for WE 100.3.	
RPA Funding	\$9,500
RPA Carryover (FY 202 54 /202 65)	TBD
Total	\$9,500

Work Element 200 – Regional Transportation Series

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

Caltrans Planning Coordination (District 9)

This Work Element includes coordination with Caltrans District 9 to ensure regional transportation planning activities, including the Regional Transportation Plan, are consistent with State, interregional, and corridor-level planning efforts affecting the State Highway System.

Planning activities will incorporate applicable Caltrans planning documents, including the Interregional Transportation Strategic Plan, the California Transportation Plan, and relevant corridor plans. The LTC will coordinate with District 9 on planning assumptions, data, policy direction, and identified needs on State routes, and will address District concerns through ongoing consultation during plan development and updates.

200.1. Regional Transportation Plan

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

Previous Work: RTP workplan for upcoming update; 2025 RTP amendment for RTIP adoption; ALUCP administration discussion between Town and County and a review of grant funding; Monthly or semi-monthly RPAC meetings – transportation issues were agendaized as needed; Outreach to Tribes on RTIP and RTP adoption/amendment.

Task Elements:

- Evaluate, research, revise, and implement transportation policies. This includes identification of future transportation needs and improvements (as needed, LTC staff). [July 2026-June 2027](#)
- Maintain the RTP between adoption cycles by identifying and addressing new/revised content, project and program priorities, data or policy gaps, organization for clarity and effectiveness, etc. (as needed, LTC staff). [July 2026-June 2027](#)
- Ensure consistency with the Housing Element and General Plan, Town and County Capital Improvement Programs (CIPs), state and federal planning documents, etc. (as needed, LTC staff). [July 2026-June 2027](#)
- Execute the public involvement program. This includes continuation of outreach to community groups on transportation-related topics through the Regional Planning Advisory Committees (RPACs) and other public forums (monthly, LTC staff). [July 2026-June 2027](#)

Overall Work Program FY 2026-2027

- Facilitate community engagement with Tribes on transportation-related topics (as needed, LTC staff). [July 2026-June 2027](#)

Expected Products:

- Agendas and minutes from meetings with Regional Planning Advisory Committees (RPACs) and/or other stakeholders on transportation-related issues.
- Documentation of outreach to the Tribes.
- Documentation of issue identification, processes/programs to develop policies as needed.
- Refinement of the 2025 Regional Transportation Plan (e.g., develop prioritized project lists, consolidate similar sections and eliminate outdated language, incorporate RTIP cycles, initiate the bikeway plan update, coordinate with the Housing Element update).

Estimated Benchmarks: Ongoing for FY 26-27 except as specified below. RTP update is expected to be a two-year work product with completion by the end of 2027.

Estimated Completion Date: June 2027

Funding:

Budget for WE 200.1.	
RPA Funding	\$21, 50 00
RPA Carryover (FY 202 5 4/202 6 5)	TBD
Total	\$21,5000

200.2. Regional Transportation Plan Monitoring

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

Previous Work: Review of and commenting on various state transportation policies; Coordination with Caltrans on projects such as Lee Vining and Bridgeport street rehab; Work on several grant applications, including the June Lake Loop ATP.

Task Elements:

- Track and comment on state and federal transportation legislation, which includes feedback on rural issues and needs (as needed, LTC staff). [July 2026-June 2027](#)
- Track, participate in, and serve on working groups, such as BIL & IIJA workgroups, CalSTA workshops and groups, etc. when meetings are called (as needed, LTC staff). [July 2026-June 2027](#)
- Review California Transportation Commission (CTC), and other Caltrans plans and policy changes (as needed, LTC staff). [July 2026-June 2027](#)
- Review and ensure consistency between the RTP and RTIP (as needed, LTC staff). [July 2026-June 2027](#)
- Debrief on fire and winter storm events/hazards as needed (LTC staff and Caltrans D09 staff). [July 2026-June 2027](#)
- Develop talking points for Commissioners that include documentation, data, and a consistent narrative to educate and communicate to state and federal agencies and officials about Mono County's rural transportation needs, context, and realities, including challenges resulting from a changing climate (as needed, LTC staff). [July 2026-June 2027](#)

Expected Products:

- Grant applications, if submitted.
- Comment letters on state and federal transportation legislation or issues.
- Talking points, as needed and/or requested by Commissioners.
- Coordination with Caltrans and statewide projects (e.g., meetings, coordinated studies, grant applications to enhance existing projects, etc).

Estimated Benchmarks: Ongoing during FY 26-27.

- Grant applications as funding availability is released and grant deadlines are set.

Overall Work Program FY 2026-2027

- Review of legislation occurs throughout the year, comment letters and talking points are developed as needed and in response to comment deadlines and advocacy opportunities.

Estimated Completion Date: June 2027

Funding:

Budget for WE 200.2.	
RPA Funding	\$6,000
RPA Carryover (FY 20254/20265)	TBD
Total	\$6,000

Work Element 400 – Grants

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

Caltrans Planning Coordination (District 9)

This Work Element includes coordination with Caltrans District 9 on special studies and resiliency planning efforts that may affect transportation infrastructure, emergency access, or the State Highway System.

Applicable Caltrans planning documents, corridor plans, and District 9 priorities will be incorporated into study development, particularly where work involves climate adaptation, hazard mitigation, or system vulnerabilities affecting State routes. Coordination will ensure that study findings and recommendations are consistent with State planning efforts and responsive to District concerns.

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

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

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

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

- Wildlife collisions are a hazard unique to rural areas, are addressed in the MJHMP, and planning/mitigation for these hazards are addressed in the RTP.

Previous Work Completed:

1. Planning Process (County and Town staff) [\[Completed 11/01/24\]](#)
 - a. Assemble Project Management Team [\[Completed 9/30/22\]](#)
 - b. Conduct Procurement for Consultation [\[Completed 11/01/24\]](#)
2. Hazard Identification (consultant with County and Town staff review) [\[Completed 08/31/26\]](#)
 - a. Community Profiles
 - b. Hazard Profiles Development
3. Risk Assessment (consultant with County and Town staff review) [\[Completed 09/30/25\]](#)
 - a. Wildfire Hazards Assessment
 - b. Emergency Access Routes
 - c. Vulnerability Assessment
 - d. Critical Facilities Loss Estimate
 - e. Land Use Development Trends
4. Mitigation Strategy (consultant with County and Town staff review) [\[Completed 10/31/25\]](#)
 - a. Mitigation Goals and Objectives
 - b. Mitigation Strategies and Actions Development
 - c. Mitigation Action Matrix Development
5. Plan Preparation (consultant with County and Town staff review) [\[Completed 09/30/25\]](#)
 - a. Capabilities Assessment
 - b. HMP Team Meetings
 - c. Plan Maintenance
6. Plan Drafting (consultant with County and Town staff review) [\[Completed 02/16/26\]](#)
 - a. Draft MJHMP
 - b. Review Draft MJHMP & Receive Input
 - c. Draft Final MJHMP
7. Public Outreach/Meetings/Public Hearings (County and Town staff with consultant assistance) [\[Completed 12/12/25\]](#)
 - a. Identify Mechanisms for Collecting Public Comment and Development of Web Content/ Outreach Materials
 - b. Community Meetings
8. Plan Adoption (consultant, County and Town staff) [\[Pending, Tentative September - November 2026\]](#)
 - a. Submit Final Plan for State Review [\[CalOES Review Completed 4.13.26. FEMA Review Period is unknown, submitted 04.13.26, tentative max review timeline September 2026\]](#)
 - b. Adoption Presentations

c. Facilitate Special District Adoption (As Needed)

Task Elements:

9. Closeout/Grant Administration (County staff) [\[Pending, Tentative December – January 2026\]](#)
10. Quarterly, Annual & Closeout Reporting/Deliverables (County and Town staff) [\[Pending, Tentative December – January 2026\]](#)

Expected Products:

- Grant administration and final closeout

Estimated Benchmarks:

- Quarterly Reporting Deadlines:
- **Q1** (October 1 – December 31): CalOES Submittal Deadline **January 15.**
- **Q2** (January 1 – March 31): CalOES Submittal Deadline **April 15.**
- **Q3** (April 1 – June 30): CalOES Submittal Deadline **July 15.**
- **Q4** (July 1 – September 30): CalOES Submittal Deadline **Oct 15.**
- **Closeout date: Before February 1, 2027 (grant funds expire)**

Estimated Completion Date: [June 2027](#) [November 2026 for adoption, before February 1, 2027, for closeout.](#)

Funding:

Budget for WE 400.1.	
RPA Funding	\$3,000
RPA Carryover (FY 20254/20265)	TBD
Total	\$3,000

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

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

Caltrans Planning Coordination (District 9)

This Work Element includes coordination with Caltrans District 9 on project programming activities, including development and administration of the Regional Transportation Improvement Program.

The LTC will coordinate with District staff to ensure that programmed projects are consistent with State Highway System planning documents, corridor plans, and District priorities. Early and ongoing coordination will occur for projects affecting State routes or requiring Caltrans partnership, supporting project readiness, funding alignment, and efficient delivery.

700.1. Regional Transportation Improvement Program (RTIP)

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

Previous Work:

- Adopted 2026 RTIP
- Attend STIP hearing
- RTIP claims and reporting

Task Elements:

- Administer the adopted 2026 RTIP and ensure consistency with the 2026 RTP (LTC staff). [July 2026-June 2027](#)
- Develop programming needs and/or projects for future RTIP cycles (as needed, LTC staff). [July 2026-June 2027](#)
- Monitor and amend the adopted RTIPs (as needed, LTC staff). [July 2026-June 2027](#)

Overall Work Program FY 2026-2027

Expected Products:

- RTIP administration, including claims and reporting.
- Amendments to adopted RTIPs, as needed.

Estimated Benchmarks: Ongoing in FY 26-27 unless otherwise specified below.

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

Estimated Completion Date: June 2027Funding:

Budget for WE 700.1.	
RPA Funding	\$500
RPA Carryover (FY 202 54 /202 65)	TBD
Total	\$500

700.2. Project Development and Project Study Reports

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

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

Previous Work: Mono County 2025 Pavement Section Core Sampling for Topaz Lane, Cunningham Lane, Larson Lane, Pinenut Road, Aspen Springs Road, Lower Rock Creek Road; Benton Crossing Road Rehabilitation Project Phase 2.

Task Elements:

- Complete PIDs and PSRs, including the necessary engineering and technical studies (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Completion of proposed project funding applications and other documents as required by the specific funding program (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Conduct public outreach, including the Tribes, and research to support the development of PSRs and PIDs as needed (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Maintain a list of fundable and construction-ready projects (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Review emergency access routes for PSR development consistent with the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) (as needed, Town and County Public Works staff, and LTC staff). [July 2026-June 2027](#)
- Update existing PSRs as needed for the 2026 RTIP cycle (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Meet any new documentation and/or funding requirements of BIL and IIJA, and other funding sources (as needed, Town and County Public Works staff). [July 2026-June 2027](#)

Expected Products:

- PSRs for various roads as needed.

Estimated Benchmarks: Ongoing for FY 26-27 except as listed below.

Estimated Completion Date: June 2027

Funding:

Budget for WE 700.2.	
PPM Funding	\$0
Total	\$0

Work Element 800 – Regional Transportation Planning Series

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

Caltrans Planning Coordination (District 9)

[This Work Element includes coordination with Caltrans District 9 on interregional transportation issues, transit planning, and multimodal connectivity involving the State Highway System.](#)

[Planning activities will incorporate applicable Caltrans corridor plans, interregional planning efforts, and State policies related to transit, mobility, and greenhouse gas reduction. The LTC will coordinate with District 9 on transit services, interregional connections, and projects affecting State routes to ensure alignment with State planning priorities and to address District concerns.](#)

800.1. Interregional Planning

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

[Previous Work:](#) Attend RCTF meetings for FY; Convened and attended CPT meetings, transportation issues agendized as needed; Convened and attended ESWST meetings, supported the wildlife crossing project.

Task Elements:

- Participate in collaborative transportation planning forums and meetings, such as Eastern California Transportation Planning Partnership, RCTF, the CPT, and other regional efforts when meetings are called. Tribes are formal participants of the CPT and receive all meeting notices and materials (as needed, LTC staff). [July 2026-June 2027](#)
- Engage with transportation entities and NGOs specializing in transportation on collaborative efforts to support Mono County LTC goals and policies (as needed, LTC staff). [July 2026-June 2027](#)
- Coordinate with statewide, regional, and local planning agencies on current and future Capital Improvement Projects (CIPs) and US 395 Mammoth Lakes Wildlife Crossing project (as needed, LTC staff), including grant applications. [July 2026-June 2027](#)

Overall Work Program FY 2026-2027

- Collaboration on interregional and interagency projects of significance and consistency with the RTP, such as the Mammoth Lakes Wildlife Crossing project and MOU projects (e.g., North Conway climbing lanes). [July 2026-June 2027](#)
- Eastern Sierra Wildlife Stewardship Team (ESWST) meeting agendas and materials, and LTC project outreach and input at applicable stages of development. [July 2026-June 2027](#)

Expected Products:

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

Estimated Benchmarks: Ongoing for FY 26-27 except as listed below.

- Organization of quarterly CPT meetings.
- Quarterly Wildlife Crossing project meetings, and any project products.

Estimated Completion Date: June 2027Funding:

Budget for WE 800.1.	
RPA Funding	\$2,500
RPA Carryover (FY 2025/2026)	TBD
Total	\$2,500

800.2. Regional Transit Planning and Coordination

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

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

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

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

Previous Work: 2025 YARTS summer voucher program; Most transit work was completed with LTF funds.

Task Elements:

- Attend stakeholder meetings with ESTA and YARTS and attend relevant advisory board meetings (as needed, LTC staff). [July 2026-June 2027](#)

Overall Work Program FY 2026-2027

- Conduct community outreach on transit services and for the Unmet Transit Needs process in partnership with ESTA, YARTS, the Town of Mammoth Lakes, RPACs, Tribes, and other interested stakeholders, including nonprofits (annually, LTC staff). [July 2026-June 2027](#)
- Meet with Social Service Technical Advisory Committee (SSTAC) members (annually, LTC staff). [July 2026-June 2027](#)
- Incorporate Intelligent Transportation System (ITS) policies into relevant transportation plans in partnership with ESTA and YARTS (as required, LTC staff). [July 2026-June 2027](#)
- Participate in general transit planning for ESTA and YARTS which may include discussions about funding, grants opportunities and applications, Short-Range Transit Plan updates, and other strategic planning workshops (as needed, LTC staff). [July 2026-June 2027](#)
- Catalog zero-emission fleet needs and participate in developing solutions for ESTA and YARTS (as needed, LTC staff). [July 2026-June 2027](#)
- Provide support to ESTA and YARTS in improving and maintaining capital assets. This includes planning for the replacement and maintenance of the fleet as well as infrastructure and operational needs (as needed, LTC staff). [July 2026-June 2027](#)
- Track and engage in emerging transit opportunities (as needed, LTC staff). [July 2026-June 2027](#)

Expected Products:

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

Estimated Benchmarks: Ongoing for FY 26-27 except as listed below.

- Complete the unmet transit needs process, including outreach to the Tribes and submittal to the State, by June 2026. Cost billed to the Local Transportation Fund as long as a budget is available.

Estimated Completion Date: June 2027

Funding:

Budget for WE 800.2.	
RPA Funding	\$0
RPA Carryover (FY 20254/20265)	TBD
Total	\$0

Work Element 900 – Asset Management

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

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

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

Caltrans Planning Coordination (District 9)

This Work Element includes coordination with Caltrans District 9 on regional planning, data collection, system monitoring, and implementation activities that may affect or interface with the State Highway System.

Activities under this Work Element will incorporate applicable Caltrans planning documents, corridor plans, Complete Streets policies, and District priorities. Coordination will include sharing data, reviewing system performance, addressing safety and operational concerns, and supporting project development and implementation where regional efforts connect to State routes.

900.1. Planning, Monitoring, and Traffic Management Issues

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

Previous Work: The Town of Mammoth Lakes completed Village traffic Cut-through study; Staff addresses community traffic issues as needed; Staging areas assessment in progress.

Task Elements:

- Conduct applicable reviews and studies of community transportation issues, such as analysis of non-motorized features and connectivity issues/problems, community discussions related to transportation operations or features, etc. (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Perform studies such as: traffic volume, speed studies, turning movements, VMTs, parking, intersection analysis, staging areas, and sight distance studies (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Conduct pedestrian / bike user counts (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- StreetSaver data collection, road assessments, ADA assessments and project prioritization (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Complete necessary engineering and technical studies to support the development of PSR's and PID's (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Completion of proposed project funding applications and other documents as required by the specific funding program (as needed, Town and County Public Works staff). [July 2026-June 2027](#)

Expected Products:

- Sierra Park & Tavern Rd intersection analysis & warrant study
- RVs as residences
- Staging area assessments – figuring out if current staging areas are adequate / assessing staging area improvements
- North Village area parking and traffic studies
- Speed Study for Twin Lakes Road
- Speed Study for Lundy Lake Road

Estimated Benchmarks: Ongoing for the complete fiscal year.

Estimated Completion Date: June 2027

Funding:

Budget for WE 900.1.	
RPA Funding	\$8,200
RPA Carryover (FY 202 54 /202 65)	TBD
Total	\$8,200

900.2. Regional Data Collection Equipment

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

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

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

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

Previous Work: Pavement Management System and Traffic Data Collector Plans on-going; Mono County Recreation: Deployment of trail and vehicle counters at various locations throughout the County; Contract Management of TOML trails counter program along with bi-annual reports of trail counter results; Hosts collected various forms of data across various high use recreation sites in the Mammoth Lakes area. Data has been tabulated to determine use trends, high use areas, times of high use, preferred recreation types, and more.

Task Elements:

- Purchase, deploy, and manage new and replacement data collection equipment, hardware, and software, and ongoing monitoring and maintenance (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Analysis of trailhead and traffic monitoring data to identify road system improvement needs, prioritize maintenance and upgrades, manage traffic and transportation issues, etc. (as needed, Town and County Public Works staff). [Data collection performed by staff occurs all year round \(on-going July – June\) with higher activity levels from May – September.](#)
- Purchase and maintain equipment for the Streetsaver program and purchase/subscribe to software (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Execute the trailhead and recreation data collection programs, which may include surveys and cell phone data, at high use recreation areas to inform future management of the transportation system accessing these and/or other relevant destinations (as needed, Town and County Public Works staff). [Data collection and analysis performed by staff occurs all year round \(on-going July – June\) with higher activity levels from May – September.](#)

Expected Products:

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

Mono County to hire staff to oversee data collection and analysis Estimated Benchmarks:
Ongoing for the complete fiscal year.

Estimated Completion Date: June 2027

Funding:

Budget for WE 900.2.	
RPA Funding	\$57,000
RPA Carryover (FY 2025/2026)	TBD
Total	\$57,000

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900.3. Regional Asset Management System – RPA

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

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

This Work Element implements the following RTP sections:

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

Previous Work: Traffic data collection on Twin Lakes Road, Lundy Lake Road, Cottonwood Canyon, Dobie Meadows, Emigrant / Kirkwood intersection, and Cemetery Road; Preliminary Speed Study Lundy Lake Road; Speed Report – Twin Lakes Road; Mono County Maintained Mileage yearly submittal; Maintenance of Mono County’s online road hazard reporting system; Updates to Mono County Streetsaver Pavement Management System; Mono County Recreation: Begin cataloging of transportation / recreation assets (Mono Co & Partner assets) in GIS (examples: days use areas, bathrooms, dumpsters, parking lots).

Task Elements:

- —Catalog and report all transportation related infrastructure and assets as a baseline quantitative data set. These may include ROWs, culverts and drainage, signs, traffic

counts/data, alignment data and land surveys, lane miles, trail segments, signs, kiosks, staging areas and infrastructure, and non-motorized facilities, etc. (as needed, Town and County Public Works staff). [Data collection performed by staff occurs all year round \(on-going July – June\) with higher activity levels from May – September.](#)

- Coordinate and store regional agency data for traffic counts and traffic data collection (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Plan and identify locations for obtaining or improving road alignment data (as needed, Town and County staff). [July 2026-June 2027](#)
- Integrate linear reference information and survey data into future projects (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Management and maintenance of joint-jurisdiction GIS database for web-based public reporting of road safety hazards by location in Mono County and the Town of Mammoth Lakes (as needed, Town and County Public Works and IT staff). [July 2026-June 2027](#)
- Import of reported traffic collision data and location into GIS (as needed, Town and County Public Works and IT staff). [July 2026-June 2027](#)
- Respond to transportation database, reports, and application (app) requests (as needed, Town and County IT staff). [July 2026-June 2027](#)
- Update and maintain the transportation system maps and documents (as needed, Town and County IT staff). [July 2026-June 2027](#)
- [Overall identification and analysis of expected various ROW work and coordination with adjacent landowners \(e.g., BLM\) to determine solutions. July 2026-June 2027](#)
-

Expected Products:

- GIS database for transportation assets, which may result in new transportation maps and updated existing GIS maps, including updated transportation and attribute data.
- Quantitative data for transportation uses to be used in road transport project PSRs and road safety assessments.
- An assessment and prioritization of the assets for maintenance (e.g., a decision tool) using the collected data.
- Annual [developmentdevelopment](#) and submittal of maintained road mileage and snow removal priority map.
- Ongoing reporting system of road safety hazards and dissemination tools, such as app development.
- Mono County Land Surveying work
- Streetsaver Pavement Management System
- [Identification of and planning for various ROW work, and coordination and solutions with adjacent landowners](#) ~~[Miscellaneous ROW work](#)~~

Overall Work Program FY 2026-2027

Estimated Benchmarks: Ongoing for the complete fiscal year.

Estimated Completion Date: June 2027

Funding:

Budget for WE 900.3.	
RPA Funding	\$47,500
RPA Carryover (FY 2025/2026)	TBD
Total	\$47,500

900.4. Regional Asset Management System – PPM

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

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

Previous Work: Benton Crossing Road topographic and boundary survey phase 1; Traffic data collection on various Mono County roads.

Task Elements:

- Provide reports and evaluations to plan future maintenance in a cost-effective manner (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Implementation of land surveying to improve road alignment, road elevation data, and roadside infrastructure in AutoCAD database (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Collection of GIS road data and inventories as needed (as needed, Town and County staff). [July 2026-June 2027](#)
- [Implementation of various ROW work, as analyzed in WE 900.3. July 2026-June 2027](#)

Expected Products:

- Survey Work
- ~~Miscellaneous ROW work~~ [Implementation of various ROW work, as analyzed in WE 900.3](#)
-

Estimated Benchmarks: Ongoing for the complete fiscal year.

Estimated Completion Date: June 2027

Funding:

Budget for WE 900.4.	
PPM Funding	\$100,000
Total	\$100,000

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

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

[Caltrans Office of Air Quality and Resiliency Planning Air Quality Conformity:](#)

[The Mammoth Lakes PM10 Planning Area was identified by the US EPA in 1990 as a nonattainment area. This area covers 68 square miles and encompasses the incorporated portion of the Town of Mammoth Lakes, the remainder is unincorporated Mono County. In 2014 the Planning Area was redesignated as a maintenance area for PM10. The primary source of PM10 is resuspended road dust from cinders used for winter traction along roadways. The Town of Mammoth Lakes monitors PM10 and reports on all State \(PM10 > 150ug/m³\) and Federal \(PM10 > 50ug/m³\) exceedance events.](#)

Task Elements & Products:

- Monitor and report air quality in the Town of Mammoth Lakes (annually, Town of Mammoth Lakes staff). [July 2026-June 2027](#)

Estimated Benchmarks:

- Complete the FY 2026/2027 Daily Air Pollution Data Report

Estimated Completion Date: June 2027

Funding:

Budget for WE 900.5.	
RPA Funding	\$500
RPA Carryover (FY 2025/2026)	TBD
Total	\$500

900.6. Regional Trails Planning

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

RTP Consistency:

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

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

Previous Work:

- Mono Recreation: Ongoing: Meet with community stakeholders, federal/state land-managers, tribes and pertinent regulatory agencies to ensure cohesive trails planning and management as needed.
- In process (ongoing): Conduct collection of GIS data and mapping to plan for future trail alignments as needed.
- In process (ongoing): Continue agency collaboration for trails planning and multi-modal accessibility including possible OHV connections (Combined Use Roads) as needed.
- In Process (Ongoing): Develop mapping and baseline data from WEs 900.2 & 900.3 as needed and able
- Ongoing: Continued support local initiatives and groups that have transportation and recreational nexuses, including (but not limited to) the Eastern Sierra Sustainable Recreation Partnership and Camp Like a Pro.
- In Process (Ongoing): Trails and management planning for County-owned parcels or County prioritized projects as identified within the General Plan, Regional Transportation Plan, or other relevant plans

- In Progress (Ongoing): Begin planning for forthcoming update to County Trails Master Plan, including coordination with key partners to consider establishment of the “Mono County Trail System” and relevant Trail System Standards.
- “Future amendments to adopted Bike & Trails plan as needed”
- In Progress (Ongoing): Research grant opportunities and apply as needed for projects that are supported within the LTC OWP.

Task Elements:

- Meet and collaborate with community stakeholders, federal/state land managers, Tribes, and relevant regulatory agencies, adjacent counties and others) to ensure cohesive planning and management around uses and users, multimodal features, access points, staging areas, etc., as needed (LTC staff). [Ongoing, July 2026 – June 2027.](#)
- Analysis and evaluation of collected data combined with cloud-based data to better understand user trends and inform planning for regional trails, trailheads and connectivity (LTC staff). [Ongoing, July 2026 – June 2027.](#)
- Implementation of data collection, including GIS, mapping and trail and vehicle counters, for trails management and planning, including planning for future trail alignments, as needed (LTC staff). [Ongoing, July 2026 – June 2027, with heavier analysis of data occurring in October – May.](#)
- Develop or update safety standards as needed for wayfinding, trail system standards, etc. (LTC staff). [As needed, July 2026 through June 2027.](#)
- Develop or update plans as needed, which may include various trails plans, OHV/OSV management plans, the Bikeway Plan, and trail or bikeway planning in specific areas or on specific parcels (LTC staff). [Ongoing, July 2026 through June 2027.](#)
- Support local recreation initiatives and groups with a transportation nexus, e.g., the Eastern Sierra Sustainable Recreation Partnership (ESSRP) and Camp Like a Pro (LTC staff). [Ongoing, July 2026 through June 2027.](#)
- Research grant opportunities and submit applications for recreation management and planning (LTC staff). [Ongoing, July 2026 – June 2027.](#)

Expected Products:

- Conceptual multimodal and trail connections and alignments, access points, staging areas, etc., addressing identified needs.
- Mapping, baseline data, data reports, and studies to inform trail planning and management, including a study to measure and manage trail users.
- Development or updates of standards, including wayfinding and trails standards, as needed.
- Multimodal and trails plans which may include Town of Mammoth Lakes Trails Master Plan, Town of Mammoth Lakes Parks and Recreation Master Plan, Mono County Trails

Master Plan, trails on Doe Ridge, Crowley Lake connector trails, Tri-Valley trails, North County winter recreation plan, Mammoth Creek trails, OHV/combined use roads planning, trail reroutes, refinement or future development of existing plans like the West Walker River Parkway (Mountain Gate) Plan.

- Update the RTP Bikeway Plan.
- Documentation of outreach for public engagement, including Tribes, RPACs, CPT, federal and state agencies, NGOs, the general public, etc.

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

Estimated Completion Date: June 2027

Funding:

Budget for WE 900.6.	
RPA Funding	\$82,100
RPA Carryover (FY 2025/2026)	TBD
Total	\$82,100

900.7. Community Traffic Calming, Complete Streets and Design Standards

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

Previous Work: Public outreach on complete streets, multi-modal systems, traffic calming as needed and raised by the public.

Task Elements:

- Conduct community outreach on complete streets, multimodal transportation, traffic calming, and other similar planning efforts including Main Street Projects (Bridgeport, Lee Vining, June Lake), Corridor Management Plan, etc. (as needed, Town and County Public Works staff). [July 2026-June 2027](#)
- Review and study traffic patterns, traffic counts, parking and snow storage issues, and other community issues (as needed, Town and County Public Works staff). Investigate and develop potential plans and solutions to address complete street needs. [July 2026-June 2027](#)
- Update applicable standards (as needed, Town and County Public Works staff). [July 2026-June 2027](#)

Expected Products:

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

Estimated Benchmarks: Ongoing for the complete fiscal year.

Estimated Completion Date: June 2027

Funding:

Budget for WE 900.7.	
RPA Funding	\$200
RPA Carryover (FY 202 54 /202 65)	TBD
Total	\$200

900.8. Mono County Public Works Projects

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

RTP Consistency:

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

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

Previous Work:

- Swall Meadows Emergency Access Road (on-going planning/coordination with Whitebark Institute, Inyo National Forest, Pinion Ranch HOA, and private property owners; search for grant funding)
- 5-Year CIP updates, yearly assessment, project identification
- Yearly SB1/RMRA Reporting: SB 1/RMRA Approved Project List with Resolution approved Board of Supervisors July 1st and Expenditure Report completed by December 1st; input and accepted in CalSMART

- Yearly Road Safety Assessment – reported traffic collision data for Mono County
- Life Cycle Cost Analysis for Mono County Road maintenance and rehabilitation
- Misc. Right of Way work on various Mono County roads
- Streetsaver Pavement Management System on-going work / updates

Task Elements:

- Planning of emergency access routes at needed locations in Mono County communities and coordination with relevant stakeholders. (as needed, LTC and County Public Works staff). [July 2026-June 2027](#)
- Perform life cycle cost assessment analysis for project identification and optimum treatment application (as needed, County Public Works staff). [July 2026-June 2027](#)
- Annual Road Safety Assessment, including assessment of reported traffic collisions, to increase transportation network safety, inform project priorities and implement the Local Road Safety Plan (as needed, County Public Works staff). [July 2026-June 2027](#)
- Maintenance of Streetsaver Pavement Management System and associated data and studies (as needed, County Public Works staff). [July 2026-June 2027](#)
- SB 1 RMRA Process. [July 2026-June 2027](#)
- Assess and update 5-Year CIP (as needed, County Public Works staff). [July 2026-June 2027](#)
- Feasibility studies for bringing substandard roadways into the Mono County transportation system (as needed, County Public Works staff). [July 2026-June 2027](#)
- The planning and approval of RMRA/SB1 project lists, which consists of the following: development of RMRA/SB1 project lists, public outreach, consideration and adoption of the project lists by the Mono County Board of Supervisors, upload of the list into the CalSmart system, and then approval by the California Transportation Commission (CTC). [July 2026-June 2027](#)
- Project planning and reporting under various funding sources such as SB1/RMRA (as needed, County Public Works staff). [July 2026-June 2027](#)
- Development and assessment of data and information on various street and road systems to understand maintenance needs (as needed, County Public Works staff). [July 2026-June 2027](#)

Expected Products:

- Draft planning, feasibility, and conceptual design of emergency access routes.
- Updated and current Pavement Management System using Streetsaver software.
- Completion of speed and traffic data surveys on relevant County maintained roads.
- Identification of most cost-effective road maintenance treatments for incorporation into the 5-Year CIP updates, yearly assessment, project identification.
- Identification of safety projects and prioritization.

Overall Work Program FY 2026-2027

- Updated and/or amended Mono County Road Standards, as needed.
- RMRA / SB1 Approved Project List, Resolution by Mono County Board of Supervisors, completed Expenditure Report; input and accepted in CalSMART
- Feasibility study for bringing substandard roadways into the County system.
- ~~Miscellaneous ROW work~~

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

- RMRA / SB1 Approved Project List with Board Resolution for CTC due July 1st.
- RMRA / SB1 Expenditure Report completed and approved in CalSmart for CTC by December 1st
- 5-Year CIP updates and revisions in December 2026.

Estimated Completion Date: June 2027

Funding:

Budget for WE 900.8.	
RPA Funding	\$44,000
RPA Carryover (FY 2025/2026)	TBD
Total	\$44,000

Appendix A: OWP Billing Procedures

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

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

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

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

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

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

Appendix B: Glossary of Terms and Acronyms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix C: Public Participation and Stakeholder Plan

MCLTC integrates public participation and stakeholder engagement into its regional transportation planning process through a variety of public outreach forums at the Town of Mammoth Lakes and Mono County as listed below. ~~coordination with the County's Regional Planning Advisory Committees (RPACs), which serve as the primary forums for community input across geographically diverse areas of Mono County.~~ Public involvement during the transportation planning process is provided through committee meetings, public workshops, and outreach programs.

Town of Mammoth Lakes

Public engagement in the Town of Mammoth Lakes is provided through outreach at the following forums held at the Town Council Chambers, Suite Z, 437 Old Mammoth Road, Mammoth Lakes, California:

- Town Council: The first and third Wednesday of every month at 6:00 pm.
- Planning and Economic Development Commission: The second Wednesday of every month at 9:00 am.
- Parks and Recreation Commission: The first Tuesday of every second month at 2:30 pm.

Mono County

Agendas for all Mono County meetings are posted approximately a week in advance at <https://www.monocounty.ca.gov/calendar>. Interested members of the public can register for email notifications of meetings at <https://www.monocounty.ca.gov/stay-connected>.

Regional Planning Advisory Committees (RPACs): The RPACs function as citizen advisory committees to the LTC, identifying transportation and circulation issues and opportunities within their respective communities and helping develop policies based on those needs. Active RPACs are in Antelope Valley, Bridgeport Valley, Mono Basin, June Lake, and Long Valley, with some meeting monthly and others on an as-needed basis.

<u>RPAC Location</u>	<u>Dates</u>	<u>Frequency</u>
<u>Antelope Valley:</u> <u>(442 Mule Deer Road, Coleville, California)</u>	<u>1st Thursday: 6:00 pm</u>	<u>Monthly</u>
<u>Bridgeport Valley:</u> <u>(74 N. School St., Bridgeport, California)</u>	<u>2nd Thursday: 4:00 pm</u>	<u>Monthly</u>
<u>Mono Basin:</u> <u>(Lee Vining Community Center: 296 Mattly Ave, Lee Vining, California)</u>	<u>2nd Wednesday: 6:30 pm</u>	<u>Monthly</u>
<u>June Lake CAC:</u> <u>(June Lake Community Center: 90 W Granite Ave, June Lake, California)</u>	<u>1st Wednesday: 6:00 pm</u>	<u>Monthly</u>

<p><u>Long Valley:</u> (Crowley Lake Community Center: 58 Pearson Road, Crowley Lake, California)</p>	<p><u>3rd Thursday: 6:30 pm</u></p>	<p><u>Bi-Monthly</u></p>
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Communities including Benton/Hammil, Chalfant, Paradise, and Wheeler Crest do not have standing RPACs; however, town hall meetings are convened as needed, and at the request of residents to ensure representation. These engagement efforts inform key planning documents such as the RTP, OWP, and RTIP.

The Mono County Collaborative Planning Team (MCCPT) meets Additionally, t the last Thursday of every quarter (January, April, July, October) at 9:00 am virtually via Zoom. The Mono County Collaborative Planning Team (MCCPT) serves as a collaborative catalyst for stakeholder input on planning projects throughout Mono County and includes federal (US Forest Service, Bureau of Land Management, US Fish and Wildlife Service, etc.) state (California Department of Fish and Wildlife, Caltrans, etc.); and local (Town of Mammoth Lakes, Los Angeles Department of Water and Power, etc.) agencies; and the regional tribes (Bridgeport Indian Colony, Mono Lake Kootzaduuka'a, Benton Paiute, etc.). If specific projects require extra stakeholder engagement, additional charettes or stakeholder meetings will be held as needed.

The Mono County Planning Commission meets every third Thursday at 9:00 am at the Mono County Civic Center (1290 Tavern Road, Mammoth Lakes, California) and/or in Bridgeport as posted on the agenda.

The Mono County Board of Supervisors meets the first three Tuesdays of every month at 9:00 am. The first two Tuesdays are at the Bridgeport Courthouse, Board Chambers, 2nd Floor, 278 Main Street, Bridgeport with remote teleconferencing at the Mono County Civic Center (1290 Tavern Road, Mammoth Lakes, California). The third Tuesday is at the Mono County Civic Center, Mono Lake Room, 1290 Tavern Road, Mammoth Lakes, California, with remote teleconferencing at the Bridgeport Courthouse Board Chambers (2nd Floor, 278 Main Street, Bridgeport).

Tribal Outreach: Tribes are individually noticed by mail, and email upon request, for major planning documents such as, but not limited to, the Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). Tribal representatives also receive agenda notifications for the RPAC meetings in their local area, and the quarterly CPT meetings. LTC staff is always happy to attend tribal council or other meetings with tribal members upon request.



FY 26-27 Draft OWP Comment Matrix – Mono County Local Transportation Commission

Comment:	Agency Response	Caltrans Response/Review
General Comments:		
<p>MCLTC is commended for delivering a comprehensive and improved OWP that outlines transportation planning priorities and fosters collaboration with stakeholders, local jurisdiction, transit agencies, and Caltrans. We look forward to continued partnership. (HQ)</p> <p>The County is to be commended for creating an OWP document that is overall very well thought out and thorough. (District 9)</p>	<p>The MCLTC appreciates the recognition and continued support throughout this process.</p>	
<p>Public Involvement MCLTC is commended for making public participation and stakeholder engagement an integral component of its regional transportation planning process. Please provide a link in this section to the Public Participation and Stakeholder Engagement Plan. If MCLTC does not have a Public Engagement Plan, it is recommended that the agency create one, as it would be of benefit to future grant applications. (HQ)</p>	<p>Please see the added "Appendix C" that more thoroughly outlines the public participation and stakeholder plan.</p>	
<p>Federal Land Management Coordination Please include a discussion of how MCLTC consults and coordinates with Federal Land Management Agencies (FLMAs) in the introduction. Identify the FLMAs in your region. (HQ)</p>	<p>This information has been added to the Introduction section of the FY26-27 OWP.</p>	
<p>California Transportation Plan While this is not a mandatory inclusion, it is highly recommended. In in the introduction or within work elements, include a discussion of how the RTPA is using the California Transportation Plan (CTP) 14 recommendations, the California Rail Plan, and District and Statewide Transit Plans to guide its planning activities. California Transportation Plan 2050 - 14 Recommendations. (HQ)</p>	<p>Table 2.2 has been added identifying how the OWP addresses the 14 recommendations in the CTP. In the FY 27-28 OWP, this table can be combined with Table 2.1 and additional references to the California Plan and District and Statewide Transit plans can be added.</p>	
<p>California Transportation Plan (CTP) 14 Recommendations</p>	<p>Discussion on this has been added to the introduction, along with Table 2.2</p>	



FY 26-27 Draft OWP Comment Matrix – Mono County Local Transportation Commission

Comment:	Agency Response	Caltrans Response/Review
<p>It is recommended to include a narrative, table, matrix, or other diagram showing which Work Elements accomplish the CTP 14 recommendations, found in the CTP 2050 as it would help strengthen future grant applications. (HQ)</p>	<p>outlining inclusion of the CTP 14 recommendations in the FY 26-27 OWP.</p>	
<p>Table of Contents Ensure Work Element (WE) names in the Table of Contents align with those in the OWP. If an abbreviated Work Element name is needed in the OWP or Budget Revenue Summary (BRS), first spell out the full name in the Table of Contents, followed by the abbreviation in parentheses (e.g., Work Element (WE)).</p> <p>Please include the fully spelled out work element name for 700.1 in the OWP and Table on Contents. Please ensure that the BRS has the full name of each work element with the associated number as it is found in the Table of Contents. (HQ)</p>	<p>The edits have been made the FY26-27 OWP.</p>	
<p>Boundary Map Including a boundary map is a great addition to the document and is appreciated. However, the current map's text is quite small and difficult to read. Is there a clearer version available? Improving the legibility of the map would significantly enhance the OWP's clarity and usability. (HQ)</p>	<p>This map has been updated.</p>	
<p>Planning Emphasis Areas Please remove the Planning Emphasis Areas from the introduction as these have been rescinded by our federal partners. (HQ)</p>	<p>These have been removed from the introduction.</p>	
<p>Caltrans Planning Coordination A work element that identifies Caltrans District activities and responds to District concerns. A reference to state highway system planning documents and corridor plans should be incorporated into applicable work elements. (District 9)</p>	<p>This has been added to each applicable WE.</p>	



FY 26-27 Draft OWP Comment Matrix – Mono County Local Transportation Commission

Comment:	Agency Response	Caltrans Response/Review
<p>All Work Elements</p> <p>Task Schedules: Ensure that all tasks in the FY 25-27 Overall Work Program (OWP) include schedules specifying both the start and anticipated completion dates. This will provide clarity on the timeline for each task. An estimated month and year for all elements is strongly recommended. (HQ)</p> <p>Alignment and Regional Planning Nexus Reminder: All tasks, schedules, and final products must align with and support the development of the identified end products. Additionally, they should demonstrate a clear regional planning nexus. Please revise the Work Element as necessary to ensure clarity, alignment, and compliance with these requirements. (HQ)</p>	<p>Most WE's are ongoing throughout the FY, but dates have been added for July 2026 - June 2027. Specific dates have been added to projects that are shorter or discrete in nature.</p> <p>The MCLTC agrees and believes the OWP addresses this issue. Specific comments are welcome.</p>	
Work Element Specific Comments:		
<p>Caltrans Office of Regional and Community Planning WE 36 100.3 Training and Professional Development The Work Element should identify the fund source for each task in the Budget Table, or with the Task description. These tasks, schedule, and final products must align with and support the development of the identified end products and have a clear regional planning nexus. Please revise as necessary to ensure clarity and alignment. (HQ)</p>	<p>The funding source is indicated in Table 4.1 and in a budget table at the end of each work element. All work elements are entirely RPA funded except 700.2 and 900.4, which are entirely PPM funded.</p> <p>Training and professional development activities are funded by RPA dollars, unless grants, technical assistance, or other funding sources become available during the year. If another funding source is available, the training will not be billed to, or reported under, the OWP.</p>	



FY 26-27 Draft OWP Comment Matrix – Mono County Local Transportation Commission

Comment:	Agency Response	Caltrans Response/Review
<p>WE 900.8 Mono County Public Works Projects Please clarify the anticipated background details of the RMRA/SB1 Approve Project List for the Expected Product. The work element lists "miscellaneous ROW" as an expected product. Specify the scope of this work. Note that RPA funds are restricted to planning-phase activities. If applicable, identify an alternative funding source for non-planning activities. (HQ)</p>	<p>A Task Element has been added to WE 900.8 to explain the planning-phase development and approval of the RMRA/SB1 project list that results in the expected product.</p> <p>Miscellaneous Right-of-Way (ROW) activities are not tied to a specific Public Works capital project. This effort constitutes planning work to systematically identify and document ROW deficiencies across County-maintained roadways in Mono County. Addressing these deficiencies will necessitate coordinated planning and interagency engagement with the Bureau of Land Management and the Inyo National Forest. These activities are integral to the County's broader asset management program and should be formally incorporated as such.</p> <p>Please note: All Right-of-Way (ROW) activities have been moved to WEs 900.3-900.4 and categorized for the appropriate funding source (RPA or PPM).</p>	
<p>Caltrans Recommendations:</p>		



FY 26-27 Draft OWP Comment Matrix – Mono County Local Transportation Commission

Comment:	Agency Response	Caltrans Response/Review
<p>Caltrans Office of Air Quality and Resiliency Planning Air Quality Conformity While this is not mandated, we recommend a statement regarding air quality conformity be included. Regarding the conformity elements included in the OWP, we recommend Mono County include a list of the NAAQS for which their region is designated non-attainment and/or attainment/maintenance by U.S. EPA, including the year (ie. 8-Hour Ozone (2008)) and classification. Please refer to U.S. EPA's Greenbook: https://www3.epa.gov/airquality/greenbook/anayo_ca.html</p>	<p>Language has been added to WE 900.5 in response to this recommendation.</p>	

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

MINUTE ORDER MO 26-01

Adoption of FY 2026-2027 Overall Work Program

Adopt the FY 2026-2027 Overall Work Program (OWP) and authorize staff to make any changes directed by the Commission, authorize staff to make any minor technical corrections, authorize Co-Executive Director to sign the Overall Work Program Agreement (OWPA) and the necessary Federal and State Certifications and Assurances, and submit to Caltrans.

Motion:

Second:

AYES:

NOES:

ABSTAIN:

ABSENT:

Attest: _____
Heidi Willson

Date: _____

cc: Caltrans

Mono County Local Transportation Commission

P.O. Box 347
Mammoth Lakes, CA 93546
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STAFF REPORT

TO: Mono County Local Transportation Commission

DATE: May 11, 2026

FROM: Olya Egorov, Planning Analyst and LTC Staff

SUBJECT: Adoption of Unmet Transit Needs for Fiscal Year 2026-2027

RECOMMENDATIONS

Receive staff report, make any desired changes to the summary and analysis for unmet transit needs, and approve Resolution 26-01, making findings that there are unmet transit needs that are reasonable to meet.

FISCAL IMPLICATIONS

The Mono County Local Transportation Commission (MCLTC) is required to adopt unmet transit needs on an annual basis prior to allocating any Local Transportation Funds (LTF) to roadway projects. This public involvement process is budgeted annually. New or expanded transit services are evaluated individually for cost increases.

ENVIRONMENTAL COMPLIANCE

Not applicable. Individual projects remain subject to environmental review.

BACKGROUND

Every year, the Commission facilitates a public involvement process with local transit providers and representatives of transit-dependent populations to identify and evaluate improvements that are not being met by existing transportation services. This process, known as unmet transit needs, is a requirement of the Transportation Development Act (TDA).

The process involves at least one public hearing with the Social Services Transportation Advisory Council (SSTAC) to ensure broad community participation and to solicit the input of transit-dependent and transit-disadvantaged persons, including the elderly, handicapped, and persons of limited means. State law separately requires that jurisdictions hold an annual public hearing to address transportation issues. The Commission leverages its annual public hearing for unmet transit needs to solicit input on unmet transit needs and the transportation system as a whole.

After the input is collected, the Commission completes an assessment of unmet transit needs using its adopted definitions for “unmet transit needs” and “reasonable to meet” to determine whether there are any unmet transit needs that are reasonable to meet. The Commission must fund unmet transit needs before funding is used on roadway projects.

DISCUSSION

Throughout the month of March, the Commission facilitated a public involvement process with Eastern Sierra Transit Authority (ESTA), the Consolidated Transportation Service Agency (CTSA) for the region. The table below summarizes action items and meeting dates:

Action	Date	Status
MCLTC reviews unmet transit needs process	February 9, 2026	Completed
June Lake Citizens Advisory Committee	March 4, 2026	Completed
Antelope Valley Regional Planning Advisory Committee (RPAC)	March 5, 2026	Completed
Mono Basin RPAC	March 11, 2026	Completed
Mammoth Lakes Planning and Economic Development Committee	March 11, 2026	Completed
Bridgeport Valley RPAC	March 12, 2026	Completed
Long Valley RPAC	March 19, 2026	Completed
Mono County Planning Commission	March 19, 2026	Completed
MCLTC and SSTAC facilitates the public hearing for unmet transit needs	April 13, 2026	Completed

On April 13, 2026, the Commission held a public hearing with the SSTAC for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction and that might be reasonable to meet by establishing or contracting for new public or specialized transportation services or by expanding existing services. During the public hearing, the Commission evaluated potential unmet transit needs and provided comments. Requests that did not meet the criteria for unmet transit needs will be considered general transportation input and incorporated into the upcoming update to the Regional Transportation Plan.

On May 11, 2026, the Commission will consider adoption Resolution 26-01 (R26-01), which finds that there is an unmet transit need that is reasonable to meet (see Attachment 1). The resolution and assessment will be submitted to Caltrans by June 30, 2026, before the start of the fiscal year.

Please contact Olya Egorov (oegorov@mono.ca.gov or 760-924-1802) with any questions.

ATTACHMENTS

1. Resolution 26-01 with Exhibits A and B (Resolution 98-01 and Assessment of Unmet Transit Needs for Fiscal Year 2026-2027)



R26-01

**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION
COMMISSION MAKING FINDINGS REGARDING “UNMET TRANSIT NEEDS”
THAT ARE “REASONABLE TO MEET”**

WHEREAS, the Mono County Local Transportation Commission, which is the Regional Transportation Planning Agency (RTPA) for the County of Mono in accordance with California Government Code §29532 and action of the Secretary of Business, Transportation, and Housing, has the responsibility under Public Utilities Code §99401.5 to identify the unmet transit needs of the jurisdiction and those that are reasonable to meet; and

WHEREAS, the Commission adopted definitions for the terms “unmet transit needs” and “reasonable to meet” by resolution, attached hereto as Exhibit A; and

WHEREAS, an assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged and adequacy of existing public and specialized transportation services and potential alternatives that would meet all or part of the transit demand was completed; and

WHEREAS, members were re-appointed and appointed to the Social Services Transportation Advisory Council in accordance with Public Utilities Code §99238 to provide a mechanism for input from transit dependent and transit disadvantaged persons; and

WHEREAS, the Commission collected public input through the Regional Planning Advisory Committees (RPACs) in March of 2026 at meetings in the Antelope Valley, Bridgeport Valley, Mono Basin, June Lake, and Long Valley, and a workshop with the Planning Commission (March 19, 2026); and

WHEREAS, the Commission held a duly noticed public hearing on April 13, 2026, with the Social Services Transportation Advisory Council for the purpose of soliciting comments on unmet transit needs that may exist within the jurisdiction and that might be reasonable to meet by establishing or contracting for new public or specialized transportation services or by expanding existing services; and

WHEREAS, the Commission and Social Services Transportation Advisory Council identified and evaluated unmet transit needs that might be reasonable to meet and completed an assessment, attached hereto as Exhibit B.

**NOW, THEREFORE, THE MONO COUNTY LOCAL TRANSPORTATION
COMMISSION RESOLVES** that there are unmet transit needs that are reasonable to meet in

1 the County of Mono, which shall be funded by Local Transportation Funds (LTF) before any
2 roadway projects pursuant to the Transportation Development Act.

3 **PASSED, APPROVED** and **ADOPTED** this 11th day of May 2026, by the following vote, to
4 wit:

5 **AYES:**

6 **NOES:**

7 **ABSENT:**

8 **ABSTAIN:**

9 /
10 //
11 ///

12
13
14 _____
Paul McFarland, Chair
Mono County Local Transportation Commission

15
16 **ATTEST:**

APPROVED AS TO FORM:

17
18
19
20 _____
Heidi Willson, Secretary

Emily Fox, County Counsel

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:

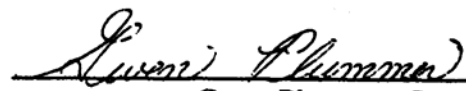
Absent:

Abstain:

Attest:



Joann Ronci, Chairperson
Mono LTC



Gwen Plummer, Secretary
Mono LTC

Mono County Local Transportation Commission

P.O. Box 347
Mammoth Lakes, CA 93546
O: 760.924.1800, F: 760.924.1801
commdev@mono.ca.gov

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ASSESSMENT OF UNMET TRANSIT NEEDS REQUESTS FISCAL YEAR 2026-2027

UNMET TRANSIT NEEDS THAT ARE REASONABLE TO MEET					
Location		Request/Comment	Unmet Transit Need	Reasonable to Meet	Costs, Actions & Solutions
1.	Mono Basin	Transit stops should be coordinated to improve connections between both transit service providers.	Yes – the request would enable transit dependent groups to obtain recreational opportunities primarily within Mono County and coordination is required to enable such access.	Yes – coordination between transit agencies is operationally feasible.	ESTA has coordinated with the YARTS schedule in the past and will review the timing of routes. However, certain limitations exist for when the various routes can run, and seamless coordination may not always be possible.

UNMET TRANSIT NEEDS THAT ARE NOT, OR MAY NOT BE, REASONABLE TO MEET					
Location		Request/Comment	Unmet Transit Need	Reasonable to Meet	Costs, Actions & Solutions
2.	June Lake	Request for a new transit service within June Lake to serve June Mountain Ski Area during winter months. Parking and traffic are concerns.	Yes – the request would enable transit dependent groups to obtain employment and recreational opportunities primarily within Mono County.	No – the operational feasibility of a route is uncertain and may not be economical.	Coordination between ESTA, the US Forest Service, Mono County Public Works, Caltrans, and June Mountain Ski Area is required to define the route, including when and where the service will operate and how it will be funded. Additional research may be warranted to understand the cause and timing of existing parking and congestion issues (e.g., employees, visitors from Mammoth Lakes). A transit service in June Lake from December 15 to April 15 that operates on

					weekends would cost \$51,000 per season for 408 service hours at \$125/hour (8 hours, 3 days per week for a total of 16 weeks). A pilot program could be considered during peak winter days (e.g., holidays, weekends) if drivers can be found.
3.	June Lake	Request for a transit service within June Lake to serve June Lake Beach during summer months. Parking and traffic are concerns.	Yes – the request would enable transit dependent groups to obtain employment and recreational opportunities primarily within Mono County.	No – the operational feasibility of a route is uncertain and may not be economical.	<p>Coordination between ESTA, the US Forest Service, the concessionaire, Caltrans, June Mountain Ski Area, and Mono County Public Works is required to define the route, including when and where the service will operate and how it will be funded.</p> <p>A transit service in June Lake from July 1 to August 15 that operates on weekends would cost \$18,000 per season for 144 service hours at \$125/hour (8 hours, 3 days per week for a total of 6 weeks). A pilot program could be considered for peak summer days if drivers can be found.</p>
4.	Bridgeport Valley	Request for transit service to Bridgeport for PCT hikers (e.g., Sonora Junction to Bridgeport).	Yes – the request would enable transit dependent groups to obtain recreational opportunities primarily within Mono County.	No – the service is currently provided. ESTA stops at Sonora Junction by request on the Reno-Lone Pine route. There are not enough riders to be economical or meet the fare box revenue requirements for a dedicated service between Sonora Junction and Bridgeport.	ESTA obtained approval from Caltrans to construct a transit stop at Sonora Junction, which would provide a service enhancement. Construction of the transit stop is estimated to cost \$90,000 and no funding options are presently identified. On average, five or fewer people are picked up at Sonora Junction per month.
5.	Bridgeport Valley	Request for a second transit stop, ideally near the jail in Bridgeport.	Yes – the request would enable those released from the criminal	No – a second transit stop in Bridgeport is	The transit service on US Highway 395 (US 395) does not allow for diversions because the route currently maximizes the

			justice system (a transit dependent group) to better obtain the basic necessities of life primarily within Mono County, especially once the jail is relocated to Twin Lakes Road.	not operationally feasible.	allowable driving time for drivers. However, relocation of the transit stop to US 395 could be considered under the Caltrans Bridgeport Main Street Rehabilitation Project. This would move the transit stop away from the restrooms and the parking lot (note: there is a request in Lee Vining to move the transit stop to a park in order to access these facilities). The Commission should provide direction to staff on whether the request should be investigated further.
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NOT UNMET TRANSIT NEEDS

Location		Request/Comment	Unmet Transit Need	Reasonable to Meet	Costs, Actions & Solutions
6.	Bridgeport Valley	Request for a transit stop on Emigrant Street.	No – the transit service exists.	N/A	The transit stop is located at 121 Emigrant Street.
7.	Mono Basin	Request for additional service connections to Reno.	No – the transit service exists.	N/A	Additional service to Reno would cost \$455,000 per year for 3,500 service hours at \$130/hour.
8.	Mono Basin	Request for improved bus shelters in Lee Vining.	No – the request involves infrastructure, not transit service.	N/A	Replacement of the transit shelter will accompany the Caltrans Lee Vining Pavement Rehabilitation Project. The existing shelter will be removed, and a new one will be installed at the existing northbound transit stop and across the highway at Beaver Street for the southbound transit stop. ESTA is responsible for the replacement of both shelters. Staff could incorporate the request into the Active Transportation Program grant funding request.
9.	Mono Basin	Request to move transit stops from US Highway 395 to Hess Park. Hess Park has restrooms, better shelter, electrical outlets, and parking for passengers who are out of town for more than one day.	No – the request involves infrastructure, not transit service.	N/A	The location of the northbound and southbound transit stops are identified under the Caltrans Lee Vining Pavement Rehabilitation Project, which is currently advertised to bid.

					<p>Additional site planning would be required to identify a new location for the transit stop and route for transit service at the park. Relocation to Hess Park could affect parking, snow storage, and existing services. Options should be explored with Public Works, Caltrans, ESTA and YARTS. The Commission should provide direction to staff on whether the request should be investigated further.</p> <p>Alternatively, a new connector trail could be designed to improve access from the transit stop on US 395 to Hess Park. Staff could incorporate this project into the Active Transportation Program funding request.</p>
10.	Mammoth Lakes	Request for overnight parking in Mammoth Lakes for transit users. It is unclear whether overnight parking is allowed in the Mammoth Lakes Park and Ride, especially in winter. If overnight parking is not allowed, then a route should be coordinated to Lee Vining or Bridgeport where overnight parking is allowed for transit users.	No – the request involves infrastructure, not transit service.	N/A	Parking-related issues will be addressed under the upcoming Regional Transportation Plan update. Presently, overnight parking is not allowed in the public right-of-way.
11.	Carson City connection	Request to move the transit stop in Carson City from Walmart to the established transit hub in downtown Carson City. The transit hub serves other bus routes that provide service to other parts of Carson City, Douglas County, Lake Tahoe (and from Tahoe to Placerville and beyond), and Reno. Walmart has another connection to the transit hub in downtown Carson City, but it adds time and money to travel to the other location.	No – the request does not enable transit dependent groups to better obtain the basic necessities of life primarily within Mono County and the existing transit stop may be used to access other services.	N/A	ESTA currently uses Interstate 580 to access Walmart, so this request would add about ten minutes to the route. The transit service on US 395 does not allow for diversions because the route currently maximizes the allowable driving time for drivers.

12.	Bridgeport Valley	Request for additional service to areas east and west of Mono County. Generally, there are issues with transit service for those involved with the criminal justice system that need to get across the mountain range.	No – the request does not enable transit dependent groups to better obtain the basic necessities of life primarily within Mono County.	N/A	Existing transit service connects to urban areas (e.g., Reno, Lancaster) where services to other locations east and west of Mono County can be accessed.
13.	Bridgeport Valley	Request to use YARTS buses in the winter months to provide service between Bridgeport, Lee Vining, and June Mountain Ski Area.	No – the request involves a partnership, not transit service.	N/A	A partnership between ESTA and YARTS could be explored by the respective agencies. In theory, YARTS could benefit by receiving funding in exchange for the buses and ESTA could benefit from the additional buses during winter months.
14.	Bridgeport Valley	Request for traffic calming on Twin Lakes Road (e.g., speed).	No – the request involves infrastructure, not transit service.	N/A	Traffic calming-related issues can be addressed under the update to the Regional Transportation Plan.
15.	Bridgeport Valley	Request for a snow play area on Twin Lakes Road (known as Deer Hill).	No – the request involves recreational infrastructure, not transit service.	N/A	This request will be forwarded to the Sustainable Outdoor Recreation Program. The only transportation-related component may be parking if a snow play area is established.
16.	Long Valley	Request for a transit stop in Crowley Lake to provide connection to/from the Bishop Regional Airport.	No – the transit service exists.	N/A	The transit service already exists, albeit for a limited number of daily trips.

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Dear, U.S. Department of Transportation:

Thank you for the opportunity to comment. The Mono County Local Transportation Commission (LTC) discussed the ROUTES Request For Information (RFI) at the April 13, 2026, meeting and provided the following feedback :

ROUTES Initiative Request for Information (RFI)

A. Identifying Unmet Needs in Rural Transportation

1. *What challenges and opportunities do rural areas face related to the following:*

a. Infrastructure Condition

- Freight corridors (US 395 and US 6) are experiencing deferred maintenance and insufficient upgrades despite increased demand. (e.g., closed rest areas, lack of rest areas, and potholes.)
- Infrastructure is not keeping pace with growing truck traffic tied to the logistics economy, e.g., trucking incidents at Deadman’s Summit and Conway Summit that require first responders and create unsafe environments for other drivers on the road.
- Lack of rest areas for freight movement creates operational and safety issues. Mono County only has one rest area and it is closed in the winter, resulting in trucks parked on the shoulder in communities or in large parking areas like the Mono Basin Visitor Center, where they block an iconic scenic viewshed that is part of the basis for the County’s tourism economy. We need year-round rest areas on both US 395 and US 6 in Mono County.

Opportunity: Targeted investment in freight corridor infrastructure and support facilities.

b. Usage

While the region maintains a high-quality transit system for a rural area, low population densities limit overall ridership performance and demand is highly seasonal, driven primarily by tourism and concentrated on weekends and holidays. As a result, there is a need for flexible and creative transit solutions that can effectively respond to both a low baseline population and significant fluctuations in demand throughout the year.

- Increased truck traffic on US 395 and US 6 due to logistics growth.
- Transit service gaps, especially for:
 - Workforce commuting
 - Life-safety travel
 - Tourism demand
- Insufficient transit service in gateway communities to Yosemite National Park limits reliable access for both visitors and local residents. Existing services often lack the frequency, geographic coverage, and seasonal scalability needed to accommodate peak tourism demand, particularly during weekends and holidays. These deficiencies result in increased reliance on personal vehicles, contributing to congestion, parking constraints, and spillover impacts in surrounding communities. Additionally, limited transit options reduce accessibility for the local workforce that depends on consistent, affordable transportation to jobs within and near the park. Expanding and better coordinating transit connections between gateway communities and key destinations would improve mobility, support the tourism economy, and reduce strain on regional infrastructure

Opportunity: Expand multimodal transit and shuttle systems to meet tourism and workforce demand.

c. Safety

- Pedestrian and bicycle safety concerns along high-speed rural corridors (US 395 and US 6).
- Increased multimodal conflicts due to higher traffic volumes.
- Strain on first responder capacity due to freight traffic growth.
- Passing lanes are necessary to allow passenger cars to safely pass trucks and RVs. Four-laning the highway or adding passing lanes are not capacity building and greenhouse gas inducing projects in rural counties - they are safety projects. Without them, travelers take unnecessary risks to pass slower moving vehicles, which may result in head-on collisions. On southbound US 395 just south of the SR 270 junction, we really need a passing lane as the highway begins to climb toward Conway Summit. US 395 north of SR 270 lacks frequent passing lanes, as does US 6 through the Tri Valley.

Opportunity: Safety-focused corridor improvements and multimodal separation.

d. Technology

- Limited deployment of transportation technology in rural areas.
- Lack of data/engagement on this topic.

2. What types of infrastructure projects, services, or technology are most needed in rural communities to meet national transportation priorities such as safety and economic competitiveness? What types of projects or services do rural communities find most challenging to fund? What are barriers to funding these projects?

Most Needed

- Freight corridor upgrades (US 395 and US 6)
- Rest area development
- Expanded transit and shuttle services
- Pedestrian and bicycle safety infrastructure
- Sustained transit funding for rural and gateway communities

Most Difficult to Fund

- Ongoing transit operations (not just capital projects)
- Rural transit serving the significant weekly and seasonal fluctuations in tourism and workforce needs
- Corridor-scale infrastructure upgrades

Barriers

- Limited local agency capacity to pursue/manage grants.
- Difficulty identifying eligible grant programs.
- Fragmentation between programs and processes (e.g., Unmet Transit Needs overlap).
- Meeting zero emissions vehicle requirements given the constraints of rural transit routes such as long distances before recharging is available; the need for snow chains/cables; and a viable, economical, and sustainable supply chain.
- Finding enough drivers, and/or drivers who are willing to only work when transit capacity increases are needed (e.g., only weekends and holidays).

3. How could improved multimodal passenger and freight transportation—including road, rail, transit, aviation, maritime, pipelines, and other forms of transportation—better contribute to the economic competitiveness of rural communities? What industries (including tourism) are most in need of these improvements?

Freight Corridor Efficiency & Regional Logistics

Freight efficiency on US 395 and US 6 is critical to the regional logistics economy.

Transit, Tourism & Workforce Mobility

- Expanded transit and shuttle systems are essential to:
 - Tourism (Yosemite gateway communities)
 - Workforce mobility

Economic & Systemwide Benefits

- Improved multimodal systems would:
 - Reduce congestion and safety conflicts
 - Support economic activity tied to tourism and freight

Industries Most Impacted

- Tourism (especially Yosemite-related travel demand)
- Logistics and freight movement
- Local service workforce dependent on transit

4. What data has been used to inform rural transportation decision making and grant development, and what additional data would have been helpful but was nonexistent or difficult to access?

Data Currently Referenced (Implicit)

- Traffic volume increases (truck traffic trends)
- Transit demand (tourism and workforce)
- Corridor-level impacts (US 395 and US 6)

Missing / Needed Data

- Clear data linking projects to funding eligibility
- Better integration with Unmet Transit Needs data
- Data that defines the level of comfort and perceived safety of multi-modal facilities, e.g., near misses, failure to yield, etc.
- More accessible datasets for:
 - Grant development
 - Corridor performance
 - Safety metrics

5. How can rural communities better engage with Federal, Tribal, State, and regional entities such as other Federal agencies, State DOTs, regional planning organizations, and metropolitan planning organizations—to maintain and upgrade local transportation?

Rural Coordination & Funding Access

- Provide targeted grant assistance for low-capacity agencies.
- Improve alignment between federal programs and local planning processes.
- Simplify and clarify program eligibility and application pathways.
- Ensure set aside funding for rural areas which have different contexts, needs, solutions, and metrics than urban areas.

B. Addressing Unmet Needs Through DOT Grants and Resources

1. Additional ROUTES Resources Needed

- Direct technical assistance for grant navigation
- Support for agencies with limited staffing capacity

- Better integration with existing planning frameworks (Unmet Transit Needs)

2. Grant Application & Post-Award Challenges

Pre-Award Challenges

- Difficulty determining which projects qualify for which grants
- Limited staff capacity for application development

Post-Award Challenges (Implied)

- Managing projects with limited staff
- Delivering infrastructure under increasing demand pressures

3. Effective Technical Assistance

- Clear, centralized grant eligibility guidance
- Streamlined application pathways
- Hands-on support for:
 - Project scoping
 - Application preparation
 - Program alignment

4. Definition of “Rural”

Implicit Issue:

- Funding limitations and capacity challenges suggest current definitions may not fully capture:
 - Tourism-driven rural demand
 - Freight corridor impacts
 - Gateway community pressures

Thank you for considering the Mono County LTC’s input. For questions or further information, please contact Clark Sintek, Mono County Community Development Analyst, at 760-924-1810 or csintek@mono.ca.gov.

Local Transportation Commission (LTC) Co-Executive Director Report

May 5, 2026

Administration

- Received Caltrans FY 26-27 Overall Work Program (OWP) comments, responded and edited the draft OWP accordingly, and agendized for approval by the LTC.

Meetings

- Staff and Caltrans coordination meetings
- Staff and Chair coordination meetings
- Rural Counties Task Force meeting (May 8)
- Eastern Sierra Wildlife Stewardship Team meeting

Trainings - nothing to report

Programs

- Multi-Jurisdictional Hazard Mitigation Plan update – FEMA acknowledged receipt of plan, should return comments by the end of the month.
- The Town, County, Caltrans, and ESTA met with the hydrogen fuels study consultant for an overview of the project status. An administrative meeting to review collaborative goals is being scheduled for further discussion.
- Staff is developing the program funding list for Local Transportation Funds, which will come to the LTC in June. The assumption is that the Commission wishes to continue funding the free YARTS residential reservation program.

Grant & Funding Tracking

- Working closely with Caltrans to develop an Active Transportation Program (ATP) grant application to fund down scoped project components on the Lee Vining Main Street rehabilitation project. Coordination with Mono County Public Works is also ongoing.
- The Active Transportation Plan Technical Assistance (TA) grant awarded is now active. Staff is using the TA to help prepare and review the June ATP grant application submittal, and to prepare a future ATP grant application based on the June Lake Active Transportation Plan.
- Staff is attempting to follow up on SB 125 grant funds that have never been awarded for a YARTS project.

Please contact Haislip Hayes for questions about Town of Mammoth Lakes projects at 760-965-3652 or hhayes@townofmammothlakes.ca.gov. For questions about Mono County projects and/or administration, please contact Wendy Sugimura at 760-924-1814 or wsugimura@mono.ca.gov to be directed to the appropriate staff.