



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



Michael Errante, Executive Director

AGENDA

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

On-line Only

Join Zoom Meeting

<https://us02web.zoom.us/j/83974596760?pwd=ak92RkZjaXBjclZqTVhPMlBQWW5jZz09>

Meeting ID: 839 7459 6760
Passcode: 299635
Dial by your location
+1 669 900 9128 US (San Jose)

All members of the public are encouraged to participate in the discussion of any items on the Agenda. Questions and comments will be accepted via e-mail to: jkokx@inyocounty.us

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

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

February 16, 2022

9:00 a.m. Open Meeting

1. Roll Call
2. Public Comment

ACTION ITEMS

3. Election of Officers - The LTC By-Laws state the Chair and Vice-Chair shall be nominated and then elected at the first meeting of the calendar year.
4. Consent Agenda
 - a. Request your Commission authorize future meetings during a state of emergency to be conducted virtually, in accordance with AB 361.
 - b. Secretary of the Local Transportation Commission - Request approval of the minutes of the meeting of November 17, 2021.

- c. Secretary of the Local Transportation Commission - Request approval of the minutes of the special meeting of December 15, 2021.
 - d. Secretary of the Local Transportation Commission - Request approval of the minutes of the special meeting of January 12, 2022.
 - e. Secretary of the Local Transportation Commission - Request approval of the minutes of the special meeting of February 9, 2022.
5. Receive invoice of Rural Planning Assistance funds for first quarter of Fiscal Year 2021-2022.

INFORMATIONAL ITEMS

6. ESTA Report
 - ESTA FY2020-2021 Annual Report
7. Tribal Report
8. DVNP Report
9. Caltrans Report
 - Quarterly report link
 - Olancha Cartago 4-Lane Project update
 - Ryan Dermody will introduce Kirsten Helton as the Deputy District Director of Planning and Environmental for Caltrans D9
10. City of Bishop Report
11. Executive Director's Report
12. Reports from all members of the Inyo County LTC
 - Commissioner Thompson – SRTI Update

CORRESPONDENCE

Request Commission receives a letter encouraging Re-establishment of Regional Rail Service Within the Eastern Sierra Corridor.

ADJOURNMENT

Adjourned until 9 a.m., Wednesday March 16, 2022

Agenda Item #4

Consent Agenda



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



Michael Errante, Executive Director

MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

November 17, 2021

9:00 a.m. Commissioner Steven Muchovej called the meeting to order

1. Roll Call

Commissioners Present:

Steven Muchovej

Doug Thompson

Jennifer Roeser

Celeste Berg

Jose Garcia

Others Present:

Michael Errante, Director

John Pinckney, Staff

Justine Kokx, Staff

Cynthia Browning, Staff

Phil Moores, ESTA

Ron Phillips, City of Bishop

Adam Weitzmann, Caltrans

Mark Heckman, Caltrans

Dennee Alcalá, Caltrans

2. Public Comment

None

ACTION ITEMS

- 3. Request your Commission authorize future meetings during a state of emergency to be conducted virtually, in accordance with AB 361.**

- a. Schedule a meeting within 30 days to re-authorize continuance of virtual meetings.
Propose Wednesday, December 15th at 9:00 a.m.*

*Motion to approve was made by Commissioner Roeser and seconded by Commissioner Berg.
All in favor

- 4. Secretary of the Local Transportation Commission - Request approval of the minutes of the meeting of October 20, 2021.**

*Motion to approve was made by Commissioner Roeser and seconded by Commissioner Berg.
All in favor

- 5. Request Commission 1) Approve the submittal of the 2022 Regional Transportation Improvement Program (RTIP) to the California Transportation Commission and 2) Authorize the Executive Director to sign documents related to the submittal of the RTIP and to make any technical changes to the RTIP in response to input from City, County, and/or State staff.**

* No Public Comment

*Motion to approve was made by Commissioner Roeser and seconded by Commissioner Garcia.
All in favor

- 6. Request your Commission approve Resolution No. 2021-14 to amend the Overall Work Plan (OWP) to include roll-over Rural Planning Assistance (RPA) funds. RPA funded grants unexpended amount totaled \$55,268.66 as of June 30, 2021.**

*No Public Comment

*Motion to approve was made by Commissioner Roeser and seconded by Commissioner Berg.
All in favor

DISCUSSION ITEMS

7. None

INFORMATIONAL ITEMS

8. ESTA Report

- **Executive Director's Report**

*Phil Moores stated that he submitted a staff report in the packet and gave a brief update.

Phil said that they finished their audit this year with no issues. He went on to say that the company taking passengers from Bishop Airport to Mammoth is advertising paying their drivers \$6.00 more an hour than ESTA. Phil said that he is looking into increasing their revenue to be able to be more competitive and offer their drivers an increase in wages. Phil went on to say that ridership is still down and the electrification plan will be starting next month.

9. Tribal Report

None

10. DVNP Report

None.

*John Pinckney stated that he received word that Jane Mercer is no longer with Death Valley National Park and he does not know if someone will take her place in the meetings.

11. Caltrans Report

*Dennee Alcalá reported on the Olancho Cartago 4-Lane Project. She said that the Desert Tortoise fence construction contract will wrap up at the end of the month. She said that the prime construction for the 4-lane contract has been approved and construction should begin in 2022. Dennee went on to say that the California Transportation Commission is posting the 2023 Active Transportation Program workshop today from 1-4pm. Dennee then stated that Mark Heckman has provided a power point presentation in the packet and will also give a short presentation.

*Mark Heckman shared the Bishop Area Access Circulation Study from the packet and gave a short presentation.

12. City of Bishop Report

*Commissioner Muchovej reported for Deston Dishion that they are still working on the East Line St. Bridge and there are no updates since the last meeting.

13. Executive Director's Report

*Michael Errante reported that December 19th is wheels down for the Bishop Airport. He said there will be a 10% locals discount for flights. Mike also reported that they are working diligently on the expansion of the terminal. He went on to say that the North Round Valley Bridge project has had some delays and they are about 2 or 3 months behind. It is anticipated the Bridge will be done by late spring 2022.

14. Reports for all members of the Inyo County LTC

CORRESPONDENCE

*Commissioner Thompson commented that he had been one of the grants from the Sierra Nevada Conservancy; He said it is a good project. Doug said it mentioned the CAT team that we worked on for travel management for the Forest Service. He said they are going to use that model. He said it's complicated and is a long slow process and it took months to go over 3000 miles of road. He said he believes the Buttermilks will be the same. Thompson went on to say that hopefully the grant will open up the process, and the more stakeholders you can get into the process early on is important.

ADJOURNMENT:

10:05am



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



Michael Errante, Executive Director

MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

On-line Only

Join Zoom Meeting

December 15, 2021

9:00 a.m. Open Meeting

1. Roll Call

Commissioners Present:

Jose Garcia

Rick Pucci

Doug Thompson

Jennifer Roeser

*Celeste Berg dialed in, was not observed during the short meeting & unfortunately was not admitted in time.

Others present:

Justine Kokx, Staff

Cynthia Browning, Staff

Michael Errante, Director

Deston Dishion, City of Bishop

ACTION ITEMS

2. Request your Commission authorize future meetings during a state of emergency to be conducted virtually, in accordance with AB 361.

*Motion to approve was made by Commissioner Roeser and seconded by Commissioner Garcia
All in favor

ADJOURNMENT

Adjourned at 9:10 am



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



Michael Errante, Executive Director

MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

On-line Only

Join Zoom Meeting

January 12, 2022

9:00 a.m. Open Meeting

1. Roll Call

Commissioners Present:

Jose Garcia

Rick Pucci

Doug Thompson

Jennifer Roeser

Celeste Berg

Others present:

Justine Kokx, Staff

Cynthia Browning, Staff

Michael Errante, Director

ACTION ITEMS

2. Request your Commission authorize future meetings during a state of emergency to be conducted virtually, in accordance with AB 361.

*Motion to approve was made by Commissioner Pucci and seconded by Commissioner Roeser
All in favor

ADJOURNMENT

Adjourned at 9:10 am



**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION**

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



Michael Errante, Executive Director

MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

*****SPECIAL MEETING TO RE-AUTHORIZE AB 361*****

On-line Only

February 9, 2022

9:02 a.m. Open Meeting

1. Roll Call

Commissioners Present:

Jose Garcia

Rick Pucci

Doug Thompson

Jennifer Roeser

Celeste Berg

Others present:

Justine Kokx, Staff

Michael Errante, Director

Jenny Park - IMAH

2. Public Comment

None

ACTION ITEMS

3. Request your Commission authorize future meetings during a state of emergency to be conducted virtually, in accordance with AB 361.

*Motion to approve was made by Commissioner Garcia and seconded by Commissioner Pucci
All in favor

Jen Roeser asked the group where the LTC used to meet prior to the pandemic and if there is a possibility to have hybrid meetings. Mike explained that meetings were held at the Bishop City Council Chambers, and in Independence. Jose replied that the Chamber is not yet ready for in person meetings. Rick mentioned that the Quilter COB could be a possibility.

ADJOURNMENT

Adjourned at 9:15 am

Adjourned until 9 a.m., Wednesday March 2, 2022

Agenda Item #5

RPA Q1 Invoice

Inyo County Local Transportation Commission
PO Drawer Q
Independence, CA 93526
RURAL PLANNING ASSISTANCE (State Highway Account Only)
REQUEST FOR REIMBURSEMENT Fiscal Year 2021-22

Agency Invoice No. _____1_____
Internal Revenue Service No. <u>95-6005445</u>

The Inyo County LTC, a Regional Transportation Planning Agency, requests reimbursement in the amount of **\$58,069.60**. For the period beginning July 1, 2021 and through and inclusive of September 30, 2021.

I certify that I am a duly authorized representative of the above referenced RTPA and the request for reimbursement is consistent with the terms of the Master Fund Transfer Agreement, numbered 74A0790 and expiring December 31, 2024, entered into between the RTPA and the State of California, Department of Transportation. The reimbursement request is for work completed in accordance with the 2021-22 approved Overall Work Program. By signing this Request for Reimbursement Form, the RTPA certifies that all State and Federal matching requirements have been met.

2021-22 RPA OWPA Authorized - Amendment # _____	\$230,000.00
20XX-XX RPA Grant OWPA Authorized - Amendment # _____	\$0.00
20XX-XX SHA SC OWPA Authorized - Amendment # _____	\$0.00
20XX-XX SB1 SC OWPA Authorized - Amendment # _____	\$0.00
20XX-XX SB1 AD OWPA Authorized - Amendment # _____	\$0.00
Total Invoices Year-to-Date	\$0.00

Current Invoice	\$ 58,069.60
------------------------	---------------------

Balance \$171,930.40

LOCAL AGENCY Use Only				
Funding Source	Required Match %	Reimbursable Amount	Local/In-Kind Match	Total Expenditures
RPA	0.00%	\$ 58,069.60	Not Applicable	\$58,069.60
RPA Grant	0.00%	\$ -		\$ -
SHA Sustainable Communities	11.47%	\$ -	\$ -	\$ -
SB1 Sustainable Communities	11.47%	\$ -	\$ -	\$ -
Adaptation Sustainable Communities:	11.47%	\$ -	\$ -	\$ -
Current Invoice Amount		\$ 58,069.60		
Michael Errante, Executive Director			11/8/2021	
Local Agency Name (please print)	Signature		Date	

DISTRICT Department of Transportation Use Only		
I certify that I am duly authorized by the Department of Transportation to approve payment to Inyo County Local Transportation Commission in the amount of _____. The RTPA has an approved Overall Work Program and the request for reimbursement is consistent with the Master Fund Transfer Agreement between the STATE and the RTPA. This authorization to pay acknowledges receipt of services billed.		
Name (please print)	Signature	Date

HQ Department of Transportation Use Only				
Accounting Line to be PAID from	Allocation (FY)	Contract ID	Project ID	Amount
TOTAL Current Invoice				\$

NARRATIVE
Inyo Local Transportation Commission
FIRST QUARTER OF THE 2021-2022 OVERALL WORK PLAN (OWP)

Work Element

100.1 Compliance and Oversight:

The principal activity conducted in this work element is the documentation of planning-related activities, and the support and maintenance of services required to implement the transportation planning programs and processes. This includes, preparing agendas, attend monthly meetings, completing minutes and updating the inyoitc.org website. During the 1st quarter of FY21-22, Inyo LTC had two commission meetings, which were all conducted over Zoom.

110.1 Overall Work Program (OWP):

Staff worked on streamlining the internal process for producing quarterly RPA invoices. Updated improved monthly tracking spreadsheets with LTC OWP related expenditures. First quarter invoices will be submitted during the second quarter. Received FY2021 Reconciliation letter containing Rollover RPA funding; began preparation of Amendment #1 to the OWP.

200.1 Regional Transportation Improvement Program (RTIP):

Discussions continued regarding the up-coming 2022 STIP and RTIP cycle between ICLTC staff and ICLTC and Caltrans staff. ICLTC received & reviewed the Caltrans Draft 2021 Interregional Strategic Plan at the August 2021 LTC meeting. Staff prepared and submitted a comment letter. Most of the Inyo LTC RTIP development occurs in 1st and 2nd quarters of FY21-22.

300.1 Administer Transit:

Administer and allocate Local Transportation Funds and State Transit Assistance. This is an on-going activity, including the periodic review of transit route performance reports and Transit funding. This element includes monitoring Eastern Sierra Transit Authority (ESTA), Eastern Sierra Area Agency on Aging (ESAAA), both Transportation Development Act (TDA) claimants. LTF and STA funding allocations for FY21-22 were made in June at the LTC meeting.

310.1 Coordinate Transit Services:

Focused on optimizing the delivery of transportation services by reviewing opportunities to enhance overall transit performance within funding constraints and mindful of public need. Continuous reporting and coordination with the County and ESTA on the Transit Security Grant program, PTMISEA transit grant, LCTOP and SGR program. During the July 2021 LTC meeting, ICLTC approved resolutions allocating PTMISEA and STA funds for vehicle replacement and new building projects. At the August 2021LTC meeting, ICLTC reviewed and approved ESTA's SGR project list and related programming documents.

400.1 Project Development and Monitoring:

LTC staff and a consultant work to submit an Olancha-Cartago RAISE Grant application in early July 2021 and we continue to receive updates from Caltrans on status of the project. We continually monitor and assist with preliminary development of local projects. Staff has been monitoring the FLAP grant proposal that was submitted the prior quarter and discussing potential for future grant submittals. The request for a Federal Appropriations, Member Designated Funding (earmark) for the Olancha Cartago 4-Lane Project has stalled at the legislative level in D.C. Staff has also been preparing of the next round of project study reports and is planning to seek direction from the LTC on project selection.

500.1 Coordination and Regional Planning:

Staff attended phone conferences with the Rural Counties Task Force (RCTF) and participated in ECTPP negotiations and discussions. Staff attended Mono County LTC meetings and routinely corresponded with Mono County to share strategies for programming and planning. We continued monitoring the implementation of AB628, the OHV shared use pilot program.

600.1 Pavement Management System (PMS)/Geographical Information System (GIS):

Conducted field surveys to develop comprehensive PCI data. Continued development of our in house pavement management system and surveyed existing roads.

700.1 Planning Programming and Monitoring

A majority of these tasks are the same as those in Work Elements 200.1, 400.1, 500.1 and 600.1. PPM just represents a second available source of funding. Work in 1st Quarter included working with the USFS on finalizing easement agreements. Staff requested allocation of future funding and attended multiple meetings regarding the development of the Bishop Airport as it relates to commercial air service and linking that with ground transportation routes, transportation alternatives and transit.

Q1 Summary

	100.1 Compliance & Oversight OWP	110.1 Overall Work Program	200.1 Regional Trans. Impr. Prog.	300.1 Administer Transit	310.1 Coordinate Transit Services	400.1 Local Project Developmen t	500.1 Coordination & Reg. Plan.	600.1 PMS/GIS	700.1 Planning, Programming, & Monitoring
	\$ 90,000	\$ 20,000	\$ 10,000	\$ 76,973	\$ 10,000	\$ 45,000	\$ 45,000	\$ 20,000	\$ 100,000
Enter Fringe Benefits Q1									
Vacant	\$ 0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cynthia Browning	\$ 6,224.03	\$ 5,601.63	\$ -	\$ -	\$ -	\$ 622.40	\$ -	\$ -	\$ -
Debbe Ditmar	\$ 7,585.15	\$ 6,826.64	\$ -	\$ -	\$ 758.52	\$ -	\$ -	\$ -	\$ -
Mike Errante	\$ 7,115.44	\$ 3,557.72	\$ 711.54	\$ -	\$ -	\$ 711.54	\$ 1,067.32	\$ -	\$ -
Justine Kokx	\$ 1,875.27	\$ 1,875.27	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
John Pinckney	\$ 35,307.61	\$ 8,551.19	\$ 2,251.71	\$ 2,331.54	\$ 480.04	\$ 197.64	\$ 4,543.55	\$ 13,493.39	\$ 171.30
Total Sal & Bens	\$ 26,412.44	\$ 2,963.25	\$ 2,331.54	\$ 1,238.56	\$ 1,531.59	\$ 5,610.86	\$ 14,560.71	\$ 171.30	\$ 3,287.26
Enter ADR Totals									
5025 Retiree Health Ben	\$ 8,077.74	\$ -	\$ 2,692.58	\$ -	\$ -	\$ 2,692.58	\$ -	\$ -	\$ 2,692.58
5121 Internal Charges	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5123 Tech Refresh	\$ 1,614.50	\$ -	\$ 538.17	\$ -	\$ -	\$ 538.17	\$ -	\$ -	\$ 538.17
5124 External Charges	\$ 20.31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20.31
5129 Internal Copy Charges	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5152 Workers Comp	\$ 702.24	\$ -	\$ 234.08	\$ -	\$ -	\$ 234.08	\$ -	\$ -	\$ 234.08
5155 Public Liability	\$ 790.50	\$ -	\$ 263.50	\$ -	\$ -	\$ 263.50	\$ -	\$ -	\$ 263.50
5175 Maintenance Fuel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5232 Office & Other Equip.	\$ 290.54	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 290.54
5263 Advertising	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5650 Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5265 Professional Services	\$ 1,805.00	\$ -	\$ -	\$ -	\$ -	\$ 1,805.00	\$ -	\$ -	\$ -
5311 General Operating	\$ 808.78	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 808.78
5315 County Cost Plan	\$ 6,873.51	\$ -	\$ 2,291.17	\$ -	\$ -	\$ 2,291.17	\$ -	\$ -	\$ 2,291.17
5331 Travel Expense	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5539 Other Agency Cont	\$ 122,525.00	\$ 122,525.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 122,525.00	\$ 6,019.50	\$ -	\$ -	\$ 7,824.50	\$ -	\$ -	\$ -	\$ 7,139.13
Grand Total	\$ 122,525.00	\$ 32,431.94	\$ 2,963.25	\$ 2,331.54	\$ 9,063.05	\$ 1,531.59	\$ 5,610.86	\$ 14,560.71	\$ 171.30
Remaining Balance	\$ 57,568.06	\$ 17,036.75	\$ 7,668.46	\$ 67,909.95	\$ 8,468.41	\$ 39,389.14	\$ 30,439.29	\$ 19,828.70	\$ 89,573.62
% Complete		36%	15%	23%	12%	15%	12%	32%	1%

	Total Q1	% exp To Date
RPA	\$ 58,069.60	25.25%
LTF	\$ 10,594.64	12.18%
PPM	\$ 10,426.38	10%
Total	\$ 79,090.62	48%

Inyo County Local Transportation Commission
2021-2022 Overall Work Program-RPA
1st Quarter Report
July 1, 2021-September 30, 2021

Work Element	Work Element Title	% Expended Year to Date	Scheduled Completion	Projected Completion	RPA	Total Expended 1st Quarter	Total Expended to Date	Balance
(a) 100.1	Compliance & Oversight	36.04%	06/30/22		\$90,000	\$32,431.94	\$32,431.94	\$57,568.06
(b) 110.1	Overall Work Program	14.82%	06/30/22		\$20,000	\$2,963.25	\$2,963.25	\$17,036.75
(c) 200.1	RTIP	23.32%	06/30/22		\$10,000	\$2,331.54	\$2,331.54	\$7,668.46
(f) 400.1	Local Project Development	12.47%	06/30/22		\$45,000	\$5,610.86	\$5,610.86	\$39,389.14
(g) 500.1	Coord. and Reg. Planning	32.36%	06/30/22		\$45,000	\$14,560.71	\$14,560.71	\$30,439.29
(h) 600.1	PMS/GIS	0.86%	06/30/22		\$20,000	\$171.30	\$171.30	\$19,828.70
TOTALS					\$230,000	\$58,069.60	\$58,069.60	\$171,930.40

RPA Budget RPA Budget \$230,000 expended = \$58,069.60 remaining = \$171,930.40 74.75%

Inyo County Local Transportation Commission
2021-2022 Overall Work Program-RPA
1st Quarter Report
July 1, 2021-September 30, 2021

Work Element	Work Element Title	% Expended Year to Date	Scheduled Completion	Projected Completion	RPA	PPM	LTF Transit	Total Expended 1st Quarter	Total Expended to Date	Balance
(a) 100.1	Compliance & Oversight	36.04%	06/30/21		\$90,000			\$32,431.94	\$32,431.94	\$57,568.06
(b) 110.1	Overall Work	14.82%	06/30/21		\$20,000			\$2,963.25	\$2,963.25	\$17,036.75
(c) 200.1	RTIP	23.32%	06/30/21		\$10,000			\$2,331.54	\$2,331.54	\$7,668.46
(d) 300.1	Administer Transit	11.77%	06/30/21				\$76,973	\$9,063.05	\$9,063.05	\$67,909.95
(e) 310.1	Coordinate Transit	15.32%	06/30/21				\$10,000	\$1,531.59	\$1,531.59	\$8,468.41
(f) 400.1	Local Project Development	12.47%	06/30/21		\$45,000			\$5,610.86	\$5,610.86	\$39,389.14
(g) 500.1	Coord. and Reg. Planning	32.36%	06/30/21		\$45,000.00			\$14,560.71	\$14,560.71	\$30,439.29
(h) 600.1	PMS/GIS	0.86%	06/30/21		\$20,000			\$171.30	\$171.30	\$19,828.70
(i) 700.1	PPM (FY18-19, 100k)	10.43%	06/30/21			\$100,000		\$10,426.38	\$10,426.38	\$89,573.62
TOTALS					\$230,000.00	\$100,000.00	\$86,973.00	\$79,090.62	\$79,090.62	\$337,882.38

RPA Budget \$230,000 expended = 58,069.60 remaining = 171,930.40 74.75%

PPM Budget \$100,000 expended = 10,426.38 remaining = 89,573.62 89.57%

Transit Budget \$86,973 expended = 10,594.64 remaining = 76,378.36 87.82%

\$79,090.62

Agenda Item #6 ESTA Report

STAFF REPORT

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

BACKGROUND:

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

ANALYSIS/DISCUSSION:

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

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

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

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

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

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

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

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

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

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

³ Include Maintenance of equipment

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

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

Correspondence

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

Dear Inyo County Local Transportation Commission,

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

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

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

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

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

Sincerely,

Brian Moore

Aerospace Engineer

Sources:

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

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

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

Agenda Item #12

Commissioner Thompson - SRTI
Update



Hello,

It is hard to believe that after more than two and a half years, the SRTI is coming to an end. All project work will be completed by January 31, 2022. We are thrilled with the work that, with your help, we have all accomplished – in spite of a global pandemic and wildfires, which have caused major disruptions to daily life in the Eastern Sierra. Before we get to the updates and next steps, a quick note of thanks to all of you who have tuned in and participated in the SRTI process. Thank you!

Back in September and October 2021, we shared the Eastern Sierra Sustainable Recreation Partnership (ESSRP) [Prospectus for Future Investment](#) and the final eight SRTI Projects. To wrap it up, we put all of this into a single document – the [SRTI Portfolio of Projects](#). This document,

and all of the other deliverables and related documents produced by the SRTI, will live on on the [SRTI pages of the MLTPA website](#).

Sustainable recreation will continue to be a priority for our region and we are thrilled to be able to hand off the work done to date to other organizations and agencies in the region. We are optimistic that the [ESSRP](#) is taking steps to update their collaborative structure by formalizing agency involvement via a Memorandum of Understanding. They have also developed a Tribal Consultation Sub-Committee, which will be talking to regional tribal councils and inviting them to participate at the Partnership level.

The [Eastern Sierra Council of Governments \(ESCOG\)](#), which includes Inyo County, Mono County, the City of Bishop, and the Town of Mammoth Lakes, has been advancing projects in support of their [Sustainable Recreation and Ecosystem Management Program \(SREMP\)](#). We are thrilled that the ESCOG has agreed to take on ownership of several of the SRTI Projects.

SRTI Projects will be taking their next steps over the next several months. Here is an update on the status of the eight SRTI projects as of today:

- [Buttermilk Infrastructure and Recreation Planning Initiative \(BIRPI\)](#)
 - On November 22, 2021, ESCOG was notified that their project application was recommended for funding (\$247,300) by a grant from the National Fish & Wildlife Foundation.
 - ESCOG will take the lead on managing this project, which is expected to take place

from spring 2022 to fall 2023.

- [Visitor Connection Program](#)
 - Multiple funders were investigated and ultimately no grant funding sources were interested at this time.
 - ESCOG will discuss the possibility of self-funding this effort (each member agency contributes funding to the project). We expect this to be discussed and resolved in the first half of 2022. The item will be agendaized for discussion at the [next ESCOG meeting](#) on Friday, February 4 at 1PM. If ESCOG partner agencies agree to fund the program, implementation could begin as early as late 2022.
- [Regional Recreation Capacity](#)
 - Multiple funders were investigated and ultimately no grant funding sources were interested at this time.
 - This project has been handed off to the ESCOG as a blueprint for regional sustainable recreation capacity needs as the ESCOG works to expand capacity in multiple areas. Additional capacity for ESCOG will be critical for continuing the momentum for sustainable recreation in the Eastern Sierra.
- [Eastern Sierra Campground Improvements](#)
 - A Concept Proposal to support the ESCOG in this national profile project was not advanced by the Sierra Nevada Conservancy, as the project elements were not a match for Proposition 68 bond funding. This project proposed to SNC is one piece of a larger infrastructure effort being pursued by the Inyo National Forest and the Washington Office of the U.S. Forest Service to ultimately make millions of dollars in campground improvements using the tools of innovative finance.
 - The effort to develop innovative financing solutions for campground infrastructure improvements is being funded by a grant awarded to [Quantified Ventures](#) by the [Innovative Finance for National Forests](#) program.
- [Eastern Sierra Towns to Trails Plan](#)
 - On December 1, 2021, ESCOG was notified that their project application was recommended for award by Sierra Nevada Conservancy staff and will go to the SNC board for review at the March 10, 2022 meeting. (\$370,443).
 - If this project is funded by the SNC Board, ESCOG anticipates this project would begin in late summer of 2022 and be completed by December of 2024.
- [Dispersed Camping Mitigation: Camp Like a Pro](#)
 - Mono County has been notified by the SNC that their Concept Proposal for the “Dispersed Camping Mitigation: Camp Like a Pro” program has been elevated to a request for a full grant proposal for consideration by SNC staff. In addition, Mono County will be pursuing a District Maintenance Agreement with Caltrans, a program which currently has available funding.
 - If this project is funded by the SNC, Mono County anticipates the project could begin in the fall of 2022. With a Caltrans District Maintenance Agreement, work could begin in summer 2022.
- [Vulnerability in California’s Eastern Sierra: Asset Inventory & Gap Analysis](#)
 - In December 2021, ESCOG received notification that their project application was not selected for grant funding from the California Resilience Challenge.
 - In light of the State of California’s recent \$15 billion commitment to funding climate solutions, the SRTI team is optimistic that other funding sources will become available and that the ESCOG will be able to submit credible applications for funding.
- [Eastern Sierra Scenic Byway Analysis](#)
 - Due to the complex land tenure issues associated with this program, along with major structural updates required at current locations of interpretive signage, the SRTI was unable to find a “lead agency” to take ownership of the Byway refurbishment project.

- After meeting with the partners of the ESSRP in late January 2022, the SRTI team is optimistic that the ESCOG will consider refurbishing elements of the Byway program as a component of the SRTI's [Visitor Connection Program](#).

More detailed information about each project is available at the SRTI's [Projects and Funding](#) webpage.

The SRTI Team encourages other organizations and governmental entities to pursue additional grant opportunities based on [project ideas that came through the SRTI's Recreation Stakeholder process](#). For some funders, the collaborative nature of the SRTI effort creates a more competitive grant application.

If you have any questions you can reach us via email at srti@mltpa.org through March 1, 2022. After that time, keep an eye out for project specific email updates and where to go for additional information from the ESSRP, courtesy of the MLTPA team.

Thanks!

Kristy Williams

Project Manager, Sustainable Recreation & Tourism Initiative
Mammoth Lakes Trails and Public Access Foundation (MLTPA)



The Mammoth Lakes Trails and Public Access Foundation (MLTPA) is providing these communication services.

MLTPA Foundation P.O. Box 100 PMB #432 Mammoth Lakes, CA 93546 You received this email because you are subscribed to MLTPA from MLTPA Foundation. Update your [email preferences](#) to choose the types of emails you receive.

[Unsubscribe from all future emails](#)

Attachment:

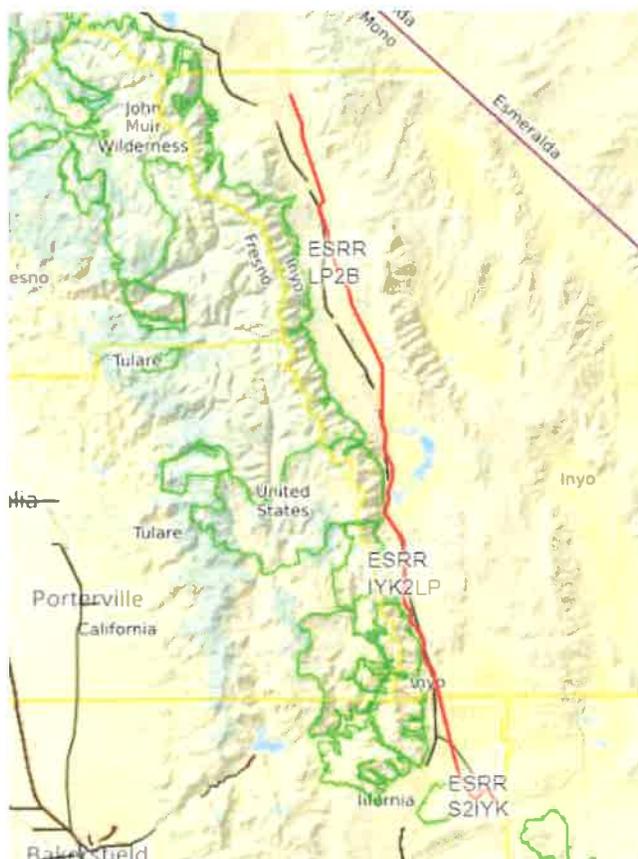


Figure 1: Proposed Route (red)



Figure 2: Proposed Route Terminal: Laws or Eastern Sierra

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

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

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

New Rail Distance: 146 miles

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

Project funding could come from:

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

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

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

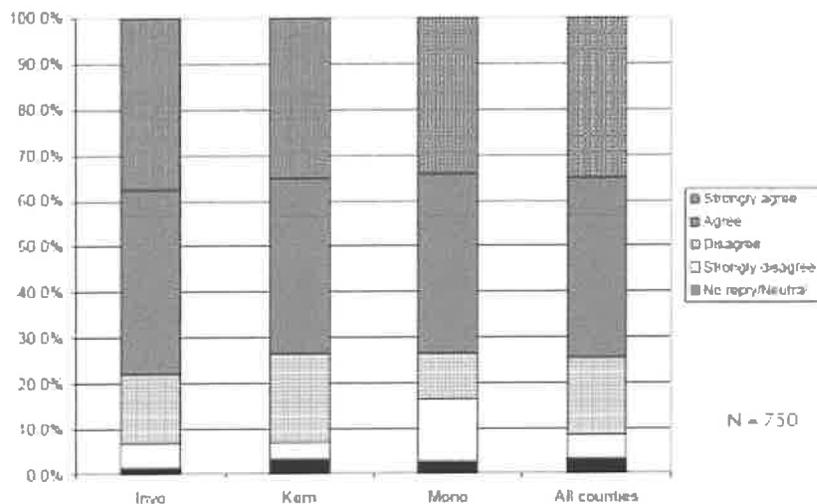


Figure 3: 2005 Eastern Sierra Transportation Study Rail Interest Survey

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

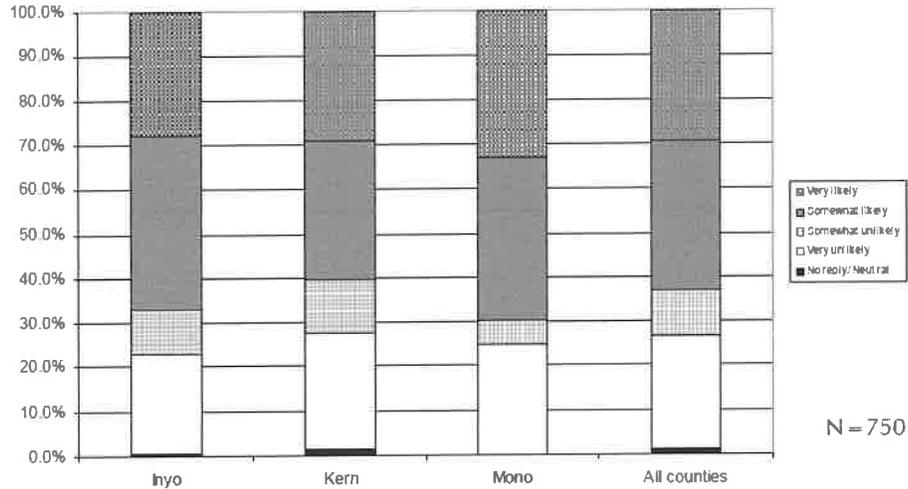


Figure 4: Eastern Sierra Transportation Study Rail Passenger Service Frequency of Use Interest Survey

Figure C-30 Priority of Public Transit

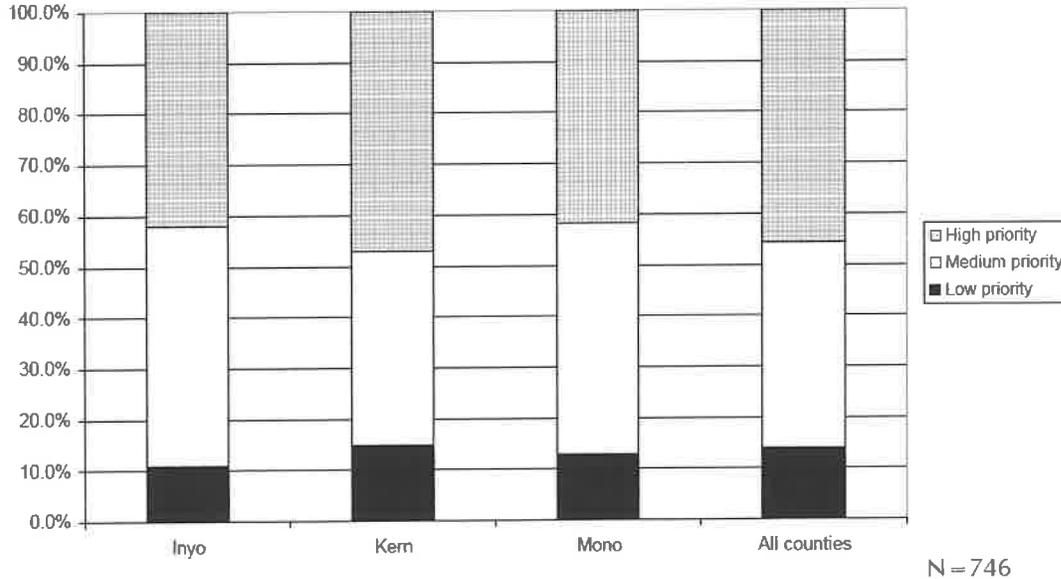


Figure 5: Eastern Sierra Transportation Study Public Transit Priority Survey

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

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

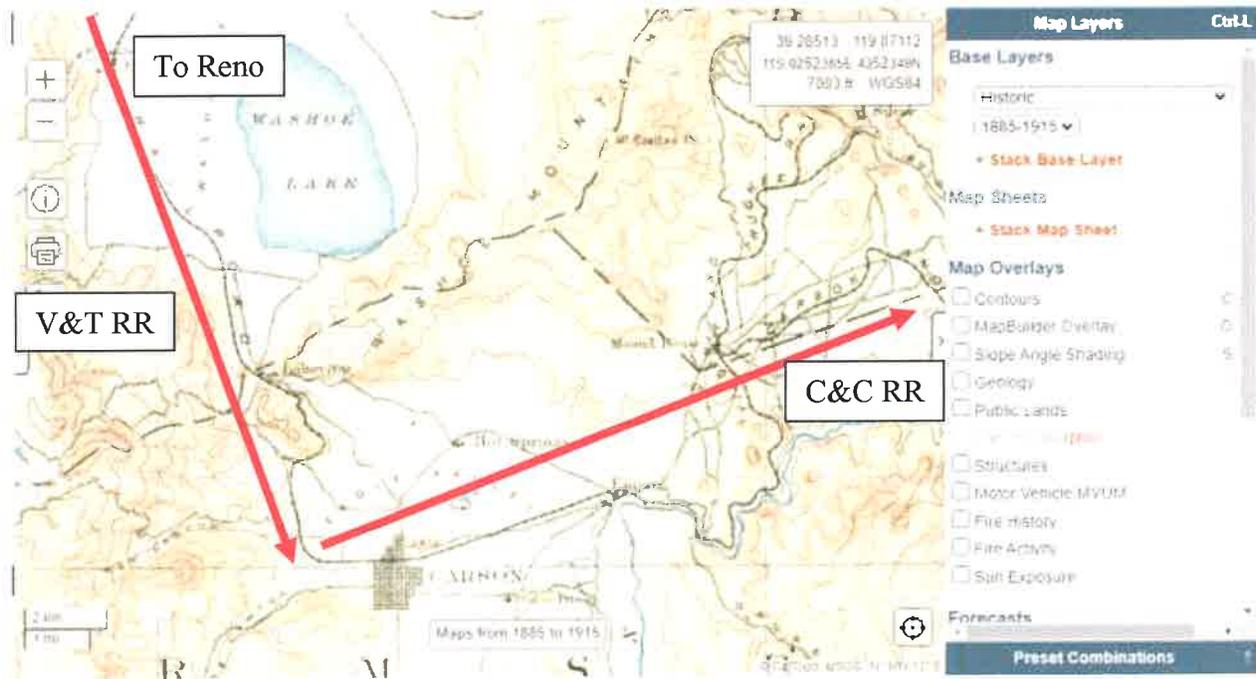


Figure 6: 1885-1915 Map of Carson City Depicting The Historical Virginia And Truckee Railroad (V&T RR) and The Carson and Colorado Railroad (C&C RR) Right-of-ways.

National Rail Network Map

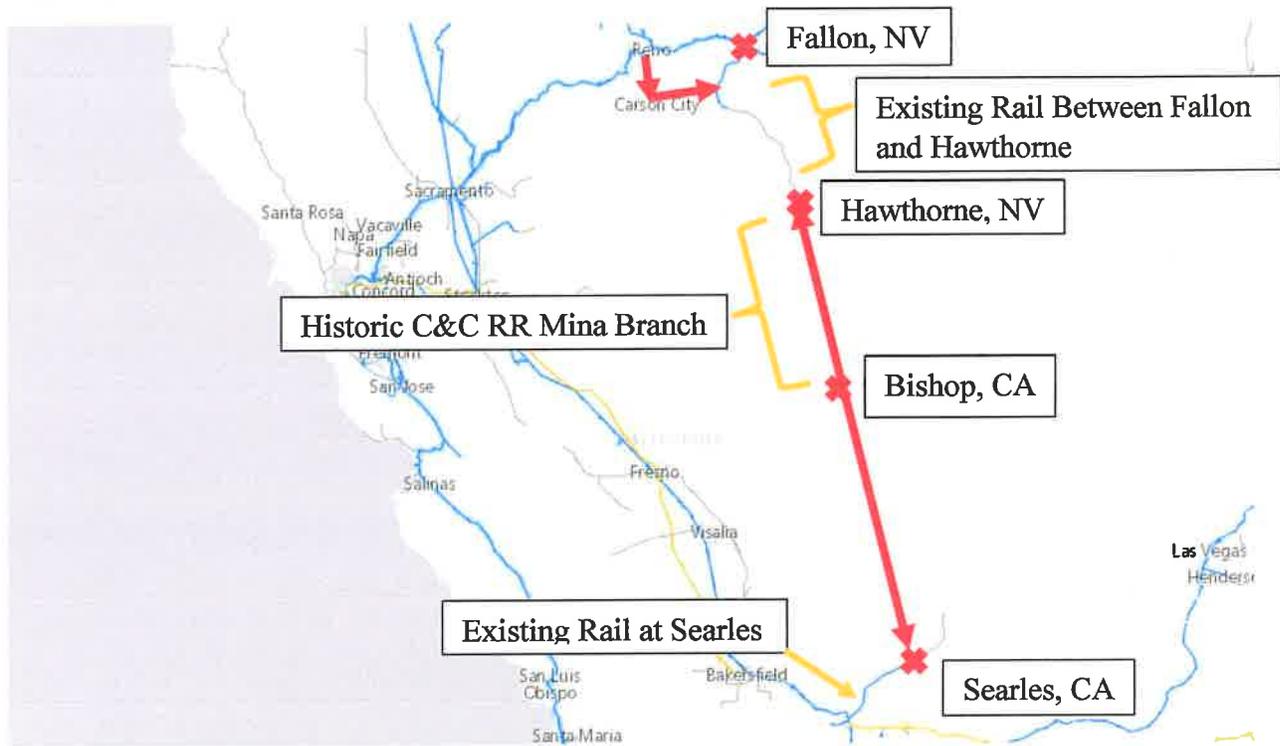


Figure 7: View From The ARCGIS National Rail Map Of The United States Depicting A Possible Rail Connection Between Southern California and Reno



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