

Mariposa County

Local Transportation Commission



Transportation Planning Overall Work Program

For Fiscal Year 2021-2022

Final 5/25/21

Adopted Resolution LTC - 2021-17

Mariposa County Local Transportation Commission
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1. Introduction

The Work Program

The Overall Work Program (OWP) is a budget for one fiscal year. It identifies transportation planning activities and their funding sources. This OWP is for the 2021-2022 Fiscal Year: July 1, 2021 to June 30, 2022.

Together with the Master Fund Transfer Agreement (MFTA) and the Overall Work Program Agreement (OWPA), the OWP constitutes the annual funding contract between the State of California and the Mariposa County Local Transportation Commission for Rural Planning Assistance (RPA) funds.

The primary concerns addressed in this Work Program are:

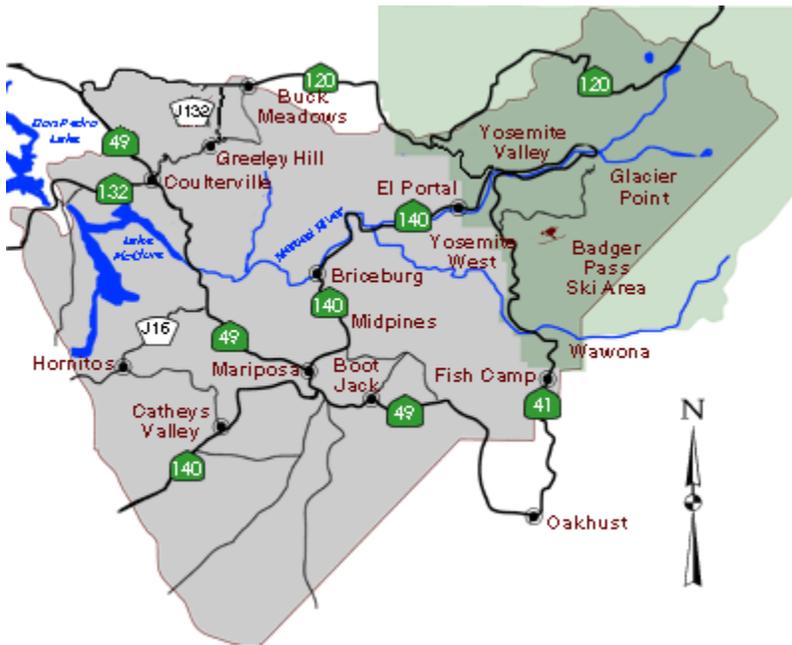
- Funding for transportation planning projects and programs
- Coordination with federal, state, and local agencies
- Public participation and outreach
- Air Quality Conformity
- Consistency with the General Plan
- Improving transportation datasets and analysis capabilities

The main products of this Work Program will be:

- Final Closeout of 2021 Pavement Management Program Update (Funded by RPA)
- Final Closeout of 2021 Short Range Transit Plan Update (Funded by RPA)
- Begin process for Regional Transportation Plan 2023/2024 Update (Funded by RPA)
- Integrated Mobility and Housing Strategy Plan – that was started in FY 20/21 and is scheduled to be completed in FY 22/23 (Funded by SB1 SC with Local Share)

Regional Setting

Mariposa County is a rural, mountainous area with a population of approximately 17,471 (per the 2018 U.S. Census). It is estimated that every year approximately 4 million people travel through Mariposa County on their way to the Yosemite National Park. Portions of Yosemite National Park, the Sierra National Forest, the Stanislaus National Forest, and other public lands account for about half of the almost 1,500 square miles of land area. Two highways – State Routes 49 and 140 – traverse the County, and three others – Routes 41, 120, and 132 – have portions within it.



While the County does not experience the same kind of congestion problems that face most urban areas, the incremental, low density, and widespread development pattern that is emerging creates traffic problems of their own. The primary concern is with the maintenance and improvement of the County's roadways to a safe and appropriate standard. As new housing goes up in the rural areas of the county, deficiencies in the roadway system are becoming more apparent. However, due to the mountainous terrain over much of the land, Mariposa faces higher road construction and maintenance costs than many areas. When the higher costs are combined with the small population, piecemeal growth, and low density of development, paying for necessary infrastructure maintenance and improvements becomes a more difficult task.

In the recent past, much of the growth in Mariposa County has come from tourism – mostly related to Yosemite National Park – and from the migration of retirees from urban and suburban areas.

The Local Transportation Commission

The structure of the Mariposa County Local Transportation Commission has not changed since it was formed in 1975. The Local Transportation Commission (LTC) is composed of the (5) five members of the County Board of Supervisors, as there are no incorporated areas within the County. The County's Director of Public Works & Transportation is designated as the Executive Director of the LTC.

A Memorandum of Understanding between the Mariposa County Transportation Commission and the State of California was updated in 1999. This MOU describes the relationship between the State and County for transportation planning in Mariposa County.

The LTC has advisory committees that meet on an as-needed basis. These include the Policy Advisory Committee, Citizen's Advisory Committee. The LTC continues with conscientious efforts to fill vacancies to reestablish the Technical Advisory Committee (TAC) which remains vacant. The purpose and structure of these committees has been reviewed and the LTC bylaws updated accordingly. Additionally, a Social Services Transportation Advisory Council (SSTAC) meets prior to the Unmet Transit Needs Hearing and at other times, as needed. Currently the council meets two times annually. The council advises the LTC on transit and other transportation needs within the County.

Public Involvement

Public input by citizens or any interested party is encouraged by the LTC and welcomed at all LTC meetings. Noticed public hearings are held on topics such as Unmet Transit Needs and adoption of the Regional Transportation Plan. The LTC strives to include continuous community involvement in the development of plans and studies including online to gather feedback. Mariposa County is the ancestral home to numerous Native Americans (i.e. Tribes, communities, organizations, groups, and individuals). The LTC will outreach to the American Indian Council of Mariposa and other Native American, communities, organizations, groups and individuals for their participation. A Public Participation Plan was completed in 2009/2010 and more explicitly describes the LTC's public involvement goals and procedures.

Although there are no federally recognized Native American tribes within Mariposa County. California is the ancestral home to several federally recognized and non-federally recognized California Native American tribes, communities, organizations, groups, and individuals. Proactively pursuing early Native American involvement as mandated by federal and state guidelines, considered, and addressed during the earliest stages of transportation planning and programming, benefits local transportation agencies such as the Mariposa County LTC, Native Americans and Caltrans. We frequently reach out to Southern Sierra Miwuk Nation, North Fork Mono Rancheria, and Choinumni Tribe to name a few. Such efforts minimize impacts to projects by (a) avoiding potential delays and cost overruns, and (b) gaining important knowledge and information for protecting and preserving unique biological and cultural resources (i.e. flora, fauna, prehistoric sites, religious and ancestral places, etc.) for future generations.

Environmental Justice & Title VI

County staff addresses the effects of transportation planning on traditionally underrepresented and underserved populations, such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, Native Americans/Alaskan Native, and Pacific Islander) community groups and their leader by involving the potentially affected public in developing transportation projects that fit harmoniously within the community without sacrificing safety or mobility. The county accomplishes this goal both formally and informally through newspaper announcements, public hearings, workshops, online, and meetings with traditionally underrepresented communities and community leaders and notices to local minority groups.

Mariposa County Local Transportation Commission will ensure that its programs, policies, and activities comply with Department of Transportation's (DOT) Title VI Regulations (49 CFR Part 21) and with Limited English Proficient (LEP) Persons requirements (70 FR 74087, December 14, 2005). Mariposa County Local Transportation Commission is committed to creating and maintaining a system that is free of all forms of discrimination, taking necessary preventive corrective and disciplinary actions to stem behavior that violates this policy or the rights and privileges it is designed to protect. FTA requires recipients to document compliance with DOT Title VI regulations by submitting a Title VI Program to their FTA regional civil rights officer once every three years.

2. The Transportation Planning Program

The Transportation Planning Program consists of multiple efforts, divided into Work Elements. The program and its elements are derived from various prior documents and programs including:

- The 2017 Regional Planning Handbook
- The 2017 Regional Transportation Plan
- The Regional Transportation Improvement Program and amendments
- The California Transportation Plan
- A 1990 Traffic Safety Evaluation of Mariposa County Roads conducted by the Institute of Transportation Studies
- YARTS and subsequent work in the development of a regional transit system
- The 1994 Mariposa County Highway 140 Transit Service Evaluation Report
- The 2021 Short Range Transit Plan (Pending LTC approval)
- The 2021 Pavement Management Program (Pending LTC approval)
- The 2011 Bicycle and Pedestrian Transportation Plan

Summary of Work Elements

- Work Element 1 - **Regional Transportation Plan (RTP)** and participate in regional planning efforts
- Work Element 2 - **Regional Transportation Improvement Program (RTIP)** preparation, Project Study Reports, and project monitoring
- Work Element 3 - **Transportation Planning Studies** for specific issues
- Work Element 4.1 - **Transit Planning** and coordination
- Work Element 4.2 – **Transportation Development Act (TDA)**
- Work Element 5 - **Air Quality Planning** and coordination
- Work Element 6 - **Public Information** and outreach
- Work Element 7 - **Maintenance of the Overall Work Program (OWP)**
- Work Element 8 – **Integrated Mobility and Housing Strategy Plan**

Funding

The LTC’s Work Program is funded from three sources: Rural Planning Assistance funds, TDA and State Transportation Improvement Program “Planning, Programming & Monitoring” funds.

The anticipated RPA funding amount for Fiscal Year 2021-2022 for Mariposa County is \$158,000.

Funding Amounts and Sources

\$158,000	Rural Planning Assistance (RPA)
\$ 35,000	STIP Planning Programming & Monitoring Funds (PPM)
\$ 8,000	TDA Funds
\$239,651	Planning Grant SB1 SC
\$ 31,049	Local Match – Receives No Funding From RPA
\$471,700	TOTAL BUDGETED AMOUNT

Funding by Element

Work Element	Funding Source					LTF Match (11.47%) Non RPA	Budgeted Amount
	RPA	Carryover FY 20-21	STIP PPM	TDA	Planning Grant SB1 SC, 88.53%		
1. RTP	35,000						35,000
2. RTIP			35,000				35,000
3. Transportation Planning Studies	36,000						36,000
4.1 Transit Planning	30,000						30,000
4.2 TDA				8,000			8,000
5. Air Quality Planning	15,000						15,000
6. Public Information	22,000						22,000
7. Maintenance of the OWP	20,000						20,000
8. Integrated Mobility and Housing Strategy					239,651	31,049	270,700
Sub-Total	158,000		35,000	8,000	239,651		
Total			\$440,651			\$31,049	\$471,700

RTP (Regional Transportation Plan), RTIP (Regional Transportation Improvement Program), TDA (Transportation Development Act)

County Match Requirements

Funding for Work Elements 1 – 7 do not require the County to match since they are 100% funded. Work Element 8 will require an 11.47% Local Match. 100% of the local match will be from the General Fund in the form of County of Mariposa Planning Department staff time.

Federal Planning Factors

The work elements in this program are consistent with Federal and State funding priorities including the ten FAST Act planning factors to the extent they apply to a rural area like Mariposa County. The ten planning factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized user.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

The matrix on the following page shows which work element(s) address which emphasis area(s):

FAST Act Planning Factors						
	Work Element 1 (RTP)	Work Element 2 (RTIP)	Work Element 3 (Trans Planning Studies)	Work Elements 4.1, 4.2 (Transit Planning, TDA)	Work Element 5 (Air Quality)	Work Element 6 (Public Info)
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	X		X	X		
2. Increase the safety of the transportation system for motorized and non-motorized users.	X	X	X	X		X
3. Increase the security of the transportation system for motorized and non-motorized users.	X	X	X	X		X
4. Increase the accessibility and mobility of people and for freight.		X	X	X		
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	X		X		X	
6. Enhance the integraton and connectivity of the transportation system, across and between modes, for people and freight.	X	X	X	X		
7. Promote efficient system management and operation	X	X	X	X	X	X
8. Emphasize the preservation of the existing transportation system.		X		X		
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	X	X	X	X		
10. Enhance travel and tourism.	X		X	X		X

3. Work Elements

WORK ELEMENT 1

Regional Transportation Plan (RTP)

The RTP serves as a guide for transportation planning activities in Mariposa County. It is a long-range (20 year) planning document that establishes the region's transportation goals, policies, programs, projects, and the financial resources available to implement them. This element also includes inter-governmental coordination, on all matters of transportation policy in the County.

Previous Work

- Completed the 2019 Regional Transportation Plan (Adopted July 9, 2019)
- The LTC authorized the Counties RTP for Public Circulation and Associated Environmental Documentation (May 21, 2019)
- Identification of substandard roadway and intersection alignments for future projects (2021)

Proposed Products

- RFP for Regional Transportation Plan Update (April 2022)
- Prepare 2nd study of additional substandard roadway and intersection alignments to address RTP Objective 1.3. Locations will include the three (3) regional areas of Coulterville, Cathey’s Valley, and Ponderosa Basin. (June 2022)

Work Activities

1. Prepare Preliminary roadway alignment studies to identify needed alignments and right of way requirements. (February 2022)
2. Identify roadways that require additional right of way. (February 2022)
3. Participate in Statewide planning efforts and in the Rural Counties Task Force which staff attends. (November 2021 and April 2022)
4. Monitor status and funding of projects in the RTP (October 2021 and May 2022)
5. Prepare RFP for Regional Transportation Plan Update including board item for LTC approval to advertise RFP and accept proposals (April 2022)
6. Publish Request for Proposal (May 2022)
7. Accept Regional Transportation Plan Update RFP’s (June 2022)

Funding Source	Work Performed by	Budgeted Amount
RPA	LTC	\$35,000
	TOTAL	\$35,000

WORK ELEMENT 2
Regional Transportation Improvement Program (RTIP)

This work element consists of programming and monitoring “STIP” projects. Projects are programmed every two years in the Regional Transportation Improvement Program (RTIP) that is submitted to the state and subsequently becomes part of the State Transportation Improvement Program (STIP). After that, projects are allocated for construction according to their programmed schedule. Project implementation must be monitored, including project delivery, timely use of funds, and compliance with State law and the California Transportation Commission’s (CTC) guidelines. This work element consists of programming and monitoring “STIP” projects.

This element also includes preparation of Project Study Reports (PSR) for County road improvement projects. A PSR or equivalent is required by the CTC for any project that is seeking to be included into the State Transportation Improvement Program (STIP). Moreover, a PSR is used to evaluate the feasibility of each proposed project to be included in the STIP.

Previous Work

- 2020 Regional Transportation Improvement Program and subsequent amendments
- PSRs for RTIP/STIP Projects
- Allocation Request process complete for Triangle Road Roadway Rehabilitation (2021)

Proposed Products

- Professional Services Agreement with selected consultant and begin Triangle Road Roadway Rehabilitation project upon LTC approval (November 2021)
- STIP amendments (November 2021)
- Project Study Reports (PSRs) (June 2022)

Work Activities

1. RTIP project planning, programming, and monitoring (September 2021, December 2021, March 2022, and June 2022)
2. Monitor STIP projects. Triangle Road Roadway Rehabilitation project is now on the “Planned and Actual STIP Allocations List”, secure PSA (July 2021), begin consultant selection (September 2021), begin project (November 2021)
3. Complete Preparation of Project Study Reports (PSR) for submittal to Caltrans in FY 22/23 (June 2022)

Funding

Funding Source	Work Performed by	Budgeted Amount
STIP PPM	LTC	\$35,000
	TOTAL	\$35,000

WORK ELEMENT 3

Transportation Planning Studies

The purpose of this element is to develop transportation plans, studies and programs other than the RTP and RTIP. The County engages in planning so that the transportation goals, needs for projects and policies implemented will help achieve better outcomes, consistent with statewide, regional, and local visions. Effective planning lays the groundwork for development, design, and delivery of successful transportation projects and policies.

System Planning develops a) Corridor Studies, b) Multi-Modal, Operation, Non-SHOPP Transportation Equity Report (MONSTER), c) District System Management Plan, and d) Active Transportation Plans.

Corridor Studies:

A corridor study serves as a quantitative assessment of current and future transportation needs in a corridor from a “complete streets” perspective. Addressing a period between twenty and forty years, the corridor plan evaluates operational strategies that maintain and optimize corridor performance and asset management in addressing travel delay, resilience, travel time reliability, mode shift, goods movement, vehicle miles traveled, congestion, and greenhouse gas reduction.

Monster:

The Monster provides reliable, accessible, shareable, quality controlled and documented data for use by Caltrans and its partners. The report supports analysis and decision making enabled by a robust data governance framework to get the right information to the right people at the right time.

District System Management Plan (DSMP):

A long-range improvement strategic and policy planning document, which is based on anticipated funding. The DSMP represents how the district envisions the transportation system will be maintained, managed and developed over the 20 years and beyond, and is the State’s counterpart to the regional Transportation plan (RTP)

Active Transportation Plans:

System Planning prepares multi-modal Active Transportation Plans (ATP) that research, document, analyze, and plan strategies that address the needs of travelers of all ages, incomes, and abilities on the State Highway System. The Plan views all transportation improvements as opportunities to improve safety, access, mobility, and asset preservation for all active transportation users in the District. ATPs also recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system that can play a role in the reduction of greenhouse gas emissions (GHG).

Previous Work

- Field road inventory, Traffic Counts, and Speed Limit Surveys on County roads
- Computer database relating land use to roadways
- State highway project (STIP) priority lists
- 2021 Pavement Management Program
- Geographic Information System development

Proposed Products

- LTC Adoption of the 2021 Pavement Management Program
- Summary List of Roads analyzed for ADT and/or Speed Survey (June 30, 2022)

Work Activities

PAVEMENT MANAGEMENT PROGRAM UPDATE:

1. Prepare board item for LTC and submit for review (July 16, 2021) Schedule on regular LTC agenda for adoption of the 2021 Pavement Management Program (July 27, 2021)

SUMMARY LIST OF ROADS:

2. Prepare Traffic volume counts on selected County roads for accurate Average Daily Traffic (ADT). Data collected is used in roadway projects, speed studies, short/long range travel, and traffic plans for alternate route analysis. The on-going work is performed throughout the year but limited during the winter season. The summary results detailed at the end of each quarter (September 2021, December 2021, March 2022, and June 2022)
3. Update street, right of way, and parcel detail into the Geographic Information System (GIS). (June 2022)

Funding

Funding Source	Work Performed by	Budgeted Amount
RPA	LTC	\$ 36,000
	TOTAL	\$ 36,000

WORK ELEMENT 4.1
Transit Planning

This work element will be focused on the activities involved with local transit planning. This element also includes participation in Yosemite Area Regional Transportation System (YARTS). Mariposa annually networks with YARTS for the Low Carbon Transit Operations Program (LCTOP) allocation which provides transit services to Mariposa County residents.

Previous Work

- 2021 Short Range Transit Plan

Proposed Products

- LTC adoption of the 2021 Short Range Transit Plan (July 2021)
- Update County and Transportation Planning Websites with Adopted 2021 Short Range Transit Plan (August 2021)
- Provide a list of any needs and solutions identified in YARTS meetings in October 2021 and April 2021

Work Activities

1. Prepare board item for LTC and submit for review (August 13, 2021) Schedule on regular LTC agenda for adoption of the 2021 Short Range Transit Plan (August 24, 2021)
2. Update County Websites with Adopted 2021 Short Range Transit Plan (November 1, 2021)
3. Meet with YARTS transit services to identify needs and to plan solutions to any issues presented and discuss potential enhanced routes and services. Include in deliverables any needs and solutions as a result of our meetings. (October 2021 and April 2022)
4. Participation in YARTS Authority Advisory Committee and Management Board meetings, subcommittee meetings, and coordination to enhance transit throughout the County. (December 2021 and May 2022)

Funding

Funding Source	Work Performed by	Budgeted Amount
RPA	LTC	\$30,000
	TOTAL	\$30,000

WORK ELEMENT 4.2
Transportation Development Act (TDA)

This work element allows the development and monitoring of the Social Services Transportation Improvement Act, including the County Unmet Transit Needs hearing, the Social Services Transportation Advisory Council (SSTAC), Transit Development Plan Updates, Transit Action Plans, and Social Services Transportation Inventories. Also included will be any other local transit related planning activities and administrative tasks, such as TDA fund allocations to transit operators and program audits.

Previous Work

- Social Services Transportation Inventories

Proposed Products

- Unmet Transit Needs public hearing and determination (June 2022)
- Federal Transit Administration (FTA) grant applications (April 15, 2022)

Work Activities

1. Social Services Transportation Advisory Committee meetings (October 2021 and April 2022)
2. Unmet Transit Needs Public Hearing and related reporting activities. (June 2022)
4. Track expenditures of LTF and STA Funds. (October 2021, January 2022, April 2022, and June 2022)
5. Research and complete the filing of FTA grant applications. (May 2022)
6. Apply for grants and other funding to enhance transit capital acquisition and operations. (December 2021)
7. Complete the annual fiscal audits. Develop and maintain records for the next performance audit. (June 2022)

Funding

Funding Source	Work Performed by	Budgeted Amount
TDA	LTC	\$8,000
	TOTAL	\$8,000

WORK ELEMENT 5
Air Quality Planning

The purpose of this work element is to advise the LTC on air quality issues and policies; to ensure that transportation plans, programs, and projects conform to the most recent air quality requirements; and to coordinate effectively with other government agencies on these matters.

Air quality conformity is the process wherein plans, programs, and projects are shown to meet the requirements of the Clean Air Act Amendments and the applicable State Implementation Plan. Mariposa County is designated to be in "non-attainment" for the pollutant ozone. It is important to involve the public in the regional transportation planning process and to participate with regional, local and state agencies, the general public and the private sector in planning efforts to identify and plan policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure. To facilitate this, the LTC works closely with the Mariposa County Air District, Caltrans District 10, neighboring counties and other agencies on matters of air quality.

Previous Work

- Mariposa Air Quality Issues discussed with Mariposa Department of Environmental Health (February 2021 and June 2021)
- Countywide Map of Air Quality Tests and Observations (June 2021)

Proposed Products

- Agenda and Minutes for Mariposa Air Quality Issues and Policies (December 2021, June 2022)
- Countywide Map of Air Quality Tests and Observations updated each year (June 2022)

Work Activities

1. Coordinate and arrange a meeting with Mariposa Department of Environmental Health. The meeting will discuss issues and policies affecting transportation. The meeting will generate goals and objectives related to a Countywide Map of Air Quality (December 2021)
2. Participate in Federal and State Clean Air Act meetings and webinars when available.
3. Coordinate with partners to identify policies, strategies, programs, and actions that enhance the movement of people, goods, services and information on the regional, inter-regional, and state highway system. (December 2021 and June 2022)
4. Monitor air quality with the Department of Environmental Health; (September 2021, December 2021, March 2022, and June 2022)

Funding

Funding Source	Work Performed by	Budgeted Amount
RPA	LTC	\$15,000
	TOTAL	\$15,000

WORK ELEMENT 6
Public Information

This element will help develop a public outreach campaign through informational brochures, a logo, and meetings. It is important to establish and maintain formal consultation with Native American Tribal Governments enabling their participation in local and state transportation planning and programming activities. The LTC believes in developing joint work programs with transportation and air quality agencies, including transit operators, to enhance coordination efforts, partnerships, and consultation processes – to facilitate outreach efforts and meetings with traditionally underrepresented and underserved populations such as the elderly, disabled, low-income, and minority communities, community groups and their leaders (i.e. Black, Hispanic, Asian American, and Pacific Islander).

Previous Work

- A web page dedicated to the LTC, its schedule, information and available downloads
- Completed Public Participation Plan
- Brochure and Fact Sheet for County Wayfinding Signage and Walking Maps
- Completed Transit Marketing Plan

Proposed Products

- Public Outreach mailings, published public notices, and notices on County websites occur prior to the SSTAC Meetings (October 2021 and April 2022): also ahead of the Unmet Needs Hearing (June 2022)
- Meeting Minutes for Transportation Planning Public Outreach (June 2022)
- Update Mariposa Transportation Planning Web Page (June 2022)

Work Activities

1. The Public Outreach meeting, in the LTC Board Hearing Room, will invite the underserved populations, minority community groups and their leaders to participate and share their opinions, issues, and recommendations for how local and regional transportation affects them. We routinely reach out to Native American entities in our area to insure they are included in the Public Outreach process. The meeting will be documented and posted on the transportation planning website. (June 2022)

2. Update the LTC (Transportation Planning) Website with Public Hearing and Notices (October 2021, January 2022, April 2022, May 2022)

Funding

Funding Source	Work Performed by	Budgeted Amount
RPA	LTC	\$22,000
	TOTAL	\$22,000

WORK ELEMENT 7
Maintenance of the Overall Work Program (OWP)

This work element will allow developing, monitoring and maintenance of the Overall Work Program. The Overall Work Program lays the foundation for the current fiscal year Transportation Planning Activities.

Previous Work

- Overall Work Program FY 2020-2021

Proposed Products

- Quarterly Progress Reports (Q1 – October 29, 2021, Q2 - January 31, 2022, Q3 – April 29, 2022, and Q4 - July 29, 2022)
- Formal and Administrative Amendments as needed (August 2021 – June 2022)
- OWP FY 2020-2021 Year End Closeout Package (August 31, 2021)
- Draft of the FY 2022-2023 OWP Due to Caltrans (March 1, 2022)
- Final Adopted FY 2022-2023 OWP to Caltrans (May 2022)
- Final Approved/Adopted FY 2022-2023 OWP and fully executed OWPA (June 30, 2022)

Work Activities

1. Formal and Administrative Amendments if required. (July 2021-May 2022)
2. Preparation of Quarterly Reports and Invoices throughout the Fiscal Year per the guidelines outlined in the 2017 Regional Planning Handbook. (October 2021, January 2022, April 2022, July 2022, & August 2022)
3. Preparing the FY 2022-2023 Draft OWP, Caltrans approval, LTC adoption, and ongoing updates to the OWP FY 2022-2023
4. Overall Work Program meetings with Caltrans Staff ongoing.

Funding

Funding Source	Work Performed by	Budgeted Amount
RPA	LTC	\$20,000
	TOTAL	\$20,000

WORK ELEMENT 8

Integrated Mobility and Housing Strategy Plan

The purpose of this element is to combine stakeholder engagement and a range of analytical techniques to identify a pragmatic strategy for developing coordinated workforce housing and mobility projects in Mariposa County. A partnership between Mariposa County and Yosemite National Park, this collaborative will evaluate the suitability of strategic sites for medium- and high-density housing outside of the park, determine the mobility enhancements needed to connect future housing nodes with employment opportunities within the park, and recommend a strategy for jointly implementing the housing and mobility investments needed to connect Mariposa's residents to and from where they live and work. Responsible parties, partner agencies, and regional transit services providers who have or are anticipated to be engaged in the project include the Mariposa County Housing Department, Yosemite Conservancy, Mariposa County Housing Programs Advisory Committee, Yosemite Area Regional Transportation System (YARTS), Yosemite Employee Association, and others identified by the unfolding planning process.

The project is funded with SB1 funds, some of which are allocated through the SB1 Sustainable Communities Formula. The intent of the Sustainable Communities Formula Grants is to carry out the objectives of the region's RTP SCS (where applicable) and the RTP Guidelines Appendices K and L. By aligning enhancements in mobility (including both regional transit and active transportation modes) with future investments in multi-family housing, this project will result in a better connected, more livable, and equitable rural community. The final product, the Integrated Mobility and Housing Strategy Plan, is anticipated to be complete February 2023.

Previous Work

- Kick Off Meeting with District 10 staff (November 17, 2020)
- Task 1.2: Request for Proposals; report to LTC; Professional Services Agreement (March 2021)
- Task 1.3: Stakeholder Engagement Protocols (May 2021)
- Task 2.1: Planning Context summary white paper (July 2021)

Proposed Products

- Task 2.2: Collect Community Perspectives (July 2021 - February 2022)
- Task 2.3: Summarize Baseline Conditions (November 2021 - March 2022)
- Task 3.1: Preliminary Housing and Mobility Projects (March 2022-June 2022)
- Task 3.2: Community Engagement—Preliminary Housing and Mobility Projects (March 2022-June 2022)

Work Activities

1. Activity 2.2: Collect Community Perspectives (July 2021 - February 2022)
 - With assistance from Mariposa County staff and Yosemite National Park, the consultant team will host a series of facilitated focus groups with strategic stakeholders to shape the inquiry and investigation in future tasks in the project. Participants in these dialogues will be targeted towards stakeholders with advanced knowledge and/or implementation responsibilities related to regional housing and mobility issues, emphasizing the needs and perspectives of disadvantaged community members. A final roster of focus group participants will be determined in conjunction with the selected consultant team, who will include central partners involved in the preliminary shaping of this project to date.

2. Activity 2.3: Summarize Baseline Conditions (November 2021 - March 2022)
 - After defining the planning context in which the Integrated Mobility and Housing Strategy occurs, and connecting with essential stakeholders to gain a qualitative understanding of the specific regional housing and mobility issues plaguing this segment of Mariposa County's workforce, the consultant team will collect these baseline conditions into a clear and compelling summary. This summary will describe the current and future need for both housing and related transit services to support that housing in Mariposa County for Yosemite National Park Personnel, functioning as a need's assessment, identifying benchmarks and performance measures by which to evaluate the recommendations developed in later project tasks. The format of the Baseline Conditions Summary will be determined in conjunction with the selected consultant team. This format will be incorporated into the final Integrated Mobility and Housing Strategy deliverable.

3. Activity 3.1: Preliminary Housing and Mobility Projects (March 2022-June 2022)
 - Having established benchmarks and performance measures for needed residential and mobility investments in the prior phase, the consultant team will next propose a preliminary vision for potential projects on 10-20 strategic sites in Mariposa County. Our partnership fully expects the ideas generated to be preliminary, and the materials are to be used to stimulate and structure community dialogue in subsequent project tasks. Potential sites will be identified through a rigorous analytical process which considers a variety of criteria. For each potential site, the consultant team will propose a strategy for providing the transportation investments needed to provide adequate mobility for potential future residents to and from employment opportunities in Yosemite. We anticipate that strategies may vary depending on site location, and could be site specific or could suggest larger, systemic enhancements to regional transportation infrastructure.

Additionally, for each potential site, the consultant team will provide recommendations for development products that are appropriate for the individual site contexts. Recommendations will include conceptual proposals related to building scale and mass--but not more detailed physical characteristics, like articulation, form, or materiality.

4. Activity 3.2: Community Engagement—Preliminary Housing and Mobility Projects (March 2022-June 2022)
 - o Our partnership conceptualizes the recommendations from the previous task as preliminary, and as an opportunity to foster meaningful dialogue with the community on rural context sensitive transit-oriented development. In this task, our partnership will apply innovative stakeholder engagement techniques to solicit feedback on the preliminary recommendations from a broad cross-section of the regional community.

We anticipate these and future engagement activities to occur at two scales: first, among the core stakeholder groups who have served essential sounding boards in the shaping of this project to date, and second, among the wider regional community at large. The format and structure of these engagement activities will vary depending on the scale of the intended audience, and will correspond with

the engagement protocols developed in conjunction with the selected consultant team during the first phase of the project. We anticipate a minimum of one meeting with each focus group convened in the previous phase, and a minimum of two interactive, hands-on workshops with the broader community at this phase. If necessary, community input will also be solicited electronically, through tools such as online surveys and workshop webinars.

Funding

Funding Source	Work Performed by	SB1 SC * AMOUNT	LTF Match (11.47%)	Budgeted Amount
(SB1 SC)	Planning / LTC and Consultants: TBD	\$239,651	\$31,049	270,700
	TOTAL	\$239,651	\$31,049	270,700

***Work Element 8 receives no funding from RPA.**

REFERENCES

See Overall Work Program (OWP) Guidance, Appendices, for Transportation Planning and Programming Requirements Regarding Tribal Governments. Guidance is included for the protocol for government-to-government relations with federally recognized tribes and for public outreach with the Native American population.

Guidelines:

California Transportation Commission (CTC), current California Regional Transportation Plan Guidelines; Executive Order 12898 (Environmental Justice); and Title VI of the Civil Rights Act.

The CTC approved the following requirement in the RTP Guidelines: “the MPO’s and RTPA should include a discussion of consultation, coordination and communication with federally recognized Tribal Governments when the community is located within the boundary of an MPO/RTPA”.

Regulations:

Title 23, Code of Federal Regulations (CFR), CFR 49, Chapter 1, Part 450 Subpart C, Sections 450.104, 450.202, 450.31(i), 450.324(f)(1), and 450.330(a).

Statutes:

Title 23, United States Code (U.S.C.), Chapter 1, Sections 134(h)(3)(B), 134(i)(5), and 101(a)(23); SAFETEA-LU Section 3005, Subsection 5303(i)(2)(B), Section 6001, subsection 134(i)(2)(B), and 6002.