

Mono County Local Transportation Commission

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AMENDED AGENDA

February 13, 2012 – 9:00 A.M.
Town/County Conference Room, Minaret Village Mall, Mammoth Lakes
Teleconference at CAO Conference Room, Bridgeport

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **WELCOME TO NEW TOWN COMMISSIONER SANDY HOGAN**
4. **RESOLUTION OF APPRECIATION FOR COMMISSIONER JOHN ARMSTRONG – p. 2**
5. **ELECTION OF CHAIR AND VICE-CHAIR** (Note: The LTC Handbook indicates that the chair position should alternate between County and Town.)
6. **APPROVAL OF MINUTES:** January 9, 2012 – p. 3
7. **COMMISSIONER REPORTS**
8. **ADMINISTRATION**
 - A. 2012 Regional Transportation Improvement Program (RTIP)
 1. Provide verbal update regarding adopted 2012 RTIP (*Gerry Le Francois*)
 2. Consider mechanisms/options, including changes to existing Memorandum of Understanding with Kern Council of Governments (COG) to memorialize funding obligations for Freeman Gulch Segment 2 and provide direction to staff (*Stacey Simon & Gerry Le Francois*) – p. 7
 - B. Consider 2012-13 Overall Work Program (OWP) priorities and provide direction to staff (*Mary Booher*) – p. 13
 - C. Review Transportation Development Act (TDA) articles 4 and 8 and provide direction to staff (*Mary Booher*) – p. 17
 - D. Provide update on Regional Transportation Plan (RTP) timeline and provide direction to staff (*Gerry Le Francois*) – p. 20
 - E. Adopt Resolution R12-01, a resolution of support for Town of Mammoth Lakes' submittal of Transportation Investment Generating Economic Recovery (TIGER) grant for Meridian roundabout (*Peter Bernasconi*) – p. 23

More on back...

9. **LOCAL TRANSPORTATION ISSUES**

- A. **Approve** bike path funding policy and provide direction to staff (*Mary Boohar & Peter Bernasconi*) – p. 27
- B. Authorize letter to Caltrans requesting Lee Vining road shop fencing/screening (*Scott Burns*) – p. 34
- C. Report on LADWP standards on cattle guards (*Garrett Higerd*)
- D. Consider on-street parking on SR 203 (*requested by Commissioner Lehman*)

10. **TRANSIT**

- A. Eastern Sierra Transit Authority (ESTA) operating statistics update – p. 35
- B. Yosemite Area Regional Transportation System (YARTS) update

11. **CALTRANS:**

- A. Provide update on High Point Curve project – p. 39
- B. Report activities in Mono County and provide pertinent statewide information

12. **UPCOMING AGENDA ITEMS:**

13. **ADJOURN** to March 12, 2012

***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).

From: John and Lynette Armstrong [jala@gte.net]
Sent: Wednesday, January 25, 2012 7:44 PM
To: CD Ritter
Cc: Scott Burns; Gerry LeFrancois; Larry Johnston; D 'Hap' Hazard Contact
Subject: Resignation from the Mono County LTC

January 25 2012.

The Chairman
Mono County
Local Transportation Commission.

Dear Sir,

I am writing to let you know that I wish to end my role with the LTC prior to the end of my term with the commission. I wish to step down from the Mono County LTC, effective at the end of January 2012, due to commitments at both work and at home. It will be difficult to fulfill my Mono County LTC obligations with any consistency in the coming year and so I think it will be best to allow another Town of Mammoth Lakes appointee to take over this role.

I wish to thank you and the Members of the Commission for the opportunity to serve on the Mono County LTC and to represent the interests of local citizens, in general, and of cyclists in particular, on this important body. One of the most significant things I have learned during my time with the commission has been a new understanding and deep respect for the work of town, county and state employees who serve our district. I believe they have our best interests at heart and do an amazing job of planning, developing, constructing and maintaining our precious infrastructure. Very often they do this with a diminishing amount of available capital and the results they achieve are impressive.

Thank you for the opportunity to serve our county and its people.
Sincerely,

John Armstrong.

PO Box 7736
60 Grindelwald Road
Mammoth Lakes
California 93546

Mono County Local Transportation Commission
Resolution of Appreciation granted to

John Armstrong

WHEREAS, John was selected by the Mammoth Lakes Town Council to serve as a commissioner on the Local Transportation Commission (LTC); and
WHEREAS, he was the first non-elected official appointed to the LTC in recent history; and
WHEREAS, John provided ongoing representation of the multiple users of local transportation systems, with specific sensitivities to cycling interests; and
WHEREAS, in that role he supported bicycle lanes/routes on local roads, such as Benton Crossing and Rock Creek roads, and state and federal highways, including SR 203, SR 120 and US 395; and
WHEREAS, John has advocated increasing safety of all travel modes for residents and visitors; and
WHEREAS, he has been instrumental in establishing non-motorized principles and policies to ensure that streets and roads are addressed in a comprehensive manner for all users; and
WHEREAS, John has been a strong proponent of maintenance of local roads and highways, including smoothing overlays and ongoing removal of debris and cinders from the roadway and bike lanes; and
WHEREAS, he supported programming projects consistent with multijurisdictional Memoranda of Understanding to expedite and improve safe access to the Eastern Sierra for Southern California visitors; and
WHEREAS, John exhibited a respectful, reasoned and thoughtful demeanor in dealing with fellow commissioners, staff and the public.

NOW, THEREFORE, BE IT RESOLVED that the LTC expresses its appreciation to John Armstrong for his service to the commission, the region and its communities, and wishes him safe passage in his future travels.

Larry Johnston, Chair

Awarded February 13, 2012



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DRAFT MINUTES

January 9, 2012

COUNTY COMMISSIONERS: Rick Phelps (alternate for Tim Hansen), Hap Hazard, Larry Johnston

TOWN COMMISSIONERS: Jo Bacon, Matthew Lehman, John Armstrong

COUNTY STAFF: Scott Burns, Gerry Le Francois, Mary Booher, Wendy Sugimura, Garrett Higerd, C.D. Ritter

TOWN STAFF: Peter Bernasconi, Jessica Morriss

CALTRANS: Brad Mettam, Forest Becket

ESTA: Jill Batchelder

GUEST: Sandy Hogan

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Larry Johnston called the meeting to order at 9:00 a.m., and Commissioner Armstrong led the pledge of allegiance.
2. **PUBLIC COMMENT:** None.
3. **MINUTES:** Special Meeting December 5, 2011.

MOTION: Adopt minutes of Dec. 5, 2011, as amended: 1) Item 6 motion: "Approve Resolution R11-14, **as amended**, adopting the 2012 Regional Transportation Improvement Program..." 2) Note following motion: At 5 p.m., **Commissioners Bacon & Wilbrecht and** secretary ~~left to ride public transit to Bishop~~ **left the meeting.** (Hazard/Bacon. Ayes: 3. Abstain due to absence: Armstrong, Lehman, Phelps.)

4. **COMMISSIONER REPORTS:** Hazard: Traveling to Sacramento, he noted significant traffic on Tioga Pass and heard appreciation that the pass was still open. Johnston: A 50-mph sign exists along SR 203 west of US 395. Forest Becket indicated it was installed in error and will be removed.

5. ADMINISTRATION

A. 2012 Regional Transportation Improvement Program (RTIP):

1. **2012 RTIP including advancement of funding to Kern Council of Governments (COG) on Freeman Gulch Segment 2:** Next step is California Transportation Commission (CTC) hearing Feb. 1 for 13 southern counties (Commissioner Johnston offered to attend with Gerry Le Francois). Le Francois noted that CTC saw an issue with Lee Vining Streets – adding money to project already allocated.

2. **MOU status:** Gerry Le Francois presented a history of prior MOUs, noting that Mono has given 10% to outside projects. Funds were advanced to Kern COG for Freeman Gulch, Segment 2. The MOU states, "Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated."

After a lengthy discussion, the following concerns and options emerged:

Concerns: 1) Not getting repaid; 2) how strong is Mono LTC's position? 3) is MOU signed in 2001 without dates technically out of compliance? 3) 4) does Kern COG fully acknowledge money to be repaid? 5) if economic times worsen, could Kern COG renege on its agreement? 6) could a payment plan be set up, with payback in phase 3? 7) could the MOU be amended?

Options: 1) Request legal opinion on enforceability of MOU; 2) discuss concerns with partners, ask about contractual loan; 3) rewrite MOU; 4) set up something stronger than a handshake when big money is involved; and 5) determine how to ensure that when it's time for Mono County to benefit, funding is there.

B. Overall Work Program (OWP):

1. **2011-12 OWP:** Gerry Le Francois noted that funding amounts are unchanged.

Mary Booher planned to continue updates on OWP and started next year's to see how the OWPs tie together. State budget is unknown now, but reductions are expected.

600D2: Is money on way-finding planning through Mammoth Lakes Trails and Public Access (MLTPA) duplicative? Jessica Morriss indicated MLTPA has vehicular and pedestrian orientation. The planning portion is for staff and consultants. It's complementary, but different from MLTPA.

2. **2012-13 OWP**: Mary Booher indicated 2012-13 has \$120,000 less than 2011-12, so funding levels would change. She planned to revise the form with better budget information and balanced funding sources. Brad Mettam appreciated that staff had broken down the OWP for greater clarity.

Commissioners: Bacon noted that anything to be completed this year doesn't have to be on next year's, but total amounts are needed for setting priorities; Lehman saw grants applications as a priority due to the lengthy process; and Hazard wanted a funding breakout between County and Town, as he was uncomfortable prioritizing projects for the Town.

Jessica Morriss reported that since there will be less money from LTC, the Town will continue projects from this year onto next instead of adding new projects.

Booher indicated cuts are not set in stone. Consider entities such as ESTA, present information to help make decisions, and put options on the table. Show amounts to each entity, and take to Town Council and Mono Supervisors.

C. Transportation Development Act (TDA) claims: Mary Booher indicated a resolution is needed, but not today. TDA is broken into different priorities that must be funded in sequence. Article 4 has restrictions on how funds allocated to ESTA can be spent, and funds can't be rolled over from year to year. If ESTA no longer existed, whose assets would those be? Under Article 4, funds would go back to Mono. Goal is to come up with a method that works best for both the LTCs and ESTA. If funded under Article 8, other services would be involved. Commissioners: Bacon suggested finding out exact requirements and simplifying, not adding to paperwork; and Hazard requested an update next agenda.

D. Roles & Responsibilities Study: Wendy Sugimura indicated a Social Services Transportation Advisory Committee (SSTAC) hearing can be combined into LTC public hearing for Unmet Needs and SSTAC.

Commissioner Hazard asked if disadvantaged needs had been identified. Sugimura responded that the LTC resolution relates to handicapped or seniors; i.e., to population served, not community boundaries.

Hazard wondered how they make their voices heard. Sugimura replied that the SSTAC meets with them. Hazard has never seen seniors asked directly; no one talks about transportation needs. Sugimura noted reliance on formal organizations such as RPACs to identify needs, as well as LTC hearings.

Coordination has already started with Eastern Sierra Transit Authority (ESTA) as the lead organization for Public Transportation Modernization Improvement & Service Enhancement Account (PTMISEA) funds.

E. LTC Handbook: Wendy Sugimura sought feedback. Re alternates: Commissioner Johnston contended that if staff members were appointed, commission would be making decisions presented by staff, an inherent conflict. Lehman and Hazard both appointed staff, he contended. Commissioner Bacon clarified that Town Council appointed Town alternates. Also, two council members sit on ESTA board, thereby reducing people available. Commissioner Hazard, who represents Mono at both LTC and Mono Supervisors, appointed the best-qualified person available as his alternate and indicated unwillingness to appoint someone less qualified.

Johnston wanted "non-staff member" added to the membership section, but Sugimura suggested adopting changes, and then handling the membership.

MOTION: Amend membership section to say "non-staff members" for alternates. (Johnston/...) Motion failed due to lack of a second.

MOTION: Approve changes to LTC Handbook as presented. (Bacon/Lehman. Ayes: 6-0.)

F. Gas tax transition from excise to percentage: Scott Burns contacted Kern and Inyo counties. Kern pursued ½-cent that did not pass. Inyo LTC was reactionary on the topic, but took no aggressive policy stance. Rural Counties Task Force feedback should occur later this month.

Commissioner Johnston noted lack of funding and a 50% shortfall. Changing to percentage would provide a significant boost to revenues without increasing existing tax. Tea Party opposes new taxes. Find out what other LTCs think. Need to do something, as lack of funding will continue. Deferred maintenance means greater cost.

After lengthy discussion, the issue was quashed by four objections. Commissioners: Lehman opposed creating an inflationary situation of paying more money for goods that cost more; Hazard noted LTC could take action, but has no legislator to take it forward; Bacon did not want LTC staff to spend time on it, but suggested an individual could; and Phelps noted that with a two-thirds vote needed in the Legislature, it would be fighting a battle with no result.

6. LOCAL TRANSPORTATION ISSUES

A. **Bike path funds:** Mary Booher indicated Transportation Development Act (TDA) calls bike paths “non-motorized.” One-time maintenance and purchase of equipment or contract services are OK.

The 10% was an arbitrary starting figure. Is 10% too much, not enough? Even a lateral inch of trail is considered a “facility.” Item 3B: Inconsistency exists with non-staff operating equipment instead of staff.

Commissioners: Phelps supported the general thrust, but wanted more data; Armstrong wanted to fund non-motorized and preserve intent of bike paths into the future, not see funds dragged off into a black hole for whatever; Johnston saw 15% of 2% as low risk, allowing flexibility; and Hazard approved the overall concept.

Sandy Hogan saw a go-around on maintenance. Attempt to clarify what it is and what it isn't. Replacement is not maintenance, but crack sealing is. Get definitions first. Don't rule out staff time on machines.

Booher state that if a bike path is built, Mono must assume responsibility from other funding sources, as it's already spending more than this on maintenance. Give Mono and Town staff an idea if this is a funding source for maintenance, or not. No guidelines exist. Bike path money sits in the County treasury accruing interest.

Johnston requested more details next meeting.

B. **Road classification change:** Garrett Higerd discussed Airport Road and Hot Creek Hatchery Road, noting that Public Works plans to utilize all potential funding sources. Rural major collector status is required for federal funding. Designating Airport Road as a rural major collector is justified by flights into airport. Mono Supervisors passed a resolution approving this change. However, it may impact the Town's extension to Benton Crossing Road, which has state funding only. The project also would be subject to the National Environmental Policy Act (NEPA) for federal funding.

Peter Bernasconi noted that the Town currently has an allocation for right-of-way acquisition, a California Transportation Commission-certified environmental document. Construction funds are not programmed in the next cycle, and construction is set for 2019. Meridian was state only, and then federal. Brad Mettam was uncertain what might happen with a mix of state and federal funds.

Commissioners: Johnston noted improved airport access by seal coat, crack filling, and reclassification; Hazard thought expanding Airport Road as an entry point ran into conflict with the Town's pursuit of its own entryway, so Mono and the Town should collectively confer and coordinate efforts on an appropriate entry point; and Bacon was unsure what entity ought to deal with this issue and where it is heading.

A Town airport layout plan must go to Airport Land Use Commission, Burns noted. Bernasconi reported the layout plan is before counsel, and then on to Land Use Commission, Planning Commission, and Town Council.

C. **Speed limit on US 395:** Commissioner Johnston considered new sections of highway in Inyo County, not Mono. What would be needed to make the change?

Forest Becket noted US 395 is defined as an expressway, with access points at grade. Increasing speed limit would require “freeway” classification (i.e., separate-grade access points). Full interchanges with proper spacing between them would create a significant change to 395's character.

Johnston noted Nevada has two-lane roads that are 70 mph. Brad Mettam replied that Caltrans is following California Vehicle Code, not Nevada's. Becket cited concurrence with California Highway Patrol needed, too.

Commissioners: Hazard has received far more calls to lower the speed limit than to raise it, due to road kill, and this could generate a rebound discussion to lower the speed limit; Lehman cited speeding tickets as a visitor complaint; and Bacon saw it as an enforcement issue, not what the road could safely handle. Mono LTC is not in a position to impose on someone else, she said, and Inyo County is into local control.

D. **Signage on hands-free cell phone use:** Forest Becket saw such a sign in Nevada by the agricultural inspection station. Commissioner Johnston asked about signage at state entry. Becket suggested requesting consideration through permit office, or authorizing Mono County to put up signs. Sometimes Caltrans posts it on changeable-message signs.

Commissioners: Armstrong agreed with signage; Phelps thought Mono doesn't need any more signs; Bacon favored adding it to changeable-message signs, but not new signs; and Hazard believed only a few laws are truly abused (e.g., former 55 mph speed limit). Cell phone use is most widely ignored.

7. **TRANSIT**

A. **Eastern Sierra Transit Authority (ESTA):** Reds Meadow shuttle vehicles are under construction in Southern California. Grants are being sought. Commissioner Hazard suggested that when John Helm inspects buses on site, look for good ideas in other buses that could be incorporated.

B. **Yosemite Area Regional Transportation System (YARTS):** Vikki Bauer and Bob Peters are working with park service officials on additional daily shuttles to Tuolumne Meadows and a clean air grant.

8. **CALTRANS**

A. **Caltrans maintenance yard in Lee Vining:** Brad Mettam noted Mono added money. Remove fence, add sidewalk and slat-type fence. Coordination on slat coloring? Yes. Consider planting along fences like Bishop. Forest Becket cited minor improvement projects in queue that sometimes fall out when money tightens. Authorize letter on fencing treatment consistent with recent Mono road shop enhancements.

B. **Activities in Mono County and pertinent statewide information:** No items.

9. **QUARTERLY REPORTS**

A. **Town of Mammoth Lakes:** Peter Bernasconi reviewed projects under way and proposed.

B. **Mono County:** Garrett Higerd reviewed projects completed, under way, and proposed. White Mountain Estates Road Phase 2 developer is making metal cattle guards bike-friendly by welding steel plates to the grate and painting them with non-skid paint. Commissioners asked staff to request clarification on LADWP's standards for requiring metal cattle guards vs. painted stripes. Commissioner Johnston requested that staff also explore using the Town's road-stripping equipment on County projects.

Rock Creek Road's existing asphalt width allows for two 11' travel lanes plus stripes. The reconstruction project, being designed by the Federal Highway Administration, includes grading to widen the road for one four-foot bike-climbing lane (Commissioner Bacon noted that Mono had submitted this, but USFS rejected that portion). The LTC would have to add a paved climbing lane as a Transportation Enhancement (TE) project between now and construction in about seven years. The commission supported a climbing lane, but not four-foot bike lanes on both sides of the road. This would require the Mono LTC to contribute TE funds for environmental, design, and grading costs.

C. **Caltrans:** No items.

10. **ELECTION OF CHAIR AND VICE-CHAIR:** Handbook states election at February meeting. Place at top of agenda.

11. **UPCOMING AGENDA ITEMS:** 1) MOU status and options; 2) OWP for next fiscal year; 3) TDA funds articles 4 and 8; 4) bike funding; 5) ESTA grants; 6) fencing in Lee Vining; 7) airport road clarification; 8) timeline for RTP update.

12. **ADJOURN** at 12:37 p.m. to February 13, 2012.

Prepared by C.D. Ritter, commission secretary

LTC Staff Report

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

DATE: February 13, 2012

FROM: Stacey Simon, Assistant County Counsel
Gerry Le Francois, Principal Planner

SUBJECT: Enforcement of Memorandum of Understanding (MOU) or changes to existing MOUs (Freeman Gulch)

RECOMMENDATIONS: Discuss and provide direction to staff regarding mechanisms/options, including changes to the existing Memorandum of Understanding among Kern Council of Governments (COG), the Mono County LTC, and the Inyo County LTC, to memorialize funding obligations for segment 2 of the Freeman Gulch project.

FISCAL IMPLICATIONS: See discussion

ENVIRONMENTAL COMPLIANCE: Not applicable

RTP / RTIP CONSISTENCY: This project is consistent with the Regional Transportation Plan.

DISCUSSION: The Mono County LTC has entered into various MOU projects on the State Route (SR) 14 and US 395 corridors. In 2002, the Mono County LTC, Inyo County LTC and Kern COG entered into an MOU to fund two projects on the SR 14 and US 395 corridors (Freeman Gulch and Inyo/Kern). This MOU sets forth the following funding formula:

- 40% by the County RTIP in which the project is located,
- 40% by the State Interregional Improvement Program (IIP), and
- 10% each by the two remaining County's RTIPs.

In the 2012 Regional Transportation Improvement Program (RTIP), the Mono County LTC and the Inyo LTC each programmed \$2.2 million in additional funds (i.e., 30% of project costs as opposed to 10%) toward completion of segment 2 of the Freeman Gulch project. This was in response to the Kern COG's inability to program funds to meet its 40% share due to commitments it had made to other projects. Kern COG has indicated that it will "repay" this advance by Inyo and Mono by programming additional funds to MOU projects in the future.

The existing MOU among the Inyo LTC, Mono LTC, and Kern COG contains general language recognizing that one entity may "advance" funds to another for a given project by programming amounts in excess of its funding formula for that project. When this occurs, the MOU provides that the recipient entity will return the advance through programming of funds in a subsequent STIP cycle. This would appear to be what the parties intend with respect to the Freeman Gulch project.

At its January meeting, the commission directed staff to explore various options for memorializing this intent with respect to the Freeman Gulch project so as to leave as little question as possible regarding Kern's obligation to program funds in repayment. Questions raised by the LTC included: whether the existing MOU is effective and enforceable to require repayment by Kern COG, should a document other than an MOU be entered into, and/or should the parties revise the existing MOU to specifically address funding for the Freeman Gulch project?

Subsequently, the Eastern California Transportation Planning Partnership (ECTPP), which is comprised of Mono LTC, Kern COG and Inyo County LTC, discussed making minor changes to the Freeman Gulch MOU to accomplish the above purpose. At the ECTPP meeting Kern COG staff reiterated that not honoring any MOU would cast doubt on the COG's reputation, indicating that it cannot honor its commitments.

While, as discussed above, the existing MOU does contain language addressing the advance and repayment of funds as is proposed here, consistent with discussions at the ECTPP, Mono LTC staff recommends revising that MOU to address the specifics of the Freeman Gulch project. This would serve to clarify the parties' funding obligations as applied to that project and would support the enforceability of those obligations. Attached is a redline version of the current MOU with some proposed additions in redline, for discussion at the LTC's meeting.

Attachments:

- Draft Freeman Gulch / Inyo Kern MOU
- Freeman Gulch map

FREEMAN GULCH / INYO KERN MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they entered into a Memorandum of Understanding in January, 1999 that provides for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

- Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120

During meetings between the RTPAs additional projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2012 2022 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void.

PROPOSED IDENTIFIED PROJECTS AND FUNDING

For the 2002 STIP the proposed component of projects for joint funding under this agreement are:

- **Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch segments 1, 2, and 3 project. Achieve Project Approval and Environmental Document. through project construction.**
- **Widen Highway 395 in Kern County to four lane expressway from P.M. 14.8 to 23 – Inyokern four-lane project. Achieve Project Approval and Environmental Document. Other funding priorities have reduced the Inyokern project to the lowest priority for the MOU partners.**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County.

Each party of this MOU agrees to program the remaining phases segments of these the Freeman Gulch PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated, such obligation to survive the termination.

The parties agree that the identified projects are to be funded as follows:

40% by the County RIP in which the PROJECT is located

40% by the State IIP

10% each by the two remaining County's RIPs

With respect to the Freeman Gulch project, Inyo and Mono LTCs agree to advance funds to the Kern COG by each programming, and continuing to support (i.e., not withdrawing or re-programming), an additional 20% of segment 2 project costs, as programmed in the 2012 STIP. In consideration of the foregoing, Kern COG agrees that it will program repayment of the amounts advanced by Inyo and Mono RTPAs, respectively, for segment 2 during the next programming segment of the Freeman Gulch project (i.e., segment 3).

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this MOU.

Nothing in this MOU is intended to change any other MOU between the existing parties.

Kern County, Council of Governments Approved as to form:

Chairperson

Deputy County Counsel

Executive Director

Date

Inyo County Local Transportation Commission Approved as to form:

Chairperson

Deputy County Counsel

Executive Director

Date

Mono County Local Transportation Commission Approved as to form:

Chairperson

Deputy County Counsel

Executive Director, Scott Burns

Date

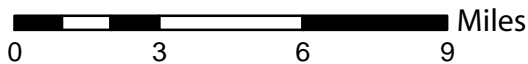
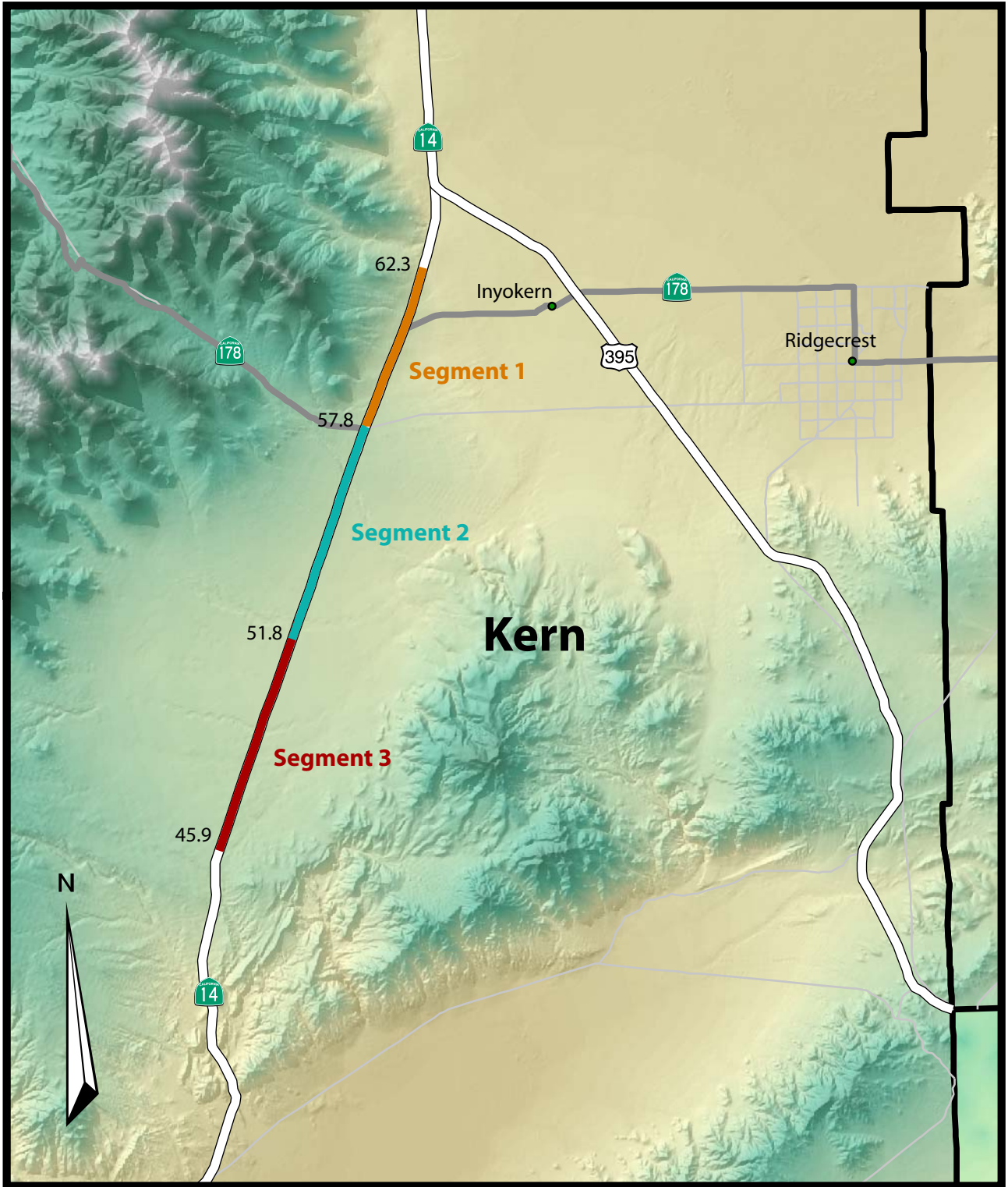
CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.

Thomas P. Hallenbeck, District Director
Caltrans, District 9

, Acting District Director
Caltrans, District 6

Freeman Gulch 4-Lane Proposed Project Segmentation



February 2008

Mono County Local Transportation Commission

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Staff Report

February 13, 2012

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner
Mary Booher, Administrative Services Manager

SUBJECT: 2012-13 Overall Work Program (OWP) Development

RECOMMENDATION:

Consider initial priorities for 2012-13 OWP and provide any desired direction to staff.

FISCAL IMPLICATIONS:

The OWP is funded through Rural Planning Assistance (RPA) funds and Planning, Programming and Monitoring (PPM) funds. Subject to state budget approval, RPA funding for fiscal year 2012-13 is projected to be \$216,000. The PPM funding, projected to be \$130,000, is subject to allocation by the California Transportation Commission.

ENVIRONMENTAL COMPLIANCE: N/A

RTP / RTIP CONSISTENCY:

The OWP provides funding and support studies for the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). Some work items will be used for future RTP and/or RTIP projects.

DISCUSSION:

In order to have our OWP ready for approval within the timelines established by the State, we must submit a draft OWP to Caltrans District 9 staff no later than March 31, 2012. At this time, staff is recommending continuation of the Work Elements that are considered to be ongoing and those that are continued from the current year. Eastern Sierra Transit Authority (ESTA) has proposed two new work elements, one for a design plan for the Mammoth Transit Facility, and the other to update the Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan. ESTA staff is currently researching alternative funding sources for these activities in the interim.

Attached is a list of the ongoing and continued projects that staff proposed for the 2012-13 OWP.

2011/12 Work Element	Status/Type	Estimated Funds Requested	Matching Funds Amount	Matching Funds Source
Work Element 100A 2012/13 Overall Work Program Development and Approval	Ongoing Work Element	\$27,000	\$6,000	Town GF
Work Element 100B 2011/12 Overall Work Program Administration	Ongoing Work Element	\$12,400	\$2,400	Town GF
Work Element 100C2-Town-Town Commission Support	Ongoing Work Element	\$3,600	\$3,600	Town GF
Work Element 100D-Local Transportation Commission Staff Support	Ongoing Work Element	\$10,000		
Work Element 200A-Regional Transportation Plan	Ongoing Work Element	\$43,000		
Work Element 200C1-County-Transit Planning	Ongoing Work Element		\$6,000	LTF admin/County GF
Work Element 200C2-Town-Transit Planning and Coordination	Ongoing Work Element	\$35,700		
Work Element 200D1-County-Trails	Continued from 2011/12 scheduled to be completed 10/31/12	\$15,000		
Work Element 200E2-Town-Vehicle Miles Traveled (VMT) Study	Scheduled to be completed 6/30/12 – May not be completed in FY 11-12; asking for \$10,000	\$10,000	Unknown	Yes, SGC grant funds and possibly CAPP funds
Work Element 200F-County and Town-Mining Permit	Ongoing Work Element	\$2,000		
Work Element 200H2-Town-General Bikeway Plan Update	Continued from 2011/12 scheduled to be completed 5/30/13	\$31,000		
Work Element 200L1-County-Speed Surveys	Ongoing Work Element	\$25,000		
Work Element 300A-General GIS Services	Ongoing Work Element	\$32,000	\$31,000	Yes, \$15,000 Town GF for Nate G. contract; \$16,000 spent by Town staff on General GIS services
Work Element 300B-GIS Software Licensing and	Ongoing Work Element	\$15,000		Town GF as necessary

Hardware Procurement				
Work Element 300C1-County-County IT Infrastructure and Support Services	Ongoing Work Element	\$15,000		
Work Element 300E1-County-Pavement Management System	Ongoing Work Element	\$15,000		
Work Element 300E2-Town-Pavement Management System	Ongoing Work Element	\$3,500		Town Road Rehab funds if necessary
Work Element 400B1-County-Mammoth/Yosemite Airport Land Use Plan (ALUP)	Continued from 2011/12 scheduled to be completed 6/30/13	\$5,000		
Work Element 500A-395 Corridor Management Plan	Continued from 2011/12 scheduled to be completed 6/30/14	\$45,000	\$196,000	FWHA Grant (began in FY 2011/12)
Work Element 500B2-Town-Main Street Transportation Capital Facilities Implementation and Financing Plan	Continued from 2011/12 scheduled to be completed 2/1/14	\$16,500	\$165,000	CBTP grant funds (began in 2011/12)
Work Element 500C1-County-Interregional Transportation Planning	Ongoing Work Element	\$8,000		
Work Element 500D1-County-Main Street Revitalization Plan for US 395 through Bridgeport	Continued from 2011/12 scheduled to be completed 2/14/14	\$13,796	\$124,158	CBTP grant (began in 2011/12)
Work Element 600B2-Town-Purchase Transportation Data Collection Equipment	Scheduled to be completed 6/30/12 – Ongoing; asking for \$5,000	\$5,000		
Work Element 600C2-Town Public Works Standards Update	Scheduled to be completed 6/30/12; May not be completed in FY 11-12; asking for \$4,000	\$4,000		Yes, Town GF as needed
Work Element 600D2-Town-Municipal Wayfinding and Community Messaging Master Plan	Continued from 2011/12 scheduled to be completed 9/1/12	\$15,000	\$8,000	CBTP grant funds; possibly partnership funding
Work Element 600E-County-Livable Communities	Continued from 2011/12 scheduled to	\$8,000		Possible funding from SCG grant

	be completed 6/30/14			
Work Element 700A-County and Town-Transportation Grant Applications	Ongoing Work Element	\$24,000	\$10,000	Yes, Town GF
Work Element 700B1-County-Current Planning and Monitoring and Traffic Management Issues	Ongoing Work Element	\$10,000		
Work Element 700B2-Town-Current Planning and Monitoring and Traffic Management Issues	Ongoing Work Element	\$9,000		Yes, Town GF as needed
Work Element 700C1-County-Regional Transportation Improvement Program & Project Study Reports	Ongoing Work Element	\$10,000		
Work Element 700C2-Town-Project Study Reports	Ongoing Work Element	\$2,800		Yes, Town GF as needed or capital project's budget for specific projects
Work Element 700D1-County-Training and Development	Ongoing Work Element	\$5,000		
Work Element 700D2-Town-Training and Development	Ongoing Work Element	\$7,500		Yes, Town GF as needed (\$12-15,000)
Total Funding Estimate		\$483,796		
Town Portion		\$220,900		
County Portion		\$262,896		
Rollover needed to meet estimates		\$137,796		

Mono County Local Transportation Commission

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Staff Report

TO: Mono County Local Transportation Commission

DATE: February 13, 2012

FROM: Mary Booher, Administrative Services Manager

SUBJECT: Transportation Development Act requirements and impacts on Mono County LTC claims

RECOMMENDATION:

Receive staff report and provide desired direction to staff.

FISCAL IMPLICATIONS: None.

DISCUSSION:

The Transportation Development Act (TDA) guides the allocation of the Local Transportation Fund (LTF) and the State Transit Assistance (STA) funds by the Local Transportation Commission. The TDA establishes the Purposes and Priorities for these funds, as shown on the attached table. These purposes are broken into eight priorities, and according to Public Utilities Code Section 99233, the LTF funds must be allocated in priority order. STA funds are restricted, and are allocated to Transit Operators and are available to fund Article 4 and Article 8 Claims, as outlined in the LTF Funding table (attached).

Prior to the 2011-12 year, it appears that the allocation of these funds was mixed, with the County portion being claimed directly by Eastern Sierra Transit Authority (ESTA) under Article 4, and the Town portion being claimed by the Town then passed onto ESTA under Article 8. In the transition of administration of these funds during the past year, staff determined that it was cleaner for ESTA to be the direct claimant of both the Town and County shares of the funds.

There are pros and cons to each type of claim, as indicated to staff by Craig Fechter during the annual LTC Audit. Staff has highlighted some of these differences below:

- Article 4 funds are restricted to operating revenue, and cannot be rolled over by ESTA from year to year. Any excess Article 4 funds must be returned to the LTC, and can be reallocated in a future year.
- Article 8 funds can be used for more purposes and can be rolled over.
- Funds claimed under Article 4 can be paid directly to ESTA from the LTC.

- Funds claimed under Article 8 will have to be paid by the LTC to the Town and County, which in turn would establish a contract with ESTA for these funds. The Town and County would be responsible for administering these contracts.
- Priorities higher than Article 8 may result in fewer funds available for ESTA under Article 8 claims.

Since the last LTC meeting, Mr. Fechter has spoken with Gordon Arruda at the State Controller's office. For purposes of priority of funds, the Federal grants received by ESTA do not figure into the calculation of operating expenses. Therefore, the LTF funds can be spent first, not creating a rollover problem. Therefore, staff recommends continuing to allocate LTF and STA funds to ESTA under Article 4. If the Commission concurs, staff will bring back a resolution to allocate the STA funds. There will be no need to change the LTF resolution, as the funds are already allocated under Article 4.

As indicated in the Roles and Responsibilities study, there is currently not an approved method to identify what portion of the fund balance (or a fund deficit, if that is the case) would belong to which entity. As such, staff is continuing to meet to provide recommendations on this for future consideration by the Commission.

Attached to this staff report is the preliminary estimate of LTF funds for FY 2012/13 as provided by the Mono County Director of Finance.

If there are any questions regarding this item, please contact Mary Booher at 932-5583 or mbooher@mono.ca.gov



DEPARTMENT OF FINANCE COUNTY OF MONO

P.O. BOX 556, BRIDGEPORT, CALIFORNIA 93517
(760) 932-5490 • FAX (760) 932-5491

Rosemary Glazier
Assistant Finance Director
Treasurer-Tax Collector

Brian Muir
Finance Director

Roberta Reed
Assistant Finance Director
Auditor-Controller

RECEIVED

JAN 26 2012

MONO COUNTY
Community Development

January 25, 2012

Mono County Local Transportation Commission
PO Box 8
Bridgeport, CA 93517

RE: California Code of Regulations Title 21, Chapter 3, Business, Transportation and
Housing Agency, Article 3, Section 6620

Assuming that there will be no unallocated funds as of June 30, 2012, the monies available for
allocation by the Local Transportation Commission during Fiscal Year 2012/2013 are estimated
to be \$560,000.

Please contact me if you require any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian Muir".

Brian Muir
Director of Finance

Cc: Scott Burns
Mary Booher

Mono County Local Transportation Commission

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Staff Report

February 13, 2012

TO: Mono County Local Transportation Commission
FROM: Gerry Le Francois, Principal Planner
SUBJECT: Regional Transportation Plan (RTP) update

RECOMMENDATION: Information and provide any desired direction to staff

FISCAL IMPLICATIONS: The Regional Transportation Plan update is funded through Rural Planning Assistance (RPA) funds and future grant funding.

ENVIRONMENTAL COMPLIANCE: The adoption of an updated Regional Transportation Plan requires a Mitigated Negative Declaration or Environmental Impact Report under the California Environmental Quality Act (CEQA).

RTP / RTIP CONSISTENCY: Not applicable

DISCUSSION: Regional Transportation Planning Agencies are required by federal law (Title 23CFR 450.300, Subpart C) and by state law (Government Code section 65080 et seq.) to develop Regional Transportation Plans in order to qualify for and receive federal and state transportation funding.

The RTP is a long-range plan that is developed by the RTPA in concert with the public and transportation partners in the region, including Caltrans District 9 staff. The RTP is a comprehensive, 20+ year vision of a balanced multi-modal transportation system. It identifies regional issues and problems, includes population and traffic growth projections for the region, and suggests mobility solutions to accommodate future transportation needs. The RTP includes a list of proposed projects included in the Regional Transportation Improvement Program (RTIP).

The RTIP is designed to implement the vision and goals of the RTP. The RTP must be fiscally constrained (the RTP must provide evidence that the proposed projects in the RTIP are fully-funded) through the cycle of the plan, the revenues are reasonably available to finance projects, and the costs of each project have been estimated consistent with any regional programming or project environmental documentation currently available.

The Mono County RTP was last updated in 2008, and the update to the current plan is scheduled for sometime in 2013. Mono County also uses the RTP as the Circulation Element of the General Plan.

Work Element 200A of the Overall Work Program includes a complete list of RTP deliverables. The following is a summary of WE 200A.

Item/Issue	Agency	Deliverable	Projected date	Current status	Funding source
Review RTP guidelines to identify RTP deficiencies	County LTC and TOML	Outline of 08 RTP policy / data gaps	2/1/12	In work	RPA
Review planning statutes as the RTP also serves as Circulation Element of the General Plan	County LTC	Same as above	6/1/12	In work	RPA
Outreach to regional planning advisory committees (RPACs) & Town commissions on existing RTP goals and policies and update issues/opportunities and constraints (including transportation improvement needs)	County LTC and TOML	Updated list of community/local/state transportation needs; updated issues/opps/constraint section of RTP; meeting agendas	6/1/12	BP, MB, JL, LV and CV, Ben/Ham AV and sub areas pending	RPA
Outreach to Tribal Governments, Caltrans, and other applicable agencies.	County LTC	Correspondence, meeting agendas			RPA
Update of mandatory items, includes all modes, consistent with RTP Guidelines/Checklist	County LTC and TOML		6/1/12		RPA
Address 10 issues of sustainable communities strategy to the degree locally applicable, with strong reliance on Town and County General Plans	County LTC and TOML	Draft SCS section		In work, grant application	RPA
Initiate CEQA review	County LTC	Notice of Preparation of EIR Supplement		Inclusion of GP updates	RPA
Update required financial policy and action elements, including CIP/RTIP	County LTC and TOML	Draft elements	7/1/12		RPA

Item/Issue	Agency	Deliverable	Projected date	Current status	Funding source
Incorporate natural resource considerations via update of master environmental assessment/EIR	County LTC	Draft EIR	7/1/12	In work	RPA
Following outreach on policy updates, incorporate community policies, including TOML mobility plan	County LTC and TOML	Draft sections of RTP	7/1/12		
Prepare draft RTP/Circulation Element for internal review	County LTC and TOML	Draft RTP	8/1/12	Inclusion of GP updates	RPA
Draft CEQA document for internal review	County LTC	Administrative Draft CEQA document	8/1/12		
Review draft policy changes with public, including RPACs	County LTC	Public review of draft RTP	9/1/12		RPA
Public review on draft RTP & EIR; workshop with Commissions and Boards	County LTC	Notice of Completion / Public review draft/ public comment period	10/1/12		RPA
					RPA
RTP/EIR adjustments as necessary prior to adoption	County LTC	Final Draft			
Public hearing for adoption with Commissions and Board	County LTC	Staff Report; FEIR, Agendas			RPA
Adopt RTP/Circulation Element	County LTC	Adopted RTP/EIR			RPA

Additional items:

- TOML Mobility Plan incorporation into the RTP

Mono County Local Transportation Commission

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LTC Staff Report

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

DATE: February 13, 2012

FROM: Peter Bernasconi, Senior Associate Civil Engineer

SUBJECT: Federal Department of Transportation, Transportation Investment Generating Economic Recovery or, TIGER 2012 Discretionary Grant Program for National Infrastructure Investments under the FY 2012 Appropriations Act Application for the Meridian Boulevard Reconstruction and Revitalization Project.

RECOMMENDATIONS: Approve the attached resolution making findings and approving a grant application by the Town of Mammoth Lakes to construct Meridian Boulevard Reconstruction and Revitalization Project

FISCAL IMPLICATIONS: There is no financial commitment from the Mono County Local Transportation Commission for the preparation of the grant application or for the implementation of the project. The Town has expended over \$400,000 for environmental, engineering and right of way acquisition for this project. These funds have been from State, Federal, and local funds. If awarded the grant would assist in funding facilities at a cost of about \$8.5 million dollars.

ENVIRONMENTAL COMPLIANCE: The Town has prepared and filed a Notice of Exemption in compliance with the California Environmental Quality Act (CEQA) 15301 (c). A categorical exclusion in accordance with National Environmental Protection Act (NEPA) document has also been completed by Caltrans with special studies. These documents will likely need to be reviewed and updated for this project if funding is received.

RTP / RTIP CONSISTENCY: The Meridian Boulevard Project is included in the RTP and includes many elements in the Town circulation element and mobility element, which are incorporated by reference into the RTP.

BACKGROUND:

The TIGER 2012 grant project rural set aside is for projects between \$1 million minimum and \$10 million maximum. The rural program has a \$120 million set a side.

The Meridian Boulevard project is recommended for this grant because portions of the asphalt pavement are deteriorating with a PCI below 50 and will require an increasing amount of maintenance and lacks pedestrian facilities. In addition, this project will revitalize an arterial that serves nearly everyone in the community. The current project estimate is approximately \$8.2 million and will be updated as part of the application development. The Plans, Specification, and Estimate are about 90% complete. The 2012 RTIP includes funding for the roundabout at Minaret Road and relocation of the signal. The Town also received a \$961,349 Safe Routes To School Grant to construct the sidewalk on the north side of the road from Sierra Park to Joaquin Street. This project meets the rural set aside funding requirement but if the Town is determined to be urban pocket the project could be extended to College Parkway to meet the \$10 million minimum project size.

This project meets the grant goal criteria which includes, improving a facilities that requires repair, increase economic competitiveness, improve livability, improve environmental sustainability, create jobs, and improve safety. There are additional criteria for project innovation and partnership and local funding.

This project is consistent with the overall goal to provide a comprehensive circulation system de-emphasizing the automobile and promoting pedestrian, bicycling, and transit options with a feet first philosophy. This project has been in the Towns Capital Improvement Program for last ten years. The sidewalks and storm drain improvements are shown on our Sidewalk Master Plan and Storm Drain Master Plan. Improvements to the intersections and intersection safety lighting are mitigations for the 2007 General Plan EIR. While the project will not generate any new ongoing revenue, it will improve the community livability and may bring additional visits because it is a desirable place.

Major features of this project are:

1. Street overlay and reconstruction from Sierra Park Road to Old Mammoth Road and Joaquin to Majestic Pines Drive
2. A traffic signal at Sierra Park Road and install infrastructure at Azimuth
3. Roundabouts at Minaret Road and Majestic Pines
4. On street parking from Sierra Star Parkway to Majestic Pines
5. Safety lighting at intersections
6. Class II Bike Lanes
7. Class I Multiuse Path on north side of road
8. Sidewalk on south side of road
9. Storm drain facilities
10. Transit Stops and Shelters

OPTIONS ANALYSIS

1. It is recommended the Local Transportation Commission, after deliberating and receiving public testimony, adopts the attached resolution approving the project application and deeming that the project is consistent with the RTP.
2. Do not take action at this time. .

RECOMMENDATION:

Approve Option 1

It is recommended the Local Transportation Commission, after deliberating and receiving public testimony, adopts the attached resolution approving the project application and deeming that the project is consistent with the RTP.

Attachments

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

RESOLUTION NO. R12-01

**APPROVING THE DEPARTMENT OF TRANSPORTATION TIGER 2012
GRANT APPLICATION FOR MERIDIAN BOULEVARD RECONSTRUCTION
AND REVITALIZATION PROJECT UNDER THE
FY 2012 APPROPRIATION ACT**

WHEREAS, the Department of Transportation has solicited for Transportation Investment Generating Economic Recovery or TIGER 2012 Discretionary Grant applications as part of the FY 2012 Appropriation Act; and,

WHEREAS, the TIGER grant program is a Federal DOT discretionary nationwide competitive program for transportation projects that will improve long-term outcomes for transportation system, create jobs, have good cost benefit projections, and how the project will be maintained in a state of good repair, is lovable, sustainable and improves safety; and;

WHEREAS, the Town of Mammoth Lakes through the Mono County Local Transportation Commission is preparing an application for the Meridian Boulevard Reconstruction and Revitalization Project; and

WHEREAS, this project will have national impact due to it location in Mono County and proximity to many of the nations treasures and “playground” including Mammoth Mountain Ski Area, Inyo National Forest, Devils Post Pile National Monument, Mammoth Lakes Basin, Yosemite National Park, Mono Lake, John Muir and Ansel Adams Wilderness Areas, trail heads to the John Muir Trail and Pacific Crest Trail, among others, and;

WHEREAS, this project will provide sidewalks, bike lanes, and transit stops of the local transit operators and programs, including Eastern Sierra Transit Authority (ESTA), Town system, Mammoth Mountain Ski Area system, and;

WHEREAS, this project will create jobs during construction and long term and help revitalize a vital core arterial street and area that has been hard hit with the economic downturn, and;

WHEREAS, the project is consistent with the Town of Mammoth Lakes Circulation Element and Mobility Element, which is part of Regional Transportation Plan, and;

WHEREAS, on February 13, 2012, the Mono County Local Transportation Commission conducted a duly noticed public meeting and approved TIGER grant application.

NOW, THEREFORE, BE IT RESOLVED, that the Mono County Local Transportation Commission, hereby approves the TIGER grant application for the Meridian Boulevard Reconstruction and Revitalization Project.

APPROVED AND ADOPTED this 13th day of February 2012.

Ayes:
Abstain:
Absent:

Chair, Mono County Local Transportation Commission

ATTEST:

MCLTC Secretary

Mono County Local Transportation Commission

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Staff Report

TO: Mono County Local Transportation Commission

DATE: February 13, 2012

FROM: Mary Booher, Administrative Services Manager

SUBJECT: Use of Bike Path Funds for maintenance purposes

RECOMMENDATION:

Receive staff report and approve proposed policy; provide direction to staff.

FISCAL IMPLICATIONS: None.

DISCUSSION:

The Transportation Development Act (TDA) guides the allocation of the Local Transportation Fund (LTF), which includes funds for non-motorized facilities, commonly referred to as Bike Path funding. Each year, Mono County LTC can allocate up to 2% to such facilities under priority 3 of the TDA. These funds are allocated to the Town and to the County, which determine the projects to use them for.

The Transportation Development Act states that these funds can be used for construction of new facilities or maintenance of existing facilities. Staff recommends that the LTC develop and approve a policy regarding the use of Bike Path funds, to guide staff in the County and the Town in the use of these funds. Attached is a revised draft policy for the commission's review and input, based on the discussion at the January meeting. Also attached is a report, provided by the Town of Mammoth Lakes, regarding the maintenance costs for bike paths.

If there are any questions regarding this item, please contact Mary Booher at 932-5583 or at mbooher@mono.ca.gov.

Mono County Local Transportation Commission
Policy Regarding use of Bike Path Funding

Each year, the Local Transportation Commission allocates Local Transportation Funds (LTF) to the Town of Mammoth Lakes or Mono County for pedestrian and bicycle facilities under priority 3 funding. Additional funds may be allocated under priority 8. For purposes of this policy, these funds shall be referred to as "Bike Path" funding.

In order for either entity to have enough Bike Path funds to complete a project, the priority 3 funds shall be allocated, in their entirety, to each entity in three-year cycles. For example, 2011/12 is the first year of a three-year cycle for Mono County to receive the funds. Funds can be allocated under priority 8 can be allocated to either entity at the discretion of the Commission.

The Commission understands the need to maintain such facilities, but also recognizes the benefits of developing new non-motorized facilities. As such, the Commission establishes the following guidelines for the expenditure of such funds:

1. For the purposes of this policy, the Bike Path funds include both the LTF allocation and any interest earned on the funds.
2. No more than 25% of funds received by any entity can be expended on maintenance purposes. The 25% shall be calculated on funds received, and not based on the balance in the Bike Path fund.
3. Funds expended for maintenance purposes must be used for one of the following:
 - a. Purchase of equipment used primarily for the maintenance of non-motorized facilities.
 - b. Payment of contract services for the maintenance of non-motorized facilities.
 - c. Staff time of either County or Town staff spent on maintaining non-motorized facilities.
4. For purposes of this policy, maintenance is defined as:
 - a. Snow removal
 - b. Debris removal
 - c. Patching/stripping/signage repair/sign replacement
5. Each entity shall provide the Commission with an annual report on the use of Bike Path Funds in the agency. This report, at a minimum, shall include the following:
 - a. Beginning and ending balance of the fund.
 - b. Summary of expenditures in the fund, with documentation for the use of maintenance funds.
 - c. Outline of future projects to utilize the funds.

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LTC Staff Report

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

DATE: February 13, 2012

FROM: Peter Bernasconi PE, Senior Associate Civil Engineer

SUBJECT: Town of Mammoth Lakes Class 1 Bike Path Maintenance

RECOMMENDATIONS: Receive information. This is a follow up staff report from the October 31, 2011 meeting.

FISCAL IMPLICATIONS: The Town has been budgeting about \$10,000 per year for staff costs and an average of \$10,000 per year of sealing, asphalt patching, and other contractual service work. Snow removal on paths with winter demand costs about \$7,500 to \$10,000 per mile. Half of the snow removal cost is reimbursed by the State for paths in or adjacent to the right of way.

ENVIRONMENTAL COMPLIANCE: The Town prepared environmental documents for each project constructed. Maintaining previously constructed paths is categorically exempt from CEQA and a Categorical Exclusion for NEPA. Depending on the type of maintenance the Town may be required to notify the USFS for heavy maintenance on Forest Lands.

RTP / RTIP CONSISTENCY: Class 1 Bike Paths are consistent with the Mono County regional Transportation Plan (RTP) Objectives of providing for the development of a transportation and circulation system for transportation modes other than the automobile.

DISCUSSION: The Town currently has over 15 miles of Class 1 Bike Paths within the Town boundary. Planning for the paths began with the Mammoth Lakes 1992 Bikeway Master Plan. Construction of the paths began in the mid 1990's and this summer the Town will complete the Lakes Basin Path.

The Class 1 Bike Paths are at least 8-feet wide and will accommodate maintenance vehicles for patching, sealing, and other activities. The paths are primarily constructed with asphalt but there are a few sections that are concrete. The Waterford Gap Closure Project will use "grasscrete" paver stones. Paths that are planned to be seasonal have been constructed with a 2½" thickness while year round paths are constructed using a 3" pavement section.

The Town has two Trackless machines to clear snow and sweep the paths. These machines are currently about \$150,000 for replacement cost. In addition, staff has identified the need for a Bobcat type machine that would be helpful for summer maintenance due to its smaller wheel base and the diversification in implements that are available for it. The estimated cost for the Bobcat is \$75,000.

Maintenance is similar to road maintenance except on a smaller scale. Exhibit A provides a general list of maintenance and inspection activities that are or should be carried out each year.

Older paths were constructed using a harder type of asphalt and exhibit block cracking. The Town is in the process of repairing these older sections of path to remove the large cracks, cut vegetation back from the shoulders and seal the pavement. Crack sealing and patching is generally contracted out and cutting vegetation and cleaning drainage facilities is performed by Town staff. New paths are constructed with performance grade asphalts which are normally free from cracking and somewhat softer.

Most of the Town paths are seasonal. Sweeping is the primary maintenance task for these paths to keep pine needles and grave off of the pavement. Depending on the severity of the debris on the path all paths can be swept in 1-2 days. Once a month is sufficient except in the fall when pine needles are dropping and the paths are swept about every other week. Debris on the path resents one of the biggest hazards to bicyclists.

There are several section of paths in the vicinity of the school or work force housing that are maintained year round. The snow removal standard is similar to collectors with snow removed at least twice per day during a snow event. Generally only one trackless machine is used at a

time to perform this work. The sections of path maintained do not require snow trucking.

In summary the cost for maintaining the Class 1 Bike Path network is about \$2,000 per mile for seasonal paths and \$12,000 per mile for year round paths.

Attachments:

Exhibit A Town of Mammoth Lakes Trail Maintenance Schedule

EXHIBIT A

Town of Mammoth Lakes
Adopted Parks and Recreation Commission 4/1991
Updated 12/2006

TRAIL MAINTENANCE SCHEDULE

WEEKLY – Summer

1. Sweep entire paved path if necessary
2. Pick up liter, debris, fallen limbs, etc.
3. Check all safety items – repair as needed all safety markers, lights, and reflectors.
4. Check all signing – repair or replace as needed
5. Check all bridges and under crossings – remove any graffiti, check drainage structures, guardrails, reflectors, lights.
6. Check culverts – remove clogs/debris.

WEEKLY – Winter Use Areas *where applicable*

1. Check entire winter path for hazards, usability (use snowmobile or cross-country skis for transport).
2. Pickup liter, debris, fallen limbs, etc.
3. Check all safety items – repair as needed all safety markers, lights, reflectors, if not under snow.
4. Check all exposed signage – repair or replace as needed.
5. Check all bridges and under crossings – remove any graffiti, check drainage structures/, guard rails, reflectors, lights.
6. Check usability of under crossings used for X-country skiing – clear as needed.
7. Check culverts – remove clogs/debris/ice dams if possible.

MONTHLY – Summer

1. Check and repair all drainage structures, diversion weirs, ditches, erosion control devices; clear rocks and debris; remove/modify potential drainage problems.
2. On paved paths, check pavement for hazards, holes, cracks and repair as needed; make should even with pavement – eliminate any drop offs.
3. Clear shoulders of unwanted vegetation encroachment; remove overhead limbs and branches in travel way.
4. Check bridges for loose deck members and rails; check support structural members – repair as needed.

MONTHLY – Winter Use Areas where applicable

1. Check and repair all drainage structures; clear ice dams if possible.
2. Check cross-country path for hazards, holes, depressions, rough sections, etc. – repair as needed / cover with snow.
3. Remove overhead limbs and branches in travel way.
4. Check bridges for damages rails; check support structural members if possible – repair as needed.

SEASONAL MAINTENANCE

Fall

1. Check all cross-country ski trail signage – repair and replace as needed.
2. Check all drainage structures carefully before they are covered with snow.

Spring

1. Perform bridge maintenance; replace worn or defective parts; apply wood preservative/stain; paint/rust-stop all metal parts; replace/repair metal supports as needed.
2. Apply any paint used for striping of pathway; re-stripe pathway where needed.

LONG TERM MAINTENANCE

1. At least every 5 years or as required, repair all cracks, holes, edges, depressions in paved path and apply seal coat – establish rotational program.
2. Reconstruct any section of pathway that may be hazardous, severely eroded.
3. Check structural integrity of all bridges and under crossings.

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760-924-1800 phone, 924-1801 fax
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PO Box 8
Bridgeport, CA 93517
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February 13, 2012

Thomas P. Hallenbeck
District Director
Caltrans, District 9
500 S. Main St.
Bishop, CA 93514

RE: Lee Vining Maintenance Yard Fence Improvements

Dear Mr. Hallenbeck:

The purpose of this letter is to request fence improvements to the Caltrans Lee Vining Maintenance Yard to match the screening and vegetative treatments recently installed at the adjacent Mono County road shop. The improvements at the County facility have been well received by the community and serve as an effective method of softening the visual impacts of a light industrial use on Lee Vining's main street and central business district.

It has been reported that in exchange for Caltrans right of way for sidewalk construction, Mono County is pursuing Caltrans fence improvements, but that there may be impediments in this right-of-way certification process (Local Assistance Project # 5947(034)). In the event that this process stalls or is not feasible, we urge Caltrans to undertake the fence improvements via other means, such as through Caltrans' Minor Program.

We understand that through Minor Program funding, several facility upgrades are currently under way at the Caltrans Lee Vining Maintenance Station, and we strongly encourage that fence improvements be included as a top priority.

Your favorable consideration of this request is appreciated. Please call Scott Burns at (760) 924-1807 if you have questions concerning this matter.

Sincerely,

Chair
Mono County Local Transportation Commission



Date: February 13, 2012

STAFF REPORT

Subject: Operating Statistics
Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

Receive information.

BACKGROUND:

Having completed the first half for FY 2011/12, Eastern Sierra Transit is in a position to provide the operating statistic reports including comparisons to the prior year's performance.

ANALYSIS/DISCUSSION:

The Eastern Sierra Transit Authority provided 228,615 passenger trips in Mono County during the first half of FY 2011/12. The passenger trips per hour have increased from 14.67 to 16.19. The current 16.19 passengers per hour exceeded the target goal of 10 passengers per hour, as set by Eastern Sierra Transit Authority's Short-Range Transit Plan. The average passenger fare per trip is \$0.52. The average fare per trip is very low due to the high ridership on the Town of Mammoth Lakes fixed-route services, which are fare-free. When the Fixed Routes within the town of Mammoth are excluded from the calculation, the average fare per trip is \$10.02.

Several routes within Mono County have shown decreases in ridership: Mammoth Express (-23%), Bridgeport Carson City (-27%), Walker Dial-A-Ride (-7%), Mammoth Dial-A-Ride (-24%) and Mammoth-to-June Lake (-61%). The Mammoth Express and Bridgeport-to-Carson City are explained by a reduction in service that went into place in September of 2011. Eight of the 30 weekly Mammoth Express trips were merged with the CREST North Routes. The Bridgeport-to-Carson City Route was reduced to once per week. The Mammoth-to-June Lake Route is experiencing reductions due to the mild winter.

The CREST Routes are both holding steady with slight ridership increases of 9% on the CREST North and 6% on the CREST South. The Benton-to-Bishop Route has experienced

a 52% surge in ridership. The Town's Fixed Routes have all shown ridership increases over the previous year.

RIDERSHIP CAMPARISON

	Jul-Dec 2011	Jul-Dec 2010	% Change
Mammoth Express	3,033	3,915	-23%
Bridgeport to Carson	293	402	-27%
Walker DAR	846	914	-7%
Benton to Bishop	541	357	52%
Midtown Lift	45,165	38,027	19%
Old Mammoth Lift	22,743	20,121	13%
Trolley	126,404	122,272	3%
Lakes Basin	22,540	19,319	17%
Mammoth DAR	3,306	4,375	-24%
Mammoth to June Lake	258	664	-61%
CREST North	1,791	1,637	9%
CREST South	1,695	1,597	6%
Total	228,615	213,600	7%

PASSENGERS PER SERVICE HOUR

	Jul-Dec 2011	Jul-Dec 2010	% Change
Mammoth Express	4.89	4.75	3%
Bridgeport to Carson	1.38	1.34	2%
Walker DAR	1.49	1.25	19%
Benton to Bishop	3.01	2.19	37%
Midtown Lift	22.31	18.98	18%
Old Mammoth Lift	11.24	10.05	12%
Trolley	35.11	34.09	3%
Lakes Basin	16.42	14.54	13%
Mammoth DAR	1.82	2.41	-24%
Mammoth to June Lake	4.69	6.26	-25%
CREST North	1.79	1.23	45%
CREST South	2.62	2.44	7%
Total	16.19	14.67	10%

Route	Fares	Adults	Snr	Dis	W/C	Child	C-5	Total Pax	Yd Hrs	Total Svc Hrs	Yd Mi	Total Svc Mi	Avg Fare	Rev / Svc Mi	Pax / Svc Hr	Mi / Svc Hr	Pax / Svc Mi
FY 11-12 (July -December)																	
Mammoth Express	\$17,648.31	2401	244	124	6	152	106	3,033	844	620	31177	28737	\$5.82	0.61	4.89	50.29	0.11
Bridgeport to Carson	\$3,725.10	73	195	13	0	10	2	293	252	213	6,572	4,738	\$12.71	0.79	1.38	30.85	0.06
Walker DAR	\$2,313.20	46	197	547	0	2	54	846	604	566	7,179	6,550	\$2.73	0.35	1.49	12.68	0.13
Benton to Bishop	\$2,441.00	205	256	29	8	11	32	541	187	180	5421	5275	\$4.51	0.46	3.01	30.12	0.10
Midtown Lift	\$0.00	29,937	733	1	0	10,719	3,775	45,165	2,084	2,024	24,197	23,246	\$0.00	0.00	22.31	11.96	1.94
Old Mammoth Lift	\$0.00	11,712	248	6	0	8,451	2,326	22,743	2,248	2,023	37,296	36,933	\$0.00	0.00	11.24	18.44	0.62
Trolley	\$0.00	85,884	4,414	142	1	29,786	6,177	126,404	3,919	3,600	46,875	47,467	\$0.00	0.00	35.11	13.02	2.66
Lakes Basin	\$0.00	14,458	1,727	2	1	5,360	992	22,540	1,475	1,373	19,792	17,664	\$0.00	0.00	16.42	14.42	1.28
Mammoth DAR	\$8,579.20	1865	105	997	26	184	129	3,306	1906	1815	12592	11559	\$2.60	0.74	1.82	6.94	0.29
Mammoth to June Lake	\$6,974.00	257	1	0	0	0	0	258	71	55	1,863	1,671	\$27.03	4.17	4.69	33.87	0.15
CREST North	\$49,559.50	1305	377	38	4	50	17	1,791	1051	1002	44847	44202	\$27.67	1.12	1.79	44.76	0.04
CREST South	\$26,668.78	1311	213	91	11	36	33	1,695	706	647	32293	31805	\$15.73	0.84	2.62	49.91	0.05
Total	\$117,909.09	149,454	8,710	1,990	57	54,761	13,643	228,615	15,347	14,118	270,104	259,847	\$0.52	0.45	16.19	19.13	0.88
FY 10-11 (July -December)																	
Mammoth Express	\$20,693.25	3085	369	129	1	140	191	3915	999	824	38913	36084	\$5.29	0.57	4.75	47.25	0.11
Bridgeport to Carson	\$4,084.25	84	308	10	0	0	0	402	345	299	3543	3543	\$10.16	1.15	1.34	11.84	0.11
Walker DAR	\$1,921.50	64	212	499	5	0	134	914	817	729	7,556	6,279	\$2.10	0.31	1.25	10.36	0.15
Benton to Bishop	\$1,591.50	101	214	17	2	13	10	357	180	163	5585	5294	\$4.46	0.30	2.19	34.23	0.07
CREST North	\$55,351.00	1201	346	42	6	19	23	1637	1114	1051	45229	44838	\$33.81	1.23	1.56	43.04	0.04
CREST South	\$23,301.30	1207	174	84	8	48	76	1597	713	654	31703	31822	\$14.59	0.73	2.44	48.44	0.05
Mammoth DAR	\$9,083.21	2,372	95	1,228	54	261	365	4375	1,940	1,816	13,350	12,622	\$2.08	0.72	2.41	7.35	0.35
Midtown Lift	\$0.00	23,157	649	2	0	10,249	3,970	38027	2,055	2,004	23,209	23,479	\$0.00	0.00	18.98	11.58	1.62
Old Mammoth Lift	\$0.00	9,375	208	2	0	8,175	2,361	20121	2,237	2,002	31,730	30,112	\$0.00	0.00	10.05	15.85	0.67
Trolley	\$0.00	79,673	4,837	7	0	31,505	6,250	122272	3,911	3,586	47,412	45,916	\$0.00	0.00	34.09	13.22	2.66
Lakes Basin Trolley	\$0.00	12,325	1,805	4	0	4,291	894	19319	1,422	1,329	21,028	20,183	\$0.00	0.00	14.54	15.82	0.96
Mammoth to June Lake	\$6,272.00	662	2	0	0	0	0	664	128	106	2,839	2,733	\$9.45	2.29	6.26	26.75	0.24
Total	\$122,298.01	133,306	9,219	2,024	76	54,701	14,274	213,600	15,862	14,564	272,097	262,905	\$0.57	0.47	14.67	18.68	0.81

VARIANCE BY ROUTE (RAW NUMBER) -														
Route	Fares	Adults	Snr	Dis	W/C	Child	C-5	Total Pax	Svc Hr	Svc Mi	Avg Fare	Rev / Svc Mi	Pax / Svc Hr	Mi / Svc Hr
Mammoth Express	-\$3,044.94	-684	-125	-5	5	12	-85	-882	-204	-7,347	0.53	0.04	0.14	3.03
Bridgeport to Carson	-\$359.15	-11	-113	3	0	10	2	-109	-86	1,195	2.55	-0.37	0.03	19.02
Walker DAR	\$391.70	-18	-15	48	-5	2	-80	-68	-163	271	0.63	0.05	0.24	2.32
Benton to Bishop	\$849.50	104	42	12	6	-2	22	184	17	-19	0.05	0.16	0.82	-4.12
CREST North	-\$5,791.50	104	31	-4	-2	31	-6	154	-49	-636	-6.14	-0.11	0.23	1.72
CREST South	\$3,367.48	104	39	7	3	-12	-43	98	-7	-17	1.14	0.11	0.18	1.47
Mammoth DAR	-\$504.01	-507	10	-231	-28	-77	-236	-1,079	-1	-1,063	0.52	0.02	-0.59	-0.41
Midtown Lift	\$0.00	6,780	84	-1	0	470	-195	6,911	20	-233	0.00	0.00	3.34	0.37
Old Mammoth Lift	\$0.00	2,337	40	4	0	276	-35	2,557	21	6,821	0.00	0.00	1.19	2.59
Trolley	\$0.00	6,211	-423	135	1	-1,719	-73	2,787	14	1,551	0.00	0.00	1.02	-0.20
Lakes Basin Trolley	\$0.00	2,133	-78	-2	1	1,069	98	3,221	44	-2,519	0.00	0.00	1.88	-1.41
Mammoth to June Lake	\$702.00	-405	-1	0	0	0	0	-419	-51	-1,062	17.59	1.88	-1.57	7.12
Total	-\$4,388.92	16,148	-509	-34	-19	60	-631	15,015	-446	-3,058	-0.06	-0.01	1.53	0.45

VARIANCE BY ROUTE (PERCENTAGE) -														
Route	Fares	Adults	Snr	Dis	W/C	Child	C-5	Total Pax	Svc Hrs	Scv Mi	Avg Fare	Rev / Svc Mi	Pax / Svc Hr	Mi / Svc Hr
Mammoth Express	-15%	-22%	-34%	-4%	500%	9%	-45%	-23%	-20%	-20%	10%	7%	3%	6%
Bridgeport to Carson	-9%	-13%	-37%	30%	0%	0%	0%	-27%	-25%	34%	25%	-32%	2%	161%
Walker DAR	20%	-28%	-7%	10%	-100%	0%	-60%	-7%	-20%	4%	30%	15%	19%	22%
Benton to Bishop	53%	103%	20%	71%	300%	-15%	220%	52%	9%	0%	1%	54%	37%	-12%
CREST North	-10%	9%	9%	-10%	-33%	163%	-26%	9%	-5%	-1%	-18%	-9%	15%	4%
CREST South	14%	9%	22%	8%	38%	-25%	-57%	6%	-1%	0%	8%	15%	7%	3%
Mammoth DAR	-6%	-21%	11%	-19%	-52%	-30%	-65%	-25%	0%	-8%	25%	3%	-24%	-6%
Midtown Lift	0%	29%	13%	-50%	0%	5%	-5%	18%	1%	-1%	0%	0%	18%	3%
Old Mammoth Lift	0%	25%	19%	200%	0%	3%	-1%	13%	1%	23%	0%	0%	12%	16%
Trolley	0%	8%	-9%	1929%	0%	-5%	-1%	2%	0%	3%	0%	0%	3%	-2%
Lakes Basin Trolley	0%	17%	-4%	-50%	0%	25%	11%	17%	3%	-12%	0%	0%	13%	-9%
Mammoth to June Lake	11%	-61%	-50%	0%	0%	0%	0%	-63%	-48%	-39%	186%	82%	-25%	27%
Total	-4%	12%	-6%	-2%	-25%	0%	-4%	7%	-3%	-1%	-10%	-2%	10%	2%



High Point Curve Realignment Project

Project Update #3

January 30, 2012

New information since Project Update #2:

- Construction bids were received December 14, 2011. The apparent low bidder was non-responsive. We are currently working to get approval from the California Transportation Commission (CTC) to allow us to award the contract to the second bidder. The CTC's action is expected at their February 22-23, 2012 meeting. Once the CTC's action is taken, the contract is expected to be awarded within one week.

Timeline:

- The project will realign High Point Curve, located on US 395 adjacent to Topaz Lake approximately 0.5 mile south of the California Agricultural Inspection Station
- Construction is scheduled to begin in spring 2012 and continue through fall 2012. The following activities and dates are the best estimate available at this time.
- April 2012: install construction area signs, stormwater protection, etc.
- May 2012: complete major earthwork (which includes night work during night closure period), begin construction of retaining walls
- June 2012 through September 2012: construct retaining walls, install anchored mesh on slopes, realign roadway
- October 2012: install guardrail, paving, final cleanup

Detour:

To complete major earthwork as quickly as possible to reduce construction impacts, US 395 will be CLOSED AT NIGHT TO ALL TRAFFIC from 7 pm to 7 am, including weekends, for up to an estimated 14 days between May 1, 2012, to May 25, 2012.

Closed at night to all traffic means no vehicles can pass through the project area from 7 pm to 7 am during the night closure period. Please plan accordingly. If construction activities allow, emergency vehicles may pass through the project area, as approved by the Resident Engineer.

A detour between Holbrook Junction (US 395 and Nevada State Route 208) and Bridgeport (State Route 182) will be available during night closures. Monitor Pass is expected to be open to passenger vehicle traffic by May 1, 2012, weather permitting.

More information:

- Cedrik Zemitis, Caltrans Project Manager, 760-872-5250 or Cedrik.Zemitis@dot.ca.gov
- Florene Trainor, Caltrans Public Information Officer, 760-872-5235 or Florene.Trainor@dot.ca.gov
- For general State highway information: 1-800-427-ROAD (7623) or www.dot.ca.gov

