

# Mono County Local Transportation Commission

PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800 phone, 924.1801 fax  
[commdev@mono.ca.gov](mailto:commdev@mono.ca.gov)

PO Box 8  
Bridgeport, CA 93517  
760.932.5420 phone, 932.5431 fax  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

## AGENDA

July 13, 2015 – 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. **MINUTES:** Approve minutes of June 8, 2015 – **p. 1**
4. **ADMINISTRATION**
  - A. Regional Surface Transportation Project (RSTP) (*Megan Mahaffey*) – **p. 5**
5. **COMMISSIONER REPORTS**
6. **LOCAL TRANSPORTATION**
  - A. Eastern California Transportation Planning Partnership MOU update and provide any desired direction to staff (*Gerry Le Francois*) – **p. 19**
7. **TRANSIT**
  - A. Eastern Sierra Transit Authority (ESTA) update
  - B. Yosemite Area Regional Transportation System (YARTS) update
8. **CALTRANS**
  - A. Freeman Gulch widening project – **p. 21**
  - B. California high-speed rail – **p. 22**
  - C. Report activities in Mono County & provide pertinent statewide information
9. **QUARTERLY REPORTS**
  - A. Town of Mammoth Lakes – **p. 24**
  - B. Mono County (*oral presentation, Garrett Higerd*)
  - C. Caltrans – **p. 27**
10. **INFORMATIONAL**
  - A. Mammoth Express grant funded – **p. 27**
  - B. Nevada “electric highway – **p. 30**
  - C. District 8 bicycle access lanes – **p. 34**
  - D. Senate Bill 16 support letters – **p. 35**
  - E. Senate Bill 321 support letter – **p. 37**

**More on back...**

11. **UPCOMING AGENDA ITEMS**

12. **ADJOURN** to August 10, 2015

**\*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).

# Mono County Local Transportation Commission

PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800 phone, 924.1801 fax  
[commdev@mono.ca.gov](mailto:commdev@mono.ca.gov)

PO Box 8  
Bridgeport, CA 93517  
760.932.5420 phone, 932.5431 fax  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

## DRAFT MINUTES

June 8, 2015

**COUNTY COMMISSIONERS:** Larry Johnston, Fred Stump, Tim Fesko (videoconference)

**TOWN COMMISSIONERS:** Jo Bacon, Sandy Hogan, Shields Richardson

**COUNTY STAFF:** Scott Burns, Garrett Higerd, Gerry Le Francois, Megan Mahaffey, Jeff Walters (videoconference), C.D. Ritter

**TOWN STAFF:** Grady Dutton

**CALTRANS:** Ryan Dermody, Brent Green

**ESTA:** John Helm, Jill Batchelder

**GUEST:** Deborah Hess, Edison

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Fred Stump called the meeting to order at 9:05 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and attendees recited the pledge of allegiance.

2. **PUBLIC COMMENT:** None

3. **MINUTES:**

**MOTION:** Approve minutes of May 11, 2015, as amended: 1) Item 6, line 6: ~~Special passes for officials?~~ 2) Item 8A1, second graph: ~~When USFS backed out, ceded ownership to ESTA.~~ 3) Item 8B, third graph: ~~Whittington heard comment,~~ "Cars are private enterprise; bus is socialism." 4) Item 9A, fourth graph: ~~Resounding no!~~ Install and monitor maintenance, ~~seeking partnership.~~

4. **ACTION ITEMS**

A. **Transportation Development Act (TDA) allocation**

1. **Local Transportation Funds (LTF):** Megan Mahaffey noted allocation of additional \$10,000, total \$786,741. Roberta Reed provided data.

**MOTION:** Adopt Resolution R15-05 apportioning and allocating LTF for 2015-16.  
(Johnston/Bacon. Ayes: 6-0.)

2. **State Transit Assistance (STA):** (Megan Mahaffey)

Megan Mahaffey described this as the second part of funding. Bacon: Rationale for low assessments? Helm: LTF is quarter cent of sales tax. STA from fuel tax (varies on usage) and revenues generated by transit operator. Strong summers at Reds led to increases.

**MOTION:** Adopt Resolution R15-06 apportioning \$178,860 of STA funds for fiscal year 2015-16 to the Eastern Sierra Transit Authority (ESTA) (Johnston/Richardson. Ayes: 6-0.)

B. **Title VI Compliance Plan:** Title VI adoption is required. Audit done by Federal Transit Administration of Caltrans; Caltrans is OK if adopted in next month or two. Hogan: New guidelines in doc? Mahaffey: No plan on file, so this is new. Pieces from different plans were pulled together. Guidelines the same. Richardson: Prior complaints? Mahaffey: Unknown. Should stand three years.

**MOTION:** Adopt Resolution R15-07 adopting the Title VI compliance plan for LTC.  
(Hogan/Bacon. Ayes: 6-0.)

**C. Senate Bills 16 & 321:** (requested by Commissioner Johnston)

**1) SB 16:** No change since last discussed. Did not expire Friday. BOS packet noted more-recent changes. Issues arose on how changes occurred. Carved out objection to tax on fuel vendors due to how arrived at; not open, unclear.

Fesko: Increased gas tax \$.10 to \$.12. Burns: No further changes. Fuel storage was new twist at BOS. Fesko: Up to \$.18 and \$.20 on diesel? Clarify.

Burns: \$.10 increase in gas tax, \$.12 diesel tax, \$.10 on storage. All into special maintenance/rehabilitation account. Fesko: Brought back down? Johnston: \$.18 is original. Fesko: Bill still in flux, continuing to amend. Giving carte blanche support to something not final – could increase 2x or 3x and have LTC's letter of support. Stump: Current proposal is \$.10. Diesel broken out, total of \$.12. Further tweaking of amendment. Burns: Added 2 cents, bill tax revenues. Trade Corridors Improvement Fund gets extra 2 cents.

Johnston: Passage by 2/3 majority seems unlikely. BOS thought something needed to happen due to deterioration; indicated in support letter. Concurrently, advancement of alternative transportation funding: mileage (privacy intrusion?). Task force set up. Mono requested no tax on fuel vendors. SB 16 consistent with what other counties have done, so submit.

Bacon: Two amendments? No, second one already in there. Johnston: Only one amendment to CSAC letter. Bacon: Support only on additional amendment. Johnston: Set up to focus on local issues.

Fesko: Five amendments since original bill. Burns: Last two May 13 and June 1, others in April or March.

Green: CTC has support letter.

Stump: Copy RCTF letter, consistent with regional planning areas recommendations. Solves issues, still expresses support. Keep insertion from Mono. Disingenuous to double tax, pass along to customer. Be honest about raising fuel taxes that much. Didn't have RCTF letter last month. Bacon: Add second sentence, refer to June 1 version.

Fesko: Too many amendments, still goes through Assembly after Senate. Agree need more funding, but can't support bill till know final text. Assembly could completely change it. Need to know what it is.

Hogan: Let's move on something to get money into those funds, talked about since before 1990s.

**MOTION:** Authorize support letter for SB 16 as amended: Support bill as written 06.01.15, object to tax on fuel vendors. Add Mono to graph 3 counties. Send to both legislators: Berryhill, Beall and cc Bigelow. (Hogan/Johnston. Ayes: 5. No: Fesko.)

**2) SB 321:** Passed Senate 40-0, met criteria to move to Assembly. Changed from urgent to non-urgent, so not require 2/3 majority. But wouldn't have hoped-for immediate impact. Deferred to Jan. 1.

Burns: BOS had consensus. No tax increase associated. Bacon: Combine first two redundant graphs of letter.

Stump: If wait till 01.01.16, apply only to 2016-17 or half of this fiscal? Walters: Half of this fiscal.

**MOTION:** Authorize support letter for SB 321 as amended to combine redundant paragraphs.  
(Bacon/Johnston. Ayes: 6-0.)

**D. US 395 interregional bus route:** Jill Batchelder stated FTA funds rural-to-urban routes operating on 5311 since inception. Matching grant 55% federal, historically divided between Inyo and Mono. No dollar figure needed. Richardson: How long? Batchelder: Since 1998, year-to-year when Greyhound left. Competitive portion exists. Stump: Certification? Batchelder: Same as last year due to relatively lower fuel and maintenance costs.

**MOTION:** Adopt Resolution R15-08 requesting approval of FTA Section 5311(f) for funding Eastern Sierra Transit Authority's 395 interregional bus route (Hogan/Richardson. Ayes: 6-0.)

5. **COMMISSIONER REPORTS:** **Bacon:** None. **Johnston:** Mule Days Parade, Caltrans did good job of rerouting traffic. County and City officials were hauled in a wagon. **Hogan:** None. **Richardson:** Positive comments on Canyon and Meridian sidewalks. **Fesko:** With unsettled weather lately, hats off to Caltrans on keeping passes open more so than not. Huge economic impact when closed. **Stump:** Hears gratitude for

flashing speed signs on US 6. Discussed a few issues with Terry Erlwein. Visited Benton Hot Springs with Scott Burns. Bill Bramlette is ready to collaborate. Acceleration occurs through straightaway prior to curves. Requested Caltrans please consider area.

## 6. LOCAL TRANSPORTATION

**A. Rural Counties Task Force (RCTF) performance measure project:** Le Francois: Referred to letters of support. Twenty-six counties sometimes lack expertise and/or staff. Emphasize fixing worst roads first. Three funding scenarios appear on pavement condition index. Mono in 60s of 100. Upshot is snapshot in time. Least populous counties usually below 50.

Walters: Senate bills will have impact on what can do small scale. Higerd has projects, but other roads need improvements as well.

Le Francois: Nevada County coordinated, pushed others forward. Hogan: Very well done.

Johnston: How many of 26 support SB 16? Tendency is not to raise taxes, yet can't do good public service by fixing roads.

**B. Southern California Edison project status for Rock Creek Road:** Deborah Hess indicated Edison has taken \$15 million off books, so no project in 2016 or 2017, but maybe way off in future.

Johnston: Aware of LTC's concern? Hess: Yes, additional funding existed, dropped into Edison's lap.

Johnston: Existing cable can operate? Hess: If it fails in future, would do pot-holing to replace as needed.

Johnston: Money could buy solar generators. Hess: California Public Utilities Commission does not allow infrastructure money for solar. Johnston: State required SCE to have portfolio of renewable resources.

Hess: Has some solar on large warehouse, but SCE does not own any large solar. Johnston: Illogical to cut up brand new road when could solve problem. Generate power from power plants.

Johnston: Offer support for something more logical that wouldn't have to come back later. Hess: Gov. Brown gave executive order to move up to 50%.

Stump: What happens if SCE comes back in few years, and Mono denies permit unless pave whole road? Hess: Make road as it appeared. Don't think that project will come back. If repairs were needed, obligated to fix. Stump: Repairs create bulging. Interrupting cohesive pavement is a problem. Complaints about power in Paradise, a lot is [due to] roads. Underground system, frequent power outages for excessive lengths of time, lose food in freezers, people on medical devices, no cell service. Hess: Know of only one customer. Stump: Multiple times, even FPD expressed concern to SCE. Prepare letter to PUC. Hess: Infrastructure replacements. Stump: Much worse since fire.

Hogan: Closer coordination with Mono, USFS, and Caltrans with project list.

Hess listed proposed projects in Eastern Sierra: replace 84 power poles; Mammoth View project; upgrade substation near Zack ranch; underground cable replacement in BP area; several freeway crossings; dam upgrades; and new substation at June Lake (development-driven). Biggest is Lee Vining substation: completely redo, move farther from creek but not across road.

Stump: Coordinate with Alpers to take to Mono Basin RPAC. Hess: Going this week. Find "bad actors," work on 2016. Will check on Paradise (Stump contact). Working in Ridgecrest, trying to coordinate.

Hogan: Convict area? Hess: No.

Higerd: Coordinated with SCE, all overhead power at Lake George. FHWA involved. Hogan: Copy USFS because someday Reds Meadow will need help.

**C. State Route 108 truck restriction report:** Burns: Discussed earlier, with video. Trying to correct problems, reduce impact on travelers. Public hearing at BOS tomorrow. Dermody: Appreciate work with staff, willingness to take it on.

Richardson: Who opposes besides trucking industry? Dermody: Trucking industry didn't have an issue. Higerd: Expensive when truck gets stuck. Fesko: How soon? Dermody: Erlwein ready to order signs after BOS meeting and approval from Caltrans headquarters. Six months, but winter closure of 108, so likely next spring.

Johnston: Should never have been allowed in first place, trucks coming down steep grade.

**MOTION:** Adopt Minute Order M15-03 supporting prohibition of trucks exceeding 38 feet kingpin-to-rear axle (KPRA) on SR 108 from Mono/Tuolumne line, post mile (PM) 0.0, to the winter closure gate at PM 9.8. (*Fesko/Hogan. Ayes: 6-0.*)

## 7. TRANSIT

**A. Eastern Sierra Transit Authority (ESTA):** Helm: Reds Meadow ridership down due to weather, daily service till Labor Day. Discussion with Town staff on later trolley hours from last weekend in June through Labor Day. Whitmore Pool service June 22 for seven weeks. Frequent trips from Mammoth 8 a.m. to 6 p.m. weekdays. Service to Mammoth half-marathon at Horseshoe Lake.

Johnston: Update on early bus. Bishop to Mammoth? Helm: Hoping funding would have come through, looks like July. Stump: Will bus stop at Crowley? Helm: Yes.

Johnston: Sprinter vehicles in Bishop. Tested for inter-city use? Helm: Tried few runs. Fuel-efficient, but not overly powerful on grade. Opt for more powerful.

**B. Yosemite Area Regional Transportation System:** Schedule of meetings in packet. Fresno ridership started slow, but interest was shown by former resisters. Mariposa increased funding by \$50,000.

Stump: Primary route still 140? Burns: Yes. Dialogue on rock shed along SR 140, rocks into river, cars drive under in tunnel.

## 8. CALTRANS

**A. Activities in Mono County & pertinent statewide information:** Ryan Dermody indicated adoption of State Transportation Improvement Program (STIP) in April 2016. MOU in sharing resources for 14/395 Freeman Gulch: three segments, northern part first. Middle segment funded through right-of-way purchase, but can't proceed till have construction component. Issues in Kern County. Maybe involve Eastern California Transportation Planning Partnership.

Stump: Length of Freeman? Incorporate SR 178 junction. Dermody: Move money elsewhere if no plan.

Le Francois: MOU projects: 40% state, 40% project county, 10% other counties. Freeman Gulch-2 money is there. Richardson: How much? Le Francois: \$3.2 million. Hess: Talk to China Lake? Use corridor, maybe Ridgecrest. Dermody: Talked optional funding.

Stump: Pull 20% share back if remains stuck? Pick arbitrary other use, such as maintenance money out of STIP funding. Le Francois: Reprogrammed by LTC. Dermody: Could be North County passing lanes.

Green: Caltrans hasn't changed position on criteria. No unilateral change in direction. Until fund estimate comes out, not know criteria until guidance comes from California Transportation Commission (CTC).

Johnston: Things take a long time. Upping ante to 20% is windfall to Kern, so work harder on Freeman Gulch-1. Richardson: How keep moving? Dermody: Strategize and talk about who can free up money. Green: If it does not happen in seven years, give money back.

Dermody: Due for another meeting in June. Hogan: Keep moving. Green: History of MOU projects is great partnership. No individual county can pull out unilaterally without agreement. If projects don't meet certain milestone by 2022... Not automatic. Draft new or amend proposal.

Dermody: Various programs out there, shopping for funding. Johnston: Congressman Cook is running for reelection, so maybe get him involved. Hess: Pull Navy in for China Lake (Congressman McCarthy).

Hogan: Adelanto? Dermody: Caltrans District 8 is working on SR 58.

Le Francois: Mono spent \$2 million on environmental from Purple Sage to north of Kramer Junction. District 8 has safety-type projects.

Johnston: Hwy 99 high-speed rail project? Green: Far behind. Dermody: Part of District 6, but we will bring back information at the next LTC meeting.

## 9. INFORMATIONAL

**A. Caltrans Sustainability Program:** Green: Main driving force on three goals. Also increased non-auto, multi-modal, renewables, conservation, etc. Not just a word, but a team working on each of elements.

**B. YARTS meeting schedule**

10. **UPCOMING AGENDA ITEMS:** 1) Quarterly reports; 2) RTP in concert with STIP; 3) Freeman Gulch information; 4) high-speed rail; 5) SB 16 status

11. **ADJOURN** at 11:02 a.m. to July 13, 2015.

*Prepared by C.D. Ritter, LTC secretary*



## COUNTY OF MONO

---

P.O. BOX 347, MAMMOTH LAKES, CALIFORNIA 93546  
(760) 924-1836 • FAX (760) 924-1801  
mmahaffey@mono.ca.gov

*Megan Mahaffey  
Fiscal Analyst*

July 13, 2015

To: Mono County Local Transportation Commission

From: Megan Mahaffey, fiscal analyst

RE: 2014-15 Regional Surface Transportation Program (RSTP) Federal Exchange Program

### **RECOMMENDED ACTION**

Authorize the LTC executive director to execute the Optional RSTP Federal Exchange Program for FY 2014-15.

### **DISCUSSION**

The Mono County Local Transportation Commission has received a Federal Exchange Agreement, which contains \$157,509 of federal funds the Mono County LTC is eligible to exchange. RSTP exchange funds must be used for projects as defined in Sections 133(b) and 133(c) of Title 23 of the United States Code (USC) – Highways, and not otherwise excluded by Article XIX – Motor Vehicle Revenues of the State Constitution. Only direct project-related costs are eligible. Local agency overhead and other non-direct charges are ineligible.

### **ATTACHMENT**

- RSTP Federal Exchange Program Contract

**DEPARTMENT OF TRANSPORTATION**

Division of Local Assistance  
1120 N STREET  
P.O. BOX 942874, MS# 1  
Sacramento, CA 94274-0001  
TTY 711  
(916) 654-3883  
Fax (916) 654-2408



File : 09-MNO-0-MNTC  
X15-6142(020)  
2014/2015 Exchange Program

April 21, 2015

Mr. Scott Burns  
Executive Director  
Mono County Transportation Commission  
P.O. Box 8  
Bridgeport, CA 93517

Subject: Optional Regional Surface Transportation Program (RSTP) Federal Exchange Program for FY 2014/2015

Dear Mr. Burns:

This letter serves to notify you of the opportunity to participate in the Optional RSTP Federal Exchange Program for FY 2014/2015.

RTPA exchange funds must be used for projects as defined in Sections 133(b) and 133(c) of Title 23 of the United States Code (USC)--Highways, and not otherwise excluded by Article XIX--Motor Vehicle Revenues of the State Constitution. Only direct project related costs are eligible. Local agency overhead and other non-direct charges are ineligible.

Enclosed is the Federal Exchange Agreement, which contains the estimated amount of federal funds you are eligible to exchange and is exclusive of the federal funds exchanged with eligible counties within your jurisdiction. We have not yet received the final apportionment amounts for Federal Fiscal Year (FFY) 2015. The exchanged amount is based on your FFY 2014 apportionment including any adjustments made to prior year RSTP balances. Necessary rescissions or additions will be reflected on next year's Agreement. In order to participate in this year's program and receive the funds, you must do the following:

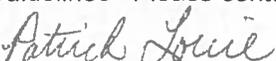
\*Concur with the amount shown on the agreement. If you do not agree with this amount, please contact La Sharon Allen of HQ Local Assistance at (916) 653-6750.

\*Submit a complete list of local entities that received the prior year's exchange. A sample form has been provided. We cannot execute the agreement without this report.

\*Sign both copies of this agreement and return them to the Department of Transportation, Division of Local Assistance, P.O. Box 942874, MS#1, Sacramento, CA 94274-0001. When we receive your signed agreements, they will be executed and one original will be returned to your agency. Once you receive the executed agreement, forward your invoice directly to the District Local Assistance Office.

Pursuant to Section 182.6(h) of the Streets and Highways Code, the Division of Local Assistance intends to provide eligible counties within your agency's boundaries the opportunity to participate in the Regional Surface Transportation Program Exchange as authorized in the 2014/2015 Budget Act even if your agency does not elect to exchange this funding. Please contact my office as soon as possible if you do not wish to allow an eligible county within your region to participate in the program.

If you need additional information regarding the program, please refer to Chapter 18 of the Local Assistance Program Guidelines. Please contact La Sharon Allen at (916) 653-6750 if you have any questions.

  
ROBERT NGUYEN, Chief (Acting)  
Office of Project Implementation - South

District: 09  
Agency: Mono County Transportation Commission

Agreement No. X15-6142(020)  
AMS Advantage ID: 0915000047

VC 12-1261

THIS AGREEMENT is made on \_\_\_\_\_, by Mono County Transportation Commission, a Regional Transportation Planning Agency (RTPA) designated under Section 29532 of the California Government Code, and the State of California, acting by and through the Department of Transportation (STATE).

WHEREAS, RTPA desires to assign RTPA's portion of apportionments made available to STATE for allocation to transportation projects under "Moving Ahead for Progress in the 21st Century Act" (MAP-21), as modified in accordance with Section 182.6 of the Streets and Highways Code [Regional Surface Transportation Program (RSTP) funds] in exchange for nonfederal State Highway Account funds;

NOW, THEREFORE, the parties agree as follows:

1. As authorized by Section 182.6(g) of the Streets and Highways Code, RTPA agrees to assign to STATE the following portion of its estimated annual RSTP apportionment:

\$157,509.00 for Fiscal Year 2014/2015

The above referenced portion of RTPA's estimated annual RSTP apportionment is equal to the estimated total RSTP apportionment less (a) the estimated minimum annual RSTP apportionment set for the County under Section 182.6(d)(2) of the Streets and Highways Code, (b) any Federal apportionments already obligated for projects not chargeable to said County's annual RSTP minimum apportionment, and (c) those RSTP apportionments RTPA has chosen to retain for future obligation.

2. RTPA agrees the exchange for County's estimated annual RSTP minimum apportionment under Section 182.6(d)(2) of the Streets and Highways Code will be paid by STATE directly to Mono County.

For Caltrans Use Only

I hereby Certify upon my own personal knowledge that budgeted funds are available for this encumbrance

Accounting Officer	Date	\$
Jennie Yee	4/15/15	157,509.00



3. Subject to the availability of STATE funds following the receipt of an RTPA invoice evidencing RTPA's assignment of those estimated RSTP funds under Section 1 to STATE, STATE agrees to pay to RTPA an amount not to exceed \$157,509.00 of non-federal exchange funds ("Funds") that equals the sum of the estimated RSTP apportionment assigned to State in Section 1 above.

4. RTPA agrees to allocate all of these Funds only for those projects implemented by cities, counties, and other agencies as are authorized under Article XIX of the California State Constitution in accordance with the requirements of Section 182.6(d)(1) of the Streets and Highways Code.

5. RTPA agrees to provide to STATE annually by each August 1st a list of all local project sponsors allocated Funds in the preceding fiscal year and the amounts allocated to each sponsor.

6. RTPA agrees to require project sponsors receiving those Funds provided under this AGREEMENT to establish a special account for the purpose of depositing therein all payments received from RTPA pursuant to this Agreement, (a) for cities, within their Special Gas Tax Street Improvement Fund, (b) for counties, within their County Road Fund, and (c) for all other sponsors, a separate account.

7. RTPA agrees, in the event a project sponsor fails to use Funds received hereunder in accordance with the terms of this AGREEMENT, to require that project sponsor to return those exchange Funds to RTPA for credit to the account established under Section 6 above. In the event of any such requirement by STATE, RTPA shall provide written verification to STATE that the requested corrective action has been taken.

8. STATE reserves the right to reduce the STATE Funds payment required hereunder to offset such additional obligations by the RTPA or any of its sponsoring agencies against any RSTP federal apportionments as are chargeable to, but not included in, the assignment made under Section 1 above.

## 9. COST PRINCIPLES

A) RTPA agrees to comply with and require all project sponsors to comply with Office of Management and Budget Supercircular 2 CFR 200, Cost Principles for State and Local Government and the Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

B) RTPA will assure that its fund recipients will be obligated to agree that (A) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, Et Seq., shall be used to determine the allowability of individual project cost items, and (B) that those parties shall comply with Federal Administrative Procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements To State And Local Governments. Every sub-recipient receiving funds as a contractor or sub-contractor under this agreement shall comply with Federal administrative procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

C) Any fund expenditures for costs for which RTPA has received payment or credit that are determined by subsequent audit to be unallowable under Office of Management and Budget Supercircular 2 CFR 200 are subject to repayment by RTPA to STATE. Should RTPA fail to reimburse fund moneys due STATE within 30 days of demand, or within such other period as may be agreed in writing between the parties, hereto, STATE is authorized to intercept and withhold future payments due RTPA and STATE or any third-party source, including but not limited to, the State Treasurer, the State Controller, and the CTC. The implementation of the Supercircular will cancel 49 CFR Part 18.

## 10. THIRD PARTY CONTRACTING

A) RTPA shall not award a construction contract over \$10,000 or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e), and (f)] on the basis of a noncompetitive negotiation for work to be performed using Funds without the prior written approval of STATE.

B) Any subcontract or agreement entered into by RTPA as a result of disbursing Funds received pursuant to this AGREEMENT shall contain all of the fiscal provisions of this Agreement and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors.

C) In addition to the above, the preaward requirements of third party contractor/consultants with RTPA should be consistent with Local Program Procedures as published by STATE.

## 11. ACCOUNTING SYSTEM

RTPA and its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate Fund expenditures by line item. The accounting system of RTPA, its contractors, and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

## 12. RIGHT TO AUDIT

For the purpose of determining compliance with this AGREEMENT and other matters connected with the performance of RTPA's contracts with third parties, RTPA, RTPA's contractors and subcontractors, and STATE shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times for three years from the date of final payment of Funds to RTPA. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation shall each have access to any books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and RTPA shall furnish copies thereof if requested.

13. TRAVEL AND SUBSISTENCE

Payments to only RTPA for travel and subsistence expenses of RTPA forces and its subcontractors claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced are in excess of those authorized DPA rates, then RTPA is responsible for the cost difference and any overpayments shall be reimbursed to STATE on demand.

STATE OF CALIFORNIA  
Department Of Transportation

MONO COUNTY  
TRANSPORTATION COMMISSION

\_\_\_\_\_  
Office of Project Implementation, South  
Division of Local Assistance

\_\_\_\_\_  
Chair, Board of Supervisors

Date: \_\_\_\_\_

Date: \_\_\_\_\_



District: 09  
Agency: Mono County Transportation Commission

Agreement No. X15-6142(020)  
AMS Advantage ID: 0915000047

THIS AGREEMENT is made on \_\_\_\_\_, by Mono County Transportation Commission, a Regional Transportation Planning Agency (RTPA) designated under Section 29532 of the California Government Code, and the State of California, acting by and through the Department of Transportation (STATE).

WHEREAS, RTPA desires to assign RTPA's portion of apportionments made available to STATE for allocation to transportation projects under "Moving Ahead for Progress in the 21st Century Act" (MAP-21), as modified in accordance with Section 182.6 of the Streets and Highways Code [Regional Surface Transportation Program (RSTP) funds] in exchange for nonfederal State Highway Account funds;

NOW, THEREFORE, the parties agree as follows:

1. As authorized by Section 182.6(g) of the Streets and Highways Code, RTPA agrees to assign to STATE the following portion of its estimated annual RSTP apportionment:

\$157,509.00 for Fiscal Year 2014/2015

The above referenced portion of RTPA's estimated annual RSTP apportionment is equal to the estimated total RSTP apportionment less (a) the estimated minimum annual RSTP apportionment set for the County under Section 182.6(d)(2) of the Streets and Highways Code, (b) any Federal apportionments already obligated for projects not chargeable to said County's annual RSTP minimum apportionment, and (c) those RSTP apportionments RTPA has chosen to retain for future obligation.

2. RTPA agrees the exchange for County's estimated annual RSTP minimum apportionment under Section 182.6(d)(2) of the Streets and Highways Code will be paid by STATE directly to Mono County.

For Caltrans Use Only

I hereby Certify upon my own personal knowledge that budgeted funds are available for this encumbrance

Accounting Officer	Date	\$
<i>Jennie Yes</i>	4/15/15	157,509.00



3. Subject to the availability of STATE funds following the receipt of an RTPA invoice evidencing RTPA's assignment of those estimated RSTP funds under Section 1 to STATE, STATE agrees to pay to RTPA an amount not to exceed \$157,509.00 of non-federal exchange funds ("Funds") that equals the sum of the estimated RSTP apportionment assigned to State in Section 1 above.
4. RTPA agrees to allocate all of these Funds only for those projects implemented by cities, counties, and other agencies as are authorized under Article XIX of the California State Constitution in accordance with the requirements of Section 182.6(d)(1) of the Streets and Highways Code.
5. RTPA agrees to provide to STATE annually by each August 1st a list of all local project sponsors allocated Funds in the preceding fiscal year and the amounts allocated to each sponsor.
6. RTPA agrees to require project sponsors receiving those Funds provided under this AGREEMENT to establish a special account for the purpose of depositing therein all payments received from RTPA pursuant to this Agreement, (a) for cities, within their Special Gas Tax Street Improvement Fund, (b) for counties, within their County Road Fund, and (c) for all other sponsors, a separate account.
7. RTPA agrees, in the event a project sponsor fails to use Funds received hereunder in accordance with the terms of this AGREEMENT, to require that project sponsor to return those exchange Funds to RTPA for credit to the account established under Section 6 above. In the event of any such requirement by STATE, RTPA shall provide written verification to STATE that the requested corrective action has been taken.
8. STATE reserves the right to reduce the STATE Funds payment required hereunder to offset such additional obligations by the RTPA or any of its sponsoring agencies against any RSTP federal apportionments as are chargeable to, but not included in, the assignment made under Section 1 above.

#### 9. COST PRINCIPLES

- A) RTPA agrees to comply with and require all project sponsors to comply with Office of Management and Budget Supercircular 2 CFR 200, Cost Principles for State and Local Government and the Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- B) RTPA will assure that its fund recipients will be obligated to agree that (A) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, Et Seq., shall be used to determine the allowability of individual project cost items, and (B) that those parties shall comply with Federal Administrative Procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements To State And Local Governments. Every sub-recipient receiving funds as a contractor or sub-contractor under this agreement shall comply with Federal administrative procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

C) Any fund expenditures for costs for which RTPA has received payment or credit that are determined by subsequent audit to be unallowable under Office of Management and Budget Supercircular 2 CFR 200 are subject to repayment by RTPA to STATE. Should RTPA fail to reimburse fund moneys due STATE within 30 days of demand, or within such other period as may be agreed in writing between the parties, hereto, STATE is authorized to intercept and withhold future payments due RTPA and STATE or any third-party source, including but not limited to, the State Treasurer, the State Controller, and the CTC. The implementation of the Supercircular will cancel 49 CFR Part 18.

#### 10. THIRD PARTY CONTRACTING

A) RTPA shall not award a construction contract over \$10,000 or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e), and (f)] on the basis of a noncompetitive negotiation for work to be performed using Funds without the prior written approval of STATE.

B) Any subcontract or agreement entered into by RTPA as a result of disbursing Funds received pursuant to this AGREEMENT shall contain all of the fiscal provisions of this Agreement and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors.

C) In addition to the above, the preaward requirements of third party contractor/consultants with RTPA should be consistent with Local Program Procedures as published by STATE.

#### 11. ACCOUNTING SYSTEM

RTPA and its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate Fund expenditures by line item. The accounting system of RTPA, its contractors, and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

#### 12. RIGHT TO AUDIT

For the purpose of determining compliance with this AGREEMENT and other matters connected with the performance of RTPA's contracts with third parties, RTPA, RTPA's contractors and subcontractors, and STATE shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times for three years from the date of final payment of Funds to RTPA. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation shall each have access to any books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and RTPA shall furnish copies thereof if requested.

## 13. TRAVEL AND SUBSISTENCE

Payments to only RTPA for travel and subsistence expenses of RTPA forces and its subcontractors claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced are in excess of those authorized DPA rates, then RTPA is responsible for the cost difference and any overpayments shall be reimbursed to STATE on demand.

STATE OF CALIFORNIA  
Department Of Transportation

MONO COUNTY  
TRANSPORTATION COMMISSION

\_\_\_\_\_  
Office of Project Implementation, South  
Division of Local Assistance

\_\_\_\_\_  
Chair, Board of Supervisors

Date: \_\_\_\_\_

Date: \_\_\_\_\_



## Mono County Local Transportation Commission

P.O. Box 347  
Mammoth Lakes, CA 93546  
(760) 924-1800 phone, 924-1801 fax  
commdev@mono.ca.gov

P.O. Box 8  
Bridgeport, CA 93517  
(760) 932-5420 phone, 932-5431 fax  
www.monocounty.ca.gov

### LTC Staff Report

**TO:** MONO COUNTY LOCAL TRANSPORTATION COMMISSION

**DATE:** July 13, 2015

**FROM:** Gerry Le Francois, Principal Planner

**SUBJECT:** Eastern California Transportation Planning Partnership MOU update

**RECOMMENDATIONS:** Receive update and provide any desired direction to staff

**FISCAL IMPLICATIONS:** See discussion

**ENVIRONMENTAL COMPLIANCE:** Not applicable

**RTP / RTIP CONSISTENCY:** This project is consistent with the Regional Transportation Plan and requires future programming in State and Regional Transportation Improvement Programs (STIP/RTIP).

**DISCUSSION:** The first MOU Mono County LTC entered into was for projects on the SR 14/US 395 corridor from Mojave to Topaz. This MOU includes the State, Inyo County, Mono County and Kern Council of Governments (Kern COG). The MOU 14/395 sets forth the following funding formula:

- 40% funded by the County in which the project is located;
- 40% funded by the State Interregional Improvement Program (IIP); and
- 10% funded by each of the two remaining counties.

Projects include: North Mojave (constructed), High Point (which moved to a safety project), Olancho-Cartago (FY 2018-19), Inyokern (hold), and Freeman Gulch segments 1, 2 and 3. On Freeman Gulch, segment 1 is fully programmed with a construction allocation in fiscal year 2016-17. Segment 2 is only funded through right of way, but without construction programming in the 2016 STIP, this project may be put on hold. Segment 3 is well into the future.

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.

A future MOU amendment will need to be discussed with our partners once we know if the North County Passing Lanes are eligible for IIP funds.

The second MOU was entered into for purposes of improving the 395 corridor in San Bernardino County. This MOU includes the State, Inyo County, Mono County, Kern COG, and San Bernardino Associated

Governments (SANBAG). This MOU 395 funds only the planning approval and environmental document on 395 from SR 58 south to Adelanto. This 395 MOU had a one-time funding requirement of:

- \$2 million from Inyo County
- \$2 million from Mono County
- \$2 million from Kern COG
- \$4 million from SANBAG
- \$4 million from the State IIP.

The Eastern California Transportation Planning Partnership (ECTPP), which is comprised of Inyo LTC, Mono LTC, Kern COG, and SANBAG are discussing funding needs for the 2016 State Transportation Improvement Program (STIP).

# SR 14 Freeman Gulch Widening Project

## FACT SHEET

### The Project

The purpose of the three projects is to improve the safety, operation, and route continuity on State Route 14 in Kern County. The projects will convert existing two-lane expressway and conventional highway to four-lane controlled access expressway. Segments 1 and 2 are State Transportation Improvement Program (STIP) projects funded via the Regional Improvement Program and the Interregional Improvement Program.

### Segment 1

Plans, Specifications, and Estimates (PS&E) - currently underway, Right-of-Way (R/W) is finalizing all appraisals.

Ready to List - 1/11/16

Approve Construction Contract - 1/5/17

### Segment 2

PS&E package is 30% complete. When PS&E is complete, work will stop due to construction funding constraints. R/W cannot begin until Construction Funds have been programmed.

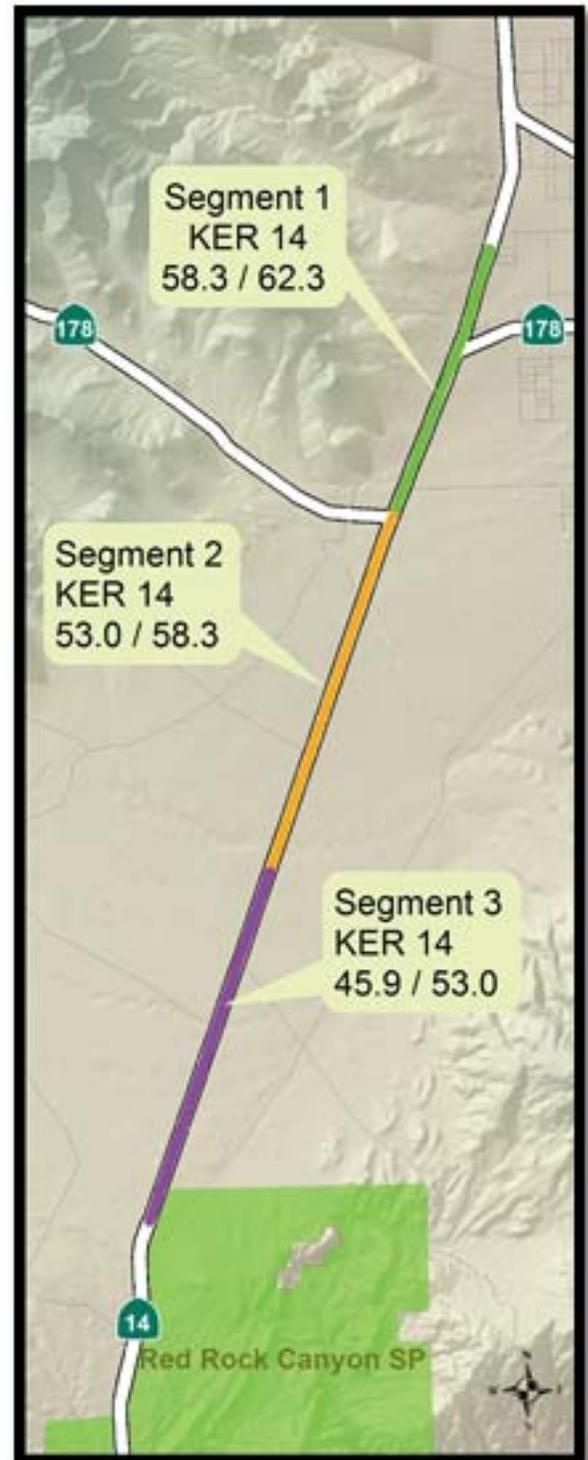
Ready to List - 11/15/18

Approve Construction Contract - 7/1/19

### Segment 3

Not programmed. Does not have a project schedule or resources allocated.

Environmental work is complete.





## California High-Speed Rail Big Picture

The California High-Speed Rail Authority (Authority) is responsible for planning, designing, building and operation of the first high-speed rail system in the nation. California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a statewide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

California's 170,000 miles of roadway are the busiest in the nation. Auto congestion drains \$18.7 billion in lost time and wasted fuel from the state's economy every year. Meanwhile, travel on California's Interstate system is increasing at a rate five times faster than capacity is added. Flights between the Los Angeles area and the Bay Area – the busiest short-haul market in the U.S. with 5 million passengers annually – are the most delayed in the country, with approximately one of every four flights late by an hour or more.

Over the next 30 to 40 years, California will add the current population of New York state to its current 38 million residents. Meeting the transportation demands associated with that growth will require major infrastructure investments. The question is not if those investments need to be made, but how those investments can provide the greatest benefits.

It's clear that California cannot provide an effective transportation system for 50 million to 60 million residents with a "more of the same" approach.

California's history of investing in game-changing infrastructure improvements has been a key contributor to its economic-powerhouse status. High-speed rail is a logical next step. The experience of other countries – California's competitors in the global economy – demonstrates that high-speed rail is integral to building a more efficient transportation system, boosting economic productivity and promoting a more sustainable society.



*"If you believe that California will continue to grow, as I do, and that millions more people will be living in our state, this is a wise investment. Building new runways and expanding our airports and highways is not the only alternative."*

- Edmund G. Brown Jr.,  
Governor of California

### HIGH-SPEED RAIL MORE COST EFFECTIVE THAN ALTERNATIVES

Providing the equivalent new capacity on the state's highways and airports would cost more than double the investment required to develop a high-speed rail system between San Francisco and Los Angeles. If it was even possible, that would mean building 4,300 new highway lane miles, 115 additional airport gates, and four new airport runways at an estimated cost of \$158 billion. While the high-speed rail system will operate without subsidies, Caltrans estimates operations and maintenance costs on those new highway lanes at \$132.8 billion for over 50 years.

### CALIFORNIA GEOGRAPHY IS PERFECT FOR HIGH-SPEED RAIL

California's geography positions it perfectly for a successful high-speed rail system. Existing international systems have proven that high-speed rail is much more efficient, economical and environmentally beneficial than cars and airplanes for intercity trips between 100 and 600 miles. When compared to the cost, time, required energy and greenhouse emissions of air and auto travel, high-speed rail will generate huge savings.

### HIGH-SPEED RAIL STRENGTHENS CALIFORNIA'S ECONOMIC COMPETITIVENESS

California's high-speed rail system will spur economic development, enhance environmental and energy goals, create near and long-term employment, improve mobility and save money over the coming decades. Californians began to see these benefits in 2014, when initial construction began and provided a much needed economic boost to the Central Valley. It is estimated that construction will produce 20,000 jobs annually for five years. Connecting Los Angeles and San Francisco will generate 66,000 jobs annually for 15 years and the Phase 1 Blended System will generate 2,900 permanent operations jobs.

As the Golden State's great economic centers are connected, our economy will be given the opportunity to grow in ways never before imagined. Meanwhile, goods will move more freely from our ports to vital markets as freight rail traffic is alleviated. California's workers, who waste too much time and money in cars and at airports, will spend their time more productively. These are just a few of the ways in which high-speed rail will induce economic development.

### HIGH-SPEED RAIL PROVIDES AN EXCELLENT RETURN ON THE INVESTMENT

The \$2.6 billion initial state investment in high-speed rail from Proposition 1A bond funds will produce a net economic impact of \$8.3 to \$8.8 billion – a 3:1 return. State and local governments will earn more than \$600 million back in tax revenue, or nearly 25 percent of what the state will spend on initial construction of the high-speed rail system.

### ENVIRONMENTAL AND QUALITY OF LIFE BENEFITS

- Urban tree planting will result in 520,000 tons of GHG reductions
- In first year of operation high-speed rail will take the equivalent of 31,000 passenger vehicles off the road
- The Caltrain electrification program will reduce an estimated 68 thousand tons of CO<sub>2</sub> a year starting in 2019

*"A major new high-speed rail line will generate many thousands of construction jobs over several years, as well as permanent jobs for rail employees and increased economic activity in the destinations these trains serve."*

- President Barack Obama

### CALIFORNIA HIGH-SPEED RAIL CONNECTING CALIFORNIA



## Mono County Local Transportation Commission

---

P.O. Box 347  
Mammoth Lakes, CA 93546  
(760) 924-1800 phone, 924-1801 fax  
monocounty.ca.gov

P.O. Box 8  
Bridgeport, CA 93517  
(760) 932-5420 phone, 932-5431 fax

### LTC Staff Report

**TO:** Mono County Local Transportation Commission

**MEETING DATE:** July 13, 2015

**FROM:** Grady Dutton, TOML Public Works Director

**SUBJECT:** Town of Mammoth Lakes LTC Projects

**RECOMMENDATIONS:** Receive quarterly update from Town of Mammoth Lakes regarding current status of LTC projects.

**FISCAL IMPLICATIONS:** n/a

**ENVIRONMENTAL COMPLIANCE:** Environmental compliance is determined during the appropriate component of the project development on a project-by-project basis.

**RTP / RTIP CONSISTENCY:** All of these projects are programmed in previous STIP cycles. Consistency with the RTP / RTIP was established at time of programming.

**DISCUSSION:**

<u>PROJECT</u>	<u>Design Features</u>	<u>STATUS</u>
<p><i>Safe Routes 2 School</i></p> <p><b>Middle School Elementary School Connector Path</b></p> <p><i>State Funds</i> <i>Local Funds</i></p>	<ul style="list-style-type: none"> <li>• <i>Multiuse Path ADA accessible</i></li> <li>• <i>Sidewalk Connection</i></li> </ul>	<p>Final PS&amp;E for both the Middle School work and the Elementary School Access and Parking project are complete. The Elementary School has been approved by DSA. Town Staff will assist the School District in project management for their improvements. This will enhance coordination between MUSD and Town projects. Construction began 6/10/15 and will be completed before 8/14/15</p>
<u>PROJECT</u>	<u>Design Features</u>	<u>STATUS</u>
<p><i>STIP TE Funds</i></p> <p><b>Minaret Road Gap Closure Project</b></p> <p><i>State and Federal Funds</i></p>	<p><i>Class 1 Bike Path</i></p>	<p>Construct Class 1 bike path and tunnel under Minaret Road at Mammoth Creek. Staff requested preliminary engineering and environmental review funds. CTC approved the funds January 2013. Staff has selected a consultant for design and environmental services. Environmental and preliminary engineering is nearly complete. Staff is looking to identify funds for construction documents. Staff applied for ATP cycle 2 funds to complete the project</p>

<u>Project</u>	<u>Design Features</u>	<u>Status</u>
<p><b>Lake George Connector Path</b></p> <p><i>Sarbanes Transit in Parks FTA Grant Program</i></p>	<p><i>Class 1 Bike Lane</i> <i>New Trolley</i> <i>New Bike Trailers</i></p>	<p>The Town received a \$1.3 million FTA grant to construct a class 1 connector path from the Lakes Basin Path at Pokonobe Lodge to Lake George Road. The project also included the purchase of a new Trolley and additional bike trailers. The Bike Trailers and Trolley have been procured. Staff is completing design of the MUP and expects it to be constructed summer 2015. USFS is making progress on the NEPA documentation.</p>

<i>Federal Funds</i>		
<b><i>Rt 203 (West Minaret Rd) Sidewalk Safety Project</i></b>  <i>STIP Funds</i>	Sidewalk on the west side of Minaret Road from Lake Mary Road to 8050 Project.	Staff and Caltrans have executed cooperative agreements to manage the 203 sidewalk projects. Environmental and PS&E work will begin once and E-76 authorization is provided. The CTC authorized funding in June.

<b><u>Project</u></b>	<b><u>Design Features</u></b>	<b><u>Status</u></b>
<b><i>Rt 203 (North Main St.) Sidewalk Safety Project</i></b> <i>STIP Funds</i> <i>Local Developer Funds</i>	Sidewalk on the north side of Main Street from Mountain Boulevard to Minaret Road. Street. Bike Lanes	Staff and Caltrans have executed cooperative agreements to manage the 203 sidewalk projects. Environmental and PS&E work will begin once and E-76 authorization is provided. The CTC authorized funding in June. Construction is scheduled for summer 2016

### **Mammoth Yosemite Airport**

<b><u>Project</u></b>	<b><u>Design Features</u></b>	<b><u>Status</u></b>
<i>Wildlife Hazard Assessment and Management Plan</i>  <i>FAA and PFC Funds</i>	<i>Prepare wildlife hazard assessment for airport and five mile radius.</i>	Wildlife study is complete. FAA approval received May 2015. Now working on next step, the Wildlife Hazards Management Plan. Expect completion September 2015.
<i>FAA and PFC Funds</i> <i>AIP - 029</i>	<i>Joint Seal Apron and Taxiway Repaint Airfield markings</i>	Project was advertised and awarded in September 2014 to Maxwell Asphalt. The pavement markings and joint seal of the asphalt concrete areas complete in mid-October. Joint seal of the concrete portions completed in June 2015.

### Mono County Projects

Project Name	Proj. Mgr.	EA	Phase	County	Route	PM	Program	Construction Cost (\$ in millions, escalated)	Comments/Status
Lee Vining Truck Shed Remodel	Brian McElwain (760) 872-4361	35240	<b>Construction</b>	MNO	395	51.5	Minor	\$0.7	Remodel Truck Shed at the Lee Vining Maintenance Station
Lee Vining Rockfall	Cedrik Zemitis (760) 872-5250	33500	<b>Construction</b>	MNO	395	52.1/53.7	SHOPP	\$6.0	Final Environmental Document complete July 2013; Revegetation test plots minor project underway. Construction <b>began May 4</b> . Contractor proposes to complete the project in one construction season. <b>Currently on schedule.</b>
Poleline Right Turn Pocket	Brian McElwain (760) 872-4361	34670	Design	MNO	395	58.2	Minor	\$0.5	Construct a right turn pocket on US 395 at the junction with SR 167. <b>Waiting for funding.</b>
Virginia Lakes Turn Pocket	Brian McElwain (760) 872-4361	36420	Design	MNO	395	63.5	Minor	\$0.5	Widen shoulders and construct a northbound left turn pocket.
Green Lakes CAPM	Cedrik Zemitis (760) 872-5250	36060	Design	MNO	395	69.8/76.0	SHOPP	\$4.0	Rehabilitate pavement. Construction 2016.
Bridgeport Culverts	Cedrik Zemitis (760) 872-5250	34090	Design	MNO	395	77.0/87.0	SHOPP	\$1.5	Replace or repair 40 (or so) culverts north and south of Bridgeport. Construction in 2016.
Walker CAPM	Brian McElwain (760) 872-4361	36430	<b>Design</b>	MNO	395	106.3/120.5	SHOPP	\$14.3	Cold in-place recycle pavement strategy from Walker to Nevada.
South White Mountain Shoulders	Brian McElwain (760) 872-4361	35600	Design	MNO	6	0.8/2.4	Minor	\$1.0	Widen shoulders to 8 feet.
Inyo/Mono Bridge Transition Rail	Cedrik Zemitis (760) 872-5250	35690	Design	INY/MNO	var	Various	SHOPP	\$3.7	Upgrade barrier approach rail. Environmental complete Jan 2015, construction <b>2016</b> .
Sheep Ranch Shoulders	Cedrik Zemitis (760) 872-5250	35080	Environmental Studies	MNO	395	80.5/84.3	SHOPP	\$4.4	Add 8 foot shoulders and treat 4 rockfall locations. Environmental work completed with construction expected in 2017.
Aspen-Fales Shoulder Widening	Brian McElwain (760) 872-4361	34940	Environmental Studies	MNO	395	88.4/91.6	SHOPP	\$5.9	Widen shoulders to 8 feet, install rumble strip, correct superelevation at one horizontal curve. Potential for realignment to avoid impact at Devils Gate. Construction 2018.
Little Walker Shoulders	Cedrik Zemitis (760) 872-5250	35780	Environmental Studies	MNO	395	93.4/95.7	SHOPP	\$4.5	Widen shoulders from 2 feet to 8 feet, install rumble strip, correct superelevation of two horizontal curves. Construction 2019. Environmental Studies <b>nearly complete.</b>
<b>Inyo/Mono Rumble strips &amp; signs</b>	<b>Cedrik Zemitis (760) 872-5250</b>	<b>31660</b>	<b>Environmental Studies</b>	<b>INY/MNO</b>	<b>var</b>	<b>Various</b>	<b>SHOPP</b>	<b>\$0.4</b>	<b>Install signs and rumble strip at numerous locations in Inyo and Mono County</b>
Olancha/Cartago Four-Lane	Cedrik Zemitis (760) 872-5250	21340	Environmental Studies	INY	395	29.2/41.8	RIP, IIP	\$92.9 to \$128.4	Last 4-lane project in Inyo County. In June 2007, funded through design (incl. R/W capital); On June 29, 2011, District 9 Director Tom Hallenbeck chose the preferred alternative, a combination of Alternative 3 in the north and Alternative 4 in the south. A revised draft Environmental Document will be circulated in <b>summer</b> 2015, construction begins in 2018/19. Construction funding programmed in the 2014 STIP.

### Mono County Projects

North Sherwin Shoulders	Brian McElwain (760) 872-4361	36070	PID	MNO	395	6.8/9.9	SHOPP	\$13.7	Widen shoulders to 10 feet just South of Toms Place.
Crestview Maintenance Truck Shed	Brian McElwain (760) 872-4361	35560	PID	MNO	395	34.1	Minor	\$2.2	A new truck shed at the Crestview MS
Lee Vining ADA	Brian McElwain (760) 872-4361	36550	PID	MNO	395	51.1/51.7	SHOPP	\$1.5	Reconstruct curb ramps, driveway openings, repair damaged and non-compliant sidewalk.
Conway Guardrail	Brian McElwain (760) 872-4361	36470	PID	MNO	395	60.0/69.9	SHOPP	\$2.6	Remove existing guardrail and install Mid-West Guardrail.
<b>McNally Shoulders</b>	<b>Brian McElwain (760) 872-4361</b>	<b>36460</b>	<b>PID</b>	<b>MNO/INY</b>	<b>6</b>	<b>0.0/0.8, 4.3/8.4</b>	<b>SHOPP</b>	<b>\$3.8</b>	<b>Widen shoulders to 8 feet</b>
N. Main St Sidewalk & Safety Project	Brian McElwain (760) 872-4361		PID Oversight	MNO	203	4.8/5.3	STIP	\$2.2	Provide pedestrian and non-motorized facilities.
W. Minaret	Brian McElwain (760) 872-4361		PID Oversight	MNO	203	4.6/4.8	STIP	\$0.7	Provide pedestrian and non-motorized facilities.

**DEPARTMENT OF TRANSPORTATION**  
DIVISION OF RAIL AND MASS TRANSPORTATION MS 39  
1120 N STREET  
P. O. BOX 942874  
SACRAMENTO, CA 94274-0001  
PHONE (916) 654-8811  
FAX (916) 654-9366  
TTY 711  
www.dot.ca.gov



*Serious drought.  
Help save water!*

RECEIVED  
JUN 23 2015  
MONO COUNTY  
Community Development

June 19, 2015

Mr. Scott Burns  
Executive Director  
Mono County LTC  
P. O Box 347  
Mammoth Lakes, CA 93546

Dear Mr. Burns:

Congratulations! The California Department of Transportation has reviewed the project listed below for the Low Carbon Transit Operation Program (LCTOP). Your project meets the guidelines of the LCTOP Program and has been authorized for funding. The funds will be allocated directly to you, the project lead, by the State Controller's Office.

Expansion of Mammoth Express Fixed Route Service	\$17,597
--	----------

Should you have any questions, please contact me at (916) 654-9779.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jila Priebe".

JILA PRIEBE  
Office Chief  
Program and Policy Management

# Nevada creating 'electric highway' for EVs

Jason Hidalgo, Reno Gazette-Journal 9:37 p.m. EDT June 16, 2015



(Photo: Michelle Rindels, AP)

CARSON CITY, Nev. -- In the Silver State, the information superhighway making way for the Nevada Electric Highway.

Gov. Brian Sandoval and NV Energy unveiled the Nevada Electric Highway on Tuesday, a network of charging stations planned along U.S. Route 95 that would finally make it far easier to drive sparsely populated, mostly desert route between Reno and Las Vegas with an electric vehicle.

Though only about 1,400 electric vehicles are registered in Nevada, the state has been paying close attention to EVs lately because of Tesla Motors. The electric-car maker is building its giant battery "gigafactory" outside of Reno. So the state's fortunes will be tied to the success of electric cars.

Officials thought making charging easy along the only major highway connecting the state's two largest cities would be a good place to start.

"We've all driven this road before and have anxiety (even) with getting gas," said Sandoval. "Now we can have confidence to charge our electric vehicles and drive them from place to place (in Nevada)."

The state has 150 charging stations installed so far. The Nevada Electric Highway initiative will kick off by adding five more by November. What makes those five stations especially crucial is where they'll be located. In addition to connecting the northern and southern parts of the state for electric vehicle owners, the Electric Highway is also expected to link rural areas and bring business to those communities from EV owners who make the stop to charge their cars.

The state says it is looking for community partners in rural areas such as Fallon, Hawthorne, Tonopah, Beatty and Indian Springs. Potential sites include businesses near U.S. Route 95 that are willing to host the charging stations, which will be installed for free by NV Energy. Host sites must agree to let consumers use the stations at no charge for at least five years and make them available for 24 hours.

Each charging station will come with two Level 2 chargers that can charge vehicles in several hours plus one Direct Current or DC Fast Charger that can juice up compatible vehicles in less than an hour. The state is also working with Tesla Motors to help increase the number of Tesla fast chargers in the state as well.

The charging stations can be expensive, costing \$6,000 for a basic version and even more for those that feature fast charging, according to NV Energy.

"It's close to a 7 1/2-hour drive and one day, you'll be able to do it with an electric vehicle," said NV Energy CEO Paul Caudill.

Read or Share this story: <http://usat.ly/1MJZ8I>

## Silversea® Senior Cruises

[silversea.com/Senior-Single-Offer](http://silversea.com/Senior-Single-Offer)

More Choices Than Any Luxury Line. Best Single Fares: Get a Quote Now!

## Top 7 New Electric Cars

[electric-cars.comparestores.net](http://electric-cars.comparestores.net)

Looking for Electric Cars Electric Cars? Compare Latest Offers & Save Big!



# NEWS RELEASE

**Date:** June 19, 2015  
**District:** Headquarters  
**Contact:** Terri Kasinga  
**Phone:** (916)  
**Contact:** Tamie McGowen  
**Phone:** (916) 657-5060

## FOR IMMEDIATE RELEASE

### **Caltrans Teams Up With Inland Empire Biking Alliance To Open Temporary Interstate 40 Bicycle Access Lanes**

SAN BERNARDINO – In this Caltrans News Flash, Caltrans District 8 (San Bernardino & Riverside counties) teamed up with Inland Empire Biking Alliance (IEBA) to open temporary bicycle access lanes on Interstate 40 through the Mojave Desert.

Earlier this year bicycling enthusiasts and Adventure Cycling, a nonprofit organization whose mission is to inspire and empower people to travel by bicycle, approached Caltrans requesting bicycle access to the interstate. Caltrans added temporary cycling access in two locations on I-40 until San Bernardino County makes repairs to storm damaged Route 66, the normal bicycle route.

The two access points are from Fort Cady (Exit 23) to Ludlow (Exit 50) – about 28 miles -- and from Kelbaker Road (Exit 78) to Mountain Springs Road (Exit 115) – about 42 miles.

The video may be viewed at: <http://youtu.be/JjJWWchgrUk>

This News Flash is the 33rd in a series of videos highlighting Caltrans' activities that keep California's transportation system moving forward.

For more information about the department's activities, connect with Caltrans: <http://www.dot.ca.gov/socialmedia>

Find more Caltrans News Flash videos via Twitter using the #CaltransNewsFlash hashtag.

###

## Mono County Local Transportation Commission

PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800 phone, 924.1801 fax  
commdev@mono.ca.gov

PO Box 8  
Bridgeport, CA 93517  
760.932.5420 phone, 932.5431 fax  
www.monocounty.ca.gov

June 8, 2015

The Honorable Tom Berryhill  
California State Senate  
State Capitol, Room 3076  
Sacramento, CA 95814

Re: SB 16 (Beall) Transportation Funding – Support in Concept

Dear Senator Berryhill:

Rural counties such as Mono rely on the partnership with the State of California to provide a vital transportation system that serves local communities, the state, and county. The gas tax is the single largest funding source for cities and counties, yet this revenue is projected to decline statewide and nationally. Additionally, the recent reduction of the price-based excise tax on gasoline will delay maintenance and add cost to projects, as it is exponentially more expensive to maintain or rebuild failed pavements than it is to maintain those in good condition.

Rural counties have small populations and thus have very little ability to generate local transportation funding. For example, Alpine County has a population of 1,159, Sierra County has a population of 3,047, Modoc County has a population of 9,147, and Mono County has a population of 14,202. While we have small populations, we also have a proportionately high number of lane miles per person to maintain. Our recently completed Rural Streets and Roads Needs assessment concluded that rural counties have 14% of the statewide roadway network, we receive only 9% of the available funding, and have 6% of the population. The needs assessment also concluded that rural areas have the worst pavement in the state, the average Pavement Condition Index (PCI) statewide is 66, and the PCI for rural areas is significantly lower at 58.

Senate Bill 16 as written June 1, 2015, would provide much-needed revenue to assist rural areas in addressing deferred maintenance needs. We hope that your legislation will take a performance-based approach to provide funding for implementation consistent with best practices in pavement maintenance. Our recent pavement needs assessment will help inform project priorities, support the efficient expenditure of State funding, and ensure rural areas remain relevant in an increasingly competitive economic environment. We support SB 16 in its concept, but object to the bill's provision to tax fuel vendors, and request that it be removed.

We support the SB 16 assurance that revenue will be used exclusively for road, street and bridge repairs. Since the bill includes a 47.5% local government share to be divided equally between cities and counties for local streets and roads, we believe this would go a long way in helping cities and counties reach their goals for improved pavement condition.

Thank you for your leadership in moving this bill forward for California. The RCTF looks forward to working with the Legislature and Governor to assure that California's infrastructure is maintained at the highest level.

Sincerely,

A handwritten signature in blue ink, appearing to read "Fred Stump". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Fred Stump  
Chair

cc: The Honorable Frank Bigelow, California State Assembly

## Mono County Local Transportation Commission

---

PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800 phone, 924.1801 fax  
commdev@mono.ca.gov

PO Box 8  
Bridgeport, CA 93517  
760.932.5420 phone, 932.5431 fax  
www.monocounty.ca.gov

June 8, 2015

The Honorable Frank Bigelow  
California State Assembly  
State Capitol, Room 6027  
Sacramento, CA 94249

**Re: Senate Bill 321 (Beall) - Motor vehicle fuel taxes: rate adjustments - SUPPORT**

Dear Assemblyman Bigelow,

The County of Mono supports Senate Bill 321 by Senator Jim Beall. This important measure will make a much-needed technical fix to the complex process for setting the gasoline excise tax rate under the gas tax swap, while maintaining revenue neutrality with the former sales tax on gasoline. SB 321 will be helpful in maintaining staffing levels to lessen the degradation of our roads, but it is simply a revenue-neutral, technical fix to the gas tax swap. SB 321 also will be helpful for planning and budgeting for transportation projects such as road maintenance and striping.

Due to the existing procedures used to set the excise tax rate, the County of Mono anticipates losing \$574,583 between 2014-15 and 2015-16. With a total annual budget of only \$4 million, this 15% loss will result in loss of staff and inability to provide even minimal road maintenance. While the gas tax will still decrease next year under SB 321, the reduction will be \$323,620 less in Mono County. Gas prices have already increased significantly since the 2015-16 rate was set in February, so the smaller excise tax decrease if SB 321 is passed as an urgency measure would mean a smaller upward adjustment in the future. The increased stability of the SB 321 framework is therefore beneficial to both consumers paying the tax and governments agencies that rely on the revenues to build and maintain California's transportation infrastructure.

For these reasons, the County of Mono supports SB 321 and respectfully requests your "Aye" vote.

Sincerely,

  
\_\_\_\_\_  
Fred Stump  
Chair