

Mono County Local Transportation Commission

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AGENDA

May 9, 2016 – 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 April 11, 2016 – *p. 1*
4. **COMMISSIONER REPORTS**
5. **LOCAL TRANSPORTATION**
 - A. Review analysis & adopt Resolution R16-10 on Unmet Transit Needs & provide any desired direction to staff (*Wendy Sugimura*) – *p. 5*
 - B. Approve Minute Order M16-01 adjusting 2015-16 Overall Work Program (OWP) budget & provide any desired direction to staff (*Megan Mahaffey*) – *p. 14*
 - C. Approve Minute Order M16-02 adopting 2016-17 OWP & provide any desired direction to staff (*Megan Mahaffey*) – *p. 17*
 - D. Discuss & provide any desired direction to staff on California Transportation Commission recommendations regarding the 2016 STIP – *p. 64*
6. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA) – *p. 69*
 - B. Yosemite Area Regional Transportation System (YARTS)
7. **CALTRANS**
 - A. Caltrans Pavement Maintenance Strategies
 - B. Transportation Concept Report: US 6 – *p. 73*
 - C. Report activities in Mono County & provide pertinent statewide information
8. **INFORMATIONAL**
 - A. Transportation Funding Update (CSAC) – *p. 100*
 - B. Rep. Bigelow letter – *p. 104*
 - C. Deer Mortality letter – *p. 105*
9. **UPCOMING AGENDA ITEM:** Oregon's road charge program
10. **ADJOURN** to June 13, 2016

More on back...

***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).

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DRAFT MINUTES

April 11, 2016

COUNTY COMMISSIONERS: Tim Fesko, Larry Johnston, Fred Stump

TOWN COMMISSIONERS: Sandy Hogan, Shields Richardson, John Wentworth

COUNTY STAFF: Scott Burns, Jeff Walters, Wendy Sugimura, Paul Roten, CD Ritter

TOWN STAFF: Grady Dutton

CALTRANS: Brent Green, Ryan Dermody, Jacob Mathew, Greg Miller, Craig Holste, Florene Trainor

ESTA: John Helm, Jill Batchelder

GUESTS: Laurel Martin, Deb Diaz, Beth Himmelhoch, Rick Franz, Jill Batchelder, John Helm & Molly DesBaillets (Social Services Transportation Advisory Council)

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Shields Richardson called the meeting to order at 9:01 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and attendees recited the pledge of allegiance.

2. **PUBLIC COMMENT:** Gary Nelson, Mono City, reported deteriorating County roads in area. Cars go to road edge, where cracks are wide. Talked to County, response was to send crack-seal crew. One stretch after last time is 4' x 30'. Kept calling, told roads were rated, communities in queue. Where's Mono City in queue? Told no money, so no queue. Mono City under radar in a lot of areas. Kids deserve better road to walk/bike on. Requested LTC consideration. ESTA buses have auto chains but were not in use when chains were required.

3. MINUTES

MOTION: Adopt minutes of March 14, 2016, as amended: Item 4, line 2: Mike Schlafmann, USFS staffer now in Pacific Northwest, **wants has provided opportunity** to post on websites transit connections to access public lands. (*Fesko/Johnston. Ayes: 5. Abstain due to absence: Hogan.*)

4. **PUBLIC HEARING: Unmet Transit Needs.** Wendy Sugimura introduced annual public hearing attended by SSTAC (Social Services Transportation Advisory Council) members. Updated table of public input with potential solutions through outreach. ESTA attended RPACS and community meetings, Planning Commission for County and Town. Hearing seeks additional public input. When see same concerns year after year, maybe no funding available.

OPEN PUBLIC HEARING. John Helm distributed chart of ESTA services. New is June Lake fixed-route summer service 9-5 daily funded by LTC, based on input from previous meetings. Expand long-range service to five days/week, Saturdays. Combined Town/LTC funding for contract routes.

Advertising non-emergency medical transportation program? Helm stated intent to consider outreach/advertising, double-check posting sites. Antelope Valley wanted advertising in The Scoop. Stump noted only senior center is in Walker, but seniors live elsewhere. Maybe Benton post office for other seniors.

Molly DesBaillets suggested sending advertising with senior meal program, and Megan Fox suggested fliers with home-delivered meals in Walker.

It was noted that no Bishop/Mammoth weekend service is available.

DesBaillets stated some families have only one car, and DAR (Dial-A-Ride) services end before Thursday evening meetings lasting till 7:30 or 8. Helm cited cost of \$50-\$60/hr.

Deb Diaz offered to share with ESTA a website database with locations of disabled persons. Fire and police are granted access.

Mammoth DAR for disabled? Helm stated 24-hr advance notice is needed if unable to use fixed route.

Thursday? Helm will add DAR hours. DesBaillets stated regular poses challenge to get out babies/gear.

Sugimura will incorporate added input for resolution in May.

Stump thought if extra three-hour service were needed, LTC could find \$150/wk. Sugimura suggested providing options on addressing the need.

Stump thought transportation issues prevented services from being rendered.

Ultimate decision is up to LTC, which could modify table. Johnston asked if ESTA would make recommendation – many cooks in kitchen. Helm stated whether LTC or ESTA board, if unmet need were reasonable to meet, can't imagine ESTA board not support. Sugimura confirmed compliance with state law. If insufficient funding, prioritize recommendations to meet highest needs. **CLOSE PUBLIC HEARING.**

5. COMMISSIONER REPORTS: Stump: Commenting on Caltrans' release of US 6 TCR (Transportation Concept Report) as individual, not BOS or LTC. Omissions: 1) Nevada development impact on truck traffic; 2) potential passing lanes (three not four); and 3) flexibility on speed limit reduction through Chalfant. Need to better inform public of how highway funding crisis has handcuffed State, Mono, and Town projects. **Wentworth:** USFS is providing framework for gateway communities finding ways on public lands. Town laid out sustainable recreation on Reds Meadow, looked holistically, set up working group. Web applications need to tie ESTA into recreation opportunities. **Johnston:** Conway Summit scenic overlook has stickers littering guardrail. (Green will comment next meeting). LTC responsibility to take action on funding (former LTC did not want to raise taxes), do things locally to push things along. Governor proposed \$3 billion additional funding, yet not enough to do much. Since 1994 no adjusting tax rate for roads despite cost increases. No basic infrastructure improvements approved by federal government. **Hogan:** Pilot road charge program moving slowly, needs rural input. YARTS met last week. **Fesko:** Conway Summit billboard at kiosk tagged. Thanked Helm for good information at Antelope Valley RPAC. Pedestrian usage on SR 182; Bridgeport Indian Colony trail needs to be more prominent. **Richardson:** Staff press release about funding: there is none. Got California Bike Pedestrian Plan information from Caltrans.

6. LOCAL TRANSPORTATION

A. Resolution R16-09: Wendy Sugimura reported annual allocation grant funded security fencing at industrial park, solar bus lights in town. This grant would fund on-board security system for nighttime trolleys. Helm stated images captured on hard-disk drive are available to download for storage and viewing. Intent: Not a privacy issue. Bus interior videotaped.

Tagging, storing? ESTA is looking at options, lowest administrative cost. Easy to download system.

Insurance savings? Helm indicated not really, just reduced exposure..

MOTION: Adopt Resolution R16-09 approving FY 2015-16 Cal-OES Transit Security Grant Program project (Hogan/Fesko. Ayes: 6-0.)

B. 2016 Regional Transportation Improvement Program (RTIP): Scott Burns stated Le Francois and Courtney Smith of Inyo presented Mono's Regional Transportation Improvement Program at March 17 CTC (California Transportation Commission) meeting. Staff recommendations should be released soon, and CTC will take action May 18-19. Bus replacement on hold, may be deleted. Freeman Gulch construction pushed to 2019-20. Dutton stated Main Street sidewalk is still on, but may have to phase project. Airport rehab pushed back to 2019-20. Preventive maintenance pushed out one fiscal year, maybe more if revenue does not come in. Olancha/Cartago mitigation delayed to 2018-19 (Green indicated no construction funding, but bring to that point). Inyo's proposed map for South Lake was deleted.

Green stated Gerry Le Francois communicated well at CTC. It was evident that larger urban areas with major funding are not taking as big a hit, tend to have better success rate in matching funds. Population base is small in rural areas. Many counties had no plan to make fair-share cut; Mono was recognized for having a plan. Funding timing is based on cash flow not programming.

--- Break: 10:10 - 10:15 ---

7. TRANSIT

A. Eastern Sierra Transit Authority (ESTA)

1. **Resolution R16-05:** Program federal fiscal year 2016 Section 5311 Program of Projects (POP) with ESTA as subrecipient of \$75,862 in federal funds & authorize LTC executive director to sign certifications & assurances for operating assistance for general public transit services in Mono County – Jill Batchelder cited current grant season. Funding to overall operation down slightly from last year.

MOTION: Adopt R16-05 programming federal fiscal year 2016 Section 5311 Program of Projects (POP) with ESTA as subrecipient of \$75,862 in federal funds & authorize LTC executive director to sign certifications & assurances for operating assistance for general public transit services in Mono County (*Stump/Hogan. Ayes: 6-0.*)

2. **Resolution R16-06:** Federal Transit Administration Section 5311(f) operating assistance for expanded 395 interregional bus route.

Jill Batchelder grouped together 5311(f) connections on wider network: 1) continued funding of current services; 2) expanded services funding into competitive realm; and 3) another vehicle to reduce mileage of all vehicles. Continued funding is non-competitive. Expanded phase into separate application maximizes use of toll credits, minimizes risks.

Fesko asked if still get expanded service if not get bus. Batchelder replied, yes, but not as ideal. Fesko suggested watching ridership, possible diluting on current days. Batchelder noted ESTA could maintain base service, make tweaks to expansion without jeopardizing base service.

Stump noted late data from Caltrans adjusted maximum toll credit from \$292,109 to \$110,763. Change R16-06 amount.

Batchelder noted separate funding sources for operating and expansion.

MOTION: Adopt R16-06 authorizing executive director to sign certification & assurances for Federal Transit Administration Section 5311(f) operating assistance for expanded 395 interregional bus route as amended with additional wording under Now, therefore, be it resolved & ordered: Authorizes the Mono County LTC executive director to sign all required certifications and assurances. (*Stump/Wentworth. Ayes: 6-0.*)

3. **Resolution R16-07:** Federal Transit Administration Section 5311(f) capital funding for purchase of bus for expanded 395 inter-regional bus route.

MOTION: Adopt Resolution R16-07 authorizing LTC executive director to sign the certification and assurances for the Federal Transit Administration Section 5311(f) capital funding for the purchase of a bus for the Expanded 395 inter-regional bus route. (*Fesko/Hogan. Ayes: 6-0.*)

4. **Resolution R16-08:** Section 5311(f) continued funding for operating assistance for the 395 inter-regional bus route

MOTION: Adopt Resolution R16-08 authorizing executive director to sign the certifications and assurances for the Federal Transit Administration Section 5311(f) continued funding for operating assistance for the 395 inter-regional bus route (*Johnston/Wentworth. Ayes: 6-0.*)

B. Yosemite Area Regional Transportation System (YARTS): Scott Burns verified Mono's \$35,000 contribution. AAC (Authority Advisory Committee) function is monitored by staff – Sandy Hogan, Jeff Simpson, and Danna Stroud (now chair). SR 41 service shows huge growth. Hogan affirmed being vocal, as East Side is easily forgotten. Reminded AAC that Caltrans District 9 is Eastern Sierra, not Nevada. Service only three months plus/year, so Fresno, Merced, Mariposa regard Mono's contribution as minimal. Mono needs to be there, speak up. Supervisors Alpers and Corless talked about what would be beneficial for East Side. Advertise connectivity of Bridgeport on up to Nevada. Mono has potential for YARTS to subcontract with ESTA for summer hiker service. YARTS started earlier than ESTA, but could benefit from ESTA's progress. YARTS has no employees, is not yet its own transit system. Lots of moving parts in YARTS depend on federal dollars. Real expansion opportunities. Connection now only for scheduling. Maybe hire East Side drivers instead of paying condo stay for YARTS.

8. CALTRANS

A. Mountain Pass opening process: Brent Green presented PowerPoint featuring pictures. Tioga Pass connects Yosemite Valley to 395. Monitor Pass opened April 5, closed later. Bodie open this week. June Lake Loop and SR 120 E opened March 17. Similarities of routes, but not apples-to-apples comparison. Tioga at 9,945' elevation is highest route, with avalanche zones, rockfall areas, steep grades, sheer cliffs, large boulders, narrow roadway, and sheer drop-offs. Caltrans does not act alone, has partners affected by pass opening/closing: CHP, Mono SAR, USFS/Inyo (10 seasonal campgrounds), NPS, and Mono County. SR 120 is commuter route with no winter access or housing communities. Caltrans classifies scope/scale/severity based on complexity, A to E (most severe). E = closed winter, open spring, but no fixed opening date (desirable by fishing opener, but maybe not).

Levels of awareness exist on when to open gates – it's more than snow. Analysis is done by crews who know actual conditions, boots on ground with > 100 collective years. People in offices are armchair quarterbacks. Caltrans opens road when safe to do so, not by calendar date, specific event, etc. Mother Nature makes areas prone to avalanche and/or rockfall. USGS article on Yosemite noted water repeatedly freezes/thaws. Earlier this year, a massive mud slide on SR 58 was one of biggest ever in District 9.

Factors affecting passes: **Rock scaling:** Removal of loose rocks from smaller/lower slopes prevents rockfall hazard; led to two fatalities. **Boulders:** Clearing boulders off road after snow is removed. Opened April 17 last year, but then gigantic boulder rolled onto road, closed road again. **Blasting:** Common practice for large boulders. **Maintenance:** Road repairs safer/quicker if road closed. Decisions depend on potential impacts, plus vastness and enormity of Tioga Pass. **Pass opening:** Involves partners, actions, weather, risks, costs, and resources. Decisions may not be popular, but Caltrans predicates opening on safety.

Green introduced Greg Miller, Craig Holste, and Florene Trainor. Miller stated SR 120 opened to Saddlebag, but rocks and snow left by weekend weather.

MMSA helping? Yes, Mono and MMSA.

Jeff Walters stated NPS (National Park Service) will start plowing April 18. Holste will update. Gene Smith is new NPS agent. Avalanche reported at Olmsted Point. Mono got avalanche training by Sue Burak. When BOS approves, Mono will plow. Green noted Caltrans typically gets to gate before NPS passes Olmsted.

When open bottom gate? Green stated Mono does not have to wait till open to public to get to gate.

Fesko suggested Green's presentation to BOS and information to public as well.

Hogan recalled long ago when task force met with NPS to document steps. Dermody confirmed Trans-Sierra Mobility Committee. Hogan saw it as an educational tool. Green stated NPS has video online.

Sonora Pass? Miller affirmed clearing past pack station, blower sent last week, guessed open mid-May. Stump wanted to keep advised about truck restriction. Caltrans will begin legal posting when road opens.

B. Transportation Concept Report: SR 182: Jacob Mathew described planning horizon of 20 years. SR 182 provides alternate route when US 395 is closed. Comments sought by April 22, but could be later.

Fesko mentioned connector with Bridgeport Indian Colony. Big trucks and bikes need wider shoulders sooner than 20-25 years. Mathew confirmed shoulder widening from Bridgeport to Nevada (12.6 mi).

Hogan reminded that public lands are administered but not owned by USFS or BLM – lands are owned by public. Caltrans administers its lands, but people of CA own.

Stump recalled history of accidents on SR 182, with problematic communication. Was that considered? Not unique to SR 182, urban areas have call boxes.

Coordinate with Nevada? Yes, pavement upkeep is same.

C. Activities in Mono County: Ryan Dermody mentioned release of US 6 Transportation Concept Report that he'll present to LTC in May. Supervisor Stump has forwarded it to constituents.

Bike & Pedestrian Plan is not specific projects, but policy and guidance for future manuals. Finish winter 2017. Presentation on East Side denied due to low population. www.cabikepedplan.org Good website, can comment. Overarching document. Building multi-modal plan for Mono first, and then Inyo.

Green mentioned framework where local entities can develop bike plans. Some funding not available unless communities have their own plan. Dermody indicated no longer needed, but good to have anyway.

9. **INFORMATIONAL:** No items.

10. **UPCOMING AGENDA ITEMS:** 1) Oregon road charge; 2) pavement strategies; 3) LTC commissioner(s) to CTC meeting May 18-19 in Stockton; 4) unmet needs resolution; 5) OWP adoption; 6) TCR for US 6; and 7) notify public of transportation funding crisis.

11. **ADJOURN** at 11:38 a.m. to May 9, 2016 (Note: Commissioner Richardson will be absent).

Prepared by CD Ritter, LTC secretary

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Staff Report

May 9, 2016

TO: Mono County Local Transportation Commission

FROM: Wendy Sugimura, Mono County Community Development Analyst
John Helm and Jill Batchelder, ESTA/CTSA

SUBJECT: Approve Resolution R16-10 on Unmet Transit Needs

RECOMMENDATION: Adopt Resolution R16-10 making findings that there are unmet transit needs, including needs that are reasonable to meet.

FISCAL IMPLICATIONS: None.

ENVIRONMENTAL COMPLIANCE: N/A

POLICY CONSISTENCY: Consistent with State law requirements for the unmet transit needs process (PUC §99401.5) and the annual public hearing for the citizen participation (PUC §99238).

DISCUSSION

The Mono County LTC and the Social Services Transportation Advisory Council (SSTAC) held a joint public hearing at the LTC's regular meeting on April 11, 2016, at 9 a.m. as required by State law to meet the Citizen Participation Process and the unmet needs process. Public notices of these hearings were published in accordance with state law in local newspapers, and fliers printed in both Spanish and English were posted in Mono County offices.

The public hearing was to ensure broad community participation and solicit the input of transit-dependent and transit-disadvantaged persons, including the elderly, handicapped, and persons of limited means. This public hearing was also required prior to the LTC allocating any funds not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles. It also solicited comments on the unmet transit needs that may exist within Mono County and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

The Eastern Sierra Transit Authority, in its role as the Consolidated Transportation Services Agency (CTSA) for Mono County and with some assistance from LTC and County staff, attended Regional Planning Advisory Committee (RPAC) or community meetings in Antelope Valley, Benton/Hammil, Bridgeport, Chalfant, June Lake, Mono Basin, and Long Valley to solicit public input throughout March and April 2016. The Town of Mammoth Lakes also held a transportation and transit workshop, which ESTA attended.

Public comments received through ESTA's outreach, at the public hearing, and LTC and SSTAC discussion points are summarized in Attachment #2 to evaluate whether they are unmet needs, and whether they are reasonable to meet. Because this process also collects general comments on transit, the last column in the matrix offers actions and/or solutions to address all concerns raised.

ATTACHMENTS

1. LTC Resolution R98-01 defining "unmet transit needs" and "reasonable to meet."
2. Summary and analysis of public transit requests for fiscal year 2016-17.
3. Resolution R16-10.

RESOLUTION 98-01

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION DEFINING "REASONABLE TO MEET" AND "UNMET TRANSIT NEEDS"

WHEREAS, the Mono County Local transportation Commission (MCLTC) is the designated transportation planning agency for the County of Mono pursuant to Government Code Section 29532 and action of the Secretary of Business, Transportation and Housing and, as such, has the responsibility under Public Utilities Code Section 99401.5 to determine definitions of "unmet transit needs" and "reasonable to meet"; and

NOW, THEREFORE, BE IT RESOLVED THAT the Mono County Local Transportation Commission does hereby define "unmet transit needs" as a need of Mono County elderly, disabled, low income, youth, and other transit dependent groups for transit service that is currently not available and, if provided for, would enable the transit dependent person to obtain the basic necessities of life primarily within Mono County. "Necessities of life" are defined as trips necessary for medical and dental services, essential personal business, employment, social service appointment, shopping for food or clothing, and social and recreational purposes.

BE IT FURTHER RESOLVED that the Mono County Transportation Commission does hereby define "reasonable to meet" as transit needs for the necessities of life which pertain to all public and/or specialized transportation services that:

- a. can be proven operationally feasible;
- b. can demonstrate community acceptance;
- c. would be available to the general public;
- d. can be proven to be economical; and
- e. can demonstrate cost effectiveness by meeting current fare box revenue requirements of the Mono LTC within two years

NOW, THEREFORE, BE IT RESOLVED that the herein contained definition and findings are consistent with the Mono County Regional Transportation Plan, 1998 Update.

PASSED, AND ADOPTED this 1st day of June, 1998 by the following Commission:

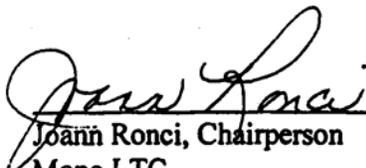
Ayes: Ronci, Hunt, Cage, Eastman, Inwood, Rowan.

Noes:

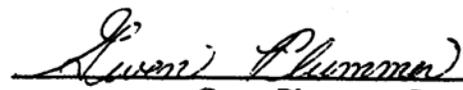
Absent:

Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2016-17

QUALIFYING UNMET NEEDS THAT ARE REASONABLE TO MEET				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
1.	Provide transportation to/from Reno Monday through Friday (e.g., add a Wednesday service) to access various services.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	ESTA has implemented a Non-Emergency Medical Transportation (NEMT) program that provides for driver reimbursement and augments the Reno route by potentially providing medical transport daily. This service addition is also recommended in ESTA's Short-Range Transit Plan update. Pending funding, this service expansion could be reasonable to meet.	ESTA is applying for a competitive grant to expand the Reno/Lancaster route to include Wednesday year-round, with service on 11 Saturdays during the peak summer season. The LTC approved the grant application at the April 11 meeting, and this service is pending the funding of the application.
2.	Provide evening Dial-A-Ride service (until approx. 8 pm) one day a week in Mammoth to enable families to attend activities such as programmed play groups.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	This request could be reasonable to meet. Two passengers each evening of service, each making a round-trip (two trips) at the base Dial-A-Ride fare of \$3 would generate a 10% farebox ratio.	Passengers may be within the service area of fixed routes and/or anticipated modifications to fixed routes. If three additional service hours per week were added to DAR, the cost is estimated at \$120 per evening or \$5,400 for 50 weeks of service, which may be offset by fees. The ability to recover 10% of farebox is unknown, and may cause this request to be unreasonable to meet. ESTA will investigate further to determine solutions and reasonableness to meet.
3.	A Mono County website is available for disabled persons to sign up so their location is known for disaster response purposes.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	While primarily an informational comment, continued coordination between ESTA, the County, and other emergency service providers to address this population is reasonable to meet. A flier on the website can also be sent via the County Senior Meal Program.	Coordination will continue through existing communications.

QUALIFYING UNMET NEEDS THAT ARE <u>NOT</u> REASONABLE TO MEET				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
4.	Provide commuter service between Chalfant and Bishop for job access purposes, although route could also serve other purposes.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The current Benton-Chalfant-Bishop route runs two days/week. The route demonstrated a fare-box ratio of 17% in FY 2013-14, but is falling short of the minimum required 10% mark this year, yielding 8.3% through March. Results of the 2013 Chalfant Area Transportation Survey, reviewed with the LTC in January 2014, indicate only two people would use the service on a regular basis. In the 2015 outreach, only one potential rider was identified. The data indicate a service expansion would not be cost effective.	A rough cost for this service is \$40,000, including \$4,500 in fare revenue. Total operating cost would be \$45,000.
5.	Provide transportation to Benton from Bishop in the late afternoon/early evening to enable students to participate in sports and other after-school activities.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The current Benton-Chalfant-Bishop route runs two days/week. The route demonstrated a fare-box ratio of 17% in FY 2013-14, but is falling short of the minimum required 10% mark this year, yielding 8.3% through March. The data indicate a service expansion would not be cost effective.	A rough cost for this service operating on 180 school days per year would be \$19,500. The route is not expected to realize the minimum 10% fare recovery.
6.	Provide a trailhead/hiker shuttle from National Forest lands (e.g., Sonora Pass) to Bridgeport, which would service hikers. In addition, consider installing a bus stop sign or shelter with a posted schedule for hikers.	This is a request for a service that does not currently exist, and could be for obtaining necessities of life. It could qualify as an unmet need.	Anticipated spotty and low ridership would likely make this route economically infeasible and unable to demonstrate cost effectiveness, therefore unreasonable to meet. Routes are currently being considered for highly impacted trailheads, such as Rock Creek (Mosquito Flat) and Mt. Whitney, and could provide an indication of ridership for trailheads with lower use.	The 395 route currently picks up hikers on US 395; private entrepreneur(s) currently fill this role, and local Bridgeport businesses could coordinate or be encouraged to provide a pickup service.
7.	Provide a commuter route from Crowley/Mammoth to Bishop for an 8-5 workday in Bishop.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	A commuter van could begin immediately. If demand does not exist to fill a vanpool, the likelihood is low ridership on a new route would not demonstrate cost effectiveness and is therefore unreasonable to meet.	The vanpool fare would cover the operating costs of the Vanpool Service.

	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
8.	Provide a local service within the community to transport people to/from June Mountain Ski Area throughout the day in the winter.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	Anticipated ridership is uncertain and therefore this route is unreasonable to meet at this time. The summer service being initiated this year during the highest visitation period (summer) would be a good test to gauge how well local transit may be utilized during the winter. This service was provided on Saturday and Sunday of Presidents Day weekend of 2016 (the busiest weekend of the season for June Mountain) and ridership was very low. It is estimated that, with a \$1 fare, farebox ratio would have been less than 4%.	A rough estimate of cost for the service would be \$520 per eight-hour service day (8am – 5pm with a one-hour break).
9.	Provide service between Bishop and Mammoth on weekends for recreational and life-service needs.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The anticipated ridership is uncertain, and therefore this route is unreasonable to meet at this time. If the Reno-Lancaster route is expanded, it will include 11 Saturdays that can provide some information on the highest potential ridership for such a route. Saturday ridership on the Mammoth Express when it was discontinued in 2010 was very low.	The cost to add one morning round-trip and one evening round-trip would be approximately \$19,000 per year (\$38,000 for both Saturday and Sunday, year-round). Estimated fare recovery would be less than 3%.
NOT CONSIDERED TO BE AN UNMET NEED				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
10.	June Lake: Questions were asked regarding the need for transit to Cerro Coso in Mammoth, and whether an advance call was required for the bus to stop at June Lake Junction (yes).	These were questions, not requests for services, and therefore are not unmet needs.	N/A	N/A
11.	The June Lake summer pilot route was described, and input on stops was offered. The suggestions and impact to route/cost were discussed.	This was feedback on a planned route, and therefore not an unmet need.	N/A	N/A, although it is worthwhile to note this route request was identified as an unmet need last year. Funds have become available to provide this service.

	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
12.	A comment was received that ESTA should accept credit cards for fares on the Mammoth-Bishop route.	Payment type does not affect transit routes and therefore does not qualify as an unmet need.	Due to the credit card fees charged to ESTA, credit cards are not accepted for fares less than \$10 (Mammoth-Bishop is \$7).	N/A
13.	Possible future transportation connections to the snow-play area along Mammoth Scenic Loop Road and barrow-pit at base of Sherwins was discussed as potential recreational needs.	This was for discussion purposes only; a need has not been clearly identified.	N/A	These suggestions should be noted for potential future consideration.
14.	Non-Emergency Medical Transportation (NEMT) service: Questions were asked about advertisement of the service. The LTC emphasized the importance of outreach and made suggestions.	These were questions, not requests for services, and therefore are not unmet needs.	ESTA will advertise the service in The Scoop, check to make sure fliers are posted in post offices (e.g., Walker and Benton in particular), and distribute fliers through the Senior Meal Program.	N/A
15.	Question: Was the Walker Dial-A-Ride service modified to match the Reno route service days?	This was for discussion purposes only; a need has not been clearly identified.	The service days have not been modified based on feedback from current riders who prefer the current schedule.	ESTA is applying for funds to expand the Reno/Lancaster route to include Wednesday year-round, with service on Saturdays during the peak summer season. The LTC approved the grant application at the April 11 meeting.

RESOLUTION R16-10
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
MAKING FINDINGS REGARDING "REASONABLE TO MEET"
AND "UNMET TRANSIT NEEDS"

WHEREAS, the Mono County Local Transportation (MCLTC) is the designated transportation planning agency for the County of Mono pursuant to Government Code Section 29532 and action of the Secretary of Business, Transportation and Housing and, as such, has the responsibility under Public Utilities Code Section 99401.5 to determine definitions of "unmet transit needs" and "reasonable to meet"; and

WHEREAS, the MCLTC held an unmet needs hearing, and in keeping with Public Utilities Code Section 99401.5, the MCLTC has considered the size and location of identifiable groups likely to be dependent upon public or transit disadvantaged, has analyzed the adequacy of existing public transportation services, and potential alternative transportation services that would meet all or part of the transit demand; and

WHEREAS, MCLTC has received and considered public testimony on "whether or not there are unmet needs in Mono County" at an April 11, 2016, public hearing in Mono County jointly held with the Social Services Transportation Advisory Council; and

WHEREAS, the MCLTC has previously defined the terms "unmet transit needs" and "reasonable to meet" by resolution; and

WHEREAS, the following table summarizes the Commission's determinations regarding conformance of unmet needs transit requests with MCLTC definitions of unmet transit needs and reasonable to meet:

Transit Request	Unmet Need	Reasonable to Meet
Provide commuter service between Chalfant and Bishop for job access, although the route could also serve other purposes.	Yes	No
Provide transportation to Benton from Bishop in the late afternoon/early evening to enable students to participate in sports and other after-school activities.	Yes	No
Provide transportation to/from Reno Monday through Friday (e.g., add a Wednesday service) to access various services.	Yes	No
Provide a commuter route between Lee Vining and Mammoth Lakes for job access purposes, although the route could also serve other purposes.	Yes	No
Operate the Dial-A-Ride service in Antelope Valley on the same days as the Reno route to enable travelers to reach a destination in town after disembarking from the bus.	Yes	No
Provide a trailhead/hiker shuttle from National Forest lands (e.g., Sonora Pass) to Bridgeport that would service hikers. In addition, consider installing a bus stop sign or shelter with a posted schedule for hikers.	Yes	No
Provide a commuter route from Crowley/Mammoth to Bishop for an 8-5 workday in Bishop.	Yes	No

Provide weekend service between Bishop and Mammoth.	Yes	No
Provide service to points of interest in between Bishop and Mammoth, primarily for recreation purposes.	Yes	No
Provide trolley/bus service from June Lake beach to Grant Lake, with stops in between at points of interest and businesses.	Yes	No

NOW, THEREFORE, BE IT RESOLVED, the MCLTC finds there are no unmet needs that are reasonable to meet in Mono County.

PASSED AND ADOPTED this 9th day of May 2016, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Shields Richardson, Chair
Mono County Local Transportation Commission

ATTEST:

CD Ritter, LTC Secretary

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
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PO Box 8
Bridgeport, CA 93517
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Staff Report

May 9, 2016

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, Fiscal Analyst

SUBJECT: OWP 2015-2016 Budget Adjustment

RECOMMENDATION

Adopt Amendment 02 to the Mono County 2015-2016 Overall Work.

FISCAL IMPLICATIONS

None

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The current OWP was adopted by the Local Transportation Commission on May 11, 2015 and revised with Amendment 01 on December 14, 2015. The mid-year budget adjustment includes budget changes to allow for funds to be used on projects that are moving forward and removing funds from projects that are near completion. The proposed budget adjustment will allow for spending down the allocated Rural Planning Assistance funds and move the available Planning Programming and Monitoring funds where they need to be.

ATTACHMENTS

- Mono County OWP 2015-16 Budget Adjustment – Amendment 02

Mono County Local Transportation Commission

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MINUTE ORDER M16-01

Approve the 2015-16 Overall Work Program (OWP) budget adjustment

At the Mono County LTC meeting of May 9, 2016, it was moved by Commissioner _____ and seconded by Commissioner _____ to approve the 2015-16 Overall Work Program budget adjustment, Amendment 02.

AYES:

NOES:

ABSTAIN:

ABSENT:

Attest:

C.D. Ritter, LTC Secretary

cc: Caltrans

FY 2015/16 OWP Preliminary Budget \$ 230,000.00 \$ 65,000.00 \$ 165,000.00
 Budget Adjustment \$ 100,000.00 \$ 9,417.16
RPA Current Budget \$ 239,417.16 \$ 65,000.00 \$ 174,417.16

\$ 239,417.16 Total RPA Adjusted Budget

	RPA			Billing to Date			Mid-Year Budget Adjustment		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County
Total	\$ 239,417.16	\$ 63,500.00	\$ 175,917.16	\$ 168,978.86	\$ 46,533.64	\$ 122,445.22	\$ 17,400.00	\$ (17,400.00)	\$ 80,900.00	\$ 158,517.16	\$ 34,366.36	\$ 36,071.94
100-12-0 2016/17 OWP Development and Approval	\$ 13,000.00	\$ 3,000.00	\$ 10,000.00	\$ 8,384.07	\$ 340.72	\$ 8,043.35	\$ (1,600.00)		\$ 1,400.00	\$ 10,000.00	\$ 1,059.28	\$ 1,956.65
101-12-0 2014/15 & 2015/16 OWP Admin	\$ 18,417.16	\$ 2,500.00	\$ 15,917.16	\$ 13,536.53	\$ 2,500.00	\$ 11,036.53		\$ 1,000.00	\$ 3,500.00	\$ 16,917.16	\$ 1,000.00	\$ 5,880.63
103-13-0 Local Transportation Commission Staff Support	\$ 20,000.00		\$ 20,000.00	\$ 18,214.88		\$ 18,214.88			\$ -	\$ 20,000.00	\$ -	\$ 1,785.12
200-13-0 Regional Transportation Plan	\$ 40,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ -	\$ 40,000.00			\$ -	\$ 40,000.00	\$ -	\$ -
201-12-1 Regional Trails	\$ 20,000.00	\$ 5,000.00	\$ 15,000.00	\$ 9,892.64	\$ 2,200.82	\$ 7,691.82	\$ (2,500.00)	\$ (3,000.00)	\$ 2,500.00	\$ 12,000.00	\$ 299.18	\$ 4,308.18
300-13-0 Transit Planning	\$ 4,000.00	\$ 2,000.00	\$ 2,000.00	\$ 1,497.13	\$ 347.61	\$ 1,149.52			\$ 347.61	\$ 2,000.00	\$ -	\$ 850.48
302-12-4 ESTA Update of Inyo-Mono Coord. Public Transit-Human Services Trans. Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -
501-15-0 Airport Planning	\$ 6,000.00	\$ 3,000.00	\$ 3,000.00	\$ 474.46	\$ 282.43	\$ 192.03	\$ (1,717.57)		\$ 1,282.43	\$ 3,000.00	\$ 1,000.00	\$ 2,807.97
600-12-0 Regional Transportation Grant Applications	\$ 7,000.00	\$ 2,000.00	\$ 5,000.00	\$ 4,561.23	\$ 2,000.00	\$ 2,561.23			\$ 2,000.00	\$ 5,000.00	\$ -	\$ 2,438.77
611-14-2 Mammoth Lakes Mobility Element Adoption	\$ 35,000.00	\$ 35,000.00		\$ 35,000.00	\$ 35,000.00	\$ -	\$ 25,469.96		\$ 60,469.96	\$ -	\$ 25,469.96	\$ -
612-15-0 Highway 395/6 Corridor WI-Fi Plan	\$ 2,500.00		\$ 2,500.00	\$ 1,627.84		\$ 1,627.84			\$ -	\$ 2,500.00	\$ -	\$ 872.16
614-15-0 Alternative Fueling Station Corridor Policy	\$ 2,500.00		\$ 2,500.00	\$ -		\$ -			\$ -	\$ 2,500.00	\$ -	\$ 2,500.00
615-15-0 Active Transportation Program(ATP)	\$ 3,000.00		\$ 3,000.00	\$ 233.88		\$ 233.88	\$ 1,000.00	\$ (1,500.00)	\$ 1,000.00	\$ 1,500.00	\$ 1,000.00	\$ 1,266.12
616-15-0 Community Emergency Access Route Assessment	\$ 10,000.00		\$ 10,000.00	\$ 294.61		\$ 294.61		\$ (8,000.00)	\$ -	\$ 2,000.00	\$ -	\$ 1,705.39
617-15-0 Community Way-Finding Design Standards	\$ 5,000.00		\$ 5,000.00	\$ -		\$ -		\$ (4,000.00)	\$ -	\$ 1,000.00	\$ -	\$ 1,000.00
800-12-1 Interregional Transportation Planning	\$ 6,000.00	\$ 1,000.00	\$ 5,000.00	\$ 5,039.39	\$ 39.39	\$ 5,000.00	\$ (600.00)	\$ 600.00	\$ 400.00	\$ 5,600.00	\$ 360.61	\$ 600.00
804-15-1 Design Standards	\$ 7,000.00	\$ -	\$ 7,000.00	\$ -		\$ -		\$ (4,000.00)	\$ -	\$ 3,000.00	\$ -	\$ 3,000.00
900-12-0 Current Planning, Monitoring & Traffic Issues	\$ 15,000.00	\$ 5,000.00	\$ 10,000.00	\$ 8,130.64	\$ 1,731.11	\$ 6,399.53			\$ 5,000.00	\$ 10,000.00	\$ 3,268.89	\$ 3,600.47
903-12-1 Regional Pavement & Asset Management System	\$ 15,000.00	\$ -	\$ 15,000.00	\$ 15,000.00		\$ 15,000.00			\$ -	\$ 15,000.00	\$ -	\$ -
908-14-1 Regional Maintenance MOU	\$ -		\$ -	\$ -		\$ -			\$ -	\$ -	\$ -	\$ -
1000-12-0 Training & Development	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ 7,091.56	\$ 2,091.56	\$ 5,000.00	\$ (2,000.00)	\$ 1,500.00	\$ 3,000.00	\$ 6,500.00	\$ 908.44	\$ 1,500.00

Max Admin = 25% \$ 57,500.00
 Admin \$ 46,917.16

FY 2013/14 OWP Preliminary Budget \$ 136,001.00 \$ 90,500.00 \$ 45,501.00
 Budget Adjustment \$ - \$ - \$ 6,001.00
PPM Current Budget \$ 142,002.00 \$ 90,500.00 \$ 51,502.00

\$ 136,001.00 Total PPM Adjusted Budget

	PPM Budget			Billing to Date			Mid-Year Budget Adjustment		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County
Total	\$ 124,500.00	\$ 90,500.00	\$ 45,501.00	\$ 113,564.83	\$ 66,653.80	\$ 46,911.03	\$ (1,123.92)	\$ 6,407.25	\$ 84,095.46	\$ 51,905.54	\$ 17,441.66	\$ 9,427.83
200-13-0 Regional Transportation Plan	\$ 11,501.00	\$ -	\$ 11,501.00	\$ 11,498.29	\$ -	\$ 11,498.29		\$ (2.71)	\$ -	\$ 11,498.29	\$ -	\$ -
201-12-1 Regional Trails	\$ 2,000.00	\$ 2,000.00		\$ -	\$ -	\$ -	\$ (1,500.00)		\$ 500.00	\$ -	\$ 500.00	\$ -
501-15-0 Airport Planning	\$ -		\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -
600-12-0 Regional Transportation Grant Applications	\$ 5,000.00	\$ 5,000.00		\$ 219.31	\$ 219.31	\$ -	\$ (3,780.62)		\$ 1,219.38	\$ -	\$ 1,000.07	\$ -
605-12-2 Mammoth Lakes Stormwater Management Plan	\$ 1,500.00	\$ 1,500.00		\$ 1,500.00	\$ 1,500.00	\$ -	\$ 110.90		\$ 1,610.90	\$ -	\$ 110.90	\$ -
607-136-2 Mammoth Lakes Mobility Element Completion	\$ 8,000.00	\$ 8,000.00		\$ 665.71	\$ 665.71	\$ -	\$ (6,300.00)		\$ 1,700.00	\$ -	\$ 1,034.29	\$ -
611-14-2 Mammoth Lakes Mobility Element Adoption	\$ 35,000.00	\$ 35,000.00		\$ 35,000.00	\$ 35,000.00	\$ -			\$ 35,000.00	\$ -	\$ -	\$ -
700-12-0 Regional Project Study Reports	\$ 19,000.00	\$ 9,000.00	\$ 10,000.00	\$ 6,211.97	\$ 5,955.58	\$ 256.39	\$ (3,044.42)	\$ (315.78)	\$ 5,955.58	\$ 9,684.22	\$ -	\$ 9,427.83
701-12-1 Regional Transportation Improvement Program (RTIP) update	\$ 5,000.00		\$ 5,000.00	\$ 11,449.66	\$ -	\$ 11,449.66		\$ 6,449.66	\$ -	\$ 11,449.66	\$ -	\$ -
800-12-1 Interregional Transportation Planning	\$ 3,000.00		\$ 3,000.00	\$ 3,000.00		\$ 3,000.00			\$ -	\$ 3,000.00	\$ -	\$ -
803-13-1 Mammoth Lakes Air Quality monitoring and planning	\$ 3,000.00	\$ 3,000.00		\$ 185.67	\$ 185.67	\$ -	\$ (2,814.33)		\$ 185.67	\$ -	\$ -	\$ -
900-12-0 Current Planning, Monitoring & Traffic Issue/Policy Creation	\$ 2,000.00	\$ 2,000.00		\$ -	\$ -	\$ -	\$ (1,000.00)		\$ 1,000.00	\$ -	\$ 1,000.00	\$ -
902-12-2 Regional Transporations Data Collection Equipment	\$ 5,000.00	\$ 5,000.00		\$ 4,703.60	\$ 4,703.60	\$ -			\$ 5,000.00	\$ -	\$ 296.40	\$ -
903-12-1 Regional Pavement & Asset Management System	\$ 29,000.00	\$ 18,000.00	\$ 11,000.00	\$ 33,433.32	\$ 18,000.00	\$ 15,433.32	\$ 13,500.00		\$ 31,500.00	\$ 11,000.00	\$ 13,500.00	\$ -
1000-12-0 Training and Development	\$ 7,000.00	\$ 2,000.00	\$ 5,000.00	\$ 5,697.30	\$ 423.93	\$ 5,273.37	\$ (1,576.07)	\$ 273.37	\$ 423.93	\$ 5,273.37	\$ -	\$ -

Mono County Local Transportation Commission

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Staff Report

May 9, 2016

TO: Mono County Local Transportation Commission
FROM: Megan Mahaffey, financial analyst
SUBJECT: Mono County Overall Work Program (OWP) 2016-17

RECOMMENDATIONS:

Adopt Mono County 2016-17 Overall Work Program for submission to Caltrans HQ and approve execution of OWPA.

FISCAL IMPLICATIONS:

None at this time

ENVIRONMENTAL COMPLIANCE:

N/A

DISCUSSION:

The Mono County Overall Work Program 2016-17 was initially drafted through consultation with Mono County and Town of Mammoth Lakes staff, and following review by the LTC, submitted to Caltrans for review. The attached OWP includes revisions in response to LTC review, as well as Caltrans comments and suggestions. The Mono County OWP is a joint work effort, with work elements projected to be active from July 1, 2016, to June 30, 2017. The adopted OWP is due to District 9 in May. The final approved and adopted OWP and fully executed OWPA are due to Office of Regional & Interagency Planning (ORIP) June 30. Adoption today will allow for the Mono County LTC to meet the deadlines in the Caltrans Regional Planning Handbook. Approval of the execution of the OWPA will allow for complete set up of the OWP for next fiscal year.

ATTACHMENTS:

Mono County 2016- 2017 Overall Work Program

Mono County Local Transportation Commission

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MINUTE ORDER M16-02

Adopt the 2016-17 Overall Work Program

At the Mono County LTC meeting of May 9, 2016, it was moved by Commissioner _____ and seconded by Commissioner _____ to adopt the 2016-17 Overall Work Program (OWP) and approve signing by executive director for execution of OWPA.

AYES:

NOES:

ABSTAIN:

ABSENT:

Attest:

CD Ritter, LTC Secretary

cc: Caltrans

Mono County Overall Work Program 2016-2017

**First draft for circulation March 14, 2016
Adopted May 9, 2016**

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OVERALL WORK PROGRAM**INTRODUCTION**

Mono County is a rural county located on the eastern side of the Sierra Nevada mountains. The county has an area of 3,103 square miles and a total population of 14,202 (2010 US Census). The county's one incorporated area, the town of Mammoth Lakes, contains approximately 58% of the county population. During periods of heavy recreational usage, the town of Mammoth Lakes' population approaches 35,000.

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

Communities in the unincorporated area of the county are dispersed throughout the region, primarily along US Highways 395 and 6. Communities along US 395 include Topaz, Coleville, Walker, Bridgeport, Mono City, Lee Vining, June Lake, and the Crowley communities of Long Valley, McGee Creek, Crowley Lake, Aspen Springs, and Sunny Slopes. These communities are generally small, rural in character and oriented primarily to serving recreational and tourist traffic. Walker, Topaz, Coleville, Bridgeport, and Lee Vining share US 395 as their main street for commerce and community activities. The Mono Local Transportation Commission has been working with Caltrans to develop plans for US 395 that meet community and interregional traveler needs. Similarly, planning efforts have also been pursued for SR 158, which serves as the main street for June Lake, and Hwy 6, which serves as main street for Benton and Chalfant.

Several Mono County communities are experiencing modest growth. The Long Valley, Paradise and Wheeler Crest communities have experienced development pressures in the past due in part to the increasing development in the Town of Mammoth Lakes, which is developing into a year-round destination resort. The Wheeler Crest Community experienced a tragic wildfire event last year, the Round Fire, and is in the process of rebuilding and recovery. The June Lake Community has also experienced past resort development pressure across SR 158 from the base of June Mountain. As the gateway to Yosemite, Lee Vining is sharing in the strong seasonal visitation numbers of Yosemite as well as the development influence of the Mammoth-June area. The Antelope Valley communities of Topaz, Coleville, and Walker have been influenced by development pressures from the Gardnerville/Carson City area in Nevada. While the recession has resulted in less pressure from development, an economic recovery is anticipated, and needs to be considered in long-term planning efforts.

Benton, Hammil, and Chalfant, located along US 6 in the Tri-Valley area, have been influenced by development pressures from Bishop in Inyo County and, to a lesser degree, from the Town of Mammoth Lakes. These communities, which are situated in agricultural valleys, experience less recreational and tourist traffic than the rest of the county, but are experiencing increasing levels of truck traffic. SR 120 out of Benton, together with the Benton Crossing Road, provides interregional access to Yosemite and Mammoth for Las Vegas, Nevada and other origins east of California.

TRANSPORTATION GOALS AND ISSUES

The goal of the Mono County Regional Transportation Plan (RTP) is to provide and maintain a transportation system that provides for the safe, efficient, and environmentally sound movement of people, goods and services, and which is consistent with the socioeconomic and land use needs of Mono County. The primary transportation mode is the existing highway and local road system. The bikeway/trail component of the transportation system has become an increasingly important mode of circulation, particularly in Mammoth Lakes. Several communities are in the process of planning improvements to the pedestrian/livable nature of their communities, particularly on Main Street.

Air travel to and from the Eastern Sierra has made substantial improvements in past years at Mammoth Yosemite Airport. Winter air service from Mammoth Yosemite Airport includes nonstop flights to Los Angeles, San Francisco, San Diego, and Las Vegas, Nevada. Year-round air service is available to Los Angeles.

An increase in population and recreational use, particularly in Mammoth Lakes, may contribute more to air pollution problems, primarily related to wood smoke and cinder/dust. Mammoth Lakes is classified as a nonattainment area for state ozone standards, and for state and federal PM-10 standards. Mammoth Lakes has placed a greater emphasis on transit and trail improvements, rather than road improvements, to address the impact of vehicle traffic on air quality problems.

The rural, sparsely populated nature of Mono County makes it difficult to provide equitable transit services to the various communities. The Eastern Sierra Transit Authority (ESTA), which was established through a joint powers agreement between Inyo County, Mono County, Bishop and Mammoth Lakes in 2006, is the transit provider in Mono County. ESTA assumed summer shuttle service to the Reds Meadow / Devils Postpile and winter transit service from Mammoth Mountain within Mammoth Lakes several years ago. Fixed route and public Dial-A-Ride service has been established within the town of Mammoth Lakes, and public transit by ESTA extends in some form to most unincorporated communities. The Mono County LTC is a founding member of the Yosemite Area Regional Transportation System, which provides interregional transit to Yosemite National Park. The Mono County LTC is also a founding member of the Eastern California Transportation Planning Partnership, and has been collaborating with Kern, Inyo and San Bernardino counties to improve the Hwy 14/395 Corridor and transit service to the south. Interregional transit service is provided between Carson-Reno and Lancaster via ESTA. Through transit planning processes, the three counties are examining short-term and long-term methods of retaining and enhancing interregional transit services to the Eastern Sierra.

PUBLIC PARTICIPATION

The LTC utilizes the extensive public participation network of Mono County and the Town of Mammoth Lakes in seeking continual public input in transportation and land use planning. The County, in addition to its Planning Commission and Land Development Technical Advisory Committee, uses standing Regional Planning Advisory Committees (RPACs), Citizen Advisory Committees and community meetings for input and comment from community members. The LTC also relies on its Social Services Transportation Advisory Council and extensive community outreach to provide for public participation on transit-related issues.

The Town's Planning and Economic Development Commission actively reviews and seeks public participation in transportation and airport planning activities, including issues regarding transit service, development review, capital projects, and transportation support infrastructure, policies, and programs.

TRIBAL CONSULTATION

Native American participation includes contact with representatives of the two Tribal Governments; the Bridgeport Indian Colony and Utu Utu Gwaitu Paiute tribe of the Benton Reservation. Tribal governments also participate in the Mono County Collaborative Planning Team, which meets quarterly to collaborate on regional planning issues with state, federal and local agencies, such as Caltrans, BLM, USFS, the Town of Mammoth Lakes, and Mono County. Tribal representatives also occasionally participate at RPAC meetings. Staff continues efforts to outreach and call for projects to both tribal governments on transportation issues and opportunities such as the Regional Transportation Plan, and the Regional Transportation Improvement Program.

ORGANIZATION OF THE MONO COUNTY LTC

The LTC is the designated Regional Transportation Planning Agency for Mono County. Its membership includes two members of the Mammoth Lakes Town Council, one member of the public appointed by the Mammoth Lakes Town Council and three members of the Mono County Board of Supervisors. The Mono County LTC acts as an autonomous agency in filling the mandates of the Transportation Development Act (TDA).

The primary duties of the LTC consist of the following:

- Every four years, prepare, adopt and submit a Regional Transportation Plan (RTP), and, every two years, a Regional Transportation Improvement Program (RTIP) to the Department of Transportation (Caltrans) and the California Transportation Commission;
- Annually, review and comment on the Transportation Improvement Plan contained in the State Transportation Improvement Program (STIP);
- Provide ongoing administration of the Transportation Development Act funds; and
- Annually, prepare and submit the Overall Work Program.

The Town of Mammoth Lakes and the County of Mono have entered into a multi-year Memorandum of Understanding for planning, staff and administrative support services to the Mono LTC. Staff services focus on fulfilling the requirements of the California Transportation Development Act, administering the functions of the Mono County Local Transportation Commission, executing the Regional Transportation Plan and implementing the annual Overall Work Program.

PLANNING EMPHASIS AREAS FAST ACT

The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The eight planning factors for a rural RTPA addressed in the 2016-17 OWP where applicable, and are as follows:

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

WORK ELEMENT 100-12-0**AGENCY ADMINISTRATION AND MANAGEMENT****OBJECTIVE**

To provide management and administration of the Overall Work Program, conduct the day-to-day operations of the agency, and provide support to the Commission and its committees.

DISCUSSION

This element provides for the development and management of the Commission's Overall Work Program, coordination, preparation of the Commission's meeting agendas, and support for the agency's personnel management and operational needs.

PREVIOUS WORK

This Work Element was primarily devoted to developing the Overall Work Program for the next fiscal year. This is an annual and ongoing work element.

WORK ACTIVITY

		Responsible	Estimated Completion
1.	Review status of current OWP activities and deliverables		quarterly
2.	Develop priorities for new OWP		Jan – Mar 2017
3.	Prepare draft and final 2017-18 Overall Work Program: work program amendments, agreements, and staff reports		As needed
4.	Day to day transportation planning duties, accounting and evaluation of regional transportation and multi-modal planning issues as directed by MLTC		As needed
5.	Prepare agendas and staff reports for advisory Committees and the Commission		Monthly
6.	Prepare invoicing for Caltrans		Quarterly

END PRODUCTS

- FY 2016/2017 Overall Work Program Quarterly Reports, budget, and financial statements. Quarterly
- FY 2016/2017 Overall Work Program Amendments. As needed
- FY 2017/2018 Overall Work Program. March 2017 (draft) June 2017 (final)
- Publish hearing notices. As needed
- Staff reports and agenda packets. As needed

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA	\$10,000	\$20,000	\$30,000
PPM FUNDING			
TOTAL FUNDING	\$10,000	\$20,000	\$30,000

WORK ELEMENT 200-12-0**REGIONAL TRANSPORTATION PLAN****OBJECTIVE**

The purpose of this Work Element is to monitor and amend as needed, and submit the Regional Transportation Plan (RTP) to Caltrans and the California Transportation Commission. This task is performed cooperatively by Mono County and Town of Mammoth Lakes staff.

DISCUSSION

The objectives of the RTP are to:

- Establish transportation goals, policies, and actions on a regional and local basis
- Comply with the state Regional Transportation Plan Guidelines, including Complete Streets Program, existing conditions assessment requirements, estimate future transportation needs, identify needed transportation improvements, and establish performance measures
- Reflect Sustainable Communities directives to the extent possible, coordinating with the land use, housing and other general plan elements of the Town and County
- Address Active Transportation needs and increase mobility as a part of the update
- Address Americans with Disability Act needs and increase mobility and access throughout the region to public buildings and facilities as part of the update
- Comply with the California Environmental Quality Act, including Greenhouse Gas analysis requirements

PREVIOUS WORK

A fully updated RTP, with certified Environmental Impact Report was adopted on Dec. 14, 2015. The RTP includes performance measures to better provide decision makers with quantitative measures/priorities versus qualitative measures (MAP-21/FAST ACT performance measures). Town staff has been working to develop the Town's Capital Improvement Program, which was incorporated into the RTP. County staff has outreached to Regional Planning Advisory Committees (RPACs), completed review of community policy sections, and with the assistance of a consultant, integrated feedback and recommendations into a RTP Draft. An updated Financial Element, Chapter 6, which includes revised commission priorities (short term and long term), financial tables, and revenue sources under MAP-21/FAST ACT was adopted December 2013 and will be further adjusted as needed. The Commission has held a number of review sessions on the working draft.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Continue to conduct community transportation planning efforts including; Bikeway Plan, Main Street Projects (Bridgeport, Lee Vining, June Lake), trails planning, Corridor Management Plan, etc.	County & Town	2019
2.	Incorporate Digital 395/last-mile provider guidance & other communication & infrastructure policies	County	2019
3.	Implement evaluate & revise policy, including identification of future transportation needs/improvements, items required by the RTP guidelines/checklist, Complete Streets requirements, any planning statute requirements for the RTP to also serve as the Circulation	County & Town	2019

	Element of the General Plan & community input		
4.	Review draft RTP with Caltrans, Town commissions, RPACs, & conduct workshops with commissions & Board, & make any changes	County	2019
5.	Coordinate with General Plan to emphasize sustainable community components	County	2019
6.	Integration of environmental preservation and natural resource mitigation measures from EIR, including Greenhouse Gas analysis	County	2019
7.	Integrate bike, pedestrian & other applicable non-motorized policies into an ATP format as a part of RTP	County	2019
8.	Conduct supplemental environmental review if necessary	County	2019
9..	Notice & conduct public hearing for adoption with Commissions & Board if necessary	County	2019
10.	Certify environmental document & adopt revised RTP/Circulation Element as needed	County	2019
11.	File Notice of Determination	County LTC	2019

END PRODUCTS

The Regional Transportation Plan is required to be updated every four years, but there is a considerable amount of work to be done in the four-year cycle to ensure that the current RTP is being implemented across all agencies and that there is consistency between all related plans. As RTP work continues, minor amendments will be conducted as necessary and incorporated into the RTP as needed. RTP minor amendments will be considered as necessary to incorporate.

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA	\$15,000	\$10,000	\$25,000
PPM FUNDING			
TOTAL FUNDING	\$15,000	\$10,000	\$25,000

WORK ELEMENT 201-12-1**REGIONAL TRAILS****OBJECTIVE**

The goal of this Work Element is to develop trail alignments for Project Study Reports (PSR) or Project Initiation Documents (PID) equivalent documents for trails projects.

DISCUSSION

This work element will allow for the collection of GIS mapping and community level trail alignments to develop data for Project Study Reports (PSR) or Project Initiation Documents (PID) for trails projects. The trails will be incorporated into GIS base mapping, for the development and maintenance of a Web Application for the trails system. No Project Study Reports (PSRs) or Project Initiation Documents (PIDs) will be paid for with this activity. Implementation of a study or plan is an ineligible use of transportation planning funds.

PREVIOUS WORK

This work element was created because we recognized a need for regional planning for trails specifically for incorporation into the Regional Transportation Plan. Collaborative working relationships have been created between agencies and departments. Community level trail planning. Preliminary work on the Down Canyon trail was started and will continue in support of a PID. No alignments have been made at this time.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Agency collaboration for trails planning and multi-modal accessibility	County/Town	Ongoing
2.	Develop trails plans/concepts for trail system components county – wide.	County/Town	Ongoing
3.	Parking data collection and analysis	County/Town	Ongoing
4.	Investigate and identify funding sources for Trail projects	County/Town	Ongoing
5.	GIS Base mapping - inclusion of trails	County/Town	Ongoing
6.	Web Application Development for trails system	County/Town	Ongoing
7.	Trail Counter Data Management	County/Town	Ongoing
8.	Evaluate Sidewalk segments for completion, curb extensions & ped-activated flashing lights for crosswalks for priority communities	County/Town	Ongoing
9.	Interregional trail coordination. Work with BLM, USFS & other agencies to ensure cohesive trail planning	County/Town	Ongoing
10.	Development/refinement of Regional Trails plan	County/Town	Ongoing

END PRODUCTS

- Trail alignments for future Project Study Reports and Project Initiation Documents

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA		\$5,000	\$5,000
PPM FUNDING	\$5,000	\$3,000	\$8,000
TOTAL FUNDING	\$5,000	\$8,000	\$13,000

WORK ELEMENT 202-16-1**REGIONAL TRANSPORTATION PLAN IMPLEMENTATION****OBJECTIVE**

This work element allows for tracking current legislation, ongoing evaluation of local transportation conditions/issues as well as consistently monitoring all regional transportation planning to ensure consistency with the most recently adopted Regional Transportation Plan.

DISCUSSION

Regional transportation is a changing environment that must be monitored to remain up to date on legislation, funding opportunities and current planning efforts. The purpose of this Work Element is to stay current on legislation and potential funding sources for implementation as well as review plans and environmental documents for impacts to and consistency with the Regional Transportation Plan, including Inyo Forest Plan Update, Federal Highways Long-Range Transportation Plan and the Bi-State Action Plan (sage grouse conservation plan).

PREVIOUS WORK

This is a new work element that has been separated out to highlight legislation tracking and planning document review to ensure consistency in all planning efforts with the adopted Regional Transportation Plan.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review plan's and initiatives of other agencies related to transportation	County/Town	Ongoing
2.	Track transportation legislation and California Transportation Commission policy changes	County/Town	Ongoing
3.	Review Caltrans plans, procedure updates and Bulletins	County/Town	Ongoing
4.	Review FHWA updates, initiatives and Bulletins	County/Town	Ongoing
5.	Transportation related public meetings	County/Town	Ongoing

END PRODUCTS

- Consistency amongst regional plans and RTP

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA		\$15,000	\$15,000
PPM FUNDING			
TOTAL FUNDING		\$15,000	\$15,000

WORK ELEMENT 300-12-0**REGIONAL TRANSIT PLANNING AND COORDINATION****OBJECTIVE**

The purpose of this Work Element is to support and integrate the recent and ongoing planning efforts by ESTA and YARTS with the RTP and Mono County and Town planning processes. To review, plan for, and coordinate transit system capital improvements, including transit stops, vehicles, signage or other informational material as needed.

DISCUSSION

The Short-Range Transit Plan of ESTA that is under consideration provides an opportunity to update the transit policies of the RTP and ensure internal compatibility with other components of the local and regional transportation system. Efforts are also underway to update the Short-Range Transit Plan of YARTS. Significant coordination between these two plans will ensure transit is enhanced and efficiently meeting local and regional transit needs. This includes holding public transit workshops to identify transit issues, unmet needs and to plan for transit route, scheduling and signage improvements.

PREVIOUS WORK

This is an ongoing annual work element that helps identify areas that have unmet transit needs as well as ensure effectiveness of the regional transit system. Annual Seasonal Transit maps analysis, schedule and signage.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review of Short-Range Transit Plans	County, Town, LTC	7/31/2016
2.	Seasonal transit workshop	County, Town, LTC	7/31/2016 & 2/28/2017
3.	Identify & analyze winter route, schedule & signage changes (if any) for winter transit map	County, Town, LTC	9/31/2015
4.	Identify & analyze summer route, schedule & signage changes (if any) for summer transit map	County, Town, LTC	4/31/2016
5.	Collect transit needs for community	County, Town, LTC	6/30/2016
6.	Intelligent Transportation System Plan	ESTA, County	6/30/2016

END PRODUCTS

- Identify unmet transit needs for annual Local Transportation Fund allocation in June
- Winter and summer transit map analysis and schedule development

ONGOING TASK

This is an ongoing RTP development work item.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA		\$2,500	\$2,500
PPM FUNDING			
TOTAL FUNDING		\$2,500	\$2,500

WORK ELEMENT 501-15-0**AIRPORT PLANNING****OBJECTIVE**

The purpose of this work element is to incorporate ground access to airports and other related issues into local transportation planning efforts.

DISCUSSION

This work element will also be used to support development of airport land use compatibility plans, traffic management and capital improvement documents including planning for future airport ground access. This work element will include technical studies to support development of plans and supporting environmental planning documents as needed.

PREVIOUS WORK

The Town and County have recently completed an Airport Layout Plan (ALP). There is a need to update access and compatibility plans for the area surrounding airports. The Town and County have begun working with FAA (Federal Aviation Administration) on the Airport Capital Improvement Program documents, which includes, among other things, a new three-gate terminal and additional aircraft parking apron for the Mammoth Yosemite airport. The FAA is currently reviewing conceptual project description and is determining whether the project will require a NEPA Environmental Assessment or an Environmental Impact Statement. All RPA funds will focus on land use and transportation planning at airport facilities.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Technical studies and environmental planning leading to traffic management plan	Town, County	6/30/2017
2.	Airport Capital Improvement Program documents	Town, County	6/30/2017
3.	Airport Land Use Compatibility Plans	County	6/30/2017

END PRODUCTS

- Airport planning documents for airport facilities

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	TOWN	COUNTY	TOTAL
2016-17 RPA	\$2,500	\$5,000	\$7,500
PPM FUNDING	\$2,500	\$2,500	\$5,000
TOTAL FUNDING	\$5,000	\$7,500	\$12,500

WORK ELEMENT 600-12-0**REGIONAL TRANSPORTATION FUNDING****OBJECTIVE**

The purpose of this Work Element is to research funding sources for regional transportation efforts and gain grant funding for transportation planning and capital projects, including researching and applying for grants.

DISCUSSION

This Work Element supports efforts to gain grant funding for transportation planning and capital projects, including researching and applying for grants. These grant funds can be effectively leveraged to support more-detailed transportation planning efforts intended to support the construction of new facilities that enhance the circulation network.

PREVIOUS WORK

This work element has included pursuing a range of local, state and federal funding opportunities including:

- Community Based Transportation Planning Grant for district transportation planning;
- Local Measures U and R to support transportation planning for capital improvements and programming; and

Administer and implement awarded grants as needed.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research grants availability, requirements & determine eligible projects	Town, County & LTC	Ongoing
2.	RPA grant applications – transportation planning or related environmental planning	Town, County & LTC	Ongoing
3.	PPM grant applications – project specific	Town, County & LTC	Ongoing
4.	Research state, federal and local funding opportunities	Town, County & LTC	Ongoing
5.	Final deliverable(s)	Town, County & LTC	Ongoing

END PRODUCTS

- Identification of funding sources for Transportation related projects and planning
- Grant applications as appropriate

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA		\$10,000	\$10,000
PPM FUNDING			
TOTAL FUNDING		\$10,000	\$10,000

WORK ELEMENT 601-11-0**395 CORRIDOR MANAGEMENT PLAN****OBJECTIVE**

The goal of this Work Element is for the County and the Town to develop and update a Corridor Management Plan for US 395.

DISCUSSION

This work effort started with the award of federal aid funding to develop a scenic byway corridor management plan along the US 395 corridor as part of the National Scenic Byways Program. The Corridor Management Plan is required to seek designation of the highway as a National Scenic Byway. The primary objectives of Corridor Management Plan are to maintain the scenic, historical, recreational, cultural, natural, and archaeological characteristics of a byway corridor while providing for accommodation of increased tourism and development of related amenities. Included in the Corridor Management plan are the 395/6 Corridor Wi-Fi Plan and an alternative fueling station policy. In addition to promoting creation of Digital 395 capacities by Mono County residents, the 395/6 Wi-Fi plan develops and maintains digital infrastructure for convenient traveler use at key locations and enhance traveler safety, services, community facilities and interpretive information. The alternative fueling station policy guides and promotes Zero Emission Vehicles (ZEV) charging/fueling infrastructure.

PREVIOUS WORK

Past studies contributing to this plan include the Digital 395 project and environmental studies, Mono County Draft Communications Policy, Eastern Sierra Corridor Enhancement Program, Bridgeport Main Street Plan, Scenic Byway design studies, Coalition for Unified Recreation in the Eastern Sierra information kiosk plans, applicable Caltrans Intelligent Transportation System policies and studies, and plans of land management agencies.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review scenic byway inventory, Caltrans studies, USFS & BLM data for existing infrastructure & improvements, including rest stops, turnouts, community centers & Main Street opportunities	County	Ongoing
2.	Review Digital 395 infrastructure, & other applicable service infrastructure for Corridor Management Plan updates to existing CMP	County	Ongoing
3.	Identify interpretive opportunities via research & outreach to agencies, entities & interested parties including coordination with the concurrent SR 120 Scenic Byway Effort	County	Summer 2016-17
4.	Investigate technology applications for digital kiosks	County	Fall 2016-17
5.	Conduct community outreach (RPACs) on opportunities, issues & constraints	County	Ongoing
6.	Develop alternative scenarios for siting Wi-Fi hot	County	Fall 2016-17

	spots & digital kiosks along the US 395 & 6 corridors		
7.	Review scenarios with communities & applicable agencies (USFS, BLM, Caltrans, ESIA)	County	Winter 2016-17
8.	Develop preferred alternative & supporting policies into final report	County	Winter 2016-17
9.	Present recommendations to PC, BOS & LTC	County	Winter 2017
10.	Conduct applicable environmental planning & integrate policies into RTP, scenic byway plan & general plan	County	Winter 2017

END PRODUCTS

- CMP Document
- US 395/6 Corridor Wi-Fi Plan
- Alternative Fueling station policy

ONGOING TASKS

This is an ongoing RTP development work activity.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA		\$15,000	\$15,000
PPM FUNDING			
TOTAL FUNDING		\$15,000	\$15,000

WORK ELEMENT 614-15-2**ALTERNATIVE FUELING STATION CORRIDOR POLICY****OBJECTIVE**

To establish policies to guide and promote siting of Zero Emission Vehicle (ZEV) charging/fueling infrastructure to support regional and interregional use of alternative fuel vehicles.

DISCUSSION

The Town has installed Tesla charging stations at the Mammoth Park and Ride site. This has encouraged evaluation of installations in other areas of Mono County.

PREVIOUS WORK

This is a new work element. Guidance for this effort has been established by local commission interest and state policy, including 2013 ZEV Action Plan: A Roadmap toward 1.5 Million Zero-emission Vehicles on California Roadways.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1	Review adjacent County & agency policies & facilities and research potential fuel type characteristics & related infrastructure requirements	County	June 2017
2.	Identify issues, opportunities & constraints pertaining to ZEV facilities within communities & along major highway corridors and regional attractions including Yosemite.	County	June 2017
3.	Inventory & assess potential sites suitable for ZEV facilities	County	July 2017
4.	Review California Building Codes & Cal Green for ZEV-ready standards. Consider special circumstances/needs related to regional attractions, such as Yosemite	County	July 2017
5.	Identify permit streamlining & funding strategies for ZEV infrastructure. Review California Building Codes & Cal Green for ZEV-ready standards	County	Sept 2017
6.	Revise draft & conduct applicable environmental planning review, draft policies with LDTAC, applicable RPACs & Planning Commission	County	Nov 2017
7.	Present final report for adoption by Board of Supervisors & acceptance by LTC, Revise draft & conduct applicable environmental planning review	County	Winter 2017-18

END PRODUCTS

- List of opportunities & constraints
- Inventory of potential sites for ZEV
- Draft goals, policy and standards
- Applicable environmental review

ONGOING TASKS

This will get rolled into Corridor Management plan once complete.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA		\$5,000	\$5,000
PPM FUNDING			
TOTAL FUNDING		\$5,000	\$5,000

WORK ELEMENT 615-15-0**ACTIVE TRANSPORTATION PROGRAM (ATP)****OBJECTIVE**

To refine and reformat applicable policies in the Regional Transportation Plan into an Active Transportation Plan to enhance local efforts to qualify for funding under the Active Transportation Program.

DISCUSSION

This is a work element built upon work of the Regional Transportation Plan update. Since funding under the Active Transportation Program is limited for rural counties, a concise and tailored ATP will serve to enhance future efforts to qualify for funding. The RTP update policies cover the required elements of an ATP, but with new guidelines recently issued for the next funding cycle, policies can be adjusted and focused to improve future funding potential. All grant applications for planning specific projects will be paid for with RPA and all project specific will be paid for with PPM funding.

PREVIOUS WORK

Grant applications

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Review existing ATP guidelines & application requirements	County		Summer 2016
2.	Review existing ATP policies in RTP	County		Summer 2016
3.	Identify additional issues, opportunities & constraints related to ATP, in accordance with AB 1358, Complete Streets Act	County	List of issues, opportunities & constraints	Summer 2016
4.	Draft updates to RTP goals & policies, in accordance with ATP Guidelines	County	Draft update	Summer 2016
5.	Review draft policies with LDTAC, applicable RPACs & Planning Commission	County		Fall 2016
6.	Identify & prioritize project concepts & details/data to evaluate competitiveness	County	Priorities list	Fall 2016
7.	Research data & performance measures to increase competitiveness of projects	County		Fall 2016
8.	Revise draft & conduct applicable environmental planning	County	Revised draft	Winter 2017
9.	Present final report for adoption by Board of	County	Final report	Spring 2017

	Supervisors & acceptance by LTC			
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END PRODUCTS

Once the program is developed ongoing work will fall under work element 600-12-0 Regional Transportation Funding.

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA			
PPM FUNDING		\$5,000	\$5,000
TOTAL FUNDING		\$5,000	\$5,000

WORK ELEMENT 616-15-0**COMMUNITY EMERGENCY ACCESS ROUTE ASSESSMENT****OBJECTIVE**

To systematically assess emergency access needs and identify potential routes to accommodate these needs for unincorporated communities.

DISCUSSION

There is an ongoing need to systematically assess emergency access needs in communities in Mono County. With the ongoing drought conditions, there is an increased need for hazard mitigation and to identify potential routes to accommodate these needs for unincorporated communities.

PREVIOUS WORK

This is a new work element that builds upon previous work of the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state and local agencies, Cal Fire policies, land management agency plans, and master plans for fire protection districts.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research existing fire plans & policies regarding community access, including the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state & local agencies, & master plans for fire protection districts	County	Summer 2016
2.	Review new access requirements of Cal Fire	County	Summer 2016
3.	Inventory existing travel routes to & through communities, including existing roads & trails on adjacent federal, state & LADWP lands	County	Summer 2016
4.	Consult with Caltrans, Cal Fire, fire protection districts, & land management agencies on access issues & assess potential alignments of any additional access routes needed; coordinate efforts with the update of the CWPP	County	Summer 2016
5.	Review alternatives & locations with communities (RPACs & CAC) & identify issues, opportunities & constraints regarding emergency access	County	Fall 2016
6.	Draft goals, policies & standards for community emergency access	County	Winter 2016
7.	Review draft policies with LDTAC, applicable	County	Winter 2016

	RPACs, & Planning Commission		
8.	Revise draft & conduct applicable CEQA review	County	Spring 2017
9.	Present final report for adoption by Board of Supervisors, acceptance by LTC & post to website	County	Spring 2017

END PRODUCTS

- Inventory of existing routes to and through communities, including existing roads and trails on adjacent federal, state & LADWP lands
- Issues, opportunities and constraints for alternatives from RPAC outreach
- Draft policies and standards for community emergency access
- Present final report for adoption by Board of Supervisors & acceptance by LTC

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA		\$5,000	\$5,000
PPM FUNDING			
TOTAL FUNDING		\$5,000	\$5,000

WORK ELEMENT 617-15-0**COMMUNITY WAY-FINDING DESIGN STANDARDS****OBJECTIVE**

To develop community municipal way-finding standards for unincorporated communities to enhance safety, promote economic development and tourism, and support community trails and scenic byway initiatives.

DISCUSSION

A complete system is desired for unincorporated communities to enhance safety, promote economic development and tourism and support community trails and scenic byway initiatives. The Town of Mammoth Lakes has a way-finding program that provides consistency in trails as well as a record locator system for improved safety. This work element includes exploring cost effective ways to implement similar design standards across the region.

PREVIOUS WORK

Past contributing efforts include Highway 395 Corridor Enhancement Plan, Bridgeport Main Street Plan, Scenic Byway design studies, Mammoth Lakes way-finding studies, Caltrans Complete Streets Policies and Standards, and community trails plans.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research past studies (Corridor Plan, Idea Book, Design Guidelines, Mammoth way-finding)	County	Summer 2016
2.	Review community policies (area plans & RTP)	County	Summer 2016
3.	Review agency sign standards (Caltrans, National Forest, BLM)	County	Summer 2016
4.	Develop alternative sign concepts & locations, with applicable hierarchy of sizes/purposes	County	Fall 2016
5.	Review sign alternatives & locations with communities (RPACs & CAC)	County	Winter 2016-17
6.	Compile in draft document	County	Winter 2016-17
7.	Review draft with community & revise as appropriate	County	Spring 2017
8.	Present final to PC, BOS & LTC	County	Spring 2017

END PRODUCTS

- Alternative Concepts
- Draft document
- Final report

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA		\$1,000	\$1,000
PPM FUNDING			
TOTAL FUNDING		\$1,000	\$1,000

WORK ELEMENT 700-12-0**REGIONAL PROJECT STUDY REPORTS****OBJECTIVE**

The purpose of this Work Element is to develop Project Initiation Documents (PID), as a vehicle for determining the type and scope of project that will be developed to address a deficiencies in the RTP.

DISCUSSION

Project Initiation Documents are planning documents used to determine the type and scope of a project. Project Study Reports are a type of PID document that include engineering reports that the scope, schedule, and estimated cost of a project so that the project can be considered for inclusion in a future programming document such as the RTIP/STIP. A PSR is a project initiation document which is used to program the project development support for State Transportation Improvement Program (STIP) candidates.

The primary objectives of a PSR are to:

- Determine and evaluate need and purpose of the project;
- Evaluate and analyze the project alternatives;
- Coordinate with statewide, regional, and local planning agencies;
- Identify potential environmental issues and anticipated environmental review;
- Identify the potential or proposed sources of funding and project funding eligibility;
- Develop a project schedule; and
- Generate an engineer's estimate of probable costs.

PREVIOUS WORK

Project Study Reports performed under this work element include:
Main Street Phase I through III, Lee Vining Airport, and Bryan Field

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Maintenance of project workflow document	Town, County	Updated workflow	ongoing
2.	Outreach as appropriate to determine needs & potential projects via RPACs, LDTAC, Planning Commission & Board of Supervisors	Town, County	Project list of priorities	ongoing
3.	Complete PSR	Town, County	PSRs	ongoing

END PRODUCTS

- Project Study Reports for projects to move into STIP cycle and other funding opportunities.

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA			
PPM FUNDING	\$10,000	\$25,000	\$35,000
TOTAL FUNDING	\$10,000	\$25,000	\$35,000

WORK ELEMENT 701-12-1
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) UPDATE

OBJECTIVE

The purpose of this Work Element is to keep an updated Regional Transportation Improvement Program.

DISCUSSION

The RTIP is a five-year planning and programming document that is adopted every two years (odd years) and commits transportation funds to road, transit, bike and pedestrian projects. Funding comes from a variety of federal, state and local sources. Regional and local projects cannot be programmed or allocated by the California Transportation Commission (CTC) without a current RTIP.

The primary objectives of this work element is to:

- Coordinate with statewide, regional, and local planning agencies for future projects,
- Coordinate with MOU partners on funding under FAST ACT and revise MOU's when necessary,
- Develop programming needs and/or projects for the 2018 RTIP
- Begin draft a 2018 RTIP and submit approved RTIP to CTC for adoption
- Monitor 2016 RTIP
- Work on updating rural performance measures to maximize federal funding under MAP-21/FAST ACT

PREVIOUS WORK

- Adoption of the 2016 RTIP,
- Consistency determination of the 2016 RTIP to the Regional Transportation Plan, and
- Consistency determination of the 2016 RTIP with CTC guidelines.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Conduct quarterly reviews with LTC; amend RTIP if current projects change in scope, cost &/or delivery	LTC	quarterly
2.	Discuss with Caltrans staff and CTC staff possible amendments to issues or concerns prior to proceeding with amendments & discuss priorities for 2018 RTIP	LTC/Caltrans	as needed
3.	Monitor regional projects (MOU) for any necessary changes	LTC	as needed
4.	Coordinate future programming needs (or projects) for Dist. 9, Town, &/or Mono County	LTC	ongoing
5.	Work with Town, County, Caltrans & CTC staff on development of 2018 RTIP; present draft to LTC for approval & submit to CTC for adoption	LTC	12/18/17

END PRODUCTS

- 2018 RTIP

ONGOING TASK

This is an ongoing project and applies to development of any amendments needed to the 2016 RTIP and preparation and submittal of the 2018 RTIP.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA			
PPM FUNDING		\$3,000	\$3,000
TOTAL FUNDING		\$3,000	\$3,000

WORK ELEMENT 800-12-1**INTERREGIONAL TRANSPORTATION PLANNING****OBJECTIVE**

The purpose of this Work Element is to improve multi-modal access between the Eastern Sierra and other regions, such as Nevada, Southern and Central California, which includes continued participation in the interagency transit system for the Yosemite region, and, in concert with Kern, SANBAG and Inyo RTPAs, ongoing Eastern California transportation planning efforts. This also includes improves access to national park and national forest.

DISCUSSION

This work element includes coordinating with Kern Council of Governments, San Bernardino Associated Governments, and Inyo County Local Transportation Commission on current and possible future MOU projects and funding opportunities. Interregional Transportation Planning includes:

- Attending meetings once a quarter or as needed;
- Updating MOUs as necessary;
- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21/FAST ACT concerns related to funding and specific needs in rural counties;
- Attend RCTF meetings once a quarter & phone conferences as available;
- Participate with YARTS, including development of Short-Range Transit Plan support to the Advisory Committee and Governing Board and consideration of annual funding of YARTS; and
- Collaborative work with Inyo National Forest and Park Service for Reds Meadow Road.

PREVIOUS WORK

This work has included include attendance and participation in Eastern California Transportation Planning Partnership, YARTS, and the Rural Counties Task Force to help maintain a coordinated RTIP, Title VI Plan, Transit Plan, and RTP. This Work Element ensures a continued regional approach to transportation planning in Mono County.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Chair/member of Eastern California Transportation Planning Partnership; Monitor MOU projects between SANBAG, Inyo & Kern COG & make/review any necessary changes to existing MOU's	County, LTC	Agendas; Revised MOU	Ongoing
2.	Participate on the Yosemite Area Regional Transit System (YARTS), including the Technical Committee & YARTS/Mono Working Group; & outreach to applicable communities & interest groups	County, LTC	Agendas, planning documents	Ongoing
3.	Preparation and Preparation for Rural Counties Task Force (RCTF)	County, LTC	Agendas	Ongoing
4.	Public, agency & tribal engagement in transportation & transit-related issues	County, IT, Town	Agendas, informational notices, minutes	as needed

END PRODUCT

- Attending meetings once a quarter
- Updating MOUs as necessary

- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21/FAST ACT concerns related to funding and specific needs in rural counties
- Attend Rural Counties Task Force meetings once a quarter and phone conferences as available
- Participate with YARTS, including support to the Authority Advisory Committee and Governing Board and consideration of annual funding of YARTS;

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA		\$4,000	\$4,000
PPM FUNDING		\$2,000	\$2,000
TOTAL FUNDING		\$6,000	\$6,000

WORK ELEMENT 803-13-1**MAMMOTH LAKES AIR QUALITY MONITORING AND PLANNING****OBJECTIVE**

The purpose of this work element is to offset a portion of the cost for the daily monitoring and collection of air pollution data in Mammoth Lakes associated with particulate matter created by vehicle use (cinders and tire wear) and other emissions in Mammoth Lakes.

DISCUSSION

The data is utilized to monitor the effects of Vehicle Miles Traveled on air pollution and measure the effects of proposed or implemented transportation infrastructure improvements and maintenance policies. The work effort supports the policies and programs of the Great Basin Unified Air Pollution Control District, who coordinates regional air quality monitoring and improvement programs.

PRIOR WORK

Annual daily air pollution data and recording.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Ongoing daily monitoring of air pollution	Town	6/30/2017

END PRODUCT

- Daily air pollution data and recording

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA			
PPM FUNDING	\$500		\$500
TOTAL FUNDING	\$500		\$500

WORK ELEMENT 804-15-1**COMMUNITY TRAFFIC CALMING AND COMPLETE STREETS DESIGN STANDARDS****OBJECTIVE**

To supplement Mono County Road Standards with standards for complete streets and traffic-calming measure for application to neighborhoods and community areas.

DISCUSSION

Adopted standards for complete streets and traffic-calming measures for application to neighborhoods and community areas would increase safety and livability of Mono County communities.

PRIOR WORK

Mono County Road Standards

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Conduct review of Bridgeport Main Street Revitalization Report, Caltrans complete streets standards/policies, AASHTO standards & other authoritative sources for traffic calming design directives	County	Summer 2016
2.	Assess neighborhood & community issues, opportunities & constraints in the unincorporated area, with a focus on County roads. Update community traffic calming goals & objectives for each applicable community	County	Summer 2016
3.	Develop a menu of traffic calming treatments for application to a variety of neighborhood & community circumstances based upon authoritative sources, Integrate where feasible with County road standards and Provide design guidance to supplement draft standards where flexibility is appropriate	County	Fall 2016-17
4.	Compile draft standards, Conduct workshops to review draft with LDTAC, applicable RPACs, & Planning Commission, revise draft & conduct applicable CEQA review	County	Winter 2016-17
5.	Examine priorities & funding sources for traffic calming improvements	County	Winter 2016-17
6.	Present final report for adoption by Board of Supervisors & acceptance by LTC	County	Spring 2017

END PRODUCTS

- Community issues, opportunities & constraints

- Draft goals, menu, guidelines, standards, and workshop agendas
- Final Reports

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA		\$1,000	\$1,000
PPM FUNDING			
TOTAL FUNDING		\$1,000	\$1,000

WORK ELEMENT 900-12-0**PLANNING, MONITORING, AND TRAFFIC MANAGEMENT ISSUES****OBJECTIVE**

The purpose of this Work Element is to provide for the planning review and monitoring of various transportation improvements and traffic management issues that support local and regional transportation.

DISCUSSION

The Town evaluates a number of transportation locations and facilities on an annual basis, collecting data and performing analysis to monitor issues and progress toward transportation objectives. These reports are used to plan and evaluate future transportation projects, including safety, multimodal infrastructure, vehicle use, etc. These reports can also be used to evaluate the effectiveness of a completed project. Traffic monitoring data is used to support transportation programs. The County reviews plans of various entities/agencies for compliance with existing plans and policies, including possible alternatives/modifications.

The primary objectives of this work element are to:

- Perform traffic volume, speed studies, turning movement studies, sight distance studies;
- Pedestrian and trail user counts;
- Evaluate and analyze regulatory and warning sign issues; and
- Assess planned improvements impacting transportation facilities for planning consistency

PREVIOUS WORK

Previous recommendations and studies include:

- Town Biannual Traffic Study
- Town Annual Traffic Report

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Schedule applicable transportation-related items on agendas of the Collaborative Planning Team, Planning Commission, Regional Planning Advisory Committees & other applicable boards/committees	LTC, County & Town	Ongoing
2.	Provide oral/written comments or other correspondence on applicable plans & environmental documents	LTC, County & Town	Ongoing
4.	Conduct applicable reviews, such as analysis of non-motorized features	LTC, County	Ongoing
5.	Develop Recommendation, or Policy/Procedure for including in RTP & CA Transportation plan	LTC, County	Ongoing
6.	Demand studies in & OMR (multi-modal) Needs assessment / alternatives	Town	6/30/17
7.	Street parking management studies.	Town	6/30/17
8.	Transit user needs assessment & implementation plans. Plan will identify & prioritize transit user needs at departure points including shelters, next bus notifications, Way-finding, trash/recycle facilities.	Town	6/30/17

END PRODUCTS

- Draft Recommendations, Policy/Procedure for including RTP and CA Transportation plan

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA		\$5,000	\$5,000
PPM FUNDING	\$10,000	\$5,000	\$15,000
TOTAL FUNDING	\$10,000	\$10,000	\$20,000

WORK ELEMENT 902-12-2**REGIONAL TRANSPORTATION DATA COLLECTION EQUIPMENT****OBJECTIVE**

The purpose of this Work Element is to purchase equipment for counting vehicles and pedestrians, including associated software, to support current monitoring and transportation planning activities.

PURPOSE

Data collected through purchased equipment will be used to analyze the use (number, patterns, and trends) of various transportation facilities, including sidewalks, bike trails, and roadways and will be used to aid in planning future transportation policies, programs, and capital projects to improve safety and reduce vehicle use at the local (and thereby regional) level.

PREVIOUS WORK

Annual purchase of equipment to replace old and/or damaged items.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Purchase equipment	Town, County	6/30/17
2.	Final Deliverable(s)	Town, County	6/30/17

END PRODUCT

- Permanent traffic counters equipment, infrared pedestrian/trail counters; Jamar vehicle counters and/or count tubes
- Three Traffix trail counters; two Jamar intersection counters; one maintenance/parts.
- Complete counter kit is maintained through replacement or maintenance

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA			
PPM FUNDING	\$5,000	\$2,500	\$7,500
TOTAL FUNDING	\$5,000	\$2,500	\$7,500

WORK ELEMENT 903-12-1**REGIONAL PAVEMENT AND ASSET MANAGEMENT SYSTEM****OBJECTIVE**

The purpose of this Work Element is to develop and maintain a GIS-based Pavement and Asset Management Program and associated data sets for County- and Town-maintained roads.

DISCUSSION

This work element covers staff time necessary to continually develop and maintain an inventory of Right-of-Way, encroachments, and assets contained within in order to have the best possible data for current and future projects. Data from the program will be used to prioritize projects for Project Study Report development and programming in future STIPs. An effort will be made to include traffic accident reports for car collisions as well as wildlife collisions. The primary objectives of the PMS are to:

- Catalog and report current pavement condition information,
- Provide data for development and maintenance of long-range road maintenance/upgrade plan
- Analyze effectiveness and longevity of pavement maintenance techniques,
- Provide reports to plan future maintenance in a cost effective matter,
- Provide reports that allow for most cost effective use of rehab dollars, and
- Integrate finding into existing plans such as the five-year Capital Improvement Plan and the Transportation Asset Management Plan

MAP-21/FAST ACT performance measures for rurals are optional now – but consider the points below.

PREVIOUS WORK

In FY 2013 Mono County developed a GIS-based Pavement Management System to help inventory and track pavement conditions across all County-maintained roads and help prioritize future treatment measures. TOML is now in monitoring mode. Mono County is still in planning stage.

WORK ACTIVITY

- Consider adding data sources like Statewide Integrated Traffic Records System (SWITRS) to County road management
- Work with Mono County Sheriff's office to track local traffic collisions/property damage that may not be reported by law enforcement
- Continue to develop data collection and management frameworks which support multi-year field surveys and the associated long-term need for management of data

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Develop & maintain GIS inventory of Right-of-Way for County & Town roads	County, Town	Ongoing
2.	Develop & maintain pavement condition index data	County, Town	Ongoing
3.	Develop & maintain transportation asset data	County, Town	Ongoing
4.	Data collection & maintenance program	County, Town	Ongoing
5.	Data collection of accident reports	County, Town	Ongoing

END PRODUCT

- ROW & road centerline inventory
- Pavement condition information & reports
- Up-to-date assessment of transportation assets; reports
- Data; field collection program
- Data & reports

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA	\$40,000	\$35,000	\$75,000
PPM FUNDING	\$32,500	\$17,500	\$50,000
TOTAL FUNDING	\$72,500	\$52,500	\$125,000

WORK ELEMENT 908-14-1**REGIONAL MAINTENANCE MOU****PURPOSE**

The purpose of this work element is to create a Memorandum of Understanding between Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for maintenance services and operations for roads with shared interests, such as sections of state highways that also serve as community main streets. The lack of a clear partnership agreement for managing and maintaining new improvements has caused past delay and apprehension in pursuing positive multi-modal improvements consistent with the RTP and the mission of Caltrans. Recent successes such as the Bridgeport Main Street Project highlight the potential available through such collaboration and partnerships. This MOU will serve as a basis for updating existing maintenance agreements among Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for applicable improvements. The MOU will address infrastructure and operations, such as transit shelters, signals, signage, streetscape improvements and snow management.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, & opportunities;	Town, County & Caltrans	Meetings with Caltrans staff	2017
2.	Develop Draft Maintenance Agreement (administrative review)	Town, County & Caltrans	Draft Maintenance Agreement (administrative review)	10/1/2017
3.	Prepare & present Draft Maintenance Agreement	Town, County & Caltrans	Draft Maintenance Agreement	2/1/2017
4.	Final Updated Maintenance Agreement	Town, County & Caltrans	Final Updated Maintenance Agreement	5/1/2017
5.	Final deliverable(s)	LTC		6/1/2017

PREVIOUS WORK

This is a Work Element created with the 2014-15 OWP.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA			
PPM FUNDING	\$2,000	\$2,000	\$4,000
TOTAL FUNDING	\$2,000	\$2,000	\$4,000

WORK ELEMENT 1000-12-0**TRANSPORTATION TRAINING AND DEVELOPMENT****OBJECTIVE**

The purpose of this Work Element is to provide training and professional growth opportunities related to transportation planning for staff involved in LTC projects.

DISCUSSION

In order to plan future projects staff must be up to date on the most current state and federal laws, policies, and regulations related to transportation; and best practices related to multimodal transportation planning, policies, and programs.

The primary objectives are to:

- Provide training on new and updated state and federal laws (e.g., MAP-21/FAST ACT), policies, and regulations,
- Provide training on Manual Traffic Control Requirements(MUTCD), Local Assistance Procedures Manual (LAPM), Federal Highway Administration (FHWA), Caltrans requirements, and
- Investigate new techniques, best practices, programs, and equipment to be adapted and incorporated into future transportation projects.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Identify & attend training opportunities available relating to transportation planning, projects & programs	County, LTC	Ongoing
2.	MAP-21/FAST ACT training & implementation	County, LTC	Ongoing
3.	Receive training on new & updated state & federal laws, policies, & regulations	County, Town, LTC	6/30/2017
4.	Receive training on new & updated transportation principles & practices	County, Town, LTC	6/30/2017
5.	Receive training on MUTCD, LAPM, FHWA, Caltrans requirements	County, Town, LTC	6/30/2017
6.	Investigate new techniques & equipment to be adapted & incorporated into future projects	County, Town, LTC	6/30/2017

END PRODUCTS

- Training documentation

ONGOING TASK

This is an ongoing project. Scope and deliverables will be amended as new opportunities and training needs are identified.

FUNDING SOURCE

RPA & PPM

	TOWN	COUNTY	TOTAL
2016-17 RPA	\$10,000	\$10,000	\$20,000
PPM FUNDING			
TOTAL FUNDING	\$10,000	\$10,000	\$20,000

APPENDIX A
RPA BUDGET SUMMARY

Proposed Expenditures:

Work Element	Town	County	Total
100-12-0: OWP Administration and Management	\$10,000	\$20,000	\$30,000
1000-12-0: Transportation Training & Development	\$10,000	\$10,000	\$20,000
200-12-0: Regional Transportation Plan	\$15,000	\$10,000	\$25,000
201-12-1: Regional Trails		\$5,000	\$5,000
202-16-1: Regional Transportation Plan Implementation		\$15,000	\$15,000
300-12-0: Regional Transit Planning and Coordination		\$2,500	\$2,500
501-15-0: Airport Planning	\$2,500	\$4,000	\$6,500
600-12-0: Regional Transportation Funding		\$10,000	\$10,000
601-11-0: 395 Corridor Management Plan		\$15,000	\$15,000
614 -15-0: Alternative Fueling Station Corridor Policy		\$5,000	\$5,000
615-15-0: Active Transportation Program (ATP)		\$5,000	\$5,000
616-15-0: Community Emergency Access Route Assessment		\$5,000	\$5,000
617-15-0: Community Way-Finding Design Standards		\$1,000	\$1,000
800-12-1: Interregional Transportation Planning		\$4,000	\$4,000
804-15-1: Community Traffic Calming & Complete Streets Design Standards		\$1,000	\$1,000
900-12-0: Planning, Monitoring & Traffic Issue/ Policy Creation		\$5,000	\$5,000
903-12-1: Regional Pavement & Asset Management System	\$40,000	\$35,000	\$75,000
TOTALS	\$77,500	\$152,500	\$230,000

APPENDIX B
PPM BUDGET SUMMARY

Proposed Expenditures:

Work Element	Town	County	Total
200-12-0: Regional Transportation Plan			
201-12-1: Regional Trails	\$5,000	\$3,000	\$8,000
202-16-1: Regional Transportation Plan Implementation			
300-12-0: Regional Transit Planning and Coordination			
302-12-4: Mammoth Transit HUB			
501-15-0: Airport Planning	\$2,500	\$2,500	\$5,000
600-12-0: Regional Transportation Funding			
601-11-0: 395 Corridor Management Plan			
614 -15-0: Alternative Fueling Station Corridor Policy			
615-15-0: Active Transportation Program (ATP)		\$5,000	\$5,000
616-15-0: Community Emergency Access Route Assessment			
617-15-0: Community Way-Finding Design Standards			
700-12-0: Regional Project Study Reports	\$10,000	\$25,000	\$35,000
701-12-1 Regional Transportation Improvement Program(RTIP)		\$3,000	\$3,000
800-12-1: Interregional Transportation Planning		\$2,000	\$2,000
803-13-1 Mammoth Lakes Air Quality monitoring and planning	\$500		\$500
804-15-1: Community Traffic Calming & Complete Streets Design Standards			
900-12-0: Planning, Monitoring & Traffic Issue/ Policy Creation	\$10,000	\$5,000	\$15,000
902-12-2: Regional Transportation Data Collection	\$5,000	\$2,500	\$7,500
903-12-1: Regional Pavement & Asset Management System	\$32,500	\$17,500	\$50,000
908-14-1: Regional Maintenance MOU	\$2,000	\$2,000	\$4,000
TOTALS	\$67,500	\$67,500	\$135,000

APPENDIX C**LIST OF PLANS WITH DATES FOR UPDATE**

Plan Name	Entity Responsible	Last Updated	Frequency of Updates	Next Update Due
Airport Emergency Plan	Town	2013	5 - 10 years	2018
Airport Land Use Plans (ALUPs)				
Bryant Field (Bridgeport)	County	2006		
Lee Vining Field	County	2006		
Mammoth Yosemite Airport	County	1986		
Airport Safety Management System Plan	Town	New	As necessary	2015
ESTA Short-Range Transit Plan	ESTA	2016	5 years	2021
Inyo-Mono Counties Consolidated Public Transit-Human Services Plan	ESTA	2015	5 years	2019
Regional Transportation Improvement Plan (RTIP)	LTC	2015	2 years	2017 December
Regional Transportation Plan (RTP)/revised	LTC	2015	4 years	2019 Spring

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

May 9, 2016

FROM: Gerry Le Francois, Principal Planner

SUBJECT: 2016 Regional Transportation Improvement Program (RTIP) and CTC (California Transportation Commission) staff recommendations on the 2016 State Transportation Improvement Program (STIP)

RECOMMENDATIONS

Discuss CTC staff recommendations, provide any desired direction, and allow staff to make any minor technical corrections.

FISCAL IMPLICATIONS

The 2016 State Transportation Improvement Program is under funded by \$750 million. The Commission is required to reprogram and delete various projects. The RTIP funds local and regional transportation projects in Mono County.

ENVIRONMENTAL COMPLIANCE

The adoption of the RTIP is a statutory exemption under the California Environmental Quality Act (CEQA guideline section 15276(a)). Individual RTIP projects are subject to CEQA as part of future permitting and allocation of funds by the California Transportation Commission (CTC).

RTP / RTIP CONSISTENCY

All RTIP/STIP projects are required to be consistent with the Regional Transportation Plan. The reprogramming of the 2016 RTIP is consistent with the 2015 RTP.

DISCUSSION

As the Commission is aware, the 2016 STIP fund estimate has a deficit of approximately \$750 million. On March 17, Mono and Inyo county staff attended the South State Hearing in Irvine, California, to explain our concept to keep at least some of our construction projects moving forward. The CTC staff recommendations are attached and will be discussed with our Commission. A couple points from CTC staff recommendations sum up the current state of transportation funding:

Staff recommendations are based on the combined programming capacity for the PTA and SHA as identified in the amended Fund Estimate adopted by the Commission on January 21, 2016 (state law only allows amendments to the Fund Estimate prior to March 1). If available funding is less than assumed, the Commission may be forced to delay or restrict allocations using interim allocation plans. On the other hand, if available funding proves to be greater than assumed, it may be possible to allocate funding to projects earlier than the year programmed.

- *Highways and Local Roads. Staff recommendations include (1) no new projects, (2) project deletions and delays proposed by regional agencies and Caltrans, (3) additional project deletions and delays, and (4) no project cost increases later than fiscal year 2017-18, and (5) no Planning, Programming and Monitoring (PPM) increases.*

• *Rail and Transit. Staff recommendations include (1) no new projects, (2) project deletions and delays proposed by regional agencies and Caltrans, (3) additional project deletions and delays, and (4) no project cost increases later than fiscal year 2017-18.*

Link to the complete report of CTC staff recommendations can be found here:

http://catc.ca.gov/programs/STIP/2016_STIP/2016_STIP_Staff_Recommendations.pdf

The CTC adoption hearing is May 18-19. At this time, staff is not planning to attend unless directed otherwise. If you have questions before Monday's meeting, please email glefrancois@mono.ca.gov or call 760.924.1810.

ATTACHMENT

- 2016 STIP Recommendations

2016 STIP STAFF RECOMMENDATION - COUNTY SHARE

Does Not Include ITIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Mono																			
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component						
								Prior	16-17	17-18	18-19	19-20	20-21	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
Mono County	loc	2604	Convict Lake Rd (Fed'l Lands Access match)			Oct-14	79	79	0	0	0	0	0	0	0	0	0		
Mono LTC		2003	Planning, programming, and monitoring			Oct-14	130	130	0	0	0	0	0	0	130	0	0		
Mono County	loc	2604	Convict Lake Rd (Fed'l Lands Access match)			Mar-15	584	584	0	0	0	0	0	0	584	0	0		
Mammoth Lakes	loc	2601	Rt 203 (W Minaret Rd), Sidewalk & Safety			May-15	25	25	0	0	0	0	0	0	25	0	0		
Mammoth Lakes	loc	2602	Rt 203 (N Main St), Sidewalk & Safety, Ph 2a,2b,3			May-15	60	60	0	0	0	0	0	0	60	0	0		
Caltrans	14	8042A	Kern, Freeman Gulch widening, Seg 1 (RIP 10%)				4,489	1,380	3,109	0	0	0	0	950	2,799	0	250		
Caltrans	14	8042B	Kern, Freeman Gulch widening, Seg 2 (RIP 30%)				3,258	975	2,283	0	0	0	0	1,653	0	0	975		
Caltrans	395	170A	Olancha-Cartago Archaeological Pre-Mitigation (RIP 10%)				500	0	500	0	0	0	0	0	500	0	0		
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)				11,705	2,855	0	0	8,850	0	0	1,352	8,040	687	513		
Caltrans	395	260B	SBd, Rt 15-Farmington, widen (RIP)				2,000	2,000	0	0	0	0	0	0	0	2,000	0		
Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)				310	310	0	0	0	0	0	0	310	0	0		
Mammoth Lakes	loc	2601	Rt 203 (W Minaret Rd), Sidewalk & Safety				750	175	575	0	0	0	0	125	575	0	50		
Mammoth Lakes	loc	2602	Rt 203 (N Main St), Sidewalk & Safety, Ph 2a,2b,3				2,090	2,090	0	0	0	0	0	0	2,000	0	90		
Mammoth Lakes	loc	2595	Meridian Roundabout and signal relocation				2,610	0	0	2,610	0	0	0	0	2,610	0	0		
Mono County	loc	2603	Airport Road, rehab				1,273	0	31	52	1,190	0	0	1,190	31	52	0		
Mono County	loc	2605	Countywide Preventive Maintenance Program - PMS				1,150	50	100	1,000	0	0	0	1,000	50	100	0		
Mono LTC		2003	Planning, programming, and monitoring				665	130	175	180	180	0	0	0	665	0	0		
Subtotal, Highway Projects							31,678	10,843	6,773	3,842	10,220	0	0	4,080	20,093	3,242	2,030	1,113	1120
Rail and Transit Projects:																			
Mono LTC	bus	2566	Replacement Vehicles, E Sierra Transit Authority			Mar-15	200	200	0	0	0	0	0	0	200	0	0		
Mono LTC	bus	2566	Replacement Vehicles, E Sierra Transit Authority				200	200	0	0	0	0	0	0	200	0	0		
Subtotal, Rail & Transit Projects							400	400	0	0	0	0	0	0	400	0	0	0	
Total Programmed or Voted since July 1, 2014							32,078												
PROPOSED 2016 PROGRAMMING CHANGES																			
Highway Project Proposals:																			
Caltrans	14	8042A	Kern, Freeman Gulch widening, Seg 1 (RIP 10%)				-4,489	-1,380	-3,109	0	0	0	0	-950	-2,799	0	-250		
Caltrans	14	8042A	Kern, Freeman Gulch widening, Seg 1 (share w/Inyo)				8,982	1,380	0	0	0	7,602	0	950	6,844	0	250		
Caltrans	14	8042B	Kern, Freeman Gulch widening, Seg 2 (RIP 30%)				-3,258	-975	-2,283	0	0	0	0	-1,653	0	0	-975		
Caltrans	14	8042B	Kern, Freeman Gulch widening, Seg 2 (RIP 30%)			close	360	360	0	0	0	0	0	0	0	360	0		
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)				-11,705	-2,855	0	0	-8,850	0	0	-1,352	-8,040	-687	-513		
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)				2,168	2,168	0	0	0	0	0	1,352	0	0	513		
Caltrans	395	170A	Olancha-Cartago Archaeological Pre-Mitigation (RIP 10%)				-500	0	-500	0	0	0	0	-500	0	0	0		
Caltrans	395	170A	Olancha-Cartago Archaeological Pre-Mitigation (RIP 10%)				500	0	0	0	500	0	0	500	0	0	0		
Caltrans	395	260B	SBd, Rt 15-Farmington, widen (RIP)				-2,000	-2,000	0	0	0	0	0	0	0	-2,000	0		
Caltrans	395	260B	SBd, Rt 15-Farmington, widen (RIP)			close	681	681	0	0	0	0	0	0	681	0	0		
Mammoth Lakes	loc	2601	Rt 203 (W Minaret Rd), Sidewalk & Safety				-750	-175	-575	0	0	0	0	-125	-575	0	-50		
Mammoth Lakes	loc	2601	Rt 203 (W Minaret Rd), Sidewalk & Safety				750	175	0	575	0	0	0	125	575	0	50		
Mono County	loc	2603	Airport Road, rehab				-1,273	0	-31	-52	-1,190	0	0	-1,190	-31	-52	0		
Mono County	loc	2603	Airport Road, rehab				1,273	0	0	0	31	52	1,190	1,190	31	52	0		
Mono County	loc	2605	Countywide Preventive Maintenance Program - PMS				-1,150	-50	-100	-1,000	0	0	0	-1,000	-50	-100	0		
Mono County	loc	2605	Countywide Preventive Maintenance Program - PMS				1,150	-50	0	100	1,000	0	0	0	1,000	50	100	0	

150

Staff has requested to move these funds to FY 17/18

2016 STIP STAFF RECOMMENDATION - COUNTY SHARE

Does Not Include ITIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Mono																			
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component						
								Prior	16-17	17-18	18-19	19-20	20-21	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Mono LTC		2003	Planning, programming, and monitoring				-665	-130	-175	-180	-180	0	0	0	-665	0	0	0	0
Mono LTC		2003	Planning, programming, and monitoring				535	130	135	135	135	0	0	0	535	0	0	0	0
			Subtotal, Highway Proposals				-9,391	-2,621	-6,638	-422	-8,554	7,654	1,190	-1,653	-4,125	-2,006	-615	-630	-362
			Total Proposed 2016 STIP Programming				-9,391												
<u>Nominated Projects Not Included in Staff Recommendations</u>																			
Mono LTC	bus	2566	Replacement Vehicles, E Sierra Transit Authority			incr	620	0	0	0	0	305	315	0	620	0	0	0	0
Notes:																			
Revised RTIP adopted February 8, 2016																			
PPNO 8042A - Not a new project, replacing Kern & IIP funds																			
Balance of STIP County Share, Mono																			
																	Total County Share, June 30, 2015		34,003
																	Total Now Programmed or Voted Since July 1, 2014		32,078
																	Unprogrammed Share Balance		1,925
																	Share Balance Advanced or Overdrawn		0
																	Proposed New Programming		-9,391

SUMMARY OF 2016 STIP STAFF RECOMMENDATIONS HIGHWAY AND ROAD PROJECTS

(\$1,000's)

County	Total	Totals by Year					
		Prior	2016-17	2017-18	2018-19	2019-20	2020-21
Alameda	(2,000)	0	(2,000)	0	(12,000)	0	12,000
Alpine	(1,400)	0	(276)	(1,745)	261	360	0
Amador	(911)	0	(23)	(3,975)	(23)	3,110	0
Butte	(1,500)	(1,900)	(499)	(10,301)	0	11,200	0
Calaveras	(1,500)	(1,390)	(1,327)	(1,476)	(17)	1,361	1,349
Colusa	0	0	(700)	700	0	0	0
Contra Costa	(33,510)	0	(38,610)	(24,757)	3,100	24,757	2,000
Del Norte	0	0	0	0	0	0	0
El Dorado CTC	(70)	0	(5,584)	5,500	(56)	70	0
Fresno	(10,486)	227	(49,400)	0	34,665	462	3,560
Glenn	(1,392)	(624)	(126)	(1,413)	(266)	1,032	5
Humboldt	(800)	(190)	(610)	0	(15,300)	3,000	12,300
Imperial	(60)	2,178	0	(33,650)	0	31,412	0
Inyo	(19,240)	(1,934)	(7,392)	0	(33,400)	23,486	0
Kern	(22,604)	(1,319)	(17,035)	(28,901)	24,651	0	0
Kings	0	0	(1,376)	0	0	1,376	0
Lake	(194)	(164)	(5,225)	(6,836)	11,902	0	129
Lassen	(2,340)	0	(9,941)	5,920	(1,209)	0	2,890
Los Angeles	(55,600)	0	(55,600)	0	0	0	0
Madera	(1,500)	0	(3,044)	0	(1)	1,545	0
Marin	0	0	0	0	0	0	0
Mariposa	(1,090)	(821)	283	(325)	(1,157)	25	905
Mendocino	(1,171)	(225)	(4,633)	226	196	3,155	110
Merced	(3,083)	(3,083)	0	0	0	0	0
Modoc	(1,712)	0	(972)	492	(2,339)	797	310
Mono	(9,391)	(2,621)	(6,638)	(422)	(8,554)	7,654	1,190
Monterey	(16,287)	(4,500)	(9,874)	(23,424)	1,526	19,985	0
Napa	(2,997)	0	(1,120)	(1,027)	(2,004)	0	1,154
Nevada	0	0	0	(3,000)	0	3,000	0
Orange	(39,083)	0	(40,415)	0	(85,598)	9,000	77,930
Placer TPA	0	0	(55)	(55)	(55)	165	0
Plumas	(4,162)	0	(340)	(356)	(4,212)	390	356
Riverside	(35,174)	(550)	(31,015)	(18,955)	0	15,346	0
Sacramento	(13,231)	0	(8,200)	2,993	(21,344)	2,312	11,008
San Benito	0	0	(9,639)	0	0	9,639	0
San Bernardino	(63,771)	(2,637)	(22,611)	(39,745)	(38,523)	0	39,745
San Diego	(41,000)	0	(36,000)	(49,000)	0	0	44,000
San Francisco	0	0	0	0	0	0	0
San Joaquin	(12,914)	(3,194)	2,194	(3,061)	(21,153)	12,300	0
San Luis Obispo	(1,100)	0	(7,881)	157	0	0	6,624
San Mateo	(27,610)	0	(15,111)	(10,314)	(7,813)	2,411	3,217
Santa Barbara	(1,962)	0	(11,372)	138	(2,037)	11,309	0
Santa Clara	0	0	(408)	637	(3,504)	3,275	0
Santa Cruz	(6,640)	(850)	(6,411)	(1,634)	2,255	0	0
Shasta	0	0	(12,122)	0	0	12,122	0
Sierra	0	0	(750)	250	500	0	0
Siskiyou	(3,523)	(150)	(1,292)	(4,032)	(3,195)	3,002	2,144
Solano	(6,064)	0	0	0	(6,064)	0	0
Sonoma	0	0	0	0	0	0	0
Stanislaus	(4,100)	(18,914)	(4,336)	236	18,914	0	0
Sutter	0	0	0	(3,970)	0	3,970	0
Tahoe RPA	0	0	0	0	0	0	0
Tehama	(5,193)	(4,752)	(265)	2,956	(5,715)	2,318	265
Trinity	(1,250)	0	(40)	(880)	(480)	90	60
Tulare	(6,557)	0	(1,557)	(9,688)	1,688	0	3,000
Tuolumne	(1,955)	0	(192)	(9,463)	7,700	0	0
Ventura	(17,000)	0	(137)	(17,137)	(138)	412	0
Yolo	(2,634)	0	0	(3,547)	(3,677)	4,590	0
Yuba	0	0	0	(10,633)	0	10,633	0
Statewide Regional	(485,761)	(47,413)	(429,677)	(303,517)	(172,476)	241,071	226,251
Interregional	(167,410)	(8,352)	(207,804)	16,947	(112,138)	73,037	70,900
TOTAL	(653,171)	(55,765)	(637,481)	(286,570)	(284,614)	314,108	297,151



STAFF REPORT

Subject: Operating Statistics January - March 2016

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

Receive information.

ANALYSIS/DISCUSSION

The Eastern Sierra Transit Authority provided 414,131 passenger trips in Mono County between January 1, and March 31, 2016. The passenger trips per hour were 32.9, which is 19.3% up compared to the previous fiscal year.

	JAN - MAR 2016	OCT - DEC 2015	Percent Change	JAN - MAR 2015	Percent Change
PASSENGERS					
Adult	368,463	61,619	498.0%	269,207	36.9%
Senior	767	741	3.5%	561	36.7%
Disabled	1,022	806	26.8%	1,172	-12.8%
Wheelchair	20	16	25.0%	10	100.0%
Child	43,704	13,839	215.8%	36,564	19.5%
Child under 5	155	181	-14.4%	170	-8.8%
TOTAL PASSENGERS	414,131	77,202	436.4%	307,684	34.6%
FARES	\$70,427.90	\$55,645.75	26.6%	\$61,286.80	14.9%
SERVICE MILES	198,657	119,969	65.6%	184,494	7.7%
SERVICE HOURS	12,588	5,887	113.8%	11,161	12.8%
PASSENGERS PER HOUR	32.90	13.11	150.9%	27.57	19.3%

Eastern Sierra Transit received \$70,427.90 in passenger fares during the third quarter of FY 2015-16. The average passenger fare was \$0.17. When the fixed routes within the town of Mammoth are excluded from the calculation, the average fare per trip was \$10.91 and the corresponding farebox ratio was 28.75%.

Farebox Comparison

Route	Jan - Mar 2016	Jan - Mar 2015	% Change
Mammoth Express	15.53%	16.45%	-0.92%
Walker DAR	7.44%	6.41%	1.04%
Bpt to G'Ville	14.22%	15.48%	-1.26%
Benton to Bishop	13.26%	31.39%	-18.13%
Mammoth DAR	9.33%	7.83%	1.50%
June Lake	82.52%	98.37%	-15.85%
Reno	23.74%	20.94%	2.80%
Lancaster	24.30%	23.06%	1.23%

Ridership compared to the previous fiscal year was up with the current year having 106,447 more riders. The bulk of the gain was seen on MMSA routes. This is indicative of the high visitation rates in the Mammoth area.

Ridership Comparison

Route	Jan - Mar 2016	Jan - Mar 2015	Variance	% Change
Mammoth Express	1,035	644	391	60.71%
Walker DAR	634	502	132	26.29%
Bpt to G'Ville	120	142	-22	-15.49%
Benton to Bishop	81	265	-184	-69.43%
Gray	12,210	10,425	1,785	17.12%
Purple	33,091	29,589	3,502	11.84%
Trolley	48,756	44,236	4,520	10.22%
Meas U / Specials	967	906	61	6.73%
Mammoth DAR	886	751	135	17.98%
Reno	1,192	1,062	130	12.24%
Lancaster	917	944	-27	-2.86%
MMSA	312,654	216,302	96,352	44.55%
June Lake	1,588	1,916	-328	-17.12%

The efficiency standard used by Eastern Sierra Transit is the number of passenger trips provided per service hour. Many of the routes met or exceeded the standards set by the Short-Range Transit Plan (SRTP), including the Mammoth Express, Purple Trolley, Measure U, June Lake Shuttle and MMSA. The most rural areas of Walker and Benton continue to be below the standard. Additionally, Mammoth Dial-A-Ride, Grey Line and the 395 Routes fell short of the goal.

Passenger per Hour Comparison

Route	Jan - Mar 2016	Jan - Mar 2015	% Change	SRTP Standard
Mammoth Express	3.10	3.42	-9.39%	2.5 – 3.5
Walker DAR	1.66	1.36	21.70%	2.5 – 3.5
Bpt to G'Ville	1.46	1.73	-15.41%	2.5 – 3.5
Benton to Bishop	2.31	5.16	-55.13%	2.5 – 3.5
Gray	12.19	10.53	15.77%	18 - 20
Purple	33.03	29.88	10.53%	18 - 20
Trolley	39.05	32.14	21.53%	18 - 20
Meas U / Specials	22.62	20.64	9.60%	2.5 – 3.5
Mammoth DAR	1.51	1.35	11.97%	3.0 - 5.0
Reno	1.78	1.66	7.36%	2.5 – 3.5
Lancaster	2.38	2.37	0.08%	2.5 – 3.5
MMSA	48.19	41.29	16.71%	18 - 20
June Lake	4.80	8.03	-40.28%	2.5 – 3.5

Route	Fares	Adults	Snr	Dis	W/C	Child	Free	Total Pax	Yd Hrs	Svc Hours	Yd Mi	SVC MILES	AVG FARE	REV / SVC MILE	PAX / SVC HR	MI / SVC HR	PAX / SVC MI	Farebox
MONO ROUTES																		
<i>JAN - MAR 2016</i>																		
Mammoth Express	\$5,898.00	770	102	33	4	81	45	1,035	425	334	14,498	14,042	5.70	.42	3.10	43.4	0.07	15.53%
Walker DAR	\$1,733.70	3	73	549	0	9	0	634	408	383	2,864	2,433	2.73	.71	1.66	7.5	0.26	7.44%
Bridgeport to G'Ville	\$924.20	22	96	0	0	2	0	120	97	82	2,617	1,794	7.70	.52	1.46	31.9	0.07	14.22%
Benton to Bishop	\$379.00	29	9	24	2	4	13	81	76	35	3,400	1,725	4.68	.22	2.31	97.1	0.05	13.26%
Gray	\$0.00	8,559	0	0	0	3,651	0	12,210	1,026	1,001	17,455	17,187	.00	.00	12.19	17.4	0.71	
Purple	\$0.00	27,177	0	1	0	5,913	0	33,091	1,034	1,002	11,960	11,602	.00	.00	33.03	11.9	2.85	
Trolley	\$0.00	45,646	0	17	0	3,093	0	48,756	1,320	1,248	16,879	15,784	.00	.00	39.05	13.5	3.09	
Meas U / Specials	\$0.00	846	0	95	0	26	0	967	66	43	608	497	.00	.00	22.62	14.2	1.95	
Mammoth DAR	\$2,404.00	544	144	86	0	41	71	886	596	585	3,235	2,973	2.71	.81	1.51	5.5	0.30	9.33%
June Lake	\$21,649.50	1,573	0	0	0	15	0	1,588	389	331	9,358	8,356	13.63	2.59	4.80	28.3	0.19	82.52%
Reno	\$23,270.75	831	193	118	12	32	6	1,192	740	669	28,510	27,521	19.52	.85	1.78	42.6	0.04	23.74%
Lancaster	\$14,168.75	627	150	90	2	28	20	917	429	386	18,717	18,482	15.45	.77	2.38	48.5	0.05	24.30%
MMSA	\$0.00	281,836	0	9	0	30,809	0	312,654	6,867	6,488	80,962	76,261	.00	.00	48.19	12.5	4.10	
Total	\$70,427.90	368,463	767	1,022	20	43,704	155	414,131	13,474	12,588	211,063	198,657	.17	.35	32.90	16.8	2.08	28.75%
	\$70,427.90							\$6,453.00					10.91					
<i>JAN - MAR 2015</i>																		
Mammoth Express	\$3,521.90	491	54	30	1	35	33	644	261	188	8,554	8,295	5.47	.42	3.42	45.4	0.08	16.45%
Walker DAR	\$1,437.90	6	39	448	0	9	0	502	392	369	3,118	2,696	2.86	.53	1.36	8.5	0.19	6.41%
Bridgeport to G'Ville	\$1,006.90	28	114	0	0	0	0	142	97	82	2,595	1,818	7.09	.55	1.73	31.6	0.08	15.48%
Benton to Bishop	\$1,317.25	147	27	39	0	18	34	265	105	51	4,218	2,164	4.97	.61	5.16	82.1	0.12	31.39%
Gray	\$0.00	5,768	0	0	0	4,657	0	10,425	1,009	990	17,736	17,467	.00	.00	10.53	17.9	0.60	
Purple	\$0.00	22,563	0	0	0	7,026	0	29,589	1,009	990	12,045	11,693	.00	.00	29.88	12.2	2.53	
Trolley	\$0.00	41,645	0	13	0	2,578	0	44,236	1,452	1,377	21,921	17,725	.00	.00	32.14	15.9	2.50	
Meas U / Specials	\$0.00	717	0	189	0	0	0	906	54	44	567	291	.00	.00	20.64	12.9	3.11	
Mammoth DAR	\$1,915.60	388	26	238	3	17	79	751	566	556	2,567	2,293	2.55	.84	1.35	4.6	0.33	7.83%
June Lake	\$18,597.50	1,914	0	0	0	2	0	1,916	287	239	8,108	7,363	9.71	2.53	8.03	34.0	0.26	98.37%
Reno	\$19,633.50	742	145	104	1	66	4	1,062	710	640	28,127	27,237	18.49	.72	1.66	43.9	0.04	20.94%
Lancaster	\$13,856.25	649	156	93	5	21	20	944	452	398	18,793	18,452	14.68	.75	2.37	47.3	0.05	23.06%
MMSA	\$0.00	194,149	0	18	0	22,135	0	216,302	5,476	5,238	70,409	67,000	.00	.00	41.29	13.4	3.23	
Total	\$61,286.80	269,207	561	1,172	10	36,564	170	307,684	11,871	11,161	198,758	184,494	.20	.33	27.57	17.8	1.67	25.19%



**US Route 6
Transportation Concept Report**

Prepared
by
Caltrans District 9
Office of System Planning

May 2016

For additional information regarding the Transportation Concept Report for US 6, please contact:

California Department of Transportation
Office of System Planning
500 South Main Street
Bishop, California 93514
www.dot.ca.gov/dist9/planning/
(760) 872-0601

For individuals who need this information in a different format, it is available in various languages, Braille, large print, on audio-cassette, or computer disk. To obtain a copy in one of these alternate formats, please contact the Equal Employment Opportunity Officer at the above address or phone number.

US 6 LOCATION MAP

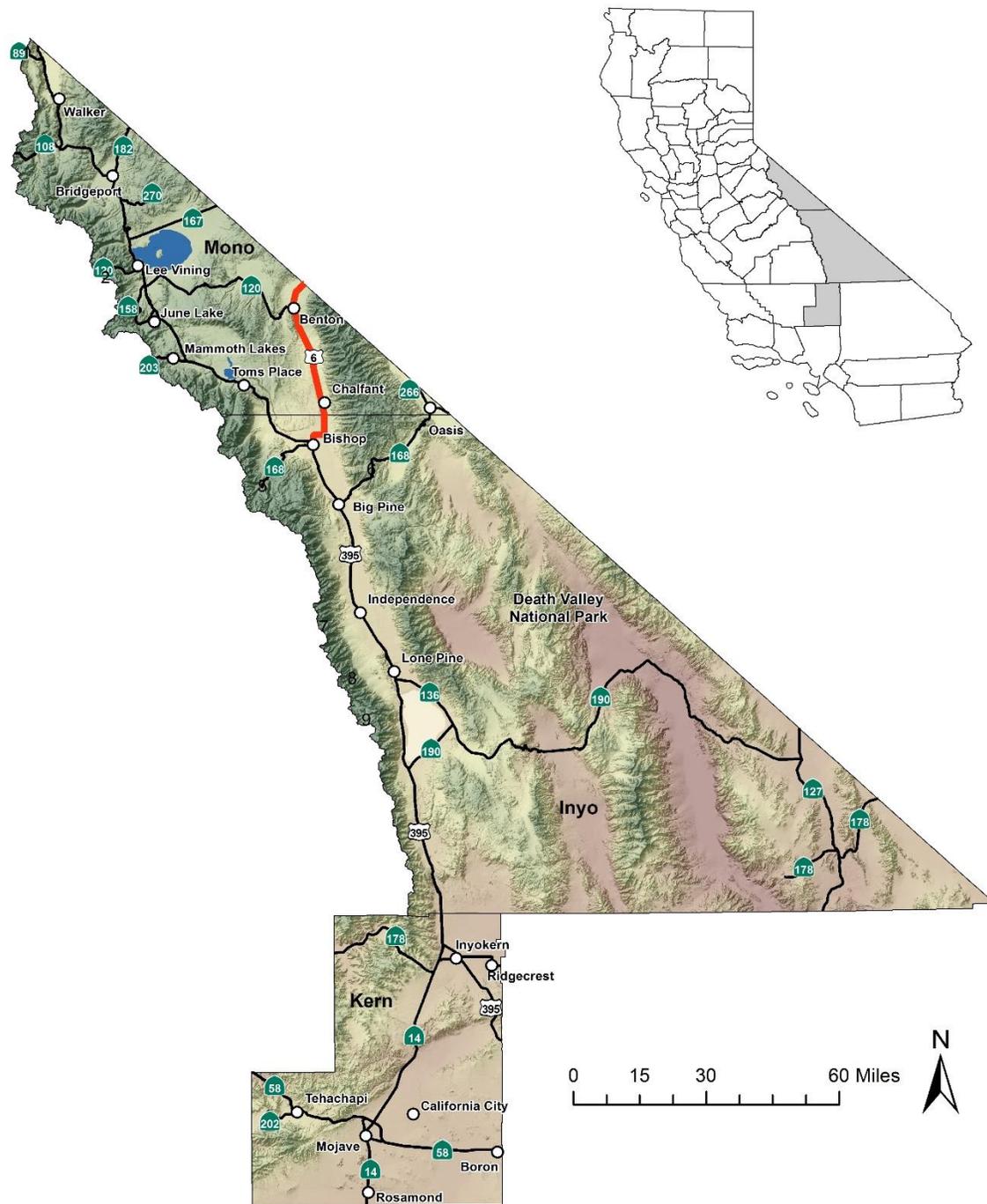


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ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by evaluating conditions and proposing enhancements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety and health; stewardship and efficiency; sustainability, livability, and economy; system performance; and organizational excellence.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the DSMP Project List. The district-wide **DSMP** is strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The **TCR** is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for segments covered by the CSMP. The **DSMP Project List** is a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional, and local agencies.

TCR Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. Guided by Caltrans' goals, the purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

Internal and external stakeholder participation was sought throughout the development of the US Route 6 TCR. As information for the TCR was gathered, some stakeholders were contacted for input related to their particular specializations, verification of the data sources used, and the data's accuracy. Prior to document finalization, primary stakeholders were asked to review the document for consistency with existing plans, policies, and procedures. The process of including and working closely with stakeholders adds value to the TCR, allows for external input and ideas to be reflected in the document, increases credibility, and helps strengthen public support and trust. Stakeholders in the US 6 planning area are community members and agencies, including, but not limited to:

- Utu Utu Gwaitu Tribe of the Benton Paiute Reservation
- Bishop Paiute Tribe
- Bureau of Land Management (BLM), Bishop Office
- California Department of Fish and Wildlife
- California Department of Agriculture
- City of Bishop
- Community of Benton
- Community of Chalfant
- County of Inyo
- County of Mono
- Eastern Sierra Transit
- Great Basin Unified Air Pollution Control District
- Inyo County Local Transportation Commission (LTC)
- Lahontan Regional Water Quality Control Board
- Los Angeles Department of Water and Power
- Mono County Local Transportation Commission (LTC)
- Nevada Department of Transportation

EXECUTIVE SUMMARY

In California, US 6 is a rural two lane conventional highway travelling nearly 41 miles from the City of Bishop to the California/Nevada state line. The route runs parallel to the western foothills of the White Mountains range, passing through three communities in Mono County (Chalfant, Hammil Valley and Benton). The US 6 corridor in California is a vital interregional and regional artery. It facilitates interstate commerce, provides access to rural communities and to archeological and cultural sites, such as the Bishop Petroglyphs. Recent traffic data was analyzed throughout this document using 2014 as a base year (BY) and 2034 as a horizon year (HY) for projecting operational conditions.

Concept Summary

Segment	Segment Description	Existing Facility	20 Year Facility Concept	Post-20 Year Concept
1	US 395 to Dixon Lane	2C	4C	4E
2	Dixon Lane to Inyo/Mono County Line	2C	4C	4E
3	Inyo/Mono County Line to south end of Benton	2C	4C	4E
4	Through the community of Benton	2C	4C	4E
5	From north end of Benton to California/Nevada state line	2C	4C	4E

Table 1: Concept Summary

Concept Rationale

US 6 is part of a national road network connecting the region to other states. This multipurpose two-lane conventional highway has an Average Annual Daily Traffic (AADT) of between 900 and 2,900 vehicles. Truck traffic ranges between 12% and 31% of total traffic throughout the route. Caltrans will explore continued improvements on US 6 due to its status as a highly valued route and its role as an alternate to US 395. The table above summarizes the existing facility of each segment as well as the 20 and post-20 year concept facility.

Proposed Projects and Strategies

Within the 20 year horizon of this document, Caltrans will focus on improving and maintaining drainage facilities, rehabilitating pavement, widening shoulders, installing changeable message signs and other warning signs and making design improvements at intersections. Beyond the 20 year scope of concern, Caltrans envisions widening all of US 6 to a 4-lane expressway to better accommodate all modes of transportation.

CORRIDOR OVERVIEW

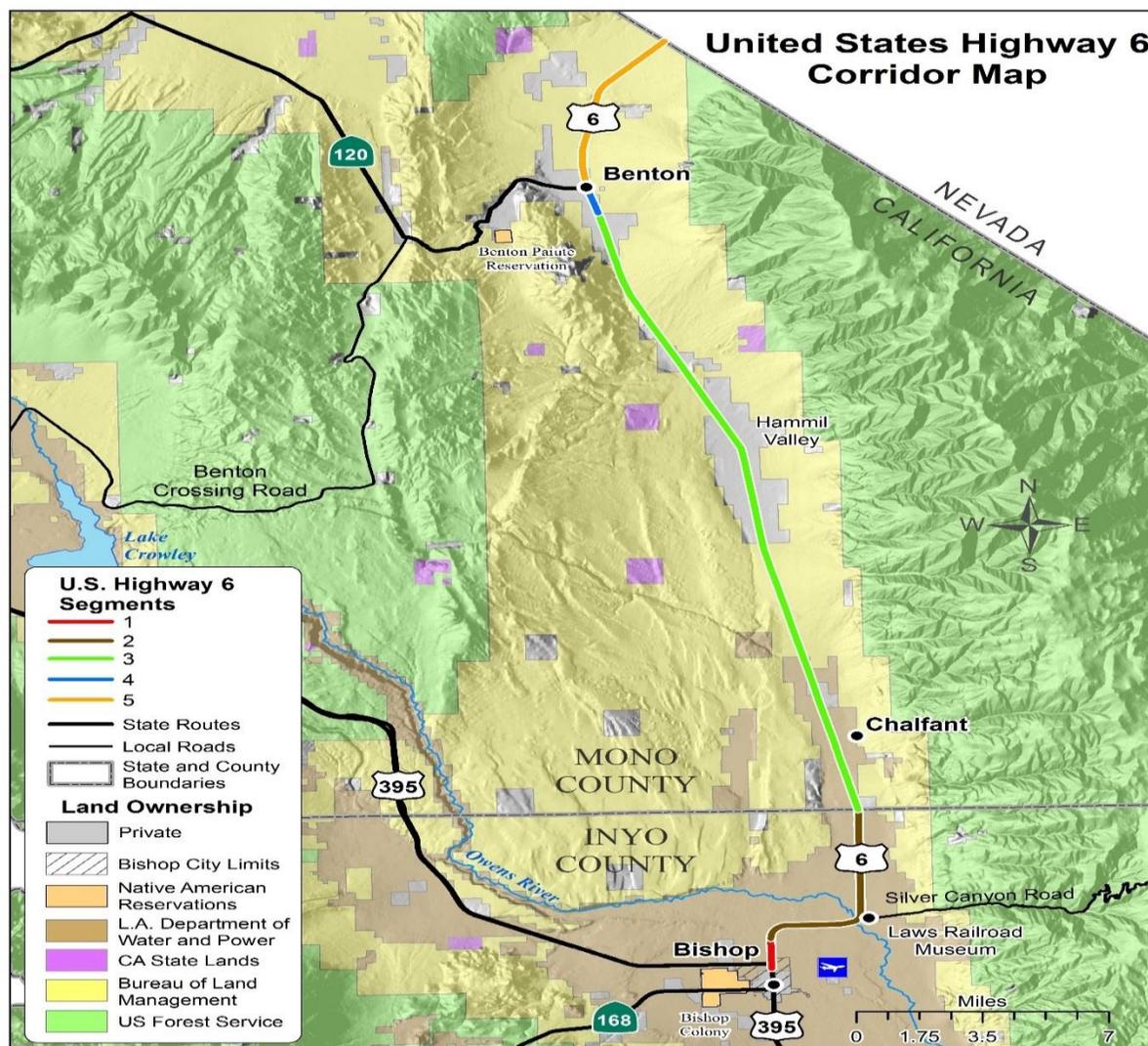
ROUTE SEGMENTATION

For the purpose of analysis, US 6 is divided into five segments based on jurisdiction, abutting land use, and facility characteristics. Segment 1 runs through an urban area from just within Bishop city limits to Dixon Lane. Segment 2 is mostly rural and ends at the change in jurisdiction from Inyo to Mono County. Segment 3 passes through a rural/ agricultural valley (including the community of Chalfant) and ends at a change in highway speed at the start of another small community (Benton). Segment 4 goes through Benton and Segment 5 extends from the end of Benton to the state line (Nevada border).

Seg #	Location Description	County_Route_Beg. PM	County_Route_End PM
1	At the US 395 Junction in the City of Bishop, CA to Dixon Lane	INY_6_0.00	INY_6_1.12
2	Dixon Lane to the Inyo/Mono County Line	INY_6_1.12	INY_6_8.35
3	Inyo/Mono County Line to the south end of Benton	MNO_6_0.00	MNO_6_24.7
4	Through the community of Benton	MNO_6_24.7	MNO_6_26.04
5	From north end of Benton to the California/Nevada state line	MNO_6_26.04	MNO_6_32.29

Table 2: Route Segmentation

SEGMENT MAP



ROUTE DESCRIPTION

Route Location

The southwest end of US 6 is located in Inyo County at the US 395 junction in the City of Bishop, California. Although it is a west/east highway, this route follows a north/south path through the valley between the Sierra Nevada and the White Mountains in Mono County and crosses the Nevada state line northeast of the community of Benton. US 6 then turns east into Nevada, continuing through the Great Basin, merging with US 95, US 93 and US 50. It terminates in Provincetown, Massachusetts.

Route Purpose

US 6 is functionally classified as Other Principal Arterial. The route is part of California's Interregional Road System (IRRS), which links the state with other American economic hubs. It provides access to commercial, residential, agricultural and recreational lands. The route gives access to employment opportunities and goods and services to the residents of Chalfant, Hammil Valley and Benton. It is also part of the Strategic Highway Corridor Network (STRAHNET), which is a network of highways that provide the military with continuity and emergency capabilities for defense purposes.

Route Designations and Characteristics

Segment #	1	2	3	4	5
Freeway & Expressway System – California Streets & Highways Code Section 250-257	Yes	Yes	Yes	Yes	Yes
National Highway System	Yes	Yes	Yes	Yes	Yes
Strategic Highway Network	Yes	Yes	Yes	Yes	Yes
Scenic Highway	No	No	No	No	No
Interregional Road System	Yes	Yes	Yes	Yes	Yes
Priority Interregional Facility	No	No	No	No	No
Federal Functional Classification	Other Principal Arterial				
Goods Movement Route	Yes	Yes	Yes	Yes	Yes
Truck Designation	National Network (STAA)				
Rural/Urban/Urbanized	Urban	Rural	Rural	Rural	Rural
Regional Transportation Planning Agency	Inyo LTC	Inyo LTC	Mono LTC	Mono LTC	Mono LTC
County Transportation Commission	Inyo LTC	Inyo LTC	Mono LTC	Mono LTC	Mono LTC
Local Agency	Inyo County, City of Bishop	Inyo County	Mono County	Mono County	Mono County
Federally Recognized Tribes	Bishop Paiute	None	None	Utu Utu Gwaitu Tribe	None
Air District	Great Basin Unified Air Pollution Control District				
Terrain	Rolling	Flat	Flat	Rolling	Rolling

Table 3: Route Designations and Characteristics

COMMUNITY CHARACTERISTICS

City of Bishop

Bishop is the largest (and the only incorporated) city in Inyo County. It has a permanent population of approximately 3,879 people, according to the 2010 Census. The total population of the Bishop area (including West Bishop and Dixon Lane - Meadow Creek) is about 10,000 people. The population of Bishop changes little over time because most of the land in the area is owned by government agencies. Release of land into private hands for development is rare. The Bishop region is a tourist attraction due to its close proximity to ski resorts, lakes and a variety of other outdoor activities.

Community of Chalfant

Chalfant is a rural unincorporated residential community in Mono County located 14 miles north of Bishop. Its facilities include a community center, park, solid-waste transfer station and a fire station. The population of Chalfant was 651 according to the 2010 Census with 301 housing units at an average density of 10.7 per square mile. Most residents of Chalfant work or go to school in Bishop and commute daily on US 6. Most of the land immediately surrounding the community is made up of large parcels owned by LADWP.

Hammil Valley

Hammil Valley is a rural stretch of dispersed private ranches in Mono County, along US 6, primarily used for the growing of alfalfa, potatoes, garlic and carrots. The population of this community is less than 200.

Community of Benton

Benton is a rural unincorporated community located at the intersection of US 6 and SR 120 near the Nevada border, about 35 miles north of Bishop. Benton has approximately 280 residents, the majority of whom work in Mammoth and Bishop. The federally recognized Utu Utu Gwaitu Paiute Tribe Benton Paiutes, own a significant portion of the property in the Benton area, including the gas station, store and café at the Route 6/Route 120 intersection.

LAND USE

Much of the land abutting US 6 is used for very low density residential and agricultural purposes or is publicly owned land and not projected to undergo development.

Segment	Place Type
1	Close-in Corridor - general commercial, light industrial and LADWP lands. LADWP lands are predominantly used for livestock grazing, aqueduct water channelization and day-use recreation.
2	Rural - light industrial, LADWP, and BLM lands. Lands are predominantly used for livestock grazing, farming and day-use recreation.
3	Rural/Agricultural + Rural Town - private, LADWP, and BLM lands. Lands are predominantly used for agriculture, low density residential and day-use recreation.
4	Rural Town - low density residential, light commercial, BLM and lands belonging to the Utu Utu Gwaitu Benton Paiute Tribe.
5	Rural - low density residential, agricultural, BLM and lands belonging to the Utu Utu Gwaitu Benton Paiute Tribe. Lands are primarily used for livestock grazing and day-use recreation.

Table 4: Land Use

SYSTEM CHARACTERISTICS

State Route 6 is currently a 2 lane conventional highway. Transportation Management Systems (TMS), described in the table below, assist Caltrans in monitoring and managing the highway.

Segment #	1	2	3	4	5
Existing Facility					
Facility Type	2C	2C	2C	2C	2C
General Purpose Lanes	2	2	2	2	2
Lane Miles	2.25	14.5	49.4	2.68	12.5
Centerline Miles	1.12	7.22	24.7	1.34	6.25
Current ROW	80-100 ft	100-125 ft	100-400 ft	100 ft	100-400 ft
Concept Facility					
Facility Type	4C	4C	4C	4C	4C
General Purpose Lanes	4	4	4	4	4
Lane Miles	4.51	29	98.8	5.36	25
Centerline Miles	1.12	7.22	24.7	1.34	6.25
TMS Elements					
TMS Elements (BY and HY)	1 Full Time Mainline Detector	1 Full Time and 1 Part Time Mainline Detector	4 Road Weather Information Systems	1 Part Time Mainline Detector	1 Full Time Mainline Detector, 1 Camera, 1 RWIS

Table 5: System Characteristics

BICYCLE FACILITY

Bicyclists are permitted to ride along the entire length of the route however bicycle traffic is minimal. Shoulder width varies from 4 to 8 feet with wider shoulders in and around Bishop, Chalfant and Benton.

Segment	Bicycle Access Prohibited	Facility Type	Outside Paved Shoulder Width	Distressed Shoulder Pavement	Posted Speed Limit
1	No	None	8ft	0 %	55
2	No	None	4-6ft	0 %	65
3	No	None	4-8ft	0 %	65
4	No	None	6ft	0 %	45
5	No	None	4ft	0 %	65

Table 6: Bicycle Facility

PEDESTRIAN FACILITY

Pedestrians are permitted to travel along the shoulders for the entire length of the route. There are no sidewalks except for approximately the first 400 feet of the west side of Segment 1. Pedestrian traffic is minimal due to the low density and low populations of the communities along the route.

Segment	Pedestrian access prohibited	Sidewalk present
1	No	Yes (only one block of sidewalk at beginning of segment)
2	No	No
3	No	No
4	No	No
5	No	No

Table 7: Pedestrian Facility

TRANSIT FACILITY

Transit service along US 6 is provided by the Eastern Sierra Transit Authority (ESTA). Benton-Bishop service is provided on Tuesdays and Fridays from 8:25 a.m. to 3:30 p.m., with interim stops in Hammil Valley and Chalfant. One round trip service per day is provided in which passengers are able to stay in Bishop for 5 hours before the return trip. Dial-A-Ride service, provided by ESTA, is also available daily in and around Bishop.

Mode & Collateral Facility	Name	Route End Points	Ridership	Headway	Amenities	Bikes Allowed on Transit
Bus	ESTA	Bishop to Benton	Approximately 1000 passengers/year	One round trip per day (Tue&Fri only)	Lift equipped. Riders can call in advance for special needs and door to door pickup.	Yes

Stop Location	Benton	Hamil Valley	Chalfant	Bishop
Description/Address	Benton Station, 25669 US 6, Benton, CA	Requires 24 hour advance notice. Call 760.872.1901	Chalfant Mercantile, 4750 US 6, Chalfant Valley, CA	K-mart/Vons, 1200 N. Main St. Bishop, CA
Southbound	8:25	8:50	9:05	9:30
Northbound	15:30	15:10	14:45	14:30

Table 8: Transit Facility

FREIGHT

Primarily, US 6 is used for truck freight between Southern California and Northern Nevada. Goods are also transported on US 6 from California to Idaho (mainly the Boise-Nampa metro area) via the interior of Nevada. Growth in the Boise metro area will likely have a slight effect on freight traffic, but no major freight generators are located along US 6 in California or Nevada.

ENVIRONMENTAL CONSIDERATIONS

The purpose of this environmental scan is to identify environmental factors that may need future analysis during the project development process. Any US 6 project being considered for programming would require environmental clearance in compliance with all federal, state, and local environmental laws and regulations. The environmental factors identified in the environmental scan have been scaled (high, medium, or low) by district staff based on the probability of encountering such environmental issues. The following environmental factors were included in the scan:

Cultural Resources:

There are several known prehistoric and historic archaeological sites along US 6; therefore, an appropriate level of archaeological and historical studies, including Native American consultation, will be required for projects along this route.

Geology/Soils/Seismic:

There is a history of seismic activity along the US 6 corridor. The corridor falls within the White Mountain Fault Zone and has had large earthquakes in the past, including the 1986 Chalfant Valley earthquake.

Floodplain:

Much of the corridor is in a 100 year floodplain while Benton is in a 500 year floodplain. Culverts should be regularly cleaned in order to allow for water to flow under the road unobstructed.

Waters and Wetlands/Scenic Rivers:

Any projected work near Owens River or Bishop Creek will require a thorough analysis. Coordination with other agencies will be needed to ensure the protection of these bodies of water. Culvert cleaning requires internal Caltrans environmental approval and in some cases must be approved by the California Department of Fish and Wildlife.

Air Quality:

This route is located within the Great Basin Unified Air Pollution Control District. For National Ambient Air Quality Standards (NAAQS), this area is in attainment for ozone (8 hour) and for particulate matter (PM 2.5 and 10). For State of California Ambient Air Quality Standards, this area is at non-attainment for particulate matter (PM 10).

Species Consideration:

Owens Tui Chub fish is on the Federal endangered list and may also be located in waterways adjacent to the highway. The following species have also been recorded along State Route 6:

- Owens Speckled Dace
- Morrison Bumble Bee
- Swainson's Hawk
- Silver-haired Bat
- Owens Valley Vole
- Cliff Swallow

Seg	Cultural Resources	Geology/Soils/ Seismic	Floodplain	Waters and Wetlands	Air Quality			Species Consideration	
					Ozone	PM			CO
						2.5	10		
1	Medium	Medium	Medium	Medium	Low	Low	Medium	Low	Medium
2									
3									
4									
5									

Table 9: Environmental Considerations

CORRIDOR PERFORMANCE

Most of US 6 currently (2016) operates at a high level of service and is expected to remain that way through the horizon year (2036) of this document.

Segment #	1	2	3	4	5
Basic System Operations					
AADT (BY)	3,500	2,100	2,100	1,890	900
AADT (HY)	4,900	2,750	2,750	2,450	1,175
AADT: Growth Rate/Year	2.0%	1.5%	1.5%	1.5%	1.5%
LOS Method	Highway Capacity Manual				
LOS (BY)	B	A	A	A	A
LOS (HY)	B	A	A	A	A
LOS Concept	B	B	A	A	A
VMT (BY)	3,275	15,170	51,870	2,680	5,625
VMT (HY)	4,630	19,870	67,925	3,484	7,345
Truck Traffic					
Total Average Annual Daily Truck Traffic (AADTT) (BY)	420	644	435	214	207
Total Average Annual Daily Truck Traffic (AADTT) (HY)	475	853	632	624	275
Total Trucks (% of AADT) (BY)	12%	30.67%	23%	24%	23%
Total Trucks (% of AADT)(HY)	12%	31%	23%	24%	23%
5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	354	351	309	146	133
5+ Axle Average Annual Daily Truck Traffic (AADTT)(HY)	398	535	489	492	295
5+ Axle Trucks (as % of AADT)(BY)	10%	17%	16%	16%	23%
5+ Axle Trucks (as % of AADT)(HY)	10%	19%	18%	19%	25%
Peak Hour Traffic Data					
Peak Hour Direction	South	South	South	South	South
Peak Hour Time of Day	AM	AM	AM	AM	PM
Peak Hour Directional Split (BY)	75/25	75/25	60/40	60/40	60/40
Peak Hour VMT (BY)	350	230	210	110	100
Peak Hour VMT (HY)	490	299	273	143	130

Table 10: Corridor Performance

KEY CORRIDOR ISSUES

The intersection of US 6 and Wye Road continues to be a topic of discussion between Caltrans and the City of Bishop. The irregular triangular geometry of the intersection and the numerous access points located within the area have inhibited optimal vehicular flow. Caltrans and the City of Bishop have explored ideas for improvement; however, a proposal at the intersection for construction of an Inyo County facilities (court and court services) could complicate the issue. It is unclear how multimodal trips will increase at the intersection with the addition of these facilities. The shoulders just north of this intersection are used by long haul freight truckers as parking space. This can create both safety and hazardous material issues. Relinquishing control of Wye Road from Caltrans to the City of Bishop, could be beneficial for the City as it explores developments in the area.

ADDITIONAL TOPICS

The 2007 Chalfant Community Visioning report gave residents of Chalfant an opportunity to share their ideas with Caltrans. Some residents called for a reduction of traffic speeds through town. Caltrans will consider traffic calming elements that may induce slower vehicular speed as they are brought forward by Chalfant and Mono County. Residents also requested a left turn lane for northbound traffic on US 6 turning west onto Chalfant Road. This idea has been integrated into the concept planning strategies for the highway.

CORRIDOR CONCEPT

CONCEPT RATIONALE

In accordance with the Caltrans mission, District 9's rationale for the US 6 concept is based on increasing and preserving system efficiency. Although significant growth is not expected to occur along the corridor, improvements can be made to the facility. Doing so will prepare US 6 for any unforeseen changes in traffic in the years to come.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

Seg.	Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
All	Upgrade guardrail to barrier transitions	Programmed	25 locations in Inyo and Mono Counties	Caltrans D-9	System Management	PS&E/RW
2,3	Widen shoulders	Programmed	INY 4.3 / 8.35 MNO 0.0/0.8	Caltrans D-9	System Management	PID

Table 11: Planned and Programmed Projects and Strategies

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Seg.	Description	Location	Source	Purpose
1	Construct truck parking area	INY 0.13 /0.451	Caltrans Recommendation	System Management
2	Pavement rehabilitation	INY 1.4/8.3	Caltrans Recommendation	System Maintenance
3	Construct left turn pocket on Chalfant Rd	MNO 4.59/4.63	Caltrans Recommendation	System Management
3	Construct scenic lookout	To be determined	Caltrans Recommendation	System Management
3	Install "Watch for Tractor" signs	To be determined	Caltrans Recommendation	System Management

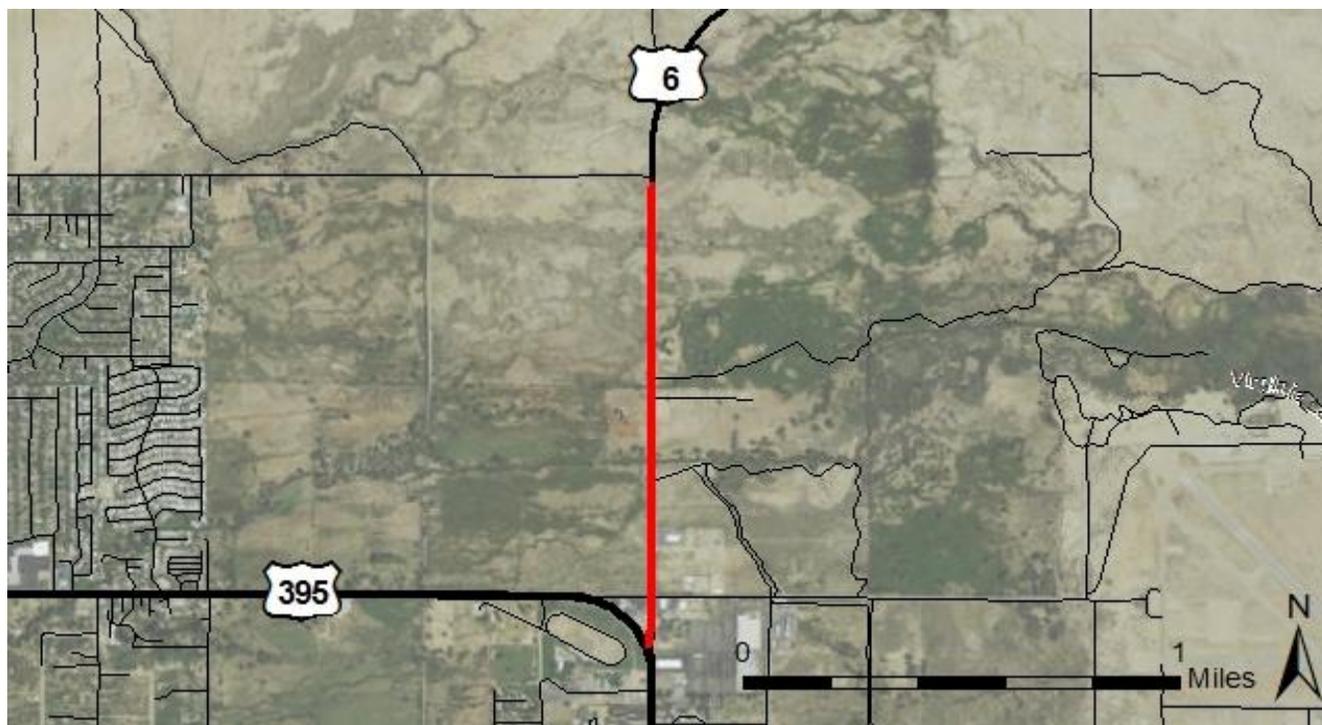
Seg.	Description	Location	Source	Purpose
3	Install High Wind Warning System	MNO 18.9/27.4	Caltrans Recommendation	System Management
3	Emplace culvert at driveway	MNO 12.3	Caltrans Recommendation	System Preservation
3	Widen shoulders	MNO 5/24.7	Caltrans Recommendation	System Management
3,4,5	Pavement rehabilitation	MNO 0/4.7, 17.5/26.5	Caltrans Recommendation	System Maintenance
4	Provide bi-directional left turn lane	In Mono County at Benton from Walker Place to 0.3 miles north of Christy Lane	Caltrans Recommendation	System Management
4,5	Widen shoulders	MNO 24.7/32.29	Caltrans Recommendation	System Management
All	Upgrade roadway from 2-lane to 4-lane	INY 0.0/8.35, MNO 17.17/32.29	Caltrans Recommendation	System Expansion
All	Clean culverts	All 19 culverts under US 6 in Inyo County and all 110 culverts under US 6 in Mono County	Caltrans Recommendation	System Preservation

Table 12: Projects and Strategies to Achieve Concept

APPENDIX

APPENDIX A SEGMENT FACTSHEETS

Segment 1: INY_6_0.00 to INY_6_1.12

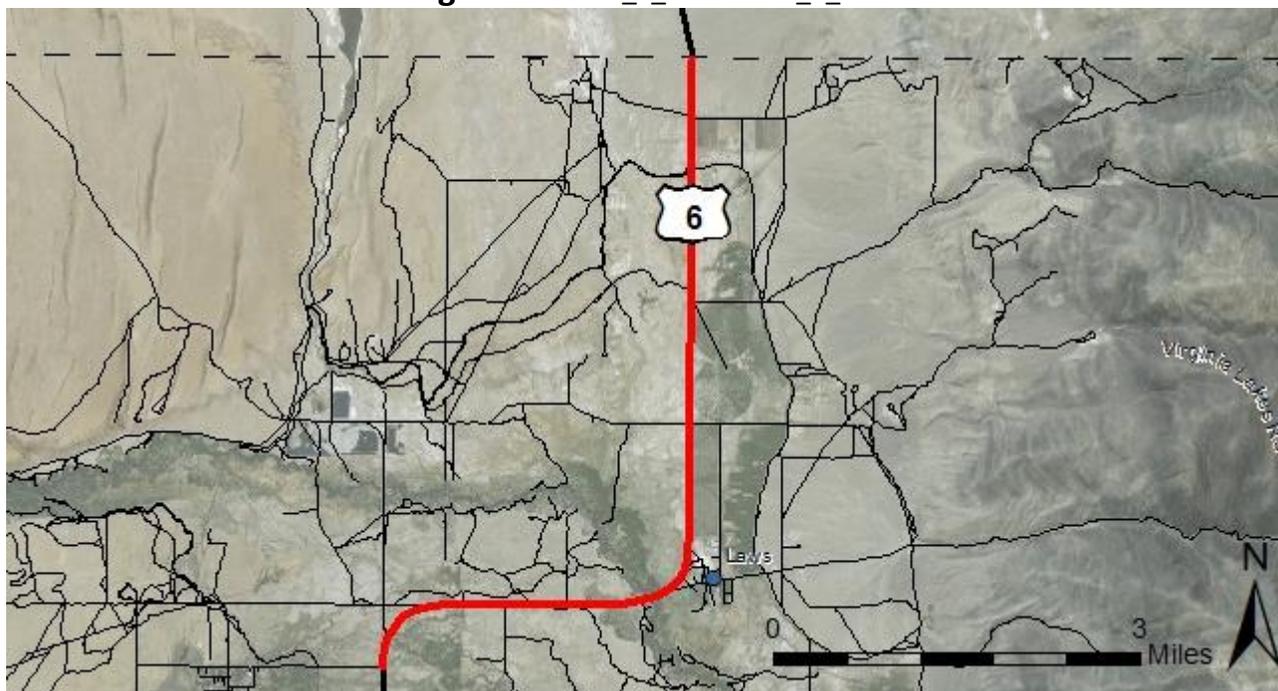


Segment 1 begins at the US 395 Junction in the City of Bishop and ends at Dixon Lane.

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Description	Location	Source	Purpose
Upgrade roadway from 2-lane to 4-lane	INY 0.0/8.35, MNO 17.17/32.29	Caltrans Recommendation	System Expansion
Construct truck parking area	INY 0.13/0.45; Bishop from Wye Road to Bishop Creek Bridge	Caltrans Recommendation	System Management
Clean culverts	All 19 culverts under US 6 in Inyo County and all 110 culverts under US 6 in Mono County	Caltrans Recommendation	System Preservation

Current Facility	2C	AADT	3,500	Truck AADT	435	Speed Limit	55 mph
Concept Facility	4C	VMT	3,275	Truck % of AADT	12%	Shoulder Width	8 ft
Present LOS	B	Peak Hour VMT	392	ROW	80-100 ft	Functional Classification	Other Principal Arterial

Segment 2: INY_6_1.12 to INY_6_8.35

Segment 2 begins at Dixon Lane and travels to the Inyo/Mono County Line.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
Widen Shoulders	Planned	INY 4.3/8.4	Caltrans D-9	System Management	PID
Upgrade guardrail to barrier transitions	Programmed	25 locations in Inyo and Mono Counties	Caltrans D-9	System Management	PS&E/RW

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Description	Location	Source	Purpose
Upgrade roadway from 2-lane to 4-lane	INY 0.0/8.35, MNO 17.17/32.29	Caltrans Recommendation	System Expansion
Pavement rehabilitation	INY 1.4/8.3	Caltrans Recommendation	System Maintenance
Clean culverts	All 19 culverts under US 6 in Inyo County and all 110 culverts under US 6 in Mono County	Caltrans Recommendation	System Preservation

Current Facility	2C	AADT	2,100	Truck AADT	435	Speed Limit	65 mph
Concept Facility	4C	VMT	15,170	Truck % of AADT	30.67%	Shoulder Width	4-6 ft
Present LOS	A	Peak Hour VMT	1,660	ROW	100-125 ft	Functional Classification	Other Principal Arterial

Segment 3: MNO_6_0 to MNO_6_24.7



Segment 3 begins at the Inyo/Mono County Line and extends north to the community of Benton.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
Upgrade guardrail to barrier transitions	Programmed	25 locations in Inyo and Mono Counties	Caltrans D-9	System Management	PS&E/RW

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Description	Location	Source	Purpose
Upgrade roadway from 2-lane to 4-lane	INY 0.0/8.35, MNO 17.17/32.29	Caltrans Recommendation	System Expansion
Construct left turn pocket on Chalfant Rd	MNO 4.59/4.63; In Mono County at Chalfant	Caltrans Recommendation	System Management
Construct scenic lookout	Segment 3	Caltrans Recommendation	System Management
Provide bi-directional left turn lane	In Mono County at Benton from Walker Place to 0.3 miles north of Christy Lane	Caltrans Recommendation	System Management
Install High Wind Warning System	MNO 18.9/27.4	Caltrans Recommendation	System Management
Clean culverts	All 19 culverts under US 6 in Inyo County and all 110 culverts under US 6 in Mono County	Caltrans Recommendation	System Preservation
Widen shoulders	MNO 5/24.7	Caltrans Recommendation	System Management
Emplace culvert	MNO 12.3	Caltrans Recommendation	System Preservation
Pavement rehabilitation	MNO 0.0/4.7	Caltrans Recommendation	System Maintenance

Current Facility	2C	AADT	2,100	Truck AADT	435	Speed Limit	65 mph
Concept Facility	4C	VMT	51,870	Truck % of AADT	23%	Shoulder Width	4-8 ft
Present LOS	A	Peak Hour VMT	5,187	ROW	100-400 ft	Functional Classification	Other Principal Arterial

Segment 4: MNO_6_24.7 to MNO_6_26.04



Segment 4 travels through the community of Benton.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

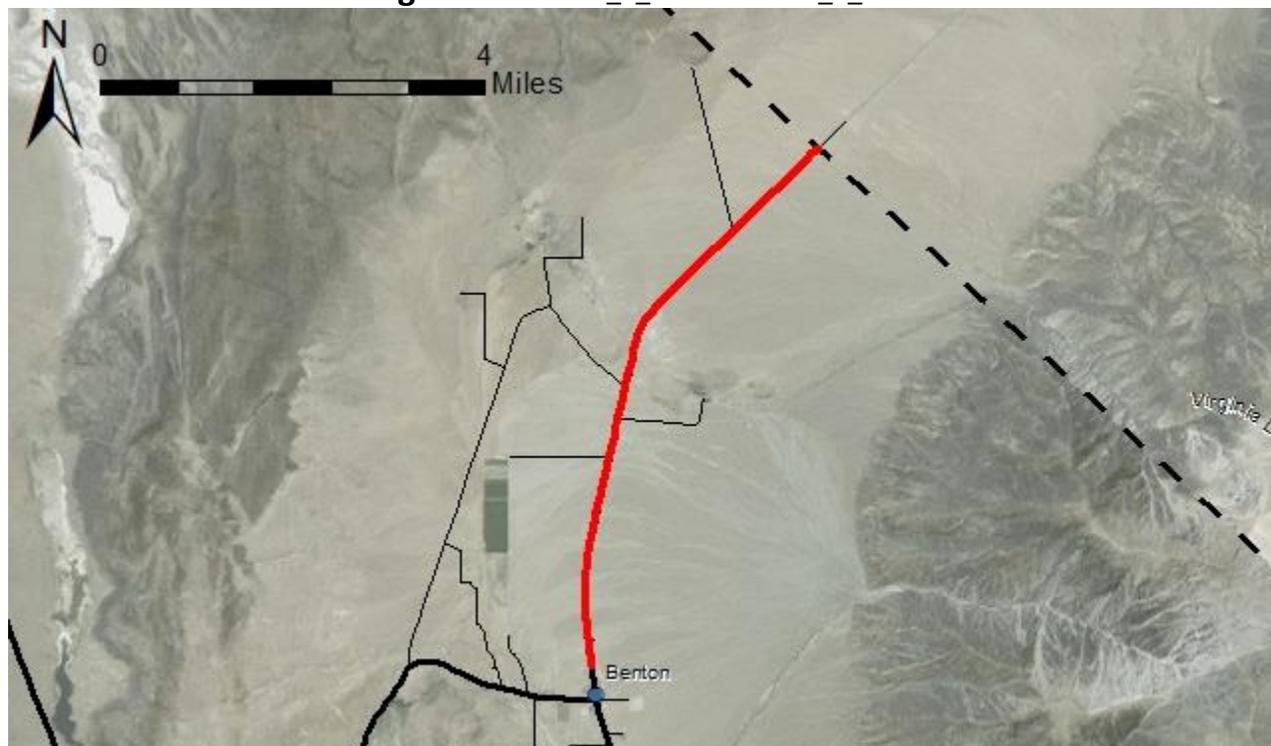
Segment	Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
All	Upgrade guardrail to barrier transitions	Programmed	25 locations in Inyo and Mono Counties	Caltrans D-9	System Management	PS&E/RW

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Description	Location	Source	Purpose
Upgrade roadway from 2-lane to 4-lane	INY 0.0/8.35, MNO 17.17/32.29	Caltrans Recommendation	System Expansion
Provide bi-directional left turn lane	In Mono County at Benton from Walker Place to 0.3 miles north of Christy Lane	Caltrans Recommendation	System Management
Widen shoulders	MNO 24.70/26.03, MNO 26.04/32.29	Caltrans Recommendation	System Management
Pavement rehabilitation	17.5/26.5	Caltrans Recommendation	System Maintenance

Current Facility	2C	AADT	1,890	Truck AADT	435	Speed Limit	45 mph
Concept Facility	4C	VMT	2,680	Truck % of AADT	24%	Shoulder Width	6 ft
Present LOS	A	Peak Hour VMT	147	ROW	100 ft	Functional Classification	Other Principal Arterial

Segment 5: MNO_6_26.04 to MNO_6_32.29



Segment 5 travels from Benton to the California/Nevada state line.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

Segment	Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
All	Upgrade guardrail to barrier transitions	Programmed	25 locations in Inyo and Mono Counties	Caltrans D-9	System Management	PS&E/RW

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Description	Location	Source	Purpose
Upgrade roadway from 2-lane to 4-lane	INY 0.0/8.35, MNO 17.17/32.29	Caltrans Recommendation	System Expansion
Widen shoulders	MNO 24.70/26.03, 26.04 /32.29	Caltrans Recommendation	System Management
Pavement rehabilitation	MNO 17.5/26.5	Caltrans Recommendation	System Maintenance

Current Facility	2C	AADT	900	Truck AADT	435	Speed Limit	65 mph
Concept Facility	4C	VMT	5,625	Truck % of AADT	23%	Shoulder Width	4 ft
Present LOS	A	Peak Hour VMT	625	ROW	100-400 ft	Functional Classification	Other Principal Arterial

APPENDIX B
GLOSSARY OF TERMS AND ACRONYMS

Acronyms

2C – Two-Lane Conventional Highway
AADT – Annual Average Daily Traffic
AADTT – Annual Average Daily Truck Traffic
AUM – Animal Unit Month
BLM – Bureau of Land Management
BY – Base Year
Caltrans – California Department of Transportation
CDCA – California Desert Conservation Area Plan
CDP – Census-Designated Place
CESA – California Endangered Species Act
CNPS – California Native Plant Society
CNDDDB – California Natural Diversity Database
CO – Carbon Monoxide
DFW – Department of Fish and Wildlife
ESA – Endangered Species Act
ESTA – Eastern Sierra Transit Authority
FEMA – Federal Emergency Management Agency
FHWA – Federal Highway Administration
HCM – Highway Capacity Manual
HY – Horizon Year
KPRA – Kingpin-to-rear-axle distance
LOS – Level of Service
LTC – Local Transportation Commission
MNO – Mono County
MPH – Miles per Hour
N/A – Not Applicable
NB – Northbound
NEHRP – National Earthquake Hazards Reduction Program
PM – Post Mile or Particulate Matter
R – (prefix to Post Mile) Realigned
R/W or ROW – Right of Way
RTP – Regional Transportation Plan
SB – Southbound
SDC – Seismic Design Category
SFHA – Special Flood Hazard Area
SR – State Route
SSC – Species of Special Concern
STAA – Surface Transportation Assistance Act
TCR – Transportation Concept Report
US – United States Highway
USFS – United States Forest Service
USFWS – United States Fish & Wildlife Service
VMT – Vehicle Miles Traveled

Definitions

Annual Average Daily Traffic (AADT) – The total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Traffic counting is generally performed by electronic counting instruments moved from location to location throughout the state in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. AADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways and other purposes.

Animal Unit Month (AUM) – A measure for the amount of consumable forage for grazing animals. AUMs provide a standard measure in the issuance of grazing permits in order to properly manage and conserve the amount of forage production provided by the land. 1 AUM is measured as 26 pounds of forage dry matter per day; the estimated standard amount of food needed for a 1,000 pound cow.

Attainment/Unclassified – A status designation that the California Air Resources Board is required to apply to areas of the State which signifies either that pollutant concentrations do not violate the standard for that pollutant in that area or that data does not support either an attainment or nonattainment status.

Base Year (BY) – The year that the most current data is available to the districts.

California Department of Fish and Wildlife (DFW) Nongame Wildlife Program – A conservation program which categorizes sensitive bird, mammal, reptile and amphibian species for the purposes of resource assessment, research, conservation planning, recovery planning, permitting, and outreach activities.

Fully Protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take except for collecting these species for necessary scientific research and relocation of the species

Species of Special Concern designates a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

is extirpated from the state or, in the case of birds, in its primary seasonal or breeding role;

is listed as Federally-, but not State-, threatened or endangered; meets the state definition of threatened or endangered but has not formally been listed;

is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for state threatened or endangered status;

has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for state threatened or endangered status.

California Endangered Species Act (CESA) List – A list of species determined to be “rare”, “threatened” or “endangered” by the California Fish and Game Commission under the California Endangered Species Act. Listing is based on present or threatened modification or destruction of habitat, competition, predation, disease, overexploitation by collectors, or other natural occurrences or human-related activities.

Endangered In serious danger of becoming extinct throughout all, or a significant portion, of a species' range due to one or more causes, including loss of habitat, over exploitation, competition, or disease.

Threatened Likely to become an endangered species in the foreseeable future in the absence of special protection and management efforts

Capacity – The maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions.

Capital Facility Concept – The 20-25 year vision of future development on the route to the capital facility. The capital facility can include capacity increasing, state highway, bicycle/pedestrian/transit facility, grade separation, and new managed lanes.

Cattle Guard – A type of obstacle used to prevent cattle and other livestock from passing along a road or railway while permitting the passage of vehicles and pedestrians. It consists of a depression in the road covered by a transverse grid of bars or tubes spaced far enough apart to deter livestock but close enough not to impede a wheel or foot.

Concept LOS – The minimum acceptable LOS over the next 20-25 years.

Conventional Highway – A highway generally without controlled access. Grade separations at intersections or access control may be used at spot locations when justified.

Easement – A non-possessing interest held by one person in land of another.

Facility Concept – Describes the facility and strategies that may be needed within 20-25 years. This can include capacity increasing, state highway, bicycle/pedestrian/transit facility, non-capacity increasing operational improvements, new managed lanes, conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, and transportation demand/incident management.

Facility Type – The facility type describes the state highway facility type. The facility could be freeway, expressway, conventional, or one-way city street.

Fee Title – an absolute fee; a fee without limitation to any particular class of heirs or restrictions...; an inheritable estate.

Functional Classification – Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems according to the character of the service that is provided, i.e. Principal and Minor Arterial Roads, Collector Roads, and Local Roads.

Principal Arterial A roadway that serves a large percentage of travel between cities and other activity centers, especially when minimizing travel time and distance is important. These roadways typically carry higher traffic volumes and are usually the route of choice for intercity buses and trucks.

Interstate A Principal Arterial roadway designed for mobility and long-distance travel. Characteristics include limited access, divided medians and emphasis on linking major urban areas of the United States.

Other Freeway or Expressway A Principal Arterial roadway with its directional travel lanes typically separated by some type of physical barrier, access and egress points that are limited to on- and off-ramp locations, and a very limited number of at-grade intersections. Abutting land uses are not directly served by this road type.

Other Principal Arterial A Principal Arterial roadway that serves major centers of metropolitan areas, provides a high degree of mobility and that can also provide mobility through rural areas. Abutting land uses can be directly served by this road type.

Minor Arterial A roadway that provides service for trips of moderate length, that serves geographic areas that are smaller than those served by the Principal Arterials, and that provides intra-community continuity and may carry local bus routes. In rural areas, Minor Arterials are typically designed to provide relatively high overall travel speeds, with minimum interference to through movement.

Collector A roadway which gathers traffic from Local Roads and funnels it to the Arterial Network. Primarily serves intra-county travel rather than statewide and constitutes those routes on which predominant travel distances are shorter than on Arterial Routes.

Major Collector A Collector that is longer in length, having a lower density of connecting driveways, higher speed limits and greater intervals of spacing than Minor Collectors. These roadways can serve a higher volume of traffic.

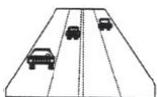
Minor Collector A Collector that is shorter in length, having a higher density of connecting driveways, lower speed limits and smaller intervals of spacing than Major Collectors. These roadways serve lower volumes of traffic.

Local Road A roadway not intended for long distance travel and that provides direct access to abutting land. This road type accounts for the largest percentage of all roadways in terms of mileage. Through traffic and Bus Routes are typically discouraged.

Horizon Year (HY) – The year that the future (20-25 years) data is based on.

Interregional Road System Route (IRRS) – A route that is a part of the IRRS system of highways and a subset of the Freeway and Expressway System that is outside of any urbanized area and provides access to, and links between, the State's economic centers, major recreation areas, and urban and rural regions.

Level of Service (LOS) – A qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:



LOS A describes free-flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.



LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.



LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.



LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.



LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.



LOS F is a stop and go, low speed conditions with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delay in excess of 60 seconds per vehicle. This level, considered by most drivers unacceptable often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

Nonattainment – A designation that the California Air Resources Board is required to apply to areas of the State which signifies that a pollutant concentration violated the standard for that pollutant in that area at least once, excluding those occasions when a violation was caused by an exceptional event.

Peak Hour – The hour of the day in which the maximum volume occurs across a point on the highway.

Peak Hour Volume – The hourly volume during the highest hour traffic volume of the day traversing a point on a highway segment. It is generally between 6 percent and 10 percent of the Annual Daily Traffic (ADT). The lower values are generally found on roadways with low volumes.

Planned Project – A planned improvement or action is a project in a financially constrained section of a long term plan, such as an approved Regional Transportation Plan (RTP), Capital Improvement Plan, or bond measure program.

Post Mile (PM) – A post mile is an identified point on the State Highway System. Post mile values increase from the beginning of a route within a county to the next county line and start over again at each county line. Post mile values usually increase from south to north or west to east depending upon the general direction the route follows within the state. The post mile at a given location will remain the same year after year. When a section of road is relocated, new post miles (usually noted by an alphabetical prefix such as "R" or "M") are established. If relocation results in a length change, "post mile equations" are introduced at the end of each relocated portion so that post miles on the remainder of the route within the county remain unchanged.

Prescriptive Right – title obtained in law by long possession.

Programmed Project – A programmed improvement or action is a project in a near term programming document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

Right of Way (ROW) – Any strip or area of land granted by deed or easement for ... a designated use.

Route Designation –A route's designation is adopted through legislation and identifies what system the route is associated with on the State Highway System. A designation denotes what design standards should apply during project development and design. Typical designations include, but are not limited to, National Highway System (NHS), Interregional Route System (IRRS), and Scenic Highway System.

Rumble Strip – The application of a series of equally-spaced grooves either mounted or applied inside the pavement of a road used to alert drivers that they are exiting the travel way through an audible rumbling.

Rural – According to the United States Census Bureau, rural consists of all territory, population, and housing units located outside Urbanized Areas (UAs) and Urbanized Clusters (UCs). UA and UC boundaries represent densely developed territory, encompassing residential, commercial, and other nonresidential urban land uses. A UA consists of densely developed territory that contains 50,000 or more people. A UC consists of densely developed territory that has at least 2,500 people but fewer than 50,000 people.

Scenic Highway – A highway that is located in an area of natural scenic beauty that is designated for special conservation treatment.

Segment – A portion of a facility between two points.

Seismic Design Category (SDC) – An earthquake hazard classification assigned to a structure based on its occupancy or use and on the level of expected soil modified seismic ground motion.

A denotes very small seismic vulnerability.

B denotes low to moderate seismic vulnerability.

C denotes moderate seismic vulnerability.

D denotes high seismic vulnerability.

E and F denote very high seismic vulnerability and near a major fault.

Special Flood Hazard Area (SFHA) – The land area covered by the floodwaters of the base flood on National Flood Insurance Program (NFIP) maps. These areas are subject to floodplain management regulations where the mandatory purchase of flood insurance applies.

100-Year Flood Zone – An area that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year.

500-Year Flood Zone – An area that will be inundated by a flood event having a 0.2-percent chance of being equaled or exceeded in any given year.

Special Status Species – Any species which is listed or proposed for listing under any of the ESA, CESA, ABC, DFG, IUCN, USFS or USFWS programs which tracks endangered or threatened species populations.

Surface Transportation Assistance Act (STAA) – A transportation funding and policy act which allows on a federally designated system of highways (National Network) and on Terminal Access Routes the use of semitrailers up to 48 feet in length with no KPRA restrictions and semitrailers up to 53 feet in length with certain KPRA restrictions.

System Operations and Management Concept – Describes the system operations and management elements that may be needed within 20-25 years. This can include non-capacity increasing operational improvements (auxiliary lanes, channelizations, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, transportation demand management, and incident management.

Terminal Access Route – A route which provides STAA trucks access to truck terminals to unload freight.

Vehicle Miles Traveled (VMT) – The total number of miles traveled by motor vehicles on a road or highway.



CALIFORNIA STATE ASSOCIATION OF COUNTIES

Transportation Funding Update: Major Amendments to SBX1 1

KIANA VALENTINE | CHRIS LEE

April 29, 2016

Transportation funding remains a top priority for CSAC in 2016, so we are pleased to report that our sustained advocacy has resulting in some movement behind the scenes in the Legislature and Administration towards a bipartisan transportation funding and reform deal. On the legislative front, Senator Jim Beall introduced amendments to his substantial transportation funding proposal late last Friday, adding a number of democratic co-authors. While CSAC had hoped there would be bipartisan support due to the inclusion of a number of reform elements, Senator Beall continues negotiations with colleagues across the aisle and in the Assembly.

CSAC and our Fix Our Roads Coalition partners have continued our efforts to identify needed reforms and emphasize to all members the importance of addressing the issue now. Roads and highways need a new infusion of funding immediately, so we are advocating that the parties come together by the adoption of the FY 2016-17 State Budget in June.

To that end, the County Engineers Association of California (CEAC) has set up a lobby day to help bolster county advocacy during the CSAC Legislative Conference. Both of these events will urge action on transportation funding and raise awareness of other county infrastructure issues. CSAC and our coalition partners will also hold a transportation funding rally and press conference during the Legislative Conference from 9:45-10:30 AM on the south steps of the State Capitol. CSAC encourages members to attend each of these events if at all possible.

The following is CSAC's summary of **SB X1 1 as amended**. We are still reviewing some of the technical components of the measure and we hope to reiterate our support for SB X1 1 very soon. Following our detailed review, we'll provide templates for county support letters.

SB X1 1, before the 4/21/16 amendments, did the following:

New Revenues:

- Eliminate the annual price-based gas tax rate adjustment and restore it from 12.8 cents to 17.3 cents
- Increase the gas excise tax by 12 cents per gallon
- Increase the diesel excise tax rate by 22 cents per gallon
- Index the gas and diesel tax rates to inflation every 3-years
- Increase the vehicle registration fee (VRF) by \$35 per year
- Add a \$100 VRF to zero emission vehicles
- Create a new "Road Access Charge" of \$35 per year
- Repay all existing transportation general fund loans to programs they were loaned from
- Create the Road Maintenance and Rehabilitation Account (RMRA) and direct all but 12 cents of the diesel tax increase to the RMRA to be allocated as follows:

- 5% State Local Partnership Program (for counties that adopt a new self-help measure)
- 47.5% to the State Highway Operations and Protection Program
- 47.5% to Cities and Counties for Local Streets and Roads
- Direct the CTC to develop performance criteria for new revenues for state and local agencies and require annual reporting on local expenditures of the new revenues consistent with Prop 1B.

In addition to above provisions, SB X1 1 as amended last week do the following:

Revenues for Local Roads and State Highways:

- Require the gas and diesel tax rates (the base gas tax and Prop 42 replacement increment), to be adjusted for increases in fuel efficiency every 3-years in addition to inflation (p. 43, 48, 59)
- Index vehicle registration fee and Road Access Charge to inflation (p. 59, 69)
- Return Prop. 42 replacement gas tax revenues from off-highway vehicles, boats, and agricultural vehicles, which are currently being diverted to the general fund, back to transportation [Note: this does not affect funding programs for these vehicles (e.g. OHMVR grants) receive under the base gas tax] (p. 44-46)
- Repay all loans, but direct the repayment to the RMRA for distribution to state highways, city streets, county roads, and the state-local partnership program (currently there are approx. \$800 million in outstanding loans). (p. 22)

Weight Fees:

- Return a portion of truck weight fees to current transportation projects (p. 70)
- Use cap and trade auction proceeds and diesel sales tax revenues to offset some current transportation bond debt service (p. 22-27)
- Require the Department of Finance to work with the California Transportation Commission and Caltrans to develop by January 2021 a plan to return all weight fees to current transportation projects (plan must be at least partially implemented by FY 2021-22) (p. 70-71)
- Redirect miscellaneous Caltrans revenues (lease revenues, etc.) currently used for bond debt service back to the state highway account (p. 58-59)

Environmental Streamlining:

- Expand the AB 890 CEQA exemptions for maintenance and repair projects in the existing right-of-way to state highways and all cities and counties regardless of population until 2025 (p. 30)
- Create a new Advanced Transportation Project Mitigation Program for the state, regions, and cities and counties (p. 33-39)
- Make NEPA Delegation permanent (p. 61)
- Other Reforms:
- Create the Office of Transportation Inspector General (p. 14-16)
- Provide that the California Transportation Commission (CTC) is an independent commission not under the California State Transportation Agency (p. 16)

Active Transportation:

- Removes language that would have, among other things, required the state and locals to include bicycle and pedestrian safety, access and mobility improvements as part of any capital project funded with SHOPP or STIP funds. (p. 19-21)
- Creates division of active transportation within Caltrans that will be responsible, among other things, for implementation of the Active Transportation Program (p. 14)
- Note that active transportation improvements in conjunction with road safety, maintenance and rehabilitation projects remain an eligible use of SBx1 1 funding (p. 62)
- Require Caltrans to update the Highway Design Manual (HDM) to incorporate “complete streets” design concepts by 2017 (p. 14)

COMMITTEES
VICE CHAIR: APPROPRIATIONS
VICE CHAIR: GOVERNMENTAL
ORGANIZATION
BUDGET
INSURANCE
WATER, PARKS AND WILDLIFE

Assembly California Legislature



FRANK BIGELOW
ASSISTANT REPUBLICAN LEADER
ASSEMBLYMEMBER, FIFTH DISTRICT

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(530) 295-5505

April 5, 2016

Re: Transportation Update

Honorable Fred Stump
Mono County Board Of Supervisors, District 2

Dear Supervisor Stump,

As I write this, California's transportation network is in shambles. Pot holes dot our highway system, roads are literally crumbling, and routes are outdated and inefficient. To add insult, the California Transportation Commission recently decided to reduce funding by over \$750 million for projects throughout the state, deleting almost \$29 million in the 5th Assembly District alone.

I understand the issues facing our state highways and county roads more than most in Sacramento. I drive Highway 99 to and from Sacramento and Madera on a weekly basis. I take curvy Highway 49 to get to the heart of this district. I see the desperation of the roads in the foothills and sierras firsthand. We are in a crisis.

In 2015, the Governor called an Extraordinary Session, or a legislative session used to solve an explicit problem, to specifically address California's dismal transportation network. Fortunately, there is an understanding for the catastrophe taking place throughout California. Unfortunately, there seems to be a lack of urgency as there is yet to be any action taken on these issues. Fortunately, when the proposals do start to gain traction, I sit on all of the fiscal transportation committees, where I plan to fight for the funding the California Transportation Commission is threatening to take away.

This funding is vital for all projects, especially those that are already in the development stages. Recourses have already been committed to these projects by the constituents, local leaders, and in some cases, even the federal government. Walking away from these projects at this point is more than just putting these fixes on hold.

I want you to know that my office can be utilized as a resource to guide you during this frustrating time. Please do not hesitate to contact my capitol office with any information I need to get essential transportation projects built. This is a call to action for all of us to work together to fix our roads!

Sincerely,

A handwritten signature in cursive script that reads "Frank Bigelow".

Assemblyman Frank Bigelow
5th Assembly District



April 20, 2016

Mr. Stuart Itoga, Deer Program Coordinator
 Deer Plan
 California Department of Fish and Wildlife
 1812 Ninth Street
 Sacramento, CA 95811

Mr. Itoga:

A comprehensive review and modernization of the California Department of Fish and Wildlife (CDFW) *California Deer Conservation and Management Plan, Public Review Draft, March 2015* (Plan) is most welcome and very much needed. Since the last *A Plan for California Deer* was crafted in 1976, the Eastern Sierra Deer Conservation Unit (DUC) landscape, land use, human population, human habitation, dirt roads and highway infrastructure, cattle grazing, tourism, and critical winter and summer range habitat have changed dramatically. These changes have most frequently been negative for the deer herds of Eastern Sierra DUC. As articulated in this new Plan, the success and survival of the Eastern Sierra deer herds will depend on greater collaboration between the DCFW and public/private land management entities, State funding for this collaboration, greater public support/involvement, and restoration of critical habitat. Sierra Paradise Estates residents in southern Mono County ask that the CDFW implement the following mitigation measures to protect and preserve the Eastern Sierra deer herds:

1. A collaborative effort between the CDFW, Caltrans, and Mono County to reduce the biannual Highway 395 auto/deer mortality during deer winter/summer migrations along this highway by erecting wildlife fencing and over/under crossings where auto/deer conflict is highest. The section of Highway 395 between the McGee Caltrans Maintenance Yard and Highway 203 should be one of the first retrofitted with fencing and crossings. This portion of 395 is the scene of some of the most horrific deer suffering and mortality in Mono County as documented by Caltrans during their removal of dead animals from this part of the roadway.

Goal 3: Habitat Conservation of the Plan discusses government incentive programs for public/private land managers for "successful conservation of deer populations in the future." These incentive programs are: The California Legislature enacted Private Lands Management Program (PLM), the Private Lands Habitat Alliance for Recreational Enhancement (SHARE), and the California Wildlife Conservation Board (WCB), as well as the federal Farm Bill and the Wildlife Habitat Incentive Program. Such incentive programs can and should be used to significantly reduce auto/deer collisions/mortality incidents in high roadway/migratory route conflict areas.

2. A collaborative partnership between the CDFW, Mono County, Inyo County, the U.S. Forest Service (USFS), the Bureau of Land Management (BLM), and the Los

Angeles Department of Water and Power (LADWP) to preserve, protect, and enhance the Round Valley deer herd's critical winter range in Round Valley. This objective is articulated in *Goal 3, Habitat Conservation* and states, "Conserving and managing at a landscape level requires partnerships with public and private landowners/managers." Round Valley has been ravaged by three fires in the last twenty years. The first fire occurred along the base of Mount Tom, the second in Bishop Creek Canyon, adjacent to southern Round Valley, and lastly, the Round Fire. Drought conditions have profoundly retarded forage growth in the remaining, viable habitat also. Protection of the remaining vegetation is essential to the survival of this deer herd. This can be brought about by:

Work with LADWP to retire remaining seasonal open-range grazing allotments in Round Valley.

Work with Mono County, Inyo County, the USFS, the BLM, and the LADWP to publicly designate and protect Round Valley as the critical winter range for both the Round Valley deer herd and the federally endangered Sierra Nevada bighorn sheep, Wheeler Ridge herd. This must include the restriction of off-highway vehicle (OHV) use if this critical range is to remain viable for these species, especially since the majority of OHV use occurs in the wintertime when these animals are on their winter habitat. The largest threat to the Round Valley ecosystem comes in the form of a dramatic increase in OHV use from the Inyo County Adventure Trails Pilot Program. A majority of Sierra Paradise Estates residents are profoundly opposed to Adventure Trails/OHV use in Round Valley. The need to protect critical habitats, such as Round Valley, is clearly articulated in *Goal 3*:

Habitat loss in key areas where deer concentrate during winter, migration, and fawning will have a relatively higher impact than losses in areas with low deer densities. Identifying and delineating important deer habitat areas for protection and improvement is important for successful conservation of deer populations in the future.

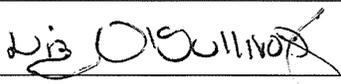
We ask both the CDFW and the Caltrans to take decisive and immediate action to mitigate the biannual auto/deer slaughter on Highway 395 with wildlife fencing and over/under crossings. We also ask CDFW, Mono County, Inyo County, the USFS, the BLM, and the LADWP to protect and preserve Round Valley from any further habitat destruction as a result of seasonal cattle grazing allotments and to prohibit OHV use in this critical winter range.

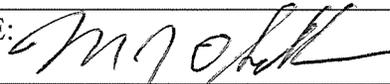
Thank you for your time and attention,

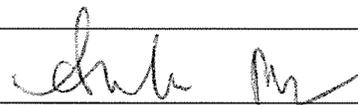


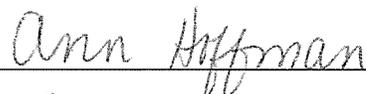
Liz O'Sullivan
133 Summit Road
Bishop CA 93514

cc: Mono County Board of Supervisors
Mono County Local Transportation Commission
Caltrans

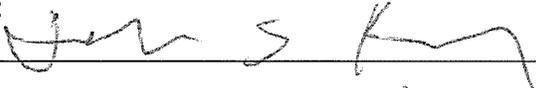
SIGNATURE:	
NAME:	LIZ O'SULLIVAN
ADDRESS:	133 SUMMIT ROAD BISHOP CA 93514

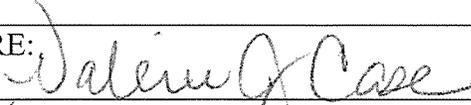
SIGNATURE:	
NAME:	MICHAEL O'SULLIVAN
ADDRESS:	133 SUMMIT ROAD BISHOP, CA 93514

SIGNATURE:	
NAME:	Amber Popp
ADDRESS:	147 Summit Rd BISHOP, CA 93514

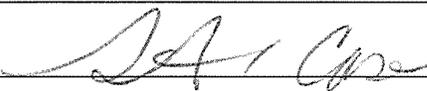
SIGNATURE:	
NAME:	Ann Hoffman
ADDRESS:	173 Summit Rd. Bishop CA 93514

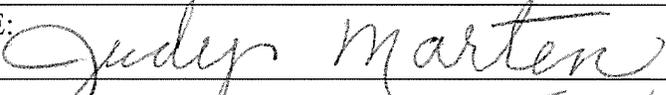
SIGNATURE:	
NAME:	John Hoffman
ADDRESS:	173 Summit Rd. Bishop, Ca 93514

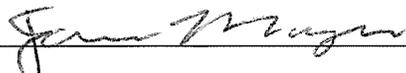
SIGNATURE:	
NAME:	JAMES KEATING
ADDRESS:	117 SUMMIT RD BISHOP CA 93514

SIGNATURE:	
NAME:	Valerie Case
ADDRESS:	4973 Westridge Rd Bishop CA 93514

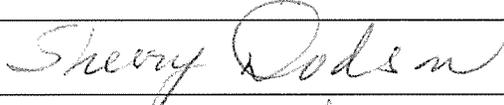
SIGNATURE:	
NAME:	Michelle Case
ADDRESS:	4973 Westridge Rd Bishop CA 93514

SIGNATURE:	
NAME:	STEVEN D. CASE
ADDRESS:	4973 Westridge Rd. Bishop, CA. 93514

SIGNATURE:	
NAME:	Judy Marten
ADDRESS:	113 Scott Rd. Bishop, CA 93514

SIGNATURE:	
NAME:	JAMES MOYER
ADDRESS:	137 SCOTT RD. BISHOP, CA 93514

SIGNATURE:	
NAME:	FREDA LOVELL
ADDRESS:	125 Summit Rd Bishop CA 93514

SIGNATURE:	
NAME:	Sherry Dodson
ADDRESS:	148 Summit Rd., Bishop, CA 93514

SIGNATURE:	
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