

Mono County
Overall Work Program

2009-2010

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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 13,759 (*Department of Finance 2008 Estimate*). The county's one incorporated area, the Town of Mammoth Lakes, contains approximately 54 percent of the county population. During periods of heavy recreational usage, the Town of Mammoth Lake's population approaches 35,000.

Approximately 94 percent 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 percent 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 U.S. Highways 395 and 6. Communities along Highway 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 Highway 395 as their main street for commerce and community activities. The Mono LTC has been working with Caltrans to develop plans for Highway 395 that meet community and interregional traveler needs.

Several Mono County communities are experiencing growth. The Long Valley, Paradise and Wheeler Crest communities are experiencing development pressures due in part to the increasing development in the Town of Mammoth Lakes, which is developing into a year-round destination resort. June Lake is also experiencing significant resort development pressure across Highway 158 from the base of June Mountain. As the gateway to Yosemite, Lee Vining is sharing in the strong visitation numbers of Yosemite as well as the development influence of the Mammoth-June area. The Antelope Valley communities of Topaz, Coleville, and Walker are influenced by development pressures from the Gardnerville/Carson City area in Nevada.

Benton, Hammil, and Chalfant, located along Highway 6 in the Tri-Valley area, are 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. Highway 120 out of Benton, together with the Benton Crossing Road, provides interregional access to Yosemite and Mammoth for Las Vegas, Nevada based travelers.

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 towns are in the process of planning improvements to the pedestrian/livable nature of their communities. Air travel is a

mode capable of assuming a larger role in the future as the Town of Mammoth Lakes and Mono County continue to make improvements to existing airports to allow for commercial air service. The Mammoth/Yosemite airport currently has one commercial flight from Los Angeles to Mammoth that operates daily during the winter months. Future plans include year-round service.

As population and recreational use increases, particularly in Mammoth Lakes and June Lake, congestion and air pollution problems will become more acute. 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 congestion and air quality problems.

The need to provide transit for transit-dependent persons and others continues to be a focus of the LTC. The rural, sparsely populated nature of Mono County makes it difficult to provide equitable transit services to the various communities. Public Dial-A-Ride service has been established within the Town of Mammoth Lakes and public transit extends in some form to most unincorporated communities by Eastern Sierra Transit Authority (ESTA). The Eastern Sierra Transit Authority is the transit provider in Mono County. The Mono County LTC is a founding member of the Yosemite Area Regional Transportation System, and has been collaborating with Kern and Inyo counties to maintain and increase interregional transit service to the south. Interregional service is provided between Carson-Reno and Lancaster through the Carson Ridgecrest Eastern Sierra Transit (CREST) route. Through transit planning processes, the three counties are examining short-term and long-term methods of retaining 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. In addition to Planning Commissions and Land Development Committees, the County uses standing Regional Planning Advisory Committees or Citizen Advisory Committees for input and comment from community members. The Town has a Mobility Commission and uses occasional public forums for input on transportation issues. The LTC also relies on its Social Service Transportation Advisory Council and extensive community outreach to provide for public participation on transit related issues.

The LTC also maintains a website www.monocounty.ca.gov/cdd%20site/LTC/ltc_home.html. The website provides for public access, agendas, meeting minutes and current RTPA documents.

TRIBAL CONSULTATION

Native American participation includes contact with representatives of the two Tribal Governments; the Bridgeport Indian Colony and Utu Utu Gwaitu Paiute Tribe. Tribal governments also participate in the Mono County Collaborative Planning Team, which meets bimonthly to collaborate on regional planning issues with state, federal and local agencies, such as Caltrans, the Town of Mammoth Lakes, and Mono County. Staff will continue efforts to make presentations and call for projects to both tribal governments on transportation issues and opportunities such as the Regional Transportation Plan, Transportation Enhancements 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 three members of 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 five 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 Mono County RTP was first adopted in 1975. The latest update to the RTP was adopted in February 2008.

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 under SAFETEA-LU

The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The eight planning factors are addressed in the 2008/09 OWP, where applicable for a rural RTPA, is as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
 - Not applicable to a rural RTPA.
2. Increase the safety of the transportation system for motorized and non-motorized users.
 - WE 200A, RTP task 1 & 5, Transit Planning task 1, 4 & 8, Trails Plan Update task 1, 8 & 9, and Communications Plan task 2
 - WE 200B, RTIP task 1, 2, 3 & 4
 - WE 300 Pavement Management Systems all tasks
 - WE 500A ECTPP task 2 and
 - WE 600 task 2, 3, 4 & 7.
3. Increase the security of the transportation system for motorized and non-motorized users.
 - WE 200A RTP task 1, Transit Planning task 1 & 8, Communications Plan task 1 & 2
 - WE 300 GIS task 4, PMS task 4, ITS where applicable and
 - WE 700 task 2.
4. Increase the accessibility and mobility of people and for freight.
 - WE 200A RTP task 1, 2, 6, 8 & 9, Transit Planning task 1, 2, 4, 6, 7 & 8, Trails Plan Update task 1, 2, 8 & 9
 - WE 200B RTIP task 1 & 2, Traffic Modeling/Counts task 3 & 4
 - WE 300 GIS task 4, PMS task 4, ITS where applicable, Computer/Network Systems task 1
 - WE 500A YARTS task 2 & 3, ECTPP task 1 & 4, Interregional Planning task 1, 2, 4 & 6
 - WE 600 task 1 & 7 and
 - WE 700 task 1.

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.
 - WE 100 task 11
 - WE 200A RTP task 1, 2, 5-9, Transit Planning task 6 & 7
 - WE 200B RTIP task 1-5
 - WE 300 GIS task 8 & 9, Computer/Network Systems task 1
 - WE 500A ECTPP task 1-4, Interregional Planning task 1-6
 - WE 500B Grants all task
 - WE 600 task 1 and
 - WE 700 task 9.

6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
 - WE 200A RTP task 5, 8 & 9, Transit Planning task 1-3, 6, 7 & 8
 - WE 200B RTIP task 1
 - WE 400 task 1
 - WE 500A YARTS task 2, ECTPP task 1, Interregional Planning task 3 & 4
 - WE 600 task 6 and
 - WE 700 task 4.

7. Promote efficient system management and operation.
 - WE 100 task 11 & 15

8. Emphasize the preservation of the existing transportation system.
 - WE 200B RTIP task 1, Traffic Modeling/Counts task 2 & 3
 - WE 300 PMS task 1 & 3
 - WE 500A ECTPP task 2, Interregional Planning task 4 and
 - WE 700 task 4.

WORK ELEMENT 100
COMPLIANCE AND OVERSIGHT

PURPOSE

The purpose of Work Element 100 is to provide for ongoing compliance and oversight of the MCLTC.

TASKS

1. Prepare the annual Overall Work Program; perform the Overall Work Program accounting and reporting functions.
2. Oversee accounting of Operational and Trust Fund Accounts controlled by the LTC, retain consulting auditor, and ensure performance on all required audits.
3. Prepare an indirect cost allocation plan.
4. Provide assistance as needed to secure grants and transportation funding for the County and the Town of Mammoth Lakes, ESTA, and other Mono County communities. Assist in the administration of grants as necessary.
5. Implement the Memorandum of Understanding regarding LTC staff services.
6. Continue to operate, maintain and update the LTC website.
7. Actively research and provide support and information as necessary to track legislation.
8. Continue to implement coordination and consultation protocols and procedures for working with local Native American Tribal Governments on transportation issues, including documentation of government-to-government outreach efforts.
9. Prepare agenda packets including minutes for LTC meetings, provide meeting setup, staffing and scheduling of community outreach meetings as needed.
10. Maintain an office available to the public during standard working hours, provide for the review and dissemination of transportation-related information and procedures, respond to daily correspondence, interact as necessary with the public, agencies, tribal governments and applicable commissions and committees such as the Regional Planning Advisory Committees (RPACs) and Collaborative Planning Team (CPT).

PREVIOUS WORK/ONGOING TASKS/WORK PRODUCT

Work Element 100 is primarily devoted to the day-to-day activities of running the Local Transportation Commission, managing budgets and staffing. This is an annual and ongoing work element.

WORK PRODUCT

- Transportation grants

COORDINATING AGENCY

LTC staff

FUNDING:

	RPA	PPM 08/09	PPM 09/10	TOTAL
County	\$39,000			\$39,000
Town	\$15,000			\$15,000
				<u>\$54,000</u>

WORK ELEMENT 200A
REGIONAL TRANSPORTATION PLAN & MULTI-MODAL PLANNING

PURPOSE

The purpose of Work Element 200A & B is to maintain an up-to-date Regional Transportation Plan (RTP) in accordance with new RTP guidelines and SAFETEA-LU. This includes multi-modal planning and the planning, programming and monitoring of Regional Transportation Improvement Plan (RTIP) projects. The Eastern Sierra Transit Authority (ESTA) is the transit provider in Mono County.

TASKS

Regional Transportation Plan (RTP) Update

1. Adjust RTP community goals, objectives and policies as necessary to reflect changes in state law (i.e. AB 32, SB 375), community groups, applicable boards and commissions, Caltrans, Tribal Governments, and other interested parties and update as necessary. This may include safety and security of the road network related to natural disasters (flood, avalanche issues in Lee Vining and June Lake, etc.) and winter closures.
2. Coordinate the county Housing Element update with the RTP and adjust any policies as needed.
3. Update associated support documents as needed, such as the Trails Plan as new information becomes available; assess the impacts of any proposed RTP revisions through an update of RTP environmental documents including the Master Environmental Assessment and integration of the Town of Mammoth Lakes General Plan EIR.
4. Conduct public hearings and other outreach meetings with Planning Commissions, Regional Planning Advisory Committees, Tribal Governments, Caltrans, and other applicable agencies.
5. Incorporate applicable directives from the California Transportation Plan and other related Caltrans planning documents to ensure plan consistency.
6. Update as necessary the Town of Mammoth Lakes General Plan Circulation Element and/or Transportation/Mobility policies into the RTP; continue to integrate the RTP and Circulation Element of the Town and County General Plans as a tool for better coordination on land use, housing and transportation.

Transit Planning

1. Fund ESTA planning studies as needed based on agency and community input, unmet needs hearings, transit needs surveys, and recommendations resulting from interregional planning efforts. In accordance with SAFETEA-LU, consider transits role related to natural disasters and evacuations.
2. Develop and implement the Town of Mammoth Lakes Strategic Transit Plan and transit route/use analysis.
3. Incorporate transit plan policies and priorities into the RTP and, if applicable, the RTIP.
4. Implement the Bus Stop Master Plan. Review capital improvements of the adopted Bus Stop Master Plan and review and establish standards for transit related to new development.
5. Continue to work with Caltrans to pursue alternative transit funding, including long-term funding for CREST and YARTS.
6. Coordinate with ESTA to refine transit routes as necessary to continue to provide efficient transit service consistent with the Transit Plan. Work with ESTA to collaborate with YARTS, Mammoth Mountain, Reds Meadow and other private providers. Conduct outreach to transit dependent organizations.
7. Continue to collaborate with Caltrans and ESTA in concluding the Human Services Transit Coordinated Plan and integrate outcomes into local transit plans.

8. Support efforts of the Mono County Collaborative Planning Team to coordinate transit planning efforts of local, state, federal and tribal agencies.
9. Continue to work with ESTA and other rural RTPA's on development/deployment of Google Transit.

Trails Plan Update

1. Review, update and refine county bike and trails plan to meet the requirements of Streets and Highways Code Section 891.2. Include updates to the Crowley and June Lake trails plans for trip reduction and recreational needs including winter access policies.
2. Identify community, regional and interregional issues, opportunities and constraints for trail segments inside and outside communities including interregional routes and connections with adjacent trails. Inventory recreational points of access along the Hwy 395 corridor and coordinate with the Hwy 395 corridor and blueprint planning effort. Pursue identification of countywide safe route to schools and incorporate walkable community initiatives for Benton, Lee Vining, Bridgeport and Antelope Valley.
3. Develop a countywide Safe Route to Schools plan.
4. Continue to examine and pursue appropriate funding programs.
5. Conduct necessary public reviews and hearings for adoption and update of the trails plan into the RTP.
6. Establish sidewalk and/or trail standards to be applied to new development projects.
7. Update the Town of Mammoth Lakes bicycle master plan and MLTPA trails development.

PREVIOUS WORK

Development and updates to the RTP; development and implementation of a Bus Stop Master Plan; consultant work and completion of the Short Range Transit Plan and branding theme for ESTA; development of a work plan for county bike/trails plan update; and consultant selection and initial work on inventory of communication sites/infrastructure.

ONGOING TASKS

The main ongoing task of this work element is maintaining an adequate and up-to-date RTP, Transit Plan, Bicycle and Trails Plan, and a Communications Plan.

WORK PRODUCT

- Mono County Bike/Trails Plan update (08/09 – 09/10)
- Town of Mammoth Lakes Strategic Transit Plan and route/use analysis
- Mobility Element completion
- Street erosion & culvert drainage studies
- Vehicle Miles Traveled Air Quality analysis
- RTP Master Environmental Assessment update
- Manzanita Class 1 Bike Path Alignment Study
- Parking in lieu Fee Study and Paid Parking Program (08/09)
- Short-Range Transit Plan and Branding theme
- Inventory of communication sites/infrastructure

FUNDING:

	RPA	PPM 08/09	PPM 09/10	TOTAL
County	\$10,000	\$35,000	\$20,000	\$65,000
Town	\$35,000	\$20,000	\$100,000	\$155,000
				<u>\$220,000</u>

WORK ELEMENT 200B
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

TASKS

Regional Transportation Improvement Program (RTIP): Planning, Programming, and Monitoring

1. Monitor STIP project implementation including progress in project delivery, promote timely use of funds, and assist in ensuring compliance with state law, environmental procedures and CTC guidelines.
2. Attend project planning activities, which may include attendance at project development team meetings, review of value analysis reports, environmental documents and other planning studies. Review funding of project initiation documents, project study reports or major investment studies, conducted by Caltrans in preparation for future RTIPs.
3. Conduct regional transportation planning activities including adjustments and/or amendments to the RTP, the RTIP and supporting studies as needed.
4. Update RTIPs as necessary to meet state budget constraints and amendments.
5. Attend CTC and RCTF meetings and study sessions as necessary to implement the RTIP/STIP.
6. Allocate and administer Transportation Enhancement (TE) funds for the Mono County region.

Traffic Modeling, Traffic Count and Parking Program

1. Traffic model update/calibration for the Town of Mammoth Lakes.
2. Establish and conduct a biennial multi-modal traffic county program on major roads.
3. Research multi-modal count methodologies for trail users, cyclist, pedestrians, etc.
4. Conduct parking utilization and way-finding or route-finding studies.
5. Conduct or participate in seasonal traffic studies.

Noise Monitoring Program

1. Update noise monitoring program.
2. Research various noise reading methodologies for noise generating facilities.
3. Establish monitoring programs as necessary for mitigation.
4. Update applicable sections of related plans and documents, such as the Noise Element of the Mono County General Plan and Noise Ordinance.

PREVIOUS WORK

Implementation of prior RTIP's; development and implementation of the 2008 RTIP; scope of work, contract and consultant selection of the Tri-Valley Roadway and Flood/Flashflood study.

ONGOING TASKS

The main ongoing task of this work element is maintaining an adequate and up-to-date RTIP, ensuring RTIP projects are on schedule, have adequate funding and that RTIPS are consistent with the 2008 RTP.

WORK PRODUCT

- Traffic Model Calibration, Circulation Analysis and modeling alternatives
- Completion of noise reading and mapping for noise contours (09/10)
- 2010 RTIP/STIP

FUNDING

	RPA	PPM 08/09	PPM 09/10	TOTAL
County	\$16,200	\$40,000	\$26,000	\$82,200
Town	\$5,000	\$157,000	\$100,000	\$262,000
				\$344,200

WORK ELEMENT 300
TECHNOLOGICAL INFORMATION SYSTEMS

PURPOSE

The purpose of Work Element 300 is coordination with Caltrans, Tribal Governments, Inyo County, Kern COG, the Town of Mammoth Lakes, the Mammoth Community Water District, Mono County and public land management agencies to continue the development of policies and update technological information systems, network, hardware, and software for transportation planning purposes.

TASKS

Geographical Information System

1. Work with Caltrans to integrate Mono County GIS data with information from the California Transportation Information System. Develop compatible system protocols with the CTIS and other agency systems to enable maximum use of common data.
2. Continue to work with the Mono County GIS Coordinator and Assessor in efforts to develop and update a regional GIS compatible with and integrated to the maximum extent with the Town of Mammoth Lakes, the Mammoth Community Water District, Mono County, Caltrans and members of the Collaborative Planning Team. Develop procedures and guidelines to ensure consistent entry of data in the GIS by all users.
3. Continue to integrate available streets and road data from Caltrans, Tribal Governments, Mono County Public Works Department, the Town of Mammoth Lakes Public Works Department, the U.S. Forest Service, BLM, LADWP, State Parks and others.
4. Continue to work with entities such as the Mono County Emergency Services Coordinator to input 911 addresses and coordinate GIS development with emergency service needs for the Town and County. Update data and maps as necessary, including emergency access routes and road closures (both winter and summer) for integration with the RTP and General Plan Safety Element.
5. Coordinate RTIP monitoring, pavement management system development and implementation utilizing GIS.
6. Utilize GIS in developing RTP updates, including the supporting Master Environmental Assessment, Transit Plans, Airport Master Plans and Airport Land Use Compatibility Plans.
7. Continue to integrate GIS in updates of the RTP and RTIP.
8. Utilize the GIS in development review for projects such as subdivisions and specific plans as a tool to landowners for the management, development and use of property.
9. Continue to use GIS in developing the land tenure master plan with associated transportation infrastructure.

Pavement Management System

1. Update the pavement management system to maintain best management practices for local streets and roads in compliance with federal and state requirements for Pavement Management. Update pavement management system software and/or data as needed.
2. Continue coring and testing selected streets to evaluate structural sections and the impact of street cuts on the useful life of streets, including gravel roads.
3. Continue to utilize the pavement management system to determine rehabilitation needs and establish priorities for the RTP and RTIP. Incorporate applicable findings into the RTP.
4. Conduct June Lake flood, drainage and road inundation/rehabilitation studies.

Intelligent Transportation Systems

1. Continue to participate in future Sierra Nevada Intelligent Transportation System planning and/or projects; Rural Transit Trip Planning Tool; and Google Transit.

2. Refine local ITS policies and consider application in programming of transportation projects. Consult the adopted Sierra Nevada ITS Strategic Deployment Plan during the planning and programming process.
3. Continue to research and assess impacts on the scenic highway corridor that may result from ITS related installations, such as cell towers, wind energy towers, fencing, signs, utility buildings and lines. Coordinate with the appropriate land use planning agency to develop countywide policies (see also communications plans – Work Element 200).
4. Integrate ITS and associated scenic highway policies and standards into the RTP and related documents/ordinances.
5. Seek alternative funding sources to assist in the implementation of ITS technologies.

Computer/Network Systems

1. Make necessary network system upgrades for LTC webpage hosting, possible telecommuting, and/or trip reductions between north and south county facilities.
2. Upgrade computers, software and hardware for staff dedicated to LTC activities as needed.
3. Continue to operate the LTC internet address, network LTC planners, and improve webpage for planning coordination and public outreach/information.
4. Staff support for integration of permitting software with transportation modeling needs and/or transportation impacts of new development projects, impact fees, and mitigation measures.

PREVIOUS WORK

Implementation and maintenance of existing land use, housing and transportation GIS; further development of the 911 addressing system; use of GIS database for land tenure/adjustment planning for transportation infrastructure; updates as needed to town/county pavement management systems (hardware and software), LTC website hosting and upgrades.

ONGOING TASKS

Staff work and maintenance of the current GIS systems and further implementation of the 911 addressing system. If there is ever an ITS project with a good rural applications, the adopted Sierra Nevada ITS Strategic Deployment Plan is waiting.

WORK PRODUCT

- Develop new maps for inclusion in the MEA, General Plan and RTP.
- New transportation base maps of Mono County and the Town of Mammoth Lakes to display transportation and land use data.
- GIS maps and data for emergency access purposes, including seasonal hazards, fire safe access, and reducing loss of service on roadways, including Tri-Valley and June Lake flood/flashflood, drainage and road inundation/rehabilitation studies.
- Town of Mammoth Lakes addressing policy.
- Updates to Pavement Management Systems (hardware and software, data collection, etc.).
- Network, software and hardware computer upgrades for staff transportation planning purposes.
- Pursue ESTA scheduling for possible inclusion into Google Transit.

FUNDING

	RPA	PPM 08/09	PPM 09/10	TOTAL
County	\$35,000	\$40,000	\$50,000	\$125,000
Town	\$6,800	\$10,000	\$0.00	\$16,800
				\$141,800

WORK ELEMENT 400
AIRPORT PLANS

PURPOSE

The purpose of Work Element 400 is to update airport master plans and airport land use compatibility plans as needed. The airport master plan guides airport facility improvement for the next 20 years. The Airport Land Use Compatibility Plan (ALUCP) update will ensure that surrounding land uses are compatible with future airport operations.

TASKS

1. Coordinate Mammoth-Yosemite Airport/, Mono County Airport Land Use Commission (ALUC), and Town of Mammoth Lakes. Review compatibility with the Mammoth Lakes General Plan and/or Mono County General Plan.
2. Conduct concurrent CEQA (and if necessary NEPA) analysis.
3. Issue draft plan for public review and comment.
4. Respond to comments and adjust plan as necessary.
5. Present plan to the Mono County ALUC, Town of Mammoth Lakes Planning Commission/Council and Mono County Planning Commission/Board of Supervisors (and if necessary FAA) for applicable environmental actions and plan approvals.
6. Incorporate applicable plan directives into the aviation section of the RTP.

PREVIOUS WORK

Staff training on aviation planning requirements and the organization and maintenance of ALUC documents, files and records; staff completion on land use compatibility plans for Lee Vining and Bridgeport airports.

ONGOING TASKS

Work on as needed to stay updated on various capital improvement programs and compliance of these projects with the ALUP's.

WORK PRODUCT

- Supporting environmental documents for ALUCP update.
- Mammoth-Yosemite Airport ALUCP update.

FUNDING

	RPA	PPM 08/09	PPM 09/10	TOTAL
County	\$10,000	\$20,000	\$19,000	\$49,000
Town	\$0.00	\$0.00	\$0.00	\$0.00
				<u>\$49,000</u>

WORK ELEMENT 500A
INTERREGIONAL TRANSPORTATION PLANNING

PURPOSE

The purpose of Work Element 500 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 RTPA's, ongoing Eastern California transportation planning efforts.

TASKS

Yosemite Area Regional Transportation System

1. Continue to actively participate on YARTS committees.
2. Coordinate bus stop placement in Mono County communities served by YARTS and CREST transit.
3. Work with ESTA to implement connecting services with YARTS and CREST routes, where practical and feasible.
4. Review Yosemite National Park planning documents that may impact and/or influence transit and land use decisions within Mono County communities, particularly the Tuolumne Plan currently underway.
5. Work with local airports to promote transit access for air travelers to the Yosemite region.
6. Coordinate YARTS transit planning with Caltrans and ongoing efforts to make our gateway communities more pedestrian and transit friendly.
7. Work on alternative funding for YARTS.

Eastern California Transportation Planning Partnership

1. Comply with and monitor a Memorandum of Understanding with Caltrans, SANBAG, Inyo, Kern and Mono RTPAs to coordinate transportation planning efforts for the Eastern California region.
2. Continue meetings for identifying common issues, opportunities and constraints shared in planning for the interregional transportation systems of Eastern California. Address short-term improvements as well as long-term strategies for improving the southern 395 corridor.
3. Work with Inyo, Kern RTPAs applicable councils, boards and commissions, tribal governments and the public to identify planning issues, opportunities and constraints.
4. Reference the goals, policies and alternatives of Eastern California transportation planning documents when addressing interregional transportation issues and consider integrating appropriate policies into the Mono RTP.

Interregional Planning

1. Continue to work with other rural RTPA's on development/deployment of Google Transit. Continue to work with federal, state and local agencies and organizations to facilitate early state highway pass openings and late pass closures that ensure safe and convenient access across the Sierra Nevada from the Central Valley of California.
2. Participate with other local transportation planning agencies, the CTC, RTPAs and the Rural Counties Task Force (RCTF) to provide input into federal and state reorganizations that could affect transportation planning and development in Mono County. Continue planning adjustments to respond to new legislation and new directions of the CTC and Caltrans. Participate in conferences, grants and other programs with RCTF, Sierra Business Council and other organizations.
3. Coordinate planning activities with applicable Caltrans districts and other RTPAs (for example Eastern California Transportation Planning Partnership) on the 395/14 focus

route, including Kern, Inyo, and San Bernardino counties, including the development of RTIPs and RTP.

4. Participate in the update of Caltrans studies, such as the California Transportation Plan Update and transportation concept reports for interregional routes.
5. Explore the feasibility of a Collaborate Planning Team subcommittee dealing with multi-jurisdictional transportation issues.
6. Coordinate and consult with the two Tribal Governments on transportation planning outreach efforts.
7. Coordinate and pursue funding for recognition of the Eastern Sierra Scenic Byway as a federal scenic byway.

PREVIOUS WORK

Participation and coordination of transportation planning activities with Yosemite Area Regional Transit, Eastern California Transportation Planning Partnership, and Rural Counties Task Force.

ONGOING TASK

The ongoing tasks with this work element continue to be a regional approach to transportation planning in Mono County. This work will include attendance and participation in Yosemite Area Regional Transit, Eastern California Transportation Planning Partnership, and the Rural Counties Task Force to help maintain a coordinated RTIP, Transit Plan and RTP.

WORK PRODUCT

The following should be delivered as completed work products in the listed fiscal year:

- Documentation on government-to-government with the two Tribal Governments (08/09)
- If funding is secured, develop and adopt a plan for recognition of the Eastern Sierra Scenic Byway as a federal scenic byway.

FUNDING

	RPA	PPM 08/09	PPM 09/10	TOTAL
County	\$4,000	\$0.00	\$0.00	\$4,000
Town	\$0.00	\$0.00	\$0.00	\$0.00
				<u>\$4,000</u>

WORK ELEMENT 500B
EASTERN CENTRAL CALIFORNIA REGIONAL BLUEPRINT PROJECT

TASKS

This work element has been established to define and account for the different funding sources related to the two transportation grants. A future OWP amendment is required to account for the grant funding, in-kind match, and RPA funds used in this work element. This requires coordination with District 9, Kern COG and Inyo LTC.

Eastern Central California Regional Blueprint Project

1. Coordinate with Inyo County, Kern COG, District 9 and ECTPP in the development and implementation of Eastern Central California Blueprint Project (ECCBP).
2. Develop community visioning and transportation planning outreach plan. Combine with federal land tenure planning efforts of BLM, Inyo National Forest and Toiyabe National Forest.
3. Develop region-wide traffic model and land use model that includes eastern Kern County, Inyo and Mono Counties. Combine with federal land tenure planning efforts of BLM, Inyo National Forest and Toiyabe National Forest.
4. Coordinate with Kern COG, Inyo LTC and District 9 as necessary on ECCBP.

PREVIOUS WORK

N/A

ONGOING TASK

This work element has secured a second year of funding so, this is an ongoing work element.

WORK PRODUCT

The following should be delivered as completed work products:

- Potential RTP amendments to reflect changes in the California Transportation Plan
- Eastern Central California Blueprint
- Region-wide traffic model and land use model
- Federal land use tenure plan for Mono County
- Corridor Plan

FUNDING

FY 08/09		FY 09/10	
Eastern Central California Blueprint	\$50,000	TO BE DETERMINED	
In kind match			
Inyo	\$4,167	TO BE DETERMINED	
Kern	\$4,167	TO BE DETERMINED	
Mono – RPA funds	\$4,166	TO BE DETERMINED	
Estimated subtotal	\$62,500	TO BE DETERMINED	

WORK ELEMENT 500C
EASTERN SIERRA HIGHWAY 395 CORRIDOR ENHANCEMENT PLAN

Eastern Sierra Highway 395 Corridor Enhancement Plan

1. Coordinate with Inyo County, Kern COG, District 9 and ECTPP in the development and implementation of Eastern Sierra Highway 395 Corridor Enhancement Plan (ESHCEP).
1. Develop community visioning and transportation planning outreach plan (communities along Highway 395). Combine with federal land tenure planning efforts of BLM, Inyo National Forest and Toiyabe National Forest.
2. Coordinate with Kern COG, Inyo LTC and District 9 as necessary with this grant and the ECCBP.

PREVIOUS WORK

N/A

ONGOING TASK

This work element may continue into the first and second quarters of the 2009/2010 fiscal year.

WORK PRODUCT

The following should be delivered as completed work products:

- Potential RTP amendments to reflect changes in the California Transportation Plan
- Eastern Sierra Highway 395 Corridor Enhancement Plan

FUNDING

This is a Community Planning Grant through Caltrans.

FY 08/09		FY 09/10
Eastern Sierra Highway 395 Corridor Enhancement Grant	\$199,000	TO BE DETERMINED
Inyo match	\$20,000	
Kern match	\$60,000	TO BE DETERMINED
Mono match	\$10,000	TO BE DETERMINED
Mono – RPA funds	\$10,000	TO BE DETERMINED
Estimated subtotal	\$299,000	TO BE DETERMINED

WORK ELEMENT 600
LIVABLE COMMUNITIES / CONTEXT SENSITIVE SOLUTIONS

PURPOSE

The purpose of Work Element 600 is to incorporate livable communities and context sensitive concepts and strategies into transportation plans, community plans and project development planning.

TASK

1. In concert with Caltrans, Tribal Governments, the Town of Mammoth Lakes, and Mono County unincorporated communities, continue to audit the livable nature of local communities. Consider context sensitive techniques that assist in the development of community-based and innovative land use and transportation alternatives that improve livability, long-term economic stability, sustainable development, and multi-modal safety and system operation. Fund additional community visioning needs in northern Mono County.
2. Research methods for improving community pedestrian use while maintaining or improving street and highway performance and efficiency. Investigate methods to provide pedestrian connections where appropriate, such as by placing conditions on local development projects. Research parking ordinances that allow for flexibility and incentives for pedestrian friendly designs, particularly in older commercial areas unable to meet current standards. Review local road standards for flexibility and context sensitivity, and update as needed. Coordinate with the Mono County Health Department on healthy communities initiatives and adjust applicable regulations, such as the County Subdivision Ordinance, as needed.
3. Assess potential for improving pedestrian and bicycle transportation facilities accessibility and connectivity including street crossings, and connections with community activity centers.
4. Assess potential for adding community improvements that invite pedestrian uses. Such improvements may include community gateway improvements, consistent commercial building setback, landscaped edges and street trees, narrow parking lanes, bus pull outs / stops for transit, street furniture, architectural themes, beautification programs, and community focal points for public gathering, pedestrian connections and linkages to community nodes. Assessments should include consideration of the Safe Routes to School Program in the county and town along State Route 203.
5. Working closely with Caltrans, Tribal Governments, the Regional Planning Advisory Committees of Crowley, Antelope Valley, Tri-Valley, June Lake, Lee Vining, Bridgeport, the Town of Mammoth Lakes, and Mono County to develop livable community policies and programs for inclusion in applicable community and transportation plans and/or improvements. These policies should include strategies for integration of livable/walkable designs in future local development projects and for maintenance of such improvements. Policies should also provide for coordinating transportation planning with land use, open space, job-housing balance, housing element, environmental constraints, and growth management planning. Develop corridor/community plans for Highway 6, Crowley Lake Drive and South Landing Road for context sensitive solutions related to right of way, traffic speeds, transit, pedestrian and cycling issues/concerns.
6. In cooperation with the Town of Mammoth Lakes and Mono County, assist in the development and implementation of appropriate land use policies that are compatible with Livable Community concepts, including development and subdivision standards and possible related development impact fees including transportation.

7. Improve multimodal safety in transportation corridors by promoting vehicular access management (e.g. limiting/sharing driveways, waiver of access rights, etc.) during review of local development projects. Ensure highway access points are permitted by Caltrans.

PREVIOUS WORK

Staff involvement has been significant in this area in the past. Context Sensitive Solutions are a critical component to accommodate various transportation modes our communities and staff reviews proposed projects for consistency with adopted RTP Livable Communities/CSS polices.

ONGOING TASK

Staff will continue to review projects for livable and context sensitive concepts for various transportation modes and RTP consistency. In addition, staff will continue to research CSS design features and/or improvements that work in alpine communities.

WORK PRODUCT

The following should be delivered as completed work products in the following fiscal years:

- Livable policies for applicable community plans in Chalfant and Benton (09/10). This is an outcome of the Chalfant/Benton community process.
- Adjust applicable regulations such as a revised subdivision ordinance, explore development impact fees, and other funding mechanisms (08/09).
- Town of Mammoth Lakes – New Public Works standards including standards roads, storm drain, sidewalks, and other street improvement standards for public and private street construction in the Town. The revisions needed include ADA access and storm drain water quality updates, and other minor revisions.
- Crowley Lake/Long Valley trails/pedestrian plan.
- Jobs/Housing Element update (09/10).

FUNDING

	RPA	PPM 08/09	PPM 09/10	TOTAL
County	\$10,000	\$5,000	\$20,000	\$35,000
Town	\$15,000	\$5,000	\$0.00	\$20,000
				<u>\$55,000</u>

WORK ELEMENT 700
CURRENT PLANNING AND MONITORING ACTIVITIES

PURPOSE

The purpose of Work Element 700 is to provide for day-to-day and ongoing general transportation planning activities. The outcome is a continually updated and implemented Regional Transportation Plan.

TASKS

1. Perform general planning activities, including implementation of the Mono County Regional Transportation Plan and Transit Plan.
2. Assist in implementing State and local scenic highway policies. Provide assistance as needed to secure grants and transportation funding for the Town of Mammoth Lakes, ESTA, and Mono County communities. Assist in the administration of grants as necessary.
3. Implement a public participation plan that ensures LTC public outreach and interaction with the Collaborative Planning Team, Tribal Governments, existing planning commissions and committees within the Town of Mammoth Lakes and the unincorporated communities. Participate in applicable regional planning efforts such as the master land tenure plan with the Collaborative Planning Team.
4. Processing and preparation of a Mining Operations Permit, Reclamation Plan and CEQA document for the Airport Pit, Auchberry site, Green Creek site and/or Black Point Cinders. These sites will be used for road maintenance purposes.
5. Staff coordination, review, and comment as necessary on transportation related planning documents and environmental documents from local, state and federal agencies.
6. Address land dedication and perfection of right-of-way (RW) title for transportation facilities during review of land development projects.

PREVIOUS WORK

Staff involvement in day-to-day transportation planning activities; review and comment on related planning documents from local, state, and federal agencies.

ONGOING TASK

Staffs review of local projects within state and local scenic highways, staff participation in federal land tenure issues with the Collaborative Planning Team and the implementation of the RTP.

WORK PRODUCT

The following should be delivered as completed work products in the following fiscal years.

- Transportation grant applications as needed.

FUNDING

	RPA	PPM 08/09	PPM 09/10	TOTAL
County	\$0.00	\$10,000	\$15,000	\$25,000
Town	\$15,000	\$8,000	\$0.00	\$23,000
				<u>\$48,000</u>

Draft 2009/10 OVERALL WORK PROGRAM Budget

WORK ELEMENT		Rural Planning Assistance	PPM 08/09 fy carryover	PPM 09/10 fy	Grant funding	TOTAL
100 Oversight/Management	county	\$39,000	\$0	\$0		\$39,000
	town	\$15,000	\$0	\$0		\$15,000
	<i>subtotal</i>	<i>\$54,000</i>	<i>\$0</i>	<i>\$0</i>		<i>\$54,000</i>
200A RTP & Multi Modal Planning	county	\$10,000	\$35,000	\$20,000		\$65,000
	town	\$35,000	\$20,000	\$100,000		\$155,000
	<i>subtotal</i>	<i>\$45,000</i>	<i>\$55,000</i>	<i>\$120,000</i>		<i>\$220,000</i>
200B RTIP	county	\$16,200	\$40,000	\$26,000		\$82,200
	town	\$5,000	\$157,000	\$100,000		\$262,000
	<i>subtotal</i>	<i>\$21,200</i>	<i>\$197,000</i>	<i>\$126,000</i>		<i>\$344,200</i>
300 Technological information systems	county	\$35,000	\$40,000	\$50,000		\$125,000
	town	\$6,800	\$10,000	\$0		\$16,800
	<i>subtotal</i>	<i>\$41,800</i>	<i>\$50,000</i>	<i>\$50,000</i>		<i>\$141,800</i>
400 Bridgeport, Lee Vining, Mammoth-Yosemite Airport Plans	county	\$10,000	\$20,000	\$19,000		\$49,000
	town	\$0	\$0	\$0		\$0
	<i>subtotal</i>	<i>\$10,000</i>	<i>\$20,000</i>	<i>\$19,000</i>		<i>\$49,000</i>
500A Interregional Transportation Planning	county	\$4,000	\$0	\$0		\$4,000
	town	\$0	\$0	\$0		\$0
	<i>subtotal</i>	<i>\$4,000</i>	<i>\$0</i>	<i>\$0</i>		<i>\$4,000</i>
500B Transportation Grants	county	\$0	\$0	\$0	to be determined	\$0
	<i>subtotal</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>		<i>\$0</i>
600 Livable Communities Context Sensitive Solutions	county	\$10,000	\$5,000	\$20,000		\$35,000
	town	\$15,000	\$5,000	\$0		\$20,000
	<i>subtotal</i>	<i>\$25,000</i>	<i>\$10,000</i>	<i>\$20,000</i>		<i>\$55,000</i>
700 Current Planning and Monitoring Activities	county	\$0	\$10,000	\$15,000		\$25,000
	town	\$15,000	\$8,000	\$0		\$23,000
	<i>subtotal</i>	<i>\$15,000</i>	<i>\$18,000</i>	<i>\$15,000</i>		<i>\$48,000</i>
TOTAL		\$216,000	\$350,000	\$350,000	\$0	\$916,000

County (rpa 124,200 & ppm 300,000)

RPA	\$124,200
PPM 08/09	\$150,000
PPM 09/10	\$150,000
Totals	<u>\$424,200</u>

Town (rpa 91,800 & ppm 400,000)

RPA	\$91,800
PPM 08/09	\$200,000
PPM 09/10	\$200,000
Totals	<u>\$491,800</u>

Appendix A

Other Planning Activities within the Region

Information Element Matrix, Mono County 09/10

The following list of planning activities which Caltrans conducts or participates in within the regional transportation planning area.

<u>Activity Description</u>	<u>Funding Type</u>	<u>Product(s)</u>	<u>Work Performed By</u>	<u>Due date</u>
Update various Transportation Concept Reports	State	Updated Transportation Route Concept Reports (US 6, SR 167, SR 266, SR 168)	Caltrans	Ongoing
Eastern Sierra GIS Users Group	Various	GIS Interagency Group	Various	Ongoing
California Transportation Plan 2035 (Full Update)	State	Full Update of the CTP for 2035	Caltrans	Spring 2009 (possibly)
Eastern California Transportation Planning Partnership	Various	Coordinated Planning Documents	Caltrans, Inyo RTPA, Mono RTPA, Kern COG, SANBAG	Ongoing
Tribal Coordination / Consultation	State	Coordination of Plans and Projects	Caltrans	Ongoing
Transit Coordination	Various	Funding information, contracts, and approvals	Caltrans	Ongoing
Intergovernmental – Local Development Review	State/Federal	Safe Highway accesses, lead agency comment letters, traffic mitigation fees	Caltrans	Ongoing
Community Planning	State/Federal	Community Planning and Blueprint planning tools and grant resources	Caltrans	Ongoing
Origination and Destination Study	State	Plan and prepare for 2010 D9 O&D Study	Caltrans	Initiate work in 08/09 complete in 09/10