

Mono County Local Transportation Commission

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AGENDA

March 11, 2013 – 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. **ELECTION OF VICE-CHAIR**
3. **PUBLIC COMMENT**
4. **APPROVAL OF MINUTES:** 1) December 10, 2012, *continued from Feb. 11* (no January meeting); and 2) February 11, 2013 – **p. 1 & p. 5**
5. **COMMISSIONER REPORTS**
6. **ADMINISTRATION**
 - A. Conduct proposed status review of 2013-14 Overall Work Program (OWP) and provide desired direction to staff (*Mary Booher*) – **p. 9**
 - B. Receive MAP-21 update and provide desired direction to staff (*Gerry Le Francois*) – **p. 62**
 - C. Continue discussion of LTC priorities for 2013 and provide desired direction to staff – **p. 68**
 - D. Conduct review of interregional MOU status (*Brad Mettam*) – **p. 69**
 - E. Receive Scenic Byway status report and provide desired direction to staff (*Heather deBethizy*) – **p. 72**
 - F. Authorize chair's signature on letter regarding Tuolumne River Plan and provide desired direction to staff (*Heather deBethizy*) – **p. 74**
 - G. Appoint Social Services Transportation Advisory Council (SSTAC) (*Wendy Sugimura*) – **p. 78**
7. **TRANSIT**
 - A. Approve Federal Transit Administration Section 5316 Job Access and Reverse Commuter (JARC) and Section 5317 New Freedom Coordinated Plan Certification, and authorize executive director to sign the Coordinated Plan Certifications (*Jill Batchelder*) – **p. 82**
 - B. Eastern Sierra Transit Authority (ESTA) update
 - C. Yosemite Area Regional Transportation System (YARTS) update
8. **CALTRANS**
 - A. Report activities in Mono County and provide pertinent statewide information
9. **INFORMATIONAL**
 - A. MAP-21 letter to legislators – **p. 89**

More on back...

10. **UPCOMING AGENDA ITEMS**

11. **ADJOURN** to April 8, 2013

***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

December 10, 2012

COUNTY COMMISSIONERS: Tim Hansen, Hap Hazard, Larry Johnston

TOWN COMMISSIONERS: Jo Bacon, Sandy Hogan, Matthew Lehman

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

TOWN STAFF: Peter Bernasconi, Jessica Morriss

CALTRANS: Forest Becket

ESTA: John Helm, Jill Batchelder, Brian Macklin

GUEST: Kelly Garcia

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Matthew Lehman called the meeting to order at 9 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and Commissioner Hazard led the pledge of allegiance.

PUBLIC COMMENT: Jeff Walters reported snow stakes installation on airport road and shoulder grading on Convict Road.

2. **APPROVAL OF MINUTES:**

MOTION: Adopt minutes of Special Meeting October 15, 2012, as submitted. (Bacon/Johnston. Ayes: 4. Abstain due to absence: Hazard, Hansen.)

3. **CERTIFICATES OF APPRECIATION:** Commissioner Lehman read aloud certificates of appreciation to departing Commissioner Hansen, who noted a tremendous amount of work even in a slow economy gave him high hopes for the future, and Commissioner Hazard, who cited numerous LTC and Caltrans accomplishments in Tri-Valley and more to do. Commissioner Bacon thanked Hazard for his efforts in securing highway signs honoring veterans, and Commissioner Lehman added that people were thankful to see the signs.

COMMISSIONER REPORTS: 1) Hogan: Mobility Commission meeting canceled due to lack of quorum. Transit workshop scheduled in January. MLTS coordinating committee receives \$300,000/yr from Measure R fund, 18 meetings since May. Looking at budget for various projects, some need environmental review by USFS. 2) Lehman: Received a call from Bill Cockroft regarding cutback on night transit due to budget cuts. Cockroft went to council, where John Helm addressed issues and found money from road maintenance fund. Make sure transit is available, and stay on airport road issues. Ambulance drivers consistently complain about that road. 3) Hazard: On sample ambulance ride, the road was the least of his concerns. Look for funding that doesn't impact other projects. Political sign enforcement by Caltrans: Significant cover-up and wagon-circling occurred. Sign issues were not resolved, and different operational standards existed. He urged LTC follow up to ensure equitable and equal enforcement throughout Mono. He will seek damages, has hired an attorney.

4. **ADMINISTRATION**

A. Amendment #1 to the 2012-13 Overall Work Program: Mary Booher said staff changes were not shown in red-line, but could be in January.

Commissioner Bacon questioned Work Element 200-12-0. *Scott Burns noted several efforts blend together with updates of Town and County Housing Elements. Sustainable communities grant also has that focus.*

Commissioner Hogan noted Appendix B was missing some headings.

Commissioner Johnston noted >\$1 million spent. Would 10 full-time people working on this be enough to get all work elements done? *Wendy Sugimura will take three-year project to BOS in January.*

Hogan mentioned importance keeping grants as priorities to avoid additional processes.

Johnston thought some completion dates might get pushed back. Put planners full time on it. They'd be hard pressed to get it done along with regular work. Is time frame realistic? *Booher noted hurdles are not always known or what other projects could come forward. She urged more thought into those dates.*

Booher noted deliverables list gives feel for accomplishments.

Could amendment be adopted today? *Rollover can't be claimed till this is approved.*

Forest Becket had no time to talk to Booher and get headquarters approval. Funds include other grants. Caltrans was looking only at Rural Planning Assistance (RPA).

Options: Bring back, approve now, or approve with non-substantial changes by Caltrans. Hogan wanted existing commissioners to vote on it.

MOTION: Approve 2012-13 Overall Work Program Amendment #1 subject to non-substantial changes by Caltrans. (Bacon/Hogan. Ayes: 6-0.) Commissioner Hazard asked why it hadn't gotten Caltrans review/approval. *Booher indicated not getting it to Caltrans in time.*

B. Non-motorized Transportation: Scott Burns indicated verbiage had been incorporated into LTC Handbook and a standard has been set. Program managers have taken non-motorized seriously. A unique situation exists because LTC commissioners are also on Town and County staff. Will be reflected in Regional Transportation Plan (RTP) update. The focus on complete streets includes non-motorized. Lots of main street pedestrian, trails emphasis.

At RPAC meetings Commissioner Hansen brought up continuing bike lane signage all the way to Buckeye Road, with another widening from Buckeye to sheep ranch, then north past Devils Gate. Work's been done, and he'd like to see it continue. Widen shoulders on Twin Lakes Road and create huge loop.

Scott Burns noted Bridgeport has the county's first designated in-town bike lane.

Commissioner Bacon asked if Mono Planning would look at Casa Diablo IV pipelines. Scott Burns recalled it did not come up in companion geothermal project, but Mono and Town will look at this issue.

Commissioner Johnston expressed concern with what happens when project comes in. How does review occur? He cited issues with chip seal on US 395 and no bike lanes at Meridian intersections (cyclists have only gutter or sidewalk). Nitty gritty is missed when preliminary plans are proposed, getting from broad perspective to implementation.

Peter Bernasconi indicated that Town staff does not prepare maintenance plans for striping projects. Reconfiguring will occur with Safe Routes to School. Johnston thought it would have been an easy fix, a last little step of modifying striping by foot or two in normal process. Bernasconi described 20-40 hr to do striping plan, Town does not have capacity. Johnston wanted input from user groups to tweak maintenance projects as well. Bacon recalled maintenance going to council, not LTC. Commissioner Lehman acknowledged a need to change at town level. Commissioner Hazard saw a whole new kettle of fish with maintenance. Johnston suggested calling Eastside Velo to ask for input. Integrate at levels where can with little projects as well as big projects. Non-motorized should be a routine step in process.

C. Regional Transportation Improvement Program (RTIP): Town requested this item be continued. Peter Bernasconi noted the grant didn't fund entire segment, need to refine cost estimates. A \$661,000 grant for Waterford has not been signed yet.

7. LOCAL TRANSPORTATION ISSUE: Meridian Boulevard School Sign with Flashing Lights.

Drivers find it irritating. Peter Bernasconi indicated operation from 7 a.m. to 3 p.m. school days, not holidays. Commissioner Lehman started looking at all signs on Meridian; maybe stop approving so many. Commissioner Hazard noticed chain control signs in town unreliably turned last several years, sometimes with days of dry road. Commissioner Johnston noted Coleville's flashing light for school zone is controlled by school district. Maybe it could happen here. Lehman confirmed flashing lights as a grant requirement. Scroll message sign at MHS? *Approved by planning commission.*

8. TRANSIT

A. Eastern Sierra Transit Authority (ESTA) update

1) **ESTA operation of Red Line buses:** John Helm introduced Brian Macklin, Mammoth's operations supervisor. ESTA is operating town routes with new buses via a grant funded by US Forest Service (USFS). Primary use was Reds Meadow shuttle, but now year-round to MMSA. Two diesel-powered bus models seat 37, have a low floor design, one step entry. Ramps replace wheel-chair lifts (cinders gum up hydraulics), with greater disabled accessibility.

Helm dispelled rumors about snow operation. Auto-chains work well in most conditions, buses also have hard chains. Ski racks? *Buses 102" wide, maximum allowable width. Ski design/snowboards would not fit in racks. Greater room in interior of bus, easier boarding.*

Macklin has driven all equipment for last seven years, has firsthand operation of MMSA and ESTA buses. He noted that during last storm, buses had outstanding traction from Canyon Lodge onto Lakeview, a very slick spot. Is loading gear onto bus a problem? *People need to become accustomed, comfortable bringing gear inside. Riders seem pleased. Taking boards to seats works well. Upholstery dampness? Super-intense Scotch guard fabric, 8" fans installed on dashboard.*

2) **Lakes Basin trolleys:** John Helm saw 50% increase in ridership since 2009-10 directly attributable to bike path. Bike trailer has 12-bike capacity, two on trolley front. When demand has exceeded capability, people wait for next 30-min trolley. He has coordinated with Town staff on need. Added bike transportation into grant, awarded money to purchase three-bike racks on bus. Trailer capacity increased from 12 to 18. Turn-around area does not allow larger trailer. Total of 21 bikes can be transported, up from 14.

Will this satisfy weekend need? *At absolute maximum demand times it may not. Increase trolley frequency. Town Council has funding constraint. Another trolley would change to 20-minute frequency. Commissioner Lehman suggested funding from elsewhere or charging bikes. Fare could be charged to everyone or just to bikes, but runs absolutely counter to what everyone wants to accomplish – cars off road. Are riders doing laps because they don't want to ride uphill? Riders Lots of families, multiple times are no longer transit. Larger trailer pulled by separate vehicle? Possibly. Could USFS discuss more trolleys? No operating funds from USFS. Commissioner Lehman saw a 50% increase now as great.*

3) **Transit Facility Improvements:** Jill Batchelder cited significant parking increase from previous impound yard. Large project will be phased in, with lighting work on building and initial parking lot. Fencing funds next year. Ultimate goal is 30,000-square foot paved area, covered parking, lighting, decreased omissions, wash bay to keep vehicles clean.

Covered bays? *Awaiting design, looking for 30 vehicles. Solar panels atop? ESTA has talked with Town about it. Commissioner Johnston recalled counties at annual conference noted no local cost on solar, handled by independent people. Whole facility could be powered with no energy costs if constructed strong enough. Commissioner Hazard suggested looking at Sierra Nevada breweries in Chico, where solar IS the roof, avoiding massive structure. Has PTMISEA been applied for? See how design part comes through. Smaller project with \$146,992. Funding for eight years has been allocated, so provide plan to develop facility at Mammoth Lakes.*

4) **Quarterly Operating Data Review:** Jill Batchelder cited passenger fare as \$.43, very low. Routes doing well include Mammoth Dial-A-Ride, Lakes Basin, Reno, and Lancaster. Mammoth Express ridership is down, but efficiency has increased. Why trolley decrease even with high visitation? *Reduced service hours due to funding.*

B. Yosemite Area Regional Transportation System (YARTS): Scott Burns noted Hogan and Hansen have been involved. YARTS met Nov. 5, last meeting of 2012. Overall YARTS ridership was down 2% due to hantavirus scare, low-water-year impact on waterfalls. East side increased, with Tuolumne service added. Stay course with Tuolumne service with info. Losing YARTS members from Eastside: Hansen and Bauer. Members don't have to be supervisors. Madera County not participate yet? *Less resistance. Fresno ultimately will join, Tuolumne doing study, Manteca interested.* Commissioner Hogan indicated a paranoid group in Madera harps on old Yosemite Valley plan to keep cars out of valley. Commissioner Hazard attended RCRC last week, where a new representative was present. A significant turnover in board suggests a fresh approach from Madera in offering to outreach and form partnerships.

9. **CALTRANS:** Caltrans is gearing up to offer newly elected officials a sit-down with Caltrans in January. Commissioner Bacon requested new councilman Raimondo be included.

10. QUARTERLY REPORTS:

A. **Town of Mammoth Lakes:** Peter Bernasconi reviewed projects under way and planned. Commissioner Johnston commended work, grants, and longtime projects.

B. **Mono County:** Garrett Higerd reviewed projects, highlighting Rock Creek Road rehab. A walk of the route from top down identified issues not visible from aerial photo (widen four culverts, bridge improvements, arch culverts). A 4' bike climbing lane is planned. Gerry Le Francois is working on the environmental process. Commissioner Hazard noted Rock Creek Road pedestrian bridge across creek in addition to existing structure. Developer agreed earlier on to do it faster, cheaper than agency. Private alternative to explore.

Commissioner Hansen suggested taking advantage of torn-up streets to lay conduit and create backbone distribution system.

A sum of \$750,000 was designated to rehab airport road. Commissioner Johnston wanted to fix cracks, fast forward as priority. Higerd noted a time frame to get projects through. Maybe STIP funding would take too long. LTC could determine source of funding and consider other funding options.

C. **Caltrans:** Forest Becket reported American Disabilities Act (ADA) access on June Lake sidewalks. High Point Curve is approaching final paving in January. In wintertime?! Tom Meyers is retiring, and McElroy and Zemitis will take his projects. Conway Summit: Retaining wall upgrades, flat work. Restroom facilities, new panel displays, shelters, more large-vehicle parking, and turn pockets are proposed. Commissioner Hansen noted demolitions of Crestview, but some structures will remain. Add new sheds later. Keep sand shed, housing, truck storage. Commissioner Johnston noted lighting has shielding, but some Caltrans facilities don't; i.e., Sonora Junction. Becket noted moving north on US 6 for 8' shoulders, also north of Bridgeport.

11. INFORMATIONAL

A. **MAP-21 (Moving Ahead for Progress in the 21st Century):** Gerry Le Francois noted new federal legislation: TE (Transportation Enhancements) became TA (Transportation Alternatives), and formulas changed. Southern counties do better in STIP process. Mono does poorly when population factor is involved. Maybe ask LTC to lobby.

B. High Point Curve Update #12

12. **UPCOMING AGENDA ITEMS:** 1) OWP (% completion?); 2) new commissioners; 3) future project discussion; 4) MAP-21 update; 5) RTIP continued

13. **ADJOURN** to January 14, 2013.

Prepared by C.D. Ritter, LTC secretary

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DRAFT MINUTES

February 11, 2013

COUNTY COMMISSIONERS: Tim Fesko, Larry Johnston, Fred Stump

TOWN COMMISSIONERS: Matthew Lehman. **ABSENT:** Jo Bacon, Sandy Hogan

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

TOWN STAFF: Peter Bernasconi, Ray Jarvis, Jessica Morriss

CALTRANS: Forest Becket, Ryan Dermody, Brad Mettam

ESTA: John Helm, Jill Batchelder

GUESTS: Kelly Garcia, Beth Himelhoch,

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Matthew Lehman called the meeting to order at 9:06 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and Commissioner Fesko led the pledge of allegiance.

2. **PUBLIC COMMENT:** Garrett Higerd reported Rock Creek Road project has an LTC-related match. MAP-21 has changed funding mechanisms from Forest Highways to Federal Lands Access Program (FLAP) that requires 11.5% of \$9 million.

3. **INTRODUCTION OF NEW COMMISSIONERS & ELECTION OF CHAIR & VICE-CHAIR:** New commissioners Tim Fesko and Fred Stump of Mono County were introduced. In keeping with LTC Handbook policies, the chair position rotated from Town to County: Commissioner Johnston was elected chair (Ayes: 4-0.), and vice-chair nomination was continued to next meeting due to Town absences.

4. **APPROVAL OF MINUTES:** Minutes from Dec. 10, 2012, were continued to March 14, due to two absentees.

5. **COMMISSIONER REPORTS:** Lehman: Locator devices on buses and trolleys to track timing, larger bike racks (50%>) for summer. Nighttime service back on track per MMSA and Town. Working with MMSA on Mammoth bike races 09.04.13, start in town down Main Street.

6. ADMINISTRATION

A. **Proposed 2013-14 Overall Work Program (OWP):** Mary Booher described OWP as a guiding document for Rural Planning Assistance (RPA) funds. Due to Caltrans by March 1. Town's Circulation Element ties in with Mobility Element, whereas Mono's Circulation Element is the Regional Transportation Plan (RTP). Town policies are embedded into RTP, but lack strategy to incorporate into RTP. Keep trails as separate work element for development projects.

Corridor Management Plan: Scott Burns described scenic application at federal level. Money is blended with Tourism's marketing component. Programming enhancements are within communities themselves. Ultimate product is a plan that sets the stage for application and integration into RTP. It's broad now, ready for integration with tourism and marketing, economic development plan.

Back-in parking: Wendy Sugimura indicated Caltrans has been very supportive and will evaluate. Notebooks at local businesses are set up for comments. Caltrans' Terry Erlwain will return in summer, and CHP has been monitoring (no accidents). Commissioner Lehman found back-in parking odd, and Commissioner Stump didn't like it. Commissioner Fesko thought maybe it seemed odd because it's new/different, and people don't like change. Put back message boards in springtime. Booher noted local complaining lasted a couple weeks, and traffic has been slowed (removed passing lane, more constrained, visual cues, parking layout).

Sugimura noted the grant with Caltrans will be complete once the project final report and grant closeout report are filed. ESTA and the Town have proposed new work elements. Total amount of funding is unknown till rollover is identified. Projects can be removed later. Present draft to Caltrans for review by March 1.

Commissioner Johnston noted that if \$100,000 represents a staff person/year, then \$700,000 means seven persons working a full year. So, would it involve using consultants or part-time help? Ray Jarvis expressed concern for the Town, describing it as ambitious for current staff. The Town uses consultants all the time. Johnston suggested augmenting staff resources to get work done.

B. Regional Transportation Improvement Program (RTIP): Peter Bernasconi cited another grant for Waterford Gap. No NEPA required, CEQA already done. Design will include flood control.

MOTION: Adopt Resolution R13-01 (originally R12-09) amending the 2012 RTIP to reallocate funding from the Waterford Gap project to the Mammoth Creek project (*Lehman/Fesko. Ayes: 4. Absent: Bacon, Hogan.*)

C. MAP-21 (Moving Ahead for Progress in the 21st Century): Gerry Le Francois noted most money will come through State Highway Operation and Protection Program (SHOPP), and local projects through State Transportation Improvement Program (STIP). Rural counties don't have much accident data for performance-based information. Transportation Alternatives Programs (TAP) replaces Transportation Enhancement (TE). Greenhouse gas reduction is optional for rural counties. Commissioner Lehman suggested asking for consideration, as rural representatives sided with western counties on population-based formula. Rurals vs. Urbans. Maybe send letter to representatives.

Is MAP-21 a two-year authorization schedule? Brad Mettam clarified the difference between authorizing (what you can do) and programming (here's the money). Some deadlines occur after expiration of MAP-21. Legislation will be by statewide formula, either population-based (which would mean 95% less funding for Mono) or STIP. No federal guidance exists, and some programs were eliminated. State is trying to replicate existing programs. As federal regulations evolve, Caltrans evolves.

Commissioner Johnston suggested drafting an LTC letter to keep funding along lines of Regional Council of Rural Counties (RCRC) letter with focus on Mono. Mono Supervisors and Town could write letters as well.

MOTION: Direct staff to prepare letter similar to letter from RCRC. (*Lehman/Stump. Ayes: 4. Absent: Bacon, Hogan.*)

D. 2014 RTIP considerations, including interregional MOU status: Gerry Le Francois noted \$6 million to \$7 million new funding capacity for five years. He reviewed MOU projects involving two to three LTCs and the State. Brad Mettam stated that the Olancha-Cartago environmental draft is out. The preferred alignment involves median separation as a safety feature, swing to west of communities. Last piece needs funding.

Commissioner Fesko questioned why Mono funds outside the county. Le Francois replied that former commissions supported projects with economic benefit. Memoranda of Understanding (MOUs) are common now. Mettam recalled the original MOU added opportunity for Mono (High Point started in MOU, but was funded as a SHOPP project). Le Francois added that Southern Mono got a project that didn't cost 40% of construction, and Mono has prior commitments to keep things moving forward. Commissioner Johnston perceived a stroke of brilliance to leverage funds Mono wouldn't have gotten, improve safety, and create great transportation for Southern California visitors – all for relatively little money, Mono got a lot of bang for the buck. MOUs set up projects here, such as Conway Summit, with other counties contributing to Mono. Mono has gone to California Transportation Commission (CTC) to support regional projects. Mettam cited key reason: no single county had enough money, so leveraged state funding. Inyo and Mono picked up Kern's investment when it couldn't fund.

Le Francois compared county shares to a bank account – shares are there, need State's permission to spend. Mono contributes to state highway system with MOUs. Johnston added that Bridgeport and Lee Vining streets were not questioned because of Mono's regional orientation. MOUs offer multiple leveraging.

Mettam indicated that the State is very cognizant of that. Le Francois noted Mono funded environmental portion on US 395 by Adelanto. Project was split in half, with locals funding four-lane expressway, and Mono funding northern section. Is Transportation Enhancement (TE) money gone? Ask about that in aforementioned LTC letters.

E. LTC priorities for 2013: Commissioner Johnston presented a 20-item list, conceptually based on tourism and environmentally friendly suggestions. Commissioner Lehman wanted to add to list: Minaret Road

across from Nevados is missing sidewalk along retaining wall. Could Caltrans work with Town on safe-sidewalk 100-yd stretch? Prioritize that along with sidewalks in town. Fix before fatality occurs. Remove debris around new monument signs. Very little signage for Mammoth from north or south. Airport Road top priority. Commissioner Stump mentioned Paradise trail connection behind guard rail at Rock Creek Canyon project and Chalfant bus stops. Concurrence by commission? Revisit next meeting.

7. **LOCAL TRANSPORTATION ISSUE: Signage on I-5 at Hesperia:** Gerry

8. **TRANSIT**

A. **Eastern Sierra Transit Authority (ESTA):**

1. **Fiscal Year 2012-13 Program of Projects (POP):** Jill Batchelder noted funds remaining from last year. POP is for rural areas only, so Inyo receives apportionment as well.

MOTION: Adopt Resolution R13-02 programming \$93,323 in federal funds, adopting a POP with ESTA as subrecipient, and authorizing executive director to sign associated certifications and assurances for public transit services in Mono County. (Stump/Lehman. Ayes: 4. Absent: Bacon, Hogan.)

2. **FY 2012-13 California Transit Security Grant Program (CTSGP) - California Transit Assistance Fund (CTAF):** Wendy Sugimura noted eligible project was security fencing at storage facility. Vandalism? Helm cited a suspicious incident this winter.

MOTION: Adopt Resolution R13-03 allocating \$14,188 for transit vehicle storage security fencing and authorizing executive director to sign necessary grant documents (Fesko/Stump. Ayes: 4. Absent: Bacon, Hogan.)

B. Yosemite Area Regional Transportation System (YARTS): Scott Burns reported Byng Hunt and Tim Alpers are new YARTS members. Tuolumne River Draft Plan has been released. Tuolumne run will start at Mammoth twice daily instead of Lee Vining, supplementing regular YARTS service to Yosemite Valley.

C. Replacement vehicle for specialized transit: Wendy Sugimura clarified grant application is for service expansion, not replacement vehicle, and distributed a letter. No cost to Mono. Increase in intellectually disabled clients? *Yes. Young adults moving into area are utilizing services in Mammoth.*

MOTION: Adopt Resolution R13-03 authorizing letter for service extension. (*Lehman/Fesko. Ayes: 4. Absent: Bacon, Hogan.*)

9. **CALTRANS**

A. **Interregional Transportation Strategic Plan (ITSP):** Forest Becket noted ITSP was last updated in 1998. Mono is building backbone of California transportation system even though it lacks population. Is US 6 in corridor? Mettam indicated new areas were not added. He's been in touch with Nevada Department of Transportation (NDOT), which has not yet identified US 6 as an issue.

B. **Proposed changes to the Caltrans Urban Boundary:** Forest Becket clarified that "urban boundary" is not to be confused with LAFCO Sphere of Influence boundaries. A minor collector within the urban boundary that becomes a major collector is eligible for federal funding, including Lake Mary Road and Airport Road extension. Resolutions by Mono Supervisors and Town are required, but no LTC action.

Why are forest roads in urban draft when Town has tight urban boundary? *Peter Bernasconi explained that road past Shady Rest is maintained, geothermal wells exist there. Road was constructed as a summer road. Sherwin Creek Road is included.* Commissioner Johnston saw a major departure from existing urban area of town. Is this where it's going to grow into the future? Is map appropriate? He saw environmental implications.

Forest Becket described an effort addressing Federal Highway Administration (FHWA), not land use/development, LAFCO considerations. Garrett Higerd recalled Bishop went through the process. FHWA rule is >5,000 people, hence Mammoth Lakes and Bishop. The boundary goes around neighborhoods, not transportation route, hence irregular shape. Airport and Hot Creek Hatchery roads are affected. Johnston thought it made sense around airport, but roads north of Main Street are USFS. Inconsistencies exist.

Higerd stated Mono has no interest in improving Sherwin Creek Road. Johnston perceived an unnecessary departure from urban growth boundaries. Bernasconi explained the boundary follows town limits. Johnston suggested superimposing town limits on map. Higerd described the airport as an island, consistent with guidelines. Changes sent to BOS and Town? *BOS next Tuesday.* Becket suggested expanding to areas of future development, schools, etc.

C. **Activities in Mono County and pertinent statewide information:** Forest Becket cited High Point Curve update 14 in packet. Commissioner Fesko noted recent weather has created lots of rockfall, screen bulging, with one rock snaking beneath screen to take out an oil pan. Becket described the roadway as temporary, maybe cut screen/remove debris. Eventually it will not be as much an issue.

Caltrans is setting up briefing for new commissioners.

10. **INFORMATIONAL:** High Point Curve Updates 13 & 14

11. **UPCOMING AGENDA ITEMS:** 1) approval of minutes; 2) OWP status review; 3) in-depth review of MOUs; 4) scenic byway update; 5) LTC priority list; 6) LTC letter; 7) BOS letter

12. **ADJOURN** to March 11, 2013

Prepared by C.D. Ritter, LTC secretary

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Staff Report

March 11, 2013

TO: Mono County Local Transportation Commission
FROM: Gerry Le Francois, Principal Planner
Mary Booher, Administrative Services Manager
SUBJECT: 2013-14 preliminary Overall Work Program (OWP) priorities

RECOMMENDATIONS:

Review first draft of 2013-14 Overall Work Program and provide any desired direction to staff.

FISCAL IMPLICATIONS:

The 2013-14 OWP allocations are estimated to be \$216,000 for RPA and \$130,000 for PPM. Rollover from 2012-13 will be available, but no estimates are available at this time. RPA rollover is limited to 25% of the annual allocation (\$54,000).

ENVIRONMENTAL COMPLIANCE: N/A

RTP / RTIP CONSISTENCY:

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

DISCUSSION:

According to Caltrans guidelines, the first draft of the 2013-14 OWP is due to District 9 no later than March 1, 2013. This ensures that Caltrans staff will have sufficient time to review the projects and determine whether they are appropriate for OWP funding. Once staff has completed third-quarter invoicing, we will make estimates of available rollover, and be better able to determine how much money is available for rollover from the 2012-13 OWP. The final draft of the OWP will be approved by the commission in April, in order to be submitted to District 9 by the May 1 deadline. Compliance with this schedule ensures that we are approved for funding effective July 1, 2013.

Attached is first draft of the OWP which has been submitted to Caltrans for its review.

Mono County Overall Work Program

2013-2014

1st Draft February 19, 2013

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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 14,000 (2010 US Census). The county's one incorporated area, the Town of Mammoth Lakes, contains approximately 58 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 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. June Lake has also experienced 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 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 could bring these pressures back, and this possibility needs to be considered in long-term planning efforts.

Benton, Hammil, and Chalfant, located along Highway 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. 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 communities are in the process of planning improvements to the pedestrian/livable nature of their communities.

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 daily non-stop flights to Los Angeles, San Jose, San Francisco, San Diego and Orange County. Summer air service is available to Los Angeles on a daily basis.

As population and recreational use increases, particularly in Mammoth Lakes and June Lake, 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) is the transit provider in Mono County, and recently assumed winter transit service from Mammoth Mountain within Mammoth Lakes. Fixed route and 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. 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 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 via ESTA. 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. The County, in addition to its Planning Commission and Land Development Technical Advisory Committee, uses standing Regional Planning Advisory Committees (RPAC) or Citizen Advisory Committees for input and comment from community members. 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 Town has an active Mobility and Airport planning effort through its Planning Commission.

The LTC also recently updated its website at 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 or quarterly to collaborate on regional planning issues with state, federal and local agencies, such as Caltrans, the Town of Mammoth Lakes, and Mono County. Tribal representative 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, 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 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 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 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 MAP-21

The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The eight planning factors for a rural RTPA are addressed in the 2013/14 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.

WORK ELEMENT 100-13-0
2014/15 OVERALL WORK PROGRAM DEVELOPMENT AND APPROVAL

PURPOSE

The purpose of this Work Element is to develop the Overall Work Program and have the OWP approved by Caltrans.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Review status of current OWP projects	County LTC, Town LTC, County Planning, Town Comm Dev, County PW, Town PW, County/Town IT	Status Update Report	12/31/2013
Solicit potential work items from potential partners	County LTC	Proposed Work items	12/15/2013
Develop priorities for new OWP	County LTC, Town LTC		12/31/2013
Solicit input from LTC on priorities	County LTC		1/13/2014
Review OWP Guidance document in conjunction with proposed projects	County LTC, Town LTC	LTC Staff recommendation	1/31/2014
Draft OWP	County LTC, Town LTC	Draft OWP	2/1/2014
Draft OWP reviewed by LTC	County LTC		2/10/2014
Caltrans review of draft OWP	Caltrans D9		3/1/2014
Draft OWP reviewed by LTC	County LTC		3/10/2014
Incorporate Caltrans suggestions into OWP	County LTC, Town LTC		3/31/2014
Draft OWP reviewed by LTC	County LTC		4/14/2014
Final Adoption of OWP	County LTC		5/12/2014
Caltrans approval of OWP	Caltrans D9	Approved OWP for 2014/15	6/15/2014

PREVIOUS WORK

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

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA.

WORK ELEMENT 101-13-0
2012/13 AND 2013/14 OVERALL WORK PROGRAM ADMINISTRATION

PURPOSE

The purpose of this Work Element is to close out the 2012/13 OWP and administer the OWP for FY 2013/14.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
2011/12 OWP Quarter 4 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	4 th qtr invoices/progress reports	8/5/2013
2011/12 OWP Quarter 4 invoices/progress reports submitted to CalTrans	County LTC	4 th Qtr RPA and PPM Invoices/progress reports	8/20/2013
Create quarterly invoicing/reporting forms from approved OWP	County LTC	Quarterly Reporting Forms	9/1/2013
Quarter 1 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	1 st qtr invoices/progress reports	10/31/2013
Quarter 1 invoices/progress reports submitted to CalTrans	County LTC	1st Qtr RPA and PPM Invoices/progress reports	11/15/2013
Quarter 2 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	2 nd qtr invoices/progress reports	1/20/2014
Quarter 2 invoices/progress reports submitted to CalTrans	County LTC	2 nd Qtr RPA and PPM Invoices/progress reports	1/31/2014
Review OWP and quarterly reports for possible amendments	County LTC, Town LTC, County Planning, Town Comm Dev, County PW, Town PW, County/Town IT	Proposed amended Work Elements	3/15/2014
Draft amended OWP to Caltrans	County LTC, Town LTC	Draft amended OWP	3/31/2014
Amended OWP adopted by LTC	County LTC	Adopted amended OWP	4/14/2014
Quarter 3 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	3 rd qtr invoices/progress reports	4/20/2014
Quarter 3 invoices/progress reports submitted to CalTrans	County LTC	3 rd Qtr RPA and PPM Invoices/progress reports	4/30/2014
Amended OWP approved by Caltrans	Caltrans	Caltrans approved amended OWP	5/1/2014

Quarter 4 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	4 th qtr invoices/progress reports	8/5/2014
Quarter 4 invoices/progress reports submitted to CalTrans	County LTC	4 th Qtr RPA and PPM Invoices/progress reports	8/20/2014
Year end paperwork, including Close Out Package to CalTrans	County TLC	Close Out Package	08/31/14

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA.

WORK ELEMENT 103-13-0
LOCAL TRANSPORTATION COMMISSION STAFF SUPPORT

PURPOSE

The purpose of this Work Element is for assigned staff to provide support for the on-going functions of the LTC.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Prepare LTC Agenda Packet and supporting materials	County LTC	Agenda Packets	Monthly
Prepare LTC Minutes; take actions necessary to implement Commission directives	County LTC	Minutes, resolutions, & implementation activities	Monthly
Operational and Trust Fund Accounting	County LTC	required reports	as needed
Contract for annual audit for previous year	County LTC	annual audit	12/31/2012

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA.

WORK ELEMENT 200-13-0
REGIONAL TRANSPORTATION PLAN

PURPOSE

The purpose of this Work Element is to prepare, adopt, and submit the Regional Transportation Program (RTP) to Caltrans and the California Transportation Commission. This task is performed cooperatively by Mono County and Town of Mammoth Lakes staff. The objectives of the RTP are to:

- Establish transportation goals, policies, and actions on a regional and local basis,
- Provide an assessment of existing conditions,
- Estimate future transportation needs, and
- Identify needed transportation improvements.

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Review RTP guidelines to identify RTP deficiencies and legal mandates for RTP update	County and TOML	Outline of RTP policy / data gaps	9/30/13
Review current RTP with RPACs, tribal governments, Caltrans, Collaborative Planning Team, etc for input on modifications and identification of new issues to address	County and TOML	Agendas and draft issues section of RTP	7/31/13
Incorporate and complete current County planning efforts; Bikeway Plan, Main Street Projects (Bridgeport, Lee Vining, June Lake), trails planning, Corridor Management Plan, etc	County and TOML	Suggested additions to and/or modifications of the RTP	8/31/13
Research ability to adopt a Sustainable Communities Strategy under SB375, with strong reliance on Town and County General Plans, and pursue if relevant	County and TOML	Draft SCS section	7/31/13
Incorporate Digital 395/last-mile provider and other communication and infrastructure policies	County	Capital projects and communications policies	8/1/2013
Revise downtown parking standards for communities such as Bridgeport, Lee Vining, and June Lake	County	Revised parking standards	7/15/13
Update required financial policy and action elements, including CIP/RTIP, etc	County and TOML	Draft Elements	7/15/13
Review and 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 Element of the General Plan, and community input.	County and TOML	Draft policies and list of community/local /state transportation needs (RTIP & TA)	9/30/13
Review draft RTP with Caltrans, RPACs, and conduct workshops with Commissions and Board, and make any changes	County	Public review of draft RTP and RTP modifications	10/31/2013
Coordinate with Land Use Element update and mandated Housing Element Update	County	Integrated RTP policies	3/31/2014

Incorporate natural resource considerations via update of master environmental assessment (MEA)/EIR	County	Draft MEA	7/31/2013
Conduct CEQA scoping as needed	County	Notice of Preparation, scoping input	8/30/2013
Prepare Administrative Draft Environmental Impact Report (EIR) for internal review, revise as needed, and publish Public Review Draft EIR	County	Draft EIR	2/28/2014
Receive public/agency comments, prepare response to comments, prepare Final EIR, modify RTP and distribute	County	Final EIR & RTP	5/31/2014
Notice and conduct public hearing for adoption with Commissions and Board	County	Agendas	6/30/2014
Adopt RTP/Circulation Element	County	Adopted documents	6/30/2014
File Notice of Determination	County LTC	Notice of Determination	6/30/2014

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Prepare draft Town Capital projects list for inclusion in RTP	Town Public Works	Town capital project list, cost estimates, schedule	7/31/13
Town Commission(s) review of draft capital projects list for inclusion in RTP	Town Public Works	Commission(s) review of draft capital projects list	7/31/13
Coordination with County and Caltrans as necessary	Town Public Works	Integrated capital project list	Ongoing
Complete ADA Transition plan and incorporate into RTP	Town	ADA Transition plan	7/31/13
Complete draft mobility element and incorporate into RTP	Town	Draft mobility element	7/31/13
Prepare draft RTP with County	Town Public Works	Draft RTP	8/1/2013
Town Commission(s) review of draft RTP	Town Public Works	Commission(s) review of draft RTP	9/1/2013
Prepare Final Draft RTP with County	Town Public Works	Final Draft RTP	See above
LTC adoption	Town Public Works	Adopted RTP	See above

PREVIOUS WORK

Town staff has been working to develop the Town's Capital Improvement Program, which will be incorporated into the RTP. County staff has outreached to four Regional Planning Advisory Groups, held two updates with the LTC. Staff has reviewed the RTP guidelines, and is working on incorporating these into the RTP.

ONGOING TASK

This is an on-going work element.

FUNDING SOURCE

PPM

Mono County has received a Strategic Growth Council Grant in the amount of \$326,514 to address the policy links between jobs, housing, land use and transportation.

WORK ELEMENT 201-13-1
TRAILS**PURPOSE**

The purpose of Work Element 201-12-1 is to develop Project Study Reports (PSR) or Project Initiation Documents (PID) for trails projects, incorporate trails into GIS base mapping, pursue funding for trails development and develop a Web Application for the trails system.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
June Lake Trail Plan project(s), including Down Canyon Trail PID/PSR	Mono County	PID/PSR	6/30/14
Route concepts for portions of the Eastern Sierra Regional Trail, including Mono Yosemite Gateway Trail	Mono County	Route concept for regional trail	6/30/14
Secure funding for trail system components for communities such as Bridgeport, Paradise, Crowley, Lee Vining and Walker	Mono County	Grant application	6/30/14
Pursue funding for implementation of Bicycle Transportation Plan Projects	Mono County	Grant application	6/30/14
GIS Base mapping - inclusion of trails	Mono County	Updated GIS base maps	Ongoing
Web Application Development for trails system	Mono County	Web Application to identify trails	Ongoing

ONGOING TASK

This is an on-going work element.

FUNDING SOURCE

PPM.

WORK ELEMENT 300-13-0
TRANSIT PLANNING**PURPOSE**

The purpose of this Work Element is for Town to review, plan for, and coordinate transit route improvements and transit stop signage or other informational material as needed. This includes holding two annual public transit workshops to identify transit issues and needs and to plan for transit route, scheduling and signage improvements.

Significant coordination between the Town, Mammoth Mountain Ski Area, and the Eastern Sierra Transit Authority, as well as Yosemite Area Regional Transportation System occurs on a monthly basis.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Town, MMSA, and ESTA monthly liaison meetings	Town Airport & Transportation Department	Town, MMSA, and ESTA monthly liaison meetings	Monthly
Planning and Economic Development Commission transit workshop-semiannual	Planning and Economic Development Commission, Town Airport & Transportation Department	Public workshop to discuss transit service	7/31/2013
Identify and analyze winter route, schedule and signage changes (if any)	Town Airport & Transportation Department	Summary memorandum of route and/or schedule changes	9/31/2013
Prepare Winter transit map	Town Airport & Transportation Department	Published Winter Transit Map	11/1/2013
Planning and Economic Development Commission transit workshop-semiannual	Planning and Economic Development Commission, Town Airport & Transportation Department	Public workshop to discuss transit service	2/28/2014
Identify and analyze summer route, schedule and signage changes (if any)	Town Airport & Transportation Department	Summary memorandum of route and/or schedule changes	4/31/2014
Prepare Summer transit map	Town Airport & Transportation Department	Published Summer Transit Map	6/1/2014
Final Deliverable(s)	Town Airport & Transportation Department	Summer and Winter Transit Maps (published); Transit Workshops	6/30/2014

PREVIOUS WORK

This is an ongoing work item.

ONGOING TASK

This is an ongoing work item.

FUNDING SOURCE

RPA

WORK ELEMENT 303-13-4
ESTA SHORT RANGE TRANSIT PLAN

PURPOSE

The purpose of this Work Element is Develop a Short Range Transit Plan for the Eastern Sierra Transit Authority with the work to be completed by a transit consulting firm.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Circulate RFP	ESTA	Completed RFP	
Approved Contract	ESTA	Approved contract	
Approved SRTP	ESTA/LTC	Approved SRTP	

ONGOING TASK

This is an on-going work element.

FUNDING SOURCE

RPA. Staff has also provided ESTA with information regarding other funding sources

WORK ELEMENT 400-13-3
GENERAL GIS SERVICES**PURPOSE**

The purpose of this Work Element is to provide high-level GIS support and development services to Mono County and the Mono LTC. This work is general in nature, and not associated with any one specific project. Specific tasks and items in this area surround the development and maintenance of a system that supports project specific work done by the LTC, County and Town staff, and includes items such as:

- Data development and maintenance
- GIS Coordination and GIS Project Management
- GIS Desktop Support
- GPS & Field Data Collection Support
- Map & graphic production
- Web application development & support

It is estimated that over 80% of the projects that utilize the County/Town GIS are either completely transportation/transit related, or have a transportation/transit component. These projects would not be able to use GIS if the system was not maintained on an on-going basis. The Town has chosen to fund their portion of this through other sources. As such, 10% of all time billed to maintaining the GIS system will be allocated to and paid from this Work Element.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Data development and maintenance	IT Staff-County and Town	Quarterly snapshot of GIS database delivered to CalTrans GIS Coordinator	Ongoing
GIS Coordination and GIS Project Management	IT Staff-County and Town	Provide list of projects with GIS components	Ongoing
GIS Desktop Support	IT Staff-County and Town	Provide Time & Billing report for desktop support related to Town users	As Needed
GPS & Field Data Collection Support	IT Staff-County and Town	Provide Time & Billing report for desktop support related to Town users	As Needed
Map & graphic production	IT Staff-County and Town	Provide maps and graphics related to LTC projects with specific GIS scopes	As Needed
Web application development and support	IT Staff-County and Town	Provide links to web applications built to support LTC projects using GIS	As Needed
Final Deliverable(s)	IT Staff-County and	Quarterly	6/30/2014

	Town	snapshots; Project List; Maps and Graphics, Web links; Invoices	
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PREVIOUS WORK

It is expected that time will be billed to this element as needed and in situations where GIS work is not associated with a specific LTC project but when the overall system is maintained in support of all projects, including transportation projects.

ONGOING TASK

This is an ongoing task that will have time allocated to it on a periodic and as-needed basis over the course of the Fiscal Year,

FUNDING SOURCE

RPA and PPM.

WORK ELEMENT 401-13-3
GIS SOFTWARE LICENSING AND HARDWARE PROCUREMENT

PURPOSE

The purpose of this Work Element is to help offset the cost of and provide money to support the hardware and software required to operate and maintain the County & Town's GIS. This includes a portion of ESRI software licensing costs, procurement of hardware, etc.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
ESRI Enterprise License Agreement	IT Staff-County and Town	ESRI Enterprise License Agreement – 50% based on # of LTC based users : total seats	1/31/2014
Laserfiche Document Management System Hardware	IT Staff-County	Laserfiche User license; Maintenance fee; Data storage disk	1/131/2014
Final Deliverable(s)	IT Staff-County and Town	ESRI and Laserfiche agreements; Data storage disk	6/30/2014

ONGOING TASK

This is an ongoing work item.

FUNDING SOURCE

RPA and PPM.

WORK ELEMENT 402-13-3
IT INFRASTRUCTURE & SUPPORT SERVICES

PURPOSE

The purpose of this Work Element is to provide money to support the technological systems and services used by LTC staff to perform the work required to complete other OWP Work Elements.

It is estimated that 10% of the computers maintained are used by staff working on LTC-related projects. Therefore, 10% of the time for the following items will be budgeted to LTC.. Actually billing will be based on actual counts in each quarter. These items include, but are not limited to:

- Desktop Support
- Network & Server Management
- Email Management
- Backups

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Network & Server Management	IT Staff	Provide list of all time spent on this task	Ongoing
Email Management	IT Staff	Provide list of all time spent on this task	Ongoing
Backups	IT Staff	Provide list of all time spent on this task	Ongoing
Maintenance of Video Teleconferencing Equipment	IT Staff	Provide list of users/functions	Ongoing

ONGOING TASK

This is an ongoing task that will have time allocated to it on a periodic and as-needed basis over the course of the Fiscal Year.

FUNDING SOURCE

RPA.

WORK ELEMENT 403-13-0
PAVEMENT MANAGEMENT SYSTEM

PURPOSE

The purpose of this Work Element is to update and maintain the Town of Mammoth Lakes pavement management system. The Pavement Management System (PMS) is a criteria based methodology used to make cost-effective decisions concerning the maintenance and rehabilitation of pavement in the Town of Mammoth Lakes. The primary objectives of the PMS is 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 5 year Capital Improvement Plan and the Asset Management Plan

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Pavement Condition Assessment	Town Public Works	Update PMS with current pavement condition index	11/1/2013
Prepare Reports	Town Public Works	Prepare reports for integration with the 5 year Capital Improvement Plan and Asset Management Plan	Ongoing
Software license	Town Public Works	Annual Software License Subscription	6/30/2014
Final Deliverable(s)		Update PMS & Renew License	6/30/2014

ONGOING TASK

This is an ongoing project.

FUNDING SOURCE

PPM.

WORK ELEMENT 600-13-0
TRANSPORTATION GRANT APPLICATIONS

PURPOSE

The purpose of this Work Element to support Town efforts to gain grant funding for transportation planning and infrastructure projects. These grant funds can be effectively leveraged to support more detailed transportation planning efforts, and to construct new facilities that enhance the circulation network.

The Town intends to pursue a range of local, State and Federal grant opportunities in 2013-14, including but not limited to:

- Community Based Transportation Planning Grant for district transportation planning.
- Environmental Enhancement and Mitigation Grant(s) funding for trail system components.
- Safe Routes to School Grants for sidewalk improvements.
- Sierra Nevada Conservancy Grant for trail system signage.
- Bicycle Transportation Account grants.

Administer and implement awarded grants as needed.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Research grants availability, requirements and determine eligible projects	Town Community Development and Public Works	N/A	TBD as needed
Draft Grant Applications	Town Community Development and Public Works	Grant application and supporting materials; authorizing resolutions; letters of support etc.	TBD as needed
Final Grant Application	Town Community Development and Public Works	Final Grant Application Package	TBD as needed
Final Deliverable(s)	Town Community Development and Public Works	Final Grant Application Package(s)	TBD as needed

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA and PPM.

WORK ELEMENT 601-11-0
395 CORRIDOR MANAGEMENT PLAN

PURPOSE

The purpose of this Work Element is for the County and the Town to develop a Corridor Management Plan for US 395. The Corridor Management Plan is required to seek designation of the highway as a National Scenic Byway. Mono County was awarded a grant to complete the corridor management plan. Mono County and the Town of Mammoth Lakes are providing in-kind support for the project through the LTC. Staff will help facilitate meetings, coordinate with consultants, and other support services as needed. 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.

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Assess and Evaluate existing information & Develop detailed work plan	County LTC	Work Plan	12/31/2013
Data Collection/GIS mapping	County LTC	Inventory of data/mapping	05/31/2014
Community Outreach Meetings/Collaborative Planning Group Meetings (15 meetings) Phase 1 introduction & phase 2 follow up	County LTC	Agendas	02/28/2014
Review/Update existing State Scenic Highway CMP to be consistent with proposed NSBCMP	County LTC	Updated State Scenic CMP	01/31/2014
Prepare CMP Document draft, including proposed interpretive projects and cost estimates	County LTC	Draft CMP	05/30/2014
Present and discuss final proposed NSBCMP to local communities, boards & commissions. (~6 meetings)	County LTC	Agendas, presentations, notes	06/30/2014
Conduct facilitated sessions with communities/RPACs to establish design themes	County LTC	Community Design Themes	06/30/2014
Conclude process (incidentals : supplies, reproductions, travel, etc).and submit Final Deliverable(s)	County LTC	395 Corridor Management Plan	06/30/2014

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Support Mono County Staff to complete 395 Corridor management Plan	Town Public Works	Support stakeholder, partner, and public outreach meetings. Assist in document,	6/30/14

		materials and presentation preparation, aid in consultant selection and coordination, review draft documents.	
Final Deliverable(s)	Town Public Works	395 Corridor Management Plan	6/30/14

PREVIOUS WORK

This is a new work program item.

ONGOING TASK

This is an ongoing project. Work is expected to continue on this project until FY 13/14.

FUNDING SOURCE

FHWA Grant Funding: \$196,000

RPA and PPM Funding for Required Match (20%): \$49,000 in-kind/cash

Total Project Cost: \$245,000

Funding Award Date: 6/17/2011

Project completion: 6/1/2013

Required project completion deadline: 6/1/2016

WORK ELEMENT 602-11-2
MAIN STREET
IMPLEMENTATION PLAN

PURPOSE

The purpose of this work element is to prepare an Implementation Plan for the Main Street District in the Town of Mammoth Lakes. The Implementation Plan will evaluate an array of financing mechanisms and implementation measures intended to advance recommendations and tasks identified in the Downtown Neighborhood District Plan (DNBP).

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Parking Analysis	Town Community Development and Public Works	Preliminary parking alternatives plan	12/1/2013
Alternative Transportation Evaluation and Mode Split Analysis	Town Community Development and Public Works	Preliminary alternative transportation options plan	12/1/2013
Vehicle and Pedestrian Access Management Plan	Town Community Development and Public Works	Preliminary vehicle and pedestrian access management plan	12/1/2013
Vehicle and Pedestrian Signage and Wayfinding Plan for Main Street	Town Community Development and Public Works	Preliminary vehicle and pedestrian signage and wayfinding plan for Main Street	12/1/2013
Snow Management Implementation Plan	Town Community Development and Public Works	Preliminary snow management plan	12/1/201
Financial Feasibility Analysis	Town Community Development and Public Works	Preliminary financing alternatives plan	12/1/2013
Stakeholder Focus Group Meeting #2	Town Community Development and Public Works	Focus Group Meeting #2 Sign-in sheet; Copy of Meeting Notes	7/31/13
Community Workshop	Town Community Development and Public Works	Community Workshop Sign-in sheet; Copy of Meeting Notes; Copies of Presentation Materials	7/31/13
Agency Review	Town Community Development and Public Works	Meeting notes from Agency Meetings	7/31/13
Preferred Plan Information	Town Community Development and Public Works	Data and information about plan refinement, including	7/31/13

		additional analysis if needed	
Presentation of Preferred Plan to Planning Commission	Town Community Development and Public Works	Planning Commission Meeting #1 Information: Meeting Notes, Staff Report, etc.	8/1/2013
Draft Implementation Plan (Administrative and Public Review)	Town Community Development and Public Works	Draft Implementation Plan	9/1/2013
Present Draft Plan	Town Community Development and Public Works	Planning Commission Meeting #2 Information: Meeting Notes, Staff Report, Commission and public comments; Other Commission Meeting Information if applicable	10/1/2013
Final Implementation Plan	Town Community Development and Public Works	Final Implementation Plan	12/1/2013
Acceptance of Final Plan	Town Community Development and Public Works	Planning Commission Meeting #3 and Town Council Meeting #1 Information: Meeting Notes, Staff Report, Commission/Council and public comments	12/31/2013
Final Deliverables(s)		Final Main Street Implementation Plan	2/1/2014

PREVIOUS WORK

Background: Previous Town work related to this project has included preparation of the Downtown Neighborhood District Plan for the Main Street District. Preparation of the Downtown Neighborhood District Plan was principally funded through Caltrans Community-Based Transportation Planning Grant funds. The District Plan was accepted by the Town Council in September 2010.

The Town has completed the following tasks for the Main Street Implementation Plan:

- Kick-off meeting with Caltrans
- Issuance of Request for Proposals
- Selection of Consultant team (Winter & Company)
- Formation of focus group (Downtown Working Group)
- Held four public Downtown Working Group meetings
- Held one Community Workshop

ONGOING TASK

Staff started work on this project in July 2012 and will complete work by February 2014.

FUNDING

This is a Community Based Transportation Planning Grant award to the Town of Mammoth Lakes on July 26, 2011.

CBTP Grant: \$165,000

PPM Required Match (10%): \$16,500 in-kind/cash

Additional Match: \$10,400

Total Project Cost: \$191,900

Funding Award Date: 2/15/2012

Required project completion deadline: 2/1/2014

WORK ELEMENT 603-11-1
MAIN STREET REVITALIZATION PLAN FOR U.S. 395 THROUGH BRIDGEPORT

PURPOSE

Prepare a study with recommendations for building a well-connected network of pedestrian, bicycle and transit connections with identified short-term and longer-term possible infrastructure enhancements in Bridgeport and the surrounding region.

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Completed draft report	County Planning	Copy of draft report	7/31/13
Public presentations and other relevant meeting documentation	County Planning	Copies of presentations, agendas, participant lists and minutes from the meetings	7/31/13
Revised final report	County Planning	Copy of final report, and web-ready files for public access	7/31/13

PREVIOUS WORK

Grant preparation for Community Based Transportation Planning Grant in FY 10/11.

ONGOING TASK**FUNDING**

CBTP Grant: \$124,158

RPA or PPM Required Match (10%): \$13,796 in-kind/cash

Total Project Cost: \$137,954

Funding Award Date: February 2012

Project completion: January 2014

Required project completion deadline: February 14, 2014

WORK ELEMENT 605-12-2
MAMMOTH LAKES STORM WATER MANAGEMENT MASTER PLAN

PURPOSE

The purpose of this work element is prepare a Stormwater Management Master Plan that will provide a more proactive approach to managing stormwater, improving water quality and minimizing the risk of flooding. The Stormwater Management Master Plan is an important contributing document to the Town's overall Capital Improvement Program (CIP). It not only helps to prioritize stormwater related improvements, but also helps guide and prioritize street improvement projects with a stormwater component.

Objectives:

1. Develop a Stormwater Master Plan that includes provisions for improved management and policy; guides the development of the Town's CIP related to stormwater and street improvements; and describes maintenance and operations; and provides the opportunity for education and outreach.
2. Build upon the work previously completed by the Town, including the integration of the findings and recommendations included in the Erosion, Drainage and Flooding Project Final Recommendations Report dated April 11, 2008.
3. Identify, delineate and prepare to implement CIP projects identified within the Stormwater Master Plan and related street improvements.

There are several outcomes that will be developed and implemented with the project that are consistent with California Water Code Section 10562

1. Public Education regarding stormwater pollution.
2. Development of local stormwater quality guidelines and local code revisions that address zoning and building activities, including local transportation projects.
3. Development of a retrofit program and policy for existing development to improve stormwater quality.
4. Development of an operations and maintenance plan for both public and private developments.
5. Development of a monitoring, assessment, and reporting plan for both private and public development.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Develop Stormwater Management Plan and Capital Improvement Program	Town Public Works	Draft & Final Stormwater Master Plan	12/30/2013
Implement Strategic Aspects of the Stormwater Management Plan <ul style="list-style-type: none"> • Draft & Final Stormwater Finance Strategy & Funding Plan • Draft & Final Stormwater Operations & Maintenance Plan • Draft & Final Framework for Commercial, Industrial and Residential Retrofit Program • Draft & Final Monitoring, Assessment & Reporting Plan 	Town Public Works	Draft & Final Stormwater Finance Strategy & Funding Plan; Draft & Final Stormwater Operations & Maintenance Plan; Draft & Final Framework for Commercial, Industrial and Residential Retrofit Program; Draft & Final Monitoring, Assessment &	6/30/2014

		Reporting Plan	
Project Quality Control and Review	Town Public Works	Review notes by senior staff	ongoing
California Environmental Quality Act	Town Public Works	Prepare environmental checklist and documentation for minor Negative Declaration	9/30/2014
Project Administration	Town Public Works	Monthly reports and project invoicing	ongoing

Final Deliverable(s):

- Final Stormwater Finance Strategy & Funding Plan
- Final Stormwater Operations & Maintenance Plan
- Final Framework for Commercial, Industrial and Residential Retrofit Program

Final Monitoring, Assessment & Reporting Plan

CEQA Review and adoption

Update Municipal Code

These deliverables will assist Town compliance with State mandated nonpoint source controls for stormwater pollution.

PREVIOUS WORK This is a new work element.

ONGOING TASKS

This project is expected to be completed by Fiscal Year 2013-14.

FUNDING

The Town has been awarded a grant from the Inyo-Mono Integrated Regional Water Management Plan (IRWMP) to complete Phase I of this project. The Town expects to submit another grant application to complete Phase II

Phase 1 IRWMP Grant: \$88,000

IRWMP Required Match 25%

Town General Fund/other Portion: \$27,375

PPM Match: \$30,000 (\$15,000/year through 2013/14)

Total Project Cost: \$229,500

Funding Award Date: Phase I award in negotiation with DWR: \$88,000

Funding Phase 2 DWR grant est. 9/2013: \$108,000

Required project completion deadline: Three years from award of CWR Grant

WORK ELEMENT 607-13-2
MAMMOTH LAKES DRAFT MOBILITY ELEMENT LEVEL OF SERVICE ANALYSIS AND MITIGATION IDENTIFICATION

PURPOSE

The purpose of this work element is to analyze intersection level of service for intersections identified in the Town of Mammoth Lakes Draft Mobility Element and identify potential mitigation measures as necessary to meet level of service standards.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Perform level of service analysis, based on existing traffic model information, on existing and potential future intersections and roadway segments	Town Public Works & Community Development	Intersection and segment LOS worksheets	1/1/2014
Identify potential mitigation measures, including physical and policy measures, to meet level of service standards	Town Public Works & Community Development	Technical memo and documentation of mitigation measures	1/1/2014
Final Deliverable(s)			1/1/2014

PREVIOUS WORK This is a new work element.

ONGOING TASKS**FUNDING**

PPM and RPA.

WORK ELEMENT 608-13-2
PARKING DISTRICT AND PRICING STUDY

PURPOSE

The purpose of this work element is to prepare a parking benefit district study, which would include utilizing parking demand data and future growth projections to identify shared-parking opportunity sites, estimate costs and revenues (fees, in-lieu fees, and assessments) associated with construction of facilities, as well as the implementation of a parking benefit district(s).

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Compile existing parking data and collect additional data as necessary, including existing infrastructure and demand	Town Public Works & Community Development	Existing parking summary	1/1/2014
Develop future parking demand projections based on potential growth scenarios and established parking requirements	Town Public Works & Community Development	Technical memo	4/1/2014
Identify parking opportunity sites and shared-parking opportunities	Town Public Works & Community Development	Maps	5/1/2014
Estimate potential costs and revenues associated with construction and implementation of a parking benefit district	Town Public Works & Community Development	Cost estimates and revenue projections	7/1/2014
Prepare implementation documents related to establishing a parking benefit district	Town Public Works & Community Development	Documents and data regarding benefit district	9/1/2014
Present draft plans for public comment	Town Public Works & Community Development	Draft parking district and pricing study	10/1/2014
Prepare final plans for adoption	Town Public Works & Community Development	Final parking district and pricing study	12/1/2014
Final Deliverable(s)			1/1/015

PREVIOUS WORK This is a new work element that will likely be completed in FY 2014-15.

ONGOING TASKS**FUNDING**

PPM and RPA.

WORK ELEMENT 609-13-2
SIDEWALK MASTER PLAN**PURPOSE**

The purpose of this work element is to prepare an update to the Town's Sidewalk Master Plan based on the Draft Town of Mammoth Lakes General Plan Mobility Element. The updated Sidewalk Master Plan will provide recommendations regarding pedestrian infrastructure, maintenance (snow removal) priorities and policies, and other feet-first related recommendations.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Review existing documents and plans; compile existing pedestrian infrastructure and use data; and collect additional data as necessary	Town Public Works & Community Development	Pedestrian data	9/1/2013
Develop recommendations regarding pedestrian infrastructure priorities	Town Public Works & Community Development	List of recommendations and priorities; maps	12/1/2013
Prepare an update to the Town's snow removal policy for pedestrian infrastructure	Town Public Works & Community Development	Snow Removal Policy	1/1/2014
Prepare and present Draft Sidewalk Master Plan	Town Public Works & Community Development	Draft Sidewalk Master Plan	3/1/2014
Prepare Final Sidewalk Master Plan and present to Commissions and Public	Town Public Works & Community Development	Final Sidewalk Master Plan	6/1/2014
Final Deliverable(s)			6/1/2014

PREVIOUS WORK This is a new work element.

ONGOING TASKS**FUNDING**

PPM and RPA.

WORK ELEMENT 610-13-2
STREETSCAPE STANDARDS PLAN

PURPOSE

The purpose of this work element is to prepare a standards plan regarding streetscape elements in the commercial zones. The plan will provide detailed specifications for streetscape infrastructure that will be required through future development and capital projects. The plan will include information such as the type and locations for certain pavement/pavers, benches, lighting, trash receptacles, bicycle racks, and other streetscape furniture and amenities.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Develop specifications for infrastructure, based on accepted neighborhood district plans and the recommendations of the Main Street Implementation Plan	Town Public Works & Community Development	Specifications for streetscape amenities: furniture, pavers, bike racks, trash cans, etc.	10/1/2013
Develop cost estimates and implementation plans (as necessary)	Town Public Works & Community Development	Cost estimates and implementation plans	2/1/2014
Prepare and present Draft Streetscape Standards Plan	Town Public Works & Community Development	Draft Streetscape Standards Plan	5/1/2014
Adopt Final Streetscape Standards Plan	Town Public Works & Community Development	Adopted Final Streetscape Standards Plan	6/1/2014
Final Deliverable(s)			6/1/2014

PREVIOUS WORK This is a new work element.

ONGOING TASKS**FUNDING**

PPM and RPA.

WORK ELEMENT 700-13-0
PROJECT STUDY REPORTS**PURPOSE**

The purpose of this Work Element is to develop Project Study Reports (PSR) for projects in Mono County. Project Study Reports are 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.

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 engineers estimate of probable costs.

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Maintainance of Project workflow document	County CDD	Updated workflow	ongoing
Outreach as appropriate to determine needs and potential projects via RPACs, LDTAC, Planning Commission and Board of Supervisors	County CDD	Project list of priorities	ongoing

ONGOING TASK

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

FUNDING SOURCE

PPM.

WORK ELEMENT 701-13-1
REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP) UPDATE/MAINTENANCE

PURPOSE

The purpose of this Work Element is to keep an updated RTIP. 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:

- Ensure the RTIP is consistent with the Regional Transportation Plan,
- Ensure the RTIP is consistent with CTC State Transportation Improvement Program (STIP) guidelines,
- Coordinate with statewide, regional, and local planning agencies for future projects,
- Coordinate with MOU partners on funding under MAP-21 and revise MOU's when necessary,
- Amend existing RTIPs if projects have a change in scope, cost and/or delivery, and
- Update/develop the 2014 RTIP

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Amend RTIP if current projects change in scope, cost and/or delivery	Mono County LTC	LTC Resolution	12/1/13
Discuss with CTC staff possible amendments to issues or concerns prior to proceeding with amendments	Mono County LTC	To be determined	As needed
Monitor regional projects (MOU) for any necessary changes	Mono County LTC	To be determined	As needed
Coordinate future programming needs (or projects) for Dist. 9, TOML, and/or Mono County	Mono County LTC	To be determined	12/15/13
Prepare the 2014 RTIP; work with CTC staff on adoption	Mono County LTC	Updated RTIP	12/28/2014

PREVIOUS WORK

- Adoption of the 2012 RTIP,
- Attendance at South State STIP hearing
- Consistency determination of the 2012 RTIP to the Regional Transportation Plan, and
- Consistency determination of the 2012 RTIP with CTC guidelines.

ONGOING TASK

This is an ongoing project and applies to development of an updated 2014 RTIP. Deliverables will be amended if new amendments and/or programming changes to the 2012 RTIP become necessary.

FUNDING SOURCE

PPM.

WORK ELEMENT 800-13-1
INTERREGIONAL TRANSPORTATION PLANNING

PURPOSE

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 RTPA's, ongoing Eastern California transportation planning efforts.

- Coordinate 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; attend meeting once a quarter, update MOU's as necessary
- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21 concerns related to funding and specific needs in rural counties
- Attend meetings once a quarter and phone conferences as available
- Participate on YARTS;
- P

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Chair/member of Eastern California Transportation Planning Partnership; Monitor MOU projects between SANBAG, Inyo and Kern COG and make/review any necessary changes to existing MOU's	County LTC	Agendas; Revised MOU	On-going
Participate on the Yosemite Area Regional Transit System (YARTS), including the Technical Committee & YARTS/Mono Working Group	County LTC	Agendas, planning documents	On-going
Participate in the Rural Counties Task Force (RCTF)	County LTC	Agendas	On-going
Public, agency and tribal engagement in transportation and transit related issues	County planning, IT, Town Staff	Agendas, informational notices, minutes	As needed

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 Eastern California Transportation Planning Partnership, YARTS, and the Rural Counties Task Force to help maintain a coordinated RTIP, Transit Plan, and RTP.

FUNDING SOURCE

RPA.

WORK ELEMENT 803-13-2
MAMMOTH LAKES AIR QUALITY MONITORING AND PLANNING

PURPOSE

The purpose of this work element is 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. 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 policies.

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Ongoing daily monitoring of air pollution	Town Community & Economic Development Department	Daily air pollution data and recording	6/30/2014
			6/30/2014

ONGOING TASK

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

FUNDING SOURCE

RPA.

WORK ELEMENT 900-13-0
CURRENT PLANNING AND MONITORING & TRAFFIC MANAGEMENT ISSUES

PURPOSE

The purpose of this Work Element is to provide for the planning review and monitoring of various transportation improvements and traffic management issues. The Town evaluates the need to analyze a number of locations on an annual basis. These reports are used to plan and evaluate future projects. 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, and
- Evaluate and analyze regulatory and warning sign issues.
- Assess planned improvements impacting transportation facilities for planning consistency

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Schedule applicable transportation-related items on agendas of the Collaborative Planning Team, Planning Commission, Regional Planning Advisory Committees and other applicable boards/committees	County Planning	Public agendas	ongoing
Provide oral/written comments or other correspondence on applicable plans and environmental documents	County LTC	Public record or written correspondence	ongoing
Conduct applicable reviews, such as analysis of non-motorized features	County LTC	Written recommendation	ongoing

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Traffic volume, speed surveys	Town Public Works	Annual report utilizing the Towns permanent count stations	6/30/2014
Pedestrian and trail user counts	Town Public Works	Report of pedestrian usage on MLTS	Ongoing
Sight distance studies	Town Public Works	Sight distance studies	Ongoing
Evaluate and analyze regulatory and warning sign issues	Town Public Works	Regulatory sign studies	ongoing
Final Deliverable(s)		Final Town Annual Traffic Monitoring Report	6/30/2014

PREVIOUS WORK

Previous reports completed under this work element include:

- 2010, 2011, and 2012 Town-wide traffic volume study
- Old Mammoth Road sight distance study
- Town-wide speed surveys
- Crosswalk pedestrian counts
- Trail counts
- Rock Creek Road

ONGOING TASK

This is an ongoing project. Scope and deliverables will be amended as new issues materialize.

FUNDING SOURCE

PPM.

WORK ELEMENT 902-13-2
PURCHASE TRANSPORTATION DATA COLLECTION EQUIPMENT
 FORMERLY 600B2

PURPOSE

The purpose of this Work Element is to purchase equipment for counting vehicles and pedestrians, including associated software for the Town of Mammoth Lakes.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Purchase equipment	Town Public Works	Permanent traffic counters equipment, Infrared pedestrian/trail counters; Jamar vehicle counters and/or count tubes	Ongoing
Final Deliverable(s)		3 Traffix trail counters; 2 Jamar intersection counters; 1 maintenance/parts	6/30/2014

PREVIOUS WORK

Town staff purchases equipment yearly to replace old and/or damaged items.

ONGOING TASK

This is an ongoing work item to replace equipment needed for counting vehicles and pedestrians.

FUNDING SOURCE

PPM.

WORK ELEMENT 903-13-1
LONG RANGE ROAD MAINTENANCE/UPGRADE PLAN

PURPOSE

The purpose of this Work Element is to develop a Long-range road maintenance/upgrade plan for County-maintained roads. This plan would incorporate data from the Pavement Management System (PMS) as well as data from on-going speed and traffic count studies to develop a long-term plan for maintenance and upgrades of roads. This data will be maintained on an on-going basis, including conducting periodic traffic/speed surveys, and the plan will be updated on an annual basis. Data from the plan will be used to prioritize projects for Project Study Report development and programming in future STIPs..

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Develop and maintain inventory of Right-of-Way for County Roads	County Public Works	ROW Inventory	Ongoing
Present report to Board of Supervisors	County Public Works	Agenda/minutes	7/16/13
Incorporate ROW or other applicable data into GIS System	County GIS	Updated GIS reports	ongoing
Data Collection for plan updates	County Public Works	Data reports	ongoing

PREVIOUS WORK

Mono County conducts speed surveys on all county roads on a periodic basis as well as maintaining the PMS. This Work Element will bring all of the existing data together to determine future STIP programming priorities.

ONGOING TASK

This is a new Work Element that coordinates data from previous and ongoing Work Elements. This will be an ongoing work element.

FUNDING SOURCE

PPM.

WORK ELEMENT 906-13-2
SPEED SURVEY STUDY**PURPOSE**

The purpose of this work element is as follows:

- Complete engineered speed surveys in accordance with standards set by the State of California for all collectors, arterials, and non-prima facie roads within the Town of Mammoth.
- Develop a speed survey manual that will not only catalog the surveys but provide direction on when and where to conduct surveys, appropriate actions, and identify legal requirements. This document will complement the existing traffic management plan.
- Create a page on the TOML website to:
 - Discuss speed limit misconceptions and traffic calming
 - Provide information on speed surveys and limits
 - Provide links to engineered speed surveys, Traffic Management Plan, and Speed Survey Manual

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Complete engineered speed surveys	Town Public Works	Speed survey documents	9/1/2013
Develop a speed survey manual	Town Public Works	Speed Survey Manual	9/1/2013
Present data and survey manual to Commissions	Town Public Works	Meeting notes; Accepted information	10/1/2013
Create a web page on the Town website	Town Public Works	Website	11/1/2013
Final Deliverable(s)			11/1/2013

PREVIOUS WORK This is a new work element.

ONGOING TASKS**FUNDING**

PPM and RPA.

WORK ELEMENT 907-13-2
ASSET MANAGEMENT PLAN**PURPOSE**

The purpose of this work element is to develop a comprehensive Transportation Asset Management Plan. The asset management plan will outline a process for resource allocation among transportation assets with the intent of supporting decision making based on expressed levels of service, life cycle costs, and funding.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Inventory assets and assess condition of assets	Town Public Works	Asset inventory and condition assessment	9/1/2013
Identify asset maintenance needs	Town Public Works	Maintenance report	10/1/2013
Develop level of service targets and performance measure	Town Public Works	Asset LOS and performance measures	11/1/2013
Prepare life-cycle cost estimates for assets	Town Public Works	Life-cycle costs report	12/1/2013
Develop implementation and decision-making strategies for asset investments and management	Town Public Works	Implementation and decision-making strategies	1/1/2014
Prepare and Present Draft Transportation Asset Management Plan	Town Public Works	Draft Transportation Asset Management Plan	2/1/2014
Final Accepted Transportation Asset Management Plan	Town Public Works	Final Accepted Transportation Asset Management Plan	3/1/2014
Final Deliverable(s)			3/1/2014

PREVIOUS WORK This is a new work element.

ONGOING TASKS**FUNDING**

PPM and RPA.

WORK ELEMENT 908-13-2
CALTRANS/TOWN MAINTENANCE AGREEMENT

PURPOSE

The purpose of this work element is to update the Maintenance Agreement between the Town of Mammoth Lakes and the California Department of Transportation, District 9 for maintenance and operation of State Route 203. The Maintenance Agreement includes infrastructure and operations, such as transit shelters, signals, and snow management.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Discuss current maintenance agreement, costs, practices, operations, issues, constraints, and opportunities;	Town Public Works and Caltrans	Meetings with Caltrans staff	9/1/2013
Develop Draft Maintenance Agreement (Administrative Review)	Town Public Works and Caltrans	Draft Maintenance Agreement (Administrative Review)	11/1/2013
Prepare and present Draft Maintenance Agreement	Town Public Works and Caltrans	Draft Maintenance Agreement	1/1/2014
Final Updated Maintenance Agreement	Town Public Works and Caltrans	Final Updated Maintenance Agreement	2/1/2014
Final Deliverable(s)			2/1/2014

PREVIOUS WORK This is a new work element.

ONGOING TASKS**FUNDING**

PPM and RPA.

WORK ELEMENT 1000-12-0
TRAINING AND DEVELOPMENT**PURPOSE**

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

The primary objectives are to:

- Provide training on new and updated state and federal laws (e.g. MAP-21), policies, and regulations,
- Provide training on MUTCD, LAPM, FHWA, Caltrans requirements, and
- Investigate new techniques and equipment to be adapted and incorporated into future projects.

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Identify and attend training opportunities available relating to transportation planning, projects and programs	County Planning, County LTC, and County Public Works	Training documentation	Ongoing
MAP-21 training and implementation	County LTC	Update to LTC	ongoing

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Receive training on new and updated state and federal laws, policies, and regulations	Town Community Development and Public Works	Training documentation	6/30/2014
Receive training on new and updated transportation principles and practices	Town Community Development and Public Works	Training documentation	6/30/2014
Receive training on MUTCD, LAPM, FHWA, Caltrans requirements	Town Community Development and Public Works	Training documentation	6/30/2014
Investigate new techniques and equipment to be adapted and incorporated into future projects	Town Community Development and Public Works	Training documentation	6/30/2014
Final Deliverable(s)		Training documentation	6/30/2014

ONGOING TASK

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

FUNDING SOURCE

RPA and PPM.

**APPENDIX A
RPA BUDGET SUMMARY**

Available Funds:

Proposed Expenditures:

**APPENDIX B
PPM BUDGET SUMMARY**

Available Funds:

Proposed Expenditures:

**APPENDIX C
OTHER FUNDING SOURCES SUMMARY**

Proposed Expenditures:

APPENDIX D
LIST OF PLANS WITH DATES FOR UPDATE

Plan Name	Entity Responsible	Last Updated	Frequency of Updates	Next Update Due
Airport Emergency Plan	Town of ML	2008	5 to 10 years	2013
Airport Land Use Plans (ALUP)				
Bryant Field (Bridgeport)	Mono County			
Lee Vining Field	Mono County			
Mammoth/Yosemite Airport	Mono County			
Airport Safety Management System Plan	Town of ML	New	As necessary	2013
ESTA Short Range Transit Plan	ESTA	2009	5 years	2014
Inyo-Mono Counties Consolidated Public Transit-Human Services Plan	ESTA			
Regional Transportation Improvement Plan (RTIP)	LTC	2012	2 years	2014
Regional Transportation Plan	LTC	2008	5 years	2013

APPENDIX E
LIST OF PROJECTS/STATUS

Project Name	PSR Date	Project Status	Comments

Mono County Local Transportation Commission

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March 11, 2013

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

RE: Moving Ahead for Progress in the 21st Century (MAP-21)

RECOMMENDATION

- 1) Informational - Receive update and provide any desired direction to staff.
- 2) Revised letter to state legislators regarding MAP-21

RTP / RTIP CONSISTENCY

N/A

DISCUSSION

In July 2012, Congress approved and the President signed into law the first long-term highway funding authorization enacted since 2005 (MAP-21). This is a two-year transportation bill, and many of the rules that could impact Mono County LTC are still to be written.

Members of the Rural Counties Task Force (RCTF) have broken down how detrimental population-based formulas are to rural counties. The attached spreadsheet from the RCTF illustrates one possible formula for distributing the Surface Transportation Program funding to counties. The worst-hit counties are highlighted in yellow. Staff will discuss this at the LTC meeting on Monday. A revised letter that LTC authorized staff to submit to our state representatives in order to better illustrate the impact population-based formulas are to Regional Transportation Planning Agencies (RTPAs) is attached.

OVERVIEW:

The following summary of the main funding categories under MAP-21 is from the Rural Counties Task Force (November 2012):

National Highway Performance Program (NHPP)

- Makes up 52.5% of all federal highway aid apportioned to California,
- Unless state law is amended, all NHPP funding would be programmed in the State Highway Operation and Protection Program (SHOPP) for state highways and through the State Transportation Improvement Program (STIP) for local roads and transit projects

Surface Transportation Program (STP)

- Very flexible funding for highways, transit, and other projects,
- After of- the-top set asides, distribution is population based as follows:

- 1) 50% to areas with population of greater than 200,000; population greater than 5,000 up to 200,000; and areas with a population of 5,000 or less; and
- 2) The remaining 50% to be used anywhere in the state.

Highway Safety Improvement Program (HSIP)

- Funding is increased by approximately 40%
- Emphasis on safety data/analysis and states required to provide targets to increase highway safety
- Unsure how this will impact RTPAs
- In the past, Mono County has not ranked very high for needed safety improvements (High Point an exception)

Transportation Alternatives Program (TAP)

- Replaces the prior Transportation Enhancement (TE) program
- Similar activities – trail facilities for non-motorized transportation, safe routes for non-drivers, turnouts and viewing areas, community improvement activities, and environmental mitigation
- After set-asides, distribution is:
 - 1) 50% of 24 sub-allocations by population (includes one sub-allocation to CA 22 urbanized areas >200,000 in population, one sub-allocation for areas between 5,000 and 200,000 in population, and one sub-allocation for the rural remainder of the state); and
 - 2) other 50% available for expenditure anywhere in state
 - a. depending on the ranking criteria, rural areas may have a hard time competing for this pot of funding

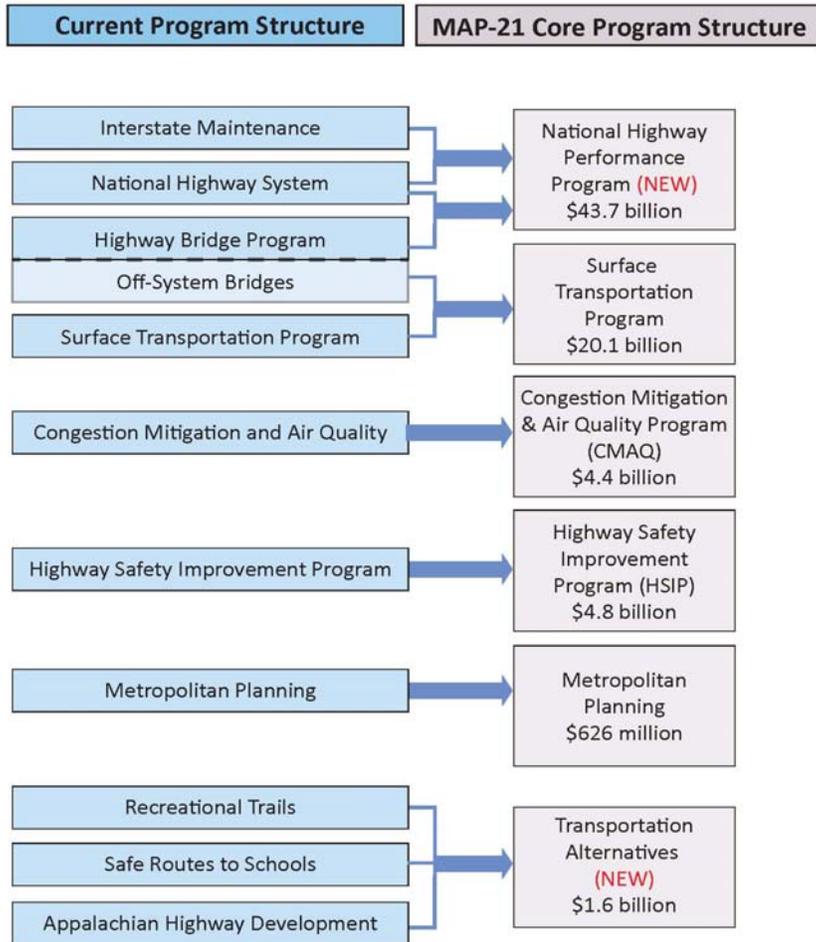
Other MAP-21 funding categories could include Federal Lands and Tribal Transportation Programs and, not directly applicable to Mono County, Congestion Mitigation and Air Quality Improvement Program (CMAQ). The attached summary from the RCTF includes an explanation of how the CMAQ category may apply to Mono County in the future.

As is sometimes the case with new funding authorizations, this commission may need to act expeditiously if proposed legislation negatively impacts transportation funding for rural RTPAs. A recent example of this was the America Recovery and Reinvestment Act of 2009 (ARRA) and state legislation (ABX3-20) that distributed funding based on population. Staff will continue to track MAP-21 developments and report back as circumstances evolve.

Attachments:

- Consolidated Highway Program Structure flowchart
- RCTF summary of MAP-21 STP spreadsheet
- Revised letter to state legislators

Consolidated Highway Program Structure



Source: Highlights MAP-21 AASHTO

MAP-21 California Fund Distribution Comparisons
Comparing Distribution by Blended RSTP/STIP Formula vs. Non-blended RSTP Formula
2013/14 Proposal

1	2	3	4	5	6
MPO/RTPA/County	Blended RSTP/STIP Formula			Non-blended RSTP Formula (\$477 million)	Diff. between columns 4 and 5
	RSTP Formula (\$436 million)	STIP Formula (\$63 million)	Total Apportionment		
MTC Region	\$ 82,857,823	\$ 10,698,269	\$ 93,556,092	\$ 90,703,689	\$ 2,852,403
SACOG Region	\$ 27,470,652	\$ 3,650,453	\$ 31,121,105	\$ 30,071,867	\$ 1,049,238
Placer County (Sac. UZA)	\$ 4,092,184	\$ 551,943	\$ 4,644,127	\$ 4,479,676	\$ 164,451
El Dorado County (Sac. UZA)	\$ 1,200,682	\$ 301,235	\$ 1,501,916	\$ 1,314,375	\$ 187,541
TRPA Region	\$ 563,999	\$ 101,121	\$ 665,120	\$ 617,404	\$ 47,716
SCAG Region	\$ 208,782,631	\$ 27,112,800	\$ 235,895,431	\$ 228,552,407	\$ 7,343,024
Los Angeles Co. Total	\$ 113,257,520	\$ 13,178,775	\$ 126,436,294	\$ 123,981,954	\$ 2,454,340
San Bernadino Co. Total	\$ 23,585,831	\$ 4,116,571	\$ 27,702,402	\$ 25,819,190	\$ 1,883,212
Riverside Co. Total	\$ 25,433,120	\$ 3,583,314	\$ 29,016,434	\$ 27,841,400	\$ 1,175,034
Orange Co. Total	\$ 34,789,483	\$ 4,077,467	\$ 38,866,951	\$ 38,083,724	\$ 783,226
Ventura Co. Total	\$ 9,614,169	\$ 1,381,603	\$ 10,995,772	\$ 10,524,542	\$ 471,230
Imperial Co. Total	\$ 2,102,508	\$ 775,070	\$ 2,877,578	\$ 2,301,596	\$ 575,982
AMBAG Region	\$ 8,812,030	\$ 1,365,827	\$ 10,177,857	\$ 9,646,447	\$ 531,410
Monterey	\$ 4,939,750	\$ 776,040	\$ 5,715,791	\$ 5,407,499	\$ 308,292
Santa Cruz	\$ 3,149,848	\$ 447,174	\$ 3,597,022	\$ 3,448,109	\$ 148,913
San Benito	\$ 722,432	\$ 142,613	\$ 865,045	\$ 790,839	\$ 74,206
Alpine	\$ 131,208	\$ 64,487	\$ 195,695	\$ 131,208	\$ 64,487
Amador	\$ 516,594	\$ 148,006	\$ 664,600	\$ 565,510	\$ 99,089
Butte	\$ 2,622,241	\$ 432,829	\$ 3,055,070	\$ 2,870,543	\$ 184,527
Calaveras	\$ 603,595	\$ 174,768	\$ 778,364	\$ 660,750	\$ 117,613
Colusa	\$ 325,933	\$ 116,033	\$ 441,966	\$ 356,796	\$ 85,171
Del Norte	\$ 409,926	\$ 108,612	\$ 518,538	\$ 448,742	\$ 69,796
Fresno	\$ 10,836,153	\$ 1,650,008	\$ 12,486,161	\$ 11,862,236	\$ 623,925
Glenn	\$ 404,306	\$ 121,565	\$ 525,871	\$ 442,591	\$ 83,281
Humboldt	\$ 1,653,207	\$ 436,577	\$ 2,089,784	\$ 1,809,750	\$ 280,034
Inyo	\$ 673,353	\$ 603,156	\$ 1,276,509	\$ 673,353	\$ 603,156
Kern (Bakersfield)	\$ 9,823,312	\$ 2,222,615	\$ 12,045,927	\$ 10,753,489	\$ 1,292,438
Kings	\$ 1,848,708	\$ 325,912	\$ 2,174,619	\$ 2,023,763	\$ 150,856
Lake	\$ 833,256	\$ 189,958	\$ 1,023,213	\$ 912,157	\$ 111,056
Lassen	\$ 404,241	\$ 277,597	\$ 681,838	\$ 404,241	\$ 277,597
Madera	\$ 1,824,819	\$ 301,676	\$ 2,126,495	\$ 1,997,613	\$ 128,882
Mariposa	\$ 286,334	\$ 113,545	\$ 399,879	\$ 313,447	\$ 86,432
Mendocino	\$ 1,103,977	\$ 408,001	\$ 1,511,978	\$ 1,208,514	\$ 303,464
Merced	\$ 3,042,623	\$ 537,308	\$ 3,579,931	\$ 3,330,731	\$ 249,200
Modoc	\$ 296,407	\$ 148,069	\$ 444,476	\$ 296,407	\$ 148,069
Mono	\$ 229,725	\$ 448,869	\$ 678,594	\$ 229,725	\$ 448,869
Nevada	\$ 1,220,803	\$ 230,423	\$ 1,451,226	\$ 1,336,402	\$ 114,824
Plumas	\$ 238,395	\$ 165,533	\$ 403,928	\$ 238,395	\$ 165,533
San Diego	\$ 35,942,122	\$ 4,630,941	\$ 40,573,063	\$ 39,345,507	\$ 1,227,556
San Joaquin	\$ 8,004,627	\$ 1,117,557	\$ 9,122,184	\$ 8,762,591	\$ 359,593
San Luis Obispo	\$ 3,237,611	\$ 829,893	\$ 4,067,504	\$ 3,544,183	\$ 523,321
Santa Barbara	\$ 5,045,221	\$ 928,286	\$ 5,973,508	\$ 5,522,957	\$ 450,551
Shasta	\$ 2,153,323	\$ 476,343	\$ 2,629,666	\$ 2,357,223	\$ 272,443
Sierra	\$ 131,208	\$ 78,574	\$ 209,782	\$ 131,208	\$ 78,574
Siskiyou	\$ 654,930	\$ 326,057	\$ 980,987	\$ 654,930	\$ 326,057
Stanislaus	\$ 6,022,440	\$ 828,759	\$ 6,851,199	\$ 6,592,710	\$ 258,490
Tehama	\$ 819,355	\$ 243,671	\$ 1,063,026	\$ 896,940	\$ 166,086
Trinity	\$ 251,912	\$ 171,322	\$ 423,234	\$ 251,912	\$ 171,322
Tulare	\$ 5,204,536	\$ 1,023,441	\$ 6,227,978	\$ 5,697,357	\$ 530,620
Tuolumne	\$ 716,463	\$ 191,142	\$ 907,605	\$ 784,305	\$ 123,300
Statewide Totals:	\$ 436,000,000	\$ 63,000,000	\$ 499,000,000	\$ 477,000,000	

Notes:

1. STIP weighted-formula automatically addresses 9 smallest counties (highlighted in yellow) by allowing the RSTP minimums and adding the \$63 million STIP formula share.
2. Caltrans apportionments do not provide information by county in the MTC region. SACOG region combined except for Placer and El Dorado counties.
3. These comparisons are based on the most recent Caltrans RSTP Apportionments issued 2/25/13.
4. Comparisons are not official estimates and do not include "takedowns"; they are for illustrative purposes only.
5. STIP formula based on most recent Caltrans estimates and includes north/south split.

Mono County Local Transportation Commission

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February 19, 2013

The Honorable John A. Perez
Speaker, California State Assembly
State Capital, Room 219
Sacramento, CA 95814

The Honorable Darrell Steinberg
President Pro Tempore, California State Senate
State Capital, Room 305
Sacramento, CA 95814

Assemblyman Franklin E. Bigelow
PO Box 942849, Room 4116
Sacramento, CA 94249-0005

Senator Tom Berryhill
State Capital, Room 3076
Sacramento, CA 95814-4900

Dear Speaker Pérez, Senator Steinberg, Assemblyman Bigelow, and Senator Berryhill:

The Mono County Local Transportation Commission wishes to express concern regarding implementation of the federal surface transportation reauthorization program “Moving Ahead for Progress Act in the 21st Century” (MAP-21). As a rural county, we urge consideration of rural needs as legislative proposals are introduced to address transportation funding distribution.

We support the points and positions highlighted in the January 7, 2013, Rural Representatives of Rural California (RCRC) letter to legislative leaders (see attachment). As the letter notes, rural counties such as Mono County rely on the network of state highways and locally maintained roads to link residents to essential services, employment, education and medical care. This road system also serves the broader needs of Californians, accessing state and national parks, tourist attractions, and recreation areas, and providing the network necessary to move agriculture, freight, energy and other critical goods to adjacent states, in our case Nevada.

Transportation funding formulas should provide funding protections or guarantees for California’s rural transportation system and reflect that rural counties lack viable means to fund larger projects that provide statewide benefit. As an example, Mono County Local Transportation Commission has been reliant on regional commitments under Memorandum of Understandings (MOUs) with Inyo County Local Transportation Commission, Kern Council of Governments, and San Bernardino Associated Governments to accomplish improvements of statewide benefit and critical regional significance on State Route 14 and US 395 corridors. These successful agreements, which were initiated in 1998 and continue well into the future, would not be feasible without funding guarantees for rural areas.

The current transportation funding distribution formulas reflect a carefully crafted understanding of transportation networks throughout the state. These formulas take into account population, lane miles, regional need, and the difficulty delivering projects that benefit all Californians. If California were to move to a formula dominated by population-based models, rural regions such as Mono County would be at a dramatic disadvantage. Population-based formulas do not account for the road maintenance burden of rural regions with small populations; in the case of Mono, nearly 700 miles of roadway maintained with a population of less than 15,000 residents. The attached spreadsheet, MAP-21 California Fund Distribution

Comparisons, compiled by the Rural Counties Task Force (RCTF) show distribution of Surface Transportation Funds (STP or RSTP) solely bases on population shown in column five.

We support RCRC's position advocating for a dedicated funding source for bridges. We also advocate for Active Transportation Program (ATP) scenarios that account for prior transportation enhancement reserves; in the case of Mono County, a total of \$954,000 in Transportation Enhancement (TE) funds has been set aside for future anticipated projects and allows rural counties a fair process to access 50% of the remaining funds as proposed by the Department of Finance trailer bill language.

Your consideration of Mono County's concerns in this matter is appreciated. We look forward to working with you and RCRC in developing an equitable strategy to implement MAP-21 for rural counties.

Sincerely

Larry Johnston
Chairman

Attachment:
RCRC letter January 7, 2013
RCTF STP spreadsheet

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LTC PRIORITIES 2013*&200,66,21(5#2+16721#

1. Improvements to Airport Road
2. US 395 shoulders in north Mono
3. Auchoberry Pit repair
4. Deer fence at Sonora Junction
5. BP yard landscape, lighting
6. North Conway passing lane
7. Conway cut slopes
8. Tioga Pass Heritage Highway
9. June Lake Loop rumble strip
10. SR 158 as State Scenic Highway
11. Crestview rest area year-round
12. Snow-free bike path for SR 203
13. Berms at sheriff's substation
14. N Sherwin Grade improvements
15. Downtown parking ordinance
16. Mono County entry signs
17. Self-weathering steel guardrails
18. US 395 as State Scenic Highway
19. Anti-drowsy driver: US 395
20. Geographic signing on US 395
21. Deer/snow/safety fence along SR 203 & US 395 to airport

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1. Sidewalk on SR 203 from Whiskey Creek to Village
2. Signage for Mammoth mileage in Nevada &/or I-15

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1. Trails & connections at Rock Creek Canyon & Rock Creek Ranch
2. Chalfant bus stops

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* As a follow-up to the February meeting, the above chart summarizes priorities of LTC commissioners. Commissioners were requested to further consider priorities and be prepared to add to this list at the March meeting.

Mono County Local Transportation Commission

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LTC Staff Report

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

DATE: March 11, 2013

FROM: Caltrans District 9

SUBJECT: Interregional MOU Status

RECOMMENDATIONS: Receive information.

FISCAL IMPLICATIONS: N/A

ENVIRONMENTAL COMPLIANCE: N/A

RTP / RTIP CONSISTENCY: N/A

DISCUSSION: As part of the ongoing discussion regarding updates to the existing MOUs that describe the cooperative project delivery efforts of Mono and Inyo County LTCs, Kern Council of Governments and San Bernardino Area Governments, we have developed a table that shows the history of investments by each entity.

Since 1998, the MOU partners have been investing in capacity adding projects on the US395/SR14 corridor. To date, the total investment from all parties (including the contributions from the Interregional Improvement Program) is \$248,052,000. This does not include the Manzanar four-lane project, which was delivered entirely with IIP funds.

This partnership continues to allow eastern sierra projects to compete successfully for IIP contributions. Still remaining to be funded are: construction for Olancho/Cartage, construction for Freeman Gulch 2, and design, right-of-way and construction for Freeman Gulch 3.

This map is included to help identify the project locations. After review and comment by the MOU partners, the table will be used as an exhibit to a revised MOU. It is likely that a narrative will need to be included to provide the context for the funding decisions.



MOU History Summary as of March 1, 2013

Dollars in \$1,000

	IIP	Inyo	Kern	Mono	San Bernardino	Grand Total
North Mojave 4-Lane						
1998	\$420	\$105	\$420	\$105		\$1,050
PA&ED	\$420	\$105	\$420	\$105		
2000	\$26,983	\$6,746	\$26,983	\$6,746		\$67,458
PS&E	\$1,412	\$353	\$1,412	\$353		
R/W Support	\$959	\$240	\$959	\$240		
R/W Capital	\$3,055	\$764	\$3,055	\$764		
Con Support	\$1,474	\$369	\$1,474	\$369		
Con Capital	\$20,083	\$5,020	\$20,083	\$5,020		
Total	\$27,403	\$6,851	\$27,403	\$6,851		\$68,508
Olancha Cartago						
2006	\$6,620	\$6,620	\$1,655	\$1,655		\$16,550
R/W Support	\$1,213	\$1,213	\$303	\$303		
R/W Capital	\$5,407	\$5,407	\$1,352	\$1,352		
2008	\$4,800	\$4,800	\$1,200	\$1,200		\$12,000
PA&ED	\$2,749	\$2,749	\$687	\$687		
PS&E	\$2,051	\$2,051	\$513	\$513		
Total	\$11,420	\$11,420	\$2,855	\$2,855		\$28,550
High Point						
2008	\$597	\$150	\$150	\$597		\$1,494
PA&ED	\$541	\$135	\$135	\$541		
PS&E	\$56	\$15	\$15	\$56		
Total	\$597	\$150	\$150	\$597		\$1,494
Route 395 Widening						
2002	\$4,000	\$2,000	\$2,000	\$2,000	\$4,000	\$14,000
PA&ED	\$4,000	\$2,000	\$2,000	\$2,000	\$4,000	
Total	\$4,000	\$2,000	\$2,000	\$2,000	\$4,000	\$14,000
Inyokern						
2006	\$1,240	\$310	\$1,240	\$310		\$3,100
PA&ED	\$1,240	\$310	\$1,240	\$310		
Total	\$1,240	\$310	\$1,240	\$310		\$3,100
Blackrock						
1998		\$4,081				\$4,081
PA&ED		\$1,015				
PS&E		\$2,625				
R/W Support		\$441				
2002		\$310				\$310
R/W Capital		\$310				
2006		\$35,368		\$3,748		\$39,116
Con Support		\$3,563				
Con Capital		\$31,805		\$3,748		
Total		\$39,759		\$3,748		\$43,507
Independence						
2006	\$14,743	\$8,080	\$2,015	\$2,015		\$26,853
PA&ED	\$1,829	\$320	\$80	\$80		
PS&E	\$2,622	\$22				
R/W Support	\$1,309					
R/W Capital	\$1,245					
Con Support	\$1,014	\$1,014	\$254	\$254		
Con Capital	\$6,724	\$6,724	\$1,681	\$1,681		
Total	\$14,743	\$8,080	\$2,015	\$2,015		\$26,853
Freeman Gulch						
2010	\$779	\$195	\$779	\$195		\$1,948
PA&ED	\$779	\$195	\$779	\$195		
Total	\$779	\$195	\$779	\$195		\$1,948
Freeman Gulch Segment 1						
2012	\$17,955	\$4,489	\$17,955	\$4,489		\$44,888
PS&E	\$1,000	\$250	\$1,000	\$250		
R/W Support	\$720	\$180	\$720	\$180		
R/W Capital	\$3,800	\$950	\$3,800	\$950		
Con Support	\$1,240	\$310	\$1,240	\$310		
Con Capital	\$11,195	\$2,799	\$11,195	\$2,799		
Total	\$17,955	\$4,489	\$17,955	\$4,489		\$44,888
Freeman Gulch Segment 2						
2012	\$4,344	\$3,258	\$4,344	\$3,258		\$15,204
PS&E	\$1,300	\$975	\$1,300	\$975		
R/W Support	\$840	\$630	\$840	\$630		
R/W Capital	\$2,204	\$1,653	\$2,204	\$1,653		
Total	\$4,344	\$3,258	\$4,344	\$3,258		\$15,204
Grand Total	\$82,481	\$76,512	\$58,741	\$26,318	\$4,000	\$248,052

	IIP	Inyo	Kern	Mono	San Bernardino	Total Spent In County
Inyo	\$26,163	\$59,259	\$4,870	\$8,618		\$98,910
Kern	\$51,721	\$15,103	\$51,721	\$15,103		\$133,648
Mono	\$597	\$150	\$150	\$597		\$1,494
San Bernardino	\$4,000	\$2,000	\$2,000	\$2,000	\$4,000	\$14,000
Total By County	\$82,481	\$76,512	\$58,741	\$26,318	\$4,000	\$248,052

Mono County Local Transportation Commission

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March 11, 2013

TO: Mono County Local Transportation Commission

FROM: Heather deBethizy, Associate Planner

SUBJECT: Update on Mono County Scenic Byway Project

BACKGROUND

An application for a \$196,000 federal grant has been approved by the Federal Highway Administration (FHWA) from the National Scenic Byways Program for the **Highway 395 Corridor Management Plan** along the US Route 395 Scenic Highway from the CA/NV border, running over 100 miles south, to the Mono/Inyo county line, just north of Bishop. The focus of a Corridor Management Plan is on enhancement opportunities that preserve and promote the intrinsic qualities of the scenic byway. Other than supporting Mono County's longstanding restrictions on off-site advertising, the management plan will not further regulate land use.

FISCAL IMPLICATIONS

The grant provides \$196,000 to develop a National Scenic Byway Corridor Management Plan for US 395. The grant requires a match of 20% from local transportation funds and in-kind staff support.

Summary of Accomplishments:

- Draft Marketing Plan by consultants Strategic Marketing Group currently being reviewed by staff.
- First round of RPAC outreach completed at the end of 2012, introducing communities to the National Byway program and receiving community feedback to the possible designation.
- Finished data collection on a parking inventory of downtown areas within June Lake, Lee Vining, and Bridgeport. This data is currently aiding in the development of new Mono County parking standards.
- Completed data collection by IT along US 395 corridor (infrastructure, signage, etc.).
- Review of Walkable Communities Reports for June Lake, Lee Vining, and Bridgeport for potential policies.
- Ongoing update of the State CMP and its scenic assessment.
- Complementary trails planning work with Lee Vining, Bridgeport, and June Lake.

- Mono County awarded a National Park River, Trails, and Conservation Assistance Program Grant for the Mono Yosemite Gateway Trail. First outreach meeting was Tuesday, March 5, at the Lee Vining Community Center.
- Staff is drafting background and current assessment of US 395 corridor for the CMP.
- Coordinated with IT on complementary planning for Digital 395.

NEXT STEPS

Although the grant runs to 2016, our internal schedule anticipates grant completion by the end of 2013. The initial draft CMP document anticipated completion in May and back to LTC review June/July.

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760-924-1800 phone, 924-1801 fax
www.monocounty.ca.gov

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www.monocounty.ca.gov

March 11, 2013

Superintendent Don Neubacher
Yosemite National Park
Attn: Tuolumne River Plan
PO Box 577
Yosemite, CA 95389

Dear Superintendent Neubacher,

Thank you for the opportunity to comment on the Tuolumne River Plan. Due to the importance of Yosemite and access-related issues to Mono County and our gateway communities, the Mono County Local Transportation Commission respectfully requests consideration of the Mono County Regional Transportation Plan as a part of the Tuolumne Wild and Scenic River Comprehensive Management Plan and EIS review. The following highlights our applicable policies and in some instances notes their significance to the Tuolumne Plan:

GOAL

Yosemite National Park is a national and world-wide treasure that must be protected and preserved. Bordering the Park's eastern boundary, and serving as its only access point from Eastern California, Mono County is an important component of the Yosemite region. Through its transportation planning efforts, the Mono LTC will assist in the preservation and protection of the Park by strengthening the relationship between the Yosemite region and its eastern gateway.

OBJECTIVE A

Support the Park's mission to preserve the resources that contribute to Yosemite's unusual character and attractiveness: its exquisite scenic beauty; outstanding wilderness values; diverse Sierra Nevada ecosystems; historic resources, including its Native American heritage; and its role in a national conservation ethic. These resources are to be made available for enjoyment, education, and recreation while leaving them unimpaired.

Policy 1: Management of Yosemite's congestion and access should be accomplished in a way that does not adversely affect the quality of life and quality of experience in gateway communities.

Note: The Yosemite Area Regional Transportation System (YARTS), of which Mono County is a founding member, has successfully assisted in managing Yosemite congestion and enhanced connections to gateway communities such as Mammoth Lakes, June Lake, and Lee Vining. The Mono LTC appreciates the additional shuttle service to

Tuolumne Meadows this past year, and looks forward to continued Park support for this service. The maintenance of the Tioga Road for access across the Sierra is also a critical element for travelers from Mono County and areas east to central and coastal California. Recognition of these access characteristics in the final plan is requested.

Policy 2: Work cooperatively with the National Park Service to support environmental preservation within the Yosemite region.

Policy 3: Transit related infrastructure should maximize consideration for the environment.

OBJECTIVE B

Improve opportunities for access by alternative modes (transit, bicycles, pedestrians, air, other non-auto modes).

Policy 1: In support of YARTS regional transit and other alternative modes for access to Yosemite, encourage multi-modal infrastructure projects that complement the gateway communities, emphasize alternatives to the auto, and integrate joint use of facilities.

***Note:** The Plan's proposed removal of roadside parking provides an opportunity for integrating a bicycle route along the Tioga Road where environmentally feasible and where past user disturbance has occurred. Improved facilities for cyclists provide an alternative to the auto and a low-impact form of recreation that can complement gateway communities and their economies.*

Policy 2: Encourage the use of alternative travel modes for access into Yosemite, including transit and bicycles; e.g., transit riders should have priority access at Park gates and guaranteed access to the Valley.

Policy 4: Maintenance and improvement projects on Highway 120 should focus on accommodating alternative transportation modes.

***Note:** The hiking trail paralleling the Tioga Road promoted in the Preferred Alternative complements this policy. It should be noted that Mono County is currently working with the National Park River, Trails, and Conservation Assistance Program to draft a Mono Yosemite Gateway Trail Master Plan for the Lee Vining Canyon area including a possible connection to Yosemite National Park. Such a trail would align with the proposed goals of the Tuolumne River Plan.*

Policy 5: Encourage Yosemite National Park, Caltrans, and Mono County to work cooperatively to develop bicycle facilities on Highway 120 both within and outside the Park.

***Note:** The LTC recommends that the Tuolumne Plan promote bicycle climbing lanes on appropriate sections of the Tioga Road during maintenance/improvement projects.*

Policy 6: Encourage the development of a transit connection between the east side and Tuolumne Meadows.

***Note:** This policy is consistent with the recent Tuolumne YARTS service addition funded by the NPS.*

Policy 7: YARTS should be designed to accommodate bicyclists and bikes.

OBJECTIVE C

Encourage diversity in visitor destinations and experiences.

- Policy 1: The Yosemite Area Regional Transportation System (YARTS) should be developed and implemented in a way that best supports local economies, including:
- a. Using YARTS to change visitor behavior to include longer stays in the Eastern Sierra.
 - b. Encouraging Yosemite National Park to promote a policy of dispersing visitors to other areas in the Park and the gateway communities.
 - c. Promoting YARTS marketing efforts to include information about gateway attractions.

Note: The Plan's proposed removal of the commercial gas station appears inconsistent with the Plan's retention of the fueling facility for the NPS. Gas station removal could cause visitor inconvenience and generate needless additional trips out of the Tuolumne area for fuel. Should the gas station be removed, the Plan should require signage directing visitors to the nearest services in Lee Vining.

- Policy 2: Plan for and promote the concept that the Yosemite experience begins in the gateway communities. Marketing the Yosemite experience should be a countywide effort.

- Policy 3: Provide facilities that support a diversity of visitors.

OBJECTIVE D

Provide for safe and consistent access between Yosemite National Park and its eastern gateway.

- Policy 1: To facilitate visitor travel planning and provide some certainty for local gateway economies, the LTC should work with Yosemite National Park to guarantee opening and closing dates for Tioga Road (Highway 120 West).

Note: Tioga Road opening dates are not only important for visitor trip planning and YARTS operations, but are a critical factor to eastside gateway community economies.

- Policy 2: Promote opening the areas along Highway 120 to Tuolumne Meadows as soon as conditions are safe. Provide sewage system alternatives to facilitate this policy.

- Policy 3: Consider using pricing mechanisms as a means to fund Tioga Road opening activities.

- Policy 4: Accurate and timely information about conditions in the Park should be available in the gateway communities.

- Policy 5: Maintenance and improvement projects on Highway 120 should focus on improving safety, including providing turnouts to allow for safe stops and passing areas.

OBJECTIVE E

Develop transportation infrastructure that supports access to and within the gateway communities.

- Policy 1: Highway 120 should remain a trans-Sierra highway open to through traffic.

- Policy 2: Support improvements to key access routes to Mono County and the eastern gateway corridors.
- Policy 3: Resource management decisions in the Park (e.g., changes in allowable land uses, access, and overnight accommodations) should consider associated impacts to gateway communities and access corridors.

The Mono County Local Transportation Commission appreciates the opportunity to provide these comments, and commends Park staff for traveling to Mammoth Lakes for the recent public scoping session. Please direct questions regarding these comments to Heather deBethizy, Associate Planner, at hdebethizy@mono.ca.gov or call 760.924.1800.

Respectfully,

Larry Johnston
Chair

Mono County Local Transportation Commission

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Staff Report

TO: Mono County Local Transportation Commission

DATE: March 11, 2013

FROM: Wendy Sugimura, Mono County CDD Analyst

SUBJECT: Appoint Social Services Transportation Advisory Council (SSTAC) members

RECOMMENDATION:

Appoint the following members to the Social Services Transportation Advisory Council:

<u>Name</u>	<u>Term Expiration</u>
Designee from Mammoth Mountain Ski Area Transportation	2015
Beth Himelhoch, Inyo-Mono Association for the Handicapped	2015
Terri Speidel, IMACA	2015
Natalie Sanders, Case Manager, Mammoth Hospital	2016
Megan Foster, Mono County Social Services & Senior Services	2016
Jill Batchelder, Consolidated Transportation Services Agency	2016
John Helm, Consolidated Transportation Services Agency	2016

FISCAL IMPLICATIONS: None.

ENVIRONMENTAL COMPLIANCE: N/A

RTP / RTIP CONSISTENCY:

The LTC is required to receive input from the SSTAC to fulfill tasks related to the unmet needs hearing process identified in Work Element 300-12-0. SSTAC input is also required to fulfill the Citizen Participation Process defined by Public Utilities Code §99238.5.

DISCUSSION:

Members of the Social Services Transportation Advisory Council are appointed by the Local Transportation Commission (LTC). The appointees should be recruited from a broad representation of social service and transit providers representing the elderly, disabled, and persons of limited means. In appointing members, the LTC shall strive to attain geographic and minority representation among council members. The membership term is three years, and terms are staggered so that roughly one-third of the memberships are up for renewal or reappointment each year. The membership requirements mandated by Public Utilities Code §99238 is provided in attachment #1. The current list of SSTAC members is provided in attachment #2.

ATTACHMENTS

1. Public Utilities Code §99238: Social Services Transportation Advisory Council
2. Current SSTAC Roster (2012-13)

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL §99238

Each transportation planning agency shall provide for the establishment of a social services transportation advisory council for each county, or counties operating under a joint powers agreement, which is not subject to the apportionment restriction established in Section 99232.

(a) The social services transportation advisory council shall consist of the following members:

- (1) One representative of potential transit users who is 60 years of age or older.
- (2) One representative of potential transit users who is handicapped.
- (3) Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
- (4) Two representatives of local social service providers for the handicapped, including one representative of a social service transportation provider, if one exists.
- (5) One representative of a local social service provider for persons of limited means.
- (6) Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.
- (7) The transportation-planning agency may appoint additional members in accordance with the procedure prescribed in subdivision (b).

(b) Members of the social services transportation advisory council shall be appointed by the transportation planning agency which shall recruit candidates for appointment from a broad representation of social service and transit providers representing the elderly, the handicapped, and persons of limited means. In appointing council members, the transportation-planning agency shall strive to attain geographic and minority representation among council members. Of the initial appointments to the council, one-third of them shall be for a one-year term, one-third shall be for a two-year term, and one-third shall be for a three-year term. Subsequent to the initial appointment, the term of appointment shall be for three years, which may be renewed for an additional three-year term. The transportation planning agency may, at its discretion, delegate its responsibilities for appointment pursuant to this subdivision to the board of supervisors.

(c) The social services transportation advisory council shall have the following responsibilities:

- (1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
- (2) Annually review and recommend action by the transportation-planning agency for the area within the jurisdiction of the council, which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
- (3) Advise the transportation-planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

(d) It is the intent of the Legislature that duplicative advisory councils shall not be established where transit advisory councils currently exist and that those existing advisory councils shall, instead, become part of the social services transportation advisory council and shall assume any new responsibilities pursuant to this section.

Attachment #2
2012-2013 Social Services Transportation Advisory Council Roster

Name	Term Exp.
Mammoth Mountain Ski Area Transportation, Designee	2012
Beth Himelhoch, Liaison to Kern Regional Center, and Executive Director Inyo-Mono Association for the Handicapped, Inc.	2012
Jane McDonald, IMACA	2012
Marlo Pries, Mono County Social Services	2013
Natalie Sanders, Case Manager, Mammoth Hospital	2013
Jill Batchelder, ESTA, CTSA	2013
John Helm, ESTA, CTSA	2013
Carolyn Balliet, Mono County Health Department and Seniors	2014
Debbie Diaz, Emergency Preparedness Facilitator, Mono County Public Health	2014
Kathy Copeland/Laurel Martin, Executive Director, Disabled Sports, Eastern Sierra	2014
Rick Franz, Transportation Planner, Caltrans	2014

2012-2013 Social Services Transportation Advisory Council Roster

Name	Term Exp.	Phone	Mailing	Email
Carolyn Balliet, Mono County Health Department and Seniors	2014	924-1832	PO Box 3329 Mammoth Lakes	cballiet@mono.ca.gov
Debbie Diaz, Emergency Preparedness Facilitator, Mono County Public Health	2014	924-1829 Fax: 760-924-4611		ddiaz@mono.ca.gov
Kathy Copeland/Laurel Martin, Executive Director, Disabled Sports, Eastern Sierra	2014	934-0791 fax 934-0729	PO Box 7275, #1 Minaret Road Mammoth Lakes	kcopeland@disabledsportseasternsierra.org lmartin@disabledsportseasternsierra.org
Rick Franz, Transportation Planner, Caltrans	2014	872-5203	500 S. Main St. Bishop	Rick_franz@dot.ca.gov
Mammoth Mountain Ski Area Transportation, Designee	2015		PO Box 24 Mammoth Lakes	dgilreath@mammoth-mtn.com
Beth Himelhoch, Liaison to Kern Regional Center, and Executive Director Inyo-Mono Association for the Handicapped, Inc.	2015	873-7411	819 Barlow Bishop	inyomonoah@earthlink.net
Terri Speidel, IMACA Community Services Director	2015	872-5570	218-AS Main St. Bishop	tspeidel@imaca.net
Marlo Pries, Mono County Social Services	2015			mpries@mono.ca.gov
Natalie Sanders, Case Manager, Mammoth Hospital	2016	934-3311	PO Box 660 Mammoth Lakes	Natalie.sanders@mammothhospital.com
Jill Batchelder, ESTA, CTSA	2016	872-1901	PO Box 1357 Bishop	jbatchelder@estransit.org
John Helm, ESTA, CTSA	2016		PO Box 1357 Bishop	jhelm@estransit.org
Selma Calnan, AARP Chapter 1514 Executive Board	2016	872-1407	198 MacIver St #4 Bishop	selmacalnan@gmail.com



Date: March 11, 2013

STAFF REPORT

Subject: Approval of Federal Transit Administration Section 5316 Job Access and Reverse Commuter (JARC) and Section 5317 New Freedom Coordinated Plan Certification and Authorization for the Executive Director to sign the Coordinated Plan Certifications.

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATIONS:

It is recommended that the Mono County Local Transportation Commission approve the Federal Transit Administration (FTA) Section 5316 and Section 5317 New Freedom Coordinated Plan Certification and authorize the Executive Director to sign the Coordinated Plan Certifications.

POLICY CONSISTENCY:

Providing intra-regional ADA compliant general public transportation is consistent with the Regional Transportation Plan.

DISCUSSION:

FTA Section 5316 (JARC)

Eastern Sierra Transit is applying for FTA Section 5316 Job Access & Reverse Commute (JARC) Funding for the Operation of the Mammoth Express, Lone Pine Express bus services and for Mobility Management Projects including; FTA Drug and Alcohol Compliance and Reasonable Suspension Training, Vanpool Administration and Wheelchair Lift Maintenance Training within our region.

The JARC program goal is to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals in all areas.

A requirement of the application is Certification of the Inyo-Mono Counties Coordinated Public Transit Human Services Transportation Plan. The Coordinated Plan does identify preserving and protecting existing services to improve the mobility of low income, elderly and persons with disabilities. The Plan specifically identifies the Mammoth Express and the Lone Pine to Bishop Routes as a high priority for funding and FTA Section 5316 JARC as a potential funding source. The following are excerpts from the Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan.

Criteria 2: Meets documented need
 How well does the strategy address transportation gaps or barriers identified through the Coordinated Public Transit-Human Services Transportation Plan? The strategy should:

- Provide service in a geographic area with limited transportation options
- Serve a geographic area where the greatest number of people need a service
- Improve the mobility of clientele subject to state and federal funding sources (i.e. low-income, elderly, persons with disabilities)
- Provide a level of service not currently provided with existing resources
- Preserve and protect existing services

Criteria 3: Feasibility of Implementation
 How likely is the strategy to be successfully implemented? The strategy should:

- Be eligible for SAFETEA-LU or other grant funding

Coordinated Public Transit – Human Services Transportation Plan • Final Plan
 INYO MONO COUNTIES

Strategy (to address need/gap)	Lead Agency or Champion	Implementation Timeframe	Order of Magnitude Costs (Capital or Operating)	Cost Effectiveness of Strategy	Potential Funding Sources
Sustain and enhance commuter service between <ul style="list-style-type: none"> • Lone Pine – Bishop • Bishop – Mammoth Lakes Rural areas – Employment Centers (Bishop, Lone Pine, Mammoth Lakes)	ESTA	Year 1 – 5	\$50,000 - \$300,000	HIGH	JARC
Sustain and enhance service for individuals who work outside the 8:00 AM – 5:00 PM window in Bishop, Mammoth Lakes and other areas of the region	ESTA	Year 1 – 5	\$25,000 – \$200,000	HIGH	JARC

Expand transit service for non-emergency medical transportation (NEMT) outside the 7:00 AM – 5:00 PM weekday window for facilities such as the Toiyabe Indian Health Clinic	Toiyabe Indian Health Clinic	Year 1-2	\$60,000 - \$100,000	HIGH	FTA 5310
Through the CTSA, expand support services such as grant application assistance, driver training, alcohol/drug testing and other support services for non-profit agencies	CTSA	Year 1-2	Same as above (enhance CTSA management)	HIGH Minimal investment to stimulate more effective use of other resources	TDA New Freedom
Develop support services and materials to better serve the Hispanic population. Components could include bilingual drivers and dispatchers as well as marketing materials such as schedules, signs, brochures and web pages.	CTSA	Year 1-2	\$10,000 - \$25,000	HIGH Minimal investment with possible high ridership as a result	Planning funds; TDA

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Therefore, Eastern Sierra Transit is requesting that Mono County Local Transportation Commission approve the Federal Transit Administration (FTA) Section 5316 Coordinated Plan Certification and authorize the Executive Director to sign the Coordinated Plan Certification.

FTA Section 5317 New Freedom

The FTA Section 5317 New Freedom Funding application is for non-emergency medical transportation mileage reimbursement program for volunteer drivers.

The New Freedom (NF) program goal is to provide new public transportation services to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation into society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. NF also seeks to expand the transportation mobility options available to persons with disabilities beyond requirements of the Americans with Disabilities Act of 1990

A requirement of the application is Certification of the Inyo-Mono Counties Coordinated Public Transit Human Services Transportation Plan. The Coordinated Plan does identify the need for non-emergency medical transportation and the need for a volunteer driver program. The Coordinated Plan also identifies the New Freedom Programs as a potential source of the funding. The following are excerpts from the Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan.

Coordinated Public Transit – Human Services Transportation Plan • Final Plan
 INYO-MONO COUNTIES

Figure 5-1 Initial Meeting Findings – January 2008

Unmet Need	Agency
Lack of adequate service from isolated, very rural areas of the two-county region to Bishop and Mammoth Lakes	Mono County Public Health
Need for improved out-of-county medical transportation	Mono County Public Health
Need for out-of-county medical service south, to Loma Linda	Inyo-Mono Assoc. for the Handicapped (IMAH)
Employment issue: Benton-Bishop route needs to be daily, not just 3 times per week	Mono County
Need for increased service to Reno Veterans Medical Center	Counties of Inyo and Mono Veteran Service Office
Need for service for veterans to medical facilities in southern California	Counties of Inyo and Mono Veteran Service Office
Lack of coordination with Toiyabe buses to provide medical transportation to non-tribal members going to dialysis center	ESTA
Lack of evening transportation from the Cerro Coso Community College	Bishop Paiute Tribe
Need for increased service to Loma Linda area	Inyo LTC
Need to improve connections so that overnight stays are avoided on Lone Pine – Reno route	Inyo LTC
Coordination opportunity exists with IMAH to use its bus (10 AM – 3 PM daily)	Inyo-Mono Assoc. for the Handicapped (IMAH)

Connections

The need for connectivity to out of county services or systems was identified, especially for medical services and social service programs. In addition, gaps within the two county region were outlined. Specific service gaps include:

- Need for continued/enhanced commuter service to employment centers including
 - Lone Pine – Bishop
 - Bishop – Mammoth Lakes
 - Rural areas to employment centers (e.g. Mammoth Lakes, Bishop, Lone Pine)
- Connection in Lancaster to transit services such as Metrolink rail service into Los Angeles and other regional transit operators
- Insufficient service to Loma Linda, Reno, Los Angeles and Sacramento for non-emergency medical trips

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INYO-MONO COUNTIES

- Lone Pine to Reno service requires overnight stay in Bishop
- Develop a coordinated volunteer driver program; resolve insurance issues to allow ridesharing for to Reno, Los Angeles, Loma Linda, Sacramento and other locations as needed
- Develop and enhance ridesharing opportunities, such as the Mono County Rideshare Program and van pool programs.

Coordination Opportunity:

More fully utilize volunteers to reduce need for more drivers for agency-owned vehicles and to increase options for non-emergency medical trips.

Strategy:

Identify agencies or community leaders to coordinate volunteer programs, including the recruitment, screening, training and managing of volunteers.

Identify or create new insurance programs to eliminate exposure of volunteers to inappropriate levels of liability.

Some agencies in rural counties use volunteer drivers to expand mobility options. Programs can use volunteers with private cars to transport clients for non-emergency medical trips, to senior nutrition programs, to veterans' medical centers, or for everyday tasks such as shopping. Often drivers are reimbursed for mileage. Some programs utilize accessible vans, donated cars, or retired buses. In outlying regions of the county where public transit options are limited, the use

Coordinated Public Transit – Human Services Transportation Plan • Final Plan

INYO MONO COUNTIES

Strategy (to address need/gap)	Lead Agency or Champion	Implementation Timeframe	Order of Magnitude of Costs (Capital or Operating)	Cost Effectiveness of Strategy	Potential Funding Sources
Arrange for vendorization of ESTA and IMAH in order to provide an additional funding source	Kern Regional Center	Year 1-3	No cost	HIGH Centralizes service provision; low cost alternative	Regional Center
Develop communication and coordination mechanism to facilitate shared use of resources among human service agencies	CTSA	Year 1-2	Same as "enhance CTSA management above"	HIGH Low cost; high return	TDA New Freedom
To enhance NEMT options, coordinate services among agencies to make better use of vehicles; develop and expand volunteer driver program	CTSA	Year 2-3	Same as "enhance CTSA management above"	MEDIUM Low cost; high return	TDA New Freedom
Identify agencies or community leaders to coordinate volunteer programs, including the recruitment, screening, training and managing of volunteers. Identify or create new insurance programs to eliminate exposure of volunteers and agencies to inappropriate levels of liability	CTSA	Year 2-3	Included above in CTSA resources	HIGH Potentially very cost effective: minimal to no investment for free to low cost services	New Freedom
Coordinate arrangements for purchase of capital equipment, including vehicles to help tap available funding, e.g. FT& Section 5310	CTSA	Year 1 - 3	Included above in CTSA resources	HIGH Minimal investment; better coordination of assets	5310 5311 Prop 1B STIP
Use older vehicles for less intense social service agency transportation needs	CTSA	Year 1 – 2	\$0 - \$25,000 (depends upon decision to add support/funding to the bus recipient)	HIGH Minimal expense for more intensive use of assets	
Through specialized funding (e.g. JARC), expand CREST service to Lancaster	ESTA	Year 1	\$50,000 - \$150,000	HIGH	JARC

PART I**Coordinated Plan Certification**

References: FTA C 9050.1 (JARC), Section V

The projects selected for funding under the Section 5316 program must be “derived from a locally developed, coordinated public transit-human services transportation plan” (Coordinated Plan) that was “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.” (Circulars, Section V-5)

For additional information see the California Coordinated Plan Resource Center website at:

<http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>

Required Elements: Projects shall be derived from a coordinated plan that minimally includes four elements and a level consistent with available resources and the complexity of the local institutional environment. (Circulars, V-2)

Adoption of a Plan: As part of the local coordinated planning process, the lead agency in consultation with participants should identify the process for adoption of the plan. This grant application must document the local plan from which each project is derived, including the lead agency, the date of adoption of the plan, or other appropriate identifying information. (Circulars, V-7 & V-8)

Draft Plan: Agencies who do not have a final adopted Coordinated Plan may submit an application for funding if the project was derived from a Draft Coordinated Plan that had been submitted to Caltrans for review. Approved projects will remain in Category B until the final adopted Coordinated Plan and public participation process has been verified.

Coordinated Plan Lead Agency (Agency preparing the Coordinated Plan)

Agency Mono County Local Transportation Commission	
Title of Coordinated Plan Coordinated Public Transit – Human Service Transportation Plan Inyo-Mono Counties and California Department of Transportation	Date Plan Adopted (attach documentation) October 2008
	Date of Draft Plan
Agency Representative Name (Print) Scott Burns	Title Executive Director
Signature	Date 3/11/13

Grant Applicant

Agency Eastern Sierra Transit Authority	
Agency Representative (Print) John Helm	Title Executive Director
Signature	Date

PART I**Coordinated Plan Certification**

References: FTA C 9045.1 (New Freedom), Section V

The projects selected for funding under the Section 5316 program must be “derived from a locally developed, coordinated public transit-human services transportation plan” (Coordinated Plan) that was “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.” (Circulars, Section V-5)

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Coordinated Plan Lead Agency (Agency preparing the Coordinated Plan)

Agency Mono County Local Transportation Commission	
Title of Coordinated Plan Coordinated Public Transit – Human Service Transportation Plan Inyo-Mono Counties and California Department of Transportation	Title of Coordinated Plan Coordinated Public Transit – Human Service Transportation Plan Inyo-Mono Counties and California Department of Transportation
Agency Representative Name (Print) Scott Burns	Agency Representative Name (Print) Scott Burns
Signature	Signature

Grant Applicant

Agency Eastern Sierra Transit Authority	
Agency Representative (Print) John Helm	Agency Representative (Print) John Helm
Signature	Signature

Mono County Local Transportation Commission

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February 19, 2013

The Honorable John A. Perez
Speaker, California State Assembly
State Capital, Room 219
Sacramento, CA 95814

The Honorable Darrell Steinberg
President Pro Tempore, California State Senate
State Capital, Room 305
Sacramento, CA 95814

Assemblyman Franklin E. Bigelow
PO Box 942849, Room 4116
Sacramento, CA 94249-0005

Senator Tom Berryhill
State Capital, Room 3076
Sacramento, CA 95814-4900

Dear Speaker Pérez, Senator Steinberg, Assemblyman Bigelow, and Senator Berryhill:

The Mono County Local Transportation Commission wishes to express concern regarding implementation of the federal surface transportation reauthorization program “Moving Ahead for Progress Act in the 21st Century” (MAP-21). As a rural county, we urge consideration of rural needs as legislative proposals are introduced to address transportation funding distribution.

We support the points and positions highlighted in the January 7, 2013, Rural Representatives of Rural California (RCRC) letter to legislative leaders (see attachment). As the letter notes, rural counties such as Mono County rely on the network of state highways and locally maintained roads to link residents to essential services, employment, education and medical care. This road system also serves the broader needs of Californians, accessing state and national parks, tourist attractions, and recreation areas, and providing the network necessary to move agriculture, freight, energy and other critical goods to adjacent states, in our case Nevada.

Transportation funding formulas should provide funding protections or guarantees for California’s rural transportation system and reflect that rural counties lack viable means to fund larger projects that provide statewide benefit. As an example, Mono County Local Transportation Commission has been reliant on regional commitments under Memorandum of Understandings (MOUs) with Inyo County Local Transportation Commission, Kern Council of Governments, and San Bernardino Associated Governments to accomplish improvements of statewide benefit and critical regional significance on State Route 14 and US 395 corridors. These successful agreements, which were initiated in 1998 and continue well into the future, would not be feasible without funding guarantees for rural areas.

The current transportation funding distribution formulas reflect a carefully crafted understanding of transportation networks throughout the state. These formulas take into account population, lane miles, regional need, and the difficulty delivering projects that benefit all Californians. If California were to move to a formula dominated by population-based models, rural regions such as Mono County would be at a dramatic disadvantage. Population-based formulas do not account for the road maintenance burden of rural regions with small populations; in the case of Mono, nearly 700 miles of roadway maintained with a population of less than 15,000 residents. The attached illustrates regional impacts under population-based

transportation funding formulas, such as the Active Transportation Program (ATP) trailer bill proposal by the Department of Finance; Mono County stands to lose up to 95% of its transportation funding under this ATP scenario.

We further support RCRC's position advocating for a dedicated funding source for bridges. We also advocate ATP scenarios that account for prior transportation enhancement reserves; in the case of Mono County, a total of \$954,000 in Transportation Enhancement (TE) funds has been set aside for future anticipated projects, such as main street improvements in Bridgeport and/or Mammoth Lakes.

Your consideration of Mono County's concerns in this matter is appreciated. We look forward to working with you and RCRC in developing an equitable strategy to implement MAP-21 for rural counties.

Sincerely

Larry Johnston
Chairman

Attachment:
RCRC letter January 7, 2013
STP / STIP Formula Map

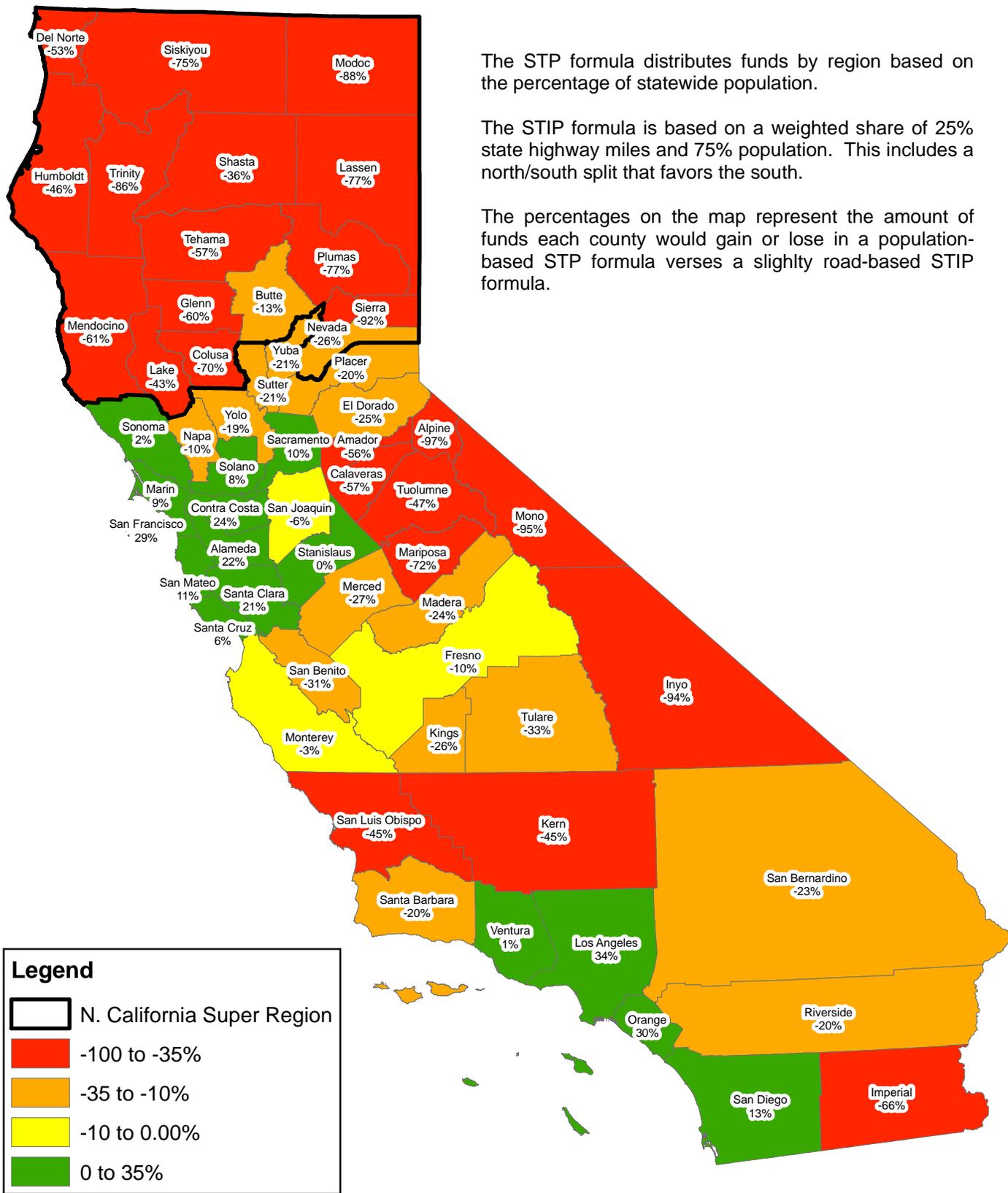
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Differences caused by distributing funds by an STP population-based formula compared to a more highway-based STIP formula

The STP formula distributes funds by region based on the percentage of statewide population.

The STIP formula is based on a weighted share of 25% state highway miles and 75% population. This includes a north/south split that favors the south.

The percentages on the map represent the amount of funds each county would gain or lose in a population-based STP formula versus a slightly road-based STIP formula.





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January 7, 2013

The Honorable John A. Pérez
 Speaker, California State Assembly
 State Capitol, Room 219
 Sacramento, CA 95814

The Honorable Darrell Steinberg
 President Pro Tempore, California State
 Senate
 State Capitol, Room 205
 Sacramento, CA 95814

The Honorable Connie Conway
 Minority Leader, California State Assembly
 State Capitol, Room 3104
 Sacramento, CA 95814

The Honorable Bob Huff
 Minority Leader, California State Senate
 State Capitol, Room 305
 Sacramento, CA 95814

Dear Speaker Pérez, Senator Steinberg, Assembly Member Conway, and Senator Huff:

On behalf of the Rural County Representatives of California (RCRC), which represents thirty-two rural counties in California, we write to express our concerns regarding implementation of the federal surface transportation reauthorization program, known as the Moving Ahead for Progress Act in the 21st Century (MAP-21).

RCRC is an association of California counties and the RCRC Board of Directors is comprised of elected supervisors from our thirty-two member counties. Rural county supervisors are extensively involved in transportation-related issues on two primary fronts: 1) Boards of Supervisors oversee public works directors/departments and subsequently help maintain the road network of their respective county; and 2) many supervisors sit as members of local transportation planning agencies where determining and funding projects are prioritized and developed.

Interstate highways, state highways and county-maintained roads located in rural areas of the State provide many benefits to California's transportation system. This network serves as a connector to other states, supports the movement of agriculture, freight, energy, and other critical goods. The rural network of roads and highways also connects people to employment and provides access to California's tourist attractions. It should be noted, that in many rural areas, the state highway is the key link for residents to use for their daily transportation needs – including access to medical care, education and employment. As such, any impact to the State Department of Transportation's (CalTrans) State Highway Operation and Protection Program (SHOPP) is of importance to rural areas. We encourage the Legislature to consider these rural transportation system benefits as we begin to discuss MAP-21 implementation and surface transportation investments.

MAP-21 is a two-year federal transportation effort that includes \$109 billion to fund the nation's highways and transit systems. California is expected to receive \$3.54 billion in Fiscal Year (FY) 2013, with a slight increase to approximately \$3.57 billion in Fiscal Year 14. MAP-21

represents the first major shift in transportation funding in more than a decade. As we prepare for the upcoming legislative session, we anticipate a variety of legislative proposals to be introduced to reconstruct transportation funding. These proposals may include: 1) distribute MAP-21 funding based on population; 2) integrate MAP-21 funding with SB 375 (Steinberg - 2008) greenhouse gas reduction targets; 3) provide a direct funding stream for bridge repair/replacement; and, 4) reconstruct other various transportation funding streams. Simply put, we are very concerned about a number of these concepts and how they would impact rural areas.

Current funding distribution formulas reflect a carefully-crafted understanding of transportation network throughout the state. These formulas take into account population, lane miles, regional needs and the difficulty in some jurisdiction's ability to deliver much-needed projects that benefit all Californians. Thus, if California were to move to a formula dominated by population-based models, rural counties would be at a disadvantage. First, a population-based formula does not take into account the large amounts of road mileage that many rural agencies must maintain. Also, population-based formulas (as to be distributed beyond that specified by MAP-21) would not fund the highest project or program needs that the entire state values. While rural counties may not have the large population base, these areas covers roughly 50 percent of the state's landmass. Any transportation funding formula should provide funding protections or guarantees for California's rural transportation system and reflect that rural counties have no realistic means (sales tax, public private partnerships, etc.) to generate sufficient funding for larger projects that provide statewide benefits.

Also of note, the funding level for MAP-21 has remained substantially the same as the previous federal reauthorization measures. However, the Highway Safety Improvement Program (HSIP) has become proportionately higher. We believe the implementation of HISP should include equitable statewide criteria that would address an emphasis on safety.

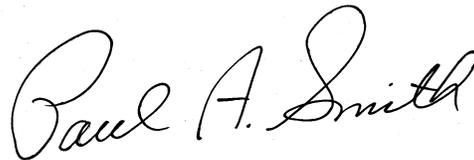
We understand that some members of the Legislature are contemplating MAP- 21 implementing legislation that contains extensive reference to SB 375 goals as a means to direct MAP-21 funding. SB 375 requires 18 Metropolitan Planning Organizations (MPO's) to identify a forecasted development pattern and transportation network that will meet greenhouse gas emission reduction targets through their Regional Transportation Plans (RTP) planning processes. However, SB 375 does not apply to the entire state and the requirements do not pertain to the 26 rural Regional Transportation Planning Agencies (RTPAs) that also prepare RTPs. We believe an SB 375 model for awarding funding is inappropriate because it could preclude rural RTPA's from accessing these funds and also runs counter to the flexibility granted in MAP-21. We recommend the continued statewide use of RTP's to guide transportation funding decision-making. The 2010 State RTP Guidelines update was prepared to incorporate new planning requirements as a result of SB 375. While the guidelines include both state and federal requirements, MPOs and RTPAs have the flexibility in selecting transportation planning options that best fit their regional needs.

A top priority for rural counties is to preserve a dedicated funding source for bridges. Counties and cities own and operate over 50 percent of the bridges statewide. Although MAP-21 retains the set aside requirement for funding "off-system" bridges (equal to 15% of the Highway Bridge Program (HBP) for FY 2009), the HBP was eliminated, meaning, there is no dedicated funding stream for "on-system" bridges. Furthermore, the list of "on system" bridges was greatly expanded. Under HBP, all eligible bridges in California were listed on a bridge inventory and a statewide committee prioritized projects for funding. This meant that bridge projects in rural areas could be repaired or replaced based purely on need.

With the elimination of HBP, the funding for bridges in both rural and non-rural areas are likely to originate from funding sources that have traditionally not been dedicated to bridges. In other words, bridge projects will be competing with all other types of projects in regional and state decision making. For rural areas, this becomes even more problematic and destabilizing since most rural regions lack the funds to complete a bridge project without outside assistance. Therefore, in implementing MAP- 21, RCRC will be advocating for long-term and stable funding solutions that reflect these challenges.

On a final note, we urge an overall level of caution in developing and enacting MAP-21 implementation. A key element of MAP-21 is that these funding streams along with the projects funded and delivered will now be evaluated by the Federal Highway Administration (FHWA); however, the evaluation tools and goals have yet to be finalized by FHWA. Directing monies and delivering products in a manner that does not conform to federal expectations and standards could have unforeseen consequences. As such, we should proceed with great care particularly when the FHWA evaluation criteria have yet to be fully constructed.

Sincerely,

A handwritten signature in black ink that reads "Paul A. Smith". The signature is written in a cursive, flowing style.

PAUL A. SMITH
Senior Legislative Advocate

cc: Members of the California Legislature
DeAnn Baker, Senior Legislative Representative of CSAC
Bimla Rhinehart, Executive Director of California Transportation Commission
Malcolm Dougherty, Director of California Department of Transportation
Brian Kelly, Secretary of Business, Transportation & Housing Agency
Brian Annis, Deputy Secretary of Business, Transportation & Housing Agency
Bill Higgins, Executive Director of CALCOG
Eric Thronson, Consultant to the Senate Transportation & Housing Committee
Erica Martinez, Consultant to the Office of the Speaker of the Assembly
Janet Dawson, Consultant to the Assembly Transportation Committee