

Mono County Local Transportation Commission

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

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

AGENDA

March 14, 2016 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes
Teleconference at CAO Conference Room, Bridgeport

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES:** Approve minutes of February 8, 2016 – **p. 1**
4. **COMMISSIONER REPORTS**
5. **ADMINISTRATION**
 - A. Overall Work Program (OWP): Conduct review & provide any desired direction to staff (*Megan Mahaffey*) – **p. 5**
 - B. Regional Transportation Improvement Program (RTIP) update (*Gerry Le Francois*) – **p. 53**
 - C. Appoint Social Services Transportation Advisory Council (SSTAC) members (*Wendy Sugimura*) – **p. 58**
6. **LOCAL TRANSPORTATION**
 - A. Reds Meadow Road: Receive report & provide any desired direction to staff (requested by Commissioner Wentworth – *Tamara Scholten, USFS/Inyo*)
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA)
 1. Short-Range Transit Plan (*John Helm*) – **p. 61**
 2. LCTOP (Low-Carbon Transit Operations Program) grant application: 1) Adopt Resolution R16-04 approving \$58,037 of FY 2015-16 LCTOP funds for the following projects: expansion of Mammoth Express fixed-route service, pass fare reduction, & expansion of Lone Pine Express fixed-route service – **p. 67**
 - B. Yosemite Area Regional Transportation System (YARTS)
8. **CALTRANS**
 - A. California Road Charge Pilot Program: Caltrans letter urging LTC participation – **p. 63**
 - B. 2016 construction map – **p. 72**
 - C. Average Annual Daily Traffic County data update – **p. 73**
 - D. California Transportation Plan 2040 – **p. 79**
 - E. Consider TIGER (Transportation Invest Generating Economic Recovery) and authorize executive director to provide letter of support for MOU project(s) – **p. 82**
 - F. Report activities in Mono County & provide pertinent statewide information
9. **QUARTERLY REPORT**
 - A. **Town of Mammoth Lakes** – **p. 83**

B. Mono County (oral report)

C. Caltrans – p. 86

10. **INFORMATIONAL:** No items

11. **UPCOMING AGENDA ITEMS**

12. **ADJOURN** to April 11, 2016

***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

February 8, 2016

COUNTY COMMISSIONERS: Tim Fesko, Larry Johnston, Fred Stump

TOWN COMMISSIONERS: Sandy Hogan, Shields Richardson, John Wentworth

COUNTY STAFF: Scott Burns, Jeff Walters, Garrett Higerd, Gerry Le Francois, Megan Mahaffey, CD Ritter

TOWN STAFF: Grady Dutton, Haislip Hayes

CALTRANS: Brent Green, Ryan Dermody, Bryan Winzenread, Jad Andari

ESTA: Jill Batchelder

GUEST: Erin Noesser, USFS/Inyo

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Fred Stump called the meeting to order at 9:02 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and attendees recited the pledge of allegiance.
2. **PUBLIC COMMENT:** No comments.
3. **MEETING MINUTES:**

MOTION: Adopt minutes of Dec. 14, 2015 (*no January meeting*) as amended: 1) All references to Bauer should read **Sandra Bauer**; and 2) Item 7: **Commissioner Stump relayed message from Supervisor Alpers...** (*Hogan/Fesko. Ayes: 5. Abstain due to absence: Richardson.*)
4. **ELECTION OF OFFICERS:** Richardson nominated Chair (*Wentworth/Fesko. Ayes: 5-0. Abstain: Richardson.*). Fesko nominated Vice-Chair (*Hogan/Richardson. Ayes: 6-0.*).
5. **COMMISSIONER REPORTS:** **Stump:** At Jan. 28 CPT (Collaborative Planning Team) meeting, BLM, USFS, Caltrans and Mono discussed Tri-Valley flooding issues. **Wentworth:** Town's appointee on GHG (greenhouse gas) issues. In DC, met with Congressman Paul Cook's staff, brought up gas tax. Money designated to flow not necessarily through Caltrans. **Fesko:** Traveled through state, noted conditions of roads on SR 88 and SR 50. Kudos to Caltrans for keeping up with snow. **Hogan:** Attended YARTS AAC (Authority Advisory Committee) in January, input on Short-Range Transit Plan. Signed up for California Road Charge program. FAQs worthwhile. Big national issue: 12 other states doing pilot, Oregon already instituted. Need volunteers by July. **Johnston:** Mile Marker good strategic plan, basic checklist of criteria for success. Positive change in Caltrans, progressive view. **Richardson:** Tesla station installed, used heavily. Tesla all-wheel drive cars work well in snow.

6. **CALTRANS** (*moved ahead on agenda*)

A. **Transportation Concept Report on SR 203:** Jad Andari met with Town planners for feedback.

Hogan noticed maps pointing to Canyon Lodge indicated Main Lodge.

Johnston urged uphill climbing lanes, proven successful even in segments. Safety-oriented issue. Rumble strips: No gap at intersection; consider intermittent. Green stated that would be standard for cyclists. Johnston opposed rumble strips on tight turns. Fast downhill cyclists take lane or in/out of shoulder, could cause accident. Not do much in snowy conditions.

Pedestrian pathways along 203: Summertime viewpoint, but real issue occurs in winter; e.g., by Shell Mart, no agreement on clearance. Would be advantageous to pedestrians. People dropped off at bus stop on street walk along berm. Dutton recalled discussion at Town Council meeting. Public Works is evaluating system, maintenance agreement to get sidewalk on upper Main Street. Johnston noted bus shelters parallel to road, thought perpendicular would be better (walk through bus shelter to path). Does Town still have plan for changing configuration of SR 203?

Wentworth: Approved maintenance on two sidewalks out of Main Street Plan. Moving incrementally. Hauling snow in trucks. Local concern is critical. Incorporate bike lanes along with sidewalks.

Intend to work with Town? Richardson noted still in concept, not adopted. Dermody described a living document that can be changed. Andari met with Town staff.

Johnston noticed no mention of roundabouts. Dermody reminded that Forest Trail development never happened and the roundabout was a mitigation measure. Dutton stated Hayes talks with Caltrans daily, and at least three proposed: Meridian/Minaret for lower Main Street sidewalk; Forest Trail problematic (help traffic at intersection); and Main/Old Mammoth Rd. (Town wants this one).

Wentworth announced Mammoth Winter Recreation Summit March 18-19, winter mobility, transit. Speakers scheduled.

7. **ADMINISTRATION**

A. **2016-17 Overall Work Program (OWP):** Megan Mahaffey requested feedback on draft.

Richardson wanted to seek infrastructure funding opportunities. Scott Burns cited opportunities, but lots of uncertainty. Recently applied Main Street grant for comprehensive planning process at Lee Vining similar to Bridgeport. Expand to broader scope?

Hogan described Mono/Town staffs as wizards at grants over years. Johnston cited FLAP (Federal Lands Access Program) grant as example. Hogan saw Mammoth Lakes Mobility adoption as huge. Richardson suggested March 1 submittal with today's input. Burns announced upcoming FLAP meeting in Fresno.

B. **2015-16 LTC Audit:** Megan Mahaffey noted LTC is in compliance with California Development Act. Letter at back was not included in packet. No recommendations from auditor this year. Mahaffey described funding sources. Burns commended Mahaffey on enormous work to restructure.

C. **Local Transportation Funds (LTF) update & 2016 auditor's estimate:** Megan Mahaffey noted tracking with estimate for this year. Over-allocated June 2013-14. Auditor estimates are based on 10-year average, including lowest point.

--- Johnston departed at 9:49 a.m. ---

D. **Regional Transportation Improvement Program (RTIP):** Gerry Le Francois noted great input from partners. Took approved RTIP in December, prioritized local and regional projects. Basic concept is to delay projects. Dealing with negative dollars, need to pool resources to keep projects moving forward. Freeman Gulch segment 1 close to construction (Kern has no money, shares 40%, \$12 million), segment 2 deprogrammed, and Olancha/Cartago, 40% Inyo. Go outside STIP if federal funding source available, save money for partners. Regional projects top tier.

Local projects: Cut more than \$4 million. If cut more, start at bottom. Delay Olancha /Cartago, not deprogram, so not need to re-compete. Keep Mammoth SR 203 pedestrian Main Street projects moving forward. Mono County wants preventive maintenance program. Meridian roundabout project at bottom of list, likely reprogram. Hopefully positive cash flow for the 2018 STIP. Letter to Legislature to address transportation funding shortfall is important. LTC helping State pay for Freeman Gulch, covering Kern's share (Kern focus is on west side now, SR 58 and SR 46, dropped most everything on east side).

When will Kern step up to the plate? Le Francois stated MOUs date from 1999. Inyo/Mono tried to help Kern COG and State cover balance. No guarantee money will come back. Hope history carries forward. It is the State's money, all of our money.

Hogan recalled support of MOUs repeatedly came up. All highways bring guests to Mammoth, so Mono benefited. State looked favorably on working with partners clear to San Bernardino.

Fesko did not like preventive maintenance so far down on the local priority list, lots of roads, lots of square miles, does not want to see it lost. Move between two Town sidewalk projects. Mono needs the preventive maintenance program.

Le Francois stated that Town/Mono County worked well together. LTC can tell staff to reshuffle. Even though prioritized, rural/local projects without outside money are low at State level. Making up deficit, prioritizing projects, CTC still may not allocate. Staff will follow LTC direction.

Richardson suggested finding federal moneys for Airport Road rehab. Why not FAA (Federal Aviation Administration) or TSA (Transportation Security Administration)?

Dutton stated if outside airport boundary, FAA will not do it. Keep looking, with FAA's help.

Spreadsheet structured toward State; if go outside, still work? Le Francois indicated it would be bumped up higher.

Fund sidewalk project from elsewhere? Hayes: No, all STIP at this time. Staff spent eight hours last week to see if project eligible for other funding sources. Le Francois noted hard part is percentage matches with other funding sources.

Stump agreed with Fesko on preventative maintenance. Move it between two Town projects. If no funding for Airport Road, falls under Band-Aids. All local projects down toward bottom, but recognize pavement management areas significantly behind.

Le Francois noted if CTC has no direction, just picks projects to be removed, hopefully from bottom. With 57 other RTIPs, situation is fluid.

Winzenread thanked LTC for MOU projects. In 2010, fuel tax swaps used transportation funds for general fund. Revenue neutral swap proposed, estimates about 18 cents/gal. Never predicted drop in gas prices. Now about 12 cents/gal, actually down to 10 cents. Three proposals would bring back 18 cents, but not yet enacted. Comes back to ITIP (Interregional Transportation Improvement Program) & RTIPs (Regional Transportation Improvement Programs). Looked at priorities to address funding shortfall. Freeman Gulch segment 2. Rescind funding or push to future cycle to free up funds for Inyo/Kern/Mono and ITIP. Look for TIGER (Transportation Investment Generating Economic Recovery) money. Don't stop work on Olancha/Cartago. Freeman Gulch nearly ready to advertise, start construction late summer. Keep corridor priorities moving forward. Falls upon Inyo/Mono commitment to MOUs. ITIP proposing to rescind construction funding for Olancha/Cartago, and Freeman Gulch segment 2.

How does 2016 STIP allow for construction ready for? Winzenread noted moving 2014 to 2016. Le Francois urged keeping Freeman Gulch segment 1 moving. Hogan saw it based on trust, working closely with LTCs. Winzenread wanted to keep 40/40/10/10 split, add back in \$12.3 million Inyo/Mono covering on Freeman Gulch. \$11 million loaned might be hardship for Kern. Le Francois wanted to memorialize additional 20% Freeman Gulch 2. Hogan preferred delay to deprogramming, thought OK to remove roundabout.

Winzenread noted CTC wants to continue working to get Olancha/Cartago to full design, suspending construction due to deficit.

--- Break 10:40 to 10:51 a.m. ---

Green, a self-described bottom-line guy, saw this as a serious situation. Talked about a recent CTC (California Transportation Commission) meeting in Riverside. Many projects are valuable, but CTC stated there is no money. Fees are fixed amount, no equal sharing, nothing left. Road charge is something State's evaluating. Federal government relied on general fund, pushing road charge. Team trying to work together, looking for funding. Not headquarters, as CTC decides allocation. Proportionately worse for rural areas. Takes a lot of pieces to put this together.

How close was the legislation to passing? Region could start pushing, putting pressure on. Fesko spoke to legislators, everyone aware of problem. How will it get solved?

Stump mentioned letters from Mono supporting action to address scenario. Legislature needs to sit down and figure it out. Cringes about raising fuel taxes. Income levels of people over 60 in rural areas hit hardest. No inflation value built in.

Fesko stated if need money, say let's raise fuel tax. Hard to say let's fix problem. Gas tax money taken off for non-transportation matters. Let's fix real problem.

Hayes suggested Le Francois and Caltrans try regional solution, showing solidarity. Defunding/deprogramming in excess of requirement. What assurance from CTC it would be protected?

Green stated no guarantees. Caltrans has never been part of MOUs, just acknowledged support.

Hayes viewed true risk as no allocations, lose everything. Already low priority. Winzenread recommended commitment to priorities. Wentworth wanted to find local funding if Legislature won't fix this. Get resources together. Richardson saw \$29 million delay or reprogramming.

MOTION: Mono pavement management program, staff recommendation on ITIP (Interregional Transportation Improvement Program) [Freeman Gulch construction]. (*Hogan/Fesko. Ayes: 5. Absent: Johnston.*)

MOTION: Swap Mono maintenance between Town projects. (*Fesko/Hogan.*)
Dutton noted staff consensus on right order. Hayes stated projects are function of timing, not importance. Wentworth wanted to keep proposals to see how CTC applies. (*Motion failed*)

MOTION: Amend motion to keep staff proposals. (*Fesko/Hogan. Ayes: 4. No: Stump. Absent: Johnston.*)

Stump stated Mono never had STIP approval for maintenance, so it's far behind curve. Fesko saw preventive maintenance already funded, keep it going.

MOTION: Adopt Resolution R16-02 approving the revised 2016 RTIP & allow staff to make any minor technical corrections (*Stump/Hogan. Ayes: 5. Absent: Johnston.*)

MOTION: Adopt Resolution R16-03 urging State to provide new sustainable funding for state and local transportation infrastructure. (*Fesko/Wentworth. Ayes: 5. Absent: Johnston.*)

Fesko stated transportation funding needs to be fixed, but simply raising taxes is not the solution.

8. LOCAL TRANSPORTATION

A. Letter to legislators on STIP (State Transportation Improvement Program) funding cut impacts

B. USFS snowmobile management plan: Erin Noesser, USFS/Inyo assistant forest planner/ NEPA planner who handles travel management of vehicles. Definition is anything that's tracked, mainly snowmobiles. Look at areas/trails in Mono/Inyo with snow. Staging areas also considered. Trails groomed for snowmobile use with Green sticker money. Snow depth, type of vehicles in certain areas. Pre-scoping toward proposed action sometime in April. Draft EA, decision by end of 2017. Meetings, postcards with contact info. How would snowmobiles on forest affect transportation system? Contact agencies for input. Public workshop Feb. 23 from 6-8 p.m. at Suite Z. Who are best contacts?

Hogan sees people going directly out into forest on snowmobiles. Strong feelings arise.

Fesko stated snowmobilers travel to Lee Vining from north, so public workshop at Lee Vining? People from outside areas, so expand outreach. Scott Burns reported issue is going to RPACs already.

USFS attend Winter Recreation Summit Feb. 19? Yes. Full NEPA decisions needed on staging areas. Check with district ranger on presentation at Summit.

Richardson requested bringing issue back to LTC.

Analyze possibility of Green sticker funds going away (paid by money USFS does not control). Noesser will consider if Green sticker money changed.

Identify appropriate areas for activity, not involve Green sticker. Track setting and enforcement patrol funded by Green sticker. Wentworth cited a national litigation issue, high level of interest.

9. TRANSIT

A. Eastern Sierra Transit Authority (ESTA)

1. **LCTOP grant application:** Jill Batchelder noted LCTOP serves disadvantaged communities (none identified in program). Stump: How say that when CDBG qualified communities? Jill: \$58,000 to spend: 1) Mammoth Express (commuters hesitant because of uncertainty of return trip; track by GPS, send another bus); 2) 10-punch pass reduction by 50% to get continual ridership; and 3) expansion of Lone Pine Express with midday run. Mono: \$14,240. ESTA: \$25,812 (falls under Mono County line item). Split with Inyo (\$17,991).

Fesko saw problem with fare reduction. Additional funding in future years? If not, fares would rise. Batchelder confirmed fare reductions were discussed, looked on favorably. Chose 10-ride pass to get repeat riders, habitual rather than occasional trip. Year two of 10 years of funding. Advertise as promotion. Fesko suggested farebox comparison, looking at other routes. Batchelder cited difficulty with infrequent service. Not likely see ridership gains there, benefit more on commuter route.

MOTION: Adopt Resolution R16-01 with signature change: 1) Allocate \$58,037 of FY 2015-16 LCTOP funds for expansion of Mammoth Express fixed-route service, pass fare reduction, & expansion of Lone Pine Express fixed-route service; 2) authorize LTC & ESTA's executive directors to complete & execute all documents for the LCTOP submittal, allocation requests, & required reporting; and 3) authorize signatures on LCTOP certifications & assurances. (*Hogan/Stump. Ayes: 5. Absent: Johnston.*)

2. **ESTA update:** ESTA provided 212,000 rides in Mono, collected \$55,000 in fare revenue. Ridership up 32,000 over last year, mostly ski area routes (up 29%). Grey Line fell short of goal.

Plan B if STIP funds not available? Batchelder stated ESTA has capital replacement program set aside for matching-fund grants, match moneys available. Six aging trolleys increase operating budget.

B. Yosemite Area Regional Transportation System (YARTS): Sandy Hogan reported on January meeting: agreement with Greyhound on through ticketing, approved bylaws on current membership, discussed short-range transit plan funding effort and provided input on next five-year plan.

MOTION: Authorize letter supporting Greyhound interline service to Mono County. (*Stump/Hogan. Ayes: 5. Absent: Johnston.*)

10. CALTRANS

A. **Transportation Concept Report (TCR) on SR 203:** Moved up to item 6.

B. **Activities in Mono County:** Ryan Dermody noted map update is needed for US 395 projects in San Bernardino County due to funding issues.

11. INFORMATIONAL

A. **US 395 open house:** US 395 open house in Adelanto Feb. 11 may be canceled.

B. **Regional Transportation Safety Elements**

12. **UPCOMING AGENDA ITEMS:** 1) Road Charge program; 2) RTIP update, CTC recommendations (commission attendance urged); 3) pass openings in March/April; 4) OWP review; 5) SR 203 pedestrian path/snow clearance (April); and 6) quarterly reports

13. **ADJOURN** at noon to March 14, 2016

Prepared by CD Ritter, LTC secretary

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Staff Report

March 14, 2016

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, Fiscal Analyst

SUBJECT: Mono County Overall Work Program 2016-17

RECOMMENDATIONS

Review Overall Work Program 2016-17 draft and provide changes for staff to include before submitting to Caltrans for review.

FISCAL IMPLICATIONS

None at this time.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The Mono County Overall Work Program 2016-17 was created by Local Transportation Commission staff with help from staff of Mono County and Town of Mammoth Lakes. The current OWP reflects a joint work effort between both public entities and reflects work elements that are projected to be active from July 1, 2016, to June 30, 2017. The Mono County Overall Work Program 2016-17 will include all projects to be worked on July 1, 2016, to June 30, 2017. The 2016-17 OWP draft is due to Caltrans District 9 on March 15, 2016. The final 2016-17 OWP is due to Caltrans District 9 in May 2016.

TIMELINE

- April: Final budget adjustment for current OWP for submission to Caltrans May 1
- May: The 2016-17 OWP will come back to the Commission for adoption/submission
- June: Final approved and adopted OWP and fully executed OWPA (Overall Work Program Agreement) due to ORIP (Office of Regional and Interagency Planning)

ATTACHMENTS

- Mono County Overall Work Program 2016-17 draft

Mono County Overall Work Program 2016-2017

First draft for circulation March 14, 2016

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OVERALL WORK PROGRAM**INTRODUCTION**

Mono County is a rural county located on the eastern side of the Sierra Nevada Mountains. The county has an area of 3,103 square miles and a total population of 14,202 (2010 US Census). The county's one incorporated area, the Town of Mammoth Lakes, contains approximately 58 percent of the county population. During periods of heavy recreational usage, the Town of Mammoth Lakes' 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 Local Transportation Commission has been working with Caltrans to develop plans for Highway 395 that meet community and interregional traveler needs. Similarly, planning efforts have also been pursued for SR 158, which serves as the main street for June Lake, and Hwy 6, which serves as main street for Benton and Chalfant.

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

TRANSPORTATION GOALS AND ISSUES

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

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

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

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

PUBLIC PARTICIPATION

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

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

TRIBAL CONSULTATION

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

ORGANIZATION OF THE MONO COUNTY LTC

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

The primary duties of the LTC consist of the following:

- Every 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 FAST ACT

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

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

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

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

		Responsible	Estimated Completion
1.	Review status of current OWP activities and deliverables		quarterly
2.	Develop priorities for new OWP		1/2017- 3/2017
3.	Prepare draft and final 2017/2018 Overall Work Program: work program amendments, agreements, and staff reports		As needed
4.	Day to day transportation planning duties, accounting and evaluation of regional transportation and multi-modal planning issues as directed by MLTC		As needed
5.	Prepare agendas and staff reports for advisory Committees and the Commission		Monthly
6.	Prepare invoicing for Caltrans		Quarterly

END PRODUCTS

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

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA & PPM

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

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

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

DISCUSSION

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

The primary objectives are to:

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

WORK ACTIVITY

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

END PRODUCTS

- Training documentation

ONGOING TASK

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

FUNDING SOURCE

RPA & PPM

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

TOTAL FUNDING	\$10,000	\$10,000	\$20,000
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WORK ELEMENT 200-12-0**REGIONAL TRANSPORTATION PLAN****OBJECTIVE**

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

DISCUSSION

The objectives of the RTP are to:

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

PREVIOUS WORK

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

WORK ACTIVITY

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

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

END PRODUCTS

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

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA	\$15,000	\$10,000	\$25,000
PPM FUNDING	\$5,000	\$3,000	\$8,000
TOTAL FUNDING	\$15,000	\$10,000	\$25,000

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

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

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

END PRODUCTS

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

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

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

WORK ELEMENT 202-12-0**REGIONAL TRANSPORTATION PLAN IMPLEMENTATION****OBJECTIVE**

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

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

END PRODUCTS

- Consistency amongst regional plans and RTP

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

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

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

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

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

END PRODUCTS

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

ONGOING TASK

This is an ongoing RTP development work item.

FUNDING SOURCE

RPA

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

WORK ELEMENT 303-12-4
ESTA TRANSIT HUB PLANNING

OBJECTIVE

Complete planning and site evaluation for Mammoth Transit Center.

DISCUSSION

The development of a central transit hub in Mammoth is a key element to the continued success of ESTA and will provide a transit amenity consistent with the transit centers found in other vibrant mountain communities. The transit center will serve as a stop for YARTS as well as private transportation providers. The first step in establishing a Mammoth Transit Center consists of thorough planning and site evaluation and will need to compare different sites and determine that which best benefits the transit program and the community.

PREVIOUS WORK

This study was recommended in the Short-Range Transit Plan to be conducted FY 2017-18

WORK ACTIVITY

	Activity	Agency providing work	Estimated Completion Date
1.	Planning and site evaluation for Mammoth Transit Center	Consultant	2017-2018

FUNDING SOURCE

RPA and PPM

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

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

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

	Tasks	Agency providing work	Estimated Completion Date
1.	Technical studies including environmental	Town, County	6/30/2017
2.	Airport Capital Improvement Program documents	Town, County	6/30/2017
3.	Airport Land Use Compatibility Plans	County	6/30/2017

END PRODUCTS

- Airport planning documents for airport facilities

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

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

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

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

DISCUSSION

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

PREVIOUS WORK

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

- Community Based Transportation Planning Grant for district transportation planning;
- Local Measures U and R to support transportation planning for capital improvements and programming; and
- ATP (Active Transportation Program) Grant applications.

Administer and implement awarded grants as needed.

WORK ACTIVITY

	Tasks	Agency providing work	Estimated Completion Date
1.	Research grants availability, requirements & determine eligible projects	Town, County & LTC	ongoing
2.	RPA Grant Applications – Pre CEQA	Town, County & LTC	ongoing
3.	ATP Grant Applications – Project Specific	Town, County & LTC	ongoing
4.	Research state, federal and local funding opportunities	Town, County & LTC	ongoing
5.	Final Deliverable(s)	Town, County & LTC	ongoing

END PRODUCTS

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

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

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

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

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

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

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

END PRODUCTS

- CMP Document
- 395/5 Corridor Wi-Fi Plan
- Alternative Fueling station policy

ONGOING TASKS

This is an ongoing RTP development work activity.

FUNDING SOURCE

RPA

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

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

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

	Tasks	Agency providing work	Estimated Completion Date
1	Review adjacent County & agency policies & facilities and research potential fuel type characteristics & related infrastructure requirements	County	June 2016
2.	Identify issues, opportunities & constraints pertaining to ZEV facilities within communities & along major highway corridors and regional attractions including Yosemite.	County	June 2016
3.	Inventory & assess potential sites suitable for ZEV facilities	County	July 2016
4.	Review California Building Codes & Cal Green for ZEV-ready standards. Consider special circumstances/needs related to regional attractions, such as Yosemite	County	July 2016
5.	Identify permit streamlining & funding strategies for ZEV infrastructure. Review California Building Codes & Cal Green for ZEV-ready standards	County	Sept 2016
6.	Revise draft & conduct applicable CEQA review Review draft policies with LDTAC, applicable RPACs & Planning Commission	County	Nov 2016
7.	Present final report for adoption by Board of Supervisors & acceptance by LTC, Revise draft & conduct applicable CEQA review	County	Winter 2016/17

END PRODUCTS

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

ONGOING TASKS

This will get rolled into Corridor Management plan once complete.

FUNDING SOURCE

RPA

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

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

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

DISCUSSION

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

PREVIOUS WORK

Grant applications

WORK ACTIVITY

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

END PRODUCTS

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

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

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

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

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

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

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

END PRODUCTS

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

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

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

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

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

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

END PRODUCTS

- Alternative Concepts
- Draft document
- Final report

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

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

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

The purpose of this Work Element is to develop Project Study Reports (PSR) for projects in Mono County and the Town of Mammoth Lakes.

DISCUSSION

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 engineer's estimate of probable costs.

PREVIOUS WORK

Project Study Reports performed under this work element include:

XXXXX

WORK ACTIVITY

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

END PRODUCTS

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

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

PPM

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

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

OBJECTIVE

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

DISCUSSION

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

The primary objectives of this work element is to:

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

PREVIOUS WORK

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

WORK ACTIVITY

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

END PRODUCTS

- 2018 RTIP

ONGOING TASK

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

FUNDING SOURCE

PPM

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

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

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

DISCUSSION

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

- Attending meetings once a quarter or as needed
- Updating MOU's as necessary
- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21/FAST ACT concerns related to funding and specific needs in rural counties
- Attend Rural County Task Force meetings once a quarter and phone conferences as available
- Participate with YARTS, including development of Short-Range Transit Plan support to the Advisory Committee and Governing Board and consideration of annual funding of YARTS;

PREVIOUS WORK

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

WORK ACTIVITY

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

END PRODUCT

- Attending meetings once a quarter
- Updating MOUs as necessary

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

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

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

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

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

DISCUSSION

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

PRIOR WORK

Annual daily air pollution data and recording.

WORK ACTIVITY

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

END PRODUCT

- Daily air pollution data and recording

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

PPM

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

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

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

DISCUSSION

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

PRIOR WORK

Mono County Road Standards

WORK ACTIVITY

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

END PRODUCTS

- Community issues, opportunities & constraints

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

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

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

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

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

DISCUSSION

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

The primary objectives of this work element are to:

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

PREVIOUS WORK

Previous recommendations and studies include:

- Town Biannual Traffic Study
- Town Annual Traffic Report

WORK ACTIVITY

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

END PRODUCTS

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

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

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

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

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

PURPOSE

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

PREVIOUS WORK

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

WORK ACTIVITY

	Tasks	Agency providing work	Estimated Completion Date
1.	Purchase equipment	Town, County	6/30/15
2.	Final Deliverable(s)	Town, County	6/30/15

END PRODUCT

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

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

PPM

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

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

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

DISCUSSION

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

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

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

PREVIOUS WORK

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

WORK ACTIVITY

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

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

END PRODUCT

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

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2016-17 RPA	\$40,000	\$40,000	\$80,000
PPM FUNDING	\$40,000	\$25,000	\$65,000
TOTAL FUNDING	\$40,000	\$40,000	\$145,000

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

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

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, & opportunities;	Town, County & Caltrans	Meetings with Caltrans staff	7/1/2015
2.	Develop Draft Maintenance Agreement (administrative review)	Town, County & Caltrans	Draft Maintenance Agreement (administrative review)	10/1/2015
3.	Prepare & present Draft Maintenance Agreement	Town, County & Caltrans	Draft Maintenance Agreement	2/1/2016
4.	Final Updated Maintenance Agreement	Town, County & Caltrans	Final Updated Maintenance Agreement	5/1/2016
5.	Final deliverable(s)	LTC		6/1/2016

PREVIOUS WORK

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

FUNDING SOURCE

RPA

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

APPENDIX A
RPA BUDGET SUMMARY

Proposed Expenditures:

Work Element	Town	County	Total
100-12-0: OWP Administration and Management	\$10,000	\$20,000	\$30,000
1000-12-0: Transportation Training & Development	\$10,000	\$10,000	\$20,000
200-12-0: Regional Transportation Plan	\$15,000	\$10,000	\$25,000
201-12-1: Regional Trails		\$10,000	\$10,000
202-16-1: Regional Transportation Plan Implementation		\$10,000	\$10,000
300-12-0: Regional Transit Planning and Coordination		\$2,500	\$2,500
501-15-0: Airport Planning	\$2,500	\$5,000	\$7,500
600-12-0: Regional Transportation Funding		\$10,000	\$10,000
601-11-0: 395 Corridor Management Plan		\$10,000	\$10,000
614 -15-0: Alternative Fueling Station Corridor Policy		\$5,000	\$5,000
615-15-0: Active Transportation Program (ATP)		\$5,000	\$5,000
616-15-0: Community Emergency Access Route Assessment		\$5,000	\$5,000
617-15-0: Community Way-Finding Design Standards			
800-12-1: Interregional Transportation Planning		\$5,000	\$5,000
804-15-1: Community Traffic Calming & Complete Streets Design Standards			
900-12-0: Planning, Monitoring & Traffic Issue/ Policy Creation		\$5,000	\$5,000
903-12-1: Regional Pavement & Asset Management System	\$40,000	\$40,000	\$80,000
TOTALS	\$77,500	\$152,500	\$230,000

APPENDIX B
PPM BUDGET SUMMARY

Proposed Expenditures:

Work Element	Town	County	Total
200-12-0: Regional Transportation Plan			
201-12-1: Regional Trails	\$5,000	\$3,000	\$8,000
202-16-1: Regional Transportation Plan Implementation			
300-12-0: Regional Transit Planning and Coordination			
302-12-4: Mammoth Transit HUB			
501-15-0: Airport Planning	\$2,500	\$2,500	\$5,000
600-12-0: Regional Transportation Funding			
601-11-0: 395 Corridor Management Plan			
614 -15-0: Alternative Fueling Station Corridor Policy			
615-15-0: Active Transportation Program (ATP)			
616-15-0: Community Emergency Access Route Assessment			
617-15-0: Community Way-Finding Design Standards			
700-12-0: Regional Project Study Reports	\$10,000	\$10,000	\$20,000
701-12-1 Regional Transportation Improvement Program(RTIP)		\$3,000	\$3,000
800-12-1: Interregional Transportation Planning		\$2,000	\$2,000
803-13-1 Mammoth Lakes Air Quality monitoring and planning	\$2,000		\$2,000
804-15-1: Community Traffic Calming & Complete Streets Design Standards			
900-12-0: Planning, Monitoring & Traffic Issue/ Policy Creation	\$10,000	\$5,000	\$15,000
902-12-2: Regional Transportation Data Collection	\$5,000	\$5,000	\$10,000
903-12-1: Regional Pavement & Asset Management System	\$40,000	\$25,000	\$65,000
TOTALS	\$74,500	\$65,500	\$130,000

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

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

Mono County Local Transportation Commission

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

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

Staff Report

DATE: March 14, 2016

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSSION

FROM: Gerry Le Francois, Principal Planner

SUBJECT: 2016 Regional Transportation Improvement Program (RTIP) Technical Changes

RECOMMENDATIONS:

Review technical changes to the 2016 RTIP and provide any desired direction to staff.

FISCAL IMPLICATIONS:

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

ENVIRONMENTAL COMPLIANCE:

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

RTP / RTIP CONSISTENCY:

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

DISCUSSION:

The State Transportation Improvement Program (STIP) occurs every two years and is a new five-year funding cycle for transportation projects in Mono County. The revised 2016 STIP fund estimate has a deficit of approximately \$750 million and our revised RTIP requires some minor revisions.

Your Commission restated our MOU priorities as follows:

- 1) Keep Freeman Gulch segment 1 construction moving forward with Inyo and Mono County LTCs picking up funding;
- 2) Deprogram Freeman Gulch segment 2;
- 3) Keep the Olancha/Cartago archeology pre-mitigation moving forward; and
- 4) Delay (not deprogram) construction funding of Olancha/Cartago to a future STIP cycle.

The Commission's local priorities are:

- 5) Planning, Programming, and Monitoring funds;
- 6) TOML North Main Street (203) sidewalk and safety improvements;
- 7) TOML West Minaret Road (203) sidewalk and safety improvements;
- 8) MC Preventive Maintenance Program;
- 9) MC Airport Road Rehabilitation;

- 10) ESTA bus replacements; and
- 11) TOML Meridian roundabout and signal relocation.

We have resubmitted our RTIP to illustrate the Inyo and Mono proposal to retain Freeman Gulch segment 1 with additional funding, with an understanding this may not be successful. In addition, the state is proposing deprogramming US 395 planning and environmental work in San Bernardino County, and deprogramming construction funding on Olancha/Cartago.

On the local side, we have established our priorities, but based on the CTC adopted allocation plan, local projects are a low priority at the state level.

The south state hearing is March 17, and STIP adoption by the CTC is scheduled May 18-19. There are 57 other RTIPs and the Interregional Improvement Programs (IIPs) to take into consideration in order to close a \$750 million statewide deficit. Staff and District 9 will be reviewing the latest information with the Commission on Monday. If you have questions before Monday's meeting, please email me glefrancois@mono.ca.gov or call 760.924.1810.

ATTACHMENTS

- Technical changes to the 2016 RTIP
- District Funding Chart for Freeman Gulch 1 and Olancha/Cartago

Regional & Local Priorities	MONO Reprogrammed - 2016 RTIP																				
	(\$1,000's)																				
							not part 16 RTIP						FY Totals					Component Totals			
Agency	Rte	PPNO	Project	Total	Prior	14-15	15-16	16-17	17-18	18-19	19-20	21-22	ROW	Const	PA & ED	PS & E	R/W sup	Con sup			
1	Caltrans	14	8042A	Kern, 4-lane, Freeman Gulch (RIP 10%), segment 1	7,690	1,380	0	0	6,651	0	0	0	0	950	6000	0	250	180	310		
1	Caltrans	14	8042A	Kern, 4-lane, Freeman Gulch (> RIP 10%), segment 1	8,982	1,380	0	0	7,602	0	0	0	0	950	6844	0	250	180	758		
) deprogram	Caltrans	14	8042B	Kern, 4-lane, Freeman Gulch (RIP 30%), segment 2	3,258	0	0	975	2,283	0	0	0	0	1653	0	0	975	630	0		
3	Caltrans	395	170A	Olancha-Cartago 4-lane arch pre-mitigation (RIP 10%)	500	0	0	0	500	0	0	0	0	500	0	0	0	0	0		
onstruction	Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)	11,705	1,200	1,655	0	0	0	8,850	0	0	1352	8040	687	513	303	810		
ram const	Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)	2,168	2,168	1,655	0	0	0	8,850	0	0	1352	8040	687	513	303	840		
\$ / ITIP	Caltrans	395	260B	SBd, Rte 15-Farmington, widen (RIP)	2,000	2,000	0	0	0	0	0	0	0	0	2000	0	0	0	0		
ram / ITIP	Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)	310	310	0	0	0	0	0	0	0	0	310	0	0	0	0		
6	Mammoth Lakes	203	2602	North Main St. (SR 203) North main St. Sidewalk and Safety Impr Project Phase 2a	2,150	0	60	2,090	0	0	0	0	0	0	2000	60	90	0	0		
7	Mammoth Lakes	203	2601	West Minaret Road (SR 203) Sidewalk & Safety Project, phase 2a, 2b, 3	775	0	25	175	575	0	0	0	125	575	25	50	0	0			
8	Mono County	loc	2605	County-wide Preventative Maintenance Program	1,150	0	0	50	100	1,000	0	0	0	1,000	50	100	0	0			
9	Mono County	loc	2603	Airport Road Rehabilitation Project	1,273	0	0	0	31	52	1,190	0	0	1,190	31	52	0	0			
11	Mammoth Lakes	loc	2595	Meridian Roundabout & signal relocation to Sierra Park	2,610	0	0	0	0	2,610	0	0	0	2610	0	0	0	0			
5) New	Mono LTC	loc	2003	Planning, programming, and monitoring	160	160	130	130	475	480	480	0	0	795	0	0	0	0			
	Mono LTC	loc	2003	Planning, programming, and monitoring	405				135	135	135	0	0	405							
Rail and Transit Project Proposals:																					
10) New	Mono LTC	bus	2566	Replacement buses, Eastern Sierra Transit Authority (ESTA)	400	0	200	200	0	0	0	0	0	400							
	Mono LTC	bus	2566	Replacement buses, Eastern Sierra Transit Authority (ESTA)	620						305	315	0	620							
new 2016 RTIP programming only				1,025																	
Freeman Gulch segment 2 deprogramming				(2,898)																	
Olancha Cartago construction deprogramming				(8,850)																	
US 395 in SBd deprogramming				(1,319)																	
deprogramming subtotal				(13,067)																	
minus new 2016 programming				1,025																	
STIP reprogramming target				4,017																	
Total reprogrammed share balance				(8,025)	\$ available for increase on const Freeman -1																
STIP unprogrammed share balance from 2015				1,925																	

Notes/Technical changes in red: 1 ITIP recommends deprogramming construction \$ on Freeman Gulch -1, but we propose

Table 1

		Freeman Gulch Widening - Segment 1 (Kern County)	Freeman Gulch Widening - Segment 2 (Kern County)	Route 395 Widening (San Bernardino County)	Olancha/Cartago Expressway (Inyo County)	Rescinded Funds	STIP Deletion Targets	STIP Deletion Target Balance ((Excess Shares) / Balance Remaining)	Contribution to keep Freeman Gulch Widening - Segment 1 moving forward	STIP Deletion Target Balance ((Excess Shares) / Balance Remaining)	Percent of Rescinded Funds Contributed
Current Programmed	ITIP	12,435	4,344	4,000	35,400						
	Inyo RTIP	3,109	3,258	2,000	35,400						
	Mono RTIP	3,109	3,258	2,000	8,850						
	Kern COG RTIP	12,435		2,000	8,850						
Need		31,088	10,860		88,500						
Rescind Funding	ITIP	(12,435)	(3,865)	(2,606)	(35,400)	(54,306)	50,879	(3,427)	0	(3,427)	
	Inyo RTIP	(3,109)	(2,898)	(1,319)	(35,400)	(42,726)	5,407	(37,319)	23,486	(13,833)	-63%
	Mono RTIP	(3,109)	(2,898)	(1,319)	(8,850)	(16,176)	4,017	(12,159)	7,602	(4,557)	-63%
	Kern COG RTIP	(12,435)		(1,319)	(8,850)	(22,604)	19,863	(2,741)		(2,741)	
Need		(31,088)	(9,661)		(88,500)						
2016 STIP Proposed	ITIP										
	Inyo RTIP	23,486									
	Mono RTIP	7,602									
	Kern COG RTIP										
		31,088	0	0	0						

INYO RTIP contribution = \$3,109 + \$20,377

MONO RTIP contribution = \$3,109 + \$4,493

Table 2

		2014 STIP Programmed						2016 STIP Proposed				Future STIP			
		Freeman Gulch Widening - Segment 1		Olancha/Cartago Expressway		Total Programming		Freeman Gulch Widening - Segment 1		Olancha/Cartago Expressway		Olancha/Cartago Expressway		Total Programming (2016 Proposed + Future)	
Current Programmed	ITIP	12,435	40.0%	35,400	40.0%	47,835	40.0%					12,435 + 35,400 = 47,835	54.1%	47,835	40.0%
	Inyo RTIP	3,109	10.0%	35,400	40.0%	38,509	32.2%	23,486	75.5%			15,023 = 15,023	17.0%	38,509	32.2%
	Mono RTIP	3,109	10.0%	8,850	10.0%	11,959	10.0%	7,602	24.5%			4,357 = 4,357	4.9%	11,959	10.0%
	Kern COG RTIP	12,435	40.0%	8,850	10.0%	21,285	17.8%					12,435 + 8,850 = 21,285	24.1%	21,285	17.8%
Totals		31,088	100.0%	88,500	100.0%	119,588	100.0%	31,088	100.0%			88,500	100.0%	119,588	100.0%

		Freeman Gulch Widening - Segment 1	Freeman Gulch Widening - Segment 2	Route 305 Widening	Olancha/Cartago Expressway	Rescinded Funds	STIP Deletion Targets	STIP Balance ((Excess Shares) / Balance Remaining)	2016 STIP Proposed Programming	STIP Final Balance ((Excess Shares) / Balance Remaining)	Percent of STIP Balance Programmed in 2016 STIP
Rescind Funding	ITIP	(12,435)	(3,865)	(2,606)	(35,400)	(54,306)	54,306	0	0	0	
	Inyo RTIP	(3,109)	(2,898)	(1,319)	(35,400)	(42,726)	5,407	(37,319)	23,486	(13,833)	-63%
	Mono RTIP	(3,109)	(2,898)	(1,319)	(8,850)	(16,176)	4,017	(12,159)	7,602	(4,557)	-63%
	Kern COG RTIP	(12,435)		(1,319)	(8,850)	(22,604)	19,863	(2,741)	0	(2,741)	0%
Totals		(31,088)	(9,661)	(6,563)	(88,500)						

Mono County Local Transportation Commission

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

PO Box 8
Bridgeport, CA 93517
760- 932-5420 phone, 932-5431fax

Staff Report

March 14, 2016

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>
Jill Batchelder, Consolidated Transportation Service Agency (CTSA)	2019
John Helm, CTSA	2019
Molly DesBaillets, Mono County First 5	2019

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, and SSTAC input is 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 services 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 (2015-16)

Attachment #1**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 services providers for seniors, including one representative of a social services transportation provider, if one exists.
 - (4) Two representatives of local social services providers for the handicapped, including one representative of a social services transportation provider, if one exists.
 - (5) One representative of a local social services provider for persons of limited means.
 - (6) Two representatives from the local consolidated transportation services 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 services 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**2015-2016 (Current) Social Services Transportation Advisory Council Roster**
(roster prior to the reappointments requested in this agenda item)

Name	Term Exp.
Natalie Sanders, Case Manager, Mammoth Hospital	2016
Jill Batchelder, ESTA, CTSA	2016
John Helm, ESTA, CTSA	2016
Debbie Diaz, Emergency Preparedness Facilitator, Mono County Public Health	2017
Kathy Copeland/Laurel Martin, Executive Director, Disabled Sports, Eastern Sierra	2017
Carolyn Balliet, Mono County Health Department and Seniors	2017
Rick Franz, Transportation Planner, Caltrans	2017
Mammoth Mountain Ski Area Transportation, Designee	2018
Beth Himelhoch, Liaison to Kern Regional Center, and Executive Director Inyo-Mono Association for the Handicapped, Inc.	2018
IMACA	2018
Megan Foster, Mono County Social Services	2018

March 14, 2016

STAFF REPORT

Subject: Short-Range Transit Plan Update

Initiated by: John Helm, Executive Director, Eastern Sierra Transit Authority

BACKGROUND

In 2015, the Mono County Local Transportation Commission was awarded a Rural Planning Assistance grant on behalf of its sub-applicant, the Eastern Sierra Transit Authority (ESTA), for the preparation of a Short-Range Transit Plan (SRTP). As the region's transit operator, ESTA requires an update of the SRTP in order to continue to receive federal transit funding. The previous Short-Range Transit Plan, completed in 2009, has been a valuable resource in guiding ESTA's development and was due for an update. The updated SRTP will be supportive of the regional Transportation Improvement Program (TIP), establish a five-year strategic plan for ESTA, serve as justification for federal and state funding, and demonstrate ESTA's stewardship of public funds. In addition the updated SRTP will provide essential information, analysis and recommendations regarding operations, contracts, capital planning, and marketing.

ANALYSIS

The Eastern Sierra Transit Authority, aware of the importance of transportation issues, retained LSC Transportation Consultants, Inc. to prepare a five-year Transit Plan for the region. This SRTP study was conducted to assess transit and related transportation issues in the two county service areas and to provide a "road map" for improvements to the public transit program over the upcoming five years. The intent of the study was to evaluate the specific needs for transit services, as well as to develop plans for improvements and service revisions. This has been accomplished through the review of existing transit conditions and evaluation of operations, as well as through public outreach via onboard surveys and community-based meetings. A wide range of alternatives was then evaluated. Additionally, an important element of this study was to identify stable funding sources for operations and capital improvements of transit services. As a whole, this study provides a comprehensive strategy of short-range service, capital, and institutional improvements, with a supporting financial and implementation plan.

The Plan is also used to develop transit capital programming documents that are the basis for state and federal funding decisions. The Plan provides the Federal Transit Administration (FTA), the California Department of Transportation (Caltrans), and other grant funding agencies with the detailed planning justification for awarding operating and capital grants to ESTA. This Plan was developed through an analysis of

existing needs and available services, and provides an evaluation of projected needs and funding availability for the next five years.

This SRTP document first presents and reviews the setting for transportation services, including demographic factors and the recent operating history of the public transit service in the area. A wide range of service, capital, institutional, management and financial alternatives is then discussed. Finally, the resulting plan is presented, including year-by-year implementation and financial strategies. Select highlights of the study include:

- Review of outreach conducted in relation to the study
- Detailed review of ESTA's operating statistics
- Listing of ESTA operating performance, including a peer review
- Analysis of attainment of goals outlined in the previous SRTP
- Discussion of Service, Capital, and Management & Financial Alternatives
- Implementation Plan for proposed alternatives

The draft SRTP is currently being reviewed by staff of both the Mono and Inyo County LTC's as well as ESTA staff, and is being presented to the LTC commissioners for initial review and comment prior to the ESTA Board meeting on March 18.

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
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FEB 25 2013

MONO COUNTY
Community Development

February 19, 2016

Scott Burns
Executive Director
Mono County Local Transportation Commission
P.O. Box 347
Mammoth Lakes, CA 93546

Dear Scott Burns:

In the coming weeks and months, you and your partners will be hearing about the upcoming California Road Charge Pilot Program (Pilot). I am writing to provide information you may find useful as the Pilot begins recruiting 5,000 volunteers from around the state needed for a robust and useful study. The California Department of Transportation (Caltrans) is asking for your participation and assistance in ensuring the Pilot represents the diverse nature of California. In September 2014, the Legislature passed, and the Governor signed Senate Bill (SB) 1077 calling for a pilot program to assess the viability of mileage-based tax collection, as an alternative to the gas tax.

The Pilot program will inform the Legislature's decision on whether and how to move forward with a full-scale permanent road charge program. If approved by the Legislature, it could replace the existing gas tax. Although the payment method is different, the road charge is based on the same idea as a gas tax: the amount drivers pay to maintain our roads should correspond to the number of miles they drive. Over the past year, a Technical Advisory Committee (TAC) met publically throughout the state, soliciting and considering input from a broad, and diverse group of stakeholders, and the general public, to craft a Pilot that provides a robust and useful study of road charging.

On December 11, 2015, the TAC approved its recommendations report, which described a Pilot that will:

- Cost drivers nothing to participate.
- Offer drivers a choice in mileage recording methods.
- Protect drivers' privacy and personal information.
- Determine the impacts of a road charge on various income levels.
- Determine the impacts of a road charge on urban and rural drivers.
- Seek participation from at least 5,000 vehicles that represent the geographic, demographic and socioeconomic diversity of our state.

February 19, 2016
Page 2

The Pilot will go live in July 2016 and I trust that you will participate. Your leadership on this issue would be a validation of the initial intent of the Legislature, which is to explore fully, transparently and in an unbiased manner the potential of a mileage-based system for transportation funding.

Enclosed you will find a Fact Sheet about the Pilot, as well as the January 2016 California Road Charge Pilot brochure. More information on the Pilot as well as the volunteer page is available at:

www.californiaroadchargepilot.com

If you have any questions or wish additional information on the Pilot, or need outreach materials, please contact Carrie Pourvahidi, Road Charge Program Manager, California Department of Transportation, at 916-654-4227 or via email: carrie.pourvahidi@dot.ca.gov.

Sincerely,



MALCOLM DOUGHERTY
Director

Enclosures

c: Norma Ortega, Chief Financial Officer, California Department of Transportation

Exploring A Road Charge for California – One Mile at a Time *Gas Tax Alternative for Funding Road Maintenance and Improvements*

- WHO:** The California State Transportation Agency (CalSTA) through the California Department of Transportation (Caltrans) is launching a statewide pilot program to explore road charging as a potential long-term replacement for the gas tax. The purpose of the pilot is to study how a road charge funding model could work in California. The pilot's parameters were developed through the recommendations of a 15-member Technical Advisory Committee (TAC), composed of representatives from diverse interests. To develop the pilot, the TAC engaged in a robust yearlong stakeholder engagement process by holding 12 public meetings throughout the state, meeting and soliciting feedback from hundreds of groups of stakeholders, and gathering their input and feedback on the design of the pilot. The TAC and pilot program are a creation of Senate Bill 1077 (Statutes of 2014, De Saulnier).
- WHAT:** Road charging is a funding mechanism where drivers pay to maintain the roads based on the miles they drive, rather than the amount of gasoline they consume. The free pilot will give participants a variety of manual and technological choices for reporting the miles they travel, as well as a choice for submitting simulated payments. There will be no cost for volunteer participation in the pilot program. The pilot will also employ strict data security and privacy requirements to protect drivers' personal information.
- WHY:** The revenues currently available for highways and local roads are inadequate to preserve and maintain existing road infrastructure, reduce congestion and improve service. The gas tax cannot meet California's current and long-term transportation funding needs because it is ineffective and outdated, and will continue to generate less revenue as cars become more fuel efficient. By 2030 as much as half of the revenue that could have been collected from the gas tax will be lost to fuel efficiency. The state needs to explore a sustainable transportation funding model to generate adequate revenue for its road maintenance and improvement needs.
- WHEN:** The nine-month road charge pilot will be launched in the summer of 2016. At that time, 5,000 Californians will be part of the effort to test road charging as volunteers. At the conclusion of the pilot an independent third party will evaluate the pilot results, and CalSTA will submit a report to the Legislature, the California Transportation Commission (CTC) and the TAC by July 2017. This report will include the results of the pilot, a summary of the pilot volunteers' experience and stakeholder input received throughout the entire pilot program. The CTC will include recommendations regarding the pilot program to the Legislature in their December 2017 Annual Report. The Legislature will make the final decision on whether and how to enact a full-scale permanent road charge program.
- HOW:** Anyone interested in learning more about the program or who would like to sign up to participate in the free pilot study should visit www.CaliforniaRoadChargePilot.com.

March 14, 2016

STAFF REPORT

Subject: Low-Carbon Transit Operations Program FY 2015-16 Funds

Initiated by: Jill Batchelder, Transit Analyst

BACKGROUND

At the Feb. 8, 2016, Mono County Local Transportation Commission meeting, the Commission approved three projects to be funded by FY 2015-16 Low-Carbon Transit Operations Program: 1) continued expansion of Mammoth Express fixed-route service; 2) fare reduction for multi-rides passes on Mammoth Express route; and 3) expansion of Lone Pine Express fixed-route service.

Caltrans is requesting an additional resolution to be included in the application package that identifies the projects and requested funding. There have been no changes to the projects or funding requested.

ANALYSIS/DISCUSSION

The Low-Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. This program will be administered by Caltrans in coordination with Air Resources Board (ARB) and the State Controller's Office (SCO).

Eastern Sierra Transit is requesting FY 2015-16 LCTOP funds from both the Inyo and Mono County LTCs to fund three projects: continued expansion of the Mammoth Express fixed-route service; fare reduction for multi-ride passes on the Mammoth Express route; and expansion of the Lone Pine Express fixed-route service.

Expansion of the Mammoth Express route is a continuation from the prior year and would continue to provide an additional northbound run departing Bishop at 6:50am to permit passengers to arrive in Mammoth in time to work a Monday through Friday 8:00am to 5:00pm shift, and additional southbound run departing Mammoth at 7:00pm to permit passengers who work later shifts (beyond 5:00pm), or who wish to stay in Mammoth for the early evening hours for shopping, dining or socializing, to travel back to the communities of Crowley Lake, Tom's Place or Bishop.

The second proposed project is for fare reduction on multi-ride 10-punch passes on the Mammoth Express routes. The fare reduction on multi-ride 10-punch passes would be available on all runs on the Mammoth Express route including: the northbound 6:50am, 7:30am, 1:00pm and 6:10pm between Bishop and Mammoth Lakes; southbound 7:50am, 2:05pm, 5:15pm and 7:00pm between Mammoth Lakes and Bishop. The 10-punch pass price between Bishop and Mammoth Lakes would go from \$63 to \$30, Tom's Place to Mammoth Lakes would go from \$36 to \$18, and Crowley Lake to Mammoth Lakes would go from \$27 to \$15. This is ~50% reduction

from the current multi-ride pass price. The reduction in the 10-punch pass is anticipated to increase ridership by 25%.

The expansion of the Lone Pine Express fixed-route commuter bus service will provide an additional northbound run departing Lone Pine midday. The additional midday run will permit passengers to spend a half day in Bishop for medical appointments, social services, shopping, and recreation opportunities when coordinated with the existing 6:30pm Lone Pine Express. This has been a request through on-board survey and public meetings. The expanded midday route will be coordinated with the 1:00pm departure of the Mammoth Express making an afternoon round-trip travel between Lone Pine and Mammoth possible.

FINANCIAL CONSIDERATIONS

The LCTOP provides formula funding for approved operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The allocation of funding from the State Controller's office for the Eastern Sierra Region totals \$58,037. The 99314 funds allocated to Eastern Sierra Transit are based primarily on ridership and fares received during the previous fiscal year and should be divided between Inyo and Mono counties' projects with a 30%/70% split.

Mono County (99313)	\$ 14,234
Eastern Sierra Transit Authority (99314)	\$ 25,812
Inyo County (99313)	\$ 17,991
Total	\$ 58,037

Project Name: Expansion of Mammoth Express fixed-route service

Amount of LCTOP funds requested: \$23,812

Short description of project: The continued expansion of the Mammoth Express will provide two additional runs departing Bishop at 6:50am and Mammoth at 7:00pm.

Contributing Sponsors: Eastern Sierra Transit Authority

Project Name: Pass fare reduction on Mammoth Express fixed-route service

Amount of LCTOP funds requested: \$9,510

Short description of project: Fare reduction on multi-ride 10-punch passes on the Mammoth Express route.

Contributing Sponsors: Eastern Sierra Transit Authority

Project Name: Expansion of Lone Pine Express fixed-route service

Amount of LCTOP funds requested: \$24,715

Short description of project: Expansion of Lone Pine Express will provide an additional northbound run departing Lone Pine midday.

Contributing Sponsors: Eastern Sierra Transit Authority and Inyo County Local Transportation Commission

RECOMMENDATION

It is recommended that the LTC approve Resolution R16-04 authorizing the execution of the Low-Carbon Transit Operations Program (LCTOP) projects allocating \$58,037 of

FY 2015-16 funds for expansion of Mammoth Express fixed-route service, pass fare reduction, and expansion of Lone Pine Express fixed-route service.

RESOLUTION R16-04
AUTHORIZATION FOR EXECUTION OF THE LOW-CARBON TRANSIT OPERATIONS
PROGRAM (LCTOP) PROJECT: EXPANSION OF THE MAMMOTH EXPRESS FIXED-
ROUTE SERVICE IN THE AMOUNT OF \$23,812
PASS FARE REDUCTION ON THE MAMMOTH EXPRESS ROUTE
IN THE AMOUNT OF \$9,510
EXPANSION OF THE LONE PINE EXPRESS FIXED-ROUTE SERVICE
IN THE AMOUNT OF \$24,715

WHEREAS, the Mono County Local Transportation Commission is an eligible project sponsor and may receive state funding from the Low-Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Mono County Local Transportation Commission wishes to implement the LCTOP project(s) listed above.

NOW, THEREFORE, BE IT RESOLVED by the Mono County Local Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW, THEREFORE, BE IT RESOLVED by the Mono County Local Transportation Commission that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY 2015-16 LCTOP funds:

Project Name: Expansion of the Mammoth Express fixed-route service

Amount of LCTOP funds requested: \$23,812

Short description of project: The continued expansion of the Mammoth Express will provide two additional runs departing Bishop at 6:50 am and Mammoth at 7:00 pm.

Contributing Sponsors: Eastern Sierra Transit Authority

Project Name: Pass Fare Reduction on the Mammoth Express route

Amount of LCTOP funds requested: \$9,510

Short description of project: Fare reduction on multi-ride 10-punch passes on the Mammoth Express route.

Contributing Sponsors: Eastern Sierra Transit Authority

Project Name: Expansion of the Lone Pine Express fixed-route service

Amount of LCTOP funds requested: \$24,715

Short description of project: The expansion of the Lone Pine Express will provide an additional northbound run departing Lone Pine midday.

Contributing Sponsors: Eastern Sierra Transit Authority and Inyo County Local Transportation Commission

PASSED AND ADOPTED this 14th day of March 2016, by the following vote:

Ayes:

Noes:

Abstain:

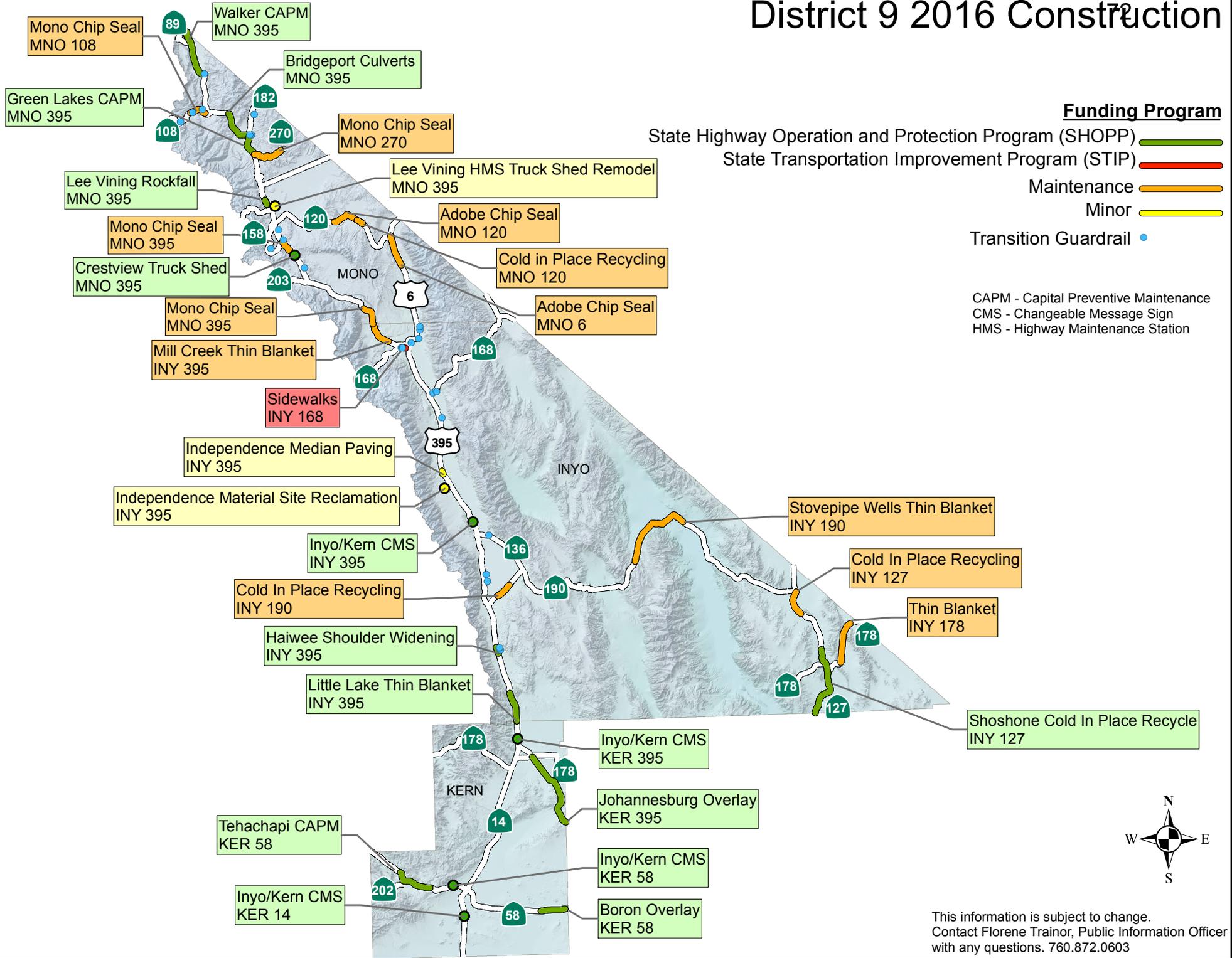
Absent:

Shields Richardson, Chair
Mono County LTC

ATTEST:

CD Ritter, Secretary
Mono County LTC

District 9 2016 Construction



This information is subject to change.
 Contact Florene Trainor, Public Information Officer
 with any questions. 760.872.0603

Caltrans District 9

**Average Annual Daily Traffic (AADT) Count Data
for US 395, US 6, SR 14 & SR 58
1992 to 2015 (January – December)**

and

**Truck AADT for US 395, US 6 & SR 58
2006 to 2015 (January – December)**

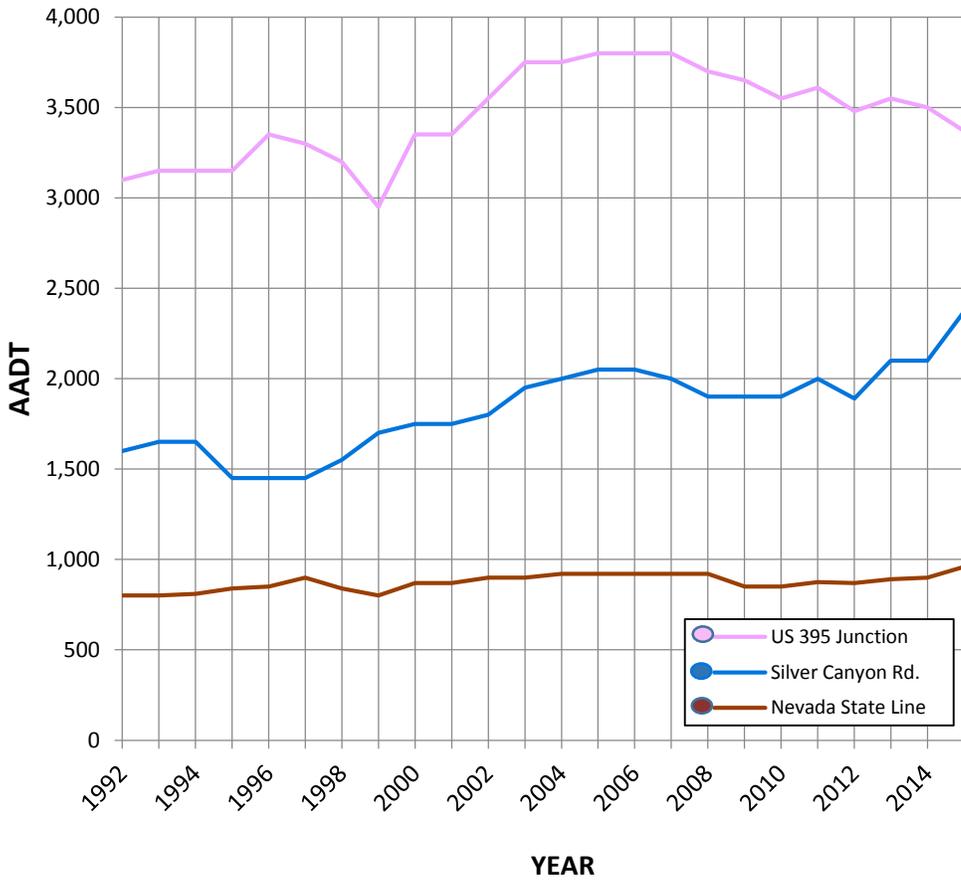


PREPARED BY: CT 09 - SYSTEM PLANNING

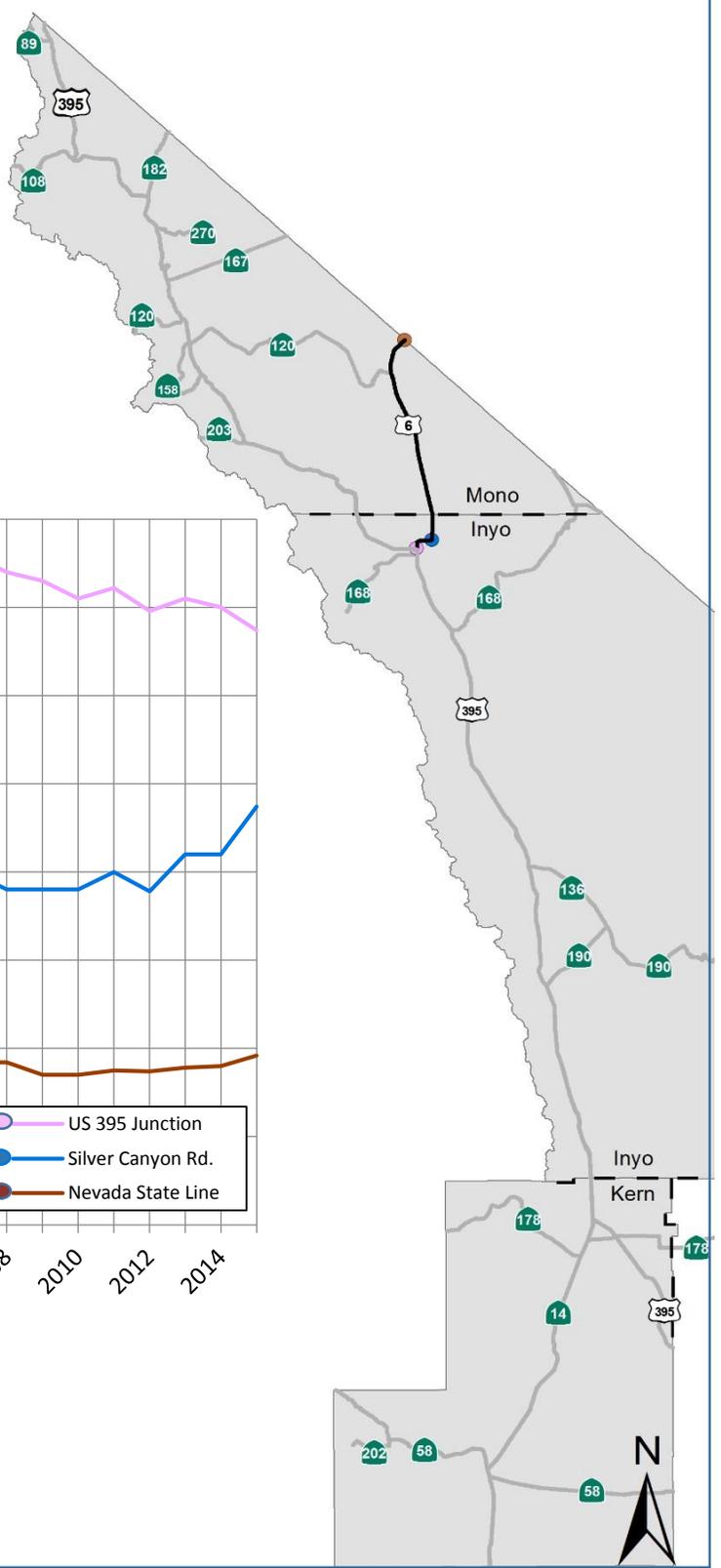
Please Consider the Environment Before Printing This Report!

AADT for US 6, Inyo and Mono Counties 1992 to 2015

Average Annual Daily Traffic – the total traffic volume for the year divided by 365 days. Counts are taken at designated stations by inductive loop detectors.

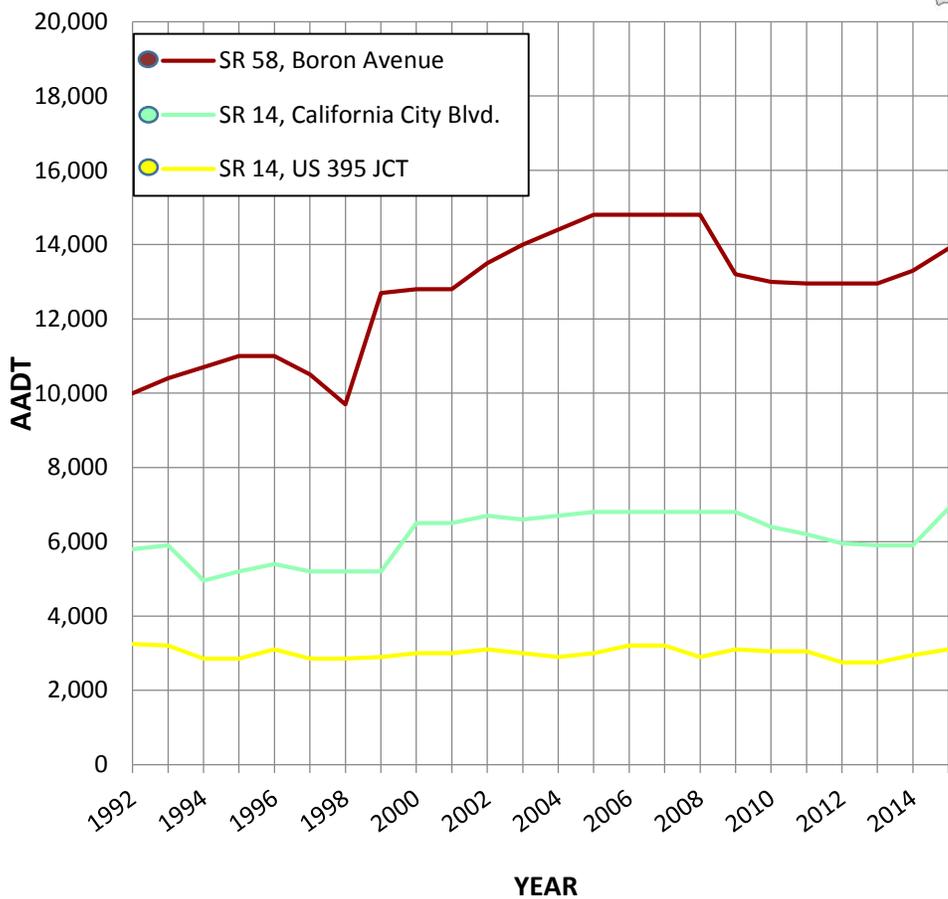


● Count Station
 — US 6

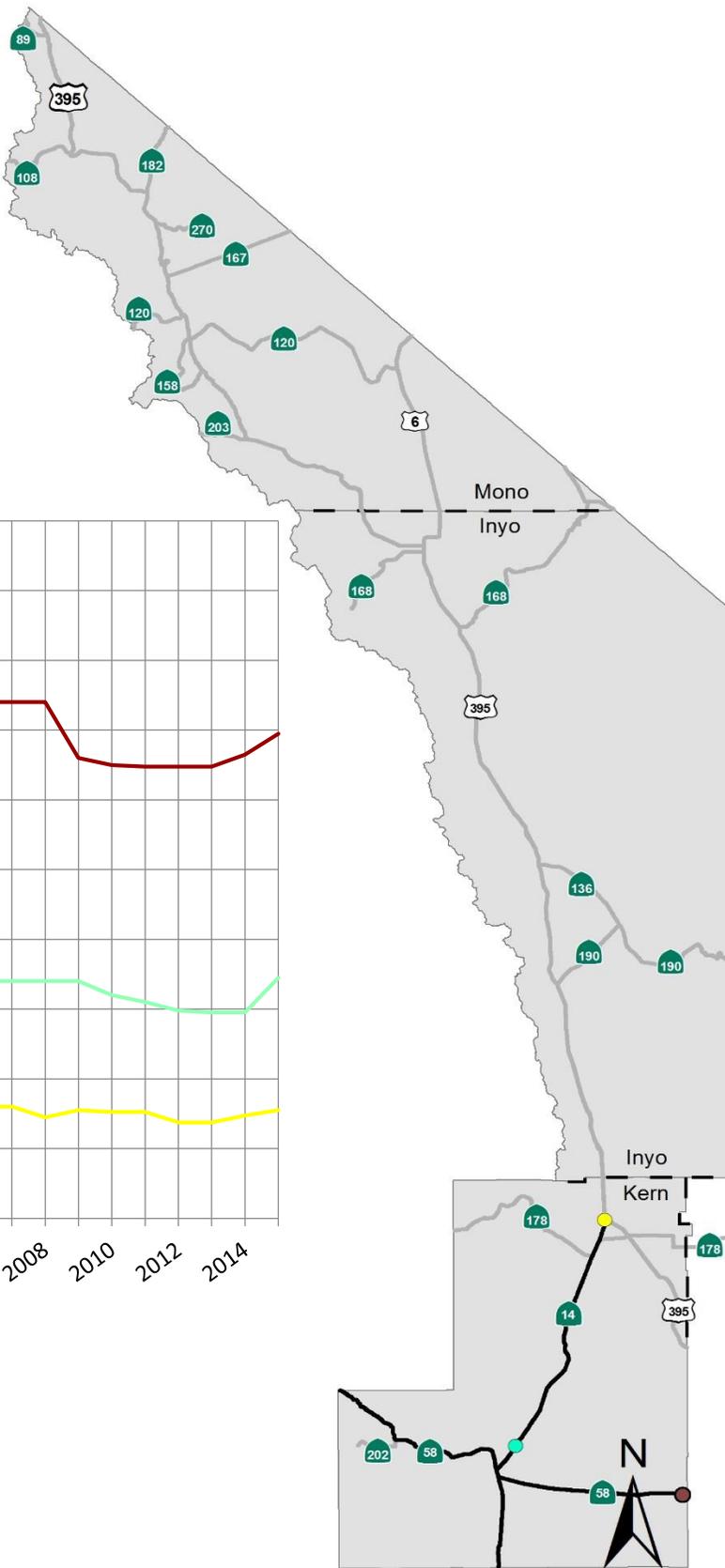


AADT for SR 14 & SR 58, Kern County 1992 to 2015

Average Annual Daily Traffic – the total traffic volume for the year divided by 365 days. Counts are taken at designated stations by inductive loop detectors.

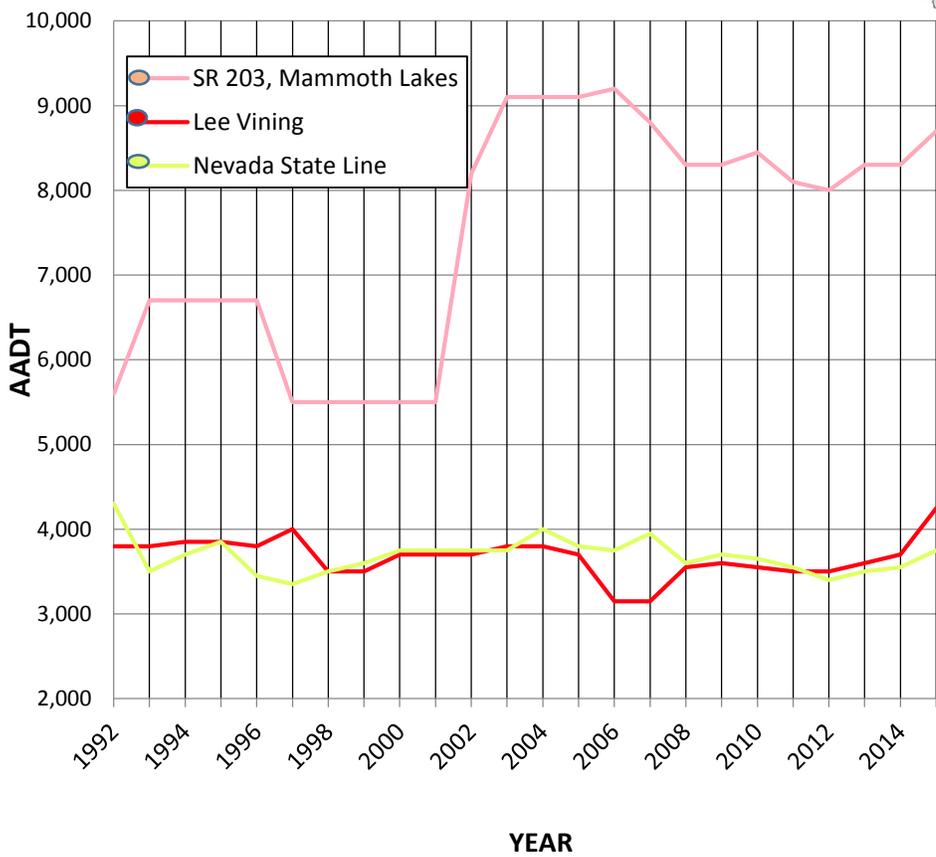
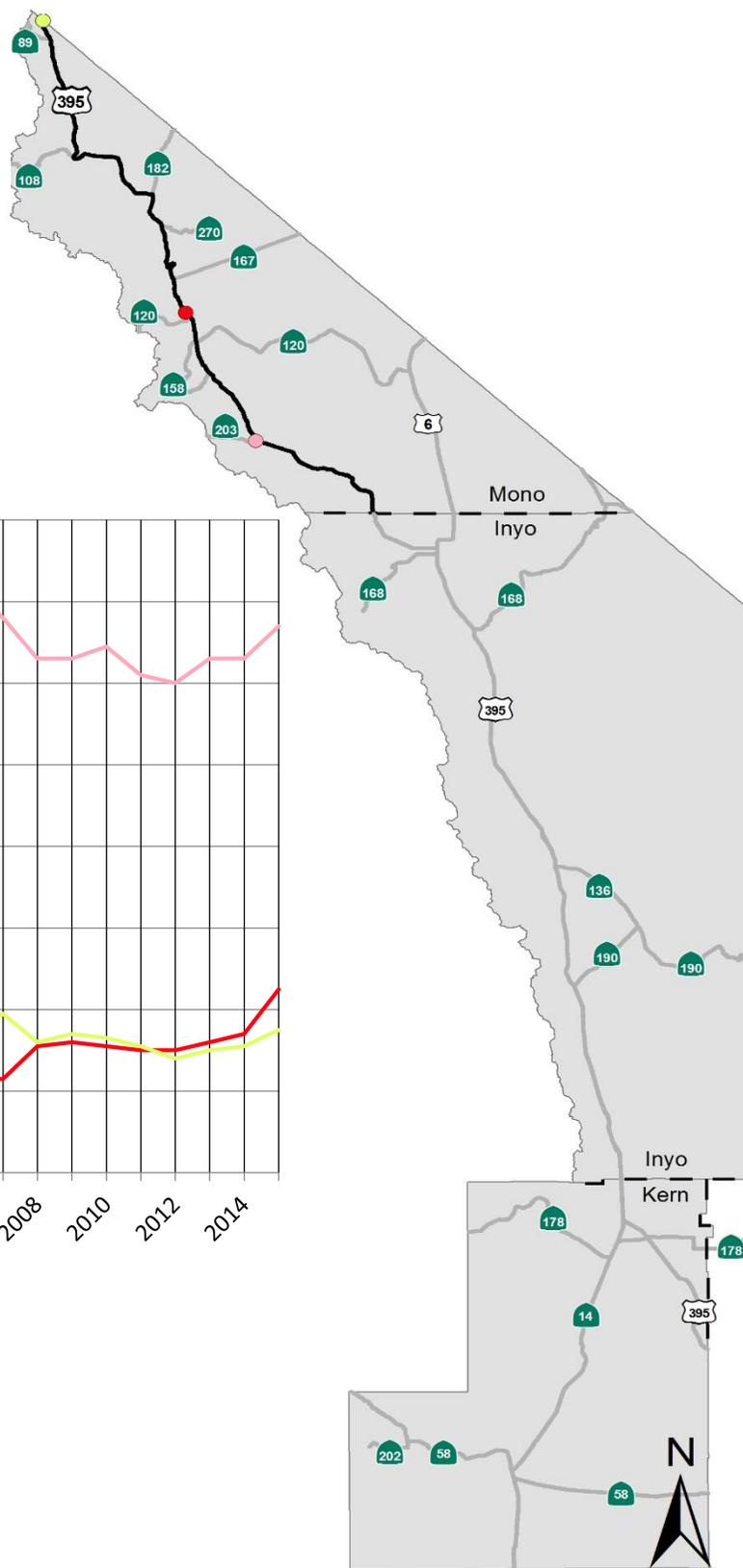


● Count Station
 — SR 14 & SR 58



AADT for US 395, Mono County 1992 to 2015

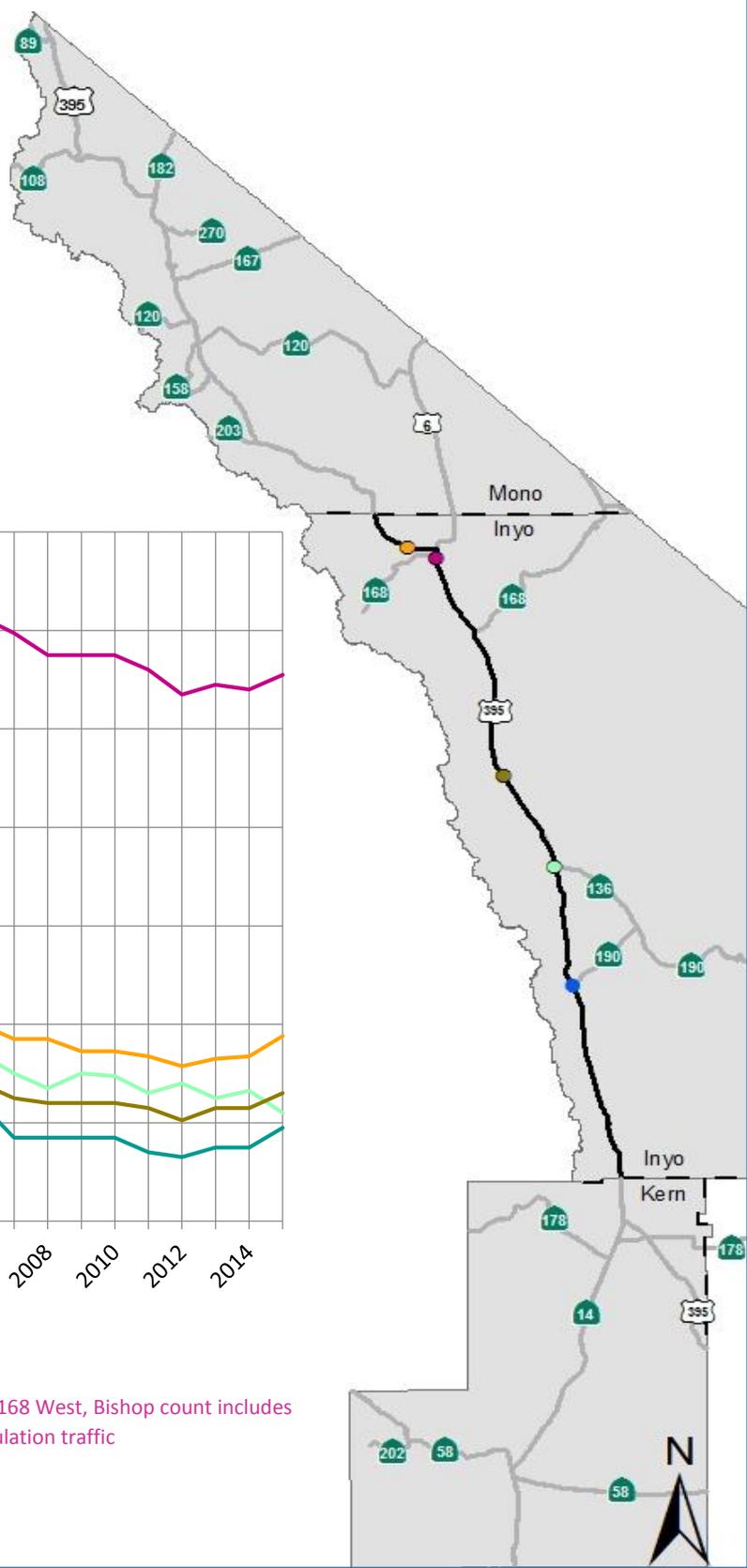
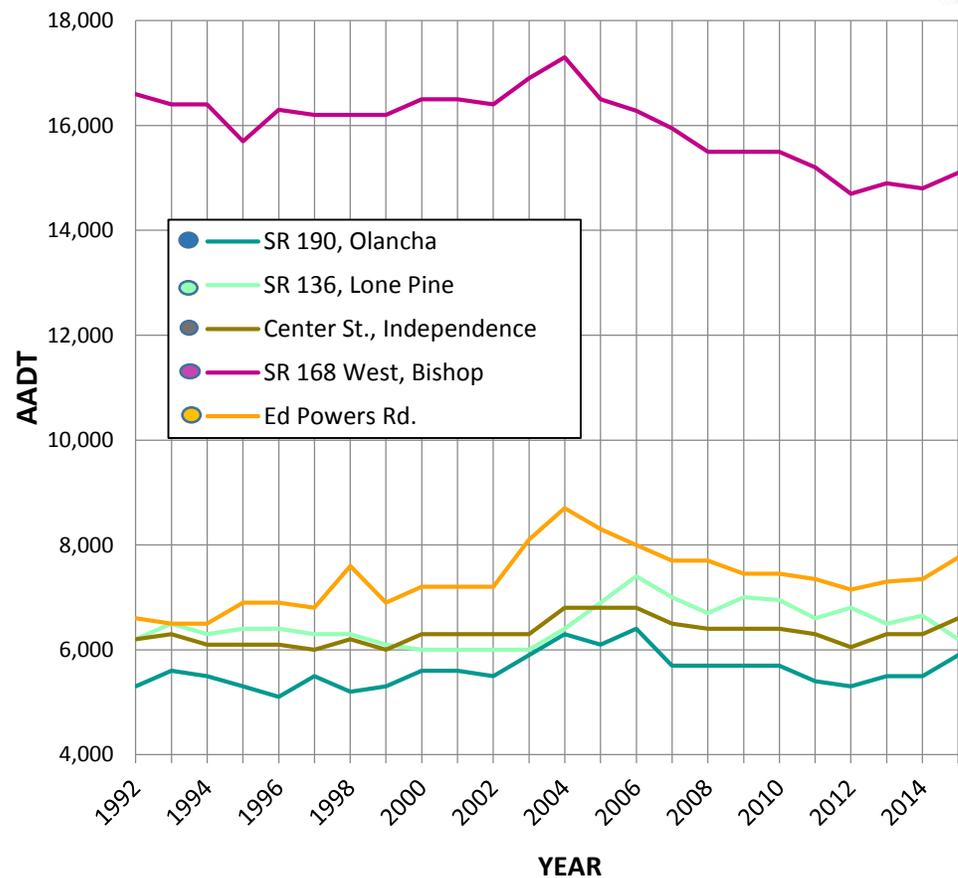
Average Annual Daily Traffic – the total traffic volume for the year divided by 365 days. Counts are taken at designated stations by inductive loop detectors.



● Count Station
 — US 395 - Mono

AADT for US 395, Inyo County 1992 to 2015

Average Annual Daily Traffic – the total traffic volume for the year divided by 365 days. Counts are taken at designated stations by inductive loop detectors.



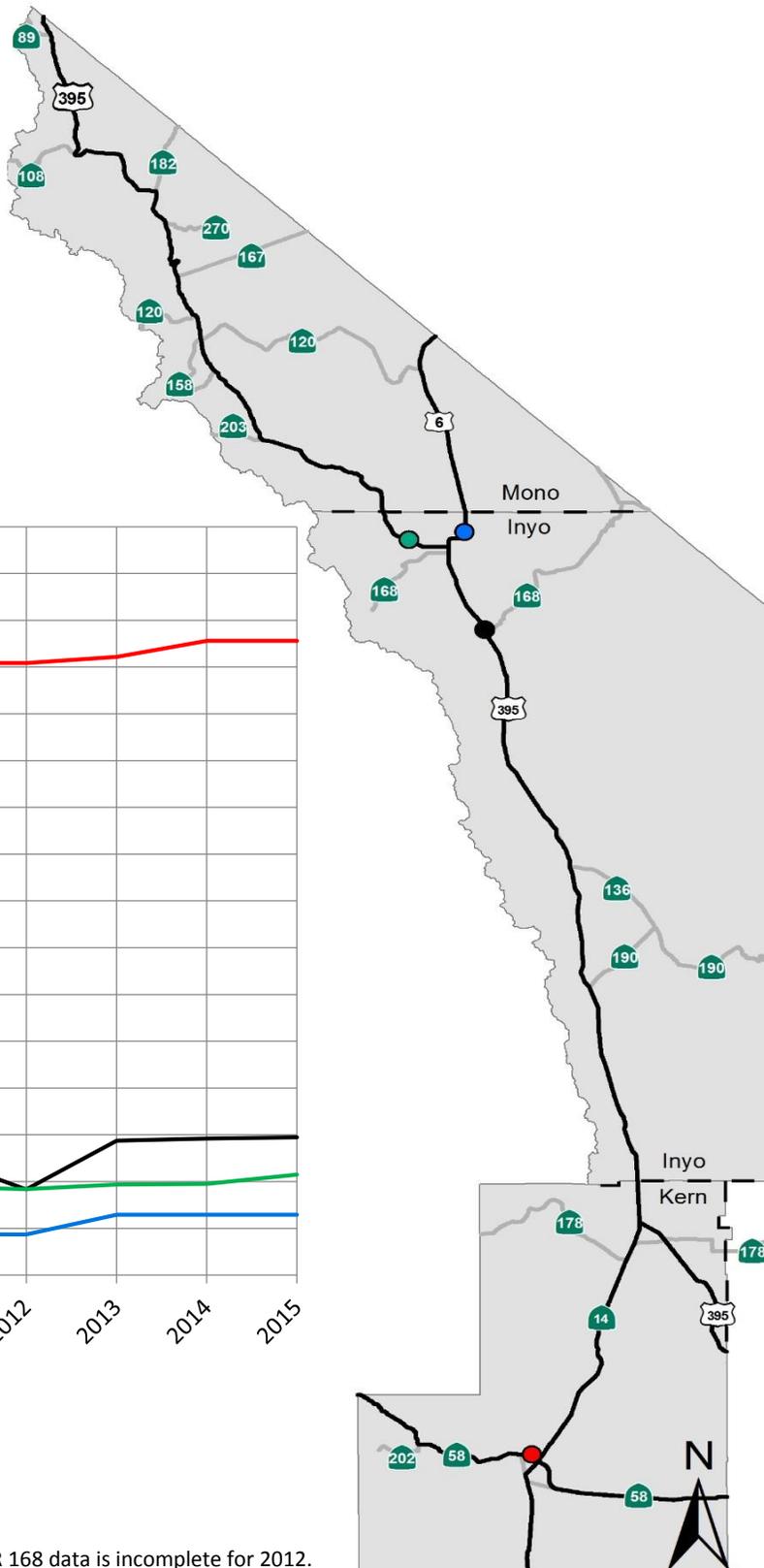
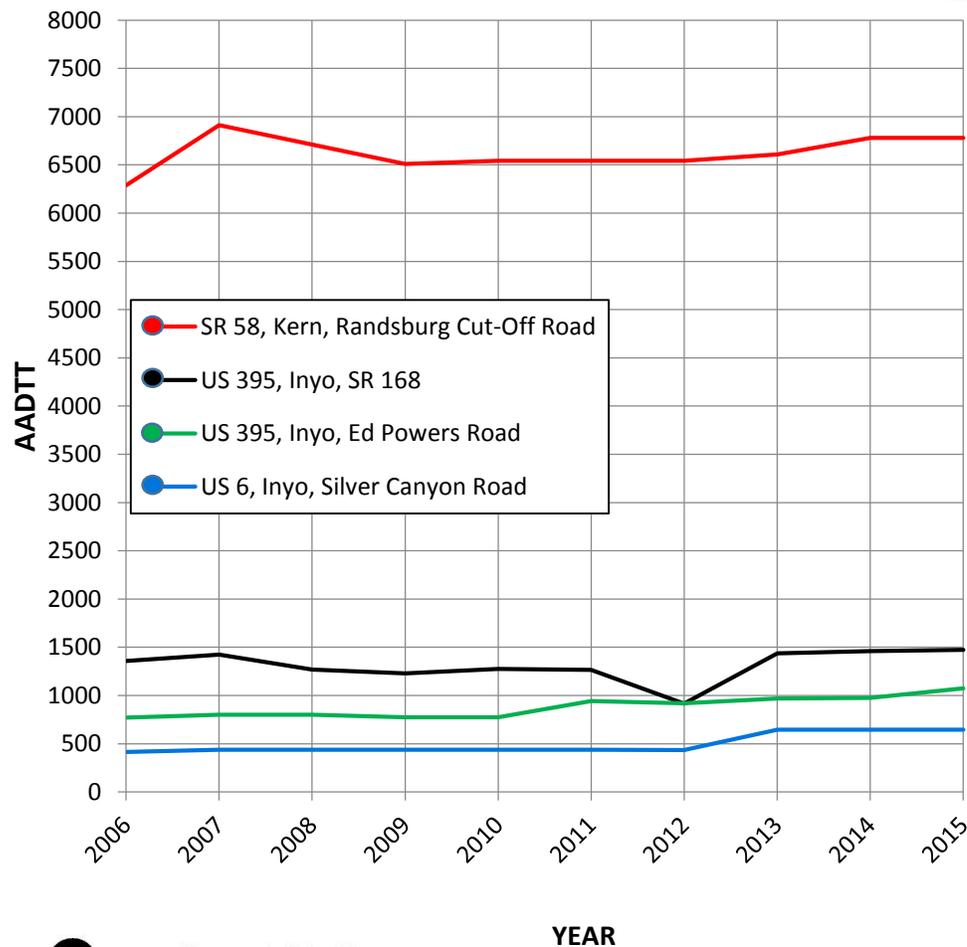
● **Count Station**
 — **US 395 - Inyo**

Note: SR 168 West, Bishop count includes local circulation traffic



Truck AADT for US 395, US 6 & SR 58 2006 to 2015

Truck Average Annual Daily Traffic – the total truck traffic volume for the year divided by 365 days. Counts are taken at designated stations by weigh-in motion devices and Piezoelectric Traffic Sensors.



● **Count Stations**
 — **US 6, SR 58 & US 395**

Note: US 395, Inyo, SR 168 data is incomplete for 2012.



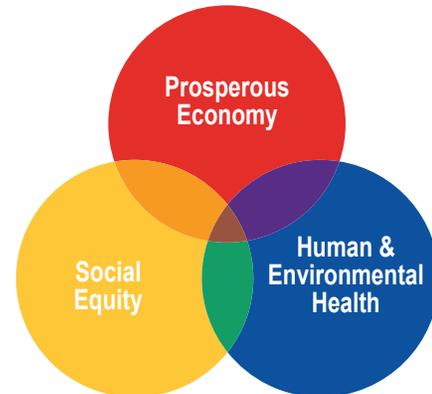
FACT SHEET

WHAT? The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective **vision for California's future statewide, integrated, multimodal transportation system**. The CTP is prepared in response to federal and state requirements and is updated every five years.

WHY? The purpose of the CTP is to provide a **common policy framework** (see reverse) that will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. Through this policy framework, and by using newly created modeling tools, the CTP 2040 will identify the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the State's transportation needs.

WHEN? The CTP 2030 was approved in 2006 and updated by a 2030 Addendum in 2007. The CTP 2040 was initiated in early 2010 with the development of the California Interregional Blueprint (CIB) in response to Senate Bill 391 (Liu, 2009). The CIB is a state-level transportation blueprint that articulates the State's vision for an integrated multimodal transportation system that complements regional transportation plans and land use visions. The CIB provides the foundation for the CTP 2040, which will conclude with plan approval by the Secretary of the California State Transportation Agency (CalSTA) in December 2015.

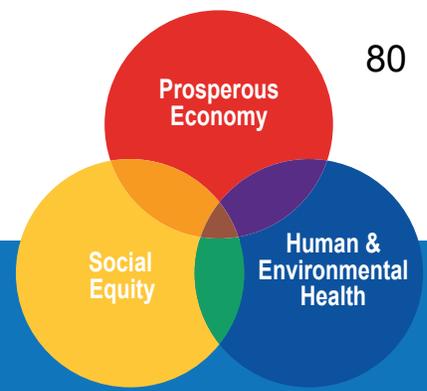
How? The CTP 2040 will be developed in collaboration with transportation partners and stakeholders across the State and through ongoing engagement as outlined in the Public Participation Plan (2013) for the CTP and Federal Statewide Transportation Improvement Program. The vision of the CTP 2040 is a fully integrated, multimodal, **sustainable transportation system** that supports the three outcomes (3Es) that define quality of life: prosperous economy, human and environmental health, and social equity.



The CTP 2040 update will focus on meeting new trends and challenges, such as economic and job growth, climate change, freight movement, and public health. In addition, performance measures and targets will be developed to assess performance of the transportation system to meet the requirements of MAP-21.*

Contact: Gabriel Corley, Project Manager, at (916) 653-1305 or gabriel.corley@dot.ca.gov. For more information about the CTP and to participate in upcoming outreach activities, please visit our webpage at: <http://www.californiatrnsportationplan2040.org>.

*Moving Ahead for Progress in the 21st Century Act (MAP-21) is the federal legislation authorizing and governing transportation system funding through 2014.



THE VISION SUSTAINABILITY

California's transportation system is safe, sustainable, and globally competitive. It provides reliable and efficient mobility and accessibility for people, goods, and services while meeting our greenhouse gas emission reduction goals and preserving community character. This integrated, connected, and resilient multimodal system supports a prosperous economy, human and environmental health, and social equity.

THE GOALS

- 1** Improve Multimodal Mobility and Accessibility for All People
- 2** Preserve the Multimodal Transportation System
- 3** Support a Vibrant Economy
- 4** Improve Public Safety and Security
- 5** Foster Livable and Healthy Communities and Promote Social Equity
- 6** Practice Environmental Stewardship

THE POLICIES

POLICY 1 Manage and Operate an Efficient Integrated System	POLICY 1 Apply Sustainable Preventative Maintenance and Rehabilitation Strategies	POLICY 1 Support Transportation Choices to Enhance Economic Activity	POLICY 1 Reduce Fatalities, Serious Injuries, and Collisions	POLICY 1 Expand Engagement in Multimodal Transportation Planning and Decision Making	POLICY 1 Integrate Environmental Considerations in All Stages of Planning and Implementation
POLICY 2 Invest Strategically to Optimize System Performance	POLICY 2 Evaluate Multimodal Life Cycle Costs in Project Decision Making	POLICY 2 Enhance Freight Mobility, Reliability, and Global Competitiveness	POLICY 2 Provide for System Security, Emergency Preparedness, Response, and Recovery	POLICY 2 Integrate Multimodal Transportation and Land Use Development	POLICY 2 Conserve and Enhance Natural, Agricultural, and Cultural Resources
POLICY 3 Provide Viable and Equitable Multimodal Choices Including Active Transportation	POLICY 3 Adapt the Transportation System to Reduce Impacts from Climate Change	POLICY 3 Seek Sustainable and Flexible Funding to Maintain and Improve the System		POLICY 3 Integrate Health and Social Equity in Transportation Planning and Decision Making	POLICY 3 Reduce Greenhouse Gas Emissions and Other Air Pollutants
					POLICY 4 Transform to a Clean and Energy Efficient Transportation System



Mono County Local Transportation Commission

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

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

LTC Staff Report

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

DATE: March 14, 2016

FROM: Gerry Le Francois, Principal Planner
Ryan Dermody, Deputy Director District 9

SUBJECT: Alternative funding sources for SR14 US 395 MOU projects and authorize letter of support

RECOMMENDATIONS:

Authorize executive director to write a letter in support for Transportation Investment Generating Economic Recovery (TIGER) funding for Freeman Gulch and/or Olancha Cartago.

FISCAL IMPLICATIONS:

The 2016 State Transportation Improvement Program is under funded by \$750 million. The TIGER grant program maybe an option to Inyo LTC or Kern COG for MOU funding alternatives.

ENVIRONMENTAL COMPLIANCE:

Projects are required to comply with CEQA and NEPA.

RTP / RTIP CONSISTENCY:

Freeman Gulch and Olancha Cartago are consistent with Regional Transportation Program and Regional Transportation Improvement Program.

DISCUSSION:

As has been discussed during the STIP/ITIP reduction exercise, a common theme from the MOU partners has been to search for alternate funding sources for the SR 14/US 395 widening projects. Caltrans Headquarters is currently working on guidance and procedures for submitting TIGER applications.

At this time, District 9 and staff are exploring plans to partner with Inyo and/or Kern on the feasibility of submitting an application.



On February 23, 2016, U.S. Transportation Secretary Anthony Foxx announced the availability of \$500 million for transportation projects across the country under an eighth round of the Transportation Investment Generating Economic Recovery (TIGER) competitive grant program. Prospective applicants are encouraged to look through the full [Notice of Funding Opportunity](#). Applications are due by 8:00 PM EDT on April 29, 2016.

Please join the U.S. Department of Transportation for a series of online webinars on the Fiscal Year 2016 TIGER application process. There are no registration fees for these sessions, however **advance registration is required**. Register for the webinars by clicking on the webinar topics listed below:

- Tuesday, March 1st 1:00 PM to 3:00 PM EDT [How to Compete for TIGER Discretionary Grants – All Applicants](#)
- Wednesday, March 2nd 1:00 PM to 3:00 PM EDT [TIGER Discretionary Grants: Preparing a Benefit Cost Analysis \(BCA\)](#)
- Tuesday, March 8th 1:30 PM to 3:30 PM EDT [How to Compete for TIGER Discretionary Grants – All Applicants](#)
- Tuesday, March 22nd 1:30 PM to 3:30 PM EDT [How to Compete for TIGER Discretionary Grants – Rural and Tribal Applicants](#)

***More information about the TIGER program, including [frequently asked questions](#) and [other guidance](#), can be found at <https://www.transportation.gov/tiger>.

Mono County Local Transportation Commission

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LTC Staff Report

TO: Mono County Local Transportation Commission

MEETING DATE: March 14, 2016

FROM: Grady Dutton, TOML Public Works Director

SUBJECT: Town of Mammoth Lakes LTC Projects

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

FISCAL IMPLICATIONS: n/a

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

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

DISCUSSION:

<u>PROJECT</u>	<u>Design Features</u>	<u>STATUS</u>
<p><i>STIP TE Funds</i> <i>ATP Funds</i></p> <p>Minaret Road Gap Closure Project <i>State and Federal Funds</i></p>	<p><i>Class 1 Bike Path</i></p>	<p>Construct Class 1 bike path from near the Old Mammoth Road/Minaret Road intersection generally along the south side of Mammoth Creek to Mammoth Creek Park West. CTC approved the funds January 2013. Staff has received an ATP Grant in the amount of \$847,000 for Right-of-Way, design and construction. Environmental analysis underway.</p>

<p>Lake George Connector Path</p> <p><i>Sarbanes Transit in Parks FTA Grant Program</i></p> <p><i>Federal Funds</i></p>	<p><i>Class 1 Bike Lane</i> <i>New Trolley</i> <i>New Bike Trailers</i></p>	<p>The Town received a \$1.3 million FTA grant to construct a class 1 connector path from the Lakes Basin Path at Pokonobe Lodge to Lake George Road. The project also included the purchase of a new Trolley and additional bike trailers, which have been procured. USFS has completed the NEPA documentation. Staff has completed design of the MUP and advertised the project. Bids received and project scheduled for construction summer 2016.</p>
<p>Rt 203 (West Minaret Rd) Sidewalk Safety Project</p> <p><i>STIP Funds</i></p>	<p>Sidewalk on the west side of Minaret Road from Lake Mary Road to 8050 Project.</p>	<p>Staff and Caltrans have executed cooperative agreements to manage the 203 sidewalk projects. The Town has selected a consultant for environmental and PS&E work. Staff is currently working with Caltrans to complete these phases.</p>

<u>Project</u>	<u>Design Features</u>	<u>Status</u>
<p>Rt 203 (North Main St.) Sidewalk Safety Project</p> <p><i>STIP Funds</i></p>	<p>Sidewalk on the north side of Main Street from Mountain Boulevard to Minaret Road. Street. Bike Lanes</p>	<p>Staff and Caltrans have executed cooperative agreements to manage the 203 sidewalk projects. The Town has selected a consultant for environmental and PS&E work. Environmental work complete. Staff is currently working with Caltrans to complete the design. Construction is scheduled for summer 2016 pending fund.</p>

Mammoth Yosemite Airport

<u>Project</u>	<u>Design Features</u>	<u>Status</u>
<i>Wildlife Hazard Assessment and Management Plan</i> <i>FAA and PFC Funds</i>	<i>Prepare wildlife hazard assessment for airport and five mile radius.</i>	Wildlife study complete. FAA approval received May 2015. Wildlife Hazards Management Plan complete. Working with FAA for possible discretionary funds to construct in 2016 or 2017.



Caltrans

DISTRICT 9

Mono County Projects

Quarterly Report

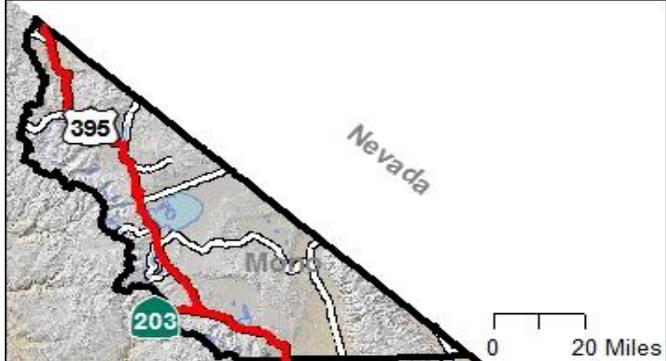
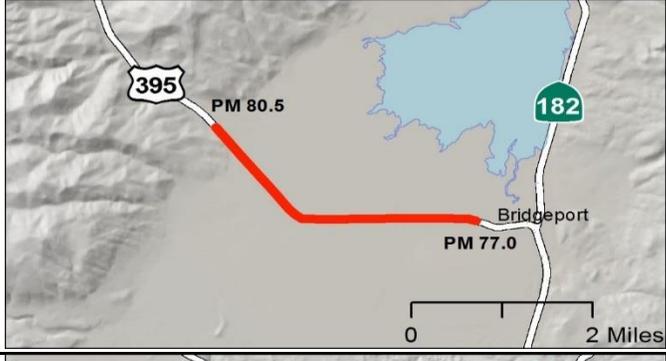
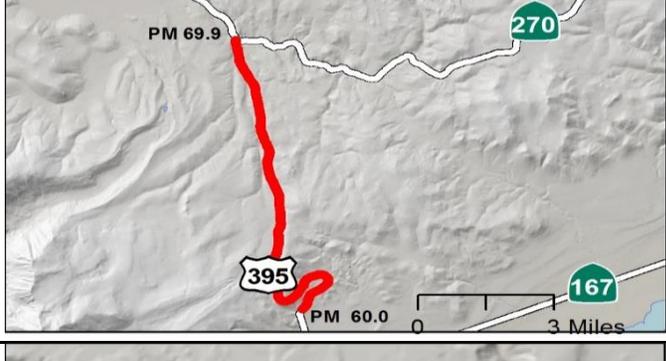
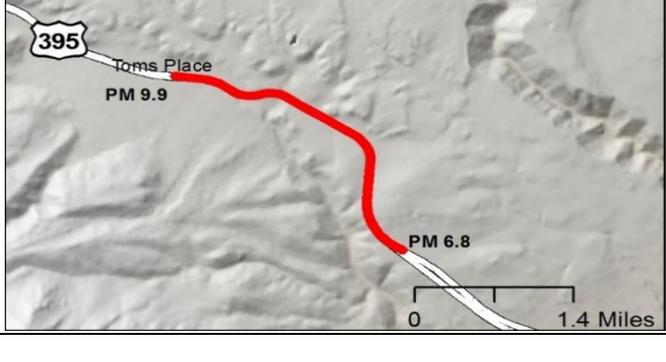
MARCH 2016

For project specific questions, please contact the appropriate Project Manager.

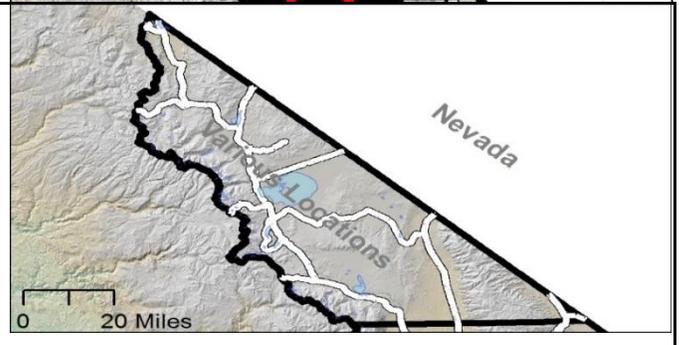
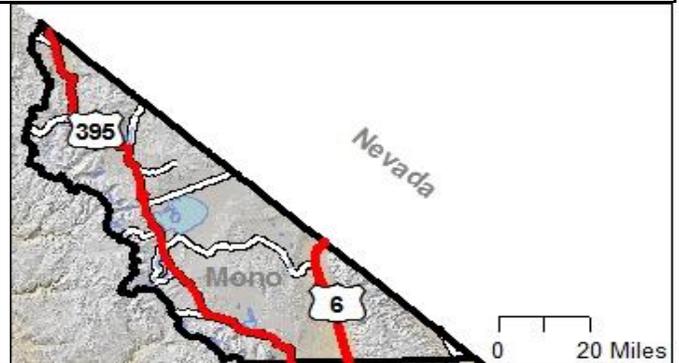
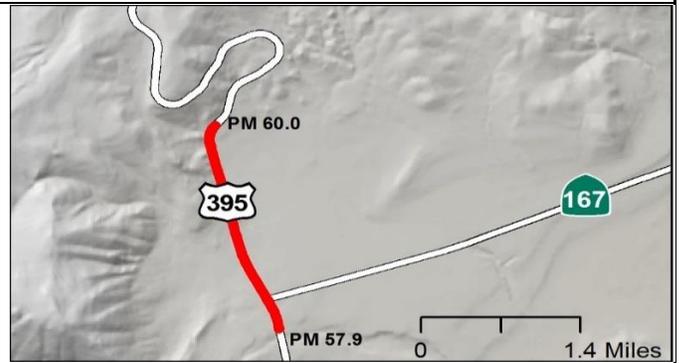
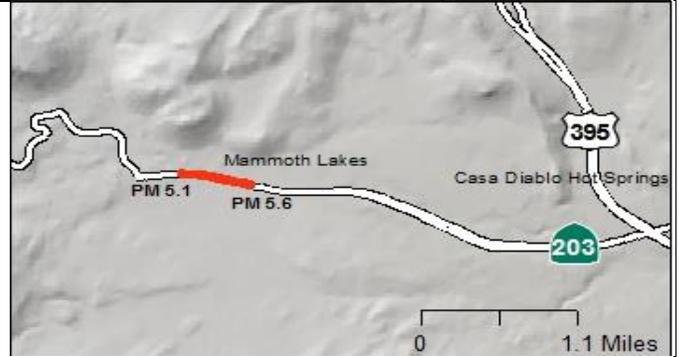


Project Phase Acronyms:

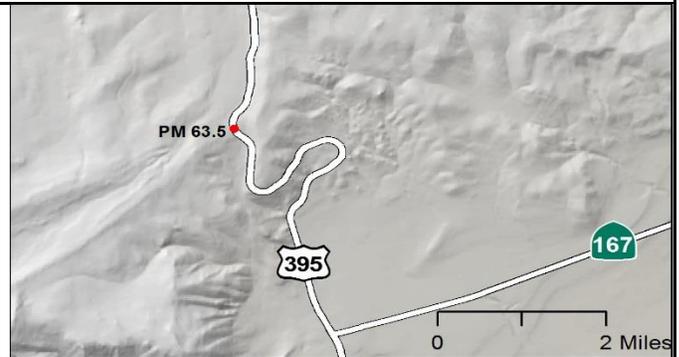
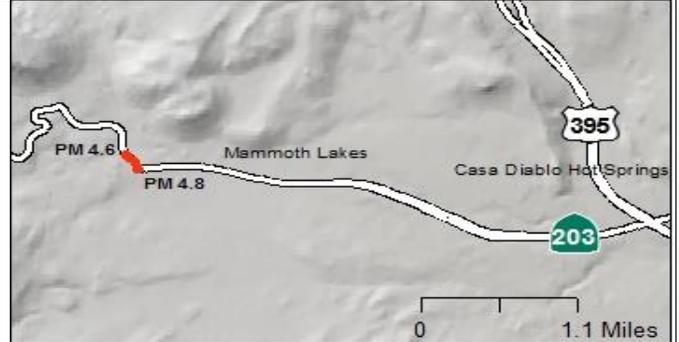
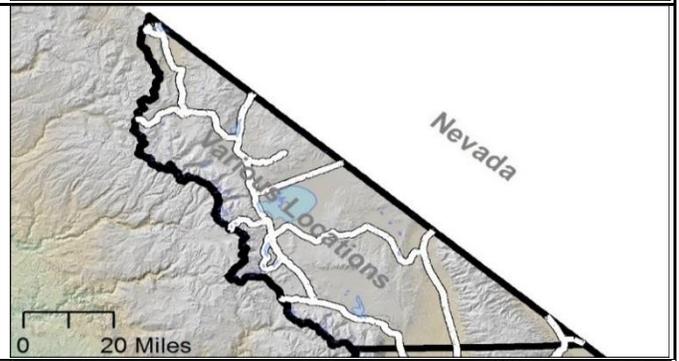
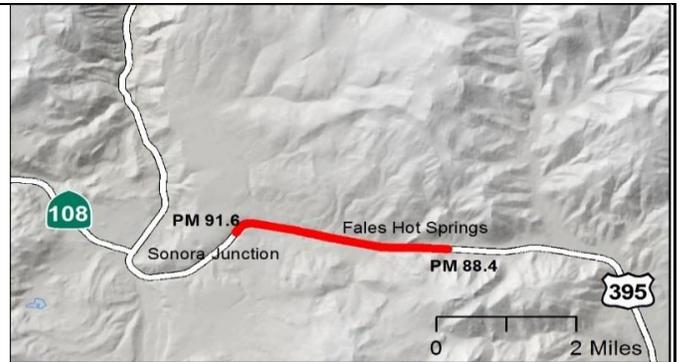
ENV - Environmental
CON - Construction

Project Name: Mono Wildlife Mitigation	EA# 36700	
Location: MNO 395, 203 PM (TBD)		
Description: Feasibility study to address wildlife-related accidents.		
Project Cost: TBD		
Current Phase: Feasibility Study Report		
ENV - Expected Completion date	TBD	
CON - Expected Begin date	TBD	
Project Manager: Cedrik Zemitis	Ph# 760-872-5250	
Project Name: Deadman CAPM	EA# 36650	
Location: MNO 395 PM 36.1/40.1		
Description: Cold in-place recycle pavement strategy.		
Project Cost: \$2,500,000	Cost estimates are subject to revision.	
Current Phase: Project Planning Phase		
ENV - Expected Completion date	Fall, 2018	
CON - Expected Begin date	Spring, 2020	
Project Manager: Brian McElwain	Ph# 760-872-4361	
Project Name: Buckeye CAPM	EA# 36630	
Location: MNO 395 PM 77.0/80.5		
Description: Cold in-place recycle pavement strategy.		
Project Cost: \$1,800,000	Cost estimates are subject to revision.	
Current Phase: Project Planning Phase		
ENV - Expected Completion date	Fall, 2018	
CON - Expected Begin date	Spring, 2020	
Project Manager: Brian McElwain	Ph# 760-872-4361	
Project Name: Conway Guardrail	EA# 36470	
Location: MNO 395 PM 60.0/69.9		
Description: Remove existing guardrail and install Mid-West Guardrail.		
Project Cost: \$2,600,000	Cost estimates are subject to revision.	
Current Phase: Project Planning Phase		
ENV - Expected Completion date	Summer, 2017	
CON - Expected Begin date	Spring, 2019	
Project Manager: Brian McElwain	Ph# 760-872-4361	
Project Name: North Sherwin Shoulders	EA# 36070	
Location: MNO 395 PM 6.8/9.9		
Description: Widen shoulders to 10 feet just South of Toms Place.		
Project Cost: \$13,700,000	Cost estimates are subject to revision.	
Current Phase: Project Planning Phase		
ENV - Expected Completion date	Summer, 2018	
CON - Expected Begin date	Fall, 2020	
Project Manager: Brian McElwain	Ph# 760-872-4361	

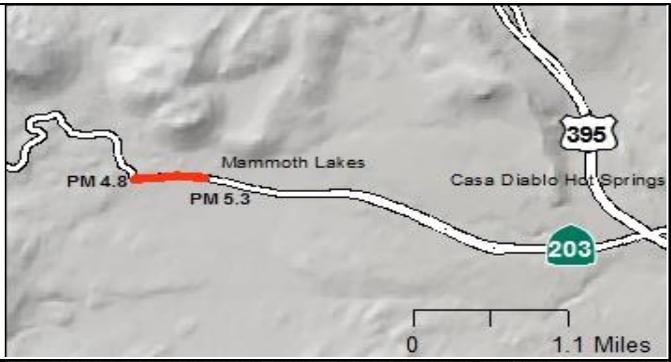
Project Name: Lee Vining ADA		EA# 36550
Location: MNO 395 PM 51.1/51.7		
Description: Reconstruct curb ramps, driveway & repair sidewalk.		
Project Cost: \$1,500,000 Cost estimates are subject to revision.		
Current Phase: Project Planning Phase		
ENV	- Expected Completion date	Summer, 2017
CON	- Expected Begin date	Spring, 2020
Project Manager: Brian McElwain		Ph# 760-872-4361
Project Name: Lower Main Street Sidewalks		EA# 36690
Location: MNO 203 PM 5.1/5.6		
Description: Provide pedestrian and non-motorized facilities.		
Project Cost: \$2,200,000 Cost estimates are subject to revision.		
Current Phase: Project Planning Phase		
ENV	- Expected Completion date	TBD
CON	- Expected Begin date	TBD
Project Manager: Brian McElwain		Ph# 760-872-4361
Project Name: Conway Ranch Shoulders		EA# 36640
Location: MNO 395 PM 57.9/60.0		
Description: Widen shoulders to 8 feet.		
Project Cost: \$3,500,000 Cost estimates are subject to revision.		
Current Phase: Project Planning Phase		
ENV	- Expected Completion date	Fall, 2018
CON	- Expected Begin date	Spring, 2020
Project Manager: Brian McElwain		Ph# 760-872-4361
Project Name: Mono Chain Up Areas		EA# 36660
Location: MNO 6, 395 Various		
Description: Construct new chain up areas and lengthen existing.		
Project Cost: \$5,000,000 Cost estimates are subject to revision.		
Current Phase: Project Planning Phase		
ENV	- Expected Completion date	Fall, 2018
CON	- Expected Begin date	Spring, 2020
Project Manager: Cedrik Zemitis		Ph# 760-872-5250
Project Name: Mono Mitigation Bank		EA# 36670
Location: MNO Various		
Description: Purchase riparian & wetland mitigation credits.		
Project Cost: \$2,000,000 Cost estimates are subject to revision.		
Current Phase: Project Planning Phase		
ENV	- Expected Completion date	TBD
CON	- Expected Begin date	TBD
Project Manager: Cedrik Zemitis		Ph# 760-872-5250



Project Name: Aspen-Fales Shoulder Widening EA# 34940	
Location: MNO 395 PM 88.4/91.6	
Description: Widen shoulders to 8 feet, install rumble strip.	
Project Cost: \$7,925,000 Cost estimates are subject to revision.	
Current Phase: Environmental Studies	
ENV - Expected Completion date	Spring, 2017
CON - Expected Begin date	Spring, 2019
Project Manager: Brian McElwain	Ph# 760-872-4361
Project Name: McNally Shoulders EA# 36460	
Location: MNO 6 PM 0.0/0.8	
Description: Widen shoulders to 8 feet.	
Project Cost: \$3,800,000 Cost estimates are subject to revision.	
Current Phase: Environmental Studies	
ENV - Expected Completion date	Fall, 2016
CON - Expected Begin date	Spring, 2018
Project Manager: Brian McElwain	Ph# 760-872-4361
Project Name: Rumble strips and signs EA# 36610	
Location: MNO Various	
Description: Install signs & rumble strip at numerous locations.	
Project Cost: \$400,000 Cost estimates are subject to revision.	
Current Phase: Environmental Studies	
ENV - Expected Completion date	Spring, 2016
CON - Expected Begin date	Summer, 2017
Project Manager: Cedrik Zemitis	Ph# 760-872-5250
Project Name: W. Minaret EA# 36530	
Location: MNO 203 PM 4.6/4.8	
Description: Provide pedestrian and non-motorized facilities.	
Project Cost: \$700,000 Cost estimates are subject to revision.	
Current Phase: Environmental Studies	
ENV - Expected Completion date	CEQA CE 11/30/15
CON - Expected Begin date	TBD
Project Manager: Brian McElwain	Ph# 760-872-4361
Project Name: Virginia Lakes Turn Pocket EA# 36420	
Location: MNO 395 PM 63.5	
Description: Widen shoulders & construct a NB left turn pocket.	
Project Cost: \$1,000,000 Cost estimates are subject to revision.	
Current Phase: Environmental Studies	
ENV - Expected Completion date	Fall, 2016
CON - Expected Begin date	Summer, 2017
Project Manager: Brian McElwain	Ph# 760-872-4361



Project Name: N. Main St. Sidewalk & Safety Project EA# 36480	
Location: MNO 203 PM 4.8/5.3	
Description: Provide pedestrian and non-motorized facilities.	
Project Cost: \$2,200,000 Cost estimates are subject to revision.	
Current Phase: Environmental Studies	
ENV - Expected Completion date	Summer, 2016
CON - Expected Begin date	Summer, 2017
Project Manager: Brian McElwain	Ph# 760-872-4361



Project Name: Sheep Ranch Shoulders EA# 35080	
Location: MNO 395 PM 80.5/84.3	
Description: Add 8 foot shoulders and treat 4 rockfall locations.	
Project Cost: \$4,400,000 Cost estimates are subject to revision.	
Current Phase: Design	
ENV - 100% Completed:	Spring, 2015
CON - Expected Begin date	Spring, 2017
Project Manager: Cedrik Zemitis	Ph# 760-872-5250



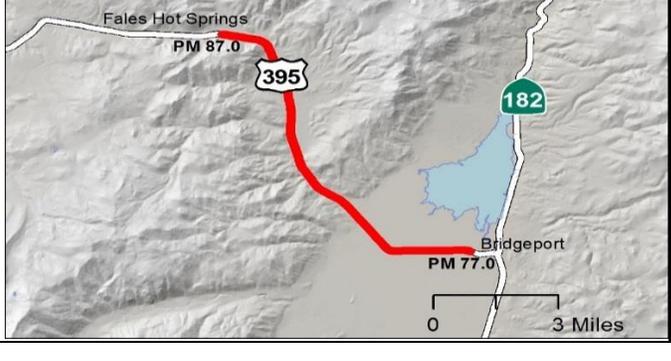
Project Name: Little Walker Shoulders EA# 35780	
Location: MNO 395 PM 93.4/95.7	
Description: Widen shoulders from 2 to 8 ft., install rumble strip.	
Project Cost: \$4,500,000 Cost estimates are subject to revision.	
Current Phase: Design	
ENV - 100% Completed:	Summer, 2015
CON - Expected Begin date	Summer, 2018
Project Manager: Cedrik Zemitis	Ph# 760-872-5250



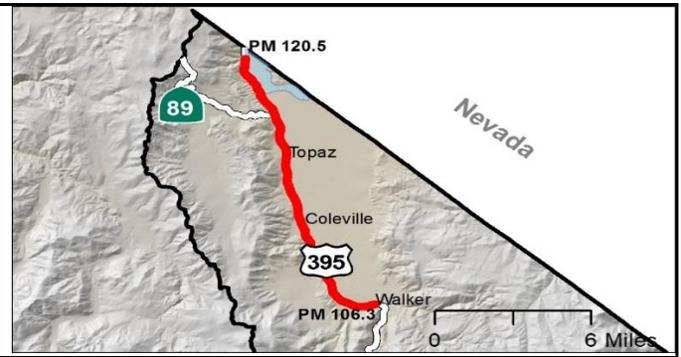
Project Name: Green Lakes CAPM EA# 36060	
Location: MNO 395 PM 69.8/76.0	
Description: Rehabilitate pavement.	
Project Cost: \$4,000,000 Cost estimates are subject to revision.	
Current Phase: Construction	
ENV - 100% Completed:	Summer, 2014
CON - Expected Begin date	Summer, 2016
Project Manager: Cedrik Zemitis	Ph# 760-872-5250



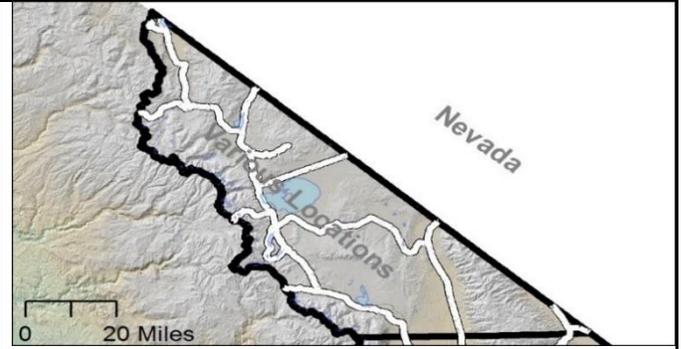
Project Name: Bridgeport Culverts EA# 34090	
Location: MNO 395 PM 77.0/87.0	
Description: Replace or repair 40 culverts north/south Bridgeport.	
Project Cost: \$1,500,000 Cost estimates are subject to revision.	
Current Phase: Construction	
ENV - 100% Completed:	Spring, 2014
CON - Expected Begin date	Summer, 2016
Project Manager: Cedrik Zemitis	Ph# 760-872-5250



Project Name: Walker CAPM	EA# 36430
Location: MNO 395 PM 106.3/120.5	
Description: Cold in-place recycle pavement strategy, Walker-NV.	
Project Cost: \$14,300,000 Cost estimates are subject to revision.	
Current Phase: Construction	
ENV - 100% Completed:	Spring, 2015
CON - Expected Begin date	Summer, 2016
Project Manager: Brian McElwain	Ph# 760-872-4361



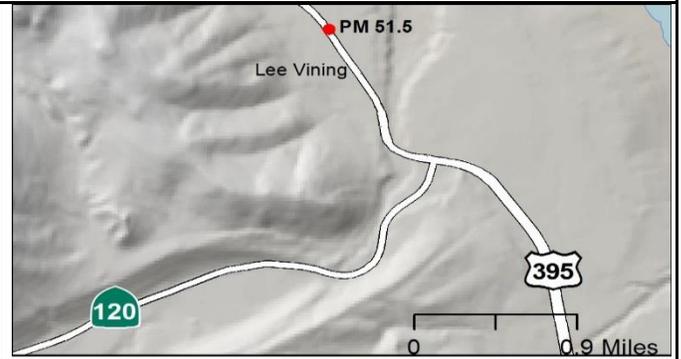
Project Name: Inyo/Mono Bridge Transition Rail	EA# 35690
Location: MNO Various	
Description: Upgrade barrier approach rail.	
Project Cost: \$3,700,000 Cost estimates are subject to revision.	
Current Phase: Construction	
ENV - 100% Completed:	Winter, 2013
CON - Expected Begin date	Spring, 2016
Project Manager: Cedrik Zemitis	Ph# 760-872-5250



Project Name: Crestview Maintenance Truck Shed	EA# 35560
Location: MNO 395 PM 34.1	
Description: A new truck shed at the Crestview MS.	
Project Cost: \$2,200,000 Cost estimates are subject to revision.	
Current Phase: Construction	
ENV - 100% Completed:	Fall, 2012
CON - Expected Begin date	Fall, 2016
Project Manager: Brian McElwain	Ph# 760-872-4361



Project Name: Lee Vining Truck Shed Remodel	EA# 35240
Location: MNO 395 PM 51.5	
Description: Remodel Truck Shed at the Lee Vining MS.	
Project Cost: \$700,000 Cost estimates are subject to revision.	
Current Phase: Construction	
ENV - 100% Completed:	Fall, 2013
CON - Expected Completion date	Summer, 2016
Project Manager: Brian McElwain	Ph# 760-872-4361



Project Name: Lee Vining Rockfall	EA# 33500
Location: MNO 395 PM 52.1/53.7	
Description: Mitigate Mono Lake rockfall.	
Project Cost: \$6,000,000 Cost estimates are subject to revision.	
Current Phase: Construction	
ENV - 100% Completed:	Summer, 2013
CON - Expected Completion date	Winter, 2020
Project Manager: Cedrik Zemitis	Ph# 760-872-5250

