

Mono County Local Transportation Commission

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AGENDA

April 13, 2015 – 9:00 A.M.

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

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES:**
 - A. Approve minutes of March 9, 2015 – *p. 1*
 - B. Consider clarification of minutes approval and provide any desired direction to staff:
“Mono County Counsel advises all County Commissions and Boards that a person must either have been present at the meeting, or have listened to the audio of the meeting, to be eligible to vote on approval of the minutes.”
 - C. **PUBLIC HEARING: Unmet Transit Needs.** Receive public and Social Services Transportation Advisory Council input and testimony, provide feedback to staff about the evaluation of unmet needs, & provide any other direction to staff (*Wendy Sugimura*) – *p. 4*
4. **ADMINISTRATION**
 - A. Resolution of Appreciation to Caltrans R15-1000 – *p. 13*
5. **COMMISSIONER REPORTS**
6. **LOCAL TRANSPORTATION:** No items
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA)
 1. Quarterly operations report – *p. 14*
 2. Update of ESTA activities
 - B. Yosemite Area Regional Transportation System (YARTS) update
8. **CALTRANS**
 - A. Lee Vining Rockfall Project
 - B. Opening east side of Tioga Pass for earlier access (*requested by Commissioner Johnston*)
 - C. Report activities in Mono County & provide pertinent statewide information
9. **QUARTERLY REPORTS**
 - A. Town of Mammoth Lakes – *p. 17*
 - B. Mono County – *p. 21*
 - A. Caltrans – *p. 25*
10. **INFORMATIONAL:** No items

More on back...

11. **UPCOMING AGENDA ITEMS**

12. **ADJOURN** to May 11, 2015

***NOTE:** Although the LTC generally strives to follow the agenda sequence, it reserves the right to take any agenda item – other than a noticed public hearing – in any order, and at any time after its meeting starts. The Local Transportation Commission encourages public attendance and participation.

In compliance with the Americans with Disabilities Act, anyone who needs special assistance to attend this meeting can contact the commission secretary at 760-924-1804 within 48 hours prior to the meeting in order to ensure accessibility (see 42 USCS 12132, 28CFR 35.130).

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DRAFT MINUTES

March 9, 2015

COUNTY COMMISSIONERS: Larry Johnston, Fred Stump, Tim Fesko

TOWN COMMISSIONERS: Jo Bacon, Sandy Hogan, Shields Richardson

COUNTY STAFF: Scott Burns, Gerry Le Francois, Garrett Higerd, Megan Mahaffey, Wendy Sugimura, C.D. Ritter

TOWN STAFF: Haislip Hayes, Grady Dutton

CALTRANS: Ryan Dermody, Forest Becket, Brandon Fitt, David Bloom

ESTA: John Helm, Jill Batchelder

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

2. **PUBLIC COMMENT:** None

3. **MINUTES:**

MOTION: Adopt minutes of Jan. 12, 2015, as amended: 1) Item 3: YARTS uses conventional ~~propane~~ diesel; and 2) Item 5: ~~\$2-million~~ \$10 million project to mitigate. (*Fesko/Hogan. Ayes: 5. Abstain due to absence: Bacon.*)

MOTION: Adopt minutes of Feb. 9, 2015, as submitted. (*Johnston/Richardson. Ayes: 4. Abstain due to absence: Hogan, Fesko.*)

4. **ADMINISTRATION**

A. **Social Services Transportation Advisory Council (SSTAC):** Wendy Sugimura explained that terms are staggered, and renewals occur annually. Four appointments were extended to 2018.

MOTION: Appoint Social Services Transportation Advisory Council. (*Fesko/Bacon. Ayes: 6-0.*)

B. **Overall Work Program (OWP):** Megan Mahaffey noted new Elements 501, 612, 614, 615, 616, and 617. Continue working on OWP till end of May. Still at five-year renewal, but will shorten to four later in conjunction with Housing Element. Commissioner Stump: Inyo County's authorized way-finding for Adventure Trails is tied up in lawsuit.

Commissioner Johnston: Board was unable to authorize intern for CDD, as paid a lot of money to paramedics. Concerned that CDD does not have capacity for \$460,000 worth of work. Ongoing projects need five year-round staffers. Suggested milestone reports on each element when OWP is adopted, maybe quarterly. Some verbiage has "planner-ese." \$25,000 reflects elevated level of involvement from finance. Mahaffey prepares quarterly reports, sends to Caltrans.

Mahaffey: Total budget doesn't go to CDD. Work elements are divided between Mono and Town. Also have Mono Public Works. Updating annually is work effort to talk about, look at, and strategize on.

Burns: California Transportation Commission draft supports rural and main street issues. Strategy is to link transportation money to local needs, to different expertises, other staff. Milestone reports would help.

Johnston: 900-12-0: Read purpose aloud. Cost = \$25,000. Clear path, spend wisely.

Commissioner Hogan: Mono has fabulous track record. Projects ongoing, some completed. Using grant money, parceling out to various employees results in better project. Grants are lifeblood, not general fund. Tracking carefully. Town and County staff "charge as worked." Management of funds is very efficient.

Burns: Town/Mono staffers serve LTC, whereas some counties have separate staff. Implementers report directly to LTC, staffs meet monthly. Setup promotes efficient use of transportation planning dollars.

Grady Dutton noted Town contract employee is handling GIS, and Town has traffic counting equipment.

Hogan: Backups, not just one person. Cross-training. Very good system, a model.

Johnston: \$530,000 still a lot in addition to regular jobs. Haislip Hayes: That is paying salary, large component of day-to-day function so prepared for whatever comes our way. Built-in allocations for LTC.

Johnston: Check-in keeps on track. Mahaffey: Have quarterly check-ins with all staff, will share with LTC. Johnston didn't want whole list of LTC projects and ideas to get lost in OWP. Commissioner Bacon: List resides in RTP until funded. Johnston: If always planning, never get anything done. Commissioner Stump: Saw Johnston as concerned for staff's ability to do all, regret not getting intern. Clearly state if fall behind. Only so many hours in day, not want to overstress staff coming in early/staying late.

Mahaffey: Planning, Programming & Monitoring (PPM) comes through State Transportation Improvement Program (STIP), has time frame; Rural Planning Assistance (RPA) is separate funding.

5. **COMMISSIONER REPORTS: Richardson**: Bad accident near Olancha. Project to include widening. {Ryan Dermody: Section to be upgraded, EIR soon, final in summer. Construction slated 2018-19. Shared concern. Mitigated Negative Declaration was filed, but BLM found archeological concerns. Need state and federal concurrence, and they disagreed with document. EIR could override concerns. Shouldn't change construction date unless lawsuit is filed.} **Johnston**: Noted 70-mph speed limits in NV and AZ. Change US 395? {Dermody: 395 is not all freeway, so 65 mph.} South of Bishop is narrow four-lane section, no barrier between. {Dermody: Need accident rate, average daily traffic volume. Good to have barrier [for traffic], but bad for wildlife trying to get through.} **Stump**: Thanks to Caltrans for mowing operation between Mammoth Lakes and Sherwin Summit (effective in fire control) and for reducing speed in Chalfant, although Sacramento did not support. Chalfant RPAC requested community-ahead sign, reduced speed, left-turn lane. Push CHP to enforce truck speed limits. Disappointed in no legislation this year. {Dermody: Internal team will do something.}

6. LOCAL TRANSPORTATION

A. **Regional Transportation Plan (RTP)**: Haislip Hayes, back from India, indicated RTP rolls up all Town/County policies to be reviewed and updated by April. Mobility Element is the only one accepted so far. RTP will acknowledge new, but rest on current document. Commissioner Bacon cited corrections: 1) Mobility: More regional, not more than. 2) Airport: Not discouraging rental cars at airport.

Grady Dutton: Town is trying to be flexible. Cleaned up airport parking area. Airport Land Use Commission meets soon. Request removal of Benton Crossing Road till other improvements occur. Once terminal and apron are done, look at other needs.

Stump: Existing gate at mid-runway is used for fire. Retain gate till alternate route exists.

7. TRANSIT

A. Eastern Sierra Transit Authority (ESTA)

1. **FTA Section 5311**: Jill Batchelder noted these funds, allocated to rural counties by formula, are used for operation of transit services in Mono County.

MOTION: Adopt Resolution R15-02 requesting approval of FTA Section 5311 Regional Program of Projects and Certifications and Assurances. (*Johnston/Hogan. Ayes: 6-0.*)

2. **ESTA activities**: Helm noted town routes depend on visitation. Ridership big on weekends, continued strong this year. When service is reduced slightly, efficiency increases significantly (passengers/hour). Johnston: Early start to Reds Meadow? Helm: Met with USFS, anticipate start by Memorial Day. Last two years it was big weekend. Early start, strong summer. Richardson: Mammoth Express grant not awarded, maybe by June 1. Stump: One of supervisors on ESTA board resigned. BOS requested appoint at-large public member, not a supervisor. Allow to attend both bodies. Corless resigned due to conflict of interest.

B. **Yosemite Area Regional Transportation System (YARTS)**: Scott Burns deferred to Hogan on YARTS Authority Advisory Committee prior week, YARTS last week. Hogan: Fresno definitely moving forward. Dick Whittington has analyst from Trailways on staff. Authority Advisory Committee has five new members, three from Fresno plus Tuolumne and Madera. Bus goes through Madera, might benefit if it stopped. Voting members on Authority Advisory Committee. Tuolumne still on pilot program. Two Mono, two Merced, two Mariposa. Merced handles administrative duties. Inyo-Mono Transit took over from Greyhound in 2001. With ESTA professional service, cost increased. Admission price for Fresno unknown.

8. CALTRANS

A. New District 9 director: Ryan Dermody announced Brent Green assumed new role March 2, and then provided a brief biography.

B. Active Transportation Program (ATP): Forest Becket reviewed history of ATP that rolled together several programs intended to increase active modes of transportation, driven by goals with quantitative analysis. Infrastructure projects and non-infrastructure projects. Bike, pedestrian, safe routes to school. Recreation trails administered by State Parks. Funding ~\$130 million, mostly federal.

Cycle 1: 771 applications, 265 projects. Rough timing to deliver in two years. District 9 got 16 applications, Tehachapi was big winner. Delivery challenges on rights of way. Cycle 2: Three years of funding: 50% statewide, 10% small urbans and rurals. Can apply for both. \$180 million has set-asides for disadvantaged communities. Stump: Are Mono communities punished for Bishop zip code? *Based on Census block. No regional targets for minimums. Regional bikeways in North Coast area.*

Cycle 2: District 9 projects by April 7. Changes: No match. Benefit/cost tool available. Need data.

Transportation Injury Mapping System: Bikes, schools, motorcycles to see hot spots. Resources on CTC website. Hope for applications from district. Focus on built areas, not treatments all over. Fesko: No data on Twin Lakes Road. Johnston: Resubmit apps not funded? *Town will be back with four or five, Mono submitted one.* Stump: SWITRS has skewed database. Sheriff is not involved. Dermody: Why not entered by CHP? *Cannot validate if not on scene.*

Garrett Higerd: ATP combined Bridgeport/Lee Vining safe routes to school. Evaluate if competitive on resubmittal. Maybe project would shift depending on cost/benefit. Someone scored better by scaling down project before Mono did. Stump: Shotgun approach with Bridgeport/Lee Vining? Higerd: Better to focus on each. Grady Dutton: Process will be clearer with more time available. Dermody reminded that this is competitive, so look at State Transportation Improvement Program (STIP) to fund bike/pedestrian projects.

C. Wildlife collision on Mono's state highways (*continued from Feb. 9*): Brandon Fitt, GIS expert, focused on Bridgeport/Sonora and Mammoth Lakes, which are much greater than elsewhere in Mono. District 10 report, FHWA treatment study. Feasibility study report to analyze data using District 10. Under State Highway Operation & Protection Program (SHOPP) program, need data to demonstrate need. Problem with solution; want to fund it? Did California Department of Fish and Wildlife (CDFW) see it? *No return call from Tim Taylor. Fences are not good for sage grouse (perches for predators).*

Fesko: How much is not reported? Educate people. Johnston: Met with Tim Taylor on this area, looking for solutions. At least 10x as many collisions are unreported, deer ran off. CDFW knows where deer herds go. Project proposed by Caltrans at Sonora Junction. See if Caltrans data matches CDFW's.

Hogan: Time of day? *Commute time am and pm.* Johnston: Type of vehicle? *Sheriffs and CHP tend to run into deer. May have data.* Johnston: Why Sonora where no hot spots exist? *Based on 1960s data.*

Grady Dutton: Airport wildlife assessment will be available in week or two. Recommended fence, check out types of fences available. Around airport and along US 395.

D. California Transportation Plan (CTP): David Bloom described CTP as vision for California's transportation future, 2015-40. Commissioner Fesko: Freight movement on US 395, state to state. Tesla plant and ancillary businesses. Look beyond our own state to what's going to impact us. Bloom: Other units along with Tesla. CTP integrates statewide modal plans: Interregional, transit, freight, rail, bike, etc. Comments due by April 17. Submit CTP to governor by year's end. Dermody: Federal requirement as well as State. Major overhaul, focus on GHG, biking, etc.

E. Activities in Mono County & pertinent statewide information: Map of active MOU projects. Freeman Gulch Segment 2 funding must be identified. Kern COG had lots of needs and pulled back, so Inyo and Mono increased percentages. Le Francois: Mono put in \$2 million to get Purple Sage Canyon to Kramer Junction project started. Who else applied? Dermody: Beauchamp worked every week to build route. Le Francois: Safety projects, shoulders, separation, rumble strips, one-mile passing lanes. State will four-lane SR 58 and realign intersection.

Dermody distributed construction map for District 9. Cedrik Zemitis will discuss Lee Vining Rockfall Project next meeting. Fund non-motorized projects by State Transportation Improvement Program (STIP).

9. INFORMATIONAL

A. California Transportation Plan 2040 public workshops

10. **UPCOMING AGENDA ITEMS:** 1) CTC comments; 2) Lee Vining Rockfall; 3) Unmet needs

11. **ADJOURN** at 11:21 a.m. to April 13, 2015

Prepared by C.D. Ritter, LTC secretary

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Staff Report

April 13, 2015

TO: Mono County Local Transportation Commission

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

SUBJECT: 2015-16 Unmet Needs Hearing

RECOMMENDATION: Receive public and Social Services Transportation Advisory Council input and testimony, provide feedback to staff about the evaluation of unmet needs, and provide any other direction to staff.

FISCAL IMPLICATIONS: To be determined.

ENVIRONMENTAL COMPLIANCE: N/A

POLICY CONSISTENCY: Consistent with State law requirements for the unmet transit needs process and the annual public hearing for citizen participation.

DISCUSSION

Background

State law provides for a Citizen Participation Process that requires the LTC to hold at least one public hearing to ensure broad community participation and solicit the input of transit-dependent and transit-disadvantaged persons, including the elderly, handicapped, and persons of limited means. A public hearing on unmet transit needs is also required prior to the LTC allocating any funds not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles. The purpose of the unmet needs hearing is to solicit comments on the unmet transit needs that may exist within Mono County and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

To meet the public hearing requirement for both the Citizen Participation Process and unmet transit needs, and facilitate public input on transit needs, the LTC scheduled this public hearing for April 13, 2015, at 9:00 a.m. in Mammoth Lakes with videoconferencing in Bridgeport. Public notices of these hearings have been published in accordance with state law in local newspapers, and fliers printed in both Spanish and English were posted in County offices.

An additional requirement of the Citizen Participation Process and unmet transit needs process is the LTC must consult with the Social Services Transportation Advisory Council (SSTAC) on transit needs in Mono County. SSTAC members are appointed by the LTC to ensure a broad representation of social service and transit providers representing the elderly, the handicapped,

and persons of limited means (see Attachment #1). The SSTAC is jointly hosting this public hearing in order to provide direct input to the Commission.

Before August 2015, the LTC must adopt, by resolution, a finding that there are no unmet needs, there are no unmet transit needs that are reasonable to meet, or there are unmet transit needs, including needs that are reasonable to meet. If the LTC finds that there are unmet transit needs, including needs that are reasonable to meet, then the unmet needs shall be funded before any allocation is made for streets and roads. It should be noted that the law specifically prohibits comparing unmet transit needs with the need for streets and roads. It should also be noted that the LTC has not allocated any funds to streets and roads for at least several years.

LTC Resolution 98-01 (Attachment #2) defines "unmet transit needs" and "reasonable to meet" transit needs as follows:

- Unmet Transit Needs: A need of the Mono County elderly, disabled, low income, youth, and other transit-dependent groups for transit service that is currently not available and, if provided for, would enable the transit-dependent person to obtain the basic necessities of life primarily within Mono County. "Necessities of life" are defined as trips necessary for medical and dental services, essential personal business, employment, social service appointment, shopping for food or clothing, and social and recreational purposes.
- Reasonable to Meet: Transit needs for the necessities of life that pertain to all public and/or specialized transportation services that:
 - a. Can be proven operationally feasible;
 - b. Can demonstrate community acceptance;
 - c. Would be available to the general public;
 - d. Can be proved to be economical; and
 - e. Can demonstrate cost effectiveness by meeting current fare box revenue requirements of the Mono LTC within two years.

Public Outreach and Comments

The Eastern Sierra Transit Authority, in its role as the Consolidated Transportation Services Agency (CTSA) for Mono County and with some assistance from LTC and County staff, attended Regional Planning Advisory Committee (RPAC) or community meetings in Antelope Valley, Bridgeport Valley, Chalfant Valley, Benton/Hammil, and the Mono Basin to solicit public input. Input from Long Valley and June Lake will be received in April prior to the next LTC meeting. Public input from the Town of Mammoth Lakes was received through public transit workshops with the Planning and Economic Development Commission, and no unmet needs were identified.

Public comments received by the time this staff report was written have been summarized in the matrix below to evaluate whether they are unmet needs, and whether they are reasonable to meet. Because this process also collects general comments on transit, the last column in the matrix offers actions and/or solutions to address input not considered unmet needs. Any input provided after the staff report was written or at the public hearing will be added to this matrix and evaluated for the May meeting.

Staff recommends the Commission receive further public input at the public hearing, provide feedback to staff about the evaluation of unmet needs in this staff report, and provide any other direction to staff regarding unmet needs or transit services. A resolution finding unmet needs and reasonable-to-meet needs is anticipated to be considered at the May meeting.

Analysis of RTP Objectives

The following objectives under Transit Policy I of the Regional Transportation Plan are to be reviewed annually at the unmet needs hearing:

Objective 1.1: Maintain and improve transit services for transit-dependent citizens in Mono County, including the continuation and improvement of social service transportation services. Ensure that transit services comply with the requirements of the Americans with Disabilities Act (ADA).

Review: Social service providers are represented on the SSTAC, and services are intended to be maintained for the coming year. Transit services provided by ESTA comply with ADA requirements.

Objective 1.2: Support public transit financially to the level determined by 1) the “reasonable to meet” criteria during the annual unmet needs hearing, and 2) by the amount of available funds.

Review: The commission typically allocates all available funds to transit, taking into consideration identified unmet needs, and does not fund local streets and roads.

Objective 1.3: Continuously survey transit use to determine the effectiveness of existing services and to identify possible needed changes in response to changes in land use, travel patterns, and demographics. Expand services to new areas when density is sufficient to support public transit. When and where feasible, promote provision of year-round scheduled transit services to link the communities of Mono County with recreational sites and with business and employment centers.

Review: ESTA periodically surveys riders, the Town of Mammoth Lakes reviews transit service and routes twice a year, and Mono County solicits RPAC input annually. Services are expanded as feasible.

Objective 1.5: Maximize the use of existing transit services by actively promoting public transportation through mass media and other marketing strategies.

Review: ESTA regularly markets transit services through newspaper and radio outlets, and maintains a website (<http://www.estransit.com>).

ATTACHMENTS

1. Public Utilities Code §99238, Social Services Transportation Advisory Council.
2. LTC Resolution 98-01 defining “unmet transit needs” and “reasonable to meet.”
3. Summary and analysis of public transit requests for fiscal year 2015-16.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL 99238.

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

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

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

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

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

- (1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

(2) Annually review and recommend action by the transportation-planning agency for the area within the jurisdiction of the council, which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.

(3) Advise the transportation-planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

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

2015-2016 Social Services Transportation Advisory Council Roster

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

RESOLUTION 98-01

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

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

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

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

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

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

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

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

Noes:

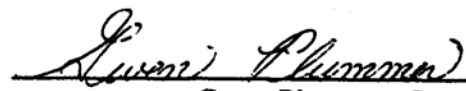
Absent:

Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2015-16

QUALIFYING UNMET NEEDS				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
1.	Provide commuter service between Chalfant and Bishop for job access purposes, although the route could also serve other purposes.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The current Benton-Chalfant-Bishop route runs two days/week and demonstrates a fare-box ratio of 10%, just meeting the 10% minimum in FY 2013-14. Results of the 2013 Chalfant Area Transportation Survey, reviewed with the LTC in January 2014, indicate only two people would use the service on a regular basis. In the 2015 outreach, only one potential rider was identified. The data indicate a service expansion would not be cost effective.	A rough cost for this service is \$40,000. This cost accounts for an anticipated \$4,500 in fare revenue. Total operating cost would be \$45,000.
2.	Provide transportation to Benton from Bishop in the late afternoon/early evening to enable students to participate in sports and other after-school activities.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The current Benton-Chalfant-Bishop route runs two days/week and demonstrates a fare-box ratio of 10%, just meeting the 10% minimum in FY 2013-14. The data indicate a service expansion would not be cost effective.	A rough cost for this service operating on 180 school days per year would be \$19,500. The route is not expected to realize the minimum 10% fare recovery.
3.	Provide transportation to/from Reno Monday through Friday (e.g., add a Wednesday service) to access various services.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	ESTA has implemented a Non-Emergency Medical Transportation program that provides for driver reimbursement and augments the Reno route by potentially providing medical transport daily.	The estimated required matching funds to add service on Wednesdays would be \$22,000/year.
4.	Provide a commuter route between Lee Vining and Mammoth Lakes for job access purposes, although the route could also serve other purposes.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	A Lee Vining commuter van could begin immediately. If demand does not exist to fill a vanpool, the likelihood is low ridership on a new route would not demonstrate cost effectiveness.	A rough cost estimate for a route that provides service from Lee Vining into Mammoth for a morning employment start time and an evening return would be \$100,000/year. First year farebox estimated to be 8.5%.
5.	Operate the Dial-A-Ride service in Antelope Valley on the same days as the Reno route to enable travelers to reach a destination in town after disembarking from the bus.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	When the Dial-A-Ride service was reduced several years ago, community input indicated cutting Friday. The schedule could be adjusted to add Friday and eliminate Wednesday if desired.	Estimated cost to add Friday Dial-A-Ride service using the current operating cost by route and current fare recovery amounts would total \$19,500.

6.	Provide a trailhead/hiker shuttle from National Forest lands (e.g., Sonora Pass) to Bridgeport, which would service hikers. In addition, consider installing a bus stop sign or shelter with a posted schedule for hikers.	This is a request for a service that does not currently exist, and could be for obtaining necessities of life. It could qualify as an unmet need.	Anticipated spotty and low ridership would likely make this route economically infeasible and unable to demonstrate cost effectiveness.	The 395 route currently picks up hikers on US 395; private entrepreneur(s) currently fill this role, and local Bridgeport businesses could coordinate or be encouraged to provide a pickup service.
NOT CONSIDERED TO BE AN UNMET NEED				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
7.	Chalfant Valley Fire Department may need transportation for a fundraiser later this year.	This request is not for obtaining the necessities of life; therefore, this is not considered an unmet need.	NA	Contact information was exchanged between ESTA and the Fire Department to review details at a later date.
8.	A Benton resident may be interested in becoming a driver for the Benton route.	This comment does not affect the availability of transit; therefore, this is not considered an unmet need.	NA	The commenting person(s) were encouraged to have the interested individual contact the ESTA office.
9.	Comment that a person had used the Reno route recently and that it worked very well. The driver was very helpful.	This comment does not affect the availability of transit; therefore, this is not considered an unmet need.	NA	The Non-Emergency Medical Transportation program augments the Reno route by potentially providing daily medical transport.
10.	Can the Non-Emergency Medical Transportation or the 395 or Bridgeport-to-Gardnerville routes provide medical transportation for tribal members?	This question does not affect the availability of transit; therefore, this is not considered an unmet need.	NA	Either program can be used for these purposes.
11.	Incorporate bike lanes into regional and local roads in Bridgeport; e.g., on SR 182 and Twin Lakes Road. On SR 182, potentially focus on a smaller project to address curves north of the reservoir first as safety issues.	Bike lanes do not affect the availability of transit and therefore do not qualify as an unmet need.	NA	Bike lanes on SR 182 and Twin Lakes Road are listed as potential future projects in Chapter 6 of the Regional Transportation Plan.

**RESOLUTION R15-1000
A RESOLUTION OF APPRECIATION OF THE
MONO COUNTY LOCAL TRANSPORTATION COMMISSION
COMMENDING CALTRANS DISTRICT 9 FOR ITS TIMELY
SIGN INSTALLATION ON US HIGHWAY 6**

WHEREAS, the Mono County Local Transportation Commission (MCLTC) recently identified a concern with traffic speeds on US Highway 6 approaching and traveling through the Chalfant community; and

WHEREAS, several potential solutions were discussed by the MCLTC, and based upon the request of the LTC, Caltrans District 9 considered a number of options, including sign installation; and

WHEREAS, Caltrans staff assessed the situation, promptly initiated a sign installation, and through the reprioritization of maintenance crew scheduling, vehicle speed feedback signs were installed within two months of the request along US Highway 6 in Chalfant Valley to address the LTC's concern; and

WHEREAS, significant positive feedback has since been received from Chalfant residents on their appreciation for the installation and the effectiveness of the new signage.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission does hereby commend Caltrans District 9, particularly District Director Brent Green, Maintenance Deputy Director Bryan Winzenread, Planning Deputy Director Ryan Dermody, and Traffic Engineer Terry Erlwein, for the extremely timely response in the installation of important safety signs for the Chalfant community.

PASSED AND ADOPTED this 13th day of April 2015 by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Fred Stump, Chair
Local Transportation Commission

Attest:

C.D. Ritter, Secretary



STAFF REPORT

Subject: Operating Statistics January - March 2015

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

Receive information.

ANALYSIS/DISCUSSION:

The Eastern Sierra Transit Authority provided 306,719 passenger trips in Mono County between January 1, and March 31, 2015. The passenger trips per hour were 27.58, which is a decrease from 29.13 passengers per hour from the previous fiscal year.

Eastern Sierra Transit received \$61,306.80 in passenger fares during the third quarter of FY 2014/15. The average passenger fare was \$0.20. When the fixed routes within the Town of Mammoth are excluded from the calculation, the average fare per trip was \$9.85 and the corresponding farebox ratio was 35.25%.

Farebox Comparison

Route	Jan - Mar 2015	Jan - Mar 2014	% Change
Mammoth Express	16.45%	19.33%	-2.88%
Walker (total)	8.40%	6.97%	1.43%
Benton to Bishop	27.97%	16.59%	11.38%
June Lake	68.60%	62.90%	5.70%
Mammoth DAR	7.83%	12.32%	-4.49%
Reno	20.96%	20.02%	0.94%
Lancaster	23.06%	25.52%	-2.46%

Ridership compared to the previous fiscal year was down with the current year having 5,463 fewer riders. The bulk of the loss was on the Grey and Purple Lines. The Grey Line ridership was unusually high in 2014 due to the Green Line being shut down earlier in that year. The Walker area routes, Benton to Bishop, Trolley and MMSA routes all showed gains.

Ridership Comparison

Route	JAN-MAR, 2015	JAN-MAR, 2014	Variance	% Change
Mammoth Express	644	711	-67	-9.4%
Walker (total)	644	538	106	19.7%
Benton to Bishop	265	208	57	27.4%
Gray	10,425	16,054	-5629	-35.1%
Purple	29,589	32,132	-2543	-7.9%
Trolley	44,236	43,871	365	0.8%
Mammoth DAR	751	1,199	-448	-37.4%
Reno	1,062	1,069	-7	-0.7%
Lancaster	944	1,159	-215	-18.6%
MMSA	216,243	213,597	2646	1.2%

The efficiency standard used by Eastern Sierra Transit is the number of passenger trips provided per service hour. Many of the routes met or exceeded the standards set by the Short Range Transit Plan (SRTTP). Both of the dial-a-ride routes (Mammoth and Walker), Gray Line, and 395 Routes fell somewhat short of the SRTTP standard.

Passenger per Hour Comparison

Route	JAN-MAR, 2015	JAN-MAR, 2014	% Change	SRTTP Standard
Mammoth Express	3.42	3.75	-8.9%	2.5 – 3.5
Walker (total)	1.43	1.19	19.6%	2.5 – 3.5
Benton to Bishop	4.59	2.72	68.8%	2.5 – 3.5
Gray	10.53	16.21	-35.0%	18 - 20
Purple	29.88	32.55	-8.2%	18 - 20
Trolley	32.14	31.85	0.9%	18 - 20
June Lake	8.03	5.71	40.7%	2.5 – 3.5
Mammoth DAR	1.35	2.15	-37.2%	3 – 5
Reno	1.66	1.69	-1.9%	2.5 – 3.5
Lancaster	2.37	2.91	-18.4%	2.5 – 3.5
MMSA	41.29	44.79	-7.8%	18 - 20

Route	Fares	Adults	Snr	Dis	W/C	Child	Free	Total Pax	Yd Hrs	Svc Hours	Yd Mi	SVC MILES	AVG FARE	REV / SVC MILE	PAX / SVC HR	MI / SVC HR	PAX / SVC MI	Farebox	
MONO ROUTES																			
<i>JAN-MAR, 2015</i>																			
Mammoth Express	\$3,521.90	491	54	30	1	35	33	644	261	188	8,554	8,295	5.47	.42	3.42	45.4	0.08	16.45%	
Walker (total)	\$2,444.80	34	153	448	0	9	0	644	489	451	5,713	4,514	3.80	.54	1.43	12.7	0.14	8.40%	
Benton to Bishop	\$1,317.25	147	27	39	0	18	34	265	107	58	4,218	2,164	4.97	.61	4.59	73.1	0.12	27.97%	
Gray	\$0.00	5768	0	0	0	4657	0	10425	1009	990	17736	17467	.00	.00	10.53	17.9	0.60		
Purple	\$0.00	22,563	0	0	0	7,026	0	29,589	1,009	990	12,045	11,693	.00	.00	29.88	12.2	2.53		
Trolley	\$0.00	41,645	0	13	0	2,578	0	44,236	1,452	1,377	21,921	17,725	.00	.00	32.14	15.9	2.50		
June Lake	\$18,597.50	1,914	0	0	0	2	0	1,916	287	239	8,108	7,363	9.71	2.53	8.03	34.0	0.26	68.60%	
Mammoth DAR	\$1,915.60	388	26	238	3	17	79	751	566	556	2,567	2,293	2.55	.84	1.35	4.6	0.33	7.83%	
Reno	\$19,653.50	742	145	104	1	66	4	1,062	710	640	28,127	27,237	18.51	.72	1.66	43.9	0.04	20.96%	
Lancaster	\$13,856.25	649	156	93	5	21	20	944	452	398	18,793	18,452	14.68	.75	2.37	47.3	0.05	23.06%	
MMSA	\$0.00	194,105	0	18	0	22,120	0	216,243	5,475	5,238	70,393	66,993	.00	.00	41.29	13.4	3.23		
Total	\$61,306.80	268,446	561	983	10	36,549	170	306,719	11,818	11,123	198,175	184,196	.20	.33	27.58	17.8	1.67	35.25%	
<i>JAN-MAR, 2014</i>																			
Mammoth Express	\$4,161.50	541	91	35	4	19	21	711	263	189	8,641	8,338	5.85	.50	3.75	45.6	0.09	19.33%	
Walker (total)	\$2,027.95	90	286	162	0	0	0	538	490	450	5,318	4,029	3.77	.50	1.19	11.8	0.13	6.97%	
Benton to Bishop	\$1,035.10	83	100	1	0	0	24	208	85	76	2,351	2,350	4.98	.44	2.72	30.8	0.09	16.59%	
Gray	\$0.00	11,472	0	5	0	4,577	0	16,054	1,007	990	17,539	17,286	.00	.00	16.21	17.7	0.93		
Purple	\$0.00	24,296	0	0	0	7,836	0	32,132	1,008	987	11,858	11,477	.00	.00	32.55	12.0	2.80		
Trolley	\$0.00	42,062	0	0	0	1,809	0	43,871	1,457	1,377	18,952	17,886	.00	.00	31.85	13.8	2.45		
June Lake	\$20,585.00	1,643	0	0	0	1	0	1,644	339	288	8,587	7,834	12.52	2.63	5.71	29.8	0.21	62.90%	
Mammoth DAR	\$3,019.60	455	32	670	0	12	30	1,199	567	557	2,641	2,387	2.52	1.27	2.15	4.7	0.50	12.32%	
Reno	\$18,541.85	732	150	113	10	55	9	1,069	694	633	27,799	26,945	17.35	.69	1.69	43.9	0.04	20.02%	
Lancaster	\$15,360.50	826	142	111	6	24	50	1,159	452	398	18,751	18,408	13.25	.83	2.91	47.1	0.06	25.52%	
MMSA	\$0.00	193,539	0	65	0	19,993	0	213,597	4,984	4,769	63,143	60,055	.00	.00	44.79	13.2	3.56		
Total	\$64,731.50	275,739	801	1,162	20	34,326	134	312,182	11,347	10,716	185,580	176,995	.21	.37	29.13	17.3	1.76	37.09%	

Mono County Local Transportation Commission

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LTC Staff Report

TO: Mono County Local Transportation Commission

MEETING DATE: April 13, 2015

FROM: Grady Dutton, TOML Public Works Director

SUBJECT: Town of Mammoth Lakes LTC Projects

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

FISCAL IMPLICATIONS: n/a

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

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

DISCUSSION:

<u>PROJECT</u>	<u>Design Features</u>	<u>STATUS</u>
<p><i>Safe Routes 2 School</i></p> <p>Middle School Elementary School Connector Path</p> <p><i>State Funds</i> <i>Local Funds</i></p>	<ul style="list-style-type: none"> • <i>Multiuse Path ADA accessible</i> • <i>Sidewalk Connection</i> 	<p>Final PS&E for both the Middle School work and the Elementary School Access and Parking project are complete. The Elementary School work is under review by the DSA. Town Staff will assist the School District in project management for their improvements. This will enhance coordination between MUSD and Town projects. It is anticipated construction will occur summer 2015.</p>
<p>Lower Canyon Boulevard Rehab</p> <p>STIP Funds Federalized Funding</p>	<ul style="list-style-type: none"> • Rehab two 11 foot lanes • 6 foot bike lanes • 7 foot sidewalk • Intersection safety lighting • Drainage 	<p>Project includes pavement, curb & gutter, storm drain, retaining walls and sidewalk. Construction funds were approved at the June 2013 CTC meeting. Project Complete late 2014.</p>
<p>Waterford Gap</p> <p><i>BTA and Measure R Funds</i></p>	<p><i>Class 1 Bike Path (includes emergency access)</i></p>	<p>Construct Class 1 bike path between North Waterford and South Waterford Avenue. Project will include two 14 foot wide bridges for the 12 foot wide bike path.</p> <p>This project was program as a TE project. The Town received a BTA grant so the TE funds were reprogramed to the Minaret Gap Closure Project. Project complete late 2014.</p>
<p><i>STIP TE Funds</i></p> <p>Minaret Road Gap Closure Project</p> <p><i>State and Federal Funds</i></p>	<p><i>Class 1 Bike Path</i></p>	<p>Construct Class 1 bike path and tunnel under Minaret Road at Mammoth Creek. Staff requested preliminary engineering and environmental review funds. CTC approved the funds January 2013. Staff has selected a consultant for design and environmental services. Environmental and preliminary engineering is nearly complete. Staff will be submitting an ATP grant application for this project.</p>

<u>Project</u>	<u>Design Features</u>	<u>Status</u>
<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></p> <p><i>New Trolley</i></p> <p><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 Pokanobe Lodge to Lake George Road. The project also included the purchase of a new Trolley and additional bike trailers. The Bike Trailers and Trolley have been procured. Staff is completing design of the MUP and expects it to be constructed summer 2015.</p> <p>Additionally, Town has applied for a FLAP Grant that would fund construction of an additional phase of the MUP from Lake George Road to Lake George. The design is underway. Town expects to hear if the Grant Application was successful by April 10.</p> <p>The FLAP Grant Application also included a request for funds to reconstruct major portions of Lake George Road. If approved, that work will likely take place summer 2016.</p>
<p>Meridian Boulevard Safe Routes To School Project</p> <p><i>Federal Funds</i></p>	<p>Sidewalk on the north side of Meriden Boulevard between Sierra Park Road and Apache Street. Bike Lanes</p>	<p>Preliminary Engineering and Environmental Engineering were complete early 2014. Project complete late 2014.</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>Preliminary Engineering and Environmental Engineering are underway. Staff is working with Caltrans to complete preliminary engineering. Staff expects to request construction funds from CTC Spring 2015.</p>

<u>Project</u>	<u>Design Features</u>	<u>Status</u>
<i>Rt 203 (North Main St.) Sidewalk Safety Project</i> <i>STIP Funds</i> <i>Local Developer Funds</i>	Sidewalk on the north side of Main Street from Mountain Boulevard to Minaret Road. Street. Bike Lanes	Preliminary Engineering and Environmental Engineering are underway. Staff is working with Caltrans to complete preliminary engineering. Staff expects to request construction funds from CTC Spring 2015.

Mammoth Yosemite Airport

<u>Project</u>	<u>Design Features</u>	<u>Status</u>
<i>Wildlife Hazard Assessment</i> <i>FAA and PFC Funds</i>	<i>Prepare wildlife hazard assessment for airport and five mile radius.</i>	Wildlife study is complete. FAA approval expected April 2015.
<i>FAA and PFC Funds</i> <i>AIP - 029</i>	<i>Joint Seal Apron and Taxiway Repaint Airfield markings</i>	Project was advertised and awarded in September 2014 to Maxwell Asphalt. The pavement markings and joint seal of the asphalt concrete areas complete in mid-October. Joint seal of the concrete portions will take place in spring 2015.
<i>Airport Layout Plan (ALP) Update</i> <i>FAA and PFC Funds</i>	<i>Update ALP to reflect existing airport configuration and short term planned projects.</i>	Received Conditional Approval from FAA August 2014. ALP Narrative being prepared for submittal to FAA November 2014. Programming underway for anticipated new Terminal and Aircraft Apron projects.

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LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: April 13, 2015

FROM: Garrett Higerd, Assistant Public Works Director

SUBJECT: Update on Mono County LTC Projects

RECOMMENDATIONS: Receive quarterly update from Mono County regarding current status of LTC projects.

FISCAL IMPLICATIONS: n/a

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

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

DISCUSSION: Status of current projects is as follows:

STIP PROJECTS	DESIGN FEATURES	STATUS
Chalfant Streets Rehab (STIP)	Rehabilitation of the local streets in the community of Chalfant.	This project is complete and is being closed out. (\$1.419M)
June Lake Streets Rehab (STIP)	Rehabilitation of the local streets in the community of June Lake.	Concrete and paving work will resume after winter shut down on May 11th and the project will be completed in fall 2015. (\$3.415M)
Convict Lake Road Rehab (11.47% STIP Match & FLAP)	Rehabilitation of 2.75 miles of Convict Lake Road and addition of a 4-foot wide bicycle climbing lane from Highway 395 to the trailhead on the east side of the lake. Replacement of retaining walls.	The CEQA document was adopted in February and \$584,000 construction match funds were approved by the CTC in March. The project is now out for bid and is expected to start in early June and be completed in fall 2015. The total cost of this project is estimated at \$5.688M.
County-wide Preventative Maintenance Program	This project would utilize the updated 2013 Mono County Pavement Management System (PMS) and Best Management Practices (BMPs) to protect roads that were rehabilitated between five and fifteen years ago.	This project (\$1.15M) is programmed for construction in FY 2017/18.
Airport Road Rehab (STIP)	Rehabilitation of roads providing access to the Mammoth/Yosemite Airport including 1.3 miles of Airport Road and 0.3 miles of Hot Creek Hatchery Road. Addition of two four-foot wide bike lanes and a minor re-configuration of the intersection.	This project (\$1.273M) is programmed for construction in FY 2018/19.

OTHER COUNTY PROJECTS	DESIGN FEATURES	STATUS
Rock Creek Road Rehab (Forest Highway Project)	Rehabilitation of 9.2 miles of Rock Creek Road and addition of a 4-foot wide bicycle climbing lane (8 miles in Mono County and 1.2 miles in Inyo County) from Highway 395 to the Hilton Lakes Trailhead.	Construction started on April 6, 2015 after a winter shutdown. It is expected that the project will be completed in Fall of 2015. SCE has indicated that their plans for the proposed utility trench project is on hold. We have requested additional information about their project plan.

POTENTIAL ATP PROJECTS	DESIGN FEATURES	STATUS
Safe Routes to School ATP Project	Proposed Features for Bridgeport: <ul style="list-style-type: none"> • Upgrade/complete sidewalk sections, Curb extensions at US 395 crosswalks, Add pedestrian-activated crossing light system at School Street, Add pedestrian-scale, pedestrian street lights, Wayfinding, Benches Proposed Features for Lee Vining: <ul style="list-style-type: none"> • Removable curb extensions at US 395 crosswalks, Add pedestrian-activated crossing light system and safe harbor at First Street, Add pedestrian street lights, 	The 2015 grant cycle call for projects has been issued, and the guidelines have been approved. Over the last month, staff has attended a significant amount of training on the new application process. This has helped staff understand the methodology of project selection. It appears at this point given the lack of accident and death statistics that the projects that we have reviewed will likely not be competitive.
June Lake Down Canyon Trail Project	June Lake Down Canyon trail, could be segmented into: <ul style="list-style-type: none"> • Gull Lake to June Mountain through campground • Lower part of Yost Lake trail through Double Eagle Resort to campground 	
Safe Routes to School Projects	Proposed Features for Chalfant: <ul style="list-style-type: none"> • Add pedestrian activated crossing light system at Highway 6 Proposed Features for Crowley Lake: <ul style="list-style-type: none"> • Add crosswalks on South Landing Road. 	
Twin Lakes Road Bike Lanes Project	Widen and stripe Twin Lakes Road to include two bike 4-foot bicycle lanes. Estimated at over \$3,000,000	

POTENTIAL ATP PROJECTS	DESIGN FEATURES	STATUS
Owens Gorge Road Bike Lane	Construct new class 1 bike lane connecting Owens Gorge Road to Benton Crossing Road.	

POTENTIAL HSIP PROJECTS	DESIGN FEATURES	STATUS
Traffic Calming, Signage, striping and guardrail Improvements	Locations to be determined	The 2015 grant cycle call for projects has been issued, and the guidelines have been approved. Over the last month, staff has attended some training on the new application process. Based on the Benefit/Cost Ratio requirements, we are not competitive for the HSIP funding process at this point.
Lower Rock Creek Road Guardrail	Install additional guardrail. Estimated at \$100,000	

POTENTIAL FLAP PROJECTS	DESIGN FEATURES	STATUS
Twin Lakes Road		The next call for projects will be January 2017 grant cycle call for projects has been issued, and the guidelines have been approved.
Virginia Lakes Road		
McGee Creek Road		

<u>POTENTIAL TRANSPORTATION PROJECTS</u>	<u>DESIGN FEATURES</u>	<u>STATUS</u>
County-Wide Preventative Maintenance Program - 2016/17	Perform preventative maintenance on roadways based upon Pavement Management System. Stripe and upgrade signage. Estimated Cost \$1,273,000	This is a preliminary list to initiate discussion for the 2016 STIP cycle, and it is completely depending upon funding ability and the priorities of the Board of Supervisors and the LTC.
County-Wide Preventative Maintenance Program - 2020/21	Perform preventative maintenance on roadways based upon Pavement Management System. Stripe and upgrade signage. Estimated at \$1,150,000	
Mono City Streets Rehabilitation Project and Traffic Calming	Rehabilitate 2 miles of roads. Stripe and upgrade signage. Install traffic calming devices. Estimated at \$1,300,200	
Crowley Lake Streets Rehabilitation Project	Rehabilitate 2.4 miles of roads. Stripe and upgrade signage. Estimated at \$1,610,400	
Cunningham Bridge Replacement/Rehabilitation (Primarily Funded by Fed Highway Bridge Program - 11.47% Match)	Replace or rehabilitate an old wood truss bridge. Estimated at \$172,050 (match cost only)	
Eastside Lane Bridge Maintenance	Preserve existing bridge deck. Estimated at \$50,000	
Antelope Valley Streets Rehabilitation Project	Rehabilitate 17.4 miles of roads. Stripe and upgrade signage. Estimated at \$11,477,400	

Mono County Projects

Project Name	Proj. Mgr.	EA	Phase	County	Route	PM	Program	Construction Cost (\$ in millions, escalated)	Comments/Status
Lee Vining Rockfall	Cedrik Zemitis (760) 872-5250	33500	Design	MNO	395	52.1/53.7	SHOPP	\$6.0	Final Environmental Document complete July 2013; Revegetation test plots minor project underway. Construction estimated to begin late April/early May. Contractor proposes to complete the project in one construction season.
Poleline Right Turn Pocket	Brian McElwain (760) 872-4361	34670	Design	MNO	395	58.2	Minor	\$0.5	Construct a right turn pocket on US 395 at the junction with SR 167.
Green Lakes CAPM	Cedrik Zemitis (760) 872-5250	36060	Design	MNO	395	69.8/76.0	SHOPP	\$4.0	Rehabilitate pavement. Construction 2016.
Bridgeport Culverts	Cedrik Zemitis (760) 872-5250	34090	Design	MNO	395	77.0/87.0	SHOPP	\$1.5	Replace or repair 40 (or so) culverts north and south of Bridgeport. Construction in 2016.
Inyo/Mono Bridge Transition Rail	Cedrik Zemitis (760) 872-5250	35690	Design	INY/MNO	var	Various	SHOPP	\$3.7	Upgrade barrier approach rail. Environmental complete Jan 2015, construction 2017.
Crestview Maintenance Truck Shed	Brian McElwain (760) 872-4361	35560	Design	MNO	395	34.1	Minor	\$1.5	Construct a phase one of a new truck shed at the Crestview MS
Lee Vining Truck Shed Remodel	Brian McElwain (760) 872-4361	35240	Design	MNO	395	51.5	Minor	\$0.7	Remodel Truck Shed at the Lee Vining Maintenance Station
South White Mountain Shoulders	Brian McElwain (760) 872-4361	35600	Design	MNO	395	0.8/2.4	Minor	\$1.0	Widen shoulders to 8 feet.
West Walker and Rush Creek Bridge Transition Rail	Brian McElwain (760) 872-4361	35970	Design	MNO	395	46.2 & 96.0	Minor	\$0.5	Upgrade barrier approach rail.
Virginia Lakes Turn Pocket	Brian McElwain (760) 872-4361	36420	Design	MNO	395	63.5	Minor	\$0.5	Widen shoulders and construct a northbound left turn pocket.
Sheep Ranch Shoulders	Cedrik Zemitis (760) 872-5250	35080	Environmental Studies	MNO	395	80.5/84.3	SHOPP	\$4.4	Add 8 foot shoulders and treat 4 rockfall locations. Environmental work completed with construction expected in 2017.
Aspen-Fales Shoulder Widening	Brian McElwain (760) 872-4361	34940	Environmental Studies	MNO	395	88.4/91.6	SHOPP	\$5.9	Widen shoulders to 8 feet, install rumble strip, correct superelevation at one horizontal curve. Potential for realignment to avoid impact at Devils Gate. Construction 2018.
Little Walker Shoulders	Cedrik Zemitis (760) 872-5250	35780	Environmental Studies	MNO	395	93.4/95.7	SHOPP	\$4.5	Widen shoulders from 2 feet to 8 feet, install rumble strip, correct superelevation of two horizontal curves. Construction 2019. Environmental Studies started summer 2014.
Olancha/Cartago Four-Lane	Cedrik Zemitis (760) 872-5250	21340	Environmental Studies	INY	395	29.2/41.8	RIP, IIP	\$92.9 to \$128.4	Last 4-lane project in Inyo County. In June 2007, funded through design (incl. R/W capital); On June 29, 2011, District 9 Director Tom Hallenbeck chose the preferred alternative, a combination of Alternative 3 in the north and Alternative 4 in the south. A revised draft Environmental Document will be circulated in spring 2015 , construction begins in 2018/19. Construction funding programmed in the 2014 STIP.

Mono County Projects

North Sherwin Shoulders	Brian McElwain (760) 872-4361	36070	PID	MNO	395	6.8/9.9	SHOPP	\$13.7	Widen shoulders to 10 feet just South of Toms Place.
Walker CAPM	Brian McElwain (760) 872-4361	36430	PID	MNO	395	106.3/120.5	SHOPP	\$14.3	Cold in-place recycle pavement strategy from Walker to Nevada.
Conway Guardrail	Brian McElwain (760) 872-4361	36470	PID	MNO	395	60.0/69.9	SHOPP	\$2.6	Remove existing guardrail and install Mid-West Guardrail.
Lee Vining ADA	Brian McElwain (760) 872-4361	36550	PID	MNO	395	51.1/51.7	SHOPP	\$1.5	Reconstruct curb ramps, driveway openings, repair damaged and non-compliant sidewalk.
N. Main St Sidewalk & Safety Project	Brian McElwain (760) 872-4361		PID Oversight	MNO	203	4.8/5.3	STIP	\$2.2	Provide pedestrian and non-motorized facilities.
W. Minaret	Brian McElwain (760) 872-4361		PID Oversight	MNO	203	4.6/4.8	STIP	\$0.7	Provide pedestrian and non-motorized facilities.
Crestview Fire Supression System	Brian McElwain (760) 872-4361	36520	Design	MNO	395	34.1	Minor	\$0.3	Provide a water tank for the new Crestview Truck Shed Fire Suppression System. The tank will be a maximum of 30 feet in diameter and a maximum of 24 feet tall. The tank will be painted a dark green color.