

Mono County LTC – Reprogrammed 2016 Regional Transportation Improvement Program

Adopted February 8, 2016

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A. OVERVIEW AND SCHEDULE

Section 1. Cover Letter

Mono County Local Transportation Commission

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commdev@mono.ca.gov

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

February 8, 2016

Executive Director California Transportation Commission
1120 N. Street, MS 52 Sacramento
CA 95814

Re: Mono County LTC Reprogrammed 2016 Regional Transportation Improvement Program
(RTIP)

Dear Will Kempton,

Enclosed for the California Transportation Commission's (CTC) consideration is the adopted Mono County Local Transportation Commission's reprogrammed 2016 Regional Transportation Improvement Program. All projects are consistent with the 2015 Mono County Regional Transportation Plan and CTC State Transportation Improvement Program Guidelines.

The Mono County Local Transportation Commission (MCLTC) continues our commitment to fund State Highway MOU projects. Since MCLTC has an 18-year history of regional transportation projects via our numerous Memoranda of Understanding (MOU) with Kern Council of Governments and Inyo County Local Transportation Commission, we are recommending a regional approach to reduction or reprogramming. We are proposing with Inyo County LTC to do more than our share to keep our MOU projects moving forward in order of priority:

- 1) Keep Freeman Gulch segment 1 construction moving forward with Inyo and Mono funding construction;
- 2) Deprogram Freeman Gulch segment 2;
- 3) Keep the Olancha/Cartago archeology pre-mitigation / design components moving forward to better compete for non STIP funding ; and
- 4) Delay (not deprogram) construction funding of Olancha/Cartago to a future STIP cycle.

We have two new programming requests for this RTIP cycle. Eastern Sierra Transit Authority is requesting two replacement vehicles and Planning, Programming and Monitoring funds to continue project development when allocation opportunities improve.

Once again, we appreciate the assistance and guidance provided by your staff, Laurel Janssen, in the preparation of this 2016 RTIP. Please contact Gerry Le Francois at (760) 924-1810 or glefrancois@mono.ca.gov if you have any questions concerning the projects in this submittal.

Sincerely,



Gerry Le Francois, Principal Planner MCLTC

Section 2. General Information

- **Regional Agency Name**
Mono County Local Transportation Commission
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <http://monocounty.ca.gov/ltc>

RTIP document link:

http://monocounty.ca.gov/sites/default/files/fileattachments/local_transportation_commission_ltc/page/339/mono_ltc_2016_rtip.15.2015_0.pdf

RTP link:

http://monocounty.ca.gov/sites/default/files/fileattachments/local_transportation_commission_ltc/page/339/mono_ltc_reprogrammed_2016_rtip_02.08.2016.pdf

- **Executive Director or Chief Executive Officer Contact Information**

Name Scott Burns
Title Co-Executive Director
Email sburns@mono.ca.gov
Telephone 760.924.1803

- **RTIP Staff Contact Information**

| | | | |
|------------|--|-------|-------------------|
| Name | Gerry Le Francois | Title | Principal Planner |
| Address | P.O. Box 347 | | |
| City/State | Mammoth Lakes, CA | | |
| Zip Code | 93546 | | |
| Email | glefrancois@mono.ca.gov | | |
| Telephone | 760.924.1810 | Fax | 760.924.1801 |

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state

and local sources. The Mono County LTC (MCLTC) adopted the RTP on December 14, 2015 and will scheduled updates every 4 years.

The RTP has been developed through an extensive public participation process utilizing the Regional Planning Advisory Committees, (RPACs), June Lake Citizens Advisory Committee (CAC), Town of Mammoth Lakes, Eastern Sierra Transit Authority (ESTA), and planning / town hall meetings with other communities throughout Mono County. Finally, the RTP is also the Circulation Element of the Mono County General Plan under Government Code 65302(b).

Regional Agency’s Historical and Current Approach to developing the RTIP

We are a recreational area and our local economy is driven in large part by visitation from outside the region. First, the MCLTC has developed this RTIP on an interregional level to increase the safety of our visitors, and to allow for efficient movement of goods and services across all modes of travel. This is accomplished via our continued support and funding of MOU projects with Inyo County LTC, Kern COG, SANBAG, District 9, and the State on the 395 and 14 corridors.

Secondly at the intraregional, this RTIP was developed with a fix it first approach for our local streets and roads, and continues to increase opportunities for bike, pedestrian, and transit services for visitors and area residents.

Section 4. Summary of Prior RTIP Projects

Summary of improvement projects since last RTIP adoption (required per Section 68 of the STIP Guidelines).

| Project Name and Location | Description | Summary of Improvements/Benefits |
|---|---|---|
| Convict Lake Road (ppno 2604) local roadway in southern Mono County | Match for the Federal Lands Access Program – Rehabilitate 2.75 miles of roadway from US 395 to roadway terminus | Project will rehabilitate 2.75 miles of existing asphalt pavement roads, add a bicycle climbing lane, and replace existing signage and snow poles |
| Chalfant Streets rehabilitation (ppno 2563) local streets in southern Mono County | Pulverize, recompact, and pave streets within a residential community | Replaces badly deteriorated roadway with improved driving surface |
| June Lake Streets rehabilitation (ppno 2561) local streets in central Mono County | Reconstruct, pulverize, and recompact existing pavement within residential community | Replaces badly deteriorated roadway with improved driving surface |
| Meridian Blvd Reconstruction (ppno 2505) in the Town of Mammoth Lakes | Reconstruct roadway, curb, gutter, sidewalks, bicycle lanes, bus turnouts, and storm drainage improvements | This project rehabilitated Meridian Blvd, and expanded pedestrian, bicycle, and transit facilities in addition to increasing |

| | | |
|---|---|---|
| | | vehicle safety |
| Transit vehicle replacement (ppno 2566 & 2605) countywide | Replacement of Transit vehicles for Eastern Sierra Transit Authority (ESTA) | New transit vehicles provide a safer and more reliable service for transit passengers in the region |

Section 5. RTIP Outreach and Participation

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

A. RTIP Development and Revised Schedule

| Action | Date |
|-------------------------------------|-------------------|
| Regional Agency submits 2016 RTIP | February 26, 2016 |
| Caltrans submits draft ITIP | February 26, 2016 |
| CTC STIP Hearing, South | March 17, 2016 |
| CTC publishes staff recommendations | April 22, 2016 |
| CTC Adopts 2016 STIP | May 18-19, 2016 |

B. Public Participation/Project Selection Process

Provide narrative on your agency's public participation process and project selection process for your RTIP in the text field below.

The RTP has been developed through an extensive public participation process utilizing the Regional Planning Advisory Committees, (RPACs), June Lake Citizens Advisory Committee (CAC), Town of Mammoth Lakes, Eastern Sierra Transit Authority (ESTA), and planning / town hall meetings with other communities throughout Mono County. The Mono County RTP is also the Circulation Element of the Mono County General Plan under Government Code 65302(b).

C. Consultation with Caltrans District

Caltrans District: 9

Caltrans District 9 submitted their priority projects for the 2016 RTIP to MCLTC on September 11, 2015 (attached to this submittal). In addition, the Eastern Sierra Transportation Planning Partnership (ESTPP) met in March, July, and August of this year to continue coordination of the regional MOU projects on the 395/14 corridors. Participation of ECTPP usually includes Caltrans District 9, 8, and 6. The staff at District 9 continues to be instrumental in keeping these MOU projects moving forward. As a result of the \$750 million short fall in STIP funding, Mono County LTC, Inyo County LTC, Kern COG, and District 9 worked very hard in trying to maintain momentum for at least one MOU project, Freeman Gulch segment 1. In addition, we are deprogramming Freeman Gulch segment 2, and moving forward with mitigation and design components on Olancha/Cartago. Our commission recognizes that future IIP and Kern COG RIP shares may be in jeopardy going forward on existing MOU projects, but at the very least, we can attempt to complete one more project on the 14/395 corridor.

B. 2016 STIP Regional Funding Request

Section 6. 2016 STIP Regional Share and Request for Programming

A. 2016 Regional Fund Share Per 2016 STIP Fund Estimate

There are no programming targets in the 2016 STIP due to negative funding capacity. We are proposing to cut more than our target of \$4.017 million in order to keep Freeman Gulch segment 1 moving forward.

B. Summary of New Requested Programming – Summary information

| Project Name and Location | Project Description | Requested RIP Amount |
|---|--|--|
| Freeman Gulch segment 1 | SR 14 four lane construction | \$3.542 million additional for lack of IIP and Kern RIP shares |
| Olancha/Cartago | 395 four lane construction | -\$8.040 million moved to Freeman Gulch 1 |
| Freeman Gulch segment 2 | SR 14 four lane | -\$2.283 million deprogrammed |
| Planning, Programming and Monitoring | Future project development | \$135k in fy 16-17, 17-18 and 18-19 |
| Replacement buses for Eastern Sierra Transit Authority (ESTA) | New vehicles for our regional transit provider | \$305k in fy 18-19 and \$315k in fy 19-20 |
| | | |
| | | |
| | | |

Section 7. Overview of other funding included with delivery of Regional Improvement Program (RIP) projects.

Provide narrative on other funding included with the delivery of projects included in your RTIP.

Click here to enter text.

| Proposed New 2016 RTIP | Total RTIP | Other Funding | | | | | Total Project Cost |
|--|------------|---------------|------------|---------------|---------------|---------------|--------------------|
| | | ITIP | RSTP/ CMAQ | Fund Source 1 | Fund Source 2 | Fund Source 3 | |
| Planning, Programming and Monitoring | 405 | | | | | | 405,000 |
| Replacement buses for Eastern Sierra Transit Authority (ESTA) | 620 | | | | | | 620,000 |
| | | | | | | | - |
| Deletion of projects and reprogramming information is found on pages 18, 18A, and 18B. | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| New Programming Totals | - | - | - | - | - | - | \$1,025,000 |

Notes: See attached 2016 RTIP sheets on page 18, 18A & 18B.

Section 8. Interregional Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

See attached 2016 RTIP sheet on pages 18, 18A and 18B.

Section 9. Projects Planned Within the Corridor

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.

The ITIP funding requests and deprogramming are shown on pages 18, 18A and 18B.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 19A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools are available, the performance measures listed in Table B1 below may be reported.

Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO may request data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO may use the Performance Monitoring Indicators identified in the Rural Counties Task Force’s Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region’s RTP or Caltrans ITSP that covers the 5-year STIP period.

In addition, each region with an adopted sustainable communities strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

Resource-Efficient Transportation System/Greenhouse Gas Reduction – Mono County RTP

Mono County had developed a Resource Efficiency Plan (REP) in order to identify the most effective and appropriate greenhouse gas (GHG) emissions reduction strategies. The plan includes: 1) a baseline GHG emissions inventory; 2) a GHG emissions forecast and reduction target; 3) policies and programs to achieve the adopted target; and 4) a monitoring program. The REP is incorporated by reference into the RTP; policies and objectives included in the Plan have been included in the policy section of the 2015 RTP.

For example, the programming of two additional buses for ESTA fits nicely with Resource-Efficiency Goal 4 and the following Policy and Objectives:

GOAL 4. IMPROVE CONNECTIVITY AND EFFICIENCY OF RESIDENT AND EMPLOYEE TRANSPORTATION WITHIN THE COUNTY.

Policy 4.A. Provide for viable alternatives to travel in single-occupancy vehicles.

Objective 4.A.1. Work with major employers to offer voluntary incentives and services that increase the use of alternative forms of transportation, particularly transit serving visitors and visitor-serving employees.

Time frame: Within the 10-year short-term time frame of this plan.

Objective 4.A.2. Provide bicycle access to transit services along transit corridors and other routes that may attract bicyclists, such as routes providing access to visitor-serving locations.

Time frame: Within the 10-year short-term time frame of this plan.

Additional information can be provided if so desired.

Use the following table B1 to indicate quantitatively the overall regional level performance of your Regional Transportation Plan (RTP). For regions outside a MPO, a second table B1(a) may be used in addition or as a replacement to B1. Table B1(a) is included on the next page.

| Table B1 | | | |
|--|--|--|--|
| Evaluation – Regional Level Performance Indicators and Measures | | | |
| Goal | Indicator/Measure | Current System Performance (Baseline) | Projected System Performance (indicate timeframe) |
| Congestion Reduction | Vehicle Miles Traveled (VMT) per capita. | NA | NA |
| | Percent of congested VMT (at or below 35 mph) | NA | NA |
| | Commute mode share (travel to work or school) | NA | NA |
| Infrastructure Condition | Percent of distressed state highway lane-miles | In process | 1 year |
| | Pavement Condition Index (local streets and roads) | In process | 1 year |
| | Percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below) | In process | 1 year |
| | Percent of transit assets that have surpassed the FTA useful life period | NA | NA |
| System Reliability | Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival) | NA | NA |
| Safety | Fatalities and serious injuries per capita | NA | NA |
| | Fatalities and serious injuries per VMT | NA | NA |
| Economic Vitality | Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service | NA | NA |
| | Mean commute travel time (to work or school) | NA | NA |
| Environmental Sustainability | Change in acres of agricultural land | NA | NA |
| | CO ₂ emissions reduction per capita | NA | NA |

| Table B1(a) Evaluation | | | |
|--|---|--|--|
| Rural Specific Regional Level Performance Indicators and Measures | | | |
| Goal | Indicator/Measure | Current System Performance (Baseline) | Projected System Performance (indicate timeframe) |
| Congestion Reduction | Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist | NA | NA |
| | Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010) | NA | NA |
| | Commute mode share (travel to work or school) | NA | NA |
| Transit | Total operating cost per revenue mile | In process | 1 year |
| Infrastructure Condition | Distressed lane-miles, total and percent, by jurisdiction | In process | 1 year |
| | Pavement Condition Index (local streets and roads) | In process | 1 year |
| Economic Vitality | Total accident cost per capita and VMT | NA | NA |
| Environmental Sustainability | Land Use Efficiency (total developed land in acres per population) | NA | NA |

If Part A tables B1 and/or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP is assessed and measured.

| |
|---|
| Performance Measures in 2015 Mono County RTP |
|---|

The following performance measures have been identified for the Mono County RTP.

1 Desired Outcome: COST EFFECTIVENESS

Performance Measure: Transit Farebox Recovery Ratio.
Objective: Maintain farebox recovery ratios at or above 10%.
Measurement Data: Monthly farebox recovery ratios for Eastern Sierra Transit Authority.
Performance Indicator: Monthly reports provided by Eastern Sierra Transit Authority.

2 Desired Outcome: CUSTOMER SATISFACTION/CONSENSUS

Performance Measure: Public Participation in Transportation Planning.
Objective: Maintain high levels of public participation in transportation planning process for state and local projects.
Measurement Data: Transportation planning/projects are reviewed by public prior to adoption.
Performance Indicator: Consensus occurs on majority of transportation planning/projects.

3 Desired Outcome: ENVIRONMENTAL QUALITY

Performance Measure: Air Quality/Air Emissions.

Objective: Reduce auto emissions in Mammoth Lakes in accordance with the Mammoth Lakes Air Quality Plan and Particulate Emissions Regulations.

Measurement Data: Existing air quality data from GBUAPCD.

Performance Indicator: Air quality data from GBUAPCD.

4 Desired Outcome: ENVIRONMENTAL QUALITY

Performance Measure: Environmental Protection and Enhancement.

Objective: Fully analyze environmental impacts, short-term and long-term, of transportation decisions. Avoid or mitigate impacts and implement environmental enhancements where possible.

Measurement Data: Environmental standards in local planning documents.

Performance Indicator: Environmental documentation required to meet state and federal standards is adopted by local planning entities.

5 Desired Outcome: MOBILITY ON AVIATION SYSTEM

Performance Measure: Airport Usage Data.

Objective: Expand accessibility to the airports in the county and increase usage at those airports.

Measurement Data: Airport usage data provided by FAA, Mono County Public Works Department, and Town of Mammoth Lakes Public Works Department.

Performance Indicator: Evaluation of the change in airport usage at time of the next RTP update.

6 Desired Outcome: MOBILITY ON TRANSIT SYSTEMS

Performance Measure: Ridership.

Objective: Expand ridership on all transit systems (interregional, regional, community, Dial-A-Ride).

Measurement Data: Ridership data provided by transit providers (Eastern Sierra Transit Authority, Yosemite Area Regional Transit system).

Performance Indicator: Evaluation of the change in ridership at time of the next RTP update.

7 Desired Outcome: MOBILITY/ACCESSIBILITY ON NON-MOTORIZED FACILITIES

Performance Measure: Mileage of non-motorized facilities and linkages provided between different segments of non-motorized facilities.

Objective: By 2025, the mileage of non-motorized facilities in the county should increase by 10%. Linkages should be developed between non-motorized facilities both within communities and between communities.

Measurement Data: Inventory of non-motorized facilities and linkages.

Performance Indicator: Updated mileage data for non-motorized facilities and linkages between those facilities.

8 Desired Outcome: MAINTAIN EXISTING INFRASTRUCTURE – BRIDGES AND ROADWAYS IN GOOD CONDITION

Performance Measure: Mileage of existing roadways and bridges in good condition under PMS/AMS – Pavement Condition Index

Objective: Roadways that fall below a PASER 5 should be scheduled for Preventative Maintenance System programming .

Measurement Data: Maintain roadways to not less than a PCI rating of five or greater

Performance Indicator: Update all pavement conditions via PMS/AMS every two years.

**9 Desired Outcome: LIVABILITY OF LOCAL COMMUNITIES
ECONOMIC WELL-BEING OF LOCAL COMMUNITIES**

Performance Measure: Livable community design standards/projects for roads that serve as Main Street in communities.

Objective: Integrate livable community design standards into the transportation planning process and implement livable community design projects.

Measurement Data: Apply for funding to improve livability of communities through the Active Transportation Program and/or other funding sources.

Performance Indicator: Evaluation of number of livable community projects implemented by next update of the RTP.

10 Desired Outcome: SUSTAINABILITY OF LOCAL TRANSPORTATION SYSTEM AND COMMUNITIES

Performance Measure: Resource-efficient design standards/projects for transportation system projects.

Objective: Integrate resource-efficient design standards into the transportation planning process and implement resource-efficient projects.

Measurement Data: Greenhouse gas (ghg) emissions, including indicators such as fuel consumption and vehicle miles traveled.

Performance Indicator: Evaluation of reduction in ghg emissions and/or related indicators compared to the 2010 baseline.

11 Desired Outcome: REDUCE COLLISIONS BETWEEN VEHICLES AND WILDLIFE

Performance Measure: Reduce reported vehicle/wildlife collisions.

Objective: Continue to research methods for reducing Deer-Vehicle Collisions (DVC).

Measurement Data: Apply for funding to implement a demonstration project, and/or incorporate reduction methods into future transportation construction projects.

Performance Indicator: Evaluate number of potential projects during 2019 RTP update process.

12 Desired Outcome: EXTEND MOUNTAIN PASS OPENING / OPERATING PERIODS

Performance Measure: Increase the number of days mountain passes are open to the public for recreation and/or trans-sierra travel.

Objective: Continue to review and catalog the number of calendar days mountain passes and seasonal roads are open to the public, and collaborate with the National Park Service and Caltrans on operating procedures.

Measurement Data: Number of days seasonal roads are open, snowfall data, number of temporary road closures due to winter storms.

Performance Indicator: The number of days seasonal roads are open should show an inverse relationship to snowfall (e.g., with less snowfall, roads should be open longer). Temporary road closures and snowfall should track together (e.g. less snowfall should coincide with fewer temporary closures). Over time, performance improvements would be indicated by an increase in the number of days seasonal roads are open and/or fewer temporary closures for years with similar snowfall amounts.

Section 11. Regional and Statewide Benefits of RTIP

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

The qualitative evaluation of how the 2016 RTIP is attaining goals and objectives in the 2015 Regional Transportation Plan is below. This only examines new projects by local agencies, and the attainment of established goals, policies, performance measures, and system performance data (if available) contained in the Regional Transportation Plan.

Qualitative Evaluation of 2016 RTIP

| Agency | Project - PPNO | Goal, Policy, Objective in 2015 RTP | Current System Performance (Baseline) = Adopted Performance Measures | Projected Impact of Project |
|----------|---|---|--|-------------------------------------|
| Mono LTC | Replacement Vehicles for Eastern Sierra Transit Authority (ESTA) (2606) | Policy – 4.E, Objectives 4.E.1, 4.E.2, 7.A.2, 8.A.3, 8.A.4, and 8.B.4 | PM1, PM3, PM6, PM10 | Improvement in: PM1, PM3, PM6, PM10 |

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP

Per Section 19B and Appendices B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

| Table B2 Evaluation Cost-Effectiveness Indicators and Measures | | | |
|---|--|--|---|
| Goal | Indicator/Measure | Current Level of Performance (Baseline) | Projected Performance Improvement (indicate timeframe) |
| Congestion Reduction | Reduce Vehicle Miles Traveled | PM1, 6, & 10 | Over useful life of new transit vehicle |
| | Reduce Percent of congested VMT (at or below 35 mph) | NA | NA |
| | Change in commute mode share (travel to work or school) | NA | NA |
| Infrastructure Condition | Reduce percent of distressed state highway lane-miles | In process | 1 year |
| | Improve Pavement Condition Index (local streets and roads) | In process | 1 year |
| | Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below) | In process | 1 year |
| | Reduce percent of transit assets that have surpassed the FTA useful life period | In process | 1 year |
| System Reliability | Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival). | NA | NA |
| Safety | Reduce fatalities and serious injuries per capita | NA | NA |
| | Reduce fatalities and serious injuries per VMT | NA | NA |
| Economic Vitality | Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service | NA | NA |
| | Reduce mean commute travel time (to work or school) | NA | NA |
| Environmental Sustainability | Change in acres of agricultural land | NA | NA |
| | CO ₂ emissions reduction per capita | NA | NA |

Section 13. Project Specific Evaluation

Each RTIP shall include a project specific evaluation for each project proposed that addresses the changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used).

The STIP Guidelines state that this evaluation should be included in the PPRs (Section 15).

Detailed Project Information

Section 14. Overview of projects programmed with RIP funding

Provide summary of projects programmed with RIP funding including maps in the text field below as required per Section 19 of the STIP Guidelines.

The new programming request in the 2016 RTIP are PPM funding of \$405,000 and four transit replacement vehicles in the amount of \$620,000. See PPR requests that are attached.

E. Appendices

Section 15. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section.



09-2566 esta.xlsx



09-2003 PPM.xlsx

Section 16 – 2016 RTIP (new programming requests in red)



Mono 2016
Reprogrammed RTIP.



2016
IIP_InyoMonoKernCC

Section 17 – Adopting RTIP Resolution 16-02

**RESOLUTION R16-02
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
ADOPTING THE REVISED 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(RTIP)**

WHEREAS, the Mono County Regional Transportation Improvement Program is a multi-modal listing of capital improvement projects for which the Mono County Local Transportation Commission has programmed as priority projects for our region; and

WHEREAS, prior projects have been developed in accordance with the guidelines established by the California Transportation Commission, a revised CTC negative fund estimate of approximately \$750 million, the Regional Transportation Plan; and input of Mono County, the Town of Mammoth Lakes, Caltrans District 9, Inyo County LTC, and Kern Council of Governments; and

WHEREAS, reprogramming efforts take into account our 18-year history of MOU projects on the State Route 14/US 395 corridor with Inyo County LTC and Kern COG, and our desire to keep some of these MOU projects moving forward by regionally reprogramming and deleting more funding than requested by the CTC; and

WHEREAS, the projects identified in the 2016 Regional Transportation Improvement Program are consistent with the 2015 Regional Transportation Plan and 2016 STIP guidelines and revised fund estimate.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission hereby adopts the 2016 Regional Transportation Improvement Program.

PASSED AND ADOPTED this 8th day of February 2016, by the following vote:

Ayes: Tim Fesko, Sandy Hogan, Shields Richardson, Fred Stump, John Wentworth

Noes:

Abstain:

Absent: Larry Johnson



Shields Richardson, Chair
Mono County Local Transportation Commission

Approved as to form:



Stacey Simon, Acting County Counsel

ATTEST:


CD Ritter, Secretary

Section 18. Documentation of Coordination with Caltrans District



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priorities 09.11.2015.