

**Mono County Local Transportation Commission
2018 Regional Transportation Improvement
Program**

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REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - 2018
Mono County Local Transportation Commission

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A. OVERVIEW AND SCHEDULE

Section 1. Executive Summary

This RTIP has been developed in partnership with the Interregional Transportation Improvement Program (ITIP), District 9, Eastern Sierra Transit (ESTA), Inyo County and Town / County staff to continue the backlog of local projects and continue to move forward with our regional MOU projects.

2018 RTIP PROJECT PRIORITIES

Staff used input from the Commission, District 9, and Town / County agencies in developing the 2018 RTIP. The Commissions' 2018 core priorities:

- 1) Continue to move forward with our MOU commitments on the 395/14 corridor,
- 2) Fund Olancha Cartago through construction beyond our 10 percent MOU requirements,
- 3) Fund Freeman Gulch segment 2 through design,
- 4) Provide funds for local County and future Town of Mammoth Lakes projects before the next funding period (2020 RTIP),
- 5) Fund a bus replacement program for Eastern Sierra Transit, and
- 6) Do not program negative share balances.

Section 2. General Information

Regional Agency Name

Mono County Local Transportation Commission

Agency website links for

- **Regional Transportation Improvement Program (RTIP)**

<https://www.monocounty.ca.gov/ltc/page/resources>

- **Regional Transportation Plan (RTP)**

<https://www.monocounty.ca.gov/ltc/page/regional-transportation-plan>

Regional Agency Website Link:

<https://www.monocounty.ca.gov/ltc>

Regional Agency Contact Information

- **Executive Director**
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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. Updated every 4 years, the RTP is developed through an extensive public participation process in our region and reflects the unique mobility, sustainability, and air quality needs of Mono County, Town of Mammoth Lakes, Eastern Sierra Transit Authority, and our regional MOU partners.

B. Regional Agency's Historical and Current Approach to developing the RTIP

The Mono County Local Transportation Commission (Mono County LTC) has historically placed

an emphasis on completing four-lane projects on the SR 14 / US 395 through our region to increase safety and drivability between Southern California population centers and the Eastern Sierra. Since 1998, the Mono County LTC has entered into various MOU partnerships with Inyo County Local Transportation Commission, Kern Council of Governments, and San Bernardino Associated Governments to leverage Interregional Transportation Improvement Program funds. The Mono County LTC has partnered with Caltrans District 9 to accomplish this goal.

In addition, SB 1 funds now provide options for completing local projects. The County adopted a five-year Road Capital Improvement Program for SB 1 projects, and this program has been amended into the Regional Transportation Plan (RTP).

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

Provide narrative on projects completed or nearing completion between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 68 of the STIP Guidelines.

Projects completed or nearing completion since the 2016 RTIP are two pedestrian and safety projects:

- Lower Main Street, SR 203, Sidewalk Project (2642), and
- Rt 203 (W. Minaret Rd) Sidewalk & Safety project (2601).

Insert project information for completed projects in table below.

Project Name and Location	Description	Summary of Improvements / Benefits
Lower Main Street, SR 203, Sidewalk Project (2642)	Pedestrian and safety improvements along SR 203	Safety, Multi Modal, Complete Streets; ADA Compliance
Rt 203 (W. Minaret Rd) Sidewalk & Safety project	Construct Class II bicycle lanes	Safety, Multi Modal, ADA Compliance

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 Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2017
Caltrans identifies State Highway Needs	September 15, 2017
Caltrans submits draft ITIP	October 13, 2017
CTC ITIP Hearing, North	October 19, 2017
CTC ITIP Hearing, South	October 24, 2017
Mono County RTIP Hearing	December 11, 2017
Regions submit RTIP to CTC	December 15, 2017
Caltrans submits ITIP to CTC	December 15, 2017
CTC STIP Hearing Date – South Hearing	January 25, 2018
CTC STIP Hearing Date – North Hearing	February 1, 2018
CTC publishes staff recommendations	February 28, 2018
CTC Adopts 2016 STIP	March 21-22, 2018

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 Mono County LTC approved priorities for the development of its 2018 RTIP at a public workshops on September 11, and October 23, 2017 based on the STIP Guidelines.

These priorities are:

- 1) Continue to move forward with our MOU commitments on the 395/14 corridor,
- 2) Fund Olancha Cartago through construction beyond our 10 percent MOU requirements,
- 3) Fund Freeman Gulch segment 2 through design,
- 4) Provide funds for local County and future Town of Mammoth Lakes projects before the next funding period (2020 RTIP),
- 5) Fund a bus replacement program for Eastern Sierra Transit, and
- 6) Do not program negative share balances.

The Town of Mammoth Lakes and the County of Mono each chose to submit a project or future project based on input received at a public hearing. At a public hearing on December 11, 2017, the Mono County LTC approved the submittal of the 2018 RTIP.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 9.

Mono County LTC works very closely with District 9 staff on the programming of RTIP projects. Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 17 of the STIP Guidelines.

Mono County LTC staff received a letter detailing Caltrans District 9's needs on the State Highway. LTC staff also discussed the upcoming STIP cycle at two meetings with the Eastern California Transportation Planning Partnership. This group includes staff from Mono County LTC, Kern Council of Governmental, San Bernardino Association of Governments, Caltrans District 6 and Caltrans District 9. In the 2016 STIP, the Mono County LTC funded construction of the SR 14 Freeman Gulch project in Kern County. This project was funded entirely by Mono and Inyo Counties. Caltrans District 9 and Caltrans programming have expressed their intent to make their MOU contribution whole through the programming of the US 395 Olancha-Cartago four lane project. That is, the programming of the MOU shares for the US 395 Olancha-Cartago project has been changed to take into account the programming of the SR 14 Freeman Gulch Segment 1 project. The State will contribute in excess of its usual MOU share on US 395 Olancha-Cartago to take into account the SR 14 Freeman Gulch Segment 1 project.

B. 2018 STIP Regional Funding Request

Section 6. 2018 STIP Regional Share and Request for Programming

A. 2018 Regional Fund Share Per 2018 STIP Fund Estimate

The Mono County LTC target share for the 2018 STIP FE is \$19.562 million.

B. Summary of Requested Programming – Insert information in table below

Project Name and Location	Project Description	Requested RIP Amount (1,000s)
Caltrans - US 395 Olancha-Cartago Expressway	Construct four-lane expressway on new alignment from south of the Los Angeles Aqueduct Bridge to south of the Ash Creek Bridge	PA & ED - \$937 PS & E - increase \$218 ROW – increase \$1128 ROW Sup – increase \$47 Const - \$9560 Const Sup - \$985
Caltrans – Freeman Gulch segment 2	Construct four-lane expressway in Kern County. This is an MOU project with funding split 40% Kern COG, 40% ITIP, 10% Mono County LTC, and 10% ICLTC.	PS&E - \$620

Mono County LTC Planning, Programming, & Monitoring	Plan, Program, & Monitor transportation projects	\$135 in 18/19, \$135 in 20/21,
Mono County – Airport Road	The project will rehabilitate approximately 1.6 miles of existing asphalt pavement roads, add bike lanes, evaluate and revise intersection geometry so traffic to the airport is the through movement, and replace existing signs and snow poles	Increase of \$293 for PS&E and Const
Mono County – Preventative Maintenance Project a) Eastside Land Overlay	The project will rehabilitate approximately 2.25 miles of existing asphalt pavement roads, including converting the existing dirt shoulders to paved bike lanes, and replace existing signs and snow poles and an additional 1.4 miles of Bike Route will be signed and marked.	PA & ED - \$50 PS & E - \$100 ROW \$0 Const - \$1,150
Mono County – Preventative b) Long Valley Streets Rehab	The project will rehabilitate approximately 7.0 miles of existing asphalt pavement roads, and replace existing signs and snow poles.	PA & ED - \$100 PS & E - \$200 ROW \$0 Const - \$2,250
Total		\$16758
Target Share		\$19562
Proposed Share Balance		\$2804

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

The US 395 Olancho-Cartago 4-lane expressway project combines funds from the Mono County LTC, Mono County LTC, & Kern COG to leverage ITIP funds. The entities have entered into a Memorandum of Understanding to fund mutually beneficial projects on the State Highway. The usual fund split is the home agency pays 40%, the other two agencies each contribute 10%, and the State contributes the remaining 40% using IIP funds. Mono County LTC and Inyo County LTC contributed 100% to the CON component of the SR 14 Freeman Gulch Widening Segment 1 project in the 2016 STIP. ITIP funds that were part of that project are being returned to the Mono County LTC in the programming of the construction component of the US 395 Olancho-Cartago four lane project. The Mono County LTC will work with Kern COG in the future to make MOU contributions whole over the course of the current three County MOU as a part of the programming for SR 14 Freeman Gulch Segment 2 or 3.

Mono County LTC will also contribute to the Freeman Gulch Segment 2 project design component. The Mono County LTC is committed to funding its share of MOU projects set forth in the three-county MOU with Kern and Inyo.

Section 8. Interregional Improvement Program (ITIP) Funding – OPTIONAL

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.

If requesting ITIP funding, provide narrative on your request in the text field below.

The Mono County LTC has participated in MOUs on the State Highway System with Kern Council of Governments, the Mono County Local Transportation Commission, and San Bernardino Associated Governments. The partners agree to move forward with additional funding on the State Highway for MOU projects when new funding is available. Although the MOU partnerships are not able to bring new programming forth in this cycle, the Mono County LTC is committed to the completion of MOU projects currently programmed (US 395 Olancho-Cartago and SR 14 Freeman Gulch Segments 1 & 2) and MOU projects that require future funding (SR 14 Freeman Gulch Segments 2 & 3, and a future project in Mono County on US 395 or SR 120).

Section 9. Projects Planned Within the Corridor (Required per Section 20)

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.

See the ITIP discussion in Section 8 above. The Mono County LTC intends to move forward on funding 1) SR 14 Freeman Gulch Segments 2 & 3, and 2) a yet to be named project in Mono County on US 395.

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 area available, the performance measures listed in Table B1 below may be reported.

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. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

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 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.

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
	Number of highway bridge 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	NA	NA
	Percent of congested Vehicle Miles Traveled (at or below 35 mph)	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

Measurement Data: and implement livable community design projects.
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 amount

Introduction:

In order to demonstrate maximum benefit of the programming requested in this 2018 RTIP, the Mono County Local Transportation Commission has evaluated the projects included in this 2018 RTIP, with the purpose of demonstrating how effective the RTIP is in achieving the goals, objectives, and standards that have been established in the Mono County Regional Transportation Plan (RTP). In addition, the State Transportation Improvement Program (STIP) Guidelines also require that projects included in this RTIP against measures of performance and cost effectiveness. For purposes of measuring performance and cost-effectiveness, the STIP Guidelines provide specific criteria with which to evaluate the RTIP.

System wide Performance Assessment:

In order to assist regions with measures of performance, the California Transportation Commission 2018 STIP Guidelines included a list of eight standardized performance indicators along with relevant performance measures. As required, the Mono County LTC has performed a qualitative analysis of its RTIP against each of these performance indicators and performance measures on a system wide basis. For any given indicator or measure, specific supporting projects have also been noted. The results of this qualitative analysis have been presented in Table 1, System wide Performance Assessment, which is attached to this report.

Specific Project Assessment:

In addition to the system wide assessment, a qualitative evaluation has also been performed for each project included in the 2018 RTIP. This evaluation is essentially the same as for the prior RTIPs when each project was initially programmed. Each project was evaluated for consistency with the standardized performance indicators and the appropriate criteria from Section 19 of the STIP Guidelines, as well as specific performance measures that have been identified in the Mono County RTP. Each project was also evaluated for consistency with the Mono County RTP and the specific goals and objectives supported by the project have been identified. This evaluation is presented in Table 2, Specific Project Evaluations, which is also attached to this report.

Conclusion: Based on the qualitative evaluations of the projects in the RTIP against the performance indicators provided by the Commission and the goals and objectives identified in the Mono County RTP, the 2018 RTIP is consistent with and effective in achieving the goals and objectives of the Mono County RTP.

C. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19 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.

Project	Performance Indicator	Section 19 Criterion	RTP Performance Measures (PM)	Goals/Objectives of RTP
Olanca / Cartago Four-Lane Expressway	Safety	Reduced vehicle travel time / delay	3,4,8,9,10	various
	Mobility	Reduced accidents/fatalities	3,4,8,9,10	various
	Reliability	Reduced vehicle / system operating costs	3,4,8,9,10	various
	Productivity	Increased access to markets/commerce	3,4,8,9,10	various
	System Preservation	Increased passenger, freight, and goods miles	3,4,8,9,10	various
Freeman Gulch Segment 2 Expressway	Safety Mobility Reliability Productivity System Preservation	Reduced vehicle travel time / delay Reduced accidents/fatalities Reduced vehicle / system operating costs Increased access to markets/commerce Increased passenger, freight, and goods miles	3,4,8,9,10	various
Airport Road	Safety System Preservation	Reduce vehicle / system operating costs	3,4,8,9,10	various
Eastside Lane	Safety	Reduced vehicle / system operating costs	3,4,8,9,10	various
	System Preservation			various
				various
Long Valley Streets	Safety System Preservation	Reduced accidents	3,4,8,9,10	various

Performance Indicator	Performance Measure	Projected Impact	Supporting Projects
Safety	Fatalities/VMT	Significant Reduction	Olancha/Cartago Four Lane Freeman Gulch Segment 2
	Fatal Collisions/VMT	Significant Reduction	Olancha/Cartago Four Lane Freeman Gulch Segment 2
	Injury Collision/VMT	Significant Reduction	Olancha/Cartago Four Lane Freeman Gulch Segment 2 Airport Road - minor Eastside Lane - minor Long Valley Streets - minor
	Fatalities / Passenger Mile	N/A	
Mobility	Passenger Hours of Delay	Moderate Reduction	Olancha/Cartago Four Lane Freeman Gulch Segment 2
	Ave. Peak Period Travel Time	Moderate Reduction	Olancha/Cartago Four Lane Freeman Gulch Segment 2
	Ave. Non-Peak Period Travel Time	Slight Reduction	Olancha/Cartago Four Lane Freeman Gulch Segment 2
Accessibility	% Population within 1/4 mile	N/A	
Reliability	Travel Time Variability	Moderate Reduction	Olancha/Cartago Four Lane Freeman Gulch Segment 2
	% Vehicles Arriving <5 min. late	N/A	
Productivity	Ave. Peak Period Vehicle Trips	Moderate Increase	Olancha/Cartago Four Lane Freeman Gulch Segment 2
	Ave. Daily Vehicle Trips	Slight Increase	Olancha/Cartago Four Lane Freeman Gulch Segment 2
	Ave. Peak Period Vehicle Trips x Occupancy	Moderate Increase	Olancha/Cartago Four Lane Freeman Gulch Segment 2
	Ave. Daily Vehicle Trips x Occupancy	Slight Increase	Olancha/Cartago Four Lane Freeman Gulch Segment 2
	% Ave. Daily Trips - Trucks	Slight Increase	Olancha/Cartago Four Lane Freeman Gulch Segment 2
	Ave. Daily Trips - Trucks	Moderate Increase	Olancha/Cartago Four Lane Freeman Gulch Segment 2
	Passengers / Vehicle Revenue Hour	N/A	
	Passengers / Vehicle Revenue Mile	N/A	
	Passenger Mile / Train Mile	N/A	
System Preservation	Total Distressed Lane Miles	Significant Reduction	Olancha/Cartago Four Lane Freeman Gulch Segment 2 Airport Road Eastside Lane Long Valley Streets
	% of Distressed Lane Miles	Moderate Reduction	Olancha/Cartago Four Lane Freeman Gulch Segment 2 Airport Road

			Eastside Lane Long Valley Streets
Performance Indicator	Performance Measure	Projected Impact	Supporting Projects
Return on Investment	% ROR	Improvement	Airport Road Eastside Lane Long Valley Streets
% of Roadway IRI	N/A	% of Roadway IRI – under review with PMS updates	Airport Road Eastside Lane Long Valley Streets

Section 13. Project Specific Evaluation (Required per Section 19)

Each RTIP shall include a project specific benefit evaluation for each new 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 project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change).

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

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.

Freeman Gulch Four Lane Project (Caltrans)

See the Kern Council of Governments for more information about this project that is located in Kern County. This project is part of a Three County MOU where the home county funds 40% of the project and the other two counties each fund 10% of the project. The ITIP covers the remaining 40%.

Olancha-Cartago Four-Lane Project (Caltrans)

See the Inyo County LTC RTIP submittal for more information about this project that is located in Inyo County. This project is part of a Three County MOU where the home county funds 40% of the project and the other two counties each fund 10% of the project. The ITIP covers the remaining 40%.

County of Mono Project Study Reports

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760.924.1800 phone, 924.1801 fax
monocounty.ca.gov

PO Box 8
Bridgeport, CA 93517
760.932.5420 phone, 932.5431 fax

RESOLUTION R17-13

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION ADOPTING THE 2018 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, additional projects and/or project changes are programmed in the 2018 RTIP with input from Mono County, the Town of Mammoth Lakes, Caltrans District 9, Inyo County LTC, and Kern Council of Governments; and

WHEREAS, the projects identified in the 2018 Regional Transportation Improvement Program are consistent with the 2018 STIP guidelines established by the California Transportation Commission and the 2017 Regional Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission hereby adopts the 2018 Regional Transportation Improvement Program:

- add \$150,000 for Eastside Lane overlay;
- approve \$1.25 million loan to Inyo County LTC for O/C; and
- remainder of RTIP shares for future Town project.

PASSED AND ADOPTED this 11th day of December 2017, by the following vote:

Ayes: Sandy Hogan, Dan Holler (alternate), John Peters, Fred Stump, John Wentworth

Noes:

Abstains:

Absent: Larry Johnston, Shields Richardson



John Peters, Chair
Mono County Local Transportation Commission

Approved as to form:



Stacey Simon, County Counsel

ATTEST:



CD Ritter, Secretary

MONO 2018 RTIP				Adopted 12.11.2017 Resolution R17-13				(\$1,000's)									
				FY Totals							Component Totals						
Agency	Rte	PPNO	Project	2018 Total	Prior	18-19	19-20	20-21	21-22	22-23	ROW	Const	PA & ED	PS & E	R/W sup	Con sup	
	Caltrans	14	8042A	Kern, 4-lane, Freeman Gulch (w/Inyo), segment 1		8,982											
reprogram	Caltrans	14	8042B	Kern, 4-lane, Freeman Gulch (+ Inyo amount of 130k in design), segment 2	620		620							620			
	Caltrans	14	8042C	Kern, 4-lane, Freeman Gulch (RIP 10%), segment 3 (hold 2020 RTIP)													
	Caltrans	395	170A	Olancha-Cartago 4-lane arch pre-mitigation (RIP 10%)		500	500					500					
reprogram & increase	Caltrans	395	170	Olancha-Cartago 4-lane expressway - total needed 10.94m (+ 1,250 above 10% MOU for const)	12,875	2,168			9,295		2480	9560	937	731	350	985	
	Caltrans	395	8539	Kern, Inyokern 4-lane (10%)		310							310				
	Mammoth Lakes	203	2601	West Minaret Road (SR 203) Sidewalk & Safety Project, phase 2a, 2b, 3		575						575					
	Mammoth Lakes	203	2642	Lower Main Street Sidewalk Project (16s-17)		2,610						2610					
increase	Mono County	loc	2603	Airport Road Rehabilitation Project	293	1,273	31	135	1,400			1,400	31	135	0	0	
	Mono County	loc	2605	County-wide Preventative Maintenance Program													
increase				a) Eastside Lane Overlay/In-Place Recycle - Phase 1	150	150	1,150				0	1,150	50	100	0	0	
new				b) Long Valley Streets Rehabilitation	2,550			2,500				2,250	100	200			
new	Mono LTC	loc	2003	Planning, programming, and monitoring	270	135	135	135	135			405	0	0	0	0	
				subtotal	16,758	16,703											
				STIP target share for 2018 - table 4	19562												
				Programming for 2018 cycle	16758												
				additional \$ for new programming	2804												
				New RTIP programming requests in green													
				Freeman Gulch segment 2	620												
				Olancha / Cartago (+ 1,250 above 10% MOU	12875												
				Airport Rd increase	293												
				Eastside Lane Overlay increase	150												
				Long Valley Streets	2550												
				PPM	270												
				subtotal	16758												
				Total share target in 2018	19562												
				amount programmed in 2018	16758												
				under/over programmed	2804												
				Future RTIP shares TOML project	2804												

Amendment (Existing Project) Yes					Date:	07/20/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
09	21340	0900000030		0170			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
INY	395	29.2	41.8	Caltrans			
				MPO		Element	
				Non-MPO		CO	
Project Manager/Contact		Phone		E-mail Address			
Dennee Alcalá		(760) 872-0767		dennee_alcala@dot.ca.gov			
Project Title							
Olancha and Cartago Expressway							
Location (Project Limits), Description (Scope of Work)							
Near Olancha and Cartago, south of the Los Angeles Aqueduct Bridge to south of the Ash Creek Bridge. Construct 4-lane expressway on new alignment.							
Component							
		Implementing Agency					
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	26	Senate:	18	Congressional:	8		
Project Benefits							
The project benefits will include multi-modal improvements, ped/bike improvements, and safety improvements. The improvements support a growing economy and improve livability in the region.							
Purpose and Need							
The existing 2-lane highway is not adequate to meet current and future demand. A 4-lane expressway will address safety concerns due to limited passing opportunities. The project will also include the following Complete Streets elements: new shoulders, new non-motorized multi-use undercrossing, Class III Bike Route, appropriate bicycle-related signage, bus stop signage for Eastern Sierra Transit Authority, bus turnout, and intersection improvements that could improve pedestrian and bicycle mobility. □							
Category		Outputs/Outcomes				Unit	Total
State Highway Road Construction		Turnouts constructed				each	2
State Highway Road Construction		Pedestrian/Bicycle Facilities miles constructed				Miles	12.14
State Highway Road Construction		New roadway lane-miles				Miles	12.14
Local streets and roads		New roadway lane-miles				Miles	4.8
ADA Improvements	No	Bike/Ped Improvements	Yes	Reversible Lane analysis		No	
Includes Sustainable Communities Strategy Goals				Yes	Reduces Greenhouse Gas Emissions		No
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					11/01/2011		
Begin Design (PS&E) Phase					08/01/2011	01/01/00	
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2013	05/01/20	
Begin Right of Way Phase					06/01/2012	01/01/00	
End Right of Way Phase (Right of Way Certification Milestone)					06/01/2014	02/01/20	
Begin Construction Phase (Contract Award Milestone)					07/01/2014	10/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)					11/01/2017	08/01/22	
Begin Closeout Phase					01/01/2019	03/01/23	
End Closeout Phase (Closeout Report)					02/01/2019	12/03/29	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/20/17

Additional Information

The project is consistent with the Transportation Concept Report and the Inyo County Regional Transportation Plan. It is a Priority Interregional Highway in the Caltrans Interregional Transportation Strategic Plan and is included in the Caltrans Highway Freight Network. The environmental phase was completed in May 2017.

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/20/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY, ,	395, ,	21340	0900000030	0170	
Project Title: Olancha and Cartago Expressway						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	6,185							6,185	Caltrans
PS&E	5,128							5,128	Caltrans
R/W SUP (CT)	3,032							3,032	Caltrans
CON SUP (CT)					8,100			8,100	Caltrans
R/W	13,518							13,518	Caltrans
CON					80,400			80,400	Caltrans
TOTAL	27,863				88,500			116,363	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	9,370							9,370	
PS&E	7,310							7,310	
R/W SUP (CT)	3,500							3,500	
CON SUP (CT)					9,850			9,850	
R/W	24,800							24,800	
CON					83,100			83,100	
TOTAL	44,980				92,950			137,930	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation C
PS&E	2,051							2,051	
R/W SUP (CT)	1,213							1,213	
CON SUP (CT)									
R/W	5,407							5,407	
CON									
TOTAL	8,671							8,671	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	2,924							2,924	
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)					2,700			2,700	
R/W	9,920							9,920	
CON					20,795			20,795	
TOTAL	14,244				23,495			37,739	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E	513							513	
R/W SUP (CT)	303							303	
CON SUP (CT)									
R/W	1,352							1,352	
CON									
TOTAL	2,168							2,168	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	731							731	
R/W SUP (CT)	350							350	
CON SUP (CT)					985			985	
R/W	2,480							2,480	
CON					8,310			8,310	
TOTAL	3,561				9,295			12,856	

Fund No. 3:		RIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Mono County Local Transportation	
PS&E	513							513		
R/W SUP (CT)	303							303		
CON SUP (CT)										
R/W	1,352							1,352		
CON										
TOTAL	2,168							2,168		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	937							937	Additional \$1.250M contribution above 10% in Con Capital.	
PS&E	731							731		
R/W SUP (CT)	350							350		
CON SUP (CT)					985			985		
R/W	2,480							2,480		
CON					9,560			9,560		
TOTAL	4,498				10,545			15,043		

Fund No. 4:		RIP - State Cash (ST-CASH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	2,749							2,749	Inyo County Local Transportation C	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,749							2,749		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	3,748							3,748		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	3,748							3,748		

Fund No. 5:		RIP - State Cash (ST-CASH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	687							687	Kern Council of Governments	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	687							687		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	937							937		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	937							937		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	9/28/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
06	45712	0612000197		8042B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
KER	14	53	58.3	Caltrans			
				MPO		Element	
				KCOG		CO	
Project Manager/Contact		Phone		E-mail Address			
Dennee Alcala		(760) 872-0767		dennee_alcala@dot.ca.gov			
Project Title							
Freeman Gulch Widening - Segment 2							
Location (Project Limits), Description (Scope of Work)							
Near Ridgecrest, from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west. Convert from 2-lane conventional highway to 4-lane expressway.							
Component							
Implementing Agency							
PA&ED							
PS&E							
Right of Way							
Construction							
Legislative Districts							
Assembly:	34		Senate:	16		Congressional:	23
Project Benefits							
This project will improve safety by providing safe passing lanes. The project will improve bike and pedestrian facilities by constructing wider shoulders. The project will facilitate efficient movement of goods through the High Desert - Eastern Sierra - Northern Nevada Strategic Interregional Corridor.							
Purpose and Need							
The highway constitutes the principle access into the Inyo and Mono County recreation areas. The project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities. This project is the second of the three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is a Priority Interregional Highway and is essential to the economy of the Eastern Sierra region. The project is consistent with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Kern County Regional Transportation Plan. <input type="checkbox"/>							
<input type="checkbox"/>							
Category		Outputs/Outcomes				Unit	Total
State Highway Road Construction		New roadway lane-miles				Miles	6.2
State Highway Road Construction		Pedestrian/Bicycle Facilities miles constructed				Miles	6.2
ADA Improvements No		Bike/Ped Improvements Yes				Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions No			
Project Milestone						Existing	Proposed
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						10/29/07	
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							10/29/07
Begin Design (PS&E) Phase							07/01/21
End Design Phase (Ready to List for Advertisement Milestone)							06/15/24
Begin Right of Way Phase							07/01/21
End Right of Way Phase (Right of Way Certification Milestone)							05/01/24
Begin Construction Phase (Contract Award Milestone)							01/01/25
End Construction Phase (Construction Contract Acceptance Milestone)							07/01/26
Begin Closeout Phase							03/01/27
End Closeout Phase (Closeout Report)							12/01/33

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 9/28/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, ,	14, ,	45712	0612000197	8042B	
Project Title: Freeman Gulch Widening - Segment 2						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	1,199				2,051			3,250	Caltrans
R/W SUP (CT)					2,100			2,100	Caltrans
CON SUP (CT)					3,900			3,900	Caltrans
R/W					5,510			5,510	Caltrans
CON					32,927			32,927	Caltrans
TOTAL	1,199				46,488			47,687	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	4,900							4,900	
R/W SUP (CT)							1,500	1,500	
CON SUP (CT)							5,500	5,500	
R/W							17,700	17,700	
CON							67,600	67,600	
TOTAL	4,900						92,300	97,200	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation C
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	620							620	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	620							620	

Fund No. 3:		IIP - National Hwy System (NH)							Program Code	
Existing Funding (\$1,000s)									20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E	479							479		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	479							479		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E	1,960							1,960		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	1,960							1,960		

Fund No. 4:		Future Need - Future Funds (NO-FUND)							Program Code	
Existing Funding (\$1,000s)									FUTURE	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E					2,051			2,051		
R/W SUP (CT)					2,100			2,100		
CON SUP (CT)					3,900			3,900		
R/W					5,510			5,510		
CON					32,927			32,927		
TOTAL					46,488			46,488		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)							1,500	1,500		
CON SUP (CT)							5,500	5,500		
R/W							17,700	17,700		
CON							67,600	67,600		
TOTAL							92,300	92,300		

Fund No. 5:		RIP - National Hwy System (NH)							Program Code	
Existing Funding (\$1,000s)									20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Kern Council of Governments	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E	1,960							1,960		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	1,960							1,960		

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

**PROJECT STUDY REPORT
(LOCAL REHABILITATION)
(For STIP Projects off the State Highway System)**

Responsible Agency: County of Mono
Project Name: Airport Road Rehabilitation Project

APPROVED


Paul Roten, Senior Engineer

1. Transportation Problem

Pavement is badly deteriorated and ride quality is poor due to extreme transverse cracking. The need is heightened because of increased traffic between the Mammoth-Yosemite Airport and the Town of Mammoth Lakes due to growing commercial air service.

2. Route – Location – (Post Mile):

Airport Road and Hot Creek Hatchery Road in southern Mono County near the Town of Mammoth Lakes.

3. Description of Project Limits

Roads providing access to the Mammoth/Yosemite Airport from Highway 395 including Airport Road (approximately 1.3 miles) and a portion of Hot Creek Hatchery Road (approximately 0.3 miles).

Net Length: 1.6 miles

4. Description of Project Scope

- The project will rehabilitate approximately 1.6 miles of existing asphalt pavement roads, add bike lanes, evaluate and revise intersection geometry so traffic to the airport is the through movement, and replace existing signs and snow poles.

5. Functional Classification/Federal-aid System

Federal-aid Highways

- | | |
|---|--|
| <input type="checkbox"/> Urban Principal Arterial | <input type="checkbox"/> Rural Principal Arterial |
| <input type="checkbox"/> Urban Minor Arterial | <input type="checkbox"/> Rural Minor Arterial |
| <input type="checkbox"/> Urban Collector | <input checked="" type="checkbox"/> Rural Major Collector* |

*Airport Road and Hot Creek Hatchery Road are classified Rural Minor Collector, but have been added to an Urban Area and are now Federal Aid eligible.

Highways ineligible for Federal-aid

- | | |
|--------------------------------------|--|
| <input type="checkbox"/> Urban Local | <input type="checkbox"/> Rural Minor Collector |
| | <input type="checkbox"/> Rural Local |

Federal-aid System

On the National Highway System? Yes ___ No X

6. Environmental Status

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

Environmental Document Type (CEQA) Negative Declaration (NEPA) Categorical Exclusion

Anticipated Completion Date 06/2016

Environmental Issues:

- Adding bike lines will widen the paved road surface by approximately eight feet and require shoulder grading. The project area is within an area proposed as critical habitat for sage grouse by the U.S. Fish and Wildlife Service.

7. Traffic Data (Estimated)

Current ADT Varies (<1000)

% Trucks 5%

Current Design Hourly Volume 100

8. Roadway Geometric Information

Will this project change existing geometrics? Yes X No _____

If no, skip this section.

Facility	Minimum Curve Radius	Through Traffic Lanes		Paved Shoulder Width		Median Width
		No. of Lanes	Lane Width	Left	Right	
*Existing				1'	1'	
**Proposed				4'	4'	
Min. 3R or Local Stds.***						

* Enter EXISTING information (Expand as needed, for varied geometrics.)

** Enter PROPOSED information (Expand as needed, for varied geometrics.)

*** Refer to Chapter 11, "Design Standards," of the *Local Assistance Procedures Manual*.

If 3R or local Standards are not being met, briefly explain why:

9. Structure Information

Is bridge rehabilitation work included in this project? Yes _____ No X

If no, skip this section.

If 3R Standards for bridge width are not being met, briefly explain why:

Funding source of bridge rehabilitation (if not STIP) _____

10. Condition of Existing Facility (Repeat information for each homogeneous segment):

Pavement is badly deteriorated and ride quality is poor due to extreme transverse cracking. The need is heightened because of increased traffic between the Mammoth-Yosemite Airport and the Town of Mammoth Lakes due to growing commercial air service.

11. Pavement Rehabilitation

Is any work on existing pavement included in this project? Yes X No _____

If no, skip this section.

Will the work extend the service life for at least 10 years? Yes X No _____

If work will not extend the service life for a least 10 years, briefly explain why:

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

Structural Section Design method (i.e. *Caltrans Design Manual, Flexible Pavement Structural Section Design Guide for California Cities and Counties*, PMS strategy, other, i.e. local procedures.)
PMS Strategy and local procedures

What are the consequences of not doing this project?

Pavement failure, loss of ride quality, damage to vehicles, deteriorated appearance in an area dependent on a tourist economy, pedestrian and cyclist hazards.

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

12. Cost Estimate Breakdown	<u>Cost</u>
<u>ENVIRONMENTAL STUDIES AND PERMITS</u>	<u>\$31,000</u>
<u>PLANS, SPECIFICATIONS, AND ESTIMATE</u>	<u>\$110,000</u>
<u>RIGHT OF WAY</u>	
Right of Way Acquisition	
Right of Way Support	
Utility Relocation (exclude if included in construction)	
TOTAL RIGHT OF WAY COMPONENT COST	<u>\$25,000</u>
<u>CONSTRUCTION</u>	
<u>Pavement Structural Section Work</u>	<u>Lane-Miles</u>
AC Overlay	1.6
Other AC	
Remove & replace localized failed areas	
Base materials (pulverize existing and use for base)	\$100,000
Shoulder backing	
Other structural section work (Identify)	
<u>Hardware Upgrades</u>	
Guardrail	
Signals and lighting	
Other (describe) – sidewalks, curbs, driveways, removals, adjustments, restoration	\$50,000
<u>Bridge Upgrades</u>	
<u>Grading</u>	
<u>Drainage Rehabilitation</u>	
<u>Utility Relocation</u>	
<u>Traffic Control</u>	\$30,000
<u>Traffic stripes, pavement markers and markings</u>	\$100,000
<u>Other</u> (Mobilization Cost, Erosion Control)	\$70,000
	SUBTOTAL
	\$1,200,000
	10% Contingency
	\$120,000
TOTAL CONSTRUCTION COST	\$1,320,000
<u>Construction Support</u>	\$80,000
TOTAL CONSTRUCTION COMPONENT COST	<u>\$1,400,000</u>

13. Scheduling

<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>
Environmental Studies and Permits	06/2018	04/2019
Plans, Specifications, and Estimate	08/2019	04/2020
Right of Way	08/2019	04/2020
Construction	08/2020	08/2021

14. Other Agencies Involved: (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.)

Caltrans, Lahontan Regional Water Quality Control Board, USDA Forest Service

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

15. Other Considerations

Utility and/or Railroad Involvement:
Southern California Edison

Consistency with other planning:
Work is coordinated with the Town of Mammoth Lakes for consistency with operations of the Mammoth/Yosemite Airport, FAA, Inyo National Forest

16. Proposed Funding

	Local Commitment	STIP Request	Total
Environmental Studies and Permits		\$31,000	\$31,000
Plans, Specifications and Estimate		\$52,000	\$110,000
Right of Way (including support)		\$0	\$25,000
Construction (including support)		\$1,190,000	\$1,400,000
Total		\$1,273,000	\$1,566,000

Source(s) of Local Commitment: (Indicate Local Assistance Project Number if appropriate.)
N/A

17. List of Attachments

1. Exhibit 1A Airport Road Project Site and Vicinity Map
2. Project Programming Request
3. Typical Section (Reconstruction)

18. Report Preparation

Prepared by Paul Roten, P.E., Date December 13, 2017

This Project Study Report (Local Rehabilitation) has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



December 13, 2017
DATE

AIRPORT ROAD REHABILITATION PROJECT

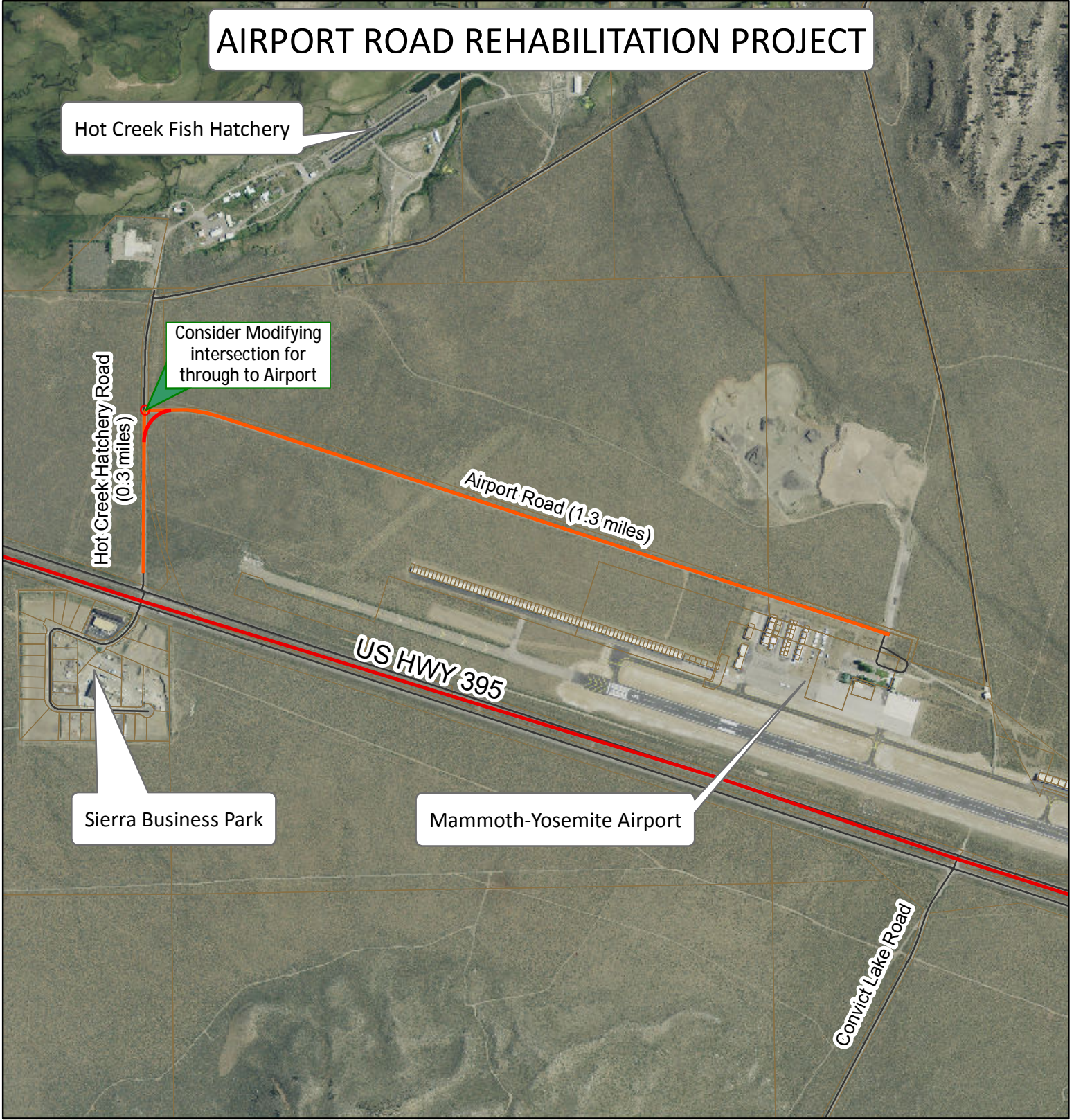


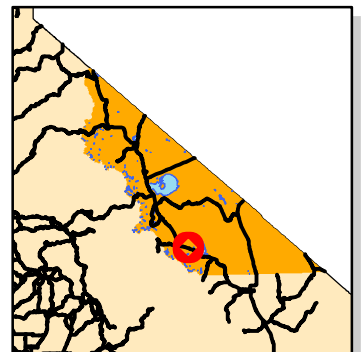
Exhibit 1A

October 28, 2013



Mono County GIS
PO Box 7657
Mammoth Lakes, CA 93546
(760) 924-1819
gis.mono.ca.gov

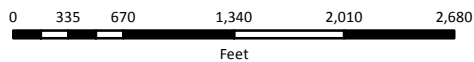
— Project Extents



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Map created by: ghigerd on 10/28/2013

X:\COMMON\@WORK\ROAD PROJECTS\STIP\STIP PROJECTS\Airport Road STIP\Airport Road - EXHIBIT1.mxd



PROJECT PROGRAMMING REQUEST

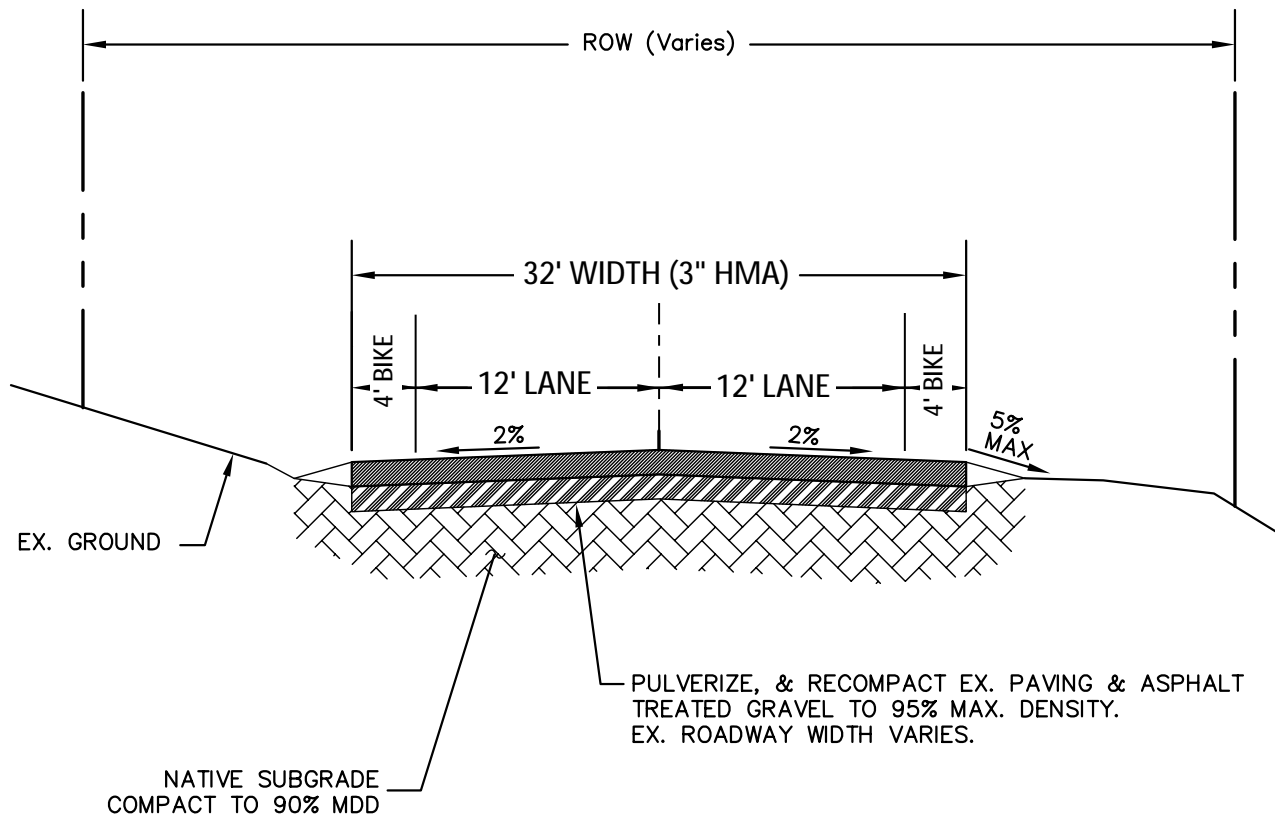
DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	12/13/17		
District		EA	Project ID		PPNO	MPO ID		Alt Proj. ID
09					2603			
County	Route/Corridor		PM Bk	PM Ahd	Project Sponsor/Lead Agency			
MNO					Mono County			
					MPO		Element	
					Non-MPO		Local Assistance	
Project Manager/Contact			Phone		E-mail Address			
Paul Roten			760 924 1811		proten@mono.ca.gov			
Project Title								
Airport Road								
Location (Project Limits), Description (Scope of Work)								
This project is for work on Airport Road. Airport Road is comprised of a portion of the existing Hot Creek Hatchery Road along with the Present Airport Road. It is proposed to revise the intersection of these roads so that Airport Road is continuous from Highway 395 to the Airport, and that Hot Creek Hatchery Road intersects as a tee, or at a Roundabout with Airport Road. During these improvements the existing dirt shoulders will be paved to accommodate two 4 foot bike lanes from the Highway to the Airport. This project will include approximately 1.6 miles of road rehabilitation. The final determination of ROW and the type of intersection with Hot Creek Hatchery Road will be developed during the environmental, ROW and preliminary engineering phases.								
Component		Implementing Agency						
PA&ED		Mono County						
PS&E		Mono County						
Right of Way		Mono County						
Construction		Mono County						
Legislative Districts								
Assembly:	25		Senate:	1		Congressional:	25	
Project Benefits								
This project provides paved bike lanes between the Airport and Highway 395. Airport Road will become the direct route to the airport. The project will rehabilitate approximately 1.6 miles of existing asphalt pavement roads, add bike lanes, evaluate intersection geometry, and replace existing signs and snow poles. Potential for TOML to become project applicant. Partnership w/TOML and FAA on Airport Terminal, Inyo National Forest.								
Purpose and Need								
Pavement has extreme transverse cracks causing very poor ride quality. The area for bike lanes and or pedestrians is unpaved. Road pavement is in critical need of rehabilitation. With the continued improvements to the Mammoth/Yosemite Airport Road, the traffic along this road is increasing and the demand for Bike Lanes is increasing.								
Category		Outputs/Outcomes				Unit	Total	
ADA Improvements No		Bike/Ped Improvements Yes				Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes			
Project Milestone						Existing	Proposed	
Project Study Report Approved						03/01/14		
Begin Environmental (PA&ED) Phase							08/01/18	
Circulate Draft Environmental Document				Document Type	EIR/EIS		01/15/19	
Draft Project Report							03/30/19	
End Environmental Phase (PA&ED Milestone)							04/30/19	
Begin Design (PS&E) Phase							08/01/19	
End Design Phase (Ready to List for Advertisement Milestone)							04/01/20	
Begin Right of Way Phase							08/01/19	
End Right of Way Phase (Right of Way Certification Milestone)							04/01/20	
Begin Construction Phase (Contract Award Milestone)							08/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)							08/01/21	
Begin Closeout Phase							08/02/21	
End Closeout Phase (Closeout Report)							02/01/22	

ADA Notice

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ROADWAY SECTION – RECONSTRUCTION

A
N.T.S.

Mono County
Department of Public Works

74 North School St.
Post Office Box 457
Bridgeport, CA 93517

Phone: (760)932-5440
Fax: (760)932-5441
monopw@mono.ca.gov

TYPICAL SECTION
(RECONSTRUCTION)

Figure

3

DATE: 2/8/08

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

**PROJECT STUDY REPORT
(LOCAL REHABILITATION)
(For STIP Projects off the State Highway System)**

Responsible Agency: **County of Mono**
Project Name: **Eastside Lane**

APPROVED


Paul Roten, Senior Engineer

1. Transportation Problem

Eastside Lane has been monitored using Mono County's Pavement Management System. The condition of this road has deteriorated to a point that it is in need of rehabilitation. Eastside Lane is the only access for many residents in North Mono County, and it acts as an emergency bypass to Highway 395.

2. Route – Location – (Post Mile):

Eastside Lane is a road in Northern Mono County that starts from the southern edge of the town of Walker, on Highway 395, and continues north to the Nevada Border.

3. Description of Project Limits

The project will rehabilitate approximately 2.25 miles of existing asphalt pavement on a portion of Eastside Lane between Larson Lane and Cunningham Lane, including converting the existing dirt shoulders to paved bike lanes, and replacing existing signs, striping and snow poles.

Net Length of pavement restoration: 2.25 miles

4. Description of Project Scope

The project will rehabilitate approximately 2.25 miles of existing asphalt pavement roads, including converting the existing dirt shoulders to paved bike lanes, and replace existing signs and snow poles. An additional 1.4 miles of Bike Route will be signed and marked.

5. Functional Classification/Federal-aid System

Federal-aid Highways

- | | |
|---|---|
| <input type="checkbox"/> Urban Principal Arterial | <input type="checkbox"/> Rural Principal Arterial |
| <input type="checkbox"/> Urban Minor Arterial | <input type="checkbox"/> Rural Minor Arterial |
| <input type="checkbox"/> Urban Collector | <input checked="" type="checkbox"/> Rural Major Collector |

Highways ineligible for Federal-aid

- | | |
|--------------------------------------|--|
| <input type="checkbox"/> Urban Local | <input type="checkbox"/> Rural Minor Collector |
| | <input type="checkbox"/> Rural Local |

Federal-aid System

On the National Highway System? Yes ___ No X

6. Environmental Status

Environmental Document Type (CEQA): Negative Declaration (NEPA): Categorical Exclusion

Anticipated Completion Date August 2018

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

Environmental Issues:

- None expected.

7. Traffic Data (Estimated)

Current ADT ____ Varies ~200

% Trucks 10%

Current Design Hourly Volume 100

8. Roadway Geometric Information

Will this project change existing geometrics? Yes _____ No X

If no, skip this section.

Facility	Minimum Curve Radius	Through Traffic Lanes		Paved Shoulder Width		Median Width
		No. of Lanes	Lane Width	Left	Right	
*Existing				4'	4'	
**Proposed				4'	4'	
Min. 3R or Local Stds. ***						

* Enter EXISTING information (Expand as needed, for varied geometrics.)

** Enter PROPOSED information (Expand as needed, for varied geometrics.)

*** Refer to Chapter 11, "Design Standards," of the *Local Assistance Procedures Manual*.

If 3R or local Standards are not being met, briefly explain why:

Local Standards are being met

9. Structure Information

Is bridge rehabilitation work included in this project? Yes _____ No X

If no, skip this section.

If 3R Standards for bridge width are not being met, briefly explain why:

Funding source of bridge rehabilitation (if not STIP) _____

10. Condition of Existing Facility (Repeat information for each homogeneous segment):

Pavement is badly deteriorated and ride quality is poor. Bike Lane widths have deteriorated to less than the required 4 feet in many areas. Road pavement is in critical need of rehabilitation.

The need is heightened because Eastside Lane is used as an emergency bypass for Highway 395, and due to a higher level of accidents than experienced on other roads in Mono County.

11. Pavement Rehabilitation

Is any work on existing pavement included in this project? Yes X No _____

If no, skip this section.

Will the work extend the service life for at least 10 years? Yes X No _____

If work will not extend the service life for a least 10 years, briefly explain why:

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

Structural Section Design method (i.e. *Caltrans Design Manual, Flexible Pavement Structural Section Design Guide for California Cities and Counties*, PMS strategy, other, i.e. local procedures.)
PMS Strategy and local procedures

What are the consequences of not doing this project?

Pavement failure, loss of ride quality, damage to vehicles, deteriorated appearance in an area dependent on a tourist economy, increased frequency of vehicular accidents. Pedestrian and cyclist hazards.

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

12. Cost Estimate Breakdown		<u>Cost</u>
<u>ENVIRONMENTAL STUDIES AND PERMITS</u>		\$50,000
<u>PLANS, SPECIFICATIONS, AND ESTIMATE</u>		\$100,000
<u>RIGHT OF WAY</u>		
Right of Way Acquisition		
Right of Way Support		
Utility Relocation (exclude if included in construction)		
TOTAL RIGHT OF WAY COMPONENT COST		<u>\$0</u>
 <u>CONSTRUCTION</u>		
<u>Pavement Structural Section Work</u>	<u>Lane-Miles</u>	
AC Overlay (3")	4.5	\$770,000
Other AC		
Remove & replace localized failed areas		
Base materials		
Shoulder backing		
Other structural section work (Identify)	4.5	\$130,000
<i>(Pulverize, spread and compact for thicker base section)</i>		
<u>Hardware Upgrades</u>		
Guardrail		
Signals and lighting		
Other (describe) – sidewalks, curbs, driveways, removals, adjustments, restoration		
 <u>Bridge Upgrades</u>		
<u>Grading</u>		
<u>Drainage Rehabilitation</u>		
<u>Utility Relocation</u>		
<u>Traffic Control</u>		\$10,000
<u>Traffic stripes, pavement markers and markings</u>		\$20,000
<u>Other</u> (Mobilization Cost, Erosion Control)		\$70,000
	SUBTOTAL	\$1,000,000
	10% Contingency	\$100,000
	TOTAL CONSTRUCTION COST	\$1,100,000
 <u>Construction Support</u>		\$50,000
	TOTAL CONSTRUCTION COMPONENT COST	<u>\$1,150,000</u>

13. Scheduling

<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>
Environmental Studies and Permits	01/2018	03/2018
Plans, Specifications, and Estimate	03/2018	07/2018
Right of Way	n/a	n/a
Construction	07/2018	10/2018

14. Other Agencies Involved: (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.)

Caltrans, Lahontan Regional Water Quality Control Board

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

15. Other Considerations

Utility and/or Railroad Involvement:
Southern California Edison

Consistency with other planning:
This road is identified in the Mono County General Plan to be a Bike Route with a loop that connects to Highway 395 at each end.

16. Proposed Funding

	Local Commitment	STIP Request	Total
Environmental Studies and Permits		\$50,000	\$50,000
Plans, Specifications and Estimate		\$100,000	\$100,000
Right of Way (including support)		\$0	\$0
Construction (including support)		\$1,000,000	\$1,150,000
Total		\$1,150,000	\$1,300,000

Source(s) of Local Commitment: (Indicate Local Assistance Project Number if appropriate.)
N/A

17. List of Attachments

1. Exhibit 1 Eastside Lane Project Site and Vicinity Map
2. Project Programming Request
3. Typical Section (Reconstruction)

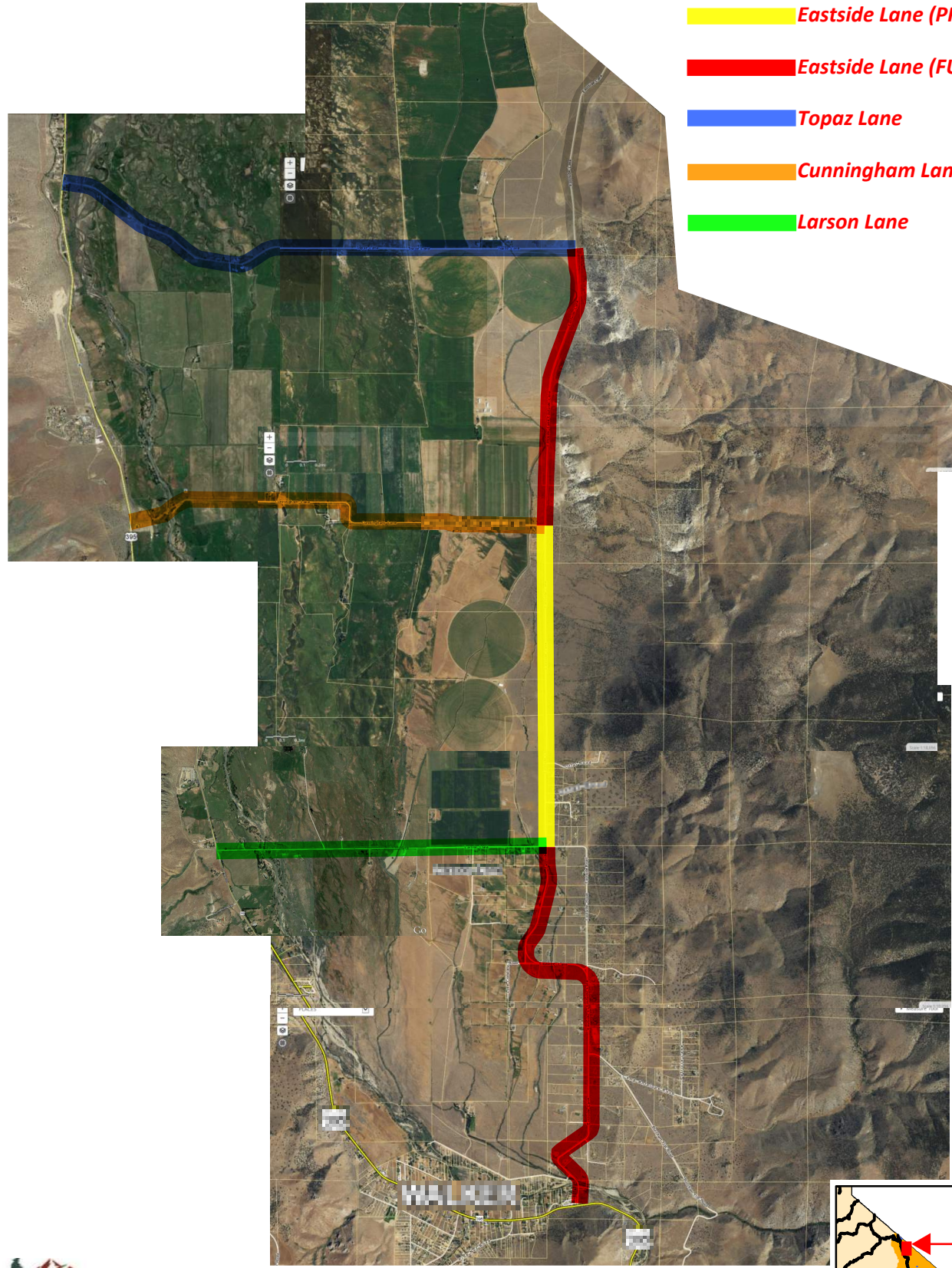
18. Report Preparation

Prepared by Paul E. Roten Date December 06, 2017

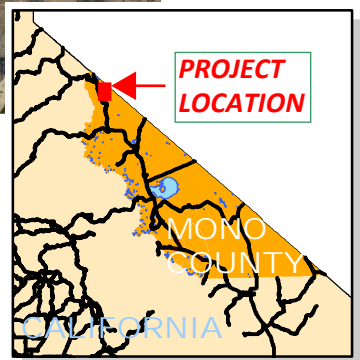
This Project Study Report (Local Rehabilitation) has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



December 06, 2017
DATE

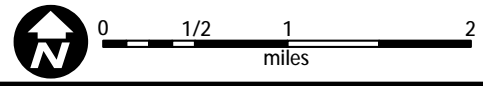


-  **Eastside Lane (PROJECT AREA)**
-  **Eastside Lane (FUTURE PHASE)**
-  **Topaz Lane**
-  **Cunningham Lane**
-  **Larson Lane**



Mono County GIS
 PO Box 7657
 Mammoth Lakes, CA 93546
 (760) 924-1819
gis.mono.ca.gov

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	12/12/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
09				2605			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
MNO				Mono County			
				MPO	Element		
				Non-MPO	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Paul Roten		760 924 1811		proten@mono.ca.gov			
Project Title							
Eastside Lane Phase 1 (was "County Pavement Preservation Project")							
Location (Project Limits), Description (Scope of Work)							
The project will rehabilitate approximately 2.25 miles of existing asphalt pavement on a portion of Eastside Lane between Larson Lane and Cunningham Lane, including converting the existing dirt shoulders to paved bike lanes, and replacing existing signs, striping and snow poles.							
Component							
		Implementing Agency					
PA&ED	Mono County						
PS&E	Mono County						
Right of Way	Mono County						
Construction	Mono County						
Legislative Districts							
Assembly:	25	Senate:	1	Congressional:	25		
Project Benefits							
This project provides paved bike lanes, and restores the roads paved surface.							
Purpose and Need							
Pavement is badly deteriorated and ride quality is poor. The area for bike lanes is unpaved. Road pavement is in critical need of rehabilitation. The need is heightened because Eastside Lane is used as an emergency bypass for Highway 395, and due to a higher level of accidents than experienced on other roads in Mono County.							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					03/01/14		
Begin Environmental (PA&ED) Phase						03/01/18	
Circulate Draft Environmental Document			Document Type	ND/CE		06/01/18	
Draft Project Report						05/01/18	
End Environmental Phase (PA&ED Milestone)						08/01/18	
Begin Design (PS&E) Phase						03/01/18	
End Design Phase (Ready to List for Advertisement Milestone)						09/01/18	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)						09/01/18	
Begin Construction Phase (Contract Award Milestone)						09/02/18	
End Construction Phase (Construction Contract Acceptance Milestone)						09/02/19	
Begin Closeout Phase						09/03/19	
End Closeout Phase (Closeout Report)						03/03/20	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 12/12/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
09	MNO				2605	

SECTION 1 - All Projects**Project Background**

This project will restore the pavement on Eastside Lane from Larson Lane to Cunningham Lane. In addition to restoring 2.25 miles of Eastside Lane, this project also paves the existing shoulders for use as Bike Lanes along Eastside Lane.

Programming Change Requested

It is requested that the funding that was previously targeted for County-wide Preventative Maintenance be redirected to restore the road conditions on Eastside Lane in the community of Walker, and to continue to forward the efforts to provide bike lanes and routes in the Walker Community.

Reason for Proposed Change

With the New availability of SB1 funding, that works well for Preventative Maintenance Projects, this project was shifted to cover the project identified with the County PMS system as the best use of Funding dollars.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

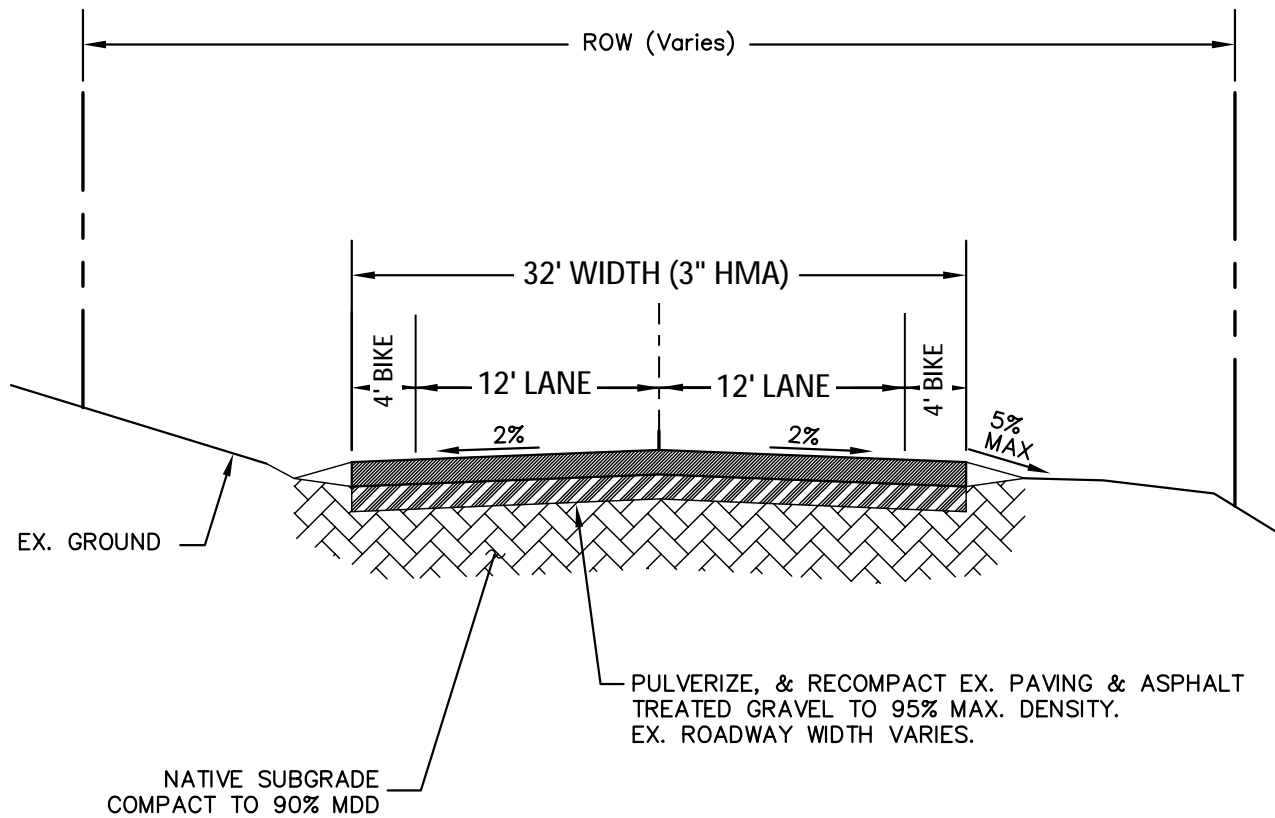
Other Significant Information**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Paul Roten		Senior Engineer	12/6/2017

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



ROADWAY SECTION – RECONSTRUCTION

A
N.T.S.

Mono County
Department of Public Works

74 North School St.
Post Office Box 457
Bridgeport, CA 93517

Phone: (760)932-5440
Fax: (760)932-5441
monopw@mono.ca.gov

TYPICAL SECTION
(RECONSTRUCTION)

Figure

3

DATE: 2/8/08

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

**PROJECT STUDY REPORT
(LOCAL REHABILITATION)
(For STIP Projects off the State Highway System)**

Responsible Agency: **County of Mono**
Project Name: **Long Valley Streets**

APPROVED


Paul Roten, Senior Engineer

1. Transportation Problem

The roads in Long Valley have been monitored using Mono County's Pavement Management System. The condition of many of these roads have deteriorated to a point that they are in need of rehabilitation. This area is populated with full time residents that rely on these roads for access.

2. Route – Location – (Post Mile):

This project includes many of the roads in the Long Valley area, in the communities of Hilton Creek, and Sunny Slopes, accessed off Highway 395 at the Crowley Lake exit.

3. Description of Project Limits

Perform Asphalt rehabilitation on streets in the Long Valley communities of Crowley, Hilton Creek, and Sunny Slopes. This project includes Sunny Slopes Road, Wheeler View Drive, Montana Road, South Landing Road, Crowley Lake Place, Meadow View Drive, Lake Manor Place, Aspen Terrace, Delta Drive, Hilton Creek Drive, Hilton Creek Place, Crowley Lake Circle, Elderberry Lane, Pearson Road, Wildrose Drive, Sierra Springs, Larkspur Lane, Shanna Circle, Aspen Springs, Gregory and Lane, Substation Road, Mount Morrison Road, Sherwin Creek Road and Substation Road, and Antelope Springs Ranch Road.

4. Description of Project Scope

The project will rehabilitate approximately 7.0 miles of existing asphalt pavement roads, and replace existing signs and snow poles.

5. Functional Classification/Federal-aid System

Federal-aid Highways

- | | |
|---|---|
| <input type="checkbox"/> Urban Principal Arterial | <input type="checkbox"/> Rural Principal Arterial |
| <input type="checkbox"/> Urban Minor Arterial | <input type="checkbox"/> Rural Minor Arterial |
| <input type="checkbox"/> Urban Collector | <input type="checkbox"/> Rural Major Collector |

Highways ineligible for Federal-aid

- | | |
|--------------------------------------|---|
| <input type="checkbox"/> Urban Local | <input type="checkbox"/> Rural Minor Collector |
| | <input checked="" type="checkbox"/> Rural Local |

Federal-aid System

On the National Highway System? Yes ___ No X

6. Environmental Status

Environmental Document Type (CEQA) Negative Declaration (NEPA) _____
Anticipated Completion Date April 2020
Environmental Issues: _____

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

- None expected.

7. Traffic Data (Estimated)

Current ADT ____ Varies <100
 % Trucks 10%
 Current Design Hourly Volume 100

8. Roadway Geometric Information

Will this project change existing geometrics? Yes _____ No X
 If no, skip this section.

Facility	Minimum Curve Radius	Through Traffic Lanes		Paved Shoulder Width		Median Width
		No. of Lanes	Lane Width	Left	Right	
*Existing				4'	4'	
**Proposed				4'	4'	
Min. 3R or Local Stds.***						

- * Enter EXISTING information (Expand as needed, for varied geometrics.)
- ** Enter PROPOSED information (Expand as needed, for varied geometrics.)
- *** Refer to Chapter 11, "Design Standards," of the *Local Assistance Procedures Manual*.

If 3R or local Standards are not being met, briefly explain why:
Local Standards are being met

9. Structure Information

Is bridge rehabilitation work included in this project? Yes _____ No X
 If no, skip this section.
 If 3R Standards for bridge width are not being met, briefly explain why:

Funding source of bridge rehabilitation (if not STIP) _____

10. Condition of Existing Facility (Repeat information for each homogeneous segment):

Pavement is badly deteriorated and ride quality is poor. Road pavement is in critical need of rehabilitation.

11. Pavement Rehabilitation

Is any work on existing pavement included in this project? Yes X No _____
 If no, skip this section.

Will the work extend the service life for at least 10 years? Yes X No _____
 If work will not extend the service life for a least 10 years, briefly explain why:

Structural Section Design method (i.e. *Caltrans Design Manual, Flexible Pavement Structural Section Design Guide for California Cities and Counties*, PMS strategy, other, i.e. local procedures.)
PMS Strategy and local procedures

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

What are the consequences of not doing this project?

Pavement failure, loss of ride quality, damage to vehicles, deteriorated appearance in an area dependent on a tourist economy, increased frequency of vehicular accidents. Pedestrian and cyclist hazards.

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

12. Cost Estimate Breakdown		<u>Cost</u>
<u>ENVIRONMENTAL STUDIES AND PERMITS</u>		<u>\$100,000</u>
<u>PLANS, SPECIFICATIONS, AND ESTIMATE</u>		<u>\$200,000</u>
<u>RIGHT OF WAY</u>		
Right of Way Acquisition		
Right of Way Support		
Utility Relocation (exclude if included in construction)		
TOTAL RIGHT OF WAY COMPONENT COST		<u>\$0</u>
 <u>CONSTRUCTION</u>		
<u>Pavement Structural Section Work</u>	<u>Lane-Miles</u>	
AC Overlay	14	\$1,000,000
Other AC		
Remove & replace localized failed areas		
Base materials		
Shoulder backing		
Other structural section work (Identify)	14	\$400,000
<i>(Hot-in-Place, Pulverize, spread and compact for thicker base section)</i>		
<u>Hardware Upgrades</u>		
Guardrail		
Signals and lighting		
Other (describe) – Asphalt curbs, driveway approaches, removals, adjustments, restoration		\$180,000
 <u>Bridge Upgrades</u>		
<u>Grading</u>		
<u>Drainage Rehabilitation</u>		
<u>Utility Relocation</u>		
<u>Traffic Control</u>		\$40,000
<u>Traffic stripes, pavement markers and markings</u>		\$180,000
<u>Other (Mobilization Cost, Erosion Control)</u>		\$200,000
	SUBTOTAL	\$2,000,000
	10% Contingency	\$200,000
	TOTAL CONSTRUCTION COST	\$2,200,000
 <u>Construction Support</u>		\$50,000
	TOTAL CONSTRUCTION COMPONENT COST	<u>\$2,250,000</u>

13. Scheduling

<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>
Environmental Studies and Permits	08/2019	04/2020
Plans, Specifications, and Estimate	01/2020	04/2020
Right of Way	n/a	n/a
Construction	08/2020	08/2021

14. Other Agencies Involved: (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.)

Caltrans, Lahontan Regional Water Quality Control Board

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

15. Other Considerations

Utility and/or Railroad Involvement:
Southern California Edison
Race and Frontier Communications
Local sewer and water utility companies

Consistency with other planning:
Consistent with Mono County General Plan

16. Proposed Funding

	Local Commitment	STIP Request	Total
Environmental Studies and Permits		\$100,000	\$100,000
Plans, Specifications and Estimate		\$200,000	\$200,000
Right of Way (including support)		\$0	\$0
Construction (including support)		2,250,000	\$2,250,000
Total		\$2,550,000	\$2,550,000

Source(s) of Local Commitment: (Indicate Local Assistance Project Number if appropriate.)
N/A

17. List of Attachments

1. Exhibit 1 Long Valley Project Site and Vicinity Map
2. Project Programming Request
3. Typical Section (Reconstruction)

18. Report Preparation

Prepared by Paul E. Roten Date December 06, 2017

This Project Study Report (Local Rehabilitation) has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



December 06, 2017
DATE

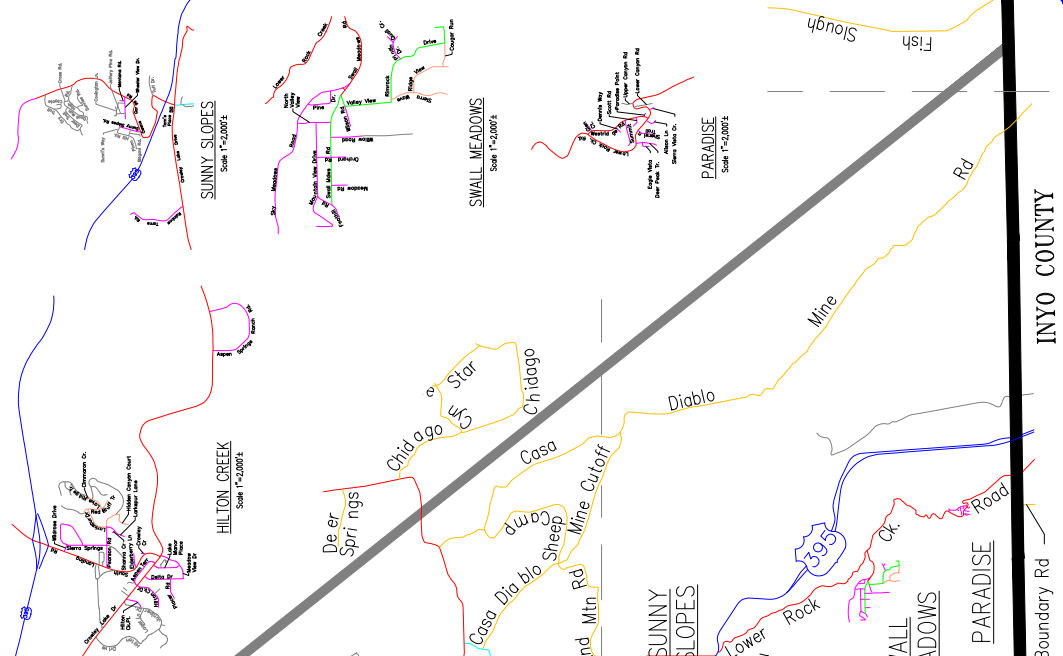
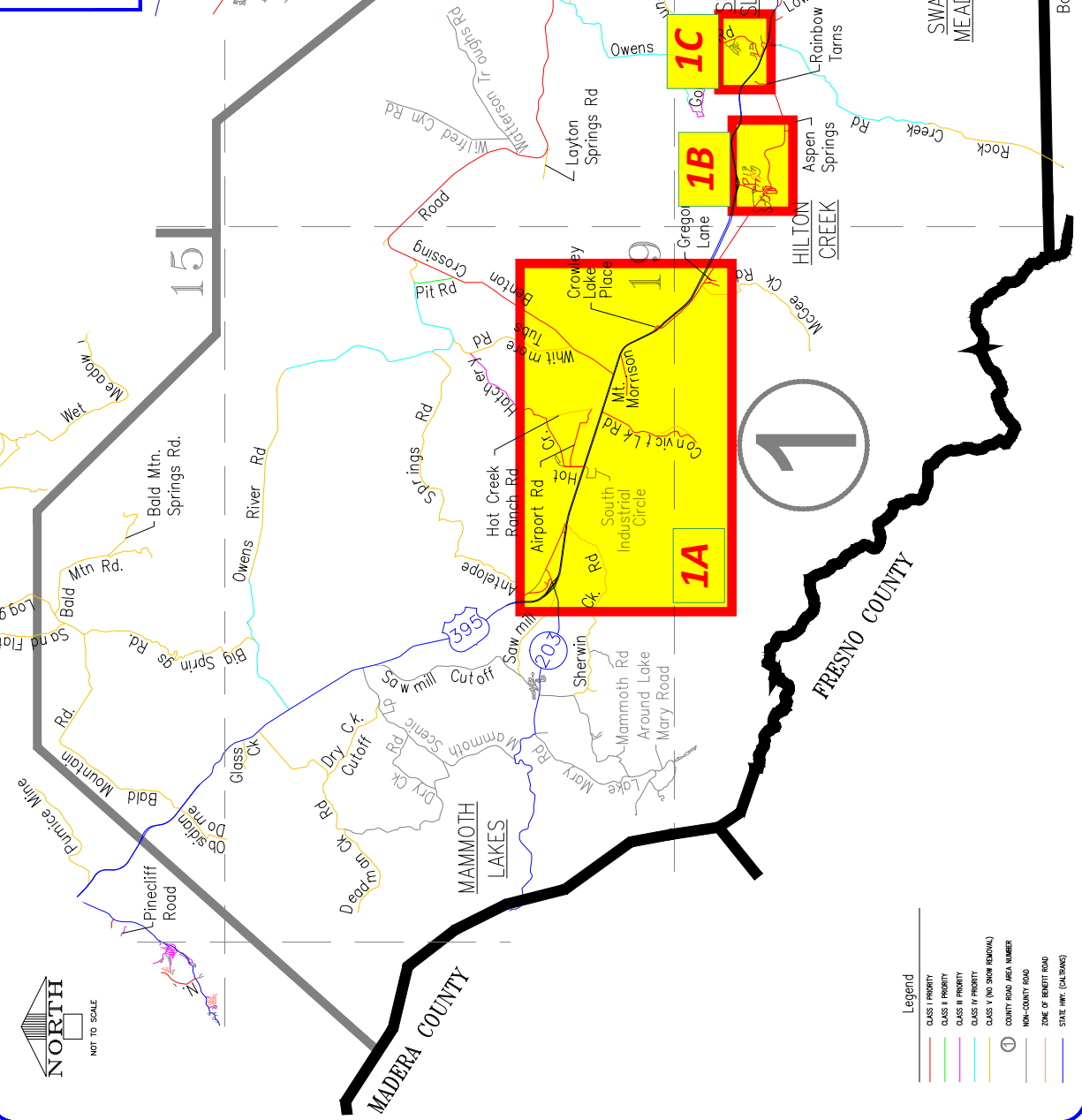


Road Area 1

Snow Removal Priority Map

Mono County Department of Public Works

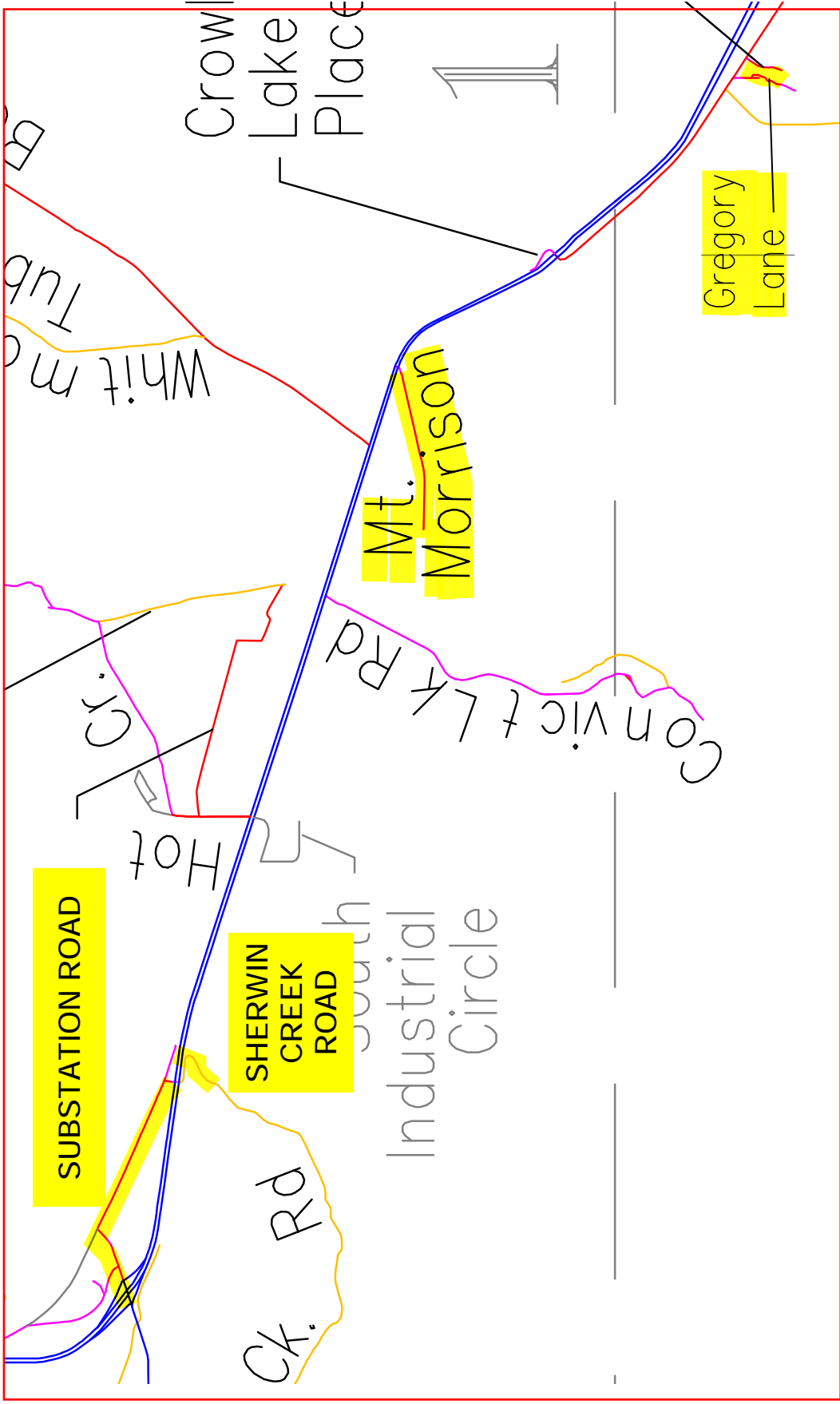
November 7, 2017
 FILE: Snow Removal Priority Map_11/07/17.dwg

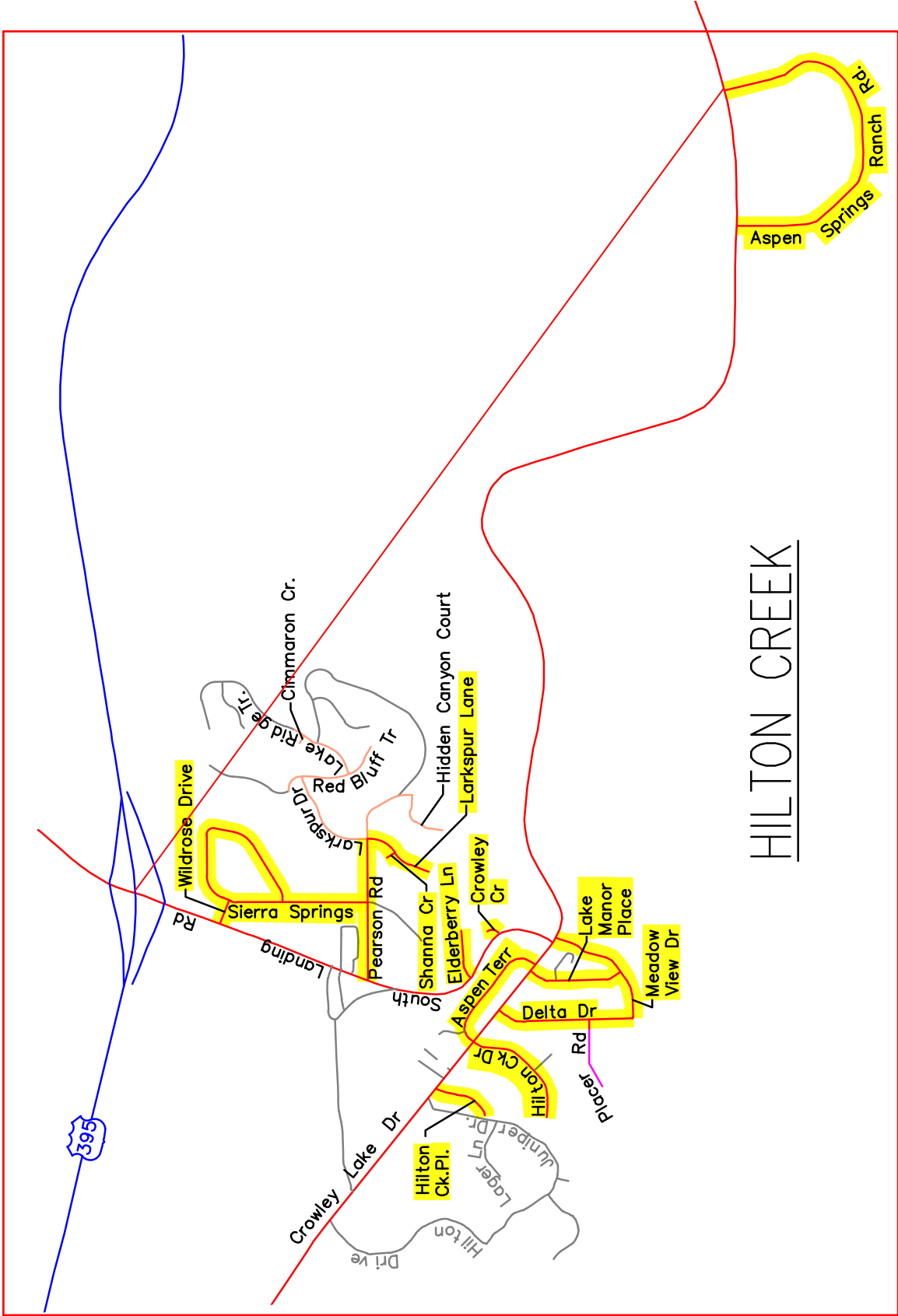


Legend

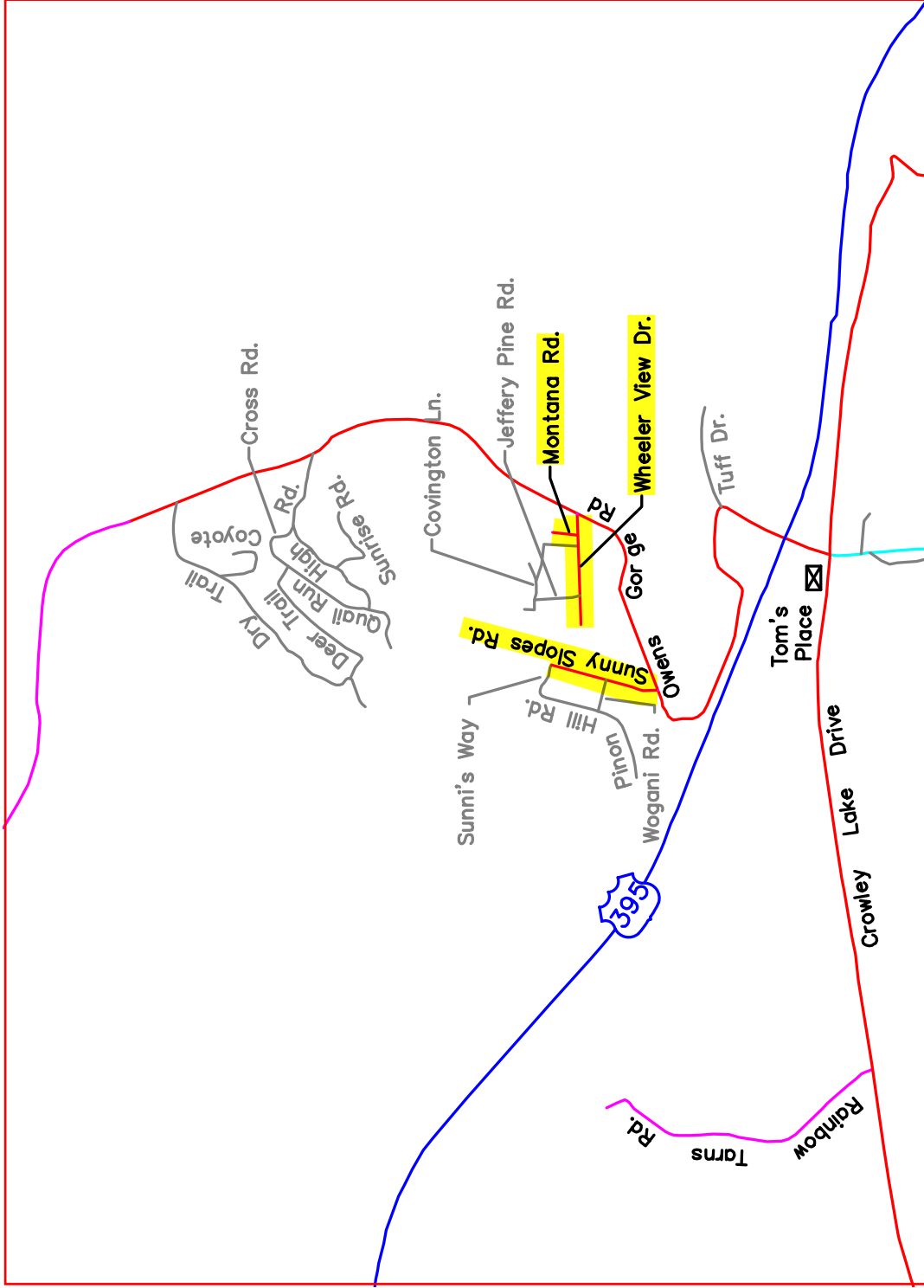
Red line	CLASS I PRIORITY
Green line	CLASS II PRIORITY
Blue line	CLASS III PRIORITY
Purple line	CLASS IV PRIORITY
Orange line	CLASS V (NO SNOW REMOVAL)
Yellow box	COUNTY ROAD AREA NUMBER
Circle with number	NON-COUNTY ROAD
Thick black line	ZONE OF BENEFIT ROAD
Thin black line	STATE HWY. (CULVERNS)

EXHIBIT 1





HILTON CREEK



SUNNY SLOPES

EXHIBIT 1C

PROJECT PROGRAMMING REQUEST

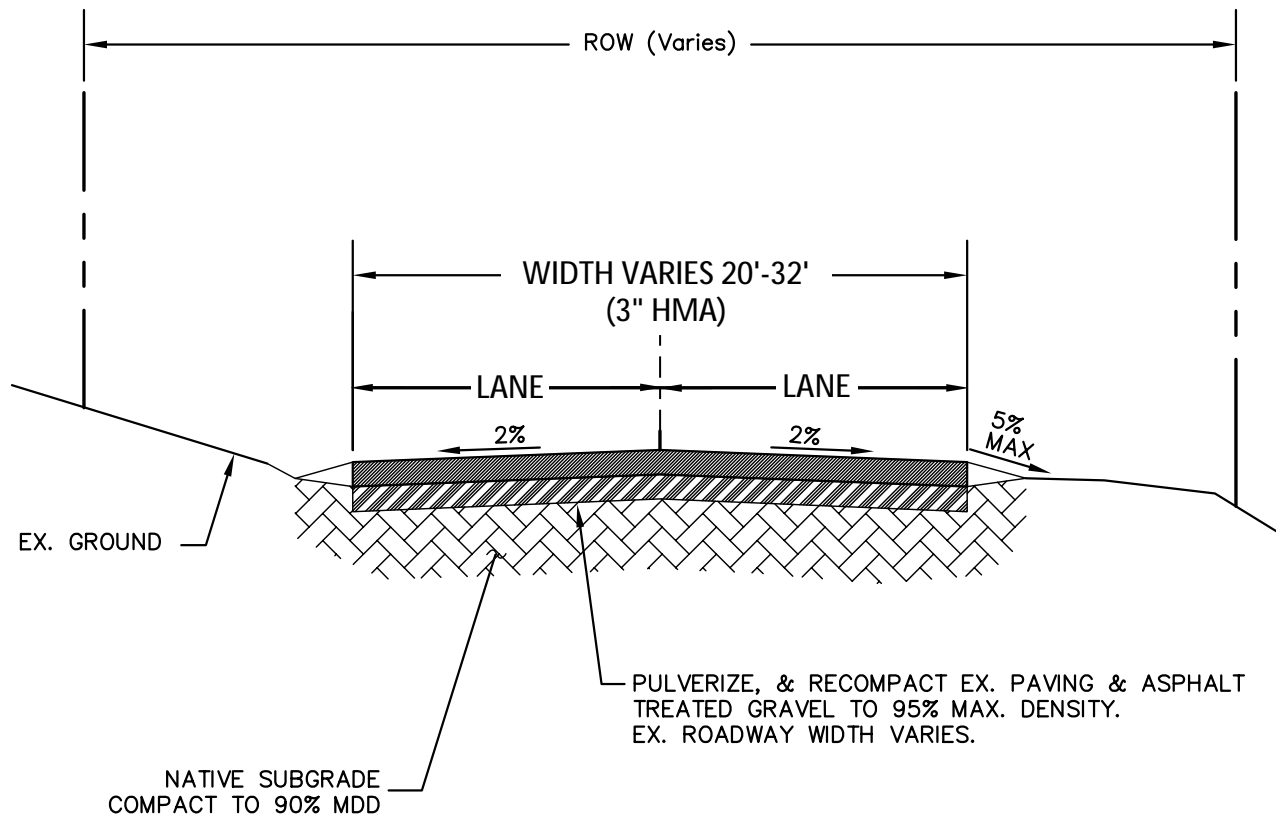
DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	12/13/17		
District		EA	Project ID		PPNO	MPO ID		Alt Proj. ID
09								
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency				
MNO	varies			Mono County				
				MPO		Element		
				Non-MPO		Local Assistance		
Project Manager/Contact			Phone		E-mail Address			
Paul Roten			760 924 1811		proten@mono.ca.gov			
Project Title								
Long Valley Streets								
Location (Project Limits), Description (Scope of Work)								
Perform Asphalt rehabilitation on streets in the Long Valley communities of Crowley, Hilton Creek, and Sunny Slopes. This project includes Sunny Slopes Road, Wheeler View Drive, Montana Road, Crowley Lake Place, Meadow View Drive, Lake Manor Place, Aspen Terrace, Delta Drive, Hilton Creek Drive, Hilton Creek Place, Crowley Lake Circle, Elderberry Lane, Pearson Road, Wildrose Drive, Sierra Springs, Larkspur Lane, Shanna Circle, Aspen Springs, Gregory Lane. Mount Morrison Road, Substation Road, Sherwin Creek Road and Antelope Springs Ranch Road.								
Component		Implementing Agency						
PA&ED		Mono County						
PS&E		Mono County						
Right of Way		Mono County						
Construction		Mono County						
Legislative Districts								
Assembly:	25		Senate:	1		Congressional:	25	
Project Benefits								
Pavements are badly deteriorated, roads have poor surface and base drainage. The vast majority of pavements have reached the end of their useful life and present problems in ride quality, potential damage to vehicles, and appearance.								
Purpose and Need								
Based on the Pavement Management system, these roads will be at a level where they need to be caught for rehabilitation before they deteriorate to a more expensive restoration solution. Hot-in-place Recycling is proposed on many of these roads to extend the life of the streets and improve ride quality.								
Category		Outputs/Outcomes				Unit	Total	
ADA Improvements No			Bike/Ped Improvements No			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes			
Project Milestone						Existing	Proposed	
Project Study Report Approved								
Begin Environmental (PA&ED) Phase							08/01/19	
Circulate Draft Environmental Document				Document Type	ND/CE		12/01/19	
Draft Project Report							12/01/19	
End Environmental Phase (PA&ED Milestone)							04/01/20	
Begin Design (PS&E) Phase							01/01/20	
End Design Phase (Ready to List for Advertisement Milestone)							04/01/20	
Begin Right of Way Phase							01/01/20	
End Right of Way Phase (Right of Way Certification Milestone)							04/01/20	
Begin Construction Phase (Contract Award Milestone)							08/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)							08/01/21	
Begin Closeout Phase							08/02/21	
End Closeout Phase (Closeout Report)							02/01/22	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,



ROADWAY SECTION – RECONSTRUCTION

A
N.T.S.

Mono County
Department of Public Works

74 North School St.
Post Office Box 457
Bridgeport, CA 93517

Phone: (760)932-5440
Fax: (760)932-5441
monopw@mono.ca.gov

TYPICAL SECTION
(RECONSTRUCTION)

Figure

3

DATE: 2/8/08

Amendment (Existing Project) Yes					Date:	12/21/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
09		0915000057	2003			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
MNO				Mono County Local Transportation Commission		
				MPO	Element	
				Non-MPO	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Gerry Le Francois		760.924.1810		glefrancois@mono.ca.gov		
Project Title						
Planning, Programming, & Monitoring						
Location (Project Limits), Description (Scope of Work)						
Planning, Programming, & Monitoring						
Component						
Implementing Agency						
PA&ED						
PS&E						
Right of Way						
Construction Mono County Local Transportation Commission						
Legislative Districts						
Assembly:	5	Senate:	8	Congressional:	8	
Project Benefits						
PPM funds provides funding to better plan and develop future transportation projects for the visitors and residents of the eastern sierra reg						
Purpose and Need						
Without PPM funding, project development would be dependant on general fund revenues for transportation related projects.						
Category		Outputs/Outcomes			Unit	Total
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N	
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N		
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/21/17

Additional Information

[Empty box for Additional Information]

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 12/21/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
09	MNO			0915000057	2003	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map