

Mono County Local Transportation Commission

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

PO Box 8
Bridgeport, CA 93517
760.932.5420 phone, 932.54
www.monocounty.ca.gov

AGENDA

July 8, 2013 – 9:00 A.M.

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

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **APPROVAL OF MINUTES:** June 10, 2013 – p.1
4. **COMMISSIONER REPORTS**
5. **ADMINISTRATION**
 - A. Receive State Transportation Improvement Program (STIP) fund estimates & provide any desired direction to staff (*Gerry Le Francois*) – p.4
 - B. Review commissioner LTC priorities (continued from June meeting) & provide any desired direction to staff (*Wendy Sugimura*) – p.12
 - C. Review LTC project development process & provide any desired direction to staff (*Gerry Le Francois*) – p.22
 - D. Approve Resolution R13-08 as formal recognition of Town of Mammoth Lakes as recipient of Public Transportation Modernization Improvement & Service Enhancement Account (PTMISEA) funds for Town Transit Facility upgrade (*Peter Bernasconi*) – p.26
6. **LOCAL TRANSPORTATION ISSUES**
 - A. Approve letter of support for Highway Safety Improvement Program (HSIP) for Town Main Street (*Peter Bernasconi*) – p.28
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA) update
 - B. Yosemite Area Regional Transportation System (YARTS) update
8. **CALTRANS**
 - A. District 9 chip seal/pavement preservation strategies (*John Fox*)
 - B. Report activities in Mono County and provide pertinent statewide information
9. **INFORMATIONAL**

“A New Direction: Our changing relationship with driving & the implications for America’s future”

 - A. Executive summary - p.31
 - B. Overestimating Future Road Capacity Requirements?
10. **UPCOMING AGENDA ITEMS**

More on back...

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

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

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

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DRAFT MINUTES

June 10, 2013

COUNTY COMMISSIONERS: Tim Fesko, Larry Johnston, Fred Stump

TOWN COMMISSIONERS: Jo Bacon, Sandy Hogan, Matthew Lehman

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

TOWN STAFF: Peter Bernasconi, Jessica Morriss, Carson Quam

CALTRANS: Forest Becket

ESTA: John Helm

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Larry Johnston called the meeting to order at 9:05 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and the pledge of allegiance was recited.

2. **PUBLIC COMMENT:** John Armstrong represented agencies and businesses on Kamikaze Bike Games, Sept. 4-9, 2013. The multi-faceted games will feature mountain and road bikes attempting to recapture Mammoth's past bike-glory events such as the kamikaze, pro-downhill and dual-slalom races, and concerts. The goal is to create a cycling destination and to attract thousands of cyclists to a world-class event (organizers want 2,200 cyclists). The Fall Century event brings 800 to 1,200 riders. Being a cycling destination involves bike-friendly amenities such as bike paths, lanes, racks, and good materials on bike lanes. Commuting and exercising are encouraged, with cyclists riding as part of traffic and stopping at stop signs. LTC could consider setting aside 1% of highway funding for cycling. .

3. **APPROVAL OF MINUTES:** May 13, 2013

MOTION: Adopt minutes of May 13, 2013, as amended: Vote on item 5C motion was 6-0, not 5-0. (Fesko/Bacon. Ayes: 6-0.)

4. **COMMISSIONER REPORTS:** Fesko: High Point construction has been 15 months, but paving is occurring now and progress is evident. Hogan: Drove over the roadway. Stump: Thanks to Eastern Sierra Transit Authority (ESTA) and Mono staff for installing a bus stop at Chalfant. Johnston: Discussed deer-crossing sites with California Fish and Wildlife biologist Tim Taylor. Two of six existing sites need fencing and brush clearing. Next agenda: Chip-sealing northbound shoulder along US 395, including how project went through review process and dislike by cyclists. Set up process for input by cyclists.

5. **ADMINISTRATION**

A. **Local Transit Funds (LTF):** Mary Booher noted LTFs are monthly allocations.

MOTION: Approve Resolution R13-06: allocating & apportioning Local Transit Funds (LTF) funds. (Bacon/Lehman. Ayes: 6-0.)

B. **State Transit Assistance (STA) funds:** John Helm described STA as a function of fuels excise tax. ESTA has some reserve funds. Mary Booher noted STA comes in quarterly.

MOTION: Approve Resolution R13-07 allocating & apportioning State Transit Assistance (STA) funds. (Stump/Hogan. Ayes: 6-0.)

C. Audit response: Mary Booher commended Town staff, whose temporary assistant completed the third-quarter invoice. Responses were included in the staff report.

6. LOCAL TRANSPORTATION ISSUES

Electric car-charging stations: Commissioner Lehman indicated electric cars can exceed 300 mi/tank of gas. He suggested a public/private partnership with auto maker Tesla, which could take the lead. Its stock rose 300% in past six months. Stations cost \$100,000 apiece. The Village at Mammoth has considered it, as has the visitor center. He described California as always cutting edge.

Charging time? *Currently, about 40 minutes, but technology is changing.* Cost? *Unknown.* Stations would be for convenience more than anything else, encouraging people to bring electric cars here. Installation by Tesla? *Lehman would ask. Tesla's in a growth spurt, maybe Mono could take advantage of its expansion desires.*

Commissioner Bacon inquired whether Caltrans could include stations in the Olancho-Cartago design. Forest Becket responded that public/private partnerships are new at rest areas. Maybe obtain a federal subsidy? Bacon asked about adding as an enhancement to existing road shops.

Commissioner Stump thought high-end vehicles were unlikely for Mono's "worker bees." He expressed suspicion of battery systems due to fire.

Scott Burns cited California policy to establish a network of charging stations.

7. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): John Helm reported Reds Meadow shuttle opened over Memorial Weekend and will resume June 22. A new inter-valley shuttle should alleviate parking at Devils Postpile, as people could park at Reds Meadow and ride free shuttle. Tour buses >37' are prohibited on narrow road with tight turns. Drivers can directly contact ESTA, which is coordinating with US Forest Service (USFS) and National Park Service (NPS).

Helm noted a challenge in Mammoth, with only one Dial-A-Ride (DAR) bus. Three new buses included a mini-van for DAR, with greater fuel economy and lower chassis for kids with special needs, but no capacity for bikes.

A Mammoth Half-Marathon June 23 starting at Horseshoe Lake expects 1,000 runners. ESTA will provide transit.

B. Yosemite Area Regional Transportation System (YARTS): Scott Burns announced a YARTS meeting today at 1 p.m. Commissioner Hogan asked about the hiker bus. Burns replied that \$72,000 from the Town provides funding for it. YARTS bus will originate in Mammoth at end of July.

8. CALTRANS: Forest Becket predicted 20-minute delays during paving on High Point Curve. New target for completion with guard rails, etc. is August, Olancho-Cartago Memorandum of Understanding (MOU) was discussed by Eastern California Transportation Planning Partnership (ECTPP). Agencies discussed programming two years early. Now, the plan is to over-program everything, see what sticks.

Sandhouse chip-seal: There seems to be no good chip-seal for cyclists, so try new things. A Caltrans engineer cycled the surface and said it depends on tire size. It's a hot topic along Coastal District (San Luis Obispo to Santa Cruz). A study with test strips is being conducted. Options would be a finer grade of chip or rolling it. More fog seal still needs to be applied. Commissioner Johnston, however, thought shoulders do not need chips, ever. No one drives on the shoulder. Contact groups along the way to coordinate. Commissioner Fesko noted that snowplows destroy chips. Becket explained that among strategies on pavement preservation, chip-seal is still the best.

Johnston met with Assemblyman Bigelow about keeping Crestview rest area open year round.

9. COMMISSION WORKSHOP: Wendy Sugimura facilitated a workshop on LTC priorities, setting the framework, time frames, sorting projects and matching different funding sources. But first, everyone needed to get on the same page. The priorities were initiated by Commissioner Johnston in February 2013, and then others added items. What does LTC do, and how? The Overall Work Program (OWP) could set basis for development of short-term transportation projects. Longer time frames would be needed for road projects and aesthetics. Commissioner Fesko's suggestions were distributed.

Gerry Le Francois stated that MAP-21 filters through the State Transportation Improvement Program (STIP), which is under LTC purview. Local agencies do not have State Highway Operation & Protection Program (SHOPP). Other funding sources include American Recovery & Reinvestment Act (ARRA) and Federal Lands Access Program (FLAP). He recalled Brad Mettam's advice, "If money falls from the sky, be ready to go." The new State Transportation Improvement Program (STIP) cycle fund estimate comes out in August, and submittal of Mono's Regional Transportation Improvement Program (RTIP) is due in December. It's usually \$6 million to \$8 million, sometimes less. A time lag exists for projects; e.g., Owens Gorge was approved in 2006, completed in 2013, and Lee Vining Streets were approved in 2008, completed in 2013. Commissioner Hogan stated the Lakes Basin project was approved in the early 1990s, but then the State froze funds. Sugimura recalled the Lake Mary Bike Bath took even longer.

Commissioner Johnston asked what staff wanted, which might differ from LTC priorities. Sugimura noted the degree of complexity and integration with external proposals such as the Bodie Road two-mile paving. She suggested looking at LTC priorities first. Commissioner Stump asked if State Parks gets approval, how does LTC factor in? Le Francois stated State Parks would have a portion and ask Regional Transportation Planning Agency (RTPA) for assistance. The policy gets people out of cars and onto feet, bikes, etc. Scott Burns indicated the staff list comes from Mono Supervisors, RPACs, CPT, LTC, etc.

Policy umbrella: Johnston wanted to add staff ideas (environmental health, social services, solid waste, etc.) to the master list. Forest Becket reminded that the Regional Transportation Plan (RTP) is due June 30, 2013, including constrained as well as unconstrained projects. The California Transportation Commission (CTC) will look at the RTP when allocating funds. Sugimura noted that the Mono Supervisors approved a list very close to the LTC's. Bacon indicated that goals in RTP are broad.

When Commissioner Fesko thought the discussion was going in circles, Sugimura summarized that a staff input column would be added; categories would be matched to funding sources; and staff would refine sorting to get priorities.

Johnston indicated Mono is owed an STP project (maybe Conway four-lane, get Caltrans input). Johnston wanted to get some ideas going, but Bacon wanted to establish priorities first. Johnston cautioned against over study and losing \$130,000 – he wanted to get something done.

10. UPCOMING AGENDA ITEMS : 1) MAP-21 update; 2) Memorandum of Understanding (MOU) update from Eastern California Transportation Planning Partnership (ECTPP); 3) STIP fund estimates; 4) chip-seal strategies

11. ADJOURN to July 8, 2013

Prepared by C.D. Ritter, LTC secretary

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LTC Staff Report

July 8, 2013

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

FROM: Gerry Le Francois, Principal Planner

RE: 2014 State Transportation Improvement Program (STIP) Fund Estimate and Timeline

RECOMMENDATIONS:

Receive update on the 2014 STIP and provide any desired direction to staff.

FISCAL IMPLICATIONS:

The State Transportation Improvement Program funds local and regional transportation projects in Mono County.

ENVIRONMENTAL COMPLIANCE:

All STIP projects require environmental compliance as a condition of project planning.

RTP / RTIP CONSISTENCY:

All STIP projects are required to be consistent with the Regional Transportation Plan

DISCUSSION:

The STIP occurs every two years and is a new five-year funding cycle for transportation projects in Mono County. The attached fund estimate is scheduled to be adopted by the California Transportation Commission in August 2013. As in prior STIPs, any new capacity or available new funding is likely to be available in the latter years of this five-year cycle. Staff will give a brief overview of the 2014 STIP and as we learn more, we will update the commission accordingly. The complete fund estimate is available at: http://catc.ca.gov/programs/STIP/2014_STIP/2014_draft_FundEstimates.pdf

Time line for 2014 STIP	Date
CTC adopts Fund Estimate	August 2013
Caltrans identifies State highway needs	September 2013
Mono County submits adopted Regional Transportation Improvement Program (RTIP)	December 2013
CTC South State hearing	Winter 2014
CTC releases staff recommendations	Late Winter 2014
CTC adopts STIP	Late Winter 2014

ATTACHMENT:

2014 Fund Estimate - Executive Summary

Memorandum

Tab 14
Addition

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 11, 2013

Reference No.: 4.3
Information

From: 
ANDRE BOUTROS
Executive Director

Subject: **DRAFT 2014 STIP FUND ESTIMATE (FE)**

SUMMARY:

The Department is submitting the draft 2014 STIP Fund Estimate (FE) to the Commission at this meeting of June 11, 2013.

The draft FE shows that there is no new programming capacity in the first three years of the STIP period (2014-15 through 2016-17), due to no capacity for the Public Transportation Account (PTA) or Transportation Enhancements (TE). Therefore, total programming targets are only for the last two years of the STIP period (2017-18 and 2018-19).

State law provides that up to 5% of a county share may be expended for planning, programming and monitoring (PPM). This limitation is applied separately to each four-year county share period. Table 3 shows the PPM limits for the STIP period 2016-17 through 2018-19. The PPM limitation is a limit to the amount that can be programmed in any region and is not in addition to amounts already programmed.

No Commission action is required as this is an information item; however, staff recommends that the Commission consider any comments received at the June 2013 meeting, and direct staff to work with the Department to present the 2014 STIP FE for adoption at the August 6, 2013 meeting.

BACKGROUND:

Government Code section 14525(a) requires the Commission to adopt the STIP Fund Estimate by August 15 of each odd-numbered year.

Attachments

2014 STIP Fund Estimate County and Interregional Share Estimates

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP).

The Draft 2014 STIP Fund Estimate indicates that the STIP is over-programmed by approximately 12% in the early years of the 2014 STIP due primarily to the loss of Transportation Enhancement (TE) funding. Some of this over-programming will likely be resolved through the schedule updates which occur each STIP cycle, and through the deletion of TE projects by regions or Caltrans. However, some projects currently programmed in the STIP may need to be delayed (reprogrammed into a later year).

Existing TE projects may remain in the STIP so long as they are eligible for State Highway Account or Federal funds.

Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the **draft** 2014 STIP FE to the capacity used in the County and Interregional Shares. This table is currently based on the estimated Commission actions through June 30, 2013. The program capacity used in the adopted Fund Estimate will be updated to include final Commission's actions through the June 2013 Commission meeting.

Table 2. County and Interregional Shares – Total Target

This table displays the **draft** 2014 STIP targets of the new statewide capacity through 2018-19. As shown in Table 1, new capacity is in the two new years of the Fund Estimate: 2017-18 and 2018-19. Therefore, nearly all new programming added in the 2014 STIP will be in 2017-18 and 2018-19.

Table 3. County and Interregional Shares – Maximum Target

This table displays the **draft** 2014 STIP targets of the new statewide capacity through the next County share period, ending in 2019-20. This is the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Section 188.8(j) of the S&HC, to a county with a population of under 1 million.

Table 4. Planning, Programming, and Monitoring (PPM) Limitations

- State law and the STIP guidelines provide that up to 5% of a county share may be expended for planning, programming, and monitoring (PPM). This limitation is applied separately to each four-year county share period. This table identifies the ***draft*** county and interregional shares for 2016-17 through 2018-19 (the first three years of the 2016-17 through 2019-20 share period) based upon the 2012 Fund Estimate and the ***draft*** 2014 Fund Estimate. These are the amounts against which the 5% PPM Limitation is applied. The PPM Limitations are limits to the amounts that can be programmed in any region and are not in addition to amounts already programmed.

DRAFT 2014 STIP FUND ESTIMATE

Table 1 - Reconciliation to County and Interregional Shares
(\$ millions)

	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
Public Transportation Account (PTA)								
2014 FE PTA Target Capacity	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$25
Total 2014 STIP FE PTA Target Capacity	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$25
2012 STIP Program ¹	\$68	\$84	\$101	\$97	\$0	\$0	\$282	\$350
Extensions	\$11	\$43	\$0	\$0	\$0	\$0	\$43	\$54
Delivered But Not Allocated	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net PTA STIP Program	\$79	\$127	\$101	\$97	\$0	\$0	\$325	\$404
PTA Capacity for County Shares	(\$54)	(\$127)	(\$101)	(\$97)	\$0	\$0	(\$325)	(\$379)
Cumulative	(\$54)	(\$181)	(\$282)	(\$379)	(\$379)	(\$379)		
SHA								
2014 FE Non-PTA Target Capacity	\$642	\$744	\$666	\$666	\$666	\$661	\$3,403	\$4,045
2014 FE Non-PTA GARVEE Debt Service	(\$84)	(\$84)	(\$11)	(\$11)	(\$11)	(\$11)	(\$128)	(\$212)
TE State Match (Estimated program totals)	(\$8)	\$0	\$0	\$0	\$0	\$0	\$0	(\$8)
Total 2014 STIP FE Non-PTA Capacity	\$550	\$660	\$655	\$655	\$655	\$650	\$3,275	\$3,825
2012 STIP Program ¹	\$444	\$516	\$572	\$532	\$0	\$0	\$1,620	\$2,063
Extensions	\$120	\$2	\$0	\$0	\$0	\$0	\$2	\$122
Delivered But Not Allocated	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Advances	\$0	(\$5)	\$0	\$0	\$0	\$0	(\$5)	(\$5)
Net Non-PTA STIP Program	\$564	\$512	\$572	\$532	\$0	\$0	\$1,616	\$2,180
Non-PTA Capacity for County Shares	(\$14)	\$148	\$83	\$123	\$655	\$650	\$1,659	\$1,645
Cumulative	(\$14)	\$134	\$217	\$340	\$995	\$1,645		
Transportation Enhancements (TE)								
2014 STIP FE TE Capacity (Federal)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TE State Match (Estimated program totals)	\$8	\$0	\$0	\$0	\$0	\$0	\$0	\$8
Total 2014 STIP FE TE Capacity	\$8	\$0	\$0	\$0	\$0	\$0	\$0	\$8
2012 STIP Program ¹	\$81	\$95	\$72	\$93	\$0	\$0	\$259	\$340
Extensions	\$3	\$1	\$0	\$0	\$0	\$0	\$1	\$4
Advances	(\$6)	(\$3)	(\$1)	(\$1)	\$0	\$0	(\$6)	(\$12)
Net TE	\$78	\$92	\$70	\$91	\$0	\$0	\$254	\$332
TE Capacity for County Shares	(\$70)	(\$92)	(\$70)	(\$91)	\$0	\$0	(\$254)	(\$324)
Cumulative	(\$70)	(\$162)	(\$233)	(\$324)	(\$324)	(\$324)		
Total Capacity	(\$137)	(\$72)	(\$88)	(\$65)	\$655	\$650	\$1,080	\$942

Notes:

General note: Numbers may not add due to rounding.

¹ 2012 STIP through June 2013

DRAFT 2014 Fund Estimate
 County and Interregional Shares - UPDATED 6/10/13
 Table 2. Calculation of New Programming Targets and Shares - Total Target
 (\$1,000's)

County	Net Carryover		2014 STIP Share through 2018-19			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 11-12/12/13	Net Share (Total Target)	Net Advance
Alameda	2,000	0	23,239	0	25,239	0
Alpine	1,255	0	686	0	1,941	0
Amador	350	0	1,574	0	1,924	0
Butte	12,488	0	4,604	0	17,092	0
Calaveras	0	0	1,859	0	1,859	0
Colusa	673	0	1,234	130	2,037	0
Contra Costa	5,000	0	15,854	0	20,854	0
Del Norte	0	(11,560)	1,155	0	0	(10,405)
El Dorado LTC	0	(9,478)	3,204	0	0	(6,274)
Fresno	0	(8,176)	17,550	1,430	10,804	0
Glenn	1,802	0	1,293	1	3,096	0
Humboldt	0	(5,655)	4,643	40	0	(972)
Imperial	6,741	0	8,244	0	14,985	0
Inyo	9,824	0	6,415	338	16,577	0
Kern	0	(2,711)	23,640	573	21,502	0
Kings	0	(17,941)	3,466	0	0	(14,475)
Lake	4,665	0	2,020	232	6,917	0
Lassen	652	0	2,953	900	4,505	0
Los Angeles	0	(17,809)	140,171	3,358	125,720	0
Madera	0	(14,078)	3,209	0	0	(10,869)
Marin	0	(39,820)	4,331	245	0	(35,244)
Mariposa	1,541	0	1,208	0	2,749	0
Mendocino	1,081	0	4,340	0	5,421	0
Merced	11,655	0	5,715	0	17,370	0
Modoc	1,373	0	1,575	232	3,180	0
Mono	8,439	0	4,774	165	13,378	0
Monterey	0	(6,844)	8,254	10,256	11,666	0
Napa	2,678	0	2,851	230	5,759	0
Nevada	0	(4,118)	2,451	0	0	(1,667)
Orange	0	(1,653)	43,368	8,429	50,144	0
Placer TPA	0	(45,878)	5,871	0	0	(40,007)
Plumas	2,925	0	1,761	0	4,686	0
Riverside	15,380	0	38,113	1,916	55,409	0
Sacramento	17,630	0	21,960	500	40,090	0
San Benito	0	(6,819)	1,517	0	0	(5,302)
San Bernardino	0	(5,969)	43,784	115	37,930	0
San Diego	0	(29,142)	49,255	0	20,113	0
San Francisco	0	(2,827)	11,745	0	8,918	0
San Joaquin	7,957	0	11,886	338	20,181	0
San Luis Obispo	0	(4,624)	8,827	642	4,845	0
San Mateo	3,728	0	12,125	1,000	16,853	0
Santa Barbara	0	(12,288)	9,873	1,430	0	(985)
Santa Clara	0	(19,262)	27,542	660	8,940	0
Santa Cruz	0	(611)	4,756	0	4,145	0
Shasta	7,628	0	5,066	0	12,694	0
Sierra	1,043	0	836	121	2,000	0
Siskiyou	2,470	0	3,468	307	6,245	0
Solano	1,256	0	7,169	0	8,425	0
Sonoma	0	(21,840)	8,930	1,204	0	(11,706)
Stanislaus	3,292	0	8,815	0	12,107	0
Sutter	1,327	0	2,027	0	3,354	0
Tahoe RPA	1,585	0	1,076	0	2,661	0
Tehama	2,422	0	2,592	479	5,493	0
Trinity	586	0	1,822	60	2,468	0
Tulare	0	(6,022)	10,885	250	5,113	0
Tuolumne	8,626	0	2,033	0	10,659	0
Ventura	5,099	0	14,695	1,500	21,294	0
Yolo	6,739	0	4,216	915	11,870	0
Yuba	3,004	0	1,550	100	4,654	0
Statewide Regional	164,914	(295,125)	670,075	38,096	715,866	(137,906)
Interregional	0	(13,246)	223,359	16,287	226,400	0
TOTAL	164,914	(308,371)	893,434	54,383	942,266	(137,906)

Statewide Flexible Capacity	1,644,992
Statewide PTA Capacity	(378,695)
Statewide TE Capacity	(324,031)
Total	942,266

Draft 2014 Fund Estimate
County and Interregional Shares - UPDATED 6/10/13
Table 3. Calculation of New Programming Targets and Shares - Maximum
(\$1,000's)

County	Net Carryover		2014 STIP			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 11-12/12-13	Net Share (Maximum)	Net Advance
Alameda	2,000	0	40,865	0	42,865	0
Alpine	1,255	0	1,206	0	2,461	0
Amador	350	0	2,768	0	3,118	0
Butte	12,488	0	8,095	0	20,583	0
Calaveras	0	0	3,269	0	3,269	0
Colusa	673	0	2,170	130	2,973	0
Contra Costa	5,000	0	27,880	0	32,880	0
Del Norte	0	(11,560)	2,031	0	0	(9,529)
El Dorado LTC	0	(9,478)	5,634	0	0	(3,844)
Fresno	0	(8,176)	30,861	1,430	24,115	0
Glenn	1,802	0	2,274	1	4,077	0
Humboldt	0	(5,655)	8,166	40	2,551	0
Imperial	6,741	0	14,496	0	21,237	0
Inyo	9,824	0	11,281	338	21,443	0
Kern	0	(2,711)	41,571	573	39,433	0
Kings	0	(17,941)	6,096	0	0	(11,845)
Lake	4,665	0	3,553	232	8,450	0
Lassen	652	0	5,192	900	6,744	0
Los Angeles	0	(17,809)	246,488	3,358	232,037	0
Madera	0	(14,078)	5,642	0	0	(8,436)
Marin	0	(39,820)	7,616	245	0	(31,959)
Mariposa	1,541	0	2,124	0	3,665	0
Mendocino	1,081	0	7,631	0	8,712	0
Merced	11,655	0	10,050	0	21,705	0
Modoc	1,373	0	2,769	232	4,374	0
Mono	8,439	0	8,395	165	16,999	0
Monterey	0	(6,844)	14,515	10,256	17,927	0
Napa	2,678	0	5,014	230	7,922	0
Nevada	0	(4,118)	4,310	0	192	0
Orange	0	(1,653)	76,263	8,429	83,039	0
Placer TPA	0	(45,878)	10,323	0	0	(35,555)
Plumas	2,925	0	3,096	0	6,021	0
Riverside	15,380	0	67,020	1,916	84,316	0
Sacramento	17,630	0	38,616	500	56,746	0
San Benito	0	(6,819)	2,667	0	0	(4,152)
San Bernardino	0	(5,969)	76,994	115	71,140	0
San Diego	0	(29,142)	86,614	0	57,472	0
San Francisco	0	(2,827)	20,654	0	17,827	0
San Joaquin	7,957	0	20,902	338	29,197	0
San Luis Obispo	0	(4,624)	15,522	642	11,540	0
San Mateo	3,728	0	21,322	1,000	26,050	0
Santa Barbara	0	(12,288)	17,362	1,430	6,504	0
Santa Clara	0	(19,262)	48,432	660	29,830	0
Santa Cruz	0	(611)	8,364	0	7,753	0
Shasta	7,628	0	8,909	0	16,537	0
Sierra	1,043	0	1,470	121	2,634	0
Siskiyou	2,470	0	6,098	307	8,875	0
Solano	1,256	0	12,607	0	13,863	0
Sonoma	0	(21,840)	15,703	1,204	0	(4,933)
Stanislaus	3,292	0	15,501	0	18,793	0
Sutter	1,327	0	3,564	0	4,891	0
Tahoe RPA	1,585	0	1,891	0	3,476	0
Tehama	2,422	0	4,558	479	7,459	0
Trinity	586	0	3,204	60	3,850	0
Tulare	0	(6,022)	19,142	250	13,370	0
Tuolumne	8,626	0	3,575	0	12,201	0
Ventura	5,099	0	25,841	1,500	32,440	0
Yolo	6,739	0	7,414	915	15,068	0
Yuba	3,004	0	2,725	100	5,829	0
Statewide Regional	164,914	(295,125)	1,178,315	38,096	1,196,453	(110,253)
Interregional	0	(13,246)	392,772	16,287	395,813	0
TOTAL	164,914	(308,371)	1,571,087	54,383	1,592,266	(110,253)
Statewide Flexible Capacity					2,294,992	
Statewide PTA Capacity					(378,695)	
Statewide TE Capacity					(324,031)	
Total					1,592,266	

DRAFT 2014 STIP FUND ESTIMATE
County and Interregional Shares - UPDATED 6/10/13
Table 4 - Planning, Programming and Monitoring (PPM) Limitations
(\$1,000's)

County	Total			5% PPM Limitation
	2012 STIP FY 2016/17	2014 STIP 16/17-18/19	Total 16/17-18/19	FY 2016/17-2018-19
Alameda	20,348	23,239	43,587	2,179
Alpine	602	686	1,288	64
Amador	1,383	1,574	2,957	148
Butte	4,031	4,604	8,635	432
Calaveras	1,623	1,859	3,482	174
Colusa	1,081	1,234	2,315	116
Contra Costa	13,881	15,854	29,735	1,487
Del Norte	1,011	1,155	2,166	108
El Dorado LTC	2,806	3,204	6,010	301
Fresno	15,366	17,550	32,916	1,646
Glenn	1,132	1,293	2,425	121
Humboldt	4,066	4,643	8,709	435
Imperial	7,218	8,244	15,462	773
Inyo	5,617	6,415	12,032	602
Kern	20,698	23,640	44,338	2,217
Kings	3,035	3,466	6,501	325
Lake	1,769	2,020	3,789	189
Lassen	2,585	2,953	5,538	277
Los Angeles	122,728	140,171	262,899	13,145
Madera	2,810	3,209	6,019	301
Marin	3,792	4,331	8,123	406
Mariposa	1,058	1,208	2,266	113
Mendocino	3,799	4,340	8,139	407
Merced	5,004	5,715	10,719	536
Modoc	1,379	1,575	2,954	148
Mono	4,180	4,774	8,954	448
Monterey	7,227	8,254	15,481	774
Napa	2,497	2,851	5,348	267
Nevada	2,146	2,451	4,597	230
Orange	37,971	43,368	81,339	4,067
Placer TPA	5,140	5,871	11,011	551
Plumas	1,542	1,761	3,303	165
Riverside	33,370	38,113	71,483	3,574
Sacramento	19,227	21,960	41,187	2,059
San Benito	1,328	1,517	2,845	142
San Bernardino	38,336	43,784	82,120	4,106
San Diego	43,126	49,255	92,381	4,619
San Francisco	10,283	11,745	22,028	1,101
San Joaquin	10,407	11,886	22,293	1,115
San Luis Obispo	7,729	8,827	16,556	828
San Mateo	10,617	12,125	22,742	1,137
Santa Barbara	8,644	9,873	18,517	926
Santa Clara	24,115	27,542	51,657	2,583
Santa Cruz	4,164	4,756	8,920	446
Shasta	4,436	5,066	9,502	475
Sierra	732	836	1,568	78
Siskiyou	3,036	3,468	6,504	325
Solano	6,277	7,169	13,446	672
Sonoma	7,819	8,930	16,749	837
Stanislaus	7,718	8,815	16,533	827
Sutter	1,775	2,027	3,802	190
Tahoe RPA	942	1,076	2,018	101
Tehama	2,269	2,592	4,861	243
Trinity	1,595	1,822	3,417	171
Tulare	9,531	10,885	20,416	1,021
Tuolumne	1,780	2,033	3,813	191
Ventura	12,867	14,695	27,562	1,378
Yolo	3,691	4,216	7,907	395
Yuba	1,357	1,550	2,907	145
Statewide	586,696	670,075	1,256,771	62,839

Note: Limitation amounts include amounts already programmed.

Mono County Local Transportation Commission

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

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

Staff Report

July 8, 2013

TO: Mono County Local Transportation Commission

FROM: Wendy Sugimura, CDD Analyst
Gerry Le Francois, Principal Planner
Scott Burns, CDD Director

SUBJECT: Workshop #2 on Commissioner LTC Priorities

RECOMMENDATION: Discuss and provide input on the categorization and analysis of LTC commissioner priorities and next steps, and provide direction to staff.

FISCAL IMPLICATIONS:

None until/unless projects are selected for further development, at which time funding sources will be identified and allocated.

ENVIRONMENTAL COMPLIANCE: N/A

POLICY CONSISTENCY:

Identification of priorities and issues of interest feeds directly into policy and project development, providing the basis for the update of the Regional Transportation Plan, future Overall Work Plans, and future transportation projects.

BACKGROUND:

The LTC commissioners have been identifying their top priorities since the February 2013 meeting, and initial input from all the commissioners was deemed received by the June 2013 meeting. Commissioner priorities are a mix of policy development, transportation projects, and annual work program elements, with varying degrees of consensus, funding/resource availability, and urgency. In order to sort through these layers in an organized manner, the commission directed staff to sort and evaluate projects utilizing a set of categories that has been slightly modified for easier use:

1. **Non-LTC projects**
2. **Policy issues**
 - a. Ongoing/existing
 - b. New additions
3. **Projects**
 - a. Existing projects/proposals (RTP Appendix C or D)
 - b. New projects/proposals:
 - c. Prior projects/proposals

4. **Staff work program** (e.g., Overall Work Program)

5. **Caltrans partnership opportunity or request**

Projects are then matched with funding sources, which are defined in Attachment # 1 along with other abbreviations used in the prioritization matrix due to text space limitations.

DISCUSSION:

The purpose of this workshop is to establish a common understanding of the policies and projects proposed by commissioners, review any associated history and/or policy issues, and identify those that, based on Commission consensus, rise to the top as high priority items. The next step will be to consider results of this workshop in the context of current policies and projects to establish policy work and/or programming changes/additions.

Attachment #2 sorts commissioner priorities into categories, provides historical information and known issues when available, and matches potential funding sources. No priorities were identified as “non-LTC projects,” although projects eligible for funding under the “old Transportation Enhancement (TE)” program may or may not qualify under the new MAP-21 legislation. The commission has been receiving regular updates about MAP-21, and is aware that the new eligibility guidelines have not yet been released.

The final set of columns in the matrix (gray columns) contains check boxes for each commissioner to indicate priorities. To ensure strong direction to staff, commissioners will be requested in the meeting to check boxes for their highest priorities in order to establish any commission consensus that may exist.

Please contact Wendy Sugimura (760.924.1814 or wsugimura@mono.ca.gov) with any questions.

ATTACHMENTS:

1. Definitions and Abbreviations
2. LTC Commissioners' 2013 sorted priority list

Definitions and Abbreviations
in the LTC Commissioners' 2013 Sorted Priority List

- DOT** **Department of Transportation.**
- EEMP** **Environmental Enhancement and Mitigation Program.** A competitive grant fund available for 1) offsetting vehicular emissions of carbon dioxide through the planting of trees; 2) acquisition, restoration, or enhancement of resource lands to mitigate the loss of such lands within or near the right of way for transportation improvements; 3) acquisition and/or development of roadside recreation opportunities; 4) mitigation projects beyond the scope of the lead agency.
- FHP** **Forest Highways Program.** Provides funding to resurface, restore, rehabilitate, or reconstruct designated public roads that provide access to or are within a National Forest.
- ITIP** **Interregional Transportation Improvement Program.** Twenty-five (25) percent of State Transportation Improvement Program (STIP) funds are allocated to Caltrans to implement projects of statewide significance.
- LTF** **Local Transportation Funds.** After meeting any identified unmet transit needs, funds may be utilized for transportation planning or street and road purposes. Traditionally utilized for transit.
- Minor Program.** Minor Program A is a District-discretionary funding program based on annual Statewide/District allocations; funds are used for projects up to \$750,000. Minor Program B is for projects up to \$110,999.
- MOU** **Memorandum of Understanding.**
- NV** **Nevada.**
- RTIP** **Regional Transportation Improvement Program.** Seventy-five (75) percent of State Transportation Improvement Program (STIP) funds are allocated to Regional Transportation Planning Agencies (RTPAs) to implement projects identified in the Action Element of Regional Transportation Plans (RTPs).
- RTP** **Regional Transportation Plan.** Describes existing and projected transportation needs, actions and financing for a 20-year period.
- SHA** **State Highway Account.** Also known as Rural Planning Assistance and Planning Programming & Monitoring Funds, supports certain activities in the Overall Work Program (OWP).
- SHOPP** **State Highways Operations and Protection Program.** Projects are nominated by Caltrans District offices and approved by the California Transportation Commission.
- SR** **State Route.**
- STA** **State Transit Assistance.** Derived from the Public Transportation Account, all STA funds are currently allocated to ESTA.

- STIP** **State Transportation Improvement Program.** Consists of state or federal funds, which are available for four years and programmed from a project list that is updated biennially.
- TE** **Transportation Enhancement.** Funds opportunities to help expand transportation choices and enhance the transportation experience through 12 eligible activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. TE is being replaced by the Transportation Alternatives Program.
- US** **United States,** in this case, indicating a United States highway (as in US Highway 395).

LTC Commissioners' 2013 Sorted Priority List

Project	Category(ies) & Background	Funding Source			Priorities						
		Old TE ¹	STIP/RTIP	Local/Other	Bacon	Fesko	Hogan	Johnston	Lehmann	Stump	Staff
EXISTING POLICIES & PROJECTS											
Add 2'-8' shoulders on two-lane sections of US 395 for multi-modal transportation (LKJ1), north Mono US 395 shoulder widening/improvement (SH4), widen shoulders on US 395 from Bridgeport to SR 108 (TF7)	<ul style="list-style-type: none"> Policy: existing Project: various sections are existing proposals, some may be new proposals Caltrans request Wetlands may constrain projects; passing lanes around Bridgeport proved infeasible		X	SHOPP, minor projects		X	X	X			
SR 203/Main St: Clear snow off sidewalks/bike paths (LKJ11); MOU with Caltrans for snow management on Minaret & SR 203/Main St (JB2); Caltrans snow management and clear sidewalks/bike paths (SH3)	<ul style="list-style-type: none"> Policy: existing Project: existing, e.g. relinquishment study Staff work program 			LTF Town County	X		X	X			
Complete N. Conway passing lane project (LKJ5); 4-lane N. Conway Summit on US 395 (TF6)	<ul style="list-style-type: none"> Project: existing (Appdx C & D) Caltrans partnership: a possible MOU project (ITIP eligible) 		X	ITIP (MOU)		X		X			
Conway Summit cut: complete evaluation of slope stabilization trials and complete (LKJ6)	<ul style="list-style-type: none"> Project: existing (Appdx C), very expensive and may exceed single-year funding Project: existing Caltrans SHOPP proposal (Appdx D) Caltrans request/partner 	X		SHOPP				X			

¹ The "Old Transportation Enhancement (TE)" program will, at some point in the future, be replaced by the new MAP-21 program. Guidelines for project eligibility under MAP-21 have not yet been released, and therefore it is unknown whether these projects will still be eligible for these funds. This funding category also includes other enhancement programs such as the Environmental Enhancement and Mitigation Program.

LTC Commissioners' 2013 Sorted Priority List

Designate SR 158 as State Scenic Highway (LKJ9)	<ul style="list-style-type: none"> Policy: existing. Current Scenic Byway project could encompass; raises private property issues along corridor 			Current Scenic Byway				X			
Complete County downtown parking ordinance revision (LKJ16)	<ul style="list-style-type: none"> Policy: existing Staff work item almost complete: Planning Commission hearing on 7/11, followed by Board hearing 			LTF				X			
Develop trails & connections at Rock Creek Canyon & Ranch (FS1)	<ul style="list-style-type: none"> Staff work program: existing, 13-14 OWP 	X		LTF (planning) trails grants (construction) partnerships (maintenance)						X	
US 6 flood control issues (bridges, culverts) (FS5)	<ul style="list-style-type: none"> Project: existing – US 6 drainage upgrade on SHOPP candidate list (Appdx D) Caltrans request 			SHOPP Minor projects						X	
Create a Transportation Asset Management Plan matrix for the Town (JB1)	<ul style="list-style-type: none"> Staff work program: existing, 13-14 OWP 			LTF partially covers, Measure R app rejected	X						
Construct scenic pull-outs on US 395 in Bridgeport Valley (TF1)	<ul style="list-style-type: none"> Project: existing (Appdx D – SHOPP), wetlands impact considerations Caltrans request 			Future Scenic Byway, County, Caltrans SHOPP		X					
Add Twin Lakes Road shoulder and bike lanes (TF4)	<ul style="list-style-type: none"> Project: existing (Appdx C) Caltrans request 		X	SHOPP Minor Projects		X					
Add SR 182 shoulder and bike lanes (TF5)	<ul style="list-style-type: none"> Project: existing (Appdx C) Caltrans request 		X	SHOPP Minor Projects		X					
Initiate PSRs for highest priority County roads based on new pavement management system rank & criteria	<ul style="list-style-type: none"> Staff work program: existing, 13-14 OWP Pavement management system results expected in July 2013			County				X			PW

LTC Commissioners' 2013 Sorted Priority List

Develop trails system in Bridgeport – winter & summer	<ul style="list-style-type: none"> Staff work program: existing, 13-14 OWP 			LTF (planning) trails grants (construction) partnerships (maintenance)								RPAC
EXISTING POLICIES & NEW PROJECTS												
Airport Road improvements: interim pavement repair, pavement reconstruction, realign to be main road with Fish Hatchery side road (LKJ13); airport road improvements (SH2)	<ul style="list-style-type: none"> Policy: existing Project: new 		X	County			X	X				
Create deer/snow/airport safety improvements: deer/snow fence on south side US 395 from SR 203 to south of Benton Crossing Rd and on some northern sides and around airport, and wildlife undercrossings (LKJ14); airport deer fences (SH1)	<ul style="list-style-type: none"> Policy: existing Project: new Caltrans partnership request 	X		County Town			X	X				
County Road Shop/Yard in Bridgeport: landscape/screen from US 395, add dark-sky compliant lighting (LKJ4)	<ul style="list-style-type: none"> Policy: existing Project: new 	X		County				X				
NEW POLICIES & PROJECTS												
Repair eroding slopes at Auchoberry Pit (LKJ2)	<ul style="list-style-type: none"> Project: new 	X		County				X				

LTC Commissioners' 2013 Sorted Priority List

Tioga Pass Heritage Highway: safety & scenic/interp enhancements (LKJ7)	<ul style="list-style-type: none"> • Policy: update of existing policy • Project: new portions • Project: existing – turnouts, etc., on Caltrans STIP list (Appdx D) has existing PSR 	X	X turnouts	Caltrans SHOPP, future Scenic Byway, FHP				X			
Renovate June Lake Loop rumble strip @ US 395 to be safer for bicyclists (LKJ8)	<ul style="list-style-type: none"> • Policy: new • Project: new 			SHOPP, minor projects				X			
Screen old sheriff's substation with berm from US 395 (LKJ12)	<ul style="list-style-type: none"> • Policy: new • Project: new 	X		County				X			
Repainting and maintenance of Mono County entry signs on US 395 (LKJ17)	<ul style="list-style-type: none"> • Policy: new • Project: new 	X		County				X			
Utilize self-weathering steel guardrails in the County (LKJ18)	<ul style="list-style-type: none"> • Policy: new • Project: new • Caltrans request 			Incorporate into future projects				X			
Add grooves cut across US 395 in varying widths to generate different sounds that "play" a song as cars pass over to prevent drivers falling asleep (LKJ20)	<ul style="list-style-type: none"> • Policy: new • Project: new • Caltrans request 			County SHOPP Minor Projects				X			
Add signage along US 395 to identify special geographic features (LKJ21)	<ul style="list-style-type: none"> • Policy: new • Project: new 	X		Future Scenic Byway, County				X			
Add sidewalk on SR 203 from Whiskey Creek to Village (ML1)	<ul style="list-style-type: none"> • Policy: new • Project: new 	X		Town					X		
Add right turn land at McGee on southbound US 395 (FS4)	<ul style="list-style-type: none"> • Project: new • Caltrans request 			SHOPP Minor projects						X	

LTC Commissioners' 2013 Sorted Priority List

Add Mammoth as destination to mileage signs in Nevada and/or I-15 (ML2)	<ul style="list-style-type: none"> Project: new Caltrans & NV DOT request Eastern CA Transp. Partnership Planning discussion 								X		
Add Bridgeport welcome/gateway signs (TF2)	<ul style="list-style-type: none"> Policy: new Project: new 	X		Future Scenic Byway, County, private funds/developer		X					RPAC
Pave the last 2 miles of Bodie Road to the State Park (TF3)	<ul style="list-style-type: none"> Project: new – State Parks ranger has been reassigned – previous discussion was for County to secure 50% match 		X			X					
Add northbound left turn lane at US 395 and Mill Canyon (north of Walker)(TF8)	<ul style="list-style-type: none"> Project: new Caltrans request 			SHOPP Minor Projects		X					
Add Mammoth/Hwy 203 as destinations to US 6, SR 120, and Benton Crossing Rd signs (SH 5)	<ul style="list-style-type: none"> Project: new Caltrans request 						X				
Catch up with backlog of road striping on County roads to improve safety	<ul style="list-style-type: none"> Project: new 			County							PW
Bridgeport Main Street projects – long list including streetscape and pedestrian/bicycling improvements	<ul style="list-style-type: none"> Project: new Staff work program 	X		LTF County							RPAC
Add bike lanes and/or wider shoulders on major routes in Chalfant	<ul style="list-style-type: none"> Project: new Caltrans request 			SHOPP Minor projects County							RPAC

LTC Commissioners' 2013 Sorted Priority List

Add bike path connecting Chalfant Loop Rd to Chalfant proper (1 mi) creating a safe bike route between White Mtn. Estates and Chalfant	<ul style="list-style-type: none"> • Project: new 	X		County							RPAC
Lee Vining/June Lake Main Street Revitalization & walkability	<ul style="list-style-type: none"> • Policy: new • Project: new • Staff work program 	X		Future Scenic Byway, Transp. Planning Grant							RPACs
PRIOR POLICIES & PROJECTS											
Keep Crestview rest area open year round (LKJ10)	<ul style="list-style-type: none"> • Prior request of Caltrans • Caltrans request: no funds are specified for this type of maintenance 							X			
Re-initiate US 395 N. Sherwin Grade improvement project (LKJ 15)	<ul style="list-style-type: none"> • Prior project: SHOPP project was too expensive • Caltrans partnership: possible MOU project (ITIP eligible) 		X	ITIP				X			
Re-initiate & complete deer fence/grade separate at Sonora Junction (LKJ3)	<ul style="list-style-type: none"> • Prior project: funded by Caltrans via TE, dropped due to sensitive environmental issues (wetlands) 	X		County				X			
Work with Inyo LTC to designate all of US 395 as State Scenic Highway (LKJ19)	<ul style="list-style-type: none"> • Prior staff work item –Inyo LTC was not interested 			LTF				X			
COMPLETE/RESOLVED											
Install bus stops in Chalfant (FS2)	COMPLETE!										X
BLM ore-processing pit in Inyo near Laws, >200 trucks/day on US 6. Left turn lane both N & S (FS3)	Resolved										X

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

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

Staff Report

July 8, 2013

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

FROM: Gerry Le Francois, Principal Planner

RE: Project Development Review Process

RECOMMENDATIONS:

Review process and provide any desired direction to staff.

FISCAL IMPLICATIONS:

N/A

ENVIRONMENTAL COMPLIANCE:

N/A

RTP / RTIP CONSISTENCY:

Any project that is funded with transportation dollars needs to be consistent with the Regional Transportation Plan (RTP).

DISCUSSION:

The purpose of a project development review process is to establish a system where a concept or idea can be advanced into a future transportation project. Having a uniform process to develop transportation projects would create a transparent approach to ranking and prioritizing projects for funding and eventual construction.

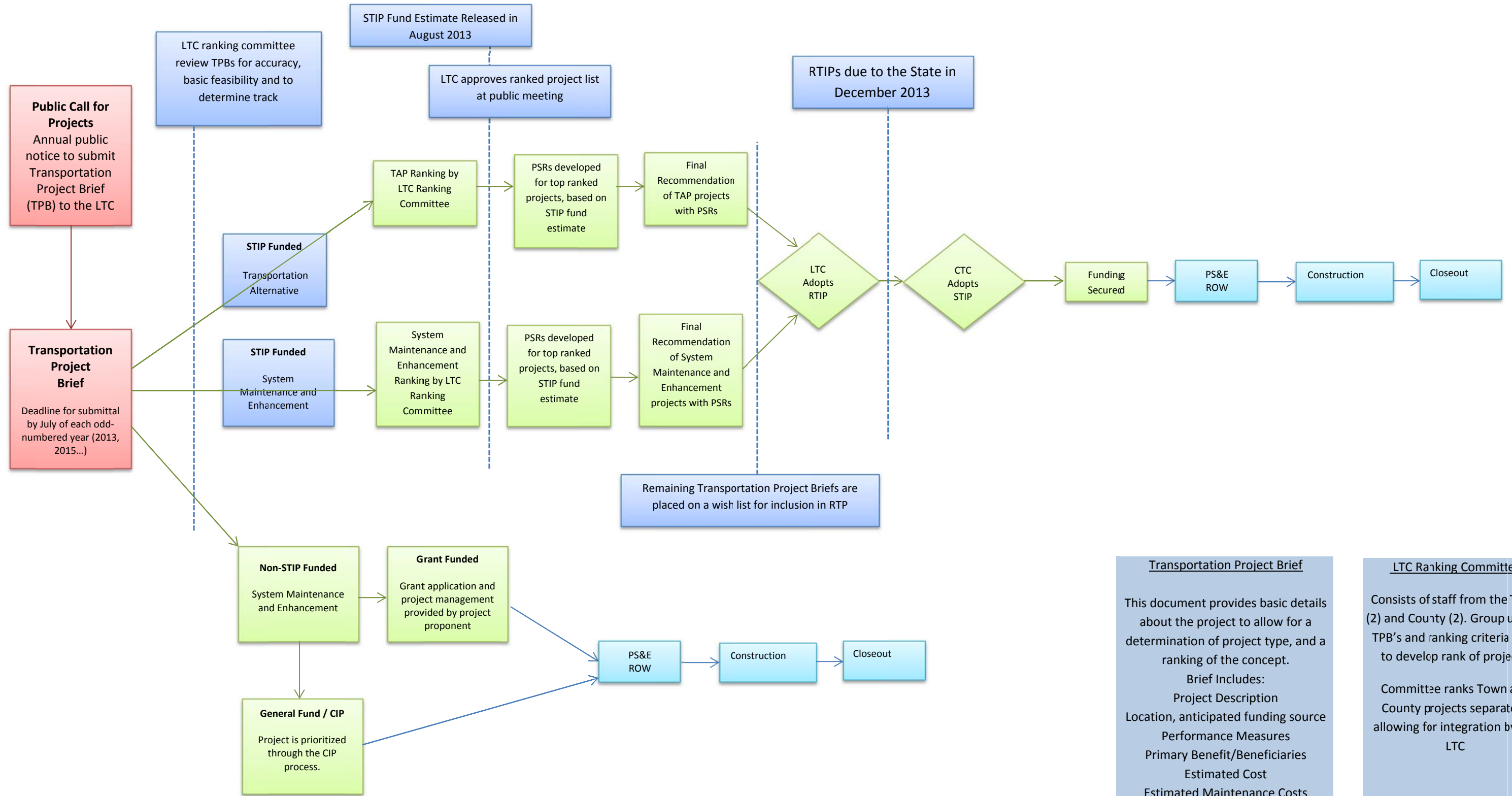
The intent is to provide public input, good stewardship of our limited transportation funds, help determine the commission's regional needs, and program the highest priority projects.

California is currently updating the State Transportation Improvement Program (STIP) guidelines for the 2014 STIP. These guidelines will be approved in August and will contain certain performance measures for funding eligibility.

Additionally, the Regional Transportation Plan (RTP) contains the attached performance measures that may be revised as the commission updates the RTP.

ATTACHMENTS:

- LTC Development Process
- Mono RTP Performance Measures



Transportation Project Brief

This document provides basic details about the project to allow for a determination of project type, and a ranking of the concept.

Brief Includes:

- Project Description
- Location, anticipated funding source
- Performance Measures
- Primary Benefit/Beneficiaries
- Estimated Cost
- Estimated Maintenance Costs

LTC Ranking Committee

Consists of staff from the Town (2) and County (2). Group utilizes TPB's and ranking criteria form to develop rank of projects.

Committee ranks Town and County projects separately, allowing for integration by the LTC

PLAN IMPLEMENTATION AND REVIEW: PERFORMANCE MEASURES

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

MONO COUNTY RTP PERFORMANCE MEASURES

- 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.
- 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.
- 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.
- 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 are adopted by local planning entities.
- 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.

Desired Outcome: MOBILITY ON LOCAL ROADWAYS
Performance Measure: Levels of Service (LOS)
Objective: Maintain the LOS adopted by the County and the Town for local roadways.
Measurement Data Traffic counts converted to LOS.
Performance Indicator: Updated traffic counts converted to LOS.

Desired Outcome: MOBILITY ON REGIONAL HIGHWAY SYSTEM
Performance Measure: Levels of Service (LOS)
Objective: By 2010, LOS on the regional state highway system should be the LOS indicated in the Transportation Concept Reports for each highway.
Measurement Data Current LOS during peak traffic periods on state highway system.
Performance Indicator: Traffic counts provided by Caltrans.

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, Mammoth Area Shuttle, Yosemite Area Regional Transportation System).
Performance Indicator: Evaluation of the change in ridership at time of the next RTP update.

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 2010, the mileage of non-motorized facilities in the county should increase. 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.

Desired Outcomes: SAFETY
COST EFFECTIVENESS/EFFICIENCY
SUSTAINABILITY/LIVABILITY OF LOCAL COMMUNITIES
Performance Measure: Intelligent Transportation Systems (ITS)
Objective: Increase implementation of ITS locally and regionally in order to meet the goals of the Sierra Nevada ITS Strategic Plan.
Measurement Data Local and regional ITS in place in 2002.
Performance Indicator: Evaluation of local and regional ITS in place at time of the next RTP update.

Desired Outcome: SUSTAINABILITY/LIVABILITY OF LOCAL COMMUNITIES
ECONOMIC WELL-BEING OF LOCAL COMMUNITIES
ENVIRONMENTAL QUALITY
CUSTOMER SATISFACTION
Performance Measure: Livable community design standards/projects for roads that serve as Main Street in communities
Objective: Integrate livable community design standards into the transportation planning process and implement livable community design projects.
Measurement Data Livable community facilities inventory.
Performance Indicator: Evaluation of number of livable community projects implemented by next update of the RTP.

Mono County Local Transportation Commission

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

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

Staff Report

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

DATE: July 8, 2013

FROM: Peter Bernasconi PE, Senior Associate Civil Engineer,
Mary Booher, CDD Financial Analyst

SUBJECT: Resolution R11-06 Allocating Public Transportation, Modernization, Improvement, and Service Enhancement (PTMISEA) funds in the 2010-11 expenditure plan.

RECOMMENDATIONS: Approve Resolution R13-08 allocating PTMISEA funds to the projects in the 2010-11 expenditure plan, and authorize the LTC Executive Director to complete and execute all documents for PTMISEA plan submittal and allocation requests.

FISCAL IMPLICATIONS:

The PTMISEA program provides 100% funding for eligible transit projects and does not require matching funds.

ENVIRONMENTAL COMPLIANCE:

The project will be categorically exempt from CEQA.

RTP / RTIP CONSISTENCY: Proposed projects are consistent with the Inyo-Mono Counties Coordinated Public Transit Human Services Transportation Plan, adopted by the LTC, and Eastern Sierra Transit's (ESTA) Short-Range Transit Plan.

DISCUSSION: The PTMISEA expenditure plan was adopted by the LTC May 9, 2011, with Resolution R11-06. An update of the resolution is proposed to assign funds to the Town of Mammoth Lakes for upgrades to the Mammoth Regional Transit Facility. With the Town as the direct claimant for the funds, administrative and construction activities will be streamlined. The facility was purchased in part by the Town with a previous Federal Transit Fund grant, and the Town will be completing expansion improvements to the facility. Other PTMISEA projects in the expenditure plan are not affected.

ATTACHMENT: Resolution R13-08

RESOLUTION R13-08
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION
COMMISSION AFFIRMING THE ALLOCATION OF PTMISEA FUNDS TO
PROJECTS IN THE 2010-11 EXPENDITURE PLAN, AND ASSIGNING THE
FUNDS FOR THE IMPROVEMENTS OF THE MAMMOTH REGIONAL
TRANSIT FACILITY TO THE TOWN OF MAMMOTH LAKES FOR THE
PURPOSE OF MAKING THESE IMPROVEMENTS

WHEREAS, the Mono County Local Transportation Commission (MCLTC) is an eligible entity to receive funds from the State through the PTMISEA for qualifying transit enhancement capital projects to advance the State's goals of providing mobility choices for all residents, reducing congestion and protecting the environment; and

WHEREAS, the Eastern Sierra Transit Authority is the recognized public transportation operator in Mono County and has submitted a recommendation to the MCLTC for the use of PTMISEA funds; and

WHEREAS, the Town of Mammoth Lakes owns and maintains the Mammoth Regional Facility for Eastern Sierra Transit Authority for the purposes of operating and maintaining transit in the area; and

WHEREAS, it will reduce administrative efforts and streamline construction of the improvements to have the Town of Mammoth Lakes be the direct claimant for fund to improvements to this facility for the use of PTMISEA funds.

NOW, THEREFORE, BE IT RESOLVED that the MCLTC hereby approves the assignment of in PTMISEA funds for the Mammoth Regional Facility for Eastern Sierra Transit from the 2010-11 Public Transportation Modernization, Improvement and Service Enhancement Account Expenditure Plan to the Town of Mammoth Lakes and to authorize the executive director to execute all documents for PTMISEA expenditure plan submittal and allocation requests.

PASSED AND ADOPTED this 8th day of July, 2013, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Larry Johnston, Chair
 Mono County Local Transportation Commission

C.D. Ritter, LTC Secretary

Mono County Local Transportation Commission

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760-924-1800 phone, 924-1801 fax
monocounty.ca.gov

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

LTC Staff Report

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

DATE: July 8, 2013

FROM: Peter Bernasconi PE, Senior Associate Civil Engineer,

SUBJECT: Letter of Support for the Town of Mammoth Lakes Application for Grant Funds from the Cycle 6 Highway Safety Improvement Program for the North Main Street Safety Improvement Project.

RECOMMENDATIONS: Authorize the chair to sign the draft letter of support to include in the grant application package for the Town of Mammoth Lakes Cycle 6 Highway Safety Improvement Grant Program for the North Main Street Safety Improvement Project.

FISCAL IMPLICATIONS: There is no fiscal impact to the Mono County LTC. The program does require a 10% match that would come from a partnership with the Mammoth View Project Developer and local funds.

ENVIRONMENTAL COMPLIANCE: The project will be categorically exempt from CEQA and is expected to have a Categorical Exclusion completed for NEPA if the grant is awarded.

RTP / RTIP CONSISTENCY: The project is consistent with the Regional Transportation Plan.

DISCUSSION:

The Cycle 6 Highway Safety Improvement Program (HSIP) has allocated \$150 million in Federal funds for safety projects throughout the State. The program provides city and counties a funding opportunity to implement safety projects. The program is competitive and data-driven from accident reports and the implementation of counter measures to improve safety and reduce accidents. Agencies that review accident data throughout their entire street network will rank higher than those that do not. Staff is updating our local database using information from the Statewide Integrated Traffic Records System (SWITRS), local Police Department data, and accident reports from the Mammoth Lakes Fire Department. Based on initial review of the data compiled to date, it appears that a safety improvement project on Main Street and Minaret Road should be competitive and have a cost/benefit ratio over one. .

ANALYSIS/DISCUSSION:

There are several projects that were considered for the current grant cycle, including the following:

- The roundabout at Forest Trail and Minaret

- Extend the Main Street path on the south side from Minaret Road to Callahan Way
- Complete the sidewalk/path on the north side of Main Street from Minaret Road to Forest Trail
- Sidewalk and street improvements from Sierra Boulevard to Minaret Road
- Complete the sidewalk and street improvements on Minaret Road from Main Street to the Village
- Construct sidewalks on the east of Minaret Road from Main Street to Forest Trail
- Construct high visibility striping and signage on arterials and collector streets

Any projects on Highway 203 will require Caltrans support. Caltrans has indicated in the past that it would support shoulder, curb and gutter, street lighting and sidewalk project on the north side of the highway. The Town Council approved submission of this project at the June 19, 2013, meeting. The developer for the Mammoth View project has funded the preliminary design for street and pedestrian improvements on Main Street between Viewpoint Road and Mountain Boulevard. Staff has met with Caltrans several times regarding these improvements.

Staff is recommending the focus of this grant application be for safety improvements between Sierra Boulevard and the existing sidewalk at the Village. The current HSIP funding cycle is limited to \$3 million for each application preliminary estimates indicate that this is about the cost of constructing pedestrian improvements including curb, gutter, streets, sidewalk and high-visibility striping. The project could be phased or segmented to fit the grant funds if awarded. One challenge is that any non-safety component of a project cannot exceed 12% of the cost. Reconstruction of the existing railroad-tie retaining walls will approach this limit or need to be a nonparticipating cost to maintain grant eligibility. Staff will analyze this constraint in preparation of the application and may adjust the scope during that process. The segments that are within the \$3 million budget and have the highest impact with implemented counter measures will be selected.

Any of these segments would provide an incremental pedestrian improvement that helps close the connectivity gap between Main Street and the North Village. These segments are consistent with the Town's Sidewalk Master Plan and would include street shoulders and bike lane, relocation/reconstruction of a bus stop, 6-to-8 foot wide sidewalk/path, retaining walls, high visibility striping, and street lighting. The Town would own and maintain the new section of the sidewalk/path, bus shelter, and street lights.

Staff will work with Caltrans to help determine the grant project limits. Caltrans must approve the application when submitted because the Town will need an encroachment permit for the project.

The grant is for the 2013-14 fiscal year and if awarded the project would need to be completed within three years after award.

ATTACHMENT: Draft Letter of Support

Mono County Local Transportation Commission

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760-932-5420 phone, 932-5431 fax

**DRAFT LETTER OF SUPPORT
2013 CYCLE 6 HSIP GRANT
MAIN STREET PEDESTRIAN AND SAFETY IMPROVEMENT PROJECT**

To Whom It May Concern:

This project is a critical component in advancing pedestrian access, reducing accidents, and improving safety on Main Street (State Route 203). This initial phase will construct improvements that widen the shoulder, provide street lighting, and a sidewalk. It is anticipated that another phase will complete similar improvements between Minaret Road and Sierra Park Road where an existing sidewalk does not exist. This segment of road connects two high-density commercial and transient-occupancy areas of the community that will encourage alternative modes of travel from the lodging areas to commercial uses, thereby reducing vehicle trips and accidents. Other benefits will be the reconstruction of the existing retaining wall that was constructed about 40 years ago with a concrete sculpted wall that will complete the area geology.

This project will close the gap in safety improvements, including shoulder widening, street lights, high-visibility striping, and sidewalk improvements not completed on the north side of Main Street. The project is consistent with the Regional Transportation Plan and the community's overall goal to provide a comprehensive circulation system de-emphasizing the automobile and promoting pedestrian, bicycling, and transit options with a feet-first philosophy and is consistent with the General Plan Goal M.4, "encouraging feet first by providing a linked year-round street and sidewalk accessible network."

Based upon discussion and action by the Mono County Local Transportation Commission at its July 8, 2013, meeting, the commission provides this letter of support. Please contact Peter Bernasconi at pbernasconi@ci.mammoth-lakes.ca.us or 760-934-8989 x232 if you have questions concerning this matter.

Sincerely yours,

Larry Johnston, Chair
Mono County Local Transportation Commission



A New Direction

**Our Changing Relationship with Driving
and the Implications for America's Future**

U.S. PIRG
Education Fund

FRONTIER GROUP

Executive Summary

The Driving Boom—a six decade-long period of steady increases in per-capita driving in the United States—is over.

Americans drive fewer total miles today than we did eight years ago, and fewer per person than we did at the end of Bill Clinton’s first term. The unique combination of conditions that fueled the Driving Boom—from cheap gas prices to the rapid expansion of the workforce during the Baby Boom generation—no longer exists. Meanwhile, a new generation—the Millennials—is demanding a new American Dream less dependent on driving.

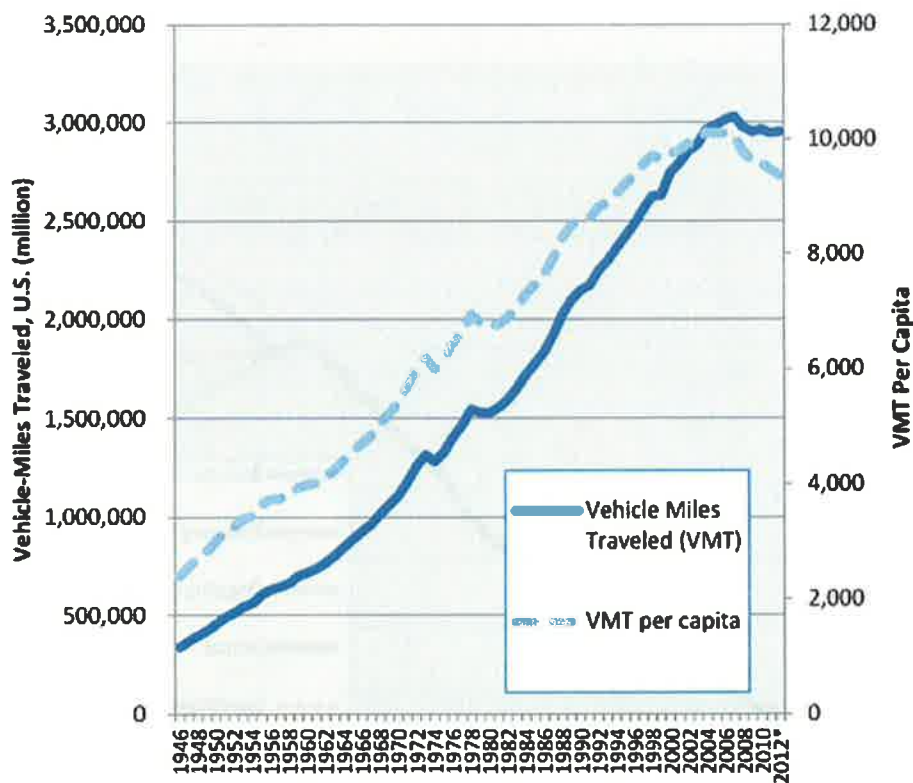
Transportation policy in the United States, however, remains stuck in the past. Official forecasts of future vehicle travel continue to assume steady increases in driving, despite the experience of the past decade. Those forecasts are used to justify spending vast sums on new and expanded highways, even as existing roads and bridges are neglected. Elements of a more balanced transportation system—from transit systems to bike lanes—lack crucial investment as powerful interests battle to maintain their piece of a shrinking transportation funding pie.

The time has come for America to hit the “reset” button on transportation policy—replacing the policy infrastructure of the Driving Boom years with a more efficient, flexible and nimble system that is better able to meet the transportation needs of the 21st century.

The Driving Boom is over.

- Americans drove more miles nearly every year between the end of World War II and 2004. (See Figure ES-1, next page.) By the end of this period of rapid increases in per-capita driving—which we call the “Driving Boom”—the average American was driving 85 percent more miles each year than in 1970.
- Americans drive no more miles in total today than we did in 2004 and no more per person than we did in 1996.
- On the other hand, Americans took nearly 10 percent more trips via public transportation in 2011 than we did in 2005. The nation also saw increases in commuting by bike and on foot.

Figure ES-1. Total and Per-Capita Vehicle-Miles Traveled, U.S.



* 2012 data from U.S. Department of Transportation's (U.S. DOT) *Traffic Volume Trends* series of reports; data from previous years from U.S. DOT's *Highway Statistics* series of reports.

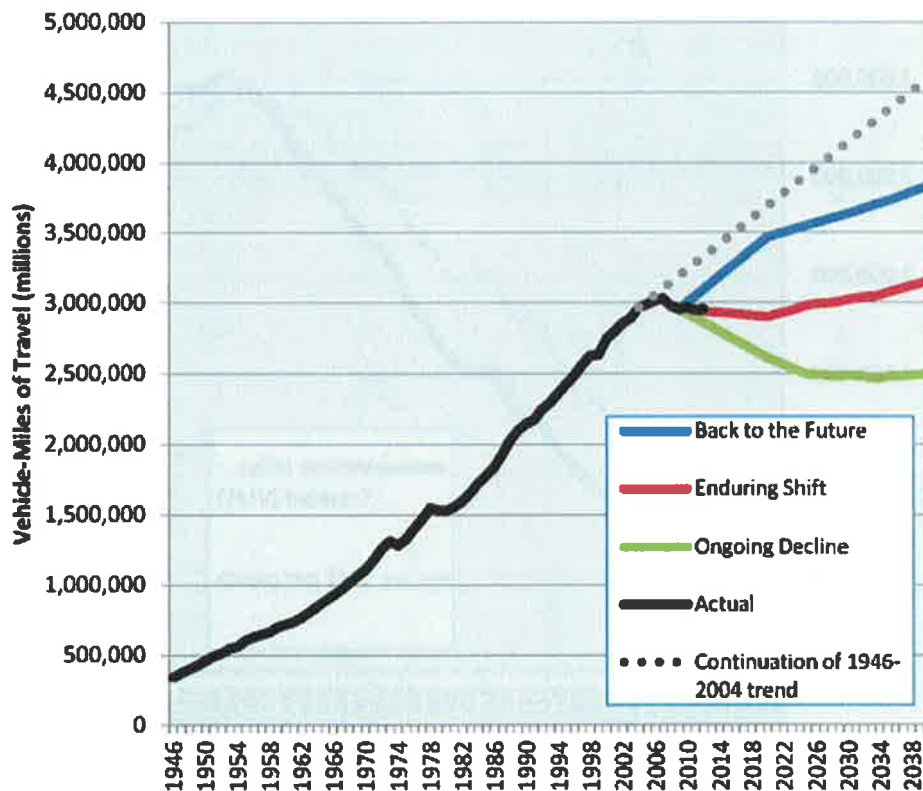
- A return to the steady growth in per-capita driving that characterized the Driving Boom years is unlikely given the aging of the Baby Boom generation, the projected continuation of high gas prices, anticipated reductions in the percentage of Americans in the labor force, and the peaking of demand for vehicles and driver's licenses and the amount of time Americans are willing to spend in travel.

The Millennial generation has led the recent change in transportation

trends—driving significantly less than previous generations of young Americans. Millennials are already the largest generation in the United States and their choices will play a crucial role in determining future transportation infrastructure needs.

- The Millennials (people born between 1983 and 2000) are now the largest generation in the United States. By 2030, Millennials will be far and away the largest group in the peak driving age 35-to-54 year old demographic, and will continue as such through 2040.

Figure ES-2. Aggregate Vehicle-Miles Traveled in the United States under Several Scenarios of Future Travel Growth, 1946-2040



- Young people aged 16 to 34 drove 23 percent fewer miles on average in 2009 than they did in 2001—a greater decline in driving than any other age group. The severe economic recession was likely responsible for some of the decline, but not all.
- Millennials are more likely to want to live in urban and walkable neighborhoods and are more open to non-driving forms of transportation than older Americans. They are also the first generation to fully embrace mobile Internet-connected technologies, which are rapidly spawning new transportation options and shifting the way young Americans relate to one another, creating new avenues for living connected, vibrant lives that are less reliant on driving.
- If the Millennial-led decline in per-capita driving continues for another dozen years, even at half the annual rate of the 2001-2009 period (illustrated by the *Ongoing Decline* scenario in Figure ES-2 above), total vehicle travel in the United States could remain well below its 2007 peak through at least 2040—despite a 21 percent increase in population. If

Millennials retain their current propensity to drive less as they age and future generations follow (*Enduring Shift*), driving could increase by only 7 percent by 2040. If, unexpectedly, Millennials were to revert to the driving patterns of previous generations (*Back to the Future*), total driving could grow by as much as 24 percent by 2040.

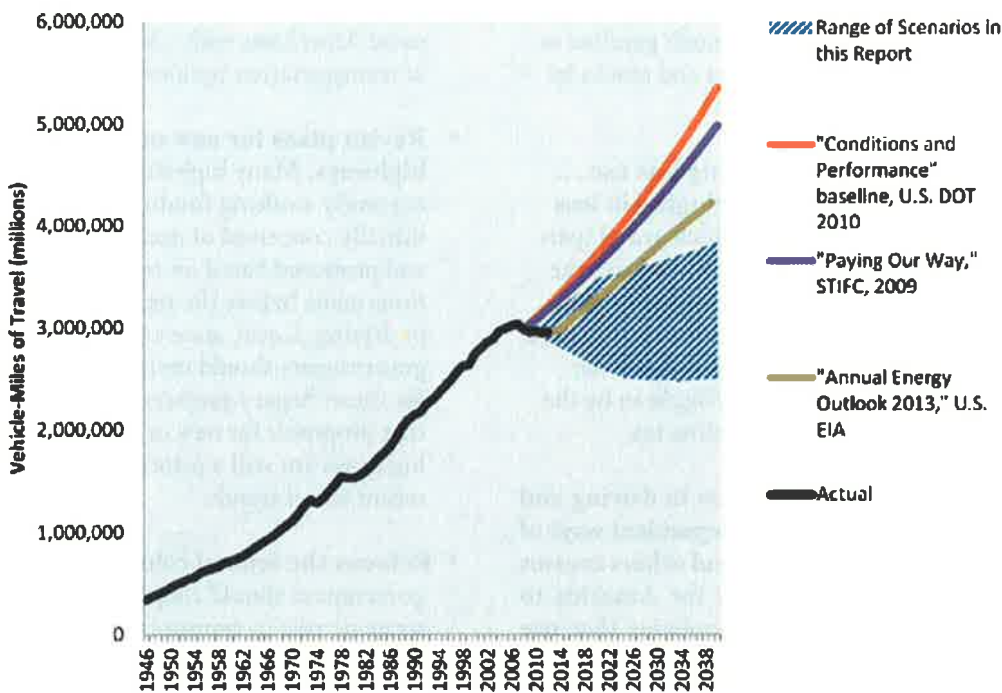
- All three of these scenarios yield far less driving than if the Driving Boom had continued past 2004. Driving declines more dramatic than any of these scenarios would result if future per-capita driving were to fall at a

rate near that of recent years or if annual per-capita reductions continue through 2040.

- Regardless of which scenario proves true, the amount of driving in the United States in 2040 is likely to be lower than is assumed in recent government forecasts. This raises the question of whether changing trends in driving are being adequately factored into public policy. (See Figure ES-3.)

The recent reduction in driving has already delivered important benefits for

Figure ES-3. Recent Official Forecasts of Vehicle Travel Compared to Range of Scenarios, 1946-2040



U.S. DOT = U.S. Department of Transportation
 STIFC = Surface Transportation Infrastructure Financing Commission
 U.S. EIA = U.S. Energy Information Administration

the nation, while raising new challenges. Future driving trends will have major implications for transportation policy and other aspects of American life.

- **Traffic congestion has fallen.** According to data from the Texas Transportation Institute, Americans spent 421 million fewer hours stuck in traffic in 2011 than they did in 2005. Further reductions in driving could lead to additional easing of congestion without massive investments in new highway capacity, as long as roads are maintained in a state of good repair.
- **America is less dependent on oil.** In 2011, gasoline consumption for transportation hit a 10-year low. Further reductions in driving consistent with the *Ongoing Decline* scenario—coupled with expected vehicle fuel economy improvements—could result in the nation using half as much gasoline or other fuels in our cars and trucks by 2040 as we use today.
- **Our roads are getting less use ... but the gas tax is bringing in less income.** Reduced vehicle travel (particularly in large trucks) reduces the wear and tear on our nation's roads, reducing maintenance needs. Reduced driving, however, also reduces the amount of revenue brought in by the already-strained gasoline tax.

The recent reduction in driving and embrace of less auto-dependent ways of living by Millennials and others creates a golden opportunity for America to adopt transportation policies that use resources more efficiently, preserve our existing infrastructure, and provide support for Americans seeking alternatives to car travel.

A new vision for transportation policy should:

- **Plan for uncertainty.** With future driving patterns uncertain, federal, state and local transportation officials should evaluate the costs and benefits of all transportation projects based on several scenarios of future demand for driving. Decision-makers should also prioritize those projects that are most likely to deliver benefits under a range of future circumstances.
- **Support the Millennials and other Americans in their desire to drive less.** Federal, state and local policies should help create the conditions under which Americans can fulfill their desire to drive less. Increasing investments in public transportation, bicycling and pedestrian infrastructure and intercity rail—especially when coupled with regulatory changes to enable the development of walkable neighborhoods—can help provide more Americans with a broader range of transportation options.
- **Revisit plans for new or expanded highways.** Many highway projects currently awaiting funding were initially conceived of decades ago and proposed based on traffic projections made before the recent decline in driving. Local, state and federal governments should revisit the need for these “legacy projects” and ensure that proposals for new or expanded highways are still a priority in light of recent travel trends.
- **Refocus the federal role.** The federal government should adopt a more strategic role in transportation policy, focusing resources on key priorities (such as repair and maintenance of existing infrastructure and the expansion of transportation options) and evaluating projects competitively on the basis of their benefits to society.

- **Use transportation revenue where it makes the most sense.** Transportation spending decisions should be based on overall priorities and a rigorous evaluation of project costs and benefits—not on the source of the revenue.
- **Do our homework.** Federal and state governments should invest in research to evaluate the accuracy and usefulness of transportation models and better understand changing transportation trends in the post-Driving Boom era.

Overestimating Future Road Capacity Requirements?

Could It Be That We Are Overestimating Future Road Capacity Requirements?

A recent article in *The New York Times* (Thursday, June 20, 2013) notes that per-capita driving in the U.S. is down 8.75% and is now to 1996 levels.

This turnaround is all the more impressive due to the fact that for the previous six decades, vehicle miles traveled (VMT) continued to rise every year, fueled by cheap gasoline, more highways, suburban development and women entering the workforce. And while one might credit the recession for the decrease in driving, this does not appear to be the case. From 2010 to 2012, during the time the economy was bouncing back, driving was headed in the opposite direction. Today, Americans are logging fewer miles, they are less likely to get a driver's license and they've bought fewer vehicles.

Baby boomers (the most auto-centric generation in U.S. history) started reaching 65 two years ago. ([US PIRG, A New Direction: Our Changing Relationship with Driving and the Implications for America's Future](#)) At the same time, even *Motor Trend Magazine* has noted that young people are driving less. Millennials are looking for a lifestyle that does not include the same dependence upon a car that they experienced as children. ([Motor Trend Magazine, August 2012, Why Young People Are Driving Less: Is the Car Over?](#))

As Ron Milam suggests, it is probably time for local officials to seriously question today's transportation models that calculate needs for new road and highway capacity while ignoring current trends in reduced VMT. We do have money for transportation spending; the problem is that we are putting it in the wrong place.

Looking into the future, there seems to be agreement by many that smarter investments are needed. Throwing money at highways has been proven to increase congestion, not decrease it, and the fact that these new roads must be maintained will further stress transportation budgets in the future.

It seems a more fiscally prudent path would be to repair our existing roads and prioritize new investments in more sustainable forms of transportation including a transit, pedestrian and bicycle infrastructure.