

Mono County Local Transportation Commission

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AGENDA

March 9, 2015 – 9:00 A.M.

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

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES:** Approval of minutes by attendees present at each meeting: – **p. 1**
 - 1) January 12, 2015 (*Johnston, Fesko, Hogan, Stump, Wentworth*); and
 - 2) February 9, 2015 (*Bacon, Johnston, Richardson, Salcido, Wentworth*)
4. **ADMINISTRATION**
 - A. Appoint Social Services Transportation Advisory Council (SSTAC) (*Wendy Sugimura*) – **p. 10**
 - B. Overall Work Program (OWP): Review draft OWP submitted to Caltrans & provide any desired direction to staff (*Megan Mahaffey*) – **p. 13**
5. **COMMISSIONER REPORTS**
6. **LOCAL TRANSPORTATION**
 - A. Regional Transportation Plan (RTP): Conduct review of RTP Town policies & provide any desired direction to staff (*Grady Dutton*)
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA)
 1. Adopt Resolution R15-02 requesting approval of FTA Section 5311 Regional Program of Projects and Certifications and Assurances (*Jill Batchelder*) – **p. 66**
 2. Update of ESTA activities
 - B. Yosemite Area Regional Transportation System (YARTS) update
8. **CALTRANS**
 - A. Announcement of new District 9 director
 - B. Alternative Transportation Program (ATP) presentation (*Forest Becket*)
 - C. Wildlife collision on state highways in Mono County, *continued from Feb. 9* (*Brandon Fitt*)
 - D. California Transportation Plan presentation (*David Bloom*)
 - E. Report activities in Mono County & provide pertinent statewide information
9. **INFORMATIONAL**
 - A. California Transportation Plan 2040 public workshops – **p. 71**
10. **UPCOMING AGENDA ITEMS**
11. **ADJOURN** to April 13, 2015

More on back...

***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

January 12, 2015

COUNTY COMMISSIONERS: Larry Johnston, Fred Stump, Tim Fesko

TOWN COMMISSIONERS: Sandy Hogan, alternate John Wentworth. **ABSENT:** Shields Richardson, Jo Bacon

COUNTY STAFF: Scott Burns, Gerry Le Francois, Garrett Higerd, Megan Mahaffey, Wendy Sugimura, Paul Roten, Leslie Chapman, Cedar Barager,

TOWN STAFF: Haislip Hayes, Peter Bernasconi

CALTRANS: Ryan Dermody, Michael Beauchamp, David Churnoff, Terry Erlwein, David Bloom

ESTA: John Helm

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

2. **PUBLIC COMMENT:** None

3. **MINUTES:** Approve minutes of December 8, 2014, as amended: Page 1, Item 5, next to last line: John Helm stated YARTS uses conventional ~~diesel~~ **propane**. Minutes approved.

4. **ADMINISTRATION**

A. **Resolution of appreciation:** Commissioner Johnston presented resolution of appreciation to retiring Town engineer Peter Bernasconi for his service on LTC (*Johnston/Fesko. Ayes 6, Absent: Bacon.*) Bernasconi accepted with thanks.

B. **LTC Commissioner Handbook:** Scott Burns noted Mobility Commission is no longer with Town, made suggested correction, asked LTC to approve. "And the Town's planning and Economic Development Commission..."), Wentworth: add non-motorized review as well p.11 after planning and economic development: final sentence: and the Town's Planning and Community Development Commission and Mammoth Lakes Recreation (*Wentworth/Johnston. Ayes: 5. Somebody abstained, but couldn't see who*)

C. **LTC audit report 2013-14:** Finance Director Leslie Chapman praised Megan Mahaffey, who has been on staff for a little over a year. Chapman noticed remarkable improvements, revenue stream, opened new accounts within accounting system and closed others to streamline LTC accounting. Clear audit findings are on record, installation of new finance system of County. Price of audit has been lowered because County is now more organized, attributed to Mahaffey.

Mahaffey walked group through financial statements and overview of Overall Work Program. Correction on page 29: Should be 2014. Fesko appreciated, and Stump reinforced Chapman's comments; noticed that ship is well-kept. Thank you.

D. **Overall Work Program (OWP) 2015-16:** Adoption of OWP will be brought forward in February, by end of month looking at budget, will come forward with budget adjustment for moving forward. Review draft for February. Wentworth: page 40, town and county funding? Mahaffey: funds are allocated by state, some are Town-specific, some County-specific. Hogan: page 40, p.14 of packet, CEQA adoption? Haislip Hayes explains it is CEQA. Mahaffey: there will be final budget adoption for current OWP in May. No action

E. Regional Transportation Plan (RTP): Stump shared that he was impressed with the attention of Bacon and Hogan to this item. Hogan corrected page 22, Gerry Le Francois will go through highlights, Hogan and Bacon comments will be incorporated. Will have new copy going forward. Wentworth: Question on comments? Le Francois will send them to us. Every month will work on admin draft with recommendations; will be draft RTP released to public. Le Francois will send Word version for commenting. Le Francois, Town and County will sit down together and work to make sure is latest corrected version. Will send e version. Scott Burns: previous meeting CAC suggestion was to change parking per SFR, change to three from two, verified with CAC reduce to two rather than three spaces for SFR. Parking standards require Planning Commission and BOS approval. Will require review and approval. Just a recommendation at this point. Hogan: Question on appendices, no need to comment at this time.

F. **Letter to CTC on Convict Lake Road:** Project to rehab 2.7 miles of County road to Convict Lake. Applied for FLAP grant, successful, project funded 88.5% by grant. Match programed through STIP, no general fund impact on County. Status now has gone through design stage, NEPA document certified about a month, CEQA out for comment, period closes this week. Thanks to CDD, Sandra Bauer and Jim Paulus. Trying to get to CTC five months earlier than planned. Invoice next fiscal year. Need CTC approval before approving the project. Would like LTC to approve early allocation. Working with Dermody staff at Caltrans. Motivated to have construction completed this year along with Rock Creek. CTC is in control of. March 25 CTC meeting. Johnston offered to go; Garrett Higerd said needs to see.

MOTION: Approve letter with change. (*Johnston/Hogan. Ayes: All.*)

Higerd: County has gone through options for projects that will fit the FLAP mold, as well as look at all projects we have. Can't identify one that is competitive for this grant cycle. Need minimum of 11.44% match, not in STIP cycle to be able to match funds. Doesn't look good, so staff is thinking we do not have grant application. Ready to go for Jan. 30, but good idea for BOS and staff to support other applications: i.e., TOML. Hogan: Talked to USFS? Higerd: Would be difficult for several factors, like County line. Is on radar. FLAP funds are for local agencies with roads that access federal lands. Reds Meadow is longer commitment, as it takes legislation to get that to change. More expedient to get legislators to release funds under current ownership framework; i.e., get INF. Will be expensive project. Hogan: So for now County doesn't have a match. Bodie road? On federal land, however primary traffic is accessing a state park, is not a real clean application for purposes of this grant. Committee of review would not rank very high. Wentworth: County had Digital 395 infrastructure needs incorporated into these projects? Stump: Grant will not fund conduit. Higerd: Have been talking with owners of Convict Resort, not moving forward with that at this time. Is a dirt road that could be used in future for put conduit, when deemed economically viable.

Stump: Originally, FLAP grant to access June Lake swimming beach? Higerd: Other regulatory reasons why it's too late to address. Using state funds predicated on using state-only funds, too late to accept federal funds as part of the project. Working closely with Inyo National Forest on project, but is not the right fit for funds already allocated for match. INF is participating on parts, will look at things that do access INF facilities for cooperation with. Not sure how far that will go. Stump: Need support? Please agendaize for this commission. Johnston: What are TOML needs? Something up Shady Rest snowmobile staging area? Higerd: Could be, will double check. Could provide letter of support for application. ESTA was thinking of providing letter of support for staging buses. John Helm: ESTA is competitive but did not want to compete with TOML or County, would be for stage 2 for covered staging area for buses.

5. **COMMISSIONER REPORTS:** **Fesko:** Really impressed to hear about Tesla charging station in Lone Pine at museum, interested to see what they put in. Charging station at Historian Inn in Gardnerville, interesting to see how it works. Interesting to see what Tesla puts, and to see if can get in Mono County. Moving forward very quickly. **Johnston:** Complimented Caltrans on work this winter, maintenance, shoulder work, etc. Chance to see phase 2 dust control in Keeler, was significant dust off lake bed and dunes. \$2 million project to mitigate. **Hogan:** Thanks to Caltrans for keeping Crestview open; has seen a lot of cars and trucks there, know it is appreciated. Dermody notes snow is also issue with sidewalks, looking at installing snowmelt on sidewalk projects. Asking if commission may support. **Wentworth:** Inyo Forest Plan, meeting in Bishop. Supervisor Corless met with regional planning staff in Vallejo. Collaborative process at meeting in Bishop, will develop collaborative strategy for recreation. **Stump:** Thanked Caltrans for work on shoulders on 395, brushing shoulders and median strip, deer will be more visible. Also, responded to Sunny Slopes residents' request for brush clearing.

6. **LOCAL TRANSPORTATION:** No items

7. **TRANSIT**

A. **Eastern Sierra Transit Authority (ESTA):** John Helm updated commission on annual route analysis. This provides the means to break down and provide picture of what our services cost on route-to-route basis. Great variation. Breakdown of subsidy on routes that charge a fare. Update annually when numbers are finalized. Internal numbers are ready to use for 2013-14 period. Reviewed factors in report. Have four member entities: counties, towns of Mammoth Lakes and Bishop. Inter-city routes are funded through federal, separate budget, each has its own budget stream. Some routes are split to different entity accounts. Background to explain why it varies year to year. Some costs are clearer, such as bus maintenance. Others are not; i.e., admin costs, which are spread depending on vehicle service hours. How we are applying funds may change from year to year. Cost per route varies between \$45-\$117/hour. Some routes are much less expensive. Conversely, routes to Reno and Lancaster use more fuel and mph, costs are much higher. Some of grant funding that supports these routes may support higher cost components. This benefits all services we provide throughout the region. Lifeline services will not achieve the same return. System wide, return is 24%, actually higher than that. MMSA paid all its costs, and helped with other routes. Stump: Does MMSA save money by contracting with ESTA? Is that something that can be offered, cheaper than a local entity would be? Helm: They have been hesitant to say that ESTA actually saves them money. But they are eager each year to enter into contract for service. Capital improvement is an element that they are saving money in. Stump: Inyo County questions why MMSA gets service for free, but it's not free. Is there data to show a plus for the whole program to have these contracts? Helm: Yes, continual education process. Inyo LTC is seeing the benefits to ESTA organization-wide, from the shuttle service to MMSA and Reds Meadow. Not free, citizens paid for it. Johnston: Need the Mammoth Express to get to Mammoth in time for people to get to work. Wentworth: Is Tesla working on bus? Helm: Not that I'm aware of.

B. **Yosemite Area Regional Transportation System (YARTS):** Nothing to report, some discussion. Connections to rail would be an advantage.

8. **CALTRANS**

A. **SR 108 truck restriction:** Ryan Dermody introduced item. Caltrans is researching truck restriction on 108, which has been an issue for many years. The procedure to implement restriction focuses on Mono County BOS to work with Caltrans. Dermody introduced Terry Erlwein: This will be on agenda for BOS, having an initial discussion with this commission. Erlwein: process involves County taking on some activities that Caltrans would support. An eight-step truck restriction process weighted heavily toward County, Caltrans willing to help a lot, providing data, technical information. County would need resolution and Caltrans would support. Trucks get stuck. Takes three to five hours to get truck unstuck. Affects all traffic. Caltrans has tried things, like limiting truck size, with limited success. Proposing restriction to 30 feet axle. Erlwein shared videos from truck incidents on SR 108.

Questions: Johnston: This side is in our district, other side is in District 10. What happens? Erlwein: What we would do is post restrictions on District 10 side, in conjunction to build truck turn-around on each side. Johnston: What if we restricted it on this side? Erlwein: We would post it on the other side. District 10 does not have problems with trucks getting stuck. Dermody: When posted, would basically prohibit trucks from that side coming over. CHP would enforce. Stump: Could still access from west to resorts? Yes. Erlwein: Would not affect Marine base. Stump: Would they be willing to be supportive? Erlwein: Yes. They would not be subject to the regulation, as they don't use trucks of this size. Stump: They would probably support it. Fesko: They would not have a problem. There is a fiscal/economic impact when people are stuck – people turn around and don't come up. There is impact. Erlwein: Impacts will be analyzed in CEQA, etc. Johnston: Don't want anyone killed from runaway trucks. Erlwein: Will go to BOS next Tuesday to present (01.20.15). Johnston: Don't think we should be discussing this here, due to Brown Act. Informational only. Erlwein shared video.

B. **US 6/Chalfant intersection:** Dermody had meeting with Stump and Erlwein regarding the potential to reduce speeds in Chalfant, also with school superintendent from Bishop. Is a concern regarding bus turn-arounds and speeds through the community. Stump asked us to look at potential solutions. Have had some progress on turn-arounds, but not so much on speed limits. Erlwein: What did you need from us? Stump:

We understand it would take legislation for speed limits, so we want to look at turn-around for buses. The school superintendent made an offer to create a bus stop in east Chalfant, if there is some way to look at safe routes to schools funding; this seems to be reasonable for district to utilize in west side of community where children don't have to cross. Erlwein: Looking at a couple of ways to do. No safety nexus to get funding to build turn-around. There have been some accidents, but doesn't compete state-wide. Could take a few years to get funding. Maintenance engineers have some funding to do some of this type of work. Stump: Still getting requests from residents to have enforcement to get trucks to slow down to 55. Erlwein: I drive 55 and get mean looks. Mono County CHP has speed trailers, and could do some enforcement. Need to approach CHP directly. Fesko: Don't want to rule out legislative side. Can work with local CHP. Erlwein: Hope people keep anecdotal records. Johnston: Would be a good time to talk to new commander in Bridgeport. Sugimura: Recording anecdotal information – how can we do that in a meaningful way? Erlwein: Needs to be done and presented in an organized way. Doesn't affect calculation of accident rates, but goes to narrative. Somebody has to take charge of recording in believable way. Needs to include specific information, date, time. Needs to be data driven.

C. Traffic count: Ryan Dermody introduced David Churnoff, transportation planner. Will try to share each January, graphs depicting how traffic patterns have changed on routes 203, 108, and 395. First graph 395: Four count stations. Ideally, Caltrans will be able to use this data for funding projects. Fesko: Question looking at Silver Canyon 2013, trucks are a high percentage. Would be interesting to have truck data for the other routes also. Hogan: Are there projections for Highway 6 resulting from Tesla? Churnoff: Expect to see big increase coming. Hwy 6 has no four-laning in future, shoulder expansion yes. Truck traffic in future? Johnston: Is website with traffic data? Churnoff: Data online, by each route and count station statewide. Erlwein will send to Scott. Actual physical counts are higher than what's on line. Fesko: Do you look at neighboring states and ask how it will affect this state? Dermody: Yes, look at NDOT and try to be more proactive.

D. Bridgeport Main Street: Ryan Dermody: is working with County. Wendy Sugimura thanked engineering office for putting the data together for a monitoring report. Question about performance measures, great project. Cooperation of community and Caltrans to improve the context and ways our streets can be improved. About 1.5 years since striping has been put on ground, initial issues, RPAC worked with Caltrans to stencil back-in only. Since then, we have had great compliance, seems to be working well now. Quick, efficient and fairly cheap way to do it.

Performance standards typically measured by accident rates, traffic speeds, congestion, convenience, and affordability. Speed survey in November 2012 indicated no change in speed through Main Street. The 30 mph may have been a perception, as speeding was actually passing, not speeding. Now is not being used as passing lane. Anecdotally, people still feel traffic is moving too fast. Collisions have been about the same. From traditional measurements, no change to traffic speeds, accidents improved, parking improved. Multi-modal performance measures. No standardized measures yet, attached Dan Burden's information. We don't collect data that speak to the measures. Can be difficult, so we pulled together what we do have. Building permit data, some façade improvements. Public realm improvements: Main Street Plaza flower baskets, benches, etc. Real estate: Anecdotal one purchase affected positively by project. Project is serving as model nationally and internationally, in Caltrans classes. Also have been contacted by Tahoe Regional Planning Agency. This is the data we have, seems like project is achieving the goals set forth in the Regional Transportation Plan...will continue implementation. Continuing public and private cooperation.

Hogan: Great report, compliment to Caltrans recognizing community engagement, walkability, affordability. Burns: Caltrans came to us with opportunity; we can make this project work. We are going for similar grant for Lee Vining. Not going in with any preconceived ideas.

Fesko: Everything lined up. Was due for an overlay, new painting. Delays, but it was luck that everything fell together. Walking, it is easier to cross the street, only one lane to deal with. Change is never easy. Have heard complaints but they have pretty much gone away, people have gotten used to it. Still some don't like it, but in general has met the goals it tried to do. Actually less accidents. Amount of time to back in takes seconds. Hats off, great project, looking forward to future phases.

Johnston: This project Weaverville did 20 years ago. Only thing you don't have basis to say works better is back-in vs. diagonal parking. I think regular diagonal worked just as well. No basis to evaluate whether back-in works better. Is it illegal to front-in park? Erlwein: Yes. Johnston: No way to measure. Overall, project is great, but don't think works better than regular. Erlwein: The state doesn't allow head-in parking on state hwy. Back-in allows you to have sight distance to pull into traffic when it is safe. More spaces, and is allowable on state highway, realistically, Looks cool, gives more spaces, appears to work.

No measurable data to show. Fesko: General flavor for me is that it has worked. Change occurs, resist it, but people have gotten used to it. Hogan: Much safer for bicyclists. Town's Mobility Commission had proposition for Little Eagle, had one person who said it was not going to work. Johnston: You could do the same thing, but no criteria to determine. Fesko: Comment about bike lane, one business in town has bikes for their guests, has more people who want to use now because they have a designated lane.

Johnston: Must be some information someplace about whether this idea of backing in is working, better than head in. Fesko: We just heard from Terry; some information shows back-in better. Erlwein: Can do some more research. Johnston: Is a great project, hope we can do in other communities. Head-in vs back-in? Extra parking is good no matter whether back-in or head-in. Hogan: Most vehicle accidents happen in head-in. Much safer if you have the nose pointed out.

Wentworth: Every time you go to a little town, you see a little thing that gives town its feel. Establish standard that will be done throughout the region.

Sugimura: Important to remember that these are tools in toolbox. Which tools can be applied to this street? We did not have the option for head-in parking. The only way to gain diagonal parking is to have back-in parking.

Stump: If Caltrans developed regulation or legislation for analysis, that is what Johnston is looking for. Erlwein: All determined in California vehicle code. Bridgeport is just paint, at some point can look again and make changes.

Higerd: School Street Plaza project designed so it can be striped in either direction; also just paint. To be consistent in community we also went back-in angle parking there until determined if it is preferable.

Sugimura: Other communities ask; answer depends on the context and design of the road, what are the issues, and figure out what is the toolbox and how to best apply it in the best way. Johnston: Any relation to traffic flow and volume?

E. Activities in Mono County: Dermody has received calls requesting maintenance on local highways, newly appointed District 9 maintenance person is Greg Miller. Stump: Question regarding hunting areas on SR 120 when gate is closed, can't use. Dermody: Have issues with recreation behind these gates. Johnston: Would this be an item to discuss in the future? Fesko: Would it make sense to open up, depending on snow, etc.? Dermody: We do have budgetary concerns, etc. Stump: This is something we would like to look at. Wentworth: Also, with drought, would like to see adaptive policy, more adaptability in future. Johnston: How has road salting with brine been working? Dermody: Mike Beauchamp has been here three months, hasn't snowed. In general, brining preapplication mix solution is 23% salt, applied 24-48 hours before storm, prevents ice from bonding to pavement. In general, we are using 1/3 less salt than before. Fesko: Does it really work? Beauchamp: With our limited experience it works well in other areas. Dermody: Has worked well in Tahoe. Also use less cinders.

9. INFORMATIONAL

A. Tesla investing in Lone Pine: A Tesla vehicle parked over the holiday at Crowley Lake Store because its meter said it couldn't make it to Mammoth. Store allowed them to use 110, but vehicle had to stay overnight. These aren't just your average plug-in spots. Plug-in post has two plug-ins per unit. Tesla uses particular end connector, all make adapters. Wentworth: Any coordination? Terry Erlwein: Tesla's plan for putting in at strategic locations is shown on website.

10. **UPCOMING AGENDA ITEMS:** ESTA low-carbon transit grant; OWP; introduction of new CHP commander; wildlife collisions; winter closure study (in OWP)

11. **ADJOURN** at 11:45 a.m. to February 9, 2015

Prepared by Cedar Barager, permit technician/office assistant

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DRAFT MINUTES

February 9, 2015

COUNTY COMMISSIONERS: Larry Johnston, Lynda Salcido for Fred Stump. **ABSENT:** Tim Fesko

TOWN COMMISSIONERS: Jo Bacon, John Wentworth for Sandy Hogan, Shields Richardson

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

TOWN STAFF: Grady Dutton

CALTRANS: Ryan Dermody, Dave Bloom, Brandon Fitt

ESTA: John Helm

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Jo Bacon called the meeting to order at 9:03 a.m. in the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and attendees recited the pledge of allegiance.

2. **PUBLIC COMMENT:** Lynda Salcido gave an update on Round Fire at Swall Meadows. Commissioner Stump spent all weekend on fighting and recovery at fire, leading contingent on structure protection. Meeting Saturday evening was attended by 200 residents. Cal Fire was staging out of its Round Valley headquarters. Result: 39 homes completely destroyed, unsafe to enter, live fires in trees, houses still smoldering, propane tanks venting. No power, and water is a concern. Friday sheriff's car at 10 p.m. ordered everyone out, Swall engulfed in firestorm. Volunteer fighters were toughest Stump had seen, especially Wheeler Crest. Red Cross at community center helped with recovery, finding housing. People at work couldn't get into homes. Animal, medical, and emergency issues arose. Cast-Off items free, donations collected at Tri-County Fairgrounds. Communication still down, Verizon dead in water. Only landlines were working.

3. **MINUTES:** Continue minutes of Jan. 12, 2015, to March 9 meeting for approval by attendees.

4. **ELECTION OF CHAIR & VICE-CHAIR:** Commissioner Fred Stump was elected chair, and Shields Richardson vice-chair. Commissioner Hogan had opted out of consideration for vice-chair, as she's not an elected official.

5. **CHP INTRODUCTION:** Lt. Jeff Holt, introduced and welcomed as the new CHP area commander, indicated he's happy to be in area, from Truckee. Commissioner Johnston thanked Holt for help with fires. VanDyke fire: Winds, 395 closed at Topaz Lane near cottonwoods. Power lines down in Walker, closed SR 182 to Lee Vining. Burned 300 acres, lost travel trailer by old Fargo station in Bridgeport. Burned along ridge and East Walker meadow. Power still out to 400+ homes, land lines down. Rockslide on blind corner blocked southbound lane; Caltrans pushed boulder off to side.

6. ADMINISTRATION

A. **Overall Work Program (OWP) amendment 2014-15:** Megan Mahaffey distributed budget information. Third-quarter adjustment may be needed. Scott Burns: Two categories: RPA is use or lose, second column can spill over to next year. Johnston: \$5,000 on regional trails? Burns: Gerry Le Francois went with Antelope Valley RPAC on potential trail staging areas, alignments. Explored use of County property acquired after 1997 flood. Le Francois: Find way to access parcels from N. River Lane. Toiyabe Health Services is on private property, where many Native Americans live. Looking to get people more

active. Leverage those two items. Toiyabe got huge three-year grant. Bill Van Lente, now clinic manager, brought up at RPAC meeting.

MOTION: Adopt Amendment 01 - Budget Adjustment to incorporate an additional \$100,000 into the Work Element for ESTA to update the Inyo-Mono Counties Short-Range Transit Plan, other internal adjustments to Work Elements, and authorize signature of the OWP Budget Adjustment by the executive director. (*Richardson/Johnston. Ayes: 5-0. Absent: Fesko.*)

B. Draft OWP 2015-16: Scott Burns indicated adoption by May, to headquarters by June. Ideas for project study reports, a major work item due to upcoming STIP estimate in June. Submit to CTC later this year, or early next. RTP should wind up, GHG analysis with Town, mobility elements. Wentworth has ongoing interest. County roads are important work item, plus Wi-Fi hotspots for people to pull over. Alternate fueling discussed over last year, statewide priority, complement at local level. Emergency access routes need formalizing like Mono City. Work with Town on draft to submit to Caltrans. Wentworth: Inyo Supervisors on adventure trails. Grady Dutton: Haislip Hayes is working with Burns on item. Bacon: Total funding capacity. Bring back next month? Burns: Get ongoing feedback prior to May adoption. Wentworth: Keep in mind high-level opportunity. Burns: Interregional transportation planning. ECTPP meeting soon to discuss upcoming STIP and YARTS. Money set aside for project study reports, but not identified earlier.

7. **COMMISSIONER REPORTS:** **Salcido:** Facebook and Twitter were huge with fire information. **Johnston:** Mono Supervisors are to adopt emergency declaration tomorrow on fires; sheriff has already. **Richardson:** Fire was wake-up call on disaster preparedness, communication was out. Need comprehensive plan. **Wentworth:** Fire update needed.

8. LOCAL TRANSPORTATION

A. Communication policy: Nate Greenberg, information technology director, noted community infrastructure is timely. Ironically, sitting in meeting with sheriff, police, fire staff on need for solving shadow areas within radio community. Bridgeport power was down. Moving toward redundant power, but not done yet. Two main fire areas -- internal community network, and connection to outside. Verizon cell system went down, and DSL north of Round Valley. North, everything worked flawlessly. Splice Verizon into Digital 395 route by late Monday. Resource incredibly valuable. Within six hours Digital 395 put up phone trunk. Need to better understand resource, adapt and adopt. Policies are based on critical infrastructure, power or water.

Within Mono, increased connectivity among 30 sites (6 megabits to 200, cost cut in half). Agency connectivity will improve as agencies connect to network. Conversation on need for broadband is cyclical, from movies to online classes. Accessibility is written into language with free public WiFi. Nine miles of fiber-optic up in smoke. Underground requires permitting partnerships. Chalfant project funded by CPUC, as no way to pay for conduit. Balance with deploying infrastructure is moving ahead, leveraging existing resources. Some agencies not connected to Digital 395. Long-term sustainability relies on subscribers.

Think about regional identity, with signage to get info by mobile phone. Richardson: Underground vs. overhead? Greenberg: 10:1 cost-wise, but rock boring costs more than trenching. Last mile to ML? Wentworth: Infrastructure ongoing, leverage existing to move forward. Greenberg: SuddenLink saw value, but Verizon with a bit of monopoly thought it had higher-value asset; not want pay for something it had itself. Leveraging to Digital 395 is important. "Fiber is always king."

Johnston: Issues revolve around fires that may have been started by overhead facilities that were destroyed. BOS is trying to get utilities underground. More convinced than ever about issues on overhead, falling on people. Mono policies heading in that direction. Diversifying economic base is needed. No snow, so dependent on outside forces. More diverse, outward-connected businesses with Digital 395. LTC Commissioner Hap Hazard pushed it four to five years ago. Does this belong in LTC document? Burns: RTP serves as Circulation Element. State requires infrastructure aspect. Appendix to RTP. Wentworth: Digital 395 does not really have a home. Rapidly changing, overwhelming opportunities. Greenberg: Drive home undergrounding aspect. Need funding mechanism to put conduit under road. Richardson: Live in region of extreme weather, always an issue. Bacon: Town has undergrounded since incorporation (1984). Johnston: Opportune time to think about overall assessment district that applies to everyone in Mono, put money into undergrounding resources. Have funding sources for conduit when building roads. Burns: LAFCO prospect. County Service Areas could get involved. Wentworth: Look beyond undergrounding. Town is interested in adopting policies. Pirate off this? Greenberg: Tweaks with plagiarized. Mention at Eastern Sierra Council of Governments (ESCOG). Wentworth: Tahoe Basin on cellular towers? Greenberg:

Constraints greater than on east side. Tahoe Regional Planning Agency worked with local agencies to develop comprehensive basin community plan, strategically siting new towers, not just ad hoc. Wentworth: Federal Communications Commission talks about Internet as utility. Look at it that way here? Burns: Will incorporate by reference in General Plan.

B. Regional Transportation Plan (RTP): Gerry Le Francois will keep RTP on agenda through late spring. Commissioners Bacon and Hogan provided extensive, helpful comments. Active Transportation Program is set to expire in spring. Emphasis is on fix it first.

P. 112: New Obj. 3.2. Preventive maintenance, interim measures, extending life of facility instead of full road rehabilitation. March 2015 CTC will have fund estimate for 2016 STIP.

P. 123: Level of service needs. Miles traveled, or how long it takes? Want people moving slowly through towns. Section is moving away from vehicles.

P. 163-164: RPACs provided input. Sierra Paradise now has policy section, but not yet reviewed by community. Town's draft Mobility Element: Some commissions and committees have changed. Financial Element: Projects with funding, some unknown.

P. 229-230: Unconstrained project list. Keep adding project ideas.

Next month: Trip generation (Average Daily Trips, ADT) from Census on current residences and vacant land in Mono. Formerly single-family home generated seven trips/day; reduce to three to four. Johnston: Highest annual average ADT occurs at Old Mammoth Road/SR 203. Document mentions paving Bodie Road, but hot-button issues are not yet resolved. Full constituency says don't pave. Unless separate EIR is prepared, not ready to put into LTC as project. Bridgeport policies: Off-highway Vehicle (OHV) idea came from RPAC, not out for full public view. Other RPACs don't have that. Le Francois: Will verify if SR 270 has existing language. Dermody: Some routes placed back into county jurisdiction. Johnston: State Parks funding ability is an issue.

9. TRANSIT

A. Eastern Sierra Transit Authority (ESTA)

1. Low-Carbon Transit Operations Program (LCTOP): John Helm noted LCTOP is in its first year; money forthcoming. Expand Mammoth Express with new funds, taking cars off road between Bishop and Mammoth, reducing greenhouse gas. Mono, ESTA, and Inyo get funds. Mono LTC will be lead on project (Helm had volunteered, but required to be a County). All three funding sources will be pooled to fund additional service. Cost: \$26,000, with fare revenue providing balance of funding.

Add early route from Bishop at 6:50, existing 5:20 departure. Add evening run at 7 p.m., with stops at Crowley. Demand exists from Crowley or Tom's Place for later departure. Salcido: County employees struggle getting from Bishop to work in Mammoth. Johnston, who repeatedly has brought up the matter of no bus to get people to work on time in Mammoth, issued congratulations up front for this.

MOTION: Approve Resolution R15-01 allocating funds for expansion of Mammoth Express fixed-route service & authorize LTC & ESTA's executive directors to complete & execute all documents for program submittal, allocation requests & required reporting. (*Johnston/Salcido. Ayes: 5-0. Absent: Fesko.*)

2. ESTA activities: Upcoming biannual transit workshop on summer plans. Bacon: Reduce transit lines at mountain? *Status quo at this point. Yellow Line will run through Presidents Day.*

B. Yosemite Area Regional Transportation System (YARTS): Scott Burns announced new YARTS website and asked commissioners to view and critique. Supervisor Stacy Corless will represent Mono at orientation meeting Feb. 12 for seven of 10 new YARTS members. Next YARTS meeting: March 2.

10. CALTRANS

A. Wildlife/vehicle collisions: Ryan Dermody requested continuance to next meeting due to Stump and Fesko absence.

B. Activities in Mono County & pertinent statewide information: Ryan Dermody noted trees down in Antelope Valley area, asked District 10 to help remove branches (Salcido: Flying cottonwood branches risked lives at Topaz). Despite closure, 395 is open now. Permanent district director, soon to be

appointed, will attend LTC meeting next month. Trucks on 108: Mono Supervisors agreed to concept, looking at ordinance, many steps. Change signage from “not recommended” to “prohibited.”

11. **INFORMATIONAL**
 - A. **MAP-21 letter to Congressional delegation**
 - B. **Complete Streets Implementation Action Plan 2.0**
 - C. **ESTA second-quarter 2014-15 operating statistics**
 - D. **Yosemite fee increases:** Confusion about entry rate – higher in peak season.
 - E. **Lake George Road letter**
 - F. **Sage grouse**
12. **UPCOMING AGENDA ITEMS:** 1) Wildlife collisions; 2) Caltrans director; 3) minutes of Jan. 12, 2015; 4) OWP; 5) RTP.
13. **ADJOURN** at 10:49 a.m. to March 9, 2015.

Prepared by C.D. Ritter, LTC secretary

Mono County Local Transportation Commission

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Staff Report

TO: Mono County Local Transportation Commission
DATE: March 9, 2015
FROM: Wendy Sugimura, Mono County CDD Analyst
SUBJECT: Appoint Social Services Transportation Advisory Council (SSTAC) members

RECOMMENDATION

Appoint the following members to the Social Services Transportation Advisory Council:

<u>Name</u>	<u>Term Expiration</u>
Mammoth Mountain Designee, Gary Cotter	2018
Inyo-Mono Association for the Handicapped (IMAH), Beth Himelhoch	2018
IMACA, Charlie Broten	2018
Mono County Social Services, Megan Foster	2018

FISCAL IMPLICATIONS: None.

ENVIRONMENTAL COMPLIANCE: N/A

RTP / RTIP CONSISTENCY

The LTC is required to receive input from the SSTAC to fulfill tasks related to the unmet needs hearing process, and SSTAC input is required to fulfill the Citizen Participation Process defined by Public Utilities Code §99238.5.

DISCUSSION

Members of the Social Services Transportation Advisory Council are appointed by the Local Transportation Commission (LTC). The appointees should be recruited from a broad representation of social services and transit providers representing the elderly, disabled, and persons of limited means. In appointing members, the LTC shall strive to attain geographic and minority representation among council members. The membership term is three years and terms are staggered so that roughly one-third of the memberships are up for renewal or reappointment each year. The membership requirements mandated by Public Utilities Code §99238 is provided in attachment #1. The current list of SSTAC members is provided in attachment #2.

ATTACHMENTS

1. Public Utilities Code §99238: Social Services Transportation Advisory Council
2. Current SSTAC Roster (2014-15)

Attachment #1

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL §99238

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

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

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

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

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

- (1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
- (2) Annually review and recommend action by the transportation-planning agency for the area within the jurisdiction of the council, which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
- (3) Advise the transportation-planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

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

Attachment #2**2014-2015 (Current) Social Services Transportation Advisory Council Roster**
(roster prior to the reappointments requested in this agenda item)

Name	Term Exp.
Mammoth Mountain Ski Area Transportation, Designee	2015
Beth Himelhoch, Liaison to Kern Regional Center, and Executive Director Inyo-Mono Association for the Handicapped, Inc.	2015
IMACA	2015
Megan Foster, Mono County Social Services	2015
Natalie Sanders, Case Manager, Mammoth Hospital	2016
Jill Batchelder, ESTA, CTSA	2016
John Helm, ESTA, CTSA	2016
Debbie Diaz, Emergency Preparedness Facilitator, Mono County Public Health	2017
Kathy Copeland/Laurel Martin, Executive Director, Disabled Sports, Eastern Sierra	2017
Carolyn Balliet, Mono County Health Department and Seniors	2017
Rick Franz, Transportation Planner, Caltrans	2017

Mono County Local Transportation Commission

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Staff Report

March 9, 2015

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, fiscal analyst
Scott Burns, executive director

SUBJECT: Draft 2015-16 Overall Work Program (OWP)

RECOMMENDATION

Review draft 2015-16 OWP and provide any desired direction to staff.

FISCAL IMPLICATIONS

None at this time.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The Mono County Overall Work Program 2015-16 draft was prepared by Local Transportation Commission staff with help from staff of Mono County and Town of Mammoth Lakes. The OWP reflects a joint work effort between both public entities and contains work elements that are projected to be active from July 1, 2015, to June 30, 2016. The draft, which has been submitted to Caltrans District 9 for review, is intended for circulation and comment and will come back for Commission adoption on May 11. As the following timeline summarizes, the adopted OWP is due to Caltrans District 9 by May 29.

Timeline:

- May 29: Adopted OWP due to Caltrans District 9
- June 8: OWPA signed for Caltrans District 9
- June 30: Final approved and adopted OWP and fully executed OWPA due to Office of Regional & Interagency Planning (ORIP)

ATTACHMENT

Draft Overall Work Program

Mono County Local Transportation Commission

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Scott Burns, executive director

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None at this time.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

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ATTACHMENT

Draft Overall Work Program

DRAFT
Mono County
Overall Work Program

2015-2016

First draft for circulation February 25, 2015

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OVERALL WORK PROGRAM

INTRODUCTION

Mono County is a rural county located on the eastern side of the Sierra Nevada Mountains. The county has an area of 3,103 square miles and a total population of 14,202 (2010 US Census). The county's one incorporated area, the Town of Mammoth Lakes, contains approximately 58 percent of the county population. During periods of heavy recreational usage, the Town of Mammoth Lakes' population approaches 35,000.

Approximately 94 percent of Mono County is public land administered by the U.S. Forest Service, the Bureau of Land Management, the State of California, and the Los Angeles Department of Water and Power. The scenic and recreational attributes of this public land help support tourism and recreation as the major industry in the county. Approximately 80 percent of all employment is directly, or indirectly, associated with this industry. Annually, more than 6 million visitor-days of use occur on public lands in Mono County. The majority of these visitors travel to and through the county on the state highway system. Major attractions include Mammoth and June Mountain ski areas, Yosemite National Park, Mono Lake, Devils Postpile National Monument, Bodie State Historic Park, and the many lakes, streams and backcountry attractions accessed through Mono County communities.

Communities in the unincorporated area of the county are dispersed throughout the region, primarily along U.S. Highways 395 and 6. Communities along Highway 395 include Topaz, Coleville, Walker, Bridgeport, Mono City, Lee Vining, June Lake, and the Crowley communities of Long Valley, McGee Creek, Crowley Lake, Aspen Springs, and Sunny Slopes. These communities are generally small, rural in character and oriented primarily to serving recreational and tourist traffic. Walker, Topaz, Coleville, Bridgeport, and Lee Vining share Highway 395 as their main street for commerce and community activities. The Mono LTC has been working with Caltrans to develop plans for Highway 395 that meet community and interregional traveler needs.

Several Mono County communities are experiencing modest growth. The Long Valley, Paradise and Wheeler Crest communities have experienced development pressures in the past due in part to the increasing development in the Town of Mammoth Lakes, which is developing into a year-round destination resort. The June Lake Community has also experienced resort development pressure across Highway 158 from the base of June Mountain. As the gateway to Yosemite, Lee Vining is sharing in the strong seasonal visitation numbers of Yosemite as well as the development influence of the Mammoth-June area. The Antelope Valley communities of Topaz, Coleville, and Walker have been influenced by development pressures from the Gardnerville/Carson City area in Nevada. While the recession has resulted in less pressure from development, an economic recovery could bring these pressures back, and this possibility needs to be considered in long-term planning efforts.

Benton, Hammil, and Chalfant, located along Highway 6 in the Tri-Valley area, have been influenced by development pressures from Bishop in Inyo County and, to a lesser degree, from the Town of Mammoth Lakes. These communities, which are situated in agricultural valleys, experience less recreational and tourist traffic than the rest of the county, but are experiencing increasing levels of truck traffic. Highway 120 out of Benton, together with the Benton Crossing Road, provides interregional access to Yosemite and Mammoth for Las Vegas, Nevada and other origins east of California.

TRANSPORTATION GOALS AND ISSUES

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

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

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

The rural, sparsely populated nature of Mono County makes it difficult to provide equitable transit services to the various communities. The Eastern Sierra Transit Authority (ESTA) is the transit provider in Mono County, and last year assumed winter transit service from Mammoth Mountain within Mammoth Lakes. Fixed route and public Dial-A-Ride service has been established within the Town of Mammoth Lakes and public transit extends in some form to most unincorporated communities by Eastern Sierra Transit Authority. The Mono County LTC is a founding member of the Yosemite Area Regional Transportation System, which provides interregional transit to Yosemite National Park. The Mono County LTC is also a founding member of the Eastern California Transportation Planning Partnership, and has been collaborating with Kern and Inyo counties to maintain and increase interregional transit service to the south. Interregional service is provided between Carson-Reno and Lancaster through the Carson Ridgecrest Eastern Sierra Transit (CREST) route via ESTA. Through transit planning processes, the three counties are examining short-term and long-term methods of retaining interregional transit services to the Eastern Sierra.

PUBLIC PARTICIPATION

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

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

TRIBAL CONSULTATION

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

ORGANIZATION OF THE MONO COUNTY LTC

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

The primary duties of the LTC consist of the following:

- Every five years, prepare, adopt and submit a Regional Transportation Plan (RTP), and, every two years, a Regional Transportation Improvement Program (RTIP) to the Department of Transportation (Caltrans) and the California Transportation Commission;
- Annually, review and comment on the Transportation Improvement Plan contained in the State Transportation Improvement Program (STIP);
- Provide ongoing administration of the Transportation Development Act funds; and
- Annually, prepare and submit the Overall Work Program.

The Town of Mammoth Lakes and the County of Mono have entered into a multi-year Memorandum of Understanding for planning, staff and administrative support services to the Mono LTC. Staff services focus on fulfilling the requirements of the California Transportation Development Act, administering the functions of the Mono County Local Transportation Commission, executing the Regional Transportation Plan and implementing the annual Overall Work Program.

PLANNING EMPHASIS AREAS UNDER MAP-21

The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The eight planning factors for a rural RTPA are addressed in the 2015-16 OWP where applicable, and are as follows:

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

WORK ELEMENT 100-12-0

OVERALL WORK PROGRAM DEVELOPMENT AND APPROVAL

PURPOSE

The purpose of this Work Element is to develop the Overall Work Program for the following year and have the OWP approved by Caltrans. This is also where we assign time if we need to make adjustments to the current OWP.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Review status of current OWP projects	County, Town LTC	Status update report	12/31/2015
2.	Solicit potential work items from potential partners	County LTC	Proposed work items	12/15/2015
3.	Develop priorities for new OWP	County LTC, Town LTC		12/31/2015
4.	Solicit input from LTC on priorities	County LTC		1/13/2016
5.	Review OWP Guidance document in conjunction with proposed projects	County LTC, Town LTC	LTC staff recommendation	1/31/2016
6.	Draft OWP	County LTC, Town LTC	Draft OWP	2/1/2016
7.	Draft OWP reviewed by LTC	County LTC		2/10/2016
8.	Caltrans review of draft OWP	County LTC	OWP	3/1/2016
9.	Draft OWP reviewed by LTC	County LTC		3/10/2016
10.	Incorporate Caltrans suggestions into OWP	County LTC, Town LTC		3/31/2016
11.	Draft OWP reviewed by LTC	County LTC		4/14/2016
12.	Final adoption of OWP	County LTC		5/12/2016
13.	Caltrans approval of OWP	LTC	Approved OWP for 2016-17	6/15/2016
14.	Develop, review & approve amendments as needed	County, LTC		As needed

PREVIOUS WORK

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

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$3,000	\$10,000	\$13,000
PPM FUNDING			
TOTAL FUNDING	\$3,000	\$10,000	\$13,000

WORK ELEMENT 101-12-0

OVERALL WORK PROGRAM ADMINISTRATION

PURPOSE

The purpose of this Work Element is to close out the 2014-15 OWP and administer the OWP for FY 2015-16.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	2014-15 OWP Quarter 4 invoices/progress reports submitted to LTC Staff	Town, County, LTC	4 th quarter Invoices/progress reports	8/31/2015
2.	2014-15 OWP Quarter 4 invoices/progress reports submitted to Caltrans	County LTC	4 th quarter invoices/progress reports	8/31/2015
3.	Year-end paperwork, including Closeout Package to Caltrans	County TLC	Closeout package	8/31/2014
4.	Create quarterly invoicing/reporting forms from approved OWP	County LTC	Quarterly reporting forms	9/1/2015
5.	Quarter 1 invoices/progress reports submitted to LTC Staff	Town, County, LTC	1 st quarter invoices/progress reports	10/31/2015
6.	Quarter 1 invoices/progress reports submitted to Caltrans	County LTC	1st quarter invoices/progress reports	10/31/2015
7.	Quarter 2 invoices/progress reports submitted to LTC Staff	Town, County, LTC	2 nd quarter invoices/progress reports	1/31/2016
8.	Quarter 2 invoices/progress reports submitted to Caltrans	County LTC	2 nd quarter invoices/progress reports	1/31/2016
9.	Review OWP & quarterly reports for possible amendments	Town, County, LTC	Proposed amended Work Elements	2/1/2016
10.	Draft amended OWP to Caltrans	County LTC, Town LTC	Draft amended OWP	3/1/2016
11.	Amended OWP adopted by LTC	County LTC	Adopted amended OWP	5/14/2016
12.	Quarter 3 invoices/progress reports submitted to LTC Staff	Town, County, LTC	3 rd quarter invoices/progress reports	4/31/2016
13.	Quarter 3 invoices/progress reports submitted to Caltrans	County LTC	3 rd quarter invoices/progress reports	4/31/2016
14.	Amended OWP approved by Caltrans	County LTC	Caltrans approved amended OWP	5/1/2016

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE
RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$5,000	\$15,000	\$20,000
PPM FUNDING			
TOTAL FUNDING	\$5,000	\$15,000	\$20,000

WORK ELEMENT 103-12-0

LOCAL TRANSPORTATION COMMISSION STAFF SUPPORT

PURPOSE

The purpose of this Work Element is for assigned staff to provide support for the ongoing functions of the LTC.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Maintain office conduct day-to-day Commission business & website	County LTC	Customer service, phones, email, research & correspondence	Daily
2.	Prepare, post & distribute LTC agenda packet & supporting materials	County LTC	Agenda packets	Monthly
3.	Prepare LTC minutes & take actions necessary to implement Commission directives	County LTC	Minutes, minute orders, resolutions, & implementation activities	Monthly
4.	Conduct operational & trust fund accounting	County LTC	Required reports	As needed
5.	Administer annual audit	County LTC	Annual audit	12/31/2016
6.	Coordinate with Caltrans & other agencies on Commission matters	County LTC	Agenda items	As needed
7.	Prepare Commission correspondence & respond to phone inquiries	County LTC	Correspondence	As needed
8.	Monitor legislation that impacts transportation planning	County LTC	Staff reports & supporting materials	As needed
9.	Conduct coordination meetings with support staff/agencies	County LTC	Agenda items	As needed

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$20,000	\$20,000
PPM FUNDING			
TOTAL FUNDING		\$20,000	\$20,000

WORK ELEMENT 200-12-0

REGIONAL TRANSPORTATION PLAN

PURPOSE

The purpose of this Work Element is to prepare, adopt, and submit the Regional Transportation Program (RTP) to Caltrans and the California Transportation Commission. This task is performed cooperatively by Mono County and Town of Mammoth Lakes staff. The objectives of the RTP are to:

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

WORK ACTIVITY AND DELIVERABLES: MONO COUNTY

- Fully updated RTP for Adoption, with certified Environmental Impact Report. RTP will include performance measures to better provide decision makers with quantitative measures/priorities versus qualitative measures (MAP-21 performance measures).

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Incorporate & complete current County planning efforts; Bikeway Plan, Main Street Projects (Bridgeport, Lee Vining, June Lake), trails planning, Corridor Management Plan, etc.	County & Town	Additions to &/or modifications of the RTP	7/31/15
2.	Incorporate Digital 395/last-mile provider & other communication & infrastructure policies	County	Capital projects, communications policies	7/31/15
3.	Review Evaluate & revise policy, including identification of future transportation needs/improvements, items required by the RTP guidelines/checklist, Complete Streets requirements, any planning statute requirements for the RTP to also serve as the Circulation Element of the General Plan, & community input.	County & Town	Draft policies & list of community/ local /state transportation needs (RTIP & TA)	7/31/15
4.	Review draft RTP with Caltrans, Town commissions, RPACs, & conduct workshops with commissions & Board, & make any changes	County	Public review of draft RTP & RTP modifications	7/31/15
5.	Coordinate with General Plan update to emphasize sustainable community components	County	Integrated RTP policies	7/31/15
6.	Incorporate natural resource mitigation measures from EIR, including Greenhouse Gas analysis	County	Draft MEA	7/31/15
7.	Integrate bike, pedestrian & other applicable non-motorized policies into an Active Transportation Plan format as a part of RTP	County	Draft ATP component	7/31/15
8.	Conduct public review of draft EIR	County	Draft EIR	7/15/15

9.	Receive public/agency comments, prepare response to comments, prepare Final EIR, modify RTP & distribute	County	Final EIR & RTP	9/15/15
10.	Notice & conduct public hearing for adoption with Commissions & Board	County	Agendas	11/30/15
11.	Certify EIR & adopt RTP/Circulation Element	County	Adopted documents	11/30/15
12.	File Notice of Determination	County LTC	Notice of Determination	11/30/15
13.	Complete ADA Transition Plan & incorporate into RTP to increase the accessibility & mobility of people & for freight	County		6/30/16

PREVIOUS WORK

Town staff has been working to develop the Town’s Capital Improvement Program, which will be incorporated into the RTP. County staff has outreached to Regional Planning Advisory Groups, completed review of most community policy sections, and with the assistance of consultant, integrated feedback and recommendations into a working RTP Draft. An updated Financial Element, Chapter 6, which includes revised commission priorities (short term and long term), financial tables, and revenue sources under MAP-21 was adopted December 2013 and will be further adjusted as needed. The Commission has held a number of review sessions on the working draft.

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$10,000	\$10,000
PPM FUNDING			
TOTAL FUNDING		\$10,000	\$10,000

WORK ELEMENT 201-12-1

REGIONAL TRAILS

PURPOSE

The purpose of Work Element 201-12-1 is to develop Project Study Reports (PSR) or Project Initiation Documents (PID) equivalent documents for trails projects, incorporate trails into GIS base mapping, pursue funding for trails development and develop a Web Application for the trails system.

WORK ACTIVITY AND DELIVERABLES MONO COUNTY

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Collaborate with Inyo National Forest & JLCAC on June Lake Trail Plan project(s), including Down Canyon Trail PID/PSR	County	PID/PSR	2/30/15
2.	Route concepts for portions of the Eastern Sierra Regional Trail, including Mono Yosemite Gateway Trail	County	Route concept for regional trail	3/30/16
3.	Develop trails plans/concepts & secure funding for trail system components for communities such as Bridgeport, Paradise, Crowley, Lee Vining & Walker	County	Route concept for regional trail	6/30/16
4.	Pursue funding for implementation of Bicycle Transportation Plan Projects	County	Grant application	6/30/16
5.	GIS Base mapping - inclusion of trails	County	Updated GIS base maps	ongoing
6.	Web Application Development for trails system	County	Web Application to identify trails	6/30/16
7.	Trail Counter Data Management System Development	County	Trail use Data	6/30/16
8.	Evaluate Sidewalk segments for completion, curb extensions & ped-activated flashing lights for crosswalks for priority communities	County	Route concept for regional trail	6/30/16
9.	Interregional trail coordination. Work with BLM, USFS & other agencies to ensure cohesive trail planning	County	Route concept for regional trail	ongoing

WORK ACTIVITY AND DELIVERABLES TOWN

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Interregional trail coordination. Work with Mono / USFS to ensure cohesive trail planning	Town	Active program	ongoing
2.	Trail Counter Data Management	Town	Trail use data	ongoing
3.	Town trail connectivity. Internally evaluate trail connections within municipal boundaries. Ensure all multimodal	Town	Route concept for regional trail	ongoing
4.	Development of implementation plan	Town	Implementation plan	ongoing

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$5,000	\$10,000	\$15,000
PPM FUNDING	\$10,000		\$10,000
TOTAL FUNDING	\$15,000	\$10,000	\$25,000

WORK ELEMENT 300-12-0

REGIONAL TRANSIT PLANNING AND COORDINATION

PURPOSE

The purpose of this Work Element is Mono County and the Town to review, plan for, and coordinate transit route improvements and transit stop signage or other informational material as needed. This includes holding public transit workshops to identify transit issues, unmet needs and to plan for transit route, scheduling and signage improvements.

Significant coordination between the Town, Mammoth Mountain Ski Area, and the Eastern Sierra Transit Authority, as well as Yosemite Area Regional Transportation System occurs monthly.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Town, MMSA, RPAC & ESTA meetings	County, Town, LTC	Town, MMSA, & ESTA monthly liaison meetings	Monthly
2.	Commission transit workshop-semiannual	County, Town, LTC	Public workshop to discuss transit service	7/31/2015
3.	Identify & analyze winter route, schedule & signage changes (if any)	County, Town, LTC	MOU of route &/or schedule changes	9/31/2015
4.	Prepare Winter transit map	County, Town, LTC	Published Winter Transit Map	11/1/2015
5.	Commission transit workshop-semiannual	County, Town, LTC	Public workshop to discuss transit service	2/28/2016
6.	Identify & analyze summer route, schedule & signage changes (if any)	County, Town, LTC	Summary memorandum of route &/or schedule changes	4/31/2016
7.	Prepare Summer transit map	County, Town, LTC	Published Summer Transit Map	6/1/2016
8.	Final deliverable(s)	County, Town, LTC	Summer & Winter Transit Maps (published); Transit Workshops	6/30/2016
9.	Collect transit needs for community	County, Town, LTC	Needs Assessment	6/30/2016

PREVIOUS WORK

This is an ongoing work item.

ONGOING TASK

This is an ongoing work item.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$2,000	\$2,000	\$4,000
PPM FUNDING			
TOTAL FUNDING	\$2,000	\$2,000	\$4,000

WORK ELEMENT 302-12-4

ESTA UPDATE OF INYO-MONO COUNTIES SHORT-RANGE TRANSIT PLAN

PURPOSE

Update of the Inyo-Mono Counties Short-Range Transit Plan. This is the transportation planning grant.

WORK ACTIVITY AND DELIVERABLES: ESTA

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Select consultant for updating short-range transit plan	Consultant		2015-16
2.	Conduct existing condition, peer review & performance analysis	Consultant		2015-16
3.	Develop systems goals, objectives, standards & demand analysis	Consultant		2015-16
4.	Conduct security, technology & organizational analysis	Consultant		2015-16
5.	Develop service alternatives & conduct financial & capital analysis	Consultant		2015-16
6.	Draft of Short-Range Transit Plan, conduct review & present for adoption	Consultant	Short-range transit plan	2017
7.	Fiscal management reporting	Consultant		2015-16

PREVIOUS WORK

This is a new work element to update the previous Short Range transit plan.

FUNDING SOURCE

Transportation Planning Grant Application - \$100,000

Local In-Kind Match - \$14,457

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA			
GRANT		\$100,000	\$100,000
TOTAL FUNDING		\$100,000	\$100,000

WORK ELEMENT 501-15-0

AIRPORT PLANNING

PURPOSE

The purpose of this work element is to incorporate the Airport into local transportation planning efforts. This work element will include technical studies to support development and determination of environmental documents as needed. This work element will also be used to develop airport capital improvement documents including planning and cost estimates for future airport related projects.

The Town has recently received Conditional Approval of our updated Airport Layout Plan (ALP). We have begun working with FAA on our Airport Capital Improvement Program, which includes, among other things, a new 3-gate Terminal and additional aircraft parking apron. FAA is currently reviewing our conceptual project description and are in the process of determining whether the project will require a (NEPA) Environmental Assessment or an Environmental Impact Statement.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Technical studies including environmental	Town		6/30/2016
2.	Airport Capital Improvement Program documents	County		

ONGOING TASK

This is a new work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$5,000		\$5,000
PPM FUNDING	\$10,000		\$10,000
TOTAL FUNDING	\$15,000		\$15,000

WORK ELEMENT 600-12-0

REGIONAL TRANSPORTATION GRANT APPLICATIONS

PURPOSE

The purpose of this Work Element to support efforts to gain grant funding for transportation planning and capital projects, including researching and applying for grants. These grant funds can be effectively leveraged to support more detailed transportation planning efforts intended to support the construction of new facilities that enhance the circulation network. Additionally Project Study Reports (PSR's) will be developed and engineering reports that the scope, schedule, and estimated cost of a project so that the project can be considered for inclusion in a future programming document such as the RTIP/STIP.

This work element includes pursuing a range of local, State and Federal grant opportunities in 2015-16, including

- Community Based Transportation Planning Grant for district transportation planning.
- Local Measures U and R to support transportation planning for capital improvements and programming.
- ATP (Active Transportation Program) Grant applications.
- Development of Project Study Reports the primary objectives of which are to:
 - Determine and evaluate need and purpose of the project,
 - Evaluate and analyze the project alternatives,
 - Coordinate with statewide, regional, and local planning agencies,
 - Identify potential environmental issues and anticipated environmental review,
 - Identify the potential or proposed sources of funding and project funding eligibility,
 - Develop a project schedule, and
 - Generate an engineer's estimate of probable costs.

Administer and implement awarded grants as needed.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Research grants availability, requirements & determine eligible projects	Town, County & LTC	N/A	TBD as needed
2.	Draft Grant Applications	Town, County & LTC	Grant application & supporting materials;	TBD as needed
3.	Final Grant Application	Town, County & LTC	Final grant application package	TBD as needed
4.	Final Deliverable(s)	Town, County & LTC	Final grant application package(s)	TBD as needed

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$5,000	\$5,000	\$10,000
PPM FUNDING	\$5,000		\$5,000
TOTAL FUNDING	\$10,000	\$5,000	\$15,000

WORK ELEMENT 605-12-2

MAMMOTH LAKES STORMWATER MANAGEMENT MASTER PLAN

PURPOSE

The purpose of this work element is prepare a Stormwater Management Master Plan that will provide a more proactive approach to managing stormwater, improving water quality and minimizing the risk of flooding. The Stormwater Management Master Plan is an important contributing document to the Town’s overall Capital Improvement Program (CIP). It not only helps to prioritize stormwater related improvements, but also helps guide and prioritize street improvement projects with a stormwater component.

Objectives:

1. Develop a Stormwater Master Plan that includes provisions for improved management and policy; guides the development of the Town’s CIP related to stormwater and street improvements; and describes maintenance and operations; and provides the opportunity for education and outreach.
2. Build upon the work previously completed by the Town, including the integration of the findings and recommendations included in the Erosion, Drainage and Flooding Project Final Recommendations Report dated April 11, 2008.
3. Identify, delineate and prepare to implement CIP projects identified within the Stormwater Master Plan and related street improvements.

There are several outcomes that will be developed and implemented with the project that are consistent with California Water Code Section 10562

1. Public Education regarding stormwater pollution.
2. Development of local stormwater quality guidelines and local code revisions that address zoning and building activities, including local transportation projects.
3. Development of a retrofit program and policy for existing development to improve stormwater quality.
4. Development of an operations and maintenance plan for both public and private developments.
5. Development of a monitoring, assessment, and reporting plan for both private and public development.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Develop Stormwater Management Plan & Capital Improvement Program	Town Public Works	Draft & final stormwater master plan	12/30/2016
2.	Implement strategic aspects of the Stormwater Management Plan <ul style="list-style-type: none"> • Draft & Final Stormwater Finance Strategy & Funding Plan • Draft & Final Stormwater Operations & Maintenance Plan • Draft & Final Framework for Commercial, Industrial & Residential Retrofit Program • Draft & Final Monitoring, Assessment & Reporting Plan 	Town Public Works	Draft & final stormwater finance strategy & funding plan; draft & final stormwater operations & maintenance plan; draft & final framework for commercial, industrial & residential Retrofit Program;	6/30/2016

			Draft & Final Monitoring, Assessment & Reporting Plan	
3.	Project Quality Control & Review	Town Public Works	Review notes by senior staff	ongoing
4.	California Environmental Quality Act	Town Public Works	Prepare environmental checklist & documentation for minor Negative Declaration	9/30/2016
5.	Project Administration	Town Public Works	Monthly reports & project invoicing	ongoing

Final Deliverable(s):

- Final Stormwater Finance Strategy & Funding Plan
- Final Stormwater Operations & Maintenance Plan
- Final Framework for Commercial, Industrial and Residential Retrofit Program
- Final Monitoring, Assessment & Reporting Plan
- CEQA Review and adoption
- Update Municipal Code

These deliverables will assist Town compliance with State mandated nonpoint source controls for stormwater pollution.

PREVIOUS WORK

ONGOING TASKS

This project is expected to be completed by Fiscal Year 2015-16.

FUNDING

The Town has been awarded a grant from the Inyo-Mono Integrated Regional Water Management Plan (IRWMP) to complete Phase I of this project. The Town expects to submit another grant application to complete Phase II.

Phase 1 IRWMP Grant: \$88,000

IRWMP Required Match 25%

Town General Fund/other Portion: \$27,375

PPM Match: \$30,000 (\$10,000/year through 2014-15) (\$20,000 in 2015-16)

Total Project Cost: \$229,500

Funding Award Date: Phase I award in negotiation with DWR: \$88,000

Funding Phase 2 DWR grant est. 9/2013: \$108,000

Required project completion deadline: Three years from award of CWR Grant

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2014-15 RPA			
PPM FUNDING	\$5,000		\$5,000
TOTAL FUNDING	\$5,000		\$5,000

WORK ELEMENT 607-13-2

MAMMOTH LAKES MOBILITY ELEMENT COMPLETION PROJECT

PURPOSE

The purpose of this work element is to analyze intersection level of service for intersections identified in the Town of Mammoth Lakes Draft Mobility Element and identify potential mitigation measures as necessary to meet level of service standards.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Perform level of service analysis, based on existing traffic model information, on existing & potential future intersections & roadway segments	Town Public Works & Community Development	Intersection & segment LOS worksheets	1/1/16
2.	Conduct special studies for eventual completion of the Mobility Element			3/30/16
3.	Analyze the effects of the current General Plan Circulation Element & the proposed Mobility Element related to build out of the Town			3/30/16
4.	Analyze specifics of the plan as it relates to new roadways			3/30/16
5.	Identify potential mitigation measures, including CEQA, physical & policy measures	Town Public Works & Community Development	Technical memo & documentation of mitigation measures	6/30/16
6.	Final Deliverable(s)			6/30/16

PREVIOUS WORK This is a continuation of previous work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2014-15 RPA			
PPM FUNDING	\$15,000		\$15,000
TOTAL FUNDING	\$15,000		\$15,000

WORK ELEMENT 611-14-2

MAMMOTH LAKES MOBILITY ELEMENT ADOPTION

The purpose of this work element is to adopt the 2011 Draft Mobility Element of the General Plan. The draft Mobility Element includes progressive recommendations related to all forms of mobility including pedestrian and bicycle.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Update the traffic model & special studies	Consultant, Town	Traffic model, reports	Fall 2015
2.	Review the Draft Mobility Element in light of recent planning activities, such as the Zoning Code Update, Main Street Plan, & Housing Element Update	Consultant, Town	Technical memo	Fall 2015
3.	Outreach on Draft Mobility Element (i.e., departments & other agencies)	Consultant, Town	Public outreach	Winter 2015-16
4.	Conduct a joint study session with Commission & Council	Consultant, Town	Agenda & minutes	Winter 2015-16
5.	Conduct alternatives analysis	Consultant, Town	Technical memo	Winter 2015-16
6.	Final Deliverables(s) submittal	Consultant, Town	Adopted mobility element	July 2016

PREVIOUS WORK

Background: The Town previously drafted the General Plan Mobility Element which was not adopted due to staffing and budget constraints. This work program seeks to adopt the General Plan Mobility Element so the Town can continue to improve mobility throughout town.

ONGOING TASK

Staff started work on this project in 2010 and will complete work by July 2016.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2014-15 RPA			
PPM FUNDING	\$10,000		\$10,000
TOTAL FUNDING	\$10,000		\$10,000

WORK ELEMENT 612-15-0

HIGHWAY 395/6 CORRIDOR WI-FI PLAN

PURPOSE

To develop a comprehensive strategy to offer Digital 395 broadband infrastructure for convenient traveler use at key locations along the Highway 395 and 6 corridor to enhance traveler safety, services, community facilities and interpretive information.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Review scenic byway inventory, Caltrans studies, USFS & BLM data for existing infrastructure & improvements, including rest stops, turnouts, community centers & Main Street opportunities.	County		Fall 2015
2.	Review Dig 395 infrastructure, & other applicable service infrastructure	County		Fall 2015
3.	Identify interpretive opportunities via research & outreach to agencies, entities & interested parties	County		Winter 2015-16
4.	Investigate technology applications for digital kiosks	County		Winter 2015-16
5.	Conduct community outreach (RPACs) on opportunities, issues & constraints for integrating Wi-Fi hot spots on Main Street, & at key community & gateway locations	County	List of issues, opportunities & constraints	Winter 2015-16
6.	Develop alternative scenarios for siting Wi-Fi hot spots & digital kiosks along the Hwy 395 & 6 corridors	County	Alternatives with text & maps	Winter 2015-16
7.	Review scenarios with communities & applicable agencies (FS, BLM, Caltrans, ESIA)	County		Winter 2015-16
8.	Develop preferred alternative & supporting policies into final report	County	Draft report	Winter 2015-16
9.	Present recommendations to PC, BOS & LTC	County		Spring 2016
10.	Conduct applicable CEQA review & integrate policies into RTP, scenic byway plan & general plan	County	Final report/policies	Spring 2016

PREVIOUS WORK

This is a new work element. Past studies contributing to this plan include the Digital 395 project and environmental studies, Mono County Draft Communications Policy, Eastern Sierra Corridor Enhancement Program, Bridgeport Main Street Plan, Scenic Byway design studies, Coalition for Unified Recreation in the Eastern Sierra information

kiosk plans, applicable Caltrans Intelligent Transportation System policies and studies, and plans of land management agencies.

ONGOING TASKS

This is an ongoing task.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$10,000	\$10,000
PPM FUNDING			
TOTAL FUNDING		\$10,000	\$10,000

WORK ELEMENT 614-15-2

ALTERNATIVE FUELING STATION CORRIDOR POLICY

PURPOSE

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

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Review applicable state & national policies & guidance regarding Zero Emission Vehicle (ZEV), including Statewide Charging Infrastructure Plan	County		Fall 2015
2.	Review adjacent County & agency policies & facilities	County		Fall 2015
3.	Research potential fuel type characteristics & related infrastructure requirements	County		Fall 2015
4.	Identify issues, opportunities & constraints pertaining to ZEV facilities within communities & along major highway corridors	County	List of issues, opportunities & constraints	Winter 2015-16
5.	Inventory & assess potential sites suitable for ZEV facilities	County	Inventory	Winter 2015-16
6.	Consider special circumstances/needs related to regional attractions, such as Yosemite	County		Winter 2015-16
7.	Review California Building Codes & Cal Green for ZEV-ready standards	County		Winter 2015-16
8.	Identify permit streamlining & funding strategies for ZEV infrastructure	County		Winter 2015-16
9.	Draft goals, policies & standards	County	Draft goals	Spring 2016
10.	Review draft policies with LDTAC, applicable RPACs & Planning Commission	County		Spring 2016
11.	Revise draft & conduct applicable CEQA review	County	Revised draft & CEQA document	Spring 2016
12.	Present final report for adoption by Board of Supervisors & acceptance by LTC	County	Final report	Spring 2016

PREVIOUS WORK

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

ONGOING TASKS

This is an ongoing work element

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$10,000	\$10,000
PPM FUNDING			
TOTAL FUNDING		\$10,000	\$10,000

WORK ELEMENT 615-15-0

ACTIVE TRANSPORTATION PROGRAM (ATP)

PURPOSE

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

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Review existing ATP guidelines & application requirements	County		Fall 2015
2.	Review existing ATP policies in RTP	County		Fall 2015
3.	Identify additional issues, opportunities & constraints related to ATP, in accordance with AB 1358, Complete Streets Act	County	List of issues, opportunities & constraints	Fall 2015
4.	Draft updates to RTP goals & policies, in accordance with ATP Guidelines	County	Draft update	Winter 2015-16
5.	Review draft policies with LDTAC, applicable RPACs & Planning Commission	County		Winter 2015-16
6.	Identify & prioritize project concepts & details/data to evaluate competitiveness	County	Priorities list	Winter 2015-16
7.	Research data & performance measures to increase competitiveness of projects	County		Winter 2015-16
8.	Revise draft & conduct applicable CEQA review	County	Revised draft	Spring 2016
9.	Present final report for adoption by Board of Supervisors & acceptance by LTC	County	Final report	Spring 2016

PREVIOUS WORK

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

ONGOING TASK

This is an ongoing work element started in 2015-16 OWP.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$10,000	\$10,000
PPM FUNDING			
TOTAL FUNDING		\$10,000	\$10,000

WORK ELEMENT 616-15-0

COMMUNITY EMERGENCY ACCESS ROUTE ASSESSMENT

PURPOSE

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

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Research existing fire plans & policies regarding community access, including the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state & local agencies, & master plans for fire protection districts	County		Fall 2015
2.	Review new access requirements of Cal Fire	County		Fall 2015
3.	Inventory existing travel routes to & through communities, including existing roads & trails on adjacent federal, state & LADWP lands	County		Fall 2015
4.	Consult with Cal Fire, fire protection districts, & land management agencies on access issues & assess potential alignments of any additional access routes needed; coordinate efforts with the update of the CWPP	County		Fall 2015
5.	Review alternatives & locations with communities (RPACs & CAC) & identify issues, opportunities & constraints regarding emergency access	County		Winter 2015-16
6.	Draft goals, policies & standards for community emergency access	County		Winter 2015-16
7.	Review draft policies with LDTAC, applicable RPACs, & Planning Commission	County		Winter 2015-16
8.	Revise draft & conduct applicable CEQA review	County		Spring 2016
9.	Present final report for adoption by Board of Supervisors & acceptance by LTC	County		Spring 2016

PREVIOUS WORK

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

ONGOING TASK

This is an ongoing work element started in 2015-16 OWP.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$15,000	\$15,000
PPM FUNDING			
TOTAL FUNDING		\$15,000	\$15,000

WORK ELEMENT 617-15-0

COMMUNITY WAY-FINDING DESIGN STANDARDS

PURPOSE

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

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Research past studies (Corridor Plan, Idea Book, Design Guidelines, Mammoth way-finding)	County		Fall 2015
2.	Review community policies (area plans & RTP)	County		Fall 2015
3.	Review agency sign standards (Caltrans, National Forest, BLM)	County		Fall 2015
4.	Develop alternative sign concepts & locations, with applicable hierarchy of sizes/purposes	County	Alternative concepts	Winter 2015-16
5.	Review sign alternatives & locations with communities (RPACs & CAC)	County		Winter 2015-16
6.	Compile in draft document	County	Draft document	Winter 2015-16
7.	Review draft with community & revise as appropriate	County		Spring 2016
8.	Present final to PC, BOS & LTC	County	Final report	Spring 2016

PREVIOUS WORK

This is a new work element. Past efforts contributing to this effort include Highway 395 Corridor Enhancement Plan, Bridgeport Main Street Plan, Scenic Byway design studies, Mammoth Lakes way-finding studies, Caltrans Complete Streets Policies and standards, and community trails plans.

ONGOING TASK

Staff started work on this project in 2015

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$5,000	\$10,000	\$15,000
PPM FUNDING			
TOTAL FUNDING	\$5,000	\$10,000	\$15,000

WORK ELEMENT 700-12-0

REGIONAL PROJECT STUDY REPORTS

PURPOSE

The purpose of this Work Element is to develop Project Study Reports (PSR) for projects in Mono County and the Town of Mammoth Lakes. Project Study Reports are engineering reports that the scope, schedule, and estimated cost of a project so that the project can be considered for inclusion in a future programming document such as the RTIP/STIP.

The primary objectives of a PSR are to:

- Determine and evaluate need and purpose of the project,
- Evaluate and analyze the project alternatives,
- Coordinate with statewide, regional, and local planning agencies,
- Identify potential environmental issues and anticipated environmental review,
- Identify the potential or proposed sources of funding and project funding eligibility,
- Develop a project schedule, and
- Generate an engineer's estimate of probable costs.

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

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

ONGOING TASK

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

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA			
PPM FUNDING	\$10,000	\$10,000	\$20,000
TOTAL FUNDING	\$10,000	\$10,000	\$20,000

WORK ELEMENT 701-12-1

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) UPDATE

PURPOSE

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

The primary objectives of this work element is to:

- Coordinate with statewide, regional, and local planning agencies for future projects,
- Coordinate with MOU partners on funding under MAP-21 and revise MOU's when necessary,
- Develop programming needs and/or projects for the 2016 RTIP
- Draft a 2016 RTIP and submit approved RTIP to CTC for adoption
- Monitor 2014 RTIP
- Work on updating rural performance measures to maximize federal funding under MAP-21

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Conduct quarterly reviews with LTC Amend RTIP if current projects change in scope, cost &/or delivery	Mono County LTC	LTC agenda report, LTC Resolution	quarterly
2.	Discuss with CTC staff possible amendments to issues or concerns prior to proceeding with amendments & discuss priorities for 2016 RTIP	Mono County LTC	To be determined	as needed
3.	Monitor regional projects (MOU) for any necessary changes	Mono County LTC	To be determined	as needed
4.	Coordinate future programming needs (or projects) for Dist. 9, Town, &/or Mono County	Mono County LTC	To be determined	ongoing
5.	Work with Town, County, Caltrans & CTC staff on development of 2016 RTIP; present draft to LTC for approval & submit to CTC for adoption	Mono County LTC	Updated RTIP	ongoing

PREVIOUS WORK

- Adoption of the 2014 RTIP,
- Consistency determination of the 2014 RTIP to the Regional Transportation Plan, and
- Consistency determination of the 2014 RTIP with CTC guidelines.

ONGOING TASK

This is an ongoing project and applies to development of any amendments need to the 2014 RTIP and preparation and submittal of the 2016 RTIP. Deliverables will be new 2016 RTIP.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA			
PPM FUNDING	\$5,000	\$5,000	\$10,000
TOTAL FUNDING	\$5,000	\$5,000	\$10,000

WORK ELEMENT 800-12-1

INTERREGIONAL TRANSPORTATION PLANNING

PURPOSE

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

- Coordinate with Kern Council of Governments, San Bernardino Associated Governments, and Inyo County Local Transportation Commission on current and possible future MOU projects and funding opportunities; attend meeting once a quarter, update MOU's as necessary
- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21 concerns related to funding and specific needs in rural counties
- Attend Rural County Task Force meetings once a quarter and phone conferences as available
- Participate with YARTS, including support to the Advisory Committee and Governing Board and consideration of annual funding of YARTS;

WORK ACTIVITY AND DELIVERABLES

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

ONGOING TASK

The ongoing tasks with this work element continue to be a regional approach to transportation planning in Mono County. This work will include attendance and participation in Eastern California Transportation Planning Partnership, YARTS, and the Rural Counties Task Force to help maintain a coordinated RTIP, Title VI Plan, Transit Plan, and RTP.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$5,000	\$5,000	\$10,000
PPM FUNDING			
TOTAL FUNDING	\$5,000	\$5,000	\$10,000

WORK ELEMENT 803-13-1

MAMMOTH LAKES AIR QUALITY MONITORING AND PLANNING

PURPOSE

The purpose of this work element is offset a portion of the cost for the daily monitoring and collection of air pollution data in Mammoth Lakes associated with particulate matter created by vehicle use (cinders and tire wear) and other emissions in Mammoth Lakes. The data is utilized to monitor the effects of Vehicle Miles Traveled on air pollution and measure the effects of proposed or implemented transportation infrastructure improvements and maintenance policies. The work effort supports the policies and programs of the Great Basin Unified Air Pollution Control District, who coordinates regional air quality monitoring and improvement programs.

WORK ACTIVITY AND DELIVERABLES: TOWN OF MAMMOTH LAKES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Ongoing daily monitoring of air pollution	Town Community & Economic Development Department	Daily air pollution data and recording	6/30/2016

ONGOING TASK

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

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2014-15 RPA			
PPM FUNDING	\$4,000		\$4,000
TOTAL FUNDING	\$4,000		\$4,000

WORK ELEMENT 804-15-1

COMMUNITY TRAFFIC CALMING AND COMPLETE STREETS DESIGN STANDARDS

PURPOSE

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

WORK ACTIVITY AND DELIVERABLES: TOWN OF MAMMOTH LAKES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Conduct review of Bridgeport Main Street Revitalization Report, Caltrans complete streets standards/policies, AASHTO standards & other authoritative sources for traffic calming design directives	County		Fall 2015
2.	Assess neighborhood & community issues, opportunities & constraints in the unincorporated area, with a focus on County roads	County	Community issues, opportunities & constraints	Fall 2015
3.	Update community traffic calming goals & objectives for each applicable community	County	Draft goals	Fall 2015
4.	Develop a menu of traffic calming treatments for application to a variety of neighborhood & community circumstances based upon authoritative sources	County	Draft menu	Winter 2015-16
5.	Integrate where feasible with County road standards	County		Winter 2015-16
6.	Provide design guidance to supplement draft standards where flexibility is appropriate	County	Draft guidelines	Winter 2015-16
7.	Examine priorities & funding sources for traffic calming improvements	County		Winter 2015-16
8.	Compile draft standards	County	Draft standards	Spring 2016
9.	Conduct workshops to review draft with LDTAC, applicable RPACs, & Planning Commission	County		Spring 2016
10.	Revise draft & conduct applicable CEQA review	County		
11.	Present final report for adoption by Board of Supervisors & acceptance by LTC	County	Final report	Spring 2016

ONGOING TASK

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

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$10,000	\$10,000
PPM FUNDING			
TOTAL FUNDING		\$10,000	\$10,000

WORK ELEMENT 900-12-0

PLANNING, MONITORING, AND TRAFFIC MANAGEMENT ISSUES POLICY CREATION

PURPOSE

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

The primary objectives of this work element are to:

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

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Schedule applicable transportation-related items on agendas of the Collaborative Planning Team, Planning Commission, Regional Planning Advisory Committees & other applicable boards/committees	LTC, County & Town		ongoing
2.	Provide oral/written comments or other correspondence on applicable plans & environmental documents	LTC, County & Town		ongoing
3.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, & opportunities;	LTC, County & Town	Meetings with Caltrans staff	ongoing
4.	Conduct applicable reviews, such as analysis of non-motorized features	LTC, County		ongoing
5.	Develop Recommendation, or Policy/Procedure for including in RTP & CA Transportation plan	LTC, County	Draft Recommendation, Policy/Procedure	ongoing
9.	Demand studies in Village & OMR (multi-modal) Needs assessment / alternatives	Town	Draft Recommendation	6/30/16
10.	Street parking management study in Village area. Develop parking plan for adoption that will identify areas with sufficient row to permit winter street parking in the village area. Plan will evaluate & recommend appropriate signage.	Town	Draft Recommendation	6/30/16
8.	Transit user needs assessment & implementation plans. Plan will identify & prioritize transit user needs at departure points including shelters, next bus notifications, Wayfinding, trash/recycle facilities.	Town	Draft Recommendation	6/30/16

ONGOING TASK

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

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$10,000	\$10,000	\$20,000
PPM FUNDING	\$5,000		\$5,000
TOTAL FUNDING	\$15,000	\$10,000	\$25,000

WORK ELEMENT 902-12-2

REGIONAL TRANSPORTATION DATA COLLECTION EQUIPMENT

PURPOSE

The purpose of this Work Element is to purchase equipment for counting vehicles and pedestrians, including associated software for the Town of Mammoth Lakes, to support current monitoring and transportation planning activities. Data collected through purchased equipment will be used to analyze the use (number, patterns, and trends) of various transportation facilities, including sidewalks, bike trails, and roadways and will be used to aid in planning future transportation policies, programs, and capital projects to improve safety and reduce vehicle use at the local (and thereby regional) level.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Purchase equipment	Town Public Works	Permanent traffic counters equipment, Infrared pedestrian/trail counters; Jamar vehicle counters and/or count tubes	6/30/15
2.	Final Deliverable(s)		3 Traffix trail counters; 2 Jamar intersection counters; 1 maintenance/parts	6/30/15

PREVIOUS WORK

Town staff purchases equipment yearly to replace old and/or damaged items.

ONGOING TASK

This is an ongoing work item to replace equipment needed for counting vehicles and pedestrians.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA			
PPM FUNDING	\$5,000		\$5,000
TOTAL FUNDING	\$5,000		\$5,000

WORK ELEMENT 903-12-1

REGIONAL PAVEMENT AND ASSET MANAGEMENT SYSTEM

PURPOSE

The purpose of this Work Element is to develop and maintain a GIS-based Pavement and Asset Management Program and associated data sets for County- and Town-maintained roads. This work element covers staff time necessary to continually develop and maintain an inventory of Right-of-Way, encroachments, and assets contained within in order to have the best possible data for current and future projects. Data from the program will be used to prioritize projects for Project Study Report development and programming in future STIPs. An effort will be made to include traffic accident reports for car collisions as well as wildlife collisions. The primary objectives of the PMS are to:

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

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

WORK ACTIVITY AND DELIVERABLES

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

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Develop & maintain GIS inventory of Right-of-Way for County & Town Roads	Mono/Town GIS	ROW & road centerline inventory	ongoing
2.	Develop & maintain pavement condition index data	Mono/Town GIS	Pavement condition information & reports	ongoing
3.	Develop & maintain transportation asset data	Mono/Town GIS	Up-to-date assessment of transportation assets; reports	ongoing
4.	Data collection & maintenance program	Mono/Town GIS	Data; field collection program	ongoing
5.	Data collection of accident reports	Mono/Town GIS	Data & reports	ongoing

PREVIOUS WORK

In FY 2013 Mono County developed a GIS-based Pavement Management System to help inventory and track pavement conditions across all County maintained roads and help prioritize for future treatment measures.

ONGOING TASK

This Work Element coordinates data from previous and ongoing Work Elements. This will be an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$15,000	\$15,000
PPM FUNDING	\$10,000	\$11,000	\$21,000
TOTAL FUNDING	\$10,000	\$16,000	\$36,000

WORK ELEMENT 908-14-1
REGIONAL MAINTENANCE MOU

PURPOSE

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

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, & opportunities;	Town Public Works & Caltrans	Meetings with Caltrans staff	7/1/2015
2.	Develop Draft Maintenance Agreement (administrative review)	Town Public Works & Caltrans	Draft Maintenance Agreement (administrative review)	8/1/2015
3.	Prepare & present Draft Maintenance Agreement	Town Public Works & Caltrans	Draft Maintenance Agreement	9/1/2016
4.	Final Updated Maintenance Agreement	Town Public Works & Caltrans	Final Updated Maintenance Agreement	10/1/2016
5.	Final deliverable(s)			11/1/2016

PREVIOUS WORK

This is a Work element created with the 2014 2015 OWP.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$5,000	\$3,000	\$8,000
PPM FUNDING			
TOTAL FUNDING	\$5,000	\$3,000	\$8,000

WORK ELEMENT 1000-12-0

TRAINING AND DEVELOPMENT

PURPOSE

The purpose of this Work Element is to provide training and professional growth opportunities related to transportation planning for staff involved in LTC projects. In order to plan future projects staff must be up to date on the most current State and Federal laws, policies, and regulations related to transportation; and best practices related to multimodal transportation planning, policies, and programs.

The primary objectives are to:

- Provide training on new and updated state and federal laws (e.g. MAP-21), policies, and regulations,
- Provide training on MUTCD, LAPM, FHWA, Caltrans requirements, and
- Investigate new techniques, best practices, programs, and equipment to be adapted and incorporated into future transportation projects.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Identify & attend training opportunities available relating to transportation planning, projects & programs	County, LTC	Training documentation	ongoing
2.	MAP-21 training & implementation	County, LTC	Update to LTC	ongoing
3.	Receive training on new & updated state & federal laws, policies, & regulations	County, Town, LTC	Training documentation	6/30/2016
4.	Receive training on new & updated transportation principles & practices	County, Town, LTC	Training documentation	6/30/2016
5.	Receive training on MUTCD, LAPM, FHWA, Caltrans requirements	County, Town, LTC	Training documentation	6/30/2016
6.	Investigate new techniques & equipment to be adapted & incorporated into future projects	County, Town, LTC	Training documentation	6/30/2016

ONGOING TASK

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

FUNDING SOURCE

RPA & PPM

	TOWN	COUNTY	TOTAL
2015-16 RPA	\$5,000	\$5,000	\$10,000
PPM FUNDING	\$5,000	\$5,000	\$10,000
TOTAL FUNDING	\$10,000	\$10,000	\$20,000

APPENDIX A
RPA BUDGET SUMMARY

Proposed Expenditures:

Work Element	Town	County	Total
100-12-0: 2016/16 OWP Development & Approval	\$3,000	\$10,000	\$13,000
101-12-0: 2013-14 & 2015-16 OWP Administration+	\$5,000	\$15,000	\$20,000
103-12-0: Local Transportation Commission Staff Support		\$20,000	\$20,000
200-12-0: Regional Transportation Plan		\$10,000	\$10,000
201-12-1: Regional Trails	\$5,000	\$10,000	\$15,000
300-12-0: Regional Transit Planning	\$2,000	\$2,000	\$4,000
302-12-4: ESTA Update of Inyo-Mono Short-Range Transit Plan		*\$100,000	\$100,000
501-15-0: Airport Planning	\$5,000		\$5,000
600-12-0: Regional Transportation Grant Applications	\$5,000	\$5,000	\$10,000
612 -15-0: Highway 395/6 Corridor Wi-Fi Plan		\$10,000	\$10,000
614 -15-0: Alternative Fueling Station Corridor Policy		\$10,000	\$10,000
615-15-0: Active Transportation Program (ATP)		\$10,000	\$10,000
616-15-0: Community Emergency Access Route Assessment		\$15,000	\$15,000
617-15-0: Community Way-Finding Design Standards	\$5,000	\$10,000	\$15,000
800-12-1: Interregional Transportation Planning	\$5,000	\$5,000	\$10,000
804-15-1: Community Traffic Calming & Complete Streets Design Standards		\$10,000	\$10,000
900-12-0: Current Planning, Monitoring & Traffic Issue/ Policy Creation	\$10,000	\$10,000	\$20,000
903-12-1: Regional Pavement & Asset Management System		\$15,000	\$15,000
908-14-1: Regional Maintenance MOU	\$5,000	\$3,000	\$8,000
1000-12-0: Training & Development	\$5,000	\$5,000	\$10,000
TOTALS	\$55,000	*\$275,000	\$330,000
*Includes ESTA Transit Planning Grant \$100,000			

APPENDIX B
PPM BUDGET SUMMARY

Proposed Expenditures:

Work Element	Town	County	Total
201-12-1: Regional Trails	\$10,000		\$10,000
501-15-0: Airport Planning	\$10,000		\$10,000
600-12-0: Regional Transportation Grant Applications	\$5,000		\$5,000
605-12-2: Mammoth Lakes Stormwater Management Master Plan	\$5,000		\$5,000
607-13-2: Mammoth Lakes Mobility Element Completion Project	\$15,000		\$15,000
611-14-2: Mammoth Lakes Mobility Adoption	\$10,000		\$10,000
700-12-0: Regional Project Study Reports	\$10,000	\$10,000	\$20,000
701-12-1: Regional Transportation Improvement Program (RTIP) update	\$5,000	\$5,000	\$10,000
803-13-1: Mammoth Lakes Air Quality monitoring and planning	\$4,000		\$4,000
900-12-0: Current Planning, Monitoring & Traffic Issue/ Policy Creation	\$5,000		\$5,000
902-12-2: Regional Transportation Data Collection Equipment	\$5,000		\$5,000
903-12-1: Regional Pavement & Asset Management System	\$10,000	\$11,000	\$21,000
1000-12-0: Training and Development	\$5,000	\$5,000	\$10,000
TOTALS	\$103,000	\$27,000	\$130,000

APPENDIX C

LIST OF PLANS WITH DATES FOR UPDATE

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



Date: March 9, 2015

STAFF REPORT

Subject: FTA Section 5311 Regional Program of Projects and
Certifications and Assurances

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

It is recommended that the Commission program by Resolution the Federal Fiscal Year 2015 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$79,931 in federal funds and authorize the Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Mono County.

BACKGROUND

Federal Transit Administration Section 5311 funds are apportioned annually to each county to be used only for public transportation projects in non-urbanized areas. Section 5311 funds may be used for capital, operating or administrative assistance to state or local agencies that are operators of public transportation services. For the Federal Fiscal Year 2015, Mono County was apportioned \$79,931.

It is the responsibility of the local transportation planning agency to program projects for these funds and submit a program of projects (POP) to their Caltrans DTR prior to May 8, 2015. The POP identifies the subrecipient that will apply for the 5311 funds and carry out the identified projects.

Historically, these funds have been programmed to Eastern Sierra Transit Authority to assist in the operational costs of the overall Mono County transit system. FTA Section 5311 funds will be incorporated into ESTA's 2015-16 budget.

Eastern Sierra Transit Authority is seeking approval by Resolution for the Federal Fiscal Year 2015 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$79,931 in federal funds and authorize the Executive Director to sign the Certifications and Assurances for operating assistance for general public transit services in Mono County.

RESOLUTION R15-02

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION, STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE SUBMISSION OF FEDERAL TRANSIT ADMINISTRATION SECTION 5311 APPORTIONMENT GRANT WITH EASTERN SIERRA TRANSIT AUTHORITY AS THE SUBRECIPIENT OF THE \$79,931; AND AUTHORIZE THE EXECUTIVE DIRECTOR TO SIGN ALL REQUIRED CERTIFICATIONS AND ASSURANCES

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1); and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus; and

WHEREAS, Eastern Sierra Transit Authority is the recognized public transportation operator in Mono County and therefore receives state and federal funds to operate and provide public transportation services in and for Mono County; and

WHEREAS, Eastern Sierra Transit Authority desires to apply for said financial assistance to permit operation of service in Mono County; and

WHEREAS, Eastern Sierra Transit Authority as the CTSA has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that:

- 1) The Mono County Local Transportation Commission does hereby Authorize Eastern Sierra Transit Authority, to file and execute applications on behalf Mono County of with the Department to aid in the operation of public transit in Mono County pursuant to Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1), as amended;
- 2) Eastern Sierra Transit Authority is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department;
- 3) Eastern Sierra Transit Authority is authorized to provide additional information as the Department may require in connection with the application for the Section 5311 projects; and
- 4) Eastern Sierra Transit Authority is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 operating assistance for public transit in Mono County in the amount of \$79,931.

PASSED AND ADOPTED THIS 9th DAY OF MARCH 2015, BY THE FOLLOWING VOTE:

AYES:
NOES:
ABSTAIN:
ABSENT:

Fred Stump, Chair
Local Transportation Commission

Attest: _____
CD Ritter, LTC Secretary



**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DIVISION OF RAIL & MASS TRANSPORTATION
Rural Transit and Intercity Bus Branch**

**FEDERAL TRANSIT ADMINISTRATION (FTA)
SECTION 5311 REGIONAL PROGRAM OF PROJECTS (POP)**

FEDERAL FISCAL YEAR 2015



All Section 5311 Applications and POP are due to Caltrans District Transit Representatives (DTR) by May 8th, 2015. However, if there are issues meeting the deadlines, please notify your DTR as soon as possible.

All Congestion Mitigation and Air Quality (CMAQ) Applications and POP are due to Caltrans District Transit Representatives (DTR) by April 30, 2015.

FEDERAL FISCAL YEAR 2015
Section 5311 Program of Projects (POP)

Regular 5311 JARC 5311 CMAQ

(A) Available Funding:

Carryover: (+) \$ 0.00
Estimated Apportionment [FFY 2014]: (+) \$ 79,931.00
(A) TOTAL FUNDS AVAILABLE: = \$ 79,931.00

(B) Programming (POP): Complete Parts I and II

	<i>Federal Share</i>
Part I. Operating Assistance - Total: (+)	<u>\$ 79,931.00</u>
Part II. Capital - Total: (+)	<u>\$ 0.00</u>
(B) Total [Programmed]: (=)	<u>\$ 79,931.00</u>

(C) Balance

	<i>Federal Share</i>
(A) Total Funds Available: (+)	<u>\$ 79,931.00</u>
(B) Total [Programmed]: (-)	<u>\$ 79,931.00</u>
* Balance: (=)	<u>\$ 0.00</u>

*** BALANCE – Regional Apportionment Funds ONLY:**

- o Please Note -
 - funds must be programmed in subsequent year
 - final approval to be determined by the Department
- o Request/Letter to carryover funds should include -
 - justification for programming postponement
 - purpose and project plan
 - letter of support from local Transportation Planning Agency

(D) Flexible Funds (CMAQ, STP or Federalized STIP): Complete Part III (For reference only).

Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. Division of Rail & Mass Transportation will receive a conformation once the transfer is completed.

Federal Share
(D) Part III. Flex Fund - Total: _____

FUNDING SUMMARY

	<i>Federal Share</i>
(B) Regional Apportioned - Total [Programmed]: (+)	<u>\$ 79,931.00</u>
(D) Flex Fund - Total: (+)	<u>\$ 0.00</u>
GRAND TOTAL [Programmed]: (=)	<u>\$ 79,931.00</u>

Contact Person/Title: Jill Batchelder, Transit Analyst Date: 03/09/2015
 Phone Number: 760-872-1901



HELP SHAPE THE FUTURE OF CALIFORNIA!!

Caltrans will host **seven public workshops** plus a **webinar** to gather public input on the draft California Transportation Plan (CTP) that identifies future multimodal mobility needs and reduces greenhouse gas emissions.



The CTP envisions a fully integrated, multimodal, sustainable transportation system that supports economic vitality, protects natural resources, promotes the health and well-being of all Californians, and meets people's needs equitably. By being involved and sharing your ideas, you can influence the content of the final plan and, ultimately decisions on how California transportation dollars are invested.

PUBLIC WORKSHOPS

Sacramento:

Tuesday, March 10, 2015
4pm–7pm
North Natomas Library
4660 Via Ingoglia, Sacramento

Redding:

Thursday, March 12, 2015
4pm–7pm
City of Redding Community Room
777 Cypress Avenue, Redding

San Diego:

Tuesday, March 17, 2015
4pm–7pm
Valencia Park/Malcom X Branch
Library and Performing Arts Center
5148 Market Street, San Diego

Riverside:

Wednesday, March 18, 2015
4pm–7pm
Riverside City College
4800 Magnolia Avenue, Riverside

Los Angeles:

Thursday, March 19, 2015
4pm–7pm
Southern California Association of
Governments (SCAG)
818 West 7th St, 12th floor, Los Angeles

Webinar:

Thursday, March 5, 2015, 2pm
To register, visit:
www.californiatransportationplan2040.org

Fresno:

Tuesday, March 24, 2015
4pm–7pm
Fresno City College
1101 E. University Avenue, Fresno

Oakland:

Thursday, March 26, 2015
4pm–7pm
Joseph P. Bort MetroCenter
101 Eighth Street, Oakland

If any accommodations are needed for persons with disabilities, please contact Bev at (916) 445-2079 or email CTP2040@dot.ca.gov. Requests should be made as soon as possible but at least five days prior to the scheduled event.

Visit the CTP 2040 Web site:

www.californiatransportationplan2040.org

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